

Form 70

UNION PACIFIC RAILROAD COMPANY

INCLUDING ITS LEASED LINES



**LIST OF
AGENCIES, STATIONS,
EQUIPMENT, ETC.**

No. 62

JANUARY 1, 1942

**ISSUED BY
ACCOUNTING DEPARTMENT
OMAHA, NEBRASKA**

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The information given in this book is corrected under the direct authority of the heads of departments.

Each employe is requested to carefully examine that portion of each issue concerning which he has personal knowledge, and to give notice to the General Auditor of any error, however trivial, that may be found.

INDEX

Alphabetical List of Stations.....	Page 6, 102, 192
Automatic Block Signals—Miles of Track Protected by.....	59, 157, 225
Branches and Divisions—Prefixes of.....	19, 117, 201
Camas Prairie Railroad Company.....	245
Characters Used.....	19, 117, 201
Clocks, Standard.....	88, 181, 239
Coaling Stations.....	63, 161, 228
Colorado Division.....	39
Connecting Lines and Junction Stations.....	51, 151, 220
Crossings—Railroad.....	54, 153, 222
Divisions:	
Colorado.....	39
Idaho.....	118
Kansas.....	32
Los Angeles.....	138
Nebraska.....	20
Oregon.....	202
Utah.....	131
Washington.....	209
Wyoming.....	28
Divisions and Branches—Prefixes Used.....	19, 117, 201
Emergency Hospitals.....	91, 183
Emergency Provision Boxes.....	183
Engine Houses and Turntables.....	61, 159, 227
Equipment:	
Freight.....	306
Freight—Joint with Utah Railway.....	318
Locomotives.....	252
Passenger.....	290
Recapitulation.....	334
Roadway.....	320
Streamline.....	286
Explanation of Letters and Characters.....	19, 117, 201
Fuel Stations.....	63, 64, 161, 162, 228, 229
Hog Drenching Stations.....	84, 179, 237
Hospitals.....	91, 183, 240
Hospitals—Emergency.....	91, 183
Ice Houses.....	87, 180, 238
Idaho Division.....	118
Interlocking Plants.....	60, 158, 226
Joint Trackage.....	49, 149, 218
Junction Stations and Connecting Lines.....	51, 151, 220
Kansas Division.....	32
Laramie, North Park and Western Railroad Co.....	99, 340
Letters and Characters—Station List.....	19, 117, 201
Locomotives.....	252
Los Angeles Division.....	138
Mail Cranes.....	85, 179, 238
Mileage by States.....	47, 146, 215
Mileage—Operated.....	45, 144, 215
Miles of Track Protected by Automatic Block Signals.....	59, 157, 225
Nebraska Division.....	20
Oil Tanks—Fuel.....	64, 161, 162, 228, 229
Operated Mileage.....	45, 144, 215
Oregon Division.....	202
Passenger Equipment.....	290
Prefixes used for Divisions and Branches.....	19, 117, 201
Provision Boxes—Emergency.....	183
Railroad Crossings.....	54, 153, 222
Railroad Miles.....	45, 144, 215
Road Mileage.....	45, 144, 215
Roadway Equipment.....	320
Saratoga & Encampment Valley R. R. Co.....	97
Scales—Track.....	71, 169, 233
Section Houses.....	92, 184, 241

INDEX—Concluded.

Sidings—Mileage of.....	Page 47, 147, 216
Signals—Miles of Track Protected by Automatic Block.....	59, 157, 225
Snow Sheds.....	96, 189
Standard Clocks.....	88, 181, 239
Stations:	
Alphabetical List.....	6, 102, 192
Connecting Lines and Junction Stations.....	51, 151, 220
Fuel.....	63, 64, 161, 162, 228, 229
Hog Drenching.....	84, 179, 237
Station List—Explanation of Letters and Characters.....	19, 117, 201
Station No. and Division and Branch Prefixes.....	19, 117, 201
Water.....	64, 65, 162, 163, 229, 230
Stock Yards.....	72, 170, 234
Streamline Equipment.....	286
Telephone Emergency Boxes.....	183
Track Miles.....	45, 144, 215
Track Scales.....	71, 169, 233
Trackage—Joint.....	49, 149, 218
Tunnels.....	96, 189, 244
Turntables and Engine Houses.....	61, 159, 227
Utah Coal Route Equipment.....	318
Utah Division.....	131
Washington Division.....	209
Watch Inspectors.....	90, 182, 239
Water Softeners.....	70, 168, 232
Water Stations.....	64, 65, 162, 163, 229, 230
Wrecking Boxes—Telegraph.....	91, 183, 240
Wyes.....	62, 160, 225
Wyoming Division.....	28

PAGES 6 TO 100, INCLUSIVE
CONTAIN INFORMATION PERTAINING
TO
EASTERN DISTRICT
UNION PACIFIC RAILROAD COMPANY

SARATOGA & ENCAMPMENT VALLEY RAILROAD COMPANY
LARAMIE, NORTH PARK & WESTERN RAILROAD COMPANY

ALPHABETICAL LIST OF STATIONS

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
A 164	Abilene.....Kan.	Kansas.....	Main Line.....	34
A 646	Adams.....Colo.	Colorado.....	Main Line.....	40, 43
A 572	Agate.....Colo.	Colorado.....	Main Line.....	39
UA 42	Agnew.....Neb.	Nebraska.....	Beatrice Branch.....	21
H 101	Aikins.....Kan.	Kansas.....	Topeka Branch.....	37
UP 40	Albany.....Wyo.	Nebraska.....	L. N. P. & W. R. R.....	99
UD 22	Albin.....Wyo.	Nebraska.....	North Platte Cut-Off.....	27
UD 34	Albion.....Neb.	Nebraska.....	Albion Branch.....	22
AO 155	Alda.....Neb.	Nebraska.....	Main Line.....	23
AO 8	Alden.....Colo.	Colorado.....	Greeley Branch.....	42
H 203	Alexandria.....Neb.	Kansas.....	Main Line.....	38
194	Alfalfa Center.....Neb.	Nebraska.....	Main Line.....	23
AJ 8	Alida.....Kan.	Kansas.....	Junction City Branch.....	34
B 918	Almy Junction.....Wyo.	Wyoming.....	Main Line.....	30
AE 206	Altair.....Kan.	Kansas.....	Plainville Branch.....	36
B 904	Altamont.....Wyo.	Wyoming.....	Main Line.....	30
UK 46	Ames.....Neb.	Nebraska.....	Main Line.....	21
H 17	Amherst.....Neb.	Nebraska.....	Kearney Branch.....	24
H 249	Anan.....Neb.	Kansas.....	Main Line.....	38
97	Anderson.....Colo.	Colorado.....	L. N. P. & W. R. R.....	99
HB 881	Antelope.....Wyo.	Wyoming.....	Main Line.....	30
HB 101	Appleton.....Kan.	Kansas.....	Main Line.....	36
AM 26	Ara.....Colo.	Colorado.....	Boulder Branch.....	41
A 453	Arapahoe.....Colo.	Colorado.....	Main Line.....	39
A 501	Archer.....Wyo.	Nebraska.....	Main Line.....	27
A 205	Arcola.....Kan.	Kansas.....	Main Line.....	34
A 482	Arena.....Colo.	Colorado.....	Main Line.....	39
UK 83	Arnold.....Neb.	Nebraska.....	Kearney Branch.....	24
A 508	Aroya.....Colo.	Colorado.....	Main Line.....	39
A 468	Ascalon.....Colo.	Colorado.....	Main Line.....	39
AC 50	Asherville.....Kan.	Kansas.....	Solomon Branch.....	35
B 902	Aspen.....Wyo.	Wyoming.....	Main Line.....	30
AD 12	Assaria.....Kan.	Kansas.....	McPherson Branch.....	32
A 67.5	A. T. & S. F. Cross.....Kan.	Kansas.....	Main Line.....	31
BA 20	Atkinson.....Utah	Wyoming.....	Park City Branch.....	31
D 429	Atwood.....Colo.	Colorado.....	Main Line.....	43
D 512	Auburn.....Colo.	Colorado.....	Main Line.....	43
A 703	Ault.....Colo.	Colorado.....	Main Line.....	41
UG 33	Austin.....Neb.	Nebraska.....	Loup City Branch.....	23
Z 10	Avery.....Neb.	Nebraska.....	Old Main Line.....	20
IIB 24	Axtell.....Kan.	Kansas.....	Main Line.....	37
AH 75	Badger.....Neb.	Kansas.....	Manhattan Branch.....	34
A 542	Bagdad.....Colo.	Colorado.....	Main Line.....	39
HB 29	Baileyville.....Kan.	Kansas.....	Main Line.....	37
UL 159	Baileysvue.....Neb.	Nebraska.....	North Platte Branch.....	25
A 267	Balta.....Kan.	Kansas.....	Main Line.....	35
D 444	Balzac.....Colo.	Colorado.....	Main Line.....	34
AH 72	Barneston.....Neb.	Kansas.....	Manhattan Branch.....	42
AO 15	Barnesville.....Colo.	Colorado.....	Greeley Branch.....	42
359	Barton.....Neb.	Nebraska.....	Main Line.....	25
B 948	Baskin.....Utah	Wyoming.....	Main Line.....	31
A 195	Bavaria.....Kan.	Kansas.....	Main Line.....	34
796	Baxter.....Wyo.	Wyoming.....	Main Line.....	29
UA 97	Beatrice.....Neb.	Nebraska.....	Beatrice Branch.....	21, 34
HB 14	Beattie.....Kan.	Kansas.....	Main Line.....	37
D 281	Beek.....Neb.	Nebraska.....	Main Line.....	24
D 432	Beetland.....Colo.	Colorado.....	Main Line.....	43
D 515.3	Beet Spur.....Colo.	Colorado.....	Main Line.....	43
D 424	Beet Sugar Fct'y.....	Colorado.....	Main Line.....	43
UE 23	Beggs Spur.....Utah	Wyoming.....	Park City Branch.....	31
UO 1	Belgrade.....Neb.	Nebraska.....	Cedar Rapids Branch.....	22
UL 47	Bellinger.....Neb.	Nebraska.....	Sears Branch.....	26
AC 57	Belmar.....Neb.	Nebraska.....	North Platte Branch.....	25
H 212	Beloit.....Kan.	Kansas.....	Solomon Branch.....	35
A 98	Belvidere.....Neb.	Kansas.....	Main Line.....	38
A 609	Belvue.....Kan.	Kansas.....	Main Line.....	33
AC 15	Bennett.....Colo.	Colorado.....	Main Line.....	40
B 991	Bennington.....Kan.	Kansas.....	Solomon Branch.....	35
D 437	B.E.R.R. Cross g.....Utah	Wyoming.....	Main Line.....	31
AE 24	Beta.....Colo.	Colorado.....	Main Line.....	43
354	Beverly.....Kan.	Kansas.....	Plainville Branch.....	36
AA 17	Big Springs.....Neb.	Nebraska.....	Main Line.....	25
	Big Stranger.....Kan.	Kansas.....	Leavenworth Branch.....	33

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
291	Birdwood.....Neb.	Nebraska.....	Main Line.....	24
A 38	Bismarck Grove.....Kan.	Kansas.....	Main Line.....	32
AA 1	Bismarck Grove.....Kan.	Kansas.....	Leavenworth Branch.....	33
757	Bitter Creek.....Wyo.	Wyoming.....	Main Line.....	29
766	Black Buttes.....Wyo.	Wyoming.....	Main Line.....	29
A 232	Black Wolf.....Kan.	Kansas.....	Main Line.....	35
HB 104	Blair.....Kan.	Kansas.....	Main Line.....	36
803	Blairtown.....Wyo.	Wyoming.....	Main Line.....	29
AH 43	Blue Rapids.....Kan.	Kansas.....	Manhattan Branch.....	33
AH 80	Blue Springs.....Neb.	Kansas.....	Manhattan Branch.....	34
UG 19	Boelus.....Neb.	Nebraska.....	Loup City Branch.....	23
EA 30	Boettcher.....Colo.	Colorado.....	Ft. Collins Branch.....	44
AE 129	Bogue.....Kan.	Kansas.....	Plainville Branch.....	36
A 18	Bonner Springs.....Kan.	Kansas.....	Main Line.....	32
UD 27	Boone.....Neb.	Nebraska.....	Albion Branch.....	22
519	Borie.....Wyo.	Wyoming.....	Main Line.....	28, 41
585	Bosler.....Wyo.	Wyoming.....	Main Line.....	28
AM 28	Boulder.....Colo.	Colorado.....	Boulder Branch.....	41
EA 14	Boyd Lake.....Colo.	Colorado.....	Ft. Collins Branch.....	44
A 518	Boyer.....Colo.	Colorado.....	Main Line.....	39
262	Brady Island.....Neb.	Nebraska.....	Main Line.....	24
UB 14	Brainerd.....Neb.	Nebraska.....	Stromsburg Branch.....	22
H 158	Bremen.....Kan.	Kansas.....	Main Line.....	38
AD 16	Bridgeport.....Kan.	Kansas.....	McPherson Branch.....	35
B 886	Bridger.....Wyo.	Wyoming.....	Main Line.....	30
AO 28	Briggsdale.....Colo.	Colorado.....	Greeley Branch.....	42
A 659	Brighton.....Colo.	Colorado.....	Main Line.....	40, 43, 41
BA 7	Briquette Spur.....Utah	Wyoming.....	Park City Branch.....	31
UL 100	Broadwater.....Neb.	Nebraska.....	North Platte Branch.....	25
UL 143	Brockhoff.....Neb.	Nebraska.....	North Platte Branch.....	25
UL 25	Broganville.....Neb.	Nebraska.....	North Platte Branch.....	25
A 201	Brookville.....Kan.	Kansas.....	Main Line.....	34
AJ 26	Broughton.....Kan.	Kansas.....	Junction City Branch.....	34
AJ 48	Browndale.....Kan.	Kansas.....	Junction City Branch.....	34
88	Brownlee.....Colc.	Nebraska.....	L. N. P. & W. R. R.....	99
416	Brownson.....Neb.	Nebraska.....	Main Line.....	27
344	Brule.....Neb.	Nebraska.....	Main Line.....	25
830	Bryan.....Wyo.	Wyoming.....	Main Line.....	30
A 46	Buck Creek.....Kan.	Kansas.....	Main Line.....	32
EA 42	Buckeye.....Colo.	Colorado.....	Ft. Collins Branch.....	44
184	Buda.....Neb.	Nebraska.....	Main Line.....	23
A 351	Buffalo Park.....Kan.	Colorado.....	Main Line.....	39
UL 194	Buffington.....Wyo.	Nebraska.....	North Platte Branch.....	26
537	Buford.....Wyo.	Wyoming.....	Main Line.....	28
A 567	Buick.....Colo.	Colorado.....	Main Line.....	39
UL 179	Bullard.....Wyo.	Nebraska.....	North Platte Branch.....	26
AL 1	Bunell.....Colo.	Colorado.....	U. S. Hospital Branch.....	40
A 253	Bunker Hill.....Kan.	Kansas.....	Main Line.....	35
UL 115	Burlington Jct.....Neb.	Nebraska.....	North Platte Branch.....	25
483	Burns.....Wyo.	Nebraska.....	Main Line.....	27
457	Bushnell.....Neb.	Nebraska.....	Main Line.....	27
A 597	Byers.....Colo.	Colorado.....	Main Line.....	40
A 68	C.R.I. & P. Ry. Cros'g.....Kan.	Kansas.....	Main Line.....	32
A 4	C.R.I. & P. Ry. Jct.....Kan.	Kansas.....	Main Line.....	32
UK 65	Callaway.....Neb.	Nebraska.....	Kearney Branch.....	24
627	Calvin.....Wyo.	Wyoming.....	Main Line.....	28
AP 9	Camfield.....Colo.	Colorado.....	Pleasant Valley Branch.....	42
A 71	Camp.....Colo.	Colorado.....	L. N. P. & W. R. R.....	99
A 371	Campus.....Kan.	Colorado.....	Main Line.....	39
UL 170	Canal.....Wyo.	Nebraska.....	North Platte Branch.....	26
D 496	Canton.....Colo.	Colorado.....	Main Line.....	43
BE 701	Canyon.....Wyo.	Wyoming.....	S. & E. V. R. R.....	97
	Carbon Timber Co. Spur.....Wyo.	Wyoming.....	Main Line.....	29
H 144	Carden.....Kan.	Kansas.....	Main Line.....	37
UF 2	Carey.....Neb.	Nebraska.....	Ord Branch.....	23
H 219	Carleton.....Neb.	Kansas.....	Main Line.....	38
A 212	Carneiro.....Kan.	Kansas.....	Main Line.....	34
A 726	Carr.....Colo.	Colorado.....	Main Line.....	41
B 875	Carter.....Wyo.	Wyoming.....	Main Line.....	30
AH 4	Casement.....Kan.	Kansas.....	Manhattan Branch.....	33
B 937	Castle Rock.....Utah	Wyoming.....	Main Line.....	31
A 563	Cedar Point.....Colo.	Colorado.....	Main Line.....	39
UE 30	Cedar Rapids.....Neb.	Nebraska.....	Cedar Rapids Branch.....	22

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
30	Centennial.....Wyo.		L. N. P. & W. R. R.....	99
125	Central City.....Neb.	Nebraska.	Main Line.....	21, 22
A 152	Chapman.....Kan.	Kansas.	Main Line.....	34
135	Chapman.....Neb.	Nebraska.	Main Line.....	21
380	Chappell.....Neb.	Nebraska.	Main Line.....	25
B 896	Chelsea.....Wyo.	Wyoming.	Main Line.....	30
A 448	Chemung.....Colo.	Colorado.	Main Line.....	39
705	Cherokee.....Wyo.	Wyoming.	Main Line.....	29
510	Cheyenne.....Wyo.	Wyoming.	Main Line.....	27, 28, 41
A 463	Cheyenne Wells.....Colo.	Colorado.	Main Line.....	39
B 859	Church Buttes.....Wyo.	Wyoming.	Main Line.....	39
114	Clarks.....Neb.	Nebraska.	Main Line.....	21
AJ 33	Clay Center.....Kan.	Kansas.	Junction City Branch.....	34
H 179	Clayton.....Neb.	Kansas.	Main Line.....	38
AH 29	Cleburne.....Kan.	Kansas.	Manhattan Branch.....	33
A 526	Clifford.....Colo.	Colorado.	Main Line.....	39
AO 6	Cloverly.....Colo.	Colorado.	Greeley Branch.....	42
AO 6.2	Cloverly Jet.....Colo.	Colorado.	Greeley Branch.....	42
111	Coalmont.....Colo.		L. N. P. & W. R. R.....	99
BA 6	Coalville.....Utah	Wyoming.	Park City Branch.....	31
AA 30	Cochrane.....Kan.	Kansas.	Leavenworth Branch.....	33
AE 95	Codell.....Kan.	Kansas.	Plainville Branch.....	36
AJ 72	C. O. Junction.....Kan.	Kansas.	Junction City Branch.....	34
UL 3	Coker.....Neb.	Nebraska.	North Platte Branch.....	25
AE 204	Colby.....Kan.	Kansas.	Plainville Branch.....	36
A 336	Collyer.....Kan.	Colorado.	Main Line.....	39
372.2	Colo.-Neb. State Line.....Neb.		Main Line.....	25
A 734	Colo.-Wyo. State Line.....Colo.		Main Line.....	41
554	Colores.....Wyo.	Colorado.	Ft. Collins Branch.....	44
401	Colton.....Neb.	Wyoming.	Main Line.....	28
85	Columbus.....Neb.	Nebraska.	Main Line.....	25
633	Como.....Wyo.	Wyoming.	Main Line.....	21, 22
AJ 73	Concordia.....Kan.	Kansas.	Junction City Branch.....	34
D 448	Consumers Sand Co. Spur.....Neb.	Nebraska.	Beatrice Branch.....	21
591	Cooper.....Colo.	Colorado.	Main Line.....	43
515	Cooper Lake.....Wyo.	Wyoming.	Main Line.....	28
514	Corlett.....Wyo.	Wyoming.	Main Line.....	28
UL 57	Corlett Jet.....Wyo.	Wyoming.	Main Line.....	28, 41
AO 19	Cormick.....Neb.	Nebraska.	North Platte Branch.....	25
UA 80	Cornish.....Colo.	Colorado.	Greeley Branch.....	42
UL 150	Corral.....Kan.	Kansas.	Leavenworth Branch.....	33
UL 37	Cortland.....Neb.	Nebraska.	Beatrice Branch.....	21
UL 196	Cotin.....Neb.	Nebraska.	North Platte Branch.....	25
0	Cotesfield.....Neb.	Nebraska.	Ord Branch.....	23
BE 696	Cottier.....Wyo.	Nebraska.	North Platte Branch.....	26
84	Council Bluffs.....Iowa		Main Line.....	90
238	Cow Creek.....Wyo.	Wyoming.	S. & E. V. R. R.....	27
UP 54	Cowdrey.....Colo.	Nebraska.	L. N. P. & W. R. R.....	99
712	Cozad.....Neb.	Nebraska.	Main Line.....	24
D 395	Creighton.....Wyo.	Nebraska.	North Platte Cut-Off.....	27
549	Creston.....Wyo.	Wyoming.	Main Line.....	29
AE 12	Crook.....Colo.	Colorado.	Main Line.....	42
B 933	Crs'g W. Bound Trk.....Wyo.	Wyoming.	Main Line.....	28
BE 690	Crs'g E. Bound Trk.....Wyo.	Wyoming.	Main Line.....	28
543	Culver.....Kan.	Kansas.	Plainville Branch.....	36
697	Curvo.....Utah	Wyoming.	Main Line.....	30
123	Dahlstrom.....Wyo.		S. & E. V. R. R.....	97
652	Dale Creek.....Wyo.	Wyoming.	Main Line.....	28
8	Daley's Ranch.....Kan.	Wyoming.	Main Line.....	29
E 658	Damar.....Kan.	Kansas.	Plainville Branch.....	36
233	Dana.....Wyo.	Wyoming.	Main Line.....	29
H 226	Dannebrog.....Neb.	Nebraska.	Loup City Branch.....	23
UB 23	Darlow.....Colo.	Colorado.	Main Line.....	44
BE 691	Darr.....Neb.	Nebraska.	Main Line.....	23
693	Davenport.....Neb.	Kansas.	Main Line.....	38
722	David City.....Neb.	Nebraska.	Stromsburg Branch.....	22
BE 693	Davis.....Wyo.	Wyoming.	S. & E. V. R. R.....	97
A 722	Davis Hadden Spur.....Neb.	Nebraska.	Beatrice Branch.....	21
	Days.....Wyo.		S. & E. V. R. R.....	97
	Decker.....Colo.	Colorado.	Main Line.....	41

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
A 584	Deer Trail.....Colo.	Colorado.	Main Line.....	39
H 35	Deerwood.....Wyo.		L. N. P. & W. R. R.....	99
AC 35	Delia.....Kan.	Kansas.	Topeka Branch.....	37
H 283	Delphos.....Kan.	Kansas.	Solomon Branch.....	35
E 683	Denman.....Neb.	Nebraska.	Hastings Branch.....	24
A 640	Dent.....Colo.	Colorado.	Main Line.....	44
A 159	Denver.....Colo.	Colorado.	Main Line.....	40, 43
B 961	Denver U.S. Yds.....Colo.	Colorado.	Main Line.....	40, 43
308	Detroit.....Kan.	Kansas.	Main Line.....	34, 35
AM 7	Devil's Slide.....Utah	Wyoming.	Main Line.....	31
UX 2	Dexter.....Neb.	Nebraska.	Main Line.....	24
435	Dick.....Colo.	Colorado.	Boulder Branch.....	41
D 459	Dines.....Wyo.	Wyoming.	Dines Branch.....	30
HA 13	Dix.....Neb.	Nebraska.	Main Line.....	27
A 246	Dodd.....Colo.	Colorado.	Main Line.....	43
D 384	Doniphan.....Neb.	Kansas.	Main Line.....	38
HB 95	Dorrance.....Kan.	Kansas.	Main Line.....	35
A 717	Dorsey.....Colo.	Colorado.	Main Line.....	42
H 114	Double.....Kan.	Kansas.	Main Line.....	37
A 92	Duluth.....Kan.	Kansas.	Main Line.....	41
UB 57	Duncan.....Neb.	Nebraska.	Topeka Branch.....	37
496	Dupont.....Colo.	Colorado.	Main Line.....	21
UP 50	Durant.....Neb.	Nebraska.	Stromsburg Branch.....	22
H 185	Durham.....Wyo.	Nebraska.	Main Line.....	27
A 132	Duroc.....Wyo.	Nebraska.	North Platte Cut-Off.....	27
E 654	Duval.....Neb.	Kansas.	Main Line.....	38
A 185	East Funston.....Kan.	Kansas.	Main Line.....	33
B 700	Eastlake.....Colo.	Colorado.	Main Line.....	44
UK 40	East Salina.....Kan.	Kansas.	Main Line.....	34
A 657	Eaton.....Colo.	Colorado.	Main Line.....	41
UF 31	Echo.....Utah	Wyoming.	Main Line.....	31
B 870	Eddyville.....Neb.	Nebraska.	Kearney Branch.....	24
A 303	Edgar.....Neb.	Kansas.	Main Line.....	38
HB 112	Edson.....Wyo.	Wyoming.	Main Line.....	29
B 943	Edwardsville.....Kan.	Kansas.	Main Line.....	32
BE 706	Egbert.....Wyo.	Nebraska.	Main Line.....	27
UC 41	Elba.....Neb.	Nebraska.	Ord Branch.....	23
AB 2	Elkhorn.....Wyo.	Wyoming.	Main Line.....	20
AM 15	Elkhurst.....Neb.	Nebraska.	Main Line.....	30
A 126	Ellis.....Kan.	Kansas.	Main Line.....	35, 39
B 917	Ellsworth.....Kan.	Kansas.	Main Line.....	35
H 182	Ellwood.....Neb.	Nebraska.	Main Line.....	23
UC 41	Elm Creek.....Kan.	Kansas.	Main Line.....	36
AB 2	Elwood.....Kan.	Kansas.	Main Line.....	36
AM 15	Emmett.....Kan.	Kansas.	Topeka Branch.....	37
A 689	Emory.....Utah	Wyoming.	Main Line.....	31
B 917	Encampment.....Wyo.	Wyoming.	S. & E. V. R. R.....	97
H 188	Endicott.....Neb.	Nebraska.	Main Line.....	38
AA 24	Endo.....Neb.	Nebraska.	Main Line.....	38
A 33	Enterprise.....Kan.	Kansas.	Norfolk Branch.....	22
686	Erie.....Colo.	Colorado.	Enterprise Branch.....	35
UK 76	Eureka Lake.....Kan.	Kansas.	Boulder Branch.....	41
UL 95	Evans.....Colo.	Colorado.	Main Line.....	33
E 668	Evanston.....Wyo.	Wyoming.	Main Line.....	41
A 474	Fairbury.....Neb.	Kansas.	Main Line.....	30
BE 682	Fairfield.....Neb.	Kansas.	Main Line.....	38
AH 33	Fairmount.....Kan.	Kansas.	Leavenworth Branch.....	33
UB 28	Fall Leaf.....Kan.	Kansas.	Main Line.....	32
UP 56	Ferris.....Wyo.	Wyoming.	Main Line.....	29
D 415	Finchville.....Neb.	Nebraska.	Kearney Branch.....	24
562	Finley.....Neb.	Nebraska.	North Platte Branch.....	25
A 15	Firestone.....Colo.	Colorado.	Main Line.....	44
EA 25	First View.....Colo.	Colorado.	Main Line.....	39
D 464	Fish Hatchery.....Wyo.	Wyoming.	S. & E. V. R. R.....	97
A 136	Florens.....Kan.	Kansas.	Manhattan Branch.....	33
668	Foley.....Neb.	Nebraska.	Stromsburg Branch.....	22
	Fonda.....Wyo.	Nebraska.	North Platte Cut-Off.....	27
	Forest Lake.....Kan.	Kansas.	Main Line.....	42
	Fort Collins.....Colo.	Colorado.	Main Line.....	28
	Fort Morgan.....Colo.	Colorado.	Main Line.....	32
	Fort Riley.....Kan.	Kansas.	Ft. Collins Branch.....	44
	Fort Steele.....Wyo.	Wyoming.	Main Line.....	43
			Main Line.....	33
			Main Line.....	29

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
AO 23	Fosston.....	Colo.	Colorado.....	42
55	Fox Park.....	Wyo.	Greeley Branch.....	42
H 131	Frankfort.....	Kan.	L. N. P. & W. R. R.....	99
E 666	Frederick.....	Colo.	Topeka Branch.....	37
BA 27	Freight Yd. Jet.....	Utah	Main Line.....	44
39	Fremont.....	Neb.	Park City Branch.....	31
729	Frewen.....	Wyo.	Main Line.....	20
UE 14	Fullerton.....	Neb.	Main Line.....	29
A 134	Funston.....	Kan.	Cedar Rapids Branch.....	22
			Main Line.....	33
AP 5	Galeton.....	Colo.	Pleasant Valley Branch.....	42
E 652	Gallup.....	Colo.	Main Line.....	44
UK 99	Gandy.....	Neb.	Kearney Branch.....	24
279	Gannett.....	Neb.	Main Line.....	24
UA 53	Gardiner.....	Neb.	Main Line.....	21
AH 17	Garratt.....	Neb.	Beatrice Branch.....	21
B 980	Garrison.....	Kan.	Manhattan Branch.....	33
UD 11	Gateway.....	Utah	Main Line.....	31
UL 146	Genoa.....	Neb.	Albion Branch.....	22
UL 145	Gering.....	Neb.	North Platte Branch.....	25
176	Gering Branch Jet.....	Neb.	North Platte Branch.....	25, 26
113	Gibbon.....	Neb.	Main Line.....	23, 24
176	Gibson Stock Yds.....	Neb.	Main Line.....	21
A 680	Gilcrest.....	Colo.	Main Line.....	41, 43
AO 10	Gill.....	Colo.	Greeley Branch.....	42
Z 12	Gilmore.....	Neb.	Old Main Line.....	20
AC 42	Glascow.....	Kan.	Solomon Branch.....	35
A 735	Gleason.....	Wyo.	Main Line.....	41
UL 6	Glenburnie.....	Neb.	North Platte Branch.....	25
H 253	Glenvil.....	Neb.	Main Line.....	38
UK 6	Glenwood Park.....	Neb.	Kearney Branch.....	24
UP 60	Goodland.....	Wyo.	North Platte Cut-Off.....	27
D 480	Goodrich.....	Colo.	Main Line.....	43
A 272	Gorham.....	Kan.	Main Line.....	35
249	Gothenburg.....	Neb.	Main Line.....	24
E 675	Gowanda.....	Colo.	Main Line.....	44
E 664	Graden.....	Colo.	Main Line.....	44
A 356	Grainfield.....	Kan.	Main Line.....	39
58	Gramm.....	Wyo.	L. N. P. & W. R. R.....	99
147	Grand Island.....	Neb.	Main Line.....	21, 23, 38
847	Granger.....	Wyo.	Main Line.....	30
529	Granite Canon.....	Wyo.	Main Line.....	28
A 61	Grantville.....	Kan.	Main Line.....	32
A 692	Greeley.....	Colo.	Main Line.....	41, 42
A 694	Greeley Jet.....	Colo.	Main Line.....	41, 42
817	Green River.....	Wyo.	Main Line.....	29, 30
D 408	Griff.....	Colo.	Main Line.....	42
B 963	Griffith.....	Utah	Main Line.....	31
A 365	Grinnell.....	Kan.	Main Line.....	39
H 81	Grove.....	Kan.	Topeka Branch.....	37
US 4	Gunn.....	Wyo.	Gunn Branch.....	29
797	Gunn Junction.....	Wyo.	Main Line.....	29
152	Haig.....	Neb.	North Platte Branch.....	25
AE 690	Hadsell.....	Wyo.	Main Line.....	29
D 127	Halford.....	Kan.	Plainville Branch.....	36
771	Hall.....	Colo.	Main Line.....	43
A 684	Hallville.....	Wyo.	Main Line.....	29
HB 63	Hambert.....	Colo.	Main Line.....	41, 43
B 866	Hamlin.....	Kan.	Main Line.....	37
UA 68	Hampton.....	Wyo.	Main Line.....	30
643	Hanlon.....	Neb.	Beatrice Branch.....	21
163	Hanna.....	Wyo.	Main Line.....	29
HA 8	Hanover.....	Kan.	Main Line.....	38
D 501	Hansen.....	Neb.	Main Line.....	38
EA 20	Hardin.....	Colo.	Main Line.....	43
E 671	Harney.....	Colo.	Ft. Collins Branch.....	44
599	Harper.....	Wyo.	Main Line.....	44
UN 4	Hartman.....	Neb.	Main Line.....	28
HA 16	Haspur.....	Neb.	Lyman Branch.....	26
H 262	Hastings.....	Neb.	Main Branch.....	38
H 262	Hastings.....	Neb.	Hastings Branch.....	24
21	Hatton.....	Wyo.	Main Line.....	38
108	Havens.....	Neb.	L. N. P. & W. R. R.....	99
UP 52	Hawksprings.....	Wyo.	Main Line.....	21
			North Platte Cut-Off.....	27

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
UW 2	Hay.....	Wyo.	Wyoming.....	30
D 419	Hayford.....	Colo.	Winton Branch.....	42
H 275	Hayland.....	Neb.	Main Line.....	42
A 290	Hays.....	Kan.	Hastings Branch.....	24
A 652	Hazeltine.....	Colo.	Main Line.....	35
552	Heard.....	Wyo.	Main Line.....	40, 43
UB 74	Heber.....	Neb.	Main Line.....	28
108	Hebron.....	Colo.	Stromsburg Branch.....	22
UL 191	Heldt.....	Wyo.	L. N. P. & W. R. R.....	99
A 654	Henderson.....	Colo.	North Platte Branch.....	26
B 957	Henefer.....	Utah	Main Line.....	40, 43
421	Herdon.....	Neb.	Main Line.....	31
H 153	Herkimer.....	Kan.	Main Line.....	27
548	Hermosa.....	Wyo.	Main Line.....	38
297	Hershey.....	Neb.	Main Line.....	28
HB 70	Hiawatha.....	Kan.	Main Line.....	24
HC 7	Highland.....	Kan.	Main Line.....	37
AE 138	Hill City.....	Kan.	Highland Branch.....	37
UM 7	Hilliker.....	Neb.	Plainville Branch.....	36
490	Hillsdale.....	Wyo.	Gering Branch.....	26
AD 30	Hilton.....	Kan.	Main Line.....	27
267	Hindrey.....	Neb.	McPherson Branch.....	35
D 377	Hitt.....	Colo.	Main Line.....	24
UK 95	Hoagland.....	Neb.	Main Line.....	42
A 299	Hog Back.....	Kan.	Kearney Branch.....	24
AA 20	Hoge.....	Kan.	Main Line.....	35
H 172	Hollenberg.....	Kan.	Leavenworth Branch.....	33
UL 177	Holly.....	Wyo.	Main Line.....	38
AH 84	Holmesville.....	Neb.	North Platte Branch.....	26
HB 8	Home.....	Kan.	Manhattan Branch.....	34
A 259	Homer.....	Kan.	Main Line.....	37
BA 24	Homer Spur.....	Utah	Main Line.....	35
UB 69	Hordville.....	Neb.	Park City Branch.....	31
A 678	Houston.....	Colo.	Stromsburg Branch.....	22
574	Howell.....	Wyo.	Main Line.....	41, 43
AE 170	Hoxie.....	Kan.	Main Line.....	28
BA 8	Hoytsville.....	Utah	Plainville Branch.....	36
A 536	Hugo.....	Colo.	Park City Branch.....	31
AH 61	Hull.....	Kan.	Main Line.....	39
UC 26	Humphrey.....	Neb.	Manhattan Branch.....	24
UL 174	Huntley.....	Wyo.	Norfolk Branch.....	22
HB 105.7	Hunt Spur.....	Kan.	North Platte Branch.....	26
D 462	Hurley.....	Colo.	Main Line.....	36
			Main Line.....	43
AJ 41	Idana.....	Kan.	Junction City Branch.....	34
D 411	Iliff.....	Colo.	Main Line.....	42
	Illinois Pipeline Co.			
	Spur.....	Wyo.	Main Line.....	28
A 670	Industry Spur.....	Colo.	Ft. Collins Branch.....	44
AH 38	Ione.....	Colo.	Main Line.....	41, 43
UP 29	Irving.....	Kan.	Manhattan Branch.....	33
	Irwin.....	Wyo.	North Platte Cut-Off.....	27
431	Jacinto.....	Neb.	Main Line.....	27
UA 65	Jamaica.....	Neb.	Beatrice Branch.....	21
UD 3	Janise.....	Neb.	Sears Branch.....	26
AD 27	Johnstown.....	Kan.	McPherson Branch.....	35
UP 5	Jonas.....	Wyo.	North Platte Cut-Off.....	27
218	Josselyn.....	Neb.	Main Line.....	23
236	Jovian.....	Neb.	Main Line.....	24
UL 164	Joyce.....	Neb.	North Platte Branch.....	25
365	Julesburg.....	Colo.	Main Line.....	25, 42
A 140	Junction City.....	Kan.	Main Line.....	33, 34
809	Kanda.....	Wyo.	Main Line.....	29
A 219	Kanapolis.....	Kan.	Main Line.....	34
A 3	Kansas City.....	Kan.	Main Line.....	32
A 0	Kansas City.....	Mo.	Main Line.....	32
H 194	K. C. & O. Junc't.....	Neb.	Main Line.....	38
A 146	Kansas Falls.....	Kan.	Main Line.....	34
A 446.1	Kan.-Colo. State Line.....	Colo.	Main Line.....	39
AH 67.9	Kan.-Neb. State Line.....	Kan.	Manhattan Branch.....	38
H 173.9	Kan.-Neb. State Line.....	Kan.	Main Line.....	38
189	Kearney.....	Neb.	Main Line.....	23, 24

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISON	LINE OR BRANCH	Page	
BC 5	Keetley.....	Utah	Wyoming.....	Ontario Branch.....	31
BA 25	Keetley Junct.....	Utah	Wyoming.....	Park City Branch.....	31
275	Keith.....	Neb.	Nebraska.....	Main Line.....	24
EA 9	Kelim.....	Colo.	Colorado.....	Ft. Collins Branch.....	44
UL 108	Kelly.....	Neb.	Nebraska.....	North Platte Branch.....	25
UE 5	Kent.....	Neb.	Nebraska.....	Cedar Rapids Branch.....	22
UG 14	Kenyon.....	Neb.	Nebraska.....	Loup City Branch.....	23
D 508	Kersey.....	Colo.	Colorado.....	Main Line.....	43
UL 28	Keystone.....	Neb.	Nebraska.....	North Platte Branch.....	25
	Kilpatrick Bros.	Neb.	Nebraska.....	Beatrice Branch.....	21
	Spur.....	Neb.	Nebraska.....	Main Line.....	27
445	Kimball.....	Neb.	Nebraska.....	L. N. P. & W. R. R.	99
74	Kings Canon.....	Colo.	Nebraska.....	North Platte Branch.....	25
UL 75	Kingsley.....	Neb.	Kansas.....	Main Line.....	33
A 488	Kir Carson.....	Kan.	Colorado.....	Main Line.....	39
B 909	Knight.....	Wyo.	Wyoming.....	Main Line.....	30
693	Knobs.....	Wyo.	Wyoming.....	Main Line.....	29
	Knox.....	Kan.	Kansas.....	Leavenworth Branch.....	33
EA 7	Koenig.....	Colo.	Colorado.....	Ft. Collins Branch.....	44
322	Korty.....	Neb.	Nebraska.....	Main Line.....	25
UL 91	Kuhn.....	Neb.	Nebraska.....	North Platte Branch.....	25
D 504	Kuner.....	Colo.	Colorado.....	Main Line.....	43
UP 41	Lagrange.....	Wyo.	Nebraska.....	North Platte Cut-Off.....	27
A 548	Lake.....	Colo.	Colorado.....	Main Line.....	39
47	Lake.....	Wyo.	Wyoming.....	L. N. P. & W. R. R.	99
BE 681	Lake Creek.....	Wyo.	Wyoming.....	S. & E. V. R. R.	97
73	Lambert.....	Neb.	Nebraska.....	Main Line.....	21
17	Lane.....	Neb.	Nebraska.....	Main Line.....	20
AA 29	Lansing.....	Kan.	Kansas.....	Leavenworth Branch.....	33
A 438	Lapaz.....	Kan.	Colorado.....	Main Line.....	39
566	Laramie.....	Wyo.	Wyoming.....	Main Line.....	28, 99
101	Larand.....	Colo.	Colorado.....	L. N. P. & W. R. R.	99
A 687	La Salle.....	Colo.	Colorado.....	Main Line.....	41, 43, 44
E 691	La Salle Jct.....	Colo.	Colorado.....	Main Line.....	44
716	Latham.....	Wyo.	Wyoming.....	Main Line.....	29
A 40	Lawrence.....	Kan.	Kansas.....	Main Line.....	32, 33
AA 34	Leavenworth.....	Kan.	Kansas.....	Leavenworth Branch.....	33
UL 41	Lemoyne.....	Neb.	Nebraska.....	North Platte Branch.....	25
A 24	Lenape.....	Kan.	Kansas.....	Main Line.....	32
HB 84	Leona.....	Kan.	Kansas.....	Main Line.....	37
B 891	Leroy.....	Wyo.	Wyoming.....	Main Line.....	30
H 257	Level.....	Neb.	Kansas.....	Main Line.....	38
UL 198	Lewark.....	Wyo.	Nebraska.....	North Platte Branch.....	26
UL 59	Lewellen.....	Neb.	Nebraska.....	North Platte Branch.....	25
224	Lexington.....	Neb.	Nebraska.....	Main Line.....	23
AM 18	Leyner.....	Colo.	Colorado.....	Boulder Branch.....	41
AM 20	Liggett.....	Colo.	Colorado.....	Boulder Branch.....	41
H 122	Lillis.....	Kan.	Kansas.....	Topeka Branch.....	37
A 551	Limon.....	Colo.	Colorado.....	Main Line.....	39
UA 57	Lincoln.....	Neb.	Nebraska.....	Beatrice Branch.....	21
AE 34	Lincoln Center.....	Kan.	Kansas.....	Plainville Branch.....	36
UP 15	Lindbergh.....	Wyo.	Nebraska.....	North Platte Cut-Off.....	27
AD 21	Lindsborg.....	Kan.	Kansas.....	McPherson Branch.....	35
AC 21	Lindsey.....	Kan.	Kansas.....	Solomon Branch.....	35
A 28	Linwood.....	Kan.	Kansas.....	Main Line.....	32
UV 2	Lionkol.....	Wyo.	Wyoming.....	Lionkol Branch.....	30
UT 4	Lionkol Junction.....	Wyo.	Wyoming.....	South Pass Branch.....	30
UL 86	Lisco.....	Neb.	Nebraska.....	North Platte Branch.....	25
141	Lockwood.....	Neb.	Nebraska.....	Main Line.....	21
390	Lodge Pole.....	Neb.	Nebraska.....	Main Line.....	25
UK 59	Lodi.....	Neb.	Nebraska.....	Kearney Branch.....	24
UK 91	Logan.....	Neb.	Nebraska.....	Kearney Branch.....	24
UB 7	Loma.....	Neb.	Nebraska.....	Stromsburg Branch.....	22
UK 46	Lomax.....	Neb.	Nebraska.....	Kearney Branch.....	24
594	Lookout.....	Wyo.	Wyoming.....	Main Line.....	28
A 21	Loring.....	Kan.	Kansas.....	Main Line.....	32
	Loring Quarry	Kan.	Kansas.....	Main Line.....	32
	Spur.....	Kan.	Kansas.....	Main Line.....	32
UG 39	Loup City.....	Neb.	Nebraska.....	Loup City Branch.....	23
AP 3	Lowe.....	Colo.	Colorado.....	Pleasant Valley Branch.....	42
A 578	Lowland.....	Colo.	Colorado.....	Main Line.....	39
AE 56	Lucas.....	Kan.	Kansas.....	Plainville Branch.....	36
A 696	Lucerne.....	Colo.	Colorado.....	Main Line.....	41
A 666	Lupton.....	Colo.	Colorado.....	Main Line.....	40, 43

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page	
AE 65	Luray.....	Kan.	Kansas.....	Plainville Branch.....	36
UL 63	Lutherville.....	Neb.	Nebraska.....	North Platte Branch.....	25
UL 168	Lyman.....	Neb.	Nebraska.....	North Platte Branch.....	26
UL 167	Lyman Branch Jct.....	Neb.	Nebraska.....	North Platte Branch.....	26
UL 82	Lytle.....	Neb.	Nebraska.....	North Platte Branch.....	25
A 408	McAllaster.....	Kan.	Colorado.....	Main Line.....	39
UL 132	McGrew.....	Neb.	Nebraska.....	North Platte Branch.....	25
AD 35	McPherson.....	Kan.	Kansas.....	McPherson Branch.....	35
UC 36	Madison.....	Neb.	Nebraska.....	Norfolk Branch.....	22
A 628	Magee.....	Colo.	Colorado.....	Main Line.....	40
A 119	Manhattan.....	Kan.	Kansas.....	Main Line.....	33
A 614	Manila.....	Colo.	Colorado.....	Main Line.....	40
A HC 5	Marcell.....	Kan.	Kansas.....	Highland Branch.....	37
D 391	Marcott.....	Colo.	Colorado.....	Main Line.....	42
411	Margate.....	Neb.	Nebraska.....	Main Line.....	27
AH 64	Marietta.....	Kan.	Kansas.....	Manhattan Branch.....	34
838	Marston.....	Wyo.	Wyoming.....	Main Line.....	30
UL 35	Martin.....	Neb.	Nebraska.....	North Platte Branch.....	25
AE 9	Marydell.....	Kan.	Kansas.....	Plainville Branch.....	36
H 148	Marysville.....	Kan.	Kansas.....	Main Line.....	34, 37, 38
D 490	Masters.....	Colo.	Colorado.....	Main Line.....	43
UM 4	Mathers.....	Neb.	Nebraska.....	Gering Branch.....	26
AO 13	Matthews.....	Colo.	Colorado.....	Greeley Branch.....	42
271	Maxwell.....	Neb.	Nebraska.....	Main Line.....	24
UA 12	Mead.....	Neb.	Nebraska.....	Beatrice Branch.....	21
BE 669	Meads.....	Wyo.	Wyoming.....	S. & E. V. R. R.	97
623	Medicine Bow.....	Wyo.	Wyoming.....	Main Line.....	28
A 54	Medina.....	Kan.	Kansas.....	Main Line.....	32
349	Megeath.....	Neb.	Nebraska.....	Main Line.....	25
UL 138	Melbeta.....	Neb.	Nebraska.....	North Platte Branch.....	25
AE 186	Menlo.....	Kan.	Kansas.....	Plainville Branch.....	36
A 72	Menoken.....	Kan.	Kansas.....	Main Line.....	32, 37
AD 8	Mentor.....	Kan.	Kansas.....	McPherson Branch.....	35
3	Mercer.....	Neb.	Nebraska.....	Main Line.....	20
UE 9	Merchiston.....	Neb.	Nebraska.....	Cedar Rapids Branch.....	22
D 436	Merino.....	Colo.	Colorado.....	Main Line.....	43
A 625	Mesa.....	Colo.	Colorado.....	Main Line.....	40
D 441	Messex.....	Colo.	Colorado.....	Main Line.....	43
AP 11	Meyer.....	Colo.	Colorado.....	Pleasant Valley Branch.....	42
A 43	Midland.....	Kan.	Kansas.....	Main Line.....	32
18	Millbrook.....	Wyo.	Wyoming.....	L. N. P. & W. R. R.	99
AJ 14	Millford.....	Kan.	Kansas.....	Junction City Branch.....	34
AA 31	Military Home.....	Kan.	Kansas.....	Leavenworth Branch.....	33
Z 23	Millard.....	Neb.	Nebraska.....	Old Main Line.....	20
UK 73	Milldale.....	Neb.	Nebraska.....	Kearney Branch.....	24
UK 26	Miller.....	Neb.	Nebraska.....	Kearney Branch.....	24
EA 2	Milliken.....	Colo.	Colorado.....	Ft. Collins Branch.....	44
B 913	Millis.....	Wyo.	Wyoming.....	Main Line.....	30
	Mill Spur.....	Kan.	Kansas.....	Main Line.....	38
	Mill Spur.....	Neb.	Nebraska.....	Cedar Rapids Branch.....	22
AJ 52	Miltonvale.....	Kan.	Kansas.....	Junction City Branch.....	34
AE 213	Mingo.....	Kan.	Kansas.....	Plainville Branch.....	36
AC 23	Minneapolis.....	Kan.	Kansas.....	Solomon Branch.....	35
UL 122	Mohler.....	Neb.	Nebraska.....	North Platte Branch.....	25
752	Monell.....	Wyo.	Wyoming.....	Main Line.....	29
UD 4	Monroe.....	Neb.	Nebraska.....	Albion Branch.....	22
A 386	Monument.....	Kan.	Colorado.....	Main Line.....	39
UM 5	Moon.....	Neb.	Nebraska.....	Gering Branch.....	26
AA 15	Moore.....	Kan.	Kansas.....	Leavenworth Branch.....	33
HB 94	Moray.....	Kan.	Kansas.....	Main Line.....	37
B 968	Morgan.....	Utah	Wyoming.....	Main Line.....	31
AE 150	Morland.....	Kan.	Kansas.....	Plainville Branch.....	36
HB 59	Morrill.....	Kan.	Kansas.....	Main Line.....	37
Mountain States m'xd					
	Feed Co. Spur.....	Colo.	Colorado.....	Main Line.....	40
A 10	Muncie.....	Kan.	Kansas.....	Main Line.....	32
Muncie Sand Co.					
	Spur.....	Kan.	Kansas.....	Main Line.....	32
AJ 52.1	M. V. Junction.....	Kan.	Kansas.....	Junction City Branch.....	34
UH 10	Nantasket.....	Neb.	Nebraska.....	Pleasanton Branch.....	23
D 471	Narrows.....	Colo.	Colorado.....	Main Line.....	43
AM 10	National.....	Colo.	Colorado.....	Boulder Branch.....	41
AE 87	Natoma.....	Kan.	Kansas.....	Plainville Branch.....	36
363.3	Neb.-Colo. State Line.....	Neb.	Nebraska.....	Main Line.....	25

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
465.7	Neb.-Wyo. State Line...	Nebraska	Main Line	27
UL 168.5	Neb.-Wyo. State Line...	Nebraska	North Platte Branch	26
UL 20	Nevens...	Nebraska	North Platte Branch	25
UL 22	Nevens Spur...	Nebraska	North Platte Branch	25
A 180	New Cambria...	Kansas	Main Line	34
A 56	Newman...	Kansas	Main Line	32
H 270	Newmarch...	Nebraska	Hastings Branch	24
AC 7	Niles...	Kansas	Solomon Branch	35
H 119	Nolan...	Kansas	Topeka Branch	37
UC 51	Norfolk...	Nebraska	Norfolk Branch	22
54	North Bend...	Nebraska	Main Line	21
80	Northgate...	Colo.	L. N. P. & W. R. R.	99
UF 49	North Leup...	Nebraska	Ord Branch	23
284	North Platte...	Nebraska	Main Line	24
UP 62	North Platte Cut-Off			
	Jet...	Wyo.	North Platte Cut-Off	26, 27
UL 114	Northport...	Nebraska	North Platte Branch	25
	North Topeka...	Kan.	Main Line	32
A 657	Northway...	Colo.	Main Line	40, 43
A 712	Nunn...	Colo.	Main Line	41
A 377	Oakley...	Kan.	Main Line	36, 39
UC 10	Oconee...	Nebraska	Norfolk Branch	22
UK 52	Oconto...	Nebraska	Kearney Branch	24
198	Odessa...	Nebraska	Main Line	23
A 301	O'Fallons...	Nebraska	Main Line	24, 25
314	Ogallah...	Kan.	Main Line	39
335	Ogallala...	Nebraska	Main Line	25
B 993	Ogden...	Utah	Main Line	31
A 130	Ogdensburg...	Kan.	Main Line	33
E 685	Ogilvy...	Colo.	Main Line	44
AH 65	Oketo...	Kan.	Manhattan Branch	34
UF 54	Olean...	Nebraska	Ord Branch	23
451	Oliver...	Nebraska	Main Line	27
3	Omaha...	Nebraska	Main Line	20
H 110	Onaga...	Kan.	Topeka Branch	37
HB 44	Oneida...	Kan.	Main Line	37
180	Optic...	Nebraska	Main Line	23
D 483	Orchard...	Colo.	Main Line	43
2	Oreutt...	Colo.	Ripple Branch	44
UF 61	Ord...	Nebraska	Ord Branch	23
UF 48	Osecola...	Nebraska	Stromsburg Branch	22
UL 71	Oshkosh...	Nebraska	North Platte Branch	25
385	Ottman...	Nebraska	Main Line	25
524	Otto...	Wyo.	Main Line	28
BE 674	Overland...	Wyo.	S. & E. V. R. R.	97
15	Overland...	Wyo.	L. N. P. & W. R. R.	99
D 213	Overton...	Nebraska	Main Line	23
373	Ovid...	Colo.	Main Line	42
440	Owasco...	Nebraska	Main Line	27
532	Ozone...	Wyo.	Main Line	28
129	Paddock...	Nebraska	Main Line	21
A 394	Page City...	Kan.	Main Line	39
AE 118	Paleo...	Kan.	Plainville Branch	36
Z 17	Paillon...	Nebraska	Old Main Line	20
AE 19	Paradise...	Kan.	Plainville Branch	36
676	Parco...	Wyo.	Main Line	29
BA 28	Park City...	Utah	Park City Branch	31
AM 12	Parkdale Jct...	Colo.	Boulder Branch	41, 42
316	Peaton...	Nebraska	Main Line	25
UC 30	Peck...	Nebraska	Norfolk Branch	22
A 683	Peckham...	Colo.	Main Line	41, 43
UL 157	Pelton...	Nebraska	North Platte Branch	25
UL 76	Penn...	Nebraska	North Platte Branch	25
AE 145	Penokee...	Kan.	Plainville Branch	36
A 590	Peoria...	Colo.	Main Line	40
A 648	Perry...	Wyo.	Main Line	29
A 52	Perry...	Kan.	Main Line	32
825	Perru...	Wyo.	Main Line	30
B 976	Peterson...	Wyo.	Main Line	31
UA 89	Pickrell...	Nebraska	Beatrice Branch	41
A 707	Pierce...	Colo.	Main Line	27
467	Pine Bluffs...	Wyo.	Main Line	37
AE 104	Plainville...	Kan.	Plainville Branch	36
565	Plaster Spur...	Wyo.	Main Line	28

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
AH 44	Plaster Spur...	Kan.	Kansas	33
UC 15	Platte Center...	Nebraska	Manhattan Branch	22
A 675	Platteville...	Colo.	Norfolk Branch	22
UH 22	Pleasanton...	Nebraska	Main Line	41, 43
777	Point of Rocks...	Wyo.	Pleasanton Branch	23
UB 63	Polk...	Nebraska	Main Line	29
UH 16	Poole...	Nebraska	Stromsburg Branch	22
Z 19	Portal...	Nebraska	Pleasanton Branch	23
68	Porters Landing...	Colo.	Old Main Line	20
EA 35	Portner...	Colo.	L. N. P. & W. R. R.	99
426	Potter...	Nebraska	Ft. Collins Branch	44
EA 28	Poudre...	Colo.	Main Line	27
A 663	Powars...	Colo.	Ft. Collins Branch	44
D 406	Powell...	Colo.	Main Line	40, 43
H 197	Powell...	Nebraska	Main Line	42
	Power House Spur...	Nebraska	Main Line	38
HB 49	Price...	Kan.	Stromsburg Branch	22
UE 37	Primrose...	Nebraska	Main Line	37
UA 75	Princeton...	Nebraska	Cedar Rapids Branch	22
D 404	Proctor...	Colo.	Beatrice Branch	21
A 638	Pullman...	Colo.	Main Line	42
AP 13	Purcell...	Colo.	Main Line	40, 43
AN 2	Puritan...	Colo.	Pleasant Valley Branch	42
			Puritan Branch	42
AE 33	Quartzite...	Kan.	Kansas	36
E 650	Quimby...	Colo.	Colorado	44
A 343	Quinter...	Kan.	Colorado	39
B 895	Ragan...	Wyo.	Wyoming	30
BE 697	Rainbow...	Wyo.	Main Line	97
639	Ramsey...	Wyo.	S. & E. V. R. R.	29
AH 22	Randolph...	Kan.	Manhattan Branch	33
HC 3	Ratcliff...	Kan.	Highland Branch	37
683	Rawlins...	Wyo.	Main Line	29
46	Raymond...	Nebraska	Beatrice Branch	21
557	Red Buttes...	Wyo.	Main Line	28
733	Red Desert...	Wyo.	Main Line	29
388	Red Lion...	Colo.	Main Line	42
EA 16	Redmond...	Colo.	Ft. Collins Branch	44
UT 6	Reliance Jct...	Wyo.	South Pass Branch	30
UT 2	Reliance Mine...	Wyo.	Reliance Branch	30
EA 33	Remington...	Colo.	Ft. Collins Branch	44
AA 9	Reno...	Kan.	Leavenworth Branch	33
7	Rex...	Kan.	Leavenworth Branch	33
617	Richland...	Nebraska	Main Line	21
UM 9	Ridge...	Wyo.	Main Line	28
A 308	Riford...	Nebraska	Gering Branch	26
UL 701	Riga...	Kan.	Main Line	39
EA 39	Riley...	Nebraska	North Platte Branch	25
EA 38.3	Riner...	Wyo.	Main Line	29
UB 18	Ripple...	Colo.	Ft. Collins Branch	44
A 557	Ripple Branch Jct...	Colo.	Ft. Collins Branch	44
UK 10	Rising City...	Nebraska	Stromsburg Branch	22
B 990	River Bend...	Colo.	Main Line	38
821	Riverdale...	Nebraska	Main Line	39
HB 79	Riverdale...	Utah	Kearney Branch	24
743	Riview...	Wyo.	Main Line	31
605	Robinson...	Kan.	Main Line	30
802	Robinson...	Wyo.	Main Line	37
UG 26	Rock River...	Wyo.	Main Line	29
AH 5	Rock Springs...	Wyo.	Main Line	28
61	Rockville...	Nebraska	Main Line	29, 30
A 650	Rocky Ford...	Kan.	Loup City Branch	23
328	Rogers...	Nebraska	Manhattan Branch	33
A 84	Rolla...	Colo.	Main Line	21
UM 6	Roscoe...	Nebraska	Main Line	40, 43
A 633	Rossville...	Kan.	Main Line	25
A 71	Roubadeau...	Nebraska	Main Line	33
A 263	Roydale...	Colo.	Gering Branch	26
UL 52	Ruby...	Kan.	Main Line	40
	Russell...	Kan.	Main Line	32
	Ruthton...	Nebraska	Main Line	35
			North Platte Branch	25
UD 22	St. Edward...	Nebraska	Albion Branch	22
A 112	St. George...	Kan.	Main Line	33

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
HB 113	St. Joseph..... Mo.	Kansas	Main Line.....	36
UF 11	St. Libory..... Neb.	Nebraska	Ord Branch.....	23
A 92	St. Mary..... Kan.	Kansas	Main Line.....	33
UF 22	St. Paul..... Neb.	Nebraska	Ord Branch.....	23
E 663	St. Vrain..... Colo.	Colorado	Main Line.....	41, 44
HB 52	Sabetha..... Kan.	Kansas	Main Line.....	37
A 631	Sable..... Colo.	Colorado	Main Line.....	40
A 187	Salina..... Kan.	Kansas	Main Line.....	34, 35, 36
A 458	Salis..... Colo.	Colorado	Main Line.....	39
	Salt Mines Spur..... Kan.	Kansas	Main Line.....	34
789	Salt Wells..... Wyo.	Wyoming	Main Line.....	29
A 645	Sand Creek Jet..... Colo.	Colorado	Main Line.....	40, 43, 44
A 634	Sandown..... Colo.	Colorado	Main Line.....	40
A 168	Sand Spring..... Kan.	Kansas	Main Line.....	34
	Sand Spur..... Neb.	Nebraska	Stromsburg Branch.....	22
	Sand Spur..... Wyo.	Wyoming	Main Line.....	30
BE 686	Saratoga..... Wyo.	Wyoming	S. & E. V. R. R.....	97
UL 13	Sarben..... Neb.	Nebraska	North Platte Branch.....	25
14	Sarpy..... Neb.	Nebraska	Main Line.....	20
558	Satanka..... Wyo.	Wyoming	Main Line.....	28
E 657	Sattl..... Colo.	Colorado	Manhattan Branch.....	44
AH 49	Schroyer..... Kan.	Kansas	Main Line.....	33
69	Schuyler..... Neb.	Nebraska	Ord Branch.....	21
UF 46	Scotia..... Neb.	Nebraska	Ord Branch.....	23
UF 45	Scotia Junction..... Neb.	Nebraska	Ord Branch.....	23
UN 2	Sears..... Neb.	Nebraska	Lyman Branch.....	26
H 231	Sedan..... Neb.	Kansas	Main Line.....	26
D 380	Sedgwick..... Colo.	Colorado	Main Line.....	42
AE 179	Seguin..... Kan.	Kansas	Plainville Branch.....	36
D 409	Selma..... Colo.	Colorado	Main Line.....	42
HB 36	Sonoma..... Kan.	Kansas	Main Line.....	37
HB 88	Severance..... Kan.	Kansas	Main Line.....	37
9	Seymour..... Neb.	Nebraska	Main Line.....	20
AE 26	Shady Bend..... Kan.	Kansas	Plainville Branch.....	36
A 430	Sharon Springs..... Kan.	Colorado	Main Line.....	39
UB 40	Shelby..... Neb.	Nebraska	Stromsburg Branch.....	22
UC 5	Sheldonville..... Neb.	Nebraska	Norfolk Branch.....	22
170	Shelton..... Neb.	Nebraska	Main Line.....	23
540	Sherman..... Wyo.	Wyoming	Main Line.....	28
AE 6	Shipton..... Kan.	Kansas	Plainville Branch.....	36
408	Sidney..... Neb.	Nebraska	Main Line.....	25, 27
102	Silver Creek..... Neb.	Nebraska	Main Line.....	21
A 79	Silver Lake..... Kan.	Kansas	Main Line.....	33
208	Simonds..... Neb.	Nebraska	Main Line.....	23
AC 47	Simpson..... Kan.	Kansas	Solomon Branch.....	35
AA 5	Six Corners..... Kan.	Kansas	Leavenworth Branch.....	33
461	Smeed..... Neb.	Nebraska	Main Line.....	27
D 452	Snyder..... Colo.	Colorado	Main Line.....	43
A 172	Solomon..... Kan.	Kansas	Main Line.....	34, 35
A 426	Somena..... Kan.	Colorado	Main Line.....	39
A 494	Sorrento..... Colo.	Colorado	Main Line.....	39
UL 60	Souser..... Neb.	Nebraska	North Platte Branch.....	25
UL 127	South Bayard..... Neb.	Nebraska	North Platte Branch.....	25
	South Leavenworth..... Kan.	Kansas	Leavenworth Branch.....	33
UL 156	South Mitchell..... Neb.	Nebraska	North Platte Branch.....	25
UL 162	South Morrill..... Neb.	Nebraska	North Platte Branch.....	25
Z 6	South Omaha..... Neb.	Nebraska	Old Main Line.....	20
UH 12	South Ravenna..... Neb.	Nebraska	Pleasanton Branch.....	23
UL 201	South Torrington..... Wyo.	Nebraska	North Platte Branch.....	26
UE 44	Spalding..... Neb.	Nebraska	Cedar Rapids Branch.....	22
A 738	Spencer..... Wyo.	Colorado	Main Line.....	41
H 168	Spence..... Kan.	Kansas	Main Line.....	38
AE 218	Spica..... Kan.	Kansas	Plainville Branch.....	36
36	Spring Creek..... Wyo.	Wyoming	L. N. P. & W. R. R.....	99
UL 180	Springer..... Wyo.	Nebraska	North Platte Branch.....	26
B 898	Spring Valley..... Wyo.	Wyoming	Main Line.....	30
A 705	Stage..... Colo.	Colorado	Main Line.....	41
UK 102	Stapleton..... Neb.	Nebraska	Kearney Branch.....	24
AM 11	State Coal Mine.....			
	Jet..... Colo.	Colorado	Boulder Branch.....	41
UL 178	Stebbins..... Wyo.	Nebraska	North Platte Branch.....	26
H 177	Steele City..... Neb.	Kansas	Main Line.....	38
UN 6	Stegall..... Neb.	Nebraska	Lyman Branch.....	26
D 423	Sterling..... Colo.	Colorado	Main Line.....	42, 43

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
AH 11	Stockdale..... Kan.	Kansas	Manhattan Branch.....	33
124	Stock Spur..... Neb.	Nebraska	Main Line.....	20
	Stock Yards..... Neb.	Nebraska	Main Line.....	21
	Stock Yards and Industry Spurs..... Colo.	Colorado	Ft. Collins Branch.....	44
AC 25	Stock Yd. Siding..... Kan.	Kansas	Solomon Branch.....	35
AC 34	Stock Yd. Siding..... Kan.	Kansas	Solomon Branch.....	35
UE 22	Stock Yd. Siding..... Neb.	Nebraska	Cedar Rapids Branch.....	22
	Stock Yd. Siding..... Neb.	Nebraska	Main Line.....	23
B 971	Stoddard..... Utah	Wyoming	Main Line.....	31
AH 77	Stone Siding..... Neb.	Kansas	Manhattan Branch.....	34
HB 91	Stout..... Kan.	Kansas	Main Line.....	37
A 603	Strasburg..... Colo.	Colorado	Main Line.....	40
B 978	Strawberry..... Utah	Wyoming	Main Line.....	31
UB 53	Stromsburg..... Neb.	Nebraska	Stromsburg Branch.....	22
AE 155	Studley..... Kan.	Kansas	Plainville Branch.....	36
D 487	Sublette..... Colo.	Colorado	Main Line.....	43
D 372	Sugar Factory..... Colo.	Colorado	Main Line.....	42
	Sugar Factory Spur..... Neb.	Nebraska	Main Line.....	23
H 127	Sullivan..... Kan.	Kansas	Topeka Branch.....	37
HB 5	Summit..... Kan.	Kansas	Main Line.....	37
	Summit..... Neb.	Nebraska	Main Line.....	20
UK 33	Sumner..... Neb.	Nebraska	Kearney Branch.....	24
AC 29	Sumnerville..... Kan.	Kansas	Solomon Branch.....	35
A 17	Sunflower..... Kan.	Kansas	Main Line.....	32
A 434	Sunland..... Kan.	Colorado	Main Line.....	39
396	Sunol..... Neb.	Nebraska	Main Line.....	25
UR 8	Superior..... Wyo.	Wyoming	Superior Branch.....	29
303	Sutherland..... Neb.	Nebraska	Main Line.....	24
AE 47	Sylvan Grove..... Kan.	Kansas	Plainville Branch.....	36
747	Table Rock..... Wyo.	Wyoming	Main Line.....	29
AM 16	Tabor..... Colo.	Colorado	Boulder Branch.....	41
UC 21	Tarnov..... Neb.	Nebraska	Norfolk Branch.....	22
AE 163	Tasco..... Kan.	Kansas	Plainville Branch.....	36
A 207	Terra Cotta..... Kan.	Kansas	Main Line.....	34
AE 19	Tescott..... Kan.	Kansas	Plainville Branch.....	36
784	Thayer Jet..... Wyo.	Wyoming	Main Line.....	29
119	Thummel..... Neb.	Nebraska	Main Line.....	21
620	Tie Spur..... Wyo.	Wyoming	Main Line.....	28
846	Tie Spur..... Wyo.	Wyoming	Main Line.....	30
740	Tipton..... Wyo.	Wyoming	Main Line.....	29
D 399	Tobin..... Colo.	Colorado	Main Line.....	42
AA 13	Tonganoxie..... Kan.	Kansas	Leavenworth Branch.....	33
A 68	Topeka..... Kan.	Kansas	Main Line.....	32
UA 33	Touhy..... Neb.	Nebraska	Beatrice Branch.....	21
A 285	Toulon..... Kan.	Kansas	Main Line.....	35
UL 110	Towers..... Neb.	Nebraska	North Platte Branch.....	25
472	Tracy..... Wyo.	Nebraska	Main Line.....	27
UL 154	Trail..... Neb.	Nebraska	North Platte Branch.....	25
UP 34	Tremain..... Wyo.	Nebraska	North Platte Cut-Off.....	27
AE 3	Trenton..... Kan.	Kansas	Plainville Branch.....	36
HB 99	Troy..... Kan.	Kansas	Main Line.....	36
A 415	Turkey Creek..... Kan.	Colorado	Main Line.....	39
B 985	Uintah..... Utah	Wyoming	Main Line.....	31
D 446	Union..... Colo.	Colorado	Main Line.....	43
H 143	Upland..... Kan.	Kansas	Main Line.....	37
28	Valley..... Neb.	Nebraska	Main Line.....	20, 21
AM 24	Valmont..... Colo.	Colorado	Boulder Branch.....	41
UA 37	Valparaiso..... Neb.	Nebraska	Beatrice Branch.....	21, 22
302	Varner..... Neb.	Nebraska	Main Line.....	24
A 676	Vasquez..... Colo.	Colorado	Main Line.....	41, 43
AC 9	Verdi..... Kan.	Kansas	Solomon Branch.....	35
B 854	Verne..... Wyo.	Wyoming	Main Line.....	30
AE 41	Vesper..... Kan.	Kansas	Plainville Branch.....	36
UL 188	Veteran..... Wyo.	Nebraska	North Platte Branch.....	26
AE 90	Vickers..... Kan.	Kansas	Plainville Branch.....	36
	Vico..... Wyo.	Wyoming	Main Line.....	29
A 280	Victoria..... Kan.	Kansas	Main Line.....	35
A 330	Voda..... Kan.	Colorado	Main Line.....	39
255	Vroman..... Neb.	Nebraska	Main Line.....	24
UA 19	Wahoo..... Neb.	Nebraska	Beatrice Branch.....	21
B 928	Wahsatch..... Utah	Wyoming	Main Line.....	30

ALPHABETICAL LIST OF STATIONS—Concluded

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
A 322	Wakeeney.....	Kan.	Colorado.....	39
AJ 19	Wakefield.....	Kan.	Kansas.....	34
662	Walcott.....	Wyo.	Wyoming.....	29
662	Walcott.....	Wyo.	S. & E. V. R. R.	97
92	Walden.....	Colo.	L. N. P. & W. R. R.	99
AE 72	Waldo.....	Kan.	Plainville Branch.....	36
A 276	Walker.....	Kan.	Main Line.....	35
A 421	Wallace.....	Kan.	Colorado.....	33
A 105	Wamego.....	Kan.	Main Line.....	29
724	Wamsutter.....	Wyo.	Wyoming.....	31
BA 13	Wanship.....	Utah	Park City Branch.....	22
UC 46	Warnerville.....	Neb.	Norfolk Branch.....	41
A 731	Warren.....	Colo.	Colorado.....	20
25	Waterloo.....	Neb.	Main Line.....	24
UK 23	Watertown.....	Neb.	Kearney Branch.....	36
HB 108	Wathena.....	Kan.	Main Line.....	40
A 618	Watkins.....	Colo.	Colorado.....	31
UF 43	Weber Mine.....	Utah	Park City Branch.....	23
371	Week's Spur.....	Neb.	Ord Branch.....	25
E 648	Weir.....	Colo.	Main Line.....	44
	Welby.....	Colo.	Colorado.....	32
	Welch Sandler Sand Spur.....	Kan.	Main Line.....	43
D 474	Weldona.....	Colo.	Colorado.....	39
442	Weskan.....	Kan.	Colorado.....	35
AD 3	Wesleyan.....	Kan.	McPherson Branch.....	34
A 165	West Abilene.....	Kan.	Main Line.....	21
UA 55	West Lincoln.....	Neb.	Nebraska.....	21
AM 26	Weston.....	Neb.	Beatrice Branch.....	41
22	White Rock.....	Colo.	Boulder Branch.....	28
609	Wilcox.....	Wyo.	Wyoming.....	44
E 679	Wild Cat.....	Colo.	Colorado.....	39
A 500	Wild Horse.....	Colo.	Main Line.....	32
A 49	Williamstown.....	Kan.	Main Line.....	24
243	Willow Island.....	Neb.	Main Line.....	35
A 240	Wilson.....	Kan.	Main Line.....	37
H 137	Winifred.....	Kan.	Topeka Branch.....	39
A 399	Winona.....	Kan.	Main Line.....	30
UW 5	Winton.....	Wyo.	Wyoming.....	30
UT 10	Winton Jet.....	Wyo.	So. Pass. Branch.....	23
162	Wood River.....	Neb.	Main Line.....	22
UD 19	Woodville.....	Neb.	Nebraska.....	27
UP 43	Wycross.....	Wyo.	Nebraska.....	99
64	Wyocelo.....	Wyo.	L. N. P. & W. R. R.	28
578	Wyoming.....	Wyo.	Main Line.....	30
B 923	Wyo.-Utah State Line.....	Wyo.	Wyoming.....	30
B 922	Wyuta.....	Wyo.	Main Line.....	30
UB 18	Yanka.....	Neb.	Nebraska.....	22
A 295	Yocemento.....	Kan.	Main Line.....	35
UL 182	Yoder.....	Wyo.	Nebraska.....	26, 27
AM 4	Yoxall.....	Colo.	Colorado.....	41
UA 6	Yutan.....	Neb.	Nebraska.....	21
AE 110	Zurich.....	Kan.	Kansas.....	36

DIVISION, BRANCHES AND STATION No. PREFIXES

	Page		Page	
Albion Br.....	UD.....	22	Nebraska Div.....	H, Z, UA, UB,
Beatrice Br.....	UA.....	21	UC, UD, UE, UF, UG, UH, UK, UL,	
Boulder Br.....	AM.....	41	UM, UN, UO, UP.....	20
Cedar Rapids Br.....	UE.....	22	Norfolk Br.....	UC.....
Colorado Div.....	A, D, E, EA,	39	North Platte Br.....	UL.....
EB, AL, AM, AN, AO, AP		39	North Platte Cut-Off.....	UP.....
Dent Subdivision.....	E.....	44	Old Main Line—Summit	
Dines Br.....	UX.....	30	to Lane.....	Z.....
Eighth Sub-Div. Granger			Ontario Br.....	BC.....
to Ogden.....	B.....	30	Ord Br.....	UF.....
Enterprise Br.....	AB.....	35	Park City Br.....	BA.....
Fort Collins Br.....	EA.....	44	Plainville Br.....	AE.....
Gering Br.....	UM.....	26	Pleasanton Br.....	UH.....
Grand Island Sub-Div.....	H, HA.....	38	Pleasant Valley Br.....	AP.....
Greeley Br.....	AO.....	42	Puritan Br.....	AN.....
Gurn Br.....	US.....	29	Reliance Br.....	UU.....
Hastings Br.....	H.....	24	Ripple Br.....	EB.....
Highland Branch.....	HC.....	37	St. Joseph Subdivision.....	HB.....
Junction City Br.....	AJ.....	34	Scotia Br.....	UF.....
Julesburg Subdivision.....	D.....	42	Solomon Br.....	AC.....
Kansas Div.....	A, H, AA, AB,	32	Sears Br.....	UO.....
AC, AD, AE, AH, AJ, HA, HB, HC,		32	South Pass Br.....	UT.....
Kearney Br.....	UK.....	24	Sterling Subdivision.....	D.....
Lionkol Br.....	UV.....	30	Stromsburg Br.....	UB.....
Leavenworth Br.....	AA.....	33	Superior Br.....	UR.....
Loup City Br.....	UG.....	23	Topeka Subdivision.....	H.....
Lyman Br.....	UN.....	26	U. S. Hospital Br.....	AL.....
Manhattan Br.....	AH.....	33	Winton Br.....	UW.....
McPherson Br.....	AD.....	35	Wyoming Div.....	B, BA, BB,
			BC, UR, US, UT, UU, UV, UW, UX.	28

EXPLANATION OF LETTERS AND CHARACTERS SHOWN IN LIST OF STATIONS

KIND OF AGENCY—

F—Freight Station.

T—Ticket Office.

X—Express Agency.

P—Railroad Telephone.

s—Station operated only certain months of the year.

CLASS OF FREIGHT STATION, i. e., amount of freight that may be received or delivered—

A—Freight will be received and delivered in any quantity.

B—Carload freight only will be received and delivered.

C—Less carload shipments of freight will be handled only in accordance with Rule 27, Section 2 of current Consolidated Freight Classification, and amendments or reissues thereof.

LOCATION OF FREIGHT PLATFORM—

R—Right hand side of unloading track going from Co. Bluffs, Kansas City and St. Joseph.

L—Left Hand side of unloading track going from Co. Bluffs, Kansas City and St. Joseph.

LOCATION OF AUTOMOBILE PLATFORM—

S—Same side of unloading track as freight platform.

O—Opposite side of unloading track as compared with location of freight platform.

E—End of unloading track.

(Combined symbols indicate 2 or more platforms, thus,—“SE,” same side, and end, “OE,” opposite side and end, “SOE,” both sides and end.)

STOCK YARDS—

Complete data regarding Stock Yards shown on pages 72 to 83, inclusive.

The distances given are the time table mileage and are measured to and from depots, not to or from initial or junction points of track.

NEBRASKA DIVISION

1,366.87 Miles

FIRST SUBDIVISION

MAIN LINE—COUNCIL BLUFFS TO GRAND ISLAND

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
0	0.0	Co. Bluffs Union Depot..... Iowa		T			
		Co. Bluffs, 10th Ave. do		F	A		Yes
	2.2	Co. Bluffs Transfer. do					
		Iowa-Neb. State Line.....					
	2.4	C. B. & Q. R. R. Crossing..... Neb.					
		Omaha City 16th & Farnam Sts. do		T			
		Omaha, Gen. Agt. do					
		Frt. Dept. do		T			
3	2.8	Omaha, Un. Pass. Sta. do					
		Omaha, Baggage. do					
3		Omaha, Freight. do					
		Jones and 9th Sts. do		F	A		
		Omaha Hdqtrs. do					
		Ticket Office..... do		T			
		Omaha, Headqtrs. do					
		Tel. do	U				
		Omaha, Supt. Office do	Fr				
		Omaha, Dispatcher do	Rh				
		Omaha, Bdg. Dist. do					
		Disp'r. do	Ws				
		Omaha, Store. do					
		Omaha, Tel. (Union Sta.) do	Yd				
5	5.2	Summit (Tower) do	Su				
	5.5	32nd Avenue. do					
	5.6	I. C. R. R. Cross. do					
		M. P. R. R. Cross. do					
	6.9	Stock Spur. do					
	8.0	C. & N. W. Ry. Cross. do					
		Cross. do					
	8.3	M. P. R. R. Cross. do					
	8.9	Seymour. do			A		
14	13.6	Sarpy. do					
17	17.1	Lane. do	Cj				
5	5.2	Via Old Line—Summit to Lane Summit Tower..... do	Su				
	5.3	C. B. & Q. R. R. Cross. do	Sa	FT	A		
Z 6	6.4	So. Omaha. do					
Z 6	6.5	So. Omaha U. S. Yds. do	Fa	FT	A		Yes
Z 10	10.1	Avery. do			A		
Z 12	10.9	Gilmore Tower. do	Jn	FTX	A	L	Yes
	13.4	C. R. I. & P. Ry. Cross. do	Gm				
Z 17	16.8	Papillion. do	Po	FTX	A	L	Yes
Z 19	19.2	Portal M. P. R. R. Cross. do					
		C. B. & Q. R. R. Cross. do	Rt				
	20.0	Cross. do					
Z 23	22.5	Millard. do	Md	FTX	A	L	Yes
17	26.1	Lane. do	Cj				
22	21.7	Elkhorn. do	Kh	FTX	A	LO	Yes
25	24.5	Waterloo. do	Wo	FTX	A	R	Yes
28	28.0	Valley. do	V	FTX	A	LS	Yes
34	34.3	Mercer. do					
	38.2	F. S. Y. & L. Co. Cross. do					
	39.3	Fremont, Un. Pass. Sta. do	Fm	T			
39		Fremont, Freight. do		F	A	R-OE	Yes
	40.0	C. B. & Q. R. R. Cross. do					

Note—For accounting purposes the Iowa-Nebraska state line is assumed to be and remain at the middle of the bridge 2.25 miles from Council Bluffs.

NEBRASKA DIVISION

FIRST SUBDIVISION—Concluded

MAIN LINE—COUNCIL BLUFFS TO GRAND ISLAND—Concluded

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
46	44.8	C. & N. W. Ry. Cross. Neb. Ames. do	Am	FTX	A	R	Yes
54	46.3	North Bend. do	Nb	FTX	A	R	Yes
61	54.4	Rogers. do	Dj	FTX	A	R	Yes
69	61.4	Schuyler. do	Sc	FTX	A	L-O	Yes
73	68.7	Lambert. do			A		Yes
77	73.0	Richland. do	Bz	FTX	A	L	Yes
	83.8	C. B. & Q. R. R. Cross. do					
85	84.5	Columbus, Pass. do	C	T			
		Columbus, Baggage do		X			
92		Columbus, Frt. do	Dq	FTX	A	RL-SE	Yes
97	92.2	Duncan. do			A	L-S	Yes
102	96.5	Gardiner. do	Sy	FTX	A	L	Yes
108	102.3	Silver Creek. do			A		Yes
113	107.9	Havens. do			A		Yes
114	113.0	Gibson, Stock Yards do	Cx	FTX	A	R	Yes
119	113.6	Clarks. do			A		Yes
124	119.1	Thummel. do			A		Yes
	123.8	Stock Yards. do			A		
	124.3	C. B. & Q. R. R. Cross. do					
125	124.9	Central City. do	Ci	FT	A	L-E	Yes
129	128.5	Paddock. do			A		Yes
135	135.1	Chapman. do	Cp	FTX	A	L	Yes
141	140.7	Lockwood. do			A		Yes
	146.5	C. B. & Q. R. R. Cross. do					
147	146.9	Grand Island, Pass. do		T	A	RL-SE	Yes
		Grand Island, Frt. do		X			
		Grand Island, Bge. do	Ge				
		Grand Island, Tele. do	H				
		Grand Island, Disp'r do					
		Grand Island, Yard Tel. do	Gd				
Dist. from Valley		BEATRICE BRANCH					
28	0.0	Valley. do	V	FTX	A	L-S	Yes
	0.9	Consumers Sand Co. Spur do			A		
	1.7	Davis-Hadden Spur. do			A		
	5.8	C. B. & Q. R. R. Cross. do					
UA 6	6.3	Yutan. do	Yn	FTX	A	R	Yes
UA 12	11.6	Mead. do	Ad	FTX	A	L	Yes
UA 19	18.9	Wahoo. do	W	FT	A	R-S	Yes
	19.6	C. & N. W. Ry. Cross. do					
UA 26	19.6	C. B. & Q. R. R. Cross. do	Wn	FTX	A	R	Yes
UA 33	33.2	Touhy. do	Hu		A	R	
UA 37	37.3	Valparaiso. do	Vo	FTX	A	R	Yes
UA 42	41.8	Agnew. do	Ag	FTX	A	R	Yes
UA 46	46.5	Raymond. do	Rm	FTX	A	L	
UA 53	52.7	Gariatt. do			A		
UA 55	55.3	West Lincoln. do			A		
	56.5	C. B. & Q. R. R. Cross. do					
		Lincoln City, 130 So. 13th St. do					
UA 57	57.2	Lincoln, Pass. do	Ni	T			
UA 57	57.1	Lincoln, Frt. do	Sn	F	A	RL-SE	
		Lincoln, Bge. do					
	57.9	C. B. & Q. R. R. Cross. do					
	59.0	C. B. & Q. R. R. Cross. do					
	61.9	C. R. I. & P. Ry. Cross. do					
UA 65	65.4	Jamaica. do			A	R	Yes
UA 68	68.2	Hanlon. do			A	L	Yes
	69.5	Mo. Pac. R. R. Cross. do					
UA 75	74.7	Princeton. do	Ic	FTX	A	L	Yes
UA 80	79.5	Cortland. do	Rd	FTX	A	L	Yes
UA 89	88.9	Pickrell. do	Ik	FTX	A	R	Yes
	96.0	Kilpatrick Bros. Spur. do					
UA 97	96.8	Beatrice. do	Bx	FT	A	R-L	Yes

**NEBRASKA DIVISION
STROMSBURG BRANCH**

Sta. No.	Dist. from Valp.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UA 37	0.0	Valparaiso.....Neb.	Vo	FTX	A	R	Yes
UB 7	7.9	Loma.....do			A	R	
UB 14	13.5	Brainard.....do	Bd	FTX	A	R-O	Yes
	15.0	C. & N. W. Ry. Cross.....do					
UB 18	17.7	Yanka.....do			A		Yes
	22.7	Power House Spur.....do					
UB 23	22.8	C. & N. W. Ry. Cross.....do					
	23.2	David City.....do	Dv	FTX	A	L-O	Yes
	23.5	C. B. & Q. R. R. Cross.....do					
UB 28	27.9	Foley.....do			A		Yes
UB 33	33.3	Rising City.....do	Rn	FTX	A	R	Yes
UB 40	40.1	Shelby.....do	Sh	FTX	A	R	Yes
UB 48	47.5	Osceola.....do	Oz	FTX	A	R-S	Yes
UB 53	52.9	Stromsburg.....do	S	FTX	A	L-S	Yes
	53.2	C. B. & Q. R. R. Jet.....do					
UB 57	56.8	Durant.....do			A		Yes
UB 63	63.0	Polk.....do	Pk	FTX	A	L	Yes
UB 69	68.5	Hordville.....do	Hv	FTX	A	R	Yes
	72.2	Sand Spur.....do			A		
UB 74	73.8	Heber.....do			A		Yes
	75.3	C. B. & Q. R. R. Cross.....do					
125	75.9	Central City.....do	Ci	FT	A	L	Yes

NORFOLK BRANCH

Sta. No.	Dist. from Columbus	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
85	0.0	Columbus, Pass.....Neb	C	T			
		Columbus, Baggage.....do		X			
		Columbus, Frt.....do		F		RL-SE	Yes
UC 5	4.2	Sheldonville.....do			A		Yes
UC 10	9.4	Oconee.....do			A	L	Yes
UC 15	14.7	Platte Center.....do	Pc	FTX	A	R	Yes
UC 21	20.3	Tarnov.....do	Rv	FTX	A	L	Yes
	25.1	C. & N. W. Ry. Cross.....do					
UC 26	25.9	Humphrey.....do	Hx	FTX	A	R-O	Yes
UC 30	29.1	Peck.....do			A		Yes
UC 36	35.4	Madison.....do	Ma	FTX	A	R-SE	Yes
UC 41	40.9	Enola.....do	N	FTX	A	R	Yes
UC 46	45.1	Warnerville.....do			A		Yes
	48.7	C. & N. W. Ry. Cross.....do					
	50.2	Creighton Branch, C. & N. W. Ry. Cross.....do					
UC 51	50.4	Norfolk.....do	Kn	FT	A	R-E	Yes

ALBION BRANCH

Sta. No.	Dist. from Oconee	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UC 10	0.0	Oconee.....Neb.			A	L	Yes
UD 4	4.3	Monroe.....do	Md	FTX	A	R	Yes
UD 11	11.3	Genoa.....do	G	FTX	A	RL	Yes
UD 19	18.8	Woodville.....do			A	L	Yes
UD 22	22.3	St. Edward.....do	St	FTX	A	R-O	Yes
UD 27	27.3	Boone.....do	Bn		A	L	Yes
UD 34	33.7	Albion.....do	A	FTX	A	RL	Yes

CEDAR RAPIDS BRANCH

Sta. No.	Dist. from Genoa	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UD 11	0.0	Genoa.....Neb.	G	FTX	A	RL	Yes
UE 5	5.3	Kent.....do			A		Yes
UE 9	9.3	Merchiston.....do			A	R	Yes
UE 14	13.7	Fullerton.....do	Fu	FTX	A	L-O	Yes
UE 22	22.2	Stock Yard Siding.....do					
UE 23	23.1	Belgrade.....do	Bl	FTX	A	L	Yes
	29.9	Mill Spur.....do					
UE 30	30.3	Cedar Rapids.....do	Cd	FTX	A	R	Yes
UE 37	36.4	Primrose.....do	P	FTX	A	R	Yes
UE 44	44.3	Spalding.....do	Sg	FTX	A	RL-S	Yes

**NEBRASKA DIVISION
ORD BRANCH**

Sta. No.	Dist. from Grd. Ild.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
147	0.0	Grand Island, Pass.....Neb.		T			
		Grand Island, Frt.....do		F		RL-SE	Yes
		Grand Island, Bge.....do		X			
		Grand Island, Tele.....do	Ge				
		Grand Island, Dispr.....do	H				
		Grand Island, Yard Tele.....do	Gd				
	0.4	C. B. & Q. R. R. Cross.....do					
UF 2	2.5	Carey.....do			A		
UF 11	11.1	St. Libory.....do	Ry	FTX	A	L	Yes
UF 22	21.9	St. Paul.....do	Sp	FTX	A	L-O	Yes
	22.2	C. B. & Q. R. R. Cross.....do					
UF 31	30.7	Elba.....do	Eb	FTX	A	L-S	Yes
UF 37	36.8	Cotesfield.....do	Cf		A	R	Yes
UF 43	43.1	Week's Spur.....do			A		
UF 45	44.5	Scotia Junction.....do					
UF 46	45.7	Scotia (Scotia Branch).....do	Sk	FTX	A	L-O	Yes
UF 49	48.8	North Loup.....do	Nu	FTX	A	L-S	Yes
UF 54	53.7	Olean.....do			A		Yes
	60.7	C. B. & Q. R. R. Cross.....do					
UF 61	61.0	Ord.....do	Rd	FTX	A	L-O	Yes

LOUP CITY BRANCH

Sta. No.	Dist. from St. Paul	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UF 22	0.0	St. Paul.....Neb.	Sp	FTX	A	L-O	Yes
UG 8	8.3	Dannebrog.....do	Db	FTX	A	R	Yes
UG 14	13.2	Kenyon.....do			A		
UG 19	18.6	Boelus.....do	Hw	FTX	A	R	Yes
UG 26	25.8	Rockville.....do	Rv	FTX	A	R	Yes
UG 33	32.9	Austin.....do			A	R	Yes
UG 39	39.0	Loup City.....do	Op	FTX	A	R-O	Yes

PLEASANTON BRANCH

Sta. No.	Dist. from Boelus	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UG 19	0.0	Boelus.....Neb.	Hw	FTX	A	R	Yes
	8.8	C. B. & Q. R. R. Cross.....do					
UH 10	9.6	Nantasket.....do			A		Yes
UH 12	12.4	South Ravenna.....do			A	L	Yes
UH 16	15.5	Poole.....do	Pg		A	R	Yes
UH 22	22.1	Pleasanton.....do	Pn	FTX	A	L	Yes

**SECOND SUBDIVISION
MAIN LINE—GRAND ISLAND TO NORTH PLATTE**

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
147	146.9	Grand Island, Pass.....Neb.		T			
		Grand Island, Frt.....do		F		RL-SE	Yes
		Grand Island, Bge.....do		X			
		Grand Island, Tele.....do	Ge				
		Grand Island, Dispr.....do	H				
		Grand Island, Yard Tel.....do	Gd				
	148.5	Sugar Factory Spur.....do					
	149.0	Stock Yards Sdg.....do					
155	154.5	Alda.....do	Da	FTX	A	R	Yes
162	162.3	Wood River.....do	Wr	FTX	A	R-O	Yes
170	169.9	Shelton.....do	Hn	FTX	A	L-S	Yes
176	176.0	Gibbon.....do	Gb	FTX	A	R-O	Yes
180	180.2	Optic.....do			A		Yes
184	184.3	Buda.....do	K		A	L	Yes
189	189.1	Kearney, Pass.....do	Kr	Ca			
		Kearney, Frt.....do		F		RL-S	Yes
194	194.1	Alfalfa Center.....do			A		Yes
198	198.3	Odessa.....do	Dz	FTX	A	R	Yes
205	204.6	Elm Creek.....do	Qr	FTX	A	L-O	Yes
208	208.4	Simonds.....do			A		
213	213.3	Overton.....do	Ov	FTX	A	R-O	Yes
218	217.9	Josselyn.....do			A		Yes
224	224.4	Lexington.....do	Um	FTX	A	L-S	Yes
233	232.5	Darr.....do		FTX	A	R	Yes

NEBRASKA DIVISION

COND SUBDIVISION—Concluded

MAIN LINE—GRAND ISLAND TO NORTH PLATTE—Concluded

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
236	236.2	(Jovian.....Neb.)			A		
238	238.2	Cozad.....do	Co	FTX	A	R-O	Yes
243	243.2	Willow Island.....do	Wi	FTX	A	L	Yes
249	248.8	Gothenburg.....do	Bu	FTX	A	R-OE	Yes
255	254.5	Yroman.....do			A		
262	261.5	Brady Island.....do	Bi	FTX	A	L-O	Yes
267	266.6	Hindrey.....do			A		
271	270.6	Maxwell.....do	Mx	FTX	A	L	Yes
275	274.6	Keith.....do			A		Yes
279	278.5	Cannett.....do			A		
281	280.5	Beck.....do			A		
284	284.1	North Platte, Pass.....do		T	A	L-SE	Yes
		North Platte, Frt.....do		F			
		North Platte, Bge.....do		X			
		North Platte, Tele.....do	No				
		North Platte, Op'r.....do	Ds				
		North Platte, Disp.....do	Rn				
		North Platte Yard.....do	Ny				

Automatic Block Signals

HASTINGS BRANCH

Sta. No.	Dist. from Gibbon	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
176	0.0	Gibbon.....Neb.	Gb	FTX	A	R	Yes
H 283	7.9	Denman.....do		FTX	A	L	Yes
H 275	15.4	Hayland.....do	Ha	FTX	A	R	Yes
	17.3	Mo. Pac. R. R. Crossing.....do					
H 270	20.8	Newmarch.....do			A	L	
H 262	28.1	Hastings.....do	W	FT	A		
		Hastings Yard.....do	An				

Note—Hastings station belongs to Kansas Division.

KEARNEY BRANCH

Sta. No.	Dist. from Kearney	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
189	0.0	Kearney, Pass.....Neb.	Kr	T	A	R	
		Kearney, Frt.....do		F			
UK 6	5.5	Glenwood Park.....do			A		Yes
UK 10	10.1	Riverdale.....do	Rv	FTX	A	R	Yes
UK 17	16.8	Amherst.....do	Hr	FTX	A	R	Yes
UK 23	22.7	Watertown.....do			A	R	Yes
UK 26	26.3	Miller.....do	Mr	FTX	A	L	Yes
UK 33	32.5	Sumner.....do	Su	FTX	A	L	Yes
UK 40	40.4	Eddyville.....do	Vd	FTX	A	R	Yes
UK 46	45.9	Lomax.....do			A	L	Yes
UK 52	52.1	Oconto.....do	Bs	FTX	A	L	Yes
UK 59	59.1	Lodi.....do			A	L	Yes
UK 65	65.5	Callaway.....do	Ca	FTX	A	L	Yes
UK 73	73.1	Milldale.....do			A	R	Yes
UK 76	75.8	Finchville.....do			A		Yes
UK 83	83.1	Arnold.....do	Ad	FTX	A	L-S	Yes
UK 91	90.6	Logan.....do			A	L	Yes
UK 95	94.6	Hoagland.....do			A		Yes
UK 99	99.2	Gandy.....do	Gy	FTX	A		Yes
UK 102	102.4	Stapleton.....do	Sn	FTX	A	R-O	Yes

THIRD SUBDIVISION
MAIN LINE—NORTH PLATTE TO SIDNEY

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
284	284.1	North Platte, Pass.....Neb.		T	A	L-S	Yes
		North Platte, Frt.....do		F			
		North Platte, Bge.....do	No				
		North Platte, Tele.....do	Rn				
		No. Platte, Disp'r.....do	Ny				
		North Platte Yard.....do					
291	290.5	Birdwood.....do			A	L	Yes
297	296.9	Hershey.....do		FTX	A	R	Yes
301	300.7	O'Fallons.....do	Fa		A		
302	301.8	Varner.....do			A		
303	303.4	Sutherland.....do	Su	FTX	A	R-O	Yes
308	307.9	Dexter.....do			A		

Automatic Block Signals

Double Track

NEBRASKA DIVISION

THIRD SUBDIVISION—Concluded

MAIN LINE—NORTH PLATTE TO SIDNEY—Concluded

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
316	315.5	(Paxton.....Neb.)	Pn	FTX	A	R-S	Yes
322	321.7	Korty.....do			A		
328	327.7	Roscoe.....do	Ro	FTX	A	R-S	Yes
335	334.8	Ogallala.....do	Gt	FTX	A	R	Yes
344	343.9	Brule.....do	Ru	FTX	A	R-OE	Yes
349	349.1	Megeath.....do			A		
354	353.9	Big Springs.....do	Gs	FTX	A	R-O	Yes
359	359.3	Barton.....do			A		Yes
363.3	363.3	(Neb.-Colo. State Line)					
365	365.3	Julesburg.....Colo.	Jb	FTX	A	L-O	Yes
371	370.6	Weir.....Colo.			A		
372.2	372.2	(Colo.-Neb. State Line)					
380	380.3	Chappell.....Neb.	Cq	FTX	A	R-O	Yes
385	385.0	Ottman.....do			A		
390	389.7	Lodge Pole.....do	Gp	FTX	A	R-O	Yes
396	396.3	Sunol.....do	Un	FTX	A	L-O	Yes
401	401.0	Colton.....do			A	L-S	Yes
406.7	406.7	C.B. & Q.R.R. Cross.....do					
408	407.5	Sidney, Pass.....do		T	A	R-O	Yes
		Sidney, Frt.....do		F			
		Sidney, Tele.....do	Cd				

Automatic Block Signals

NORTH PLATTE BRANCH

Sta. No.	Dist. from O'Fallons	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
301	0.0	O'Fallons.....Neb.	Fa		A		
UL 3	2.8	Coker.....do			A		Yes
UL 6	5.9	Glenburnie.....do			A	L	
UL 13	12.8	Sarben.....do	Ak	FTX	A	L	Yes
UL 20	19.6	Nevens.....do			A		Yes
UL 22	22.0	Nevens Spur.....do			A		
UL 25	24.8	Broganville.....do			A	R	Yes
UL 28	28.4	Keystone.....do	Ks	FTX	A	L	Yes
UL 31	30.7	Kingsley.....do			A		Yes
UL 35	34.9	Martin.....do			A		Yes
UL 41	41.2	Lemoyne.....do	My	FTX	A	L	Yes
UL 47	46.8	Belmar.....do			A	L	Yes
UL 52	51.7	Ruthton.....do			A	L	Yes
UL 57	57.2	Cornick.....do			A		
UL 59	59.3	Lewellen.....do	W	FTX	A	R-O	Yes
UL 60	60.5	Souser.....do			A		
UL 63	63.0	Lutherville.....do			A	L	Yes
UL 71	70.8	Oshkosh.....do	Or	FTX	A	L-O	Yes
UL 76	75.7	Penn.....do			A	R	Yes
UL 82	81.8	Lytle.....do			A	L	Yes
UL 86	86.4	Lisco.....do	Co	FTX	A	L-O	Yes
UL 91	91.2	Kuhn.....do			A	R	Yes
UL 95	95.4	Finley.....do			A	R	Yes
UL 100	100.4	Broadwater.....do	Br	FTX	A	R	Yes
UL 104	104.2	Riley.....do			A		
UL 108	108.4	Kelly.....do			A	R	
UL 110	109.6	Towers.....do			A		Yes
UL 114	114.1	Northport.....do	Np	FTX	A	R-S	Yes
UL 115	115.3	Burlington Jct.....do					
UL 122	121.8	C.B. & Q.R.R. Crossing.....do	Rt		A		Yes
UL 127	126.7	Mohler.....do			A		Yes
UL 132	132.1	South Bayard.....do		FTX	A		Yes
UL 138	137.9	McGrew.....do	Mc	FTX	A	R	Yes
UL 143	143.3	Melbeta.....do	Mb	FTX	A		Yes
UL 145	145.0	Brookoff.....do			A		
UL 146	145.9	Gering Branch Jct.....do					
UL 150	151.0	Gering.....do	G	FTX	A	R-S	Yes
UL 152	152.3	Costin.....do			A		Yes
UL 154	154.3	Haig.....do	Ha	FTX	A	L	Yes
UL 156	155.8	Trail.....do			A		
UL 157	157.1	South Mitchell.....do	Mi	FTX	A	L-S	Yes
UL 159	159.5	Pelton.....do			A		
UL 162	162.1	Baileyvue.....do			A		
UL 164	164.2	South Morrill.....do	Bi	FTX	A	L-O	Yes
		Joyce.....do			A		

NEBRASKA DIVISION

NORTH PLATTE BRANCH—Concluded

Sta. No.	Dist. from O'Fallons	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UL 167	167.4	Lyman Branch Jct.....Neb.					
UL 168	167.9	Lyman.....do	Mu	FTX	A	L-O	Yes
UL168.5	168.6	(Nebraska-Wyoming State Line).....Wyo.					
UL 170	169.7	Canal.....do			A		
UL 173	172.8	Stebbins.....do			A		
UL 174	173.7	Huntley.....do	Hu	FTX	A	L	Yes
UL 177	177.0	Holly.....do			A		
UL 179	178.9	Bullard.....do			A		Yes
UL 180	180.2	Springer.....do			A		
UL 182	181.6	Yoder.....do	Dr	FTX	A	L-O	Yes
UL 188	182.1	North Platte Cut-Off Jct. do			A		
UL 188	188.1	Veteran.....do	Vn	FTX	A	R-O	Yes
UL 191	191.5	Heldt.....do			A		
UL 194	193.6	Buffington.....do			A		
UL 196	196.1	Cottier.....do	C		A	L	Yes
UL 198	197.7	Lewark.....do			A		
UL 201	200.6	South Torrington.....do	Ri	FTX	A	R-S	Yes

Dist.
from
Gering

GERING BRANCH

UL 145	0.9	Gering Branch Jct.....Neb.					
UM 4	5.3	Mathers.....do			B		Yes
UM 5	5.9	Moon.....do			B		Yes
UM 6	7.1	Roubadeau.....do			B		
UM 7	8.3	Hillker.....do			B		Yes
UM 9	9.7	Riford.....do			B		

Dist.
from
Lyman

LYMAN BRANCH

UL 167	0.4	Lyman Branch Jct.....Neb.					
UN 2	2.8	Sears.....do			B		Yes
UN 3	3.3	Siding No. 1.....do			B		
UN 4	4.6	Hartman.....do			B		
UN 6	6.5	Stegall.....do			B		Yes

Dist.
from
Sears

SEARS BRANCH

UN 2	0.0	Sears.....Neb.			B		
UN 1	1.2	Bellinger.....do			B		
UN 3	2.8	Janise.....do			B		Yes

NEBRASKA DIVISION

FOURTH SUBDIVISION

MAIN LINE—SIDNEY TO CHEYENNE

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
408	407.5	(Sidney, Pass.....Neb.)		T			
		Sidney, Frt.....do		F	A	R-O	Yes
		Sidney, Tele.....do	Cd				
		Margate.....do			A		
411	411.1	Brownson.....do			A	L	Yes
416	415.5	Herdon.....do			A		
421	420.8	Potter.....do	Pr	FTX	A	R-O	Yes
426	426.4	Jacinto.....do			A		
431	430.9	Dix.....do	Dx	FTX	A	L-S	Yes
435	435.4	Owasso.....do			A	R	Yes
440	439.9	Kimball.....do	Kb	FTX	A	L-SOE	Yes
445	444.5	Oliver.....do			A		
451	451.1	Bushnell.....do	Bn	FTX	A	L-O	Yes
457	456.6	Smeed.....do			A	L	
461	460.9	(Neb.-Wyo. State Line).....Wyo.					
465.7	465.7	Pine Bluffs.....do	Uf	FTX	A	L-S	Yes
472	472.0	Tracy.....do			A		
478	477.5	Egbert.....do	Gx	FTX	A	L	Yes
483	483.2	Burns.....do	Ux	FTX	A	R	Yes
490	489.7	Hillsdale.....do			A	R	Yes
496	495.9	Durham.....do			A	L	
501	501.2	Archer.....do	Rd		A	L	Yes
506.3	506.3	C. B. & Q. R. R. Cfs do					
510	509.5	Cheyenne, Pass.....do		T			
		Cheyenne, Frt.....do		F	A	R-SE	Yes
		Cheyenne, Bge.....do					
		Cheyenne, Tele.....do	N				
		Cheyenne, Yard.....do					
		Telegraph Office.. do	Cy				
		Cheyenne, Disp'r... do	Di				

Note—Cheyenne belongs to Wyoming Division.

Dist.
from
Egbert

NORTH PLATTE CUT-OFF

478	0.0	Egbert.....Wyo.	Gx	T	A	R	Yes
UP 5	5.2	Jonas.....do	Bg	FTX	A	L	Yes
UP 15	14.6	Lindbergh.....do	Ab	FTX	A	L	Yes
UP 22	21.8	Albin.....do			A		
UP 29	29.2	Irwin.....do			A		
UP 34	33.6	Tremain.....do			A		Yes
UP 41	40.5	Lagrange.....do	Ga	FTX	A	L	Yes
UP 43	43.5	Wycross.....do			A		Yes
UP 50	49.6	Duroc.....do			A		Yes
UP 52	51.9	Hawk Springs.....do	Hk	FTX	A	R	Yes
UP 54	53.8	Creighton.....do			B		Yes
UP 56	55.8	Fonda.....do			B		
UP 60	58.9	Goodland.....do			B		
UP 62	62.1	North Platte Cut-Off					
		Jet.....do					
UL 182	62.7	Yoder.....do	Dr	TX	A		Yes

WYOMING DIVISION
552.73 Miles
FIFTH SUBDIVISION
MAIN LINE—CHEYENNE TO LARAMIE

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
510	509.5	Cheyenne, East Yard..... Wyo.	Wy				
		Cheyenne, Pass..... do		T			
		Cheyenne, Freight.. do		F	A	R-SE	Yes
		Cheyenne, Baggage. do					
		Cheyenne, Telegraph do	N				
		Cheyenne, Yard					
		Tele. Office..... do	Cy				
		Cheyenne, Dispatcher..... do	Di				
	510.9	C. & S. Ry. Cross.. do					
514	514.0	Corlett Junction.... do			A		
515	514.9	Corlett..... do			A		
519	519.0	Borie (Tower)..... do	Bo		A		
524	524.0	Otto..... do			A		Yes
529	528.6	Granite Canon..... do	Ca	FT X	A	R	
532	531.8	Ozone..... do			A		
537	536.5	Buford..... do	Bf	FT X	A	L	
540	540.4	Sherman..... do			A	R	Yes
543	543.2	Dale Creek..... do			A		
548	548.4	Hermosa..... do	Hm	FT X	A	L	Yes
549	549.7	Hermosa Jct..... do	Hj				
552	551.7	Heard..... do					
554	554.2	Colores..... do			A	L	
558	557.9	Satanka..... do			A		
562	562.0	Forelle..... do			A	L	
565	565.5	Plaster Spur..... do			A		
566	566.0	Laramie, Pass..... do	K	T			
		Laramie, Bge..... do		X			
		Laramie, Frt..... do		F	A	L-S	Yes
		Laramie, Telegraph do	Ki				
		Laramie, Dispatcher do	Ds				
		On Second Track, Hermosa to Laramie.					
548	548.4	Hermosa..... Wyo.	Hm	FT X	A	L	Yes
549	549.7	Crossing Eastbound Track..... do					
557	557.0	Red Buttes..... do		FT X	A	R-S	Yes
566		Laramie..... do					Yes

SIXTH SUBDIVISION
MAIN LINE—LARAMIE TO RAWLINS

566	566.0	* Laramie, Pass..... Wyo.	K	T			
		Laramie, Bge..... do		X			
		Laramie, Frt..... do		F	A	L-S	Yes
		Laramie, Telegraph do	Ki				
		Laramie, Dispatcher do	Ds				
574	574.1	Howell..... do			A	R-S	
578	577.7	Wyoming..... do			A		Yes
585	585.3	Bosler..... do	Fy	FT X	A	L	Yes
591	590.6	Cooper Lake..... do			A	R	
594	593.9	Lookout..... do	Xn	FT X	A	L	Yes
599	598.9	Harper..... do			A	L	
	603.8	Illinois Pipeline Co. Spur..... do					
605	605.3	Rock River..... do	Ck	FT X	A	R-O	Yes
609	609.0	Wilcox..... do			A	R	
617	616.8	Ridge..... do			A		
620	619.7	Tie Spur..... do			A	L	
623	622.9	Medicine Bow..... do	Mb	FT X	A	R	Yes
627	627.0	Calvin..... do			A		
633	632.6	Como..... do			A	L	

*Distance given for Laramie is via the Eastbound (short) track. Distance via Westbound track is 0.31 mile longer than the Eastbound track.

WYOMING DIVISION—Continued
SIXTH SUBDIVISION—Concluded
MAIN LINE—LARAMIE TO RAWLINS—Concluded

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
639	638.7	(Ramsey..... Wyo.)					
643	643.1	Hanna..... do	Hn	FT X	A	R-S	Yes
648	648.4	Percy..... do			A		
652	651.8	Dana..... do			A	L	
657	657.0	Edson..... do			A		
662	661.9	Walcott..... do	Wa	FT X	A	L-S	Yes
	666.9	Carbon Timber Co. Spur..... do					
668	667.6	Fort Steele..... do			B	L	
670	669.8	Vico..... do			A		
676	676.3	Parco..... do	Gv	FT X	A	R-S	
683	682.8	Rawlins..... do		FT X	A	R-SOE	Yes
		Rawlins, Bge..... do		X			
		Rawlins, Telegraph do	Rs				

SEVENTH SUBDIVISION
MAIN LINE—RAWLINS TO GREEN RIVER

683	682.8	Rawlins..... Wyo.		FT X	A	R-SOE	Yes
		Rawlins, Bge..... do					
686	686.0	Rawlins, Telegraph do	Rs		A		Yes
690	689.8	Ferris..... do			A		
693	693.0	Hadsell..... do			A		
697	697.0	Knobbs..... do			A		
701	700.7	Daley's Ranch..... do			A		Yes
		Riner..... do					Stock Chute
705	705.3	Cherokee..... do			A		
712	712.0	Creston..... do			A	L	
716	716.0	Latham..... do			A	R	
724	724.2	Wamsutter..... do	Wm	FT X	A	L-O	Yes
729	729.1	Frewen..... do			A		
733	732.8	Red Desert..... do			A		
740	740.0	Tipton..... do			A	L	
743	743.4	Robinson..... do			A		
747	746.7	Table Rock..... do			A	L	
752	751.7	Monell..... do			A		
757	756.7	Bitter Creek..... do	Bk	FT X	A	R	Yes
766	766.3	Black Buttes..... do			A	R	
771	771.2	Hallville..... do			A		
777	777.1	Point of Rocks..... do	Ro	FT X	A	R	Yes
784	784.1	Thayer Junction..... do			A	R	
789	788.6	Salt Wells..... do			A	L	
796	795.7	Baxter..... do			A		
797	796.5	Gunn Junction..... do					
802	802.1	Rock Springs, Pass. do		T			
		Rock Springs, Bge. do		X			
		Rock Springs, Frt. do		F	A	L-SE	Yes
803	803.2	Rock Springs, Tele. do	Sg		A		
809	809.0	Blairtown..... do			A		
817	817.0	Kanda..... do			A		
		Green River..... do		FT X	A	R-S	Yes
		Green River, Bge. do					
		Green River, Tele. do	Gr				
		Green River, Dispr'do	D				

SUPERIOR BRANCH

784	0.0	Thayer Jct..... Wyo.	Jc		A		
UR 8	7.6	Superior..... do	Su	FT X	A		

GUNN BRANCH

797	0.0	Gunn Junction..... Wyo.					
US 4	3.7	Gunn..... do			A		

WYOMING DIVISION

SOUTH PASS BRANCH

Sta. No.	Dist. from Rock Springs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
802	0.0	Rock Springs..... Wyo.	Sg	FTX	A	L	.....
UT 4	3.4	Lionkol Jet..... do	.....	.....	.....	.....	.....
UT 6	5.5	Reliance Jet..... do	.....	.....	.....	.....	.....
UT 10	9.5	Winton Jet..... do	.....	.....	.....	.....	Yes

RELIANCE BRANCH

Sta. No.	Dist. from Reliance Jet.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UT 6	0.0	Reliance Jet..... Wyo.	.....	.....	.....	.....	.....
UU 2	1.7	Reliance Mine..... do	.....	.....	A	.....	.....

LIONKOL BRANCH

Sta. No.	Dist. from Lionkol Jet.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UT 4	0.0	Lionkol Jet..... Wyo.	.....	.....	.....	.....	.....
UV 2	2.0	Lionkol..... do	.....	.....	A	.....	.....

WINTON BRANCH

Sta. No.	Dist. from Winton Jet.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UT 10	0.0	Winton Jet..... Wyo.	.....	.....	.....	.....	Yes
UW 2	2.4	Hay..... do	.....	.....	A	.....	.....
UW 5	5.0	Winton..... do	.....	.....	A	.....	.....

DINES BRANCH

Sta. No.	Dist. from Hay	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UW 2	0.0	Hay..... Wyo.	.....	.....	A	.....	.....
UX 2	1.5	Dines..... do	.....	.....	A	.....	.....

EIGHTH SUBDIVISION

MAIN LINE—GREEN RIVER TO OGDEN

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
817	817.0	Green River..... Wyo.	.....	FTX	A	R-S	Yes
.....	.....	Green River, Bge... do	.....	.....	.....	.....	.....
.....	.....	Green River, Tele. do	Gr	.....	.....	.....	.....
.....	.....	Green River, Disp'r do	D	.....	.....	.....	.....
821	817.9	Sand Spur..... do	.....	.....	.....	.....	.....
821	821.1	Riview..... do	.....	.....	A	.....	.....
825	824.9	Peru..... do	.....	.....	A	.....	.....
830	830.2	Bryan..... do	.....	.....	A	L	.....
838	837.8	Marston..... do	.....	.....	A	.....	.....
846	846.4	Tie Spur..... do	.....	.....	A	.....	.....
847	847.2	Granger..... do	Gn	FTX	A	R-L	.....
B 854	854.0	Verne..... do	.....	.....	A	.....	.....
B 859	858.7	Church Buttes..... do	.....	.....	A	R	.....
B 866	865.9	Hampton..... do	.....	.....	A	.....	.....
B 870	869.7	Elkhurst..... do	.....	.....	A	.....	.....
B 875	875.4	Carter..... do	Q	FTX	A	R	Yes
B 881	880.9	Antelope..... do	.....	.....	A	.....	.....
B 886	885.6	Bridger..... do	.....	.....	A	R	.....
B 891	890.5	Leroy..... do	.....	.....	A	L	.....
B 895	894.8	Ragan..... do	.....	.....	A	.....	.....
B 896	896.1	Chelsea..... do	.....	.....	A	.....	.....
B 898	897.6	Spring Valley..... do	.....	.....	A	.....	.....
B 902	901.8	Aspen..... do	Wx	.....	A	R	.....
B 904	903.6	Altamont..... do	Ap	FX	A	R	Yes
B 909	908.7	Knight..... do	.....	.....	A	L	.....
B 913	912.9	Millis..... do	.....	.....	A	.....	.....
B 917	917.2	Evanston..... do	Na	FT	A	L-S	Yes
.....	.....	Evanston, Tele. do	.....	.....	.....	.....	.....
B 918	918.4	Almy Jet..... do	.....	.....	.....	.....	Yes
B 922	921.7	Wyuta..... do	.....	.....	C	.....	.....
B 923	922.8	(Wyo.-Utah State Line) do	.....	.....	.....	.....	.....
B 928	927.6	Wahsatch..... Utah	Wh	FTX	A	L	Yes
B 933	932.6	Curvo..... do	.....	.....	.....	.....	.....

WYOMING DIVISION

EIGHTH SUBDIVISION—Concluded

MAIN LINE—GREEN RIVER TO OGDEN—Concluded

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
B 937	936.3	(Castle Rock..... Utah	.....	.....	A	R	Yes
B 943	942.8	Emory..... do	.....	.....	A	.....	Yes
B 948	948.2	Baskin..... do	.....	.....	A	.....	.....
B 953	952.7	Echo..... do	Ho	FTX	A	R	.....
.....	952.6	E. & P. C. Jet..... do	.....	.....	.....	.....	.....
B 957	956.5	Henefer..... do	Nf	FTX	A	L	Yes
B 961	960.6	Devil's Slide..... do	Cn	FTX	A	R	.....
B 963	962.4	Griffith..... do	.....	.....	A	.....	.....
B 968	968.0	Morgan..... do	Wb	FTX	A	R-S	Yes
B 971	970.6	Stoddard..... do	.....	.....	C	.....	.....
B 976	975.5	Peterson..... do	.....	.....	.....	R	Yes
B 978	977.7	Strawberry..... do	.....	.....	A	.....	.....
B 980	980.1	Gateway..... do	.....	.....	A	.....	.....
B 985	985.1	Uintah..... do	.....	.....	A	R	.....
B 990	989.9	Riverdale..... do	.....	.....	A	.....	.....
B 991	991.4	B. E. R. R. Crsg. do	.....	.....	.....	.....	.....
B 993	992.6	Ogden Union Depot do	.....	T	.....	.....	.....
.....	.....	Ogden, Baggage..... do	.....	.....	.....	.....	.....
.....	.....	Ogden, Freight..... do	.....	FT	A	R	Yes
.....	.....	Ogden, Tele..... do	Og	.....	.....	.....	.....
.....	.....	Ogden, Yard, Tele. do	Yd	.....	.....	.....	.....
.....	.....	Ogden Yard (Browning) do	.....	.....	.....	.....	.....

PARK CITY BRANCH

Sta. No.	Dist. from Echo	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
B 953	0.0	Echo..... Utah	Ho	FTX	A	R	.....
BA 6	5.7	Coalville..... do	Ve	FTX	A	L	Yes
.....	5.8	June-Weber Mine Spur. do	.....	.....	.....	.....	.....
.....	2.5	Weber Mine..... do	.....	.....	A	.....	.....
BA 7	6.8	Briquette Spur..... do	.....	.....	.....	.....	.....
BA 8	8.6	Hoytsville..... do	.....	.....	A	.....	.....
BA 13	13.4	Wanship..... do	.....	.....	A	.....	Yes
BA 20	20.3	Atkinson..... do	.....	.....	A	.....	Yes
BA 24	24.0	Hcmer Spur..... do	.....	.....	A	.....	.....
BA 25	24.5	Keetley Junction..... do	.....	.....	A	.....	.....
.....	26.0	Beggs Spur..... do	.....	.....	.....	.....	.....
BA 27	27.4	Freight Yard Junct. do	.....	.....	.....	.....	.....
.....	28.4	D. & R. G. W. R. Crsg. do	.....	.....	.....	.....	.....
BA 28	28.4	Park City..... do	Kd	FT	A	L	Yes

ONTARIO BRANCH

Sta. No.	Dist. from Keetley Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
BA 25	0.0	Keetley Junction..... Utah	.....	.....	A	.....	.....
BC 5	5.2	Keetley..... do	.....	.....	A	.....	Yes

KANSAS DIVISION
1157.09 Miles
EASTERN SUBDIVISION
MAIN LINE—KANSAS CITY TO JUNCTION CITY

Sta. No.	Dist. from Kansas City	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 0	0	Kansas City, City... Mo. (Pass. Dept.) Waldheim Bldg. do	Fy	T			
		Kansas City (Union Depot) do		T			
		Kansas City, baggage do					
		Kansas City, Frt. do		F	A	SOE	
		Kansas City, Telegraph (Un. Depot) do	Us				
		Kansas City, Dispr. do	Ds				
		Kansas City, Superintendent's Office do	Gn				
		(Mo.-Kan. State Line) do					
		Kansas City (Un. Cy. Tkt. Ofc.) 541 Minnesota Ave. Kan. do		T			
		Kansas City, Frt. do			A	R	
		Kansas City (Fairfax Frt. Depot) do					
A 3	2.5	Kan. City (7th St. Station) do		T X			
	3.3	K. C. T. Ry. Conn. do					
	3.3	Terminal Jct. do	Jc				
A 4	4.2	C. R. I. & P. Ry. do					
	5.0	Junction do					
		K. & M. Ry. & T. Co. Cross. do					
A 10	9.5	Muncie do			A	R	
	9.7	Muncie Sand Co. Spur do					
A 14	14.0	Edwardsville do	Rs	FT X	A	R	Yes
	14.8	Welch Sandler Sand Spur do					
A 15	15.0	Forest Lake do			A	L	
A 17	16.7	Sunflower do			A		
A 18	17.5	Bonner Springs do	Bw	FT X	A	R	
	18.0	A. T. & S. F. Ry. Crossing do	Bn				
		Loring do			A	R	
	22.3	Loring Quarry Spur do			A		
A 24	23.4	Lenape do			A	R	Yes
A 28	28.3	Linwood do	Wd	FT X	A	R	Yes
A 33	32.7	Fall Leaf do			A	R	Yes
	35.9	K. C. K. V. & W. Cross. do					
A 38	38.2	Bismarck Grove do			A	R	Yes
A 40	39.6	Lawrence Depot do		FT	A	L-SE	Yes
		Lawrence, Tele. do	Da				
A 43	43.2	Midland do			A	R	
A 46	45.9	Buck Creek do			A	R	Yes
A 49	48.8	Williamstown do	Wx	FT X	A	R	Yes
A 52	52.1	Perry do	Ky	FT X	A	R-S	Yes
A 54	53.6	Medina Kan. do			A	R	
A 56	55.8	Newman do			A		Yes
A 61	61.9	Grantville do			A	L	Yes
A 67.5	67.5	A. T. & S. F. Ry. Crossing do	X			R	
A 68	68.0	Topeka, Pass. (North Topeka) do	Ot	T			
		Topeka, Baggage (North Topeka) do		X			
		Topeka, Freight (North Topeka) do		F	A	R-LE	Yes
	68.1	C. R. I. & P. Ry. Jct. do					
A 68	68.2	C. R. I. & P. Ry. Crossing do					
		West Topeka do	Ch				
A 71	71.0	Ruby do			A		
A 72	71.8	Menoken do	Mx		A	R	

KANSAS DIVISION
EASTERN SUBDIVISION—Concluded
MAIN LINE—KANSAS CITY TO JUNCTION CITY—Concluded

Sta. No.	Dist. from Kansas City	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 75	75.2	Kiro. Kan.					
A 79	78.7	Silver Lake do	Si	FT X	A	L	Yes
A 84	84.0	Rossville do	Rv	FT X	A	R-O	Yes
A 92	91.6	St. Mary do	Sy	FT X	A	R-O	Yes
A 98	97.8	Belvue do	Bv	FT X	A	L	Yes
A 105	104.7	Wamego do	Wa	FT X	A	R	Yes
A 112	111.5	St. George do		FT X	A	L	Yes
A 119	119.3	Manhattan, Pass. do	Mh	T			
		Manhattan, Frt. do		F	A	R-LE	Yes
	119.4	C. R. I. & P. Ry. Crossing do					
A 126	125.9	Eureka Lake do			A	L	Yes
A 130	130.3	Ogdenburg do	Ob	FT X	A	L	Yes
A 132	131.6	East Funston do			A		Yes
A 134	133.6	Funston do	Fa	FT X	A	R-E	Yes
A 136	135.7	Ft. Riley do	Ft	FT X	A	R	Yes
A 140	139.5	Junction City, Pass. do		T			
		Junction City, Frt. do		F	A	R-SE	Yes
		Junction City, Tele. do	Jn				
LEAVENWORTH BRANCH							
A 40	0.0	Lawrence Depot Kan.	Da	FT	A	L-SE	Yes
AA 1	1.4	Lawrence Telegraph do					
AA 3	2.8	Bismarck Grove do			A	R	Yes
AA 5	4.9	Rex do			A		
AA 9	8.5	Six Corners do			A	R	
AA 13	13.1	Reno do	Nx	FT X	A	L	Yes
AA 15	15.4	Tonganoxie do			A	R	Yes
AA 17	17.1	Moore do			A	R	
AA 20	19.8	Big Stranger do			A	R	
AA 24	23.8	Hoge do			A	L	
		Fairmount do			A	R	
		A. T. & S. F. Ry. Cross. do					
AA 29	28.9	K. C. L. & W. Cross. do					
AA 30	30.3	Lansing do	Sg	FT X	A	R	
AA 31	31.4	Cochrane do					
	33.3	Military Home do					
	34.2	South Leavenworth do					
	34.2	C. G. W. R. R. Cross. do					
AA 34	34.3	L. T. & B. Co. Cross. do					
		Leavenworth, Union Depot do					
		Leavenworth, Frt. do		T	A	L	
		Leavenworth, Telegraph (Union Depot) do	Rh				
	35.8	Corral do			A	R	
	37.4	Knox do			A	R	
MANHATTAN BRANCH							
A 119	0.0	Manhattan, Pass. Kan.	Mh	T			
AH 4	4.2	Manhattan, Frt. do		F	A	R-LE	Yes
AH 5	4.8	Casement do			A	L	Yes
AH 11	10.6	Rocky Ford do			A	L	Yes
AH 17	16.5	Stockdale do			A	L	Yes
AH 22	21.8	Garrison do	Fh	FT X	A	L-S	Yes
AH 29	28.7	Randolph do	Ne	FT X	A	L	Yes
AH 33	33.1	Cleburne do			A	R	
	36.7	Florena do					
	38.2	Mo. P. R. R. Cross. do					
AH 38	42.7	Irving do	Vp	FT X	A	L-S	Yes
AH 43	42.7	Blue Rapids do	Pd	FT X	A	L-SE	Yes
AH 44	43.5	Plaster Spur do			A		
AH 49	49.4	Schroyer do			A	R	Yes

KANSAS DIVISION
MANHATTAN BRANCH—Concluded

Sta. No.	Dist. from Man-hattan	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Lo-cation of Frt. Plat-form from K. C.	Stock Yard Facilities
H 148	55.2	Marysville.....Kan.	Ms	FT X	A	R-S	Yes
AH 61	61.3	Hull.....do			A	L	Yes
AH 64	63.5	Marietta.....do			A	R	Yes
AH 65	65.1	Oketo.....do	Kt	FT X	A	L	Yes
AH 67.9	67.9	(Kan.-Neb. State Line).....					
AH 72	71.4	Barneston.....Neb.	Nr	FT X	A	R	Yes
AH 75	75.1	Badger.....do			A	R	Yes
	76.3	C.B. & Q.R.R. Cross.....do			A		Yes
AH 77	77.0	Stone Siding.....do	Bs	FT X	A	L	Yes
AH 80	79.1	Blue Springs.....do		FT X	A	R	Yes
AH 84	83.8	Holmesville.....do					
	91.9	C. B. & Q. R. R. Cross.....do					
	92.2	C. R. I. & P. Ry. Cross.....do					
UA 97	92.6	Beatrice.....do	Bx	FT	A	R	Yes

Note—Beatrice Station belongs to Beatrice Branch.

		Dist. from Junc- tion City	JUNCTION CITY BRANCH					
A 140	0.0	Junction City, Pass.....	Kan.		T	A	R-SE	
		Junction City, Frl.....	do		F	A		Yes
		Junction City, Tele.....	do	Jn		A		
AJ 8	8.1	Alida.....	do	Ad	FTX	A	L	Yes
AJ 14	13.6	Milford.....	do	Mr	FTX	A	R	Yes
AJ 19	19.4	Wakefield.....	do	Wf	FTX	A	L-S	Yes
AJ 28	27.9	Broughton.....	do			A	R	Yes
AJ 33	33.4	Clay Center.....	do	Ca	T	A	L-S	Yes
AJ 41	41.1	Idana.....	do	Dy	FTX	A	R-O	Yes
AJ 46	46.0	Browndale.....	do			A	R	Yes
AJ 52	51.9	Miltonvale.....	do	Mv	FTX	A	R-O	Yes
AJ 52.1	52.1	M. V. Junction.....	do					
AJ 72	72.1	C. O. Junction.....	do					
AJ 73	72.5	Concordia.....	do	Nd	FTX	A	L-SOE	Yes
	73.1	C. B. & Q. R. R. Crose.....	do					

		Dist. from Kansas City	WESTERN SUBDIVISION MAIN LINE—JUNCTION CITY TO ELLIS							
A	140	139.5	Junction City, Pass.....	Kan.	.....	T				
.....	.....	.....	Junction City, Frt.....	do	.....	F		A	RSE	Yes
.....	.....	.....	Junction City, Tele.....	do	Jn					
A	146	146.4	Kansas Falls.....	do	.....			A	L	Yes
A	152	152.3	Chapman.....	do	Cm	FT X		A	R-O	Yes
A	159	158.5	Detroit.....	do	Dr	FT X		A	R-O	Yes
A	164	163.7	Abilene.....	do	Ab	FT		A	L-OE	Yes
.....	.....	164.5	A. T. & S. F. Ry. Crossing	do	.....					
A	165	164.7	West Abilene.....	do	.....					Yes
A	168	168.1	Sand Spring.....	do	.....			A	R	
A	172	172.3	Solomon.....	do	Sn	FT X		A	L	Yes
A	180	179.9	New Cambria.....	do	.....			A	L	Yes
A	185	184.6	East Salina.....	do	.....					
A	187	186.6	Salina, Un. Pass. Sta..	do	.....	T				
.....	.....	.....	Salina, Baggage.....	do	.....	X				
.....	.....	.....	Salina, Freight.....	do	.....	F		A	L-SOE	Yes
.....	.....	.....	Salina, Telegraph.....	do	Se					
.....	.....	.....	Salina, Dispatcher.....	do	Di					
.....	.....	.....	Salina, Chief Dispatcher	do	A					
.....	.....	187.2	A. T. & S. F. Ry. Cross..	do	.....					
A	195	194.6	Bavaria.....	do	.....			A	R	Yes
A	201	201.4	Brookville.....	do	Rk	FT X		A	L	Yes
A	205	205.4	Arcola.....	do	.....			A	L	
A	207	207.3	Terra Cotta.....	do	.....			A	L	Yes
A	212	211.6	Carneiro.....	do	Hi	FT X		A	L	Yes
.....	.....	217.6	Salt Mines Spur.....	do	.....					
A	219	219.2	Kanopolis.....	do	Ka	FT X		A	L	Yes

KANSAS DIVISION
WESTERN SUBDIVISION—Concluded
MAIN LINE—JUNCTION CITY TO ELLIS—Concluded

Sta. No.	Dist. from Kansas City	STATIONS		Tel. Call	Kind of Agency	Class of Frt. Sta.	Lo- cation of Frt. Plat- form from K. C.	Stock Yard Facilities
A 224	223.7	Ellsworth.....	Kan.	Wo	FT X	A	L-SE	Yes
.....	224.4	St. L.-S. F. R. R.						
		Crossing.....	do					
A 232	231.5	Black Wolf.....	do	Bk	FT X	A	R	Yes
A 240	239.9	Wilson.....	do	Wn	FT X	A	R-OE	Yes
A 246	246.4	Dorrance.....	do	Do	FT X	A	R-S	Yes
A 253	253.4	Bunker Hill.....	do	Bh	FT X	A	R-O	Yes
A 259	259.2	Homer.....	do			A	R	
A 263	263.3	Russell.....	do	Ru	FT X	A	R-OE	Yes
A 267	266.7	Balta.....	do			A	R	
A 272	272.4	Gorham.....	do	Gj	FT X	A	R-S	Yes
A 276	275.5	Walker.....	do		FT X	A	L	Yes
A 280	279.6	Victoria.....	do	Vc	FT X	A	R-O	Yes
A 285	284.8	Toulon.....	do			A	L	
A 290	290.1	Hays.....	do	Hy	FT X	A	RL-SE	Yes
A 295	295.1	Yocemento.....	do			A	R	Yes
A 299	298.8	Hog Back.....	do			A		
A 303	303.3	Ellis.....	do		FT X	A	L-E	Yes
.....	.....	Ellis, Telegraph.....	do	Rt				

		Dist. from Detroit	ENTERPRISE BRANCH						
A 159	0.0	Detroit.....	Kan.	Dr	FTX	A	R-O	Yes	
.....	1.5	A. T. & S. F. Ry. Cross..	do	.....	.....	.....	.....	.....	
AB 2	2.0	Enterprise.....	do	.....	.....	B	R	.....	

	Dist. from Solomon	SOLOMON BRANCH						
A 172	0.0	Solomon.....	Kan.	Sn	FT X	A	L	Yes
AC 7	6.5	Niles.....	do	Xn	FT X	A	R	Yes
AC 9	9.2	Verdi.....	do			A	R	Yes
AC 15	14.7	Bennington.....	do	Bn	FT X	A	R-O	Yes
AC 21	20.9	Lindsey.....	do			A	R	Yes
AC 23	23.3	Minneapolis.....	do	Mi	FT X	A	R-S	Yes
	23.7	A. T. & S. F. Ry. Cross.....	do					
AC 25	24.5	Stock Yard Siding.....	do			A	L	
AC 29	29.1	Sumnerville.....	do			A	R	Yes
AC 34	34.0	Stock Yard Siding.....	do					
AC 35	34.7	Delphos.....	do	Df	FT X	A	R-O	Yes
AC 42	41.6	Glasco.....	do	Gk	FT X	A	L-O	Yes
AC 47	46.8	Simpson.....	do	Be	FT X	A	R	Yes
AC 50	49.8	Asherville.....	do		FT X	A	R	Yes
	57.2	Mo. Pac. R. R. Cross.....	do					
AC 57	57.4	Beloit.....	do	Bl	FT X	A	L-E	Yes

	Dist. from Salina	McPHERSON BRANCH						
A 187	0.0	Salina, Un. Pass. Sta.....	Kan.		T			
		Salina, Baggage.....	do		X			
		Salina, Freight.....	do		F		A	L-SOE
		Salina, Telegraph.....	do	Sc				Yes
		Salina, Dispatcher.....	do	A				
		Salina, Chief Dispatcher.....	do	Cd.				
	0.5	A. T. & S. F. Ry. Cross.....	do					
	0.6	C. R. I. & P. Ry. Cross.....	do					
	0.6	Mo. Pac. R. R. Cross.....	do					
AD 3	2.9	Wesleyan.....	do				A	
AD 8	8.0	Mentor.....	do		P		A	R
AD 12	12.2	Assaria.....	do	Ri	FT X		A	R
AD 16	15.9	Bridgeport.....	do		P		A	L
	20.7	Mo. Pac. R. R. Cross.....	do					
AD 21	20.9	Lindsborg.....	do	Dn	FT X		A	R-OE
AD 27	26.7	Johnstown.....	do				A	R
AD 30	30.3	Hilton.....	do				A	R
	35.1	A. T. & S. F. Ry. Cross.....	do					Yes
AD 35	35.4	McPherson.....	do	Mf	FT		A	R-SE
								Yes

KANSAS DIVISION PLAINVILLE BRANCH

Sta. No.	Dist. from Salina	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 187	0.0	Salina, Un. Pass..... Kan.		T			
		Salina, Baggage..... do		X			
		Salina, Freight..... do		F			
		Salina, Telegraph..... do	So		A	L-SOE	Yes
		Salina, Dispatcher..... do	A				
		Salina, Chief Dispatcher do	Cd				
AE 3	3.4	Trenton..... do			A	R	Yes
AE 6	6.0	Shipton..... do			A	L	Yes
AE 9	9.0	Marydel..... do			A	R	
AE 12	11.5	Culver..... do	Cu	FTX	A	R	Yes
AE 19	18.5	Tescott..... do	Sx	FTX	A	R-S	Yes
AE 24	23.8	Beverly..... do	Vy.	FTX	A	R-S	Yes
AE 26	26.4	Shady Bend..... do		P	A	L	Yes
AE 33	32.9	Quartzite..... do			A		
	33.8	A. T. & S. F. R. R. Cross. do					
AE 34	34.1	Lincoln Center..... do	Nc	FTX	A	L-OE	Yes
AE 41	40.7	Vesper..... do	Vs	FTX	A	R	Yes
AE 47	46.9	Sylvan Grove..... do	Yg	FTX	A	R-S	Yes
AE 56	56.0	Lucas..... do	Qs	FTX	A	R-S	Yes
AE 65	65.4	Luray..... do	Au	FTX	A	R-S	Yes
AE 72	71.5	Waldo..... do	Ow	FTX	A	R	Yes
AE 79	79.2	Paradise..... do	Vm	FTX	A	R	Yes
AE 87	87.0	Natoma..... do	No	FTX	A	R-S	Yes
AE 90		Vickers..... do			A		
AE 95	95.1	Codell..... do		FTX	A	R	Yes
AE 104	103.5	Plainville..... do	Vn	FTX	A	R-SE	Yes
AE 110	110.4	Zurich..... do	Zu	FTX	A	R	Yes
AE 118	117.8	Palco..... do	Po	FTX	A	R	Yes
AE 123	122.7	Damar..... do		FTPX	A	L	Yes
AE 129	129.3	Bogue..... do	Bg	FTX	A	L	Yes
AE 138	138.0	Hill City..... do	Ci	FTX	A	R-OE	Yes
AE 145	144.7	Penokee..... do	Pk	FTX	A	L-S	Yes
AE 150	150.2	Morland..... do	Md	FTX	A	L	Yes
AE 155	155.4	Studley..... do		FTPX	A	R-S	Yes
AE 163	162.5	Tasco..... do		F	A	R	Yes
AE 170	170.4	Hoxie..... do	Kz	FTX	A	R-O	Yes
AE 179	179.1	Seguin..... do			A	R	Yes
AE 186	186.2	Menlo..... do	Mz	FTX	A	R	Yes
AE 194	194.0	Halford..... do			A	L	Yes
AE 204	203.5	Colby..... do	Cb	FTX	A	R-O	Yes
AE 209	208.9	Altair..... do			A	L	
AE 213	212.5	Mingo..... do			A	L	Yes
AE 218	218.0	Spica..... do			A	L	
A 377	224.7	Oakley..... do	Oq	FTX	A	L	Yes

ST. JOSEPH SUBDIVISION MAIN LINE—ST. JOSEPH TO UPLAND

Sta. No.	Dist. from St. Joseph	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
		St. Joseph, Stock Yards Mo.		T	A		Yes
		St. Joseph, City Ticket		T			
		Office 517 Francis St. do		T			
HB 113	0.0	St. Joseph, Un. Sta. do	Un	FT	A	SOE	Yes
		St. Joseph, Frt. Sta. do					
		St. Joseph, Yard do	Mk				
	0.2	C. R. I. & P. Ry. Cross. do					
	0.2	C. B. & Q. R. R. Cross. do					
	0.3	Union Term. R. R. Cross. do					
	0.4	C. R. I. & P. Ry. E. Jet. do					
		Switch..... do					
	0.4	St. Joseph, Mo. River					
		B'dge..... do		Toll P			
	0.4	Missouri-Kansas State Line. do					
HB 112	1.2	Elwood..... Kan.		P	A	L	
HB 108	5.4	Wathena..... do	Wa	FTPX	A	L-O	
HB 105.7	7.5	Hunt Spur..... do			A		
HB 104	8.9	Blair..... do		FTPX	A	R	
	13.9	C. R. I. & P. Ry. Jct. do					
HB 101	13.9	Appleton Spur..... do		P			
HB 99	13.6	Troy..... do	Ro	FTPX	A	R-S	Yes
	15.7	C. R. I. & P. Ry. Cross. do					

KANSAS DIVISION ST. JOSEPH SUBDIVISION—Concluded MAIN LINE—ST. JOSEPH TO UPLAND—Concluded

Sta. No.	Dist. from St. Joseph	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
HB 95	17.6	Double..... Kan.		P		R	
HB 94	19.1	Moray..... do		P	A	L	
HB 91	22.0	Stout..... do		P	A	L	
HB 88	24.8	Severance..... do	Z	FTPX	A	L	Yes
HB 84	28.9	Leona..... do		FTX	A	L	Yes
HB 79	34.2	Robinson..... do	Hr	FTX	A	L	Yes
	42.2	Mo. Pac. R. R. Cross. do					
HB 70	42.7	Hiawatha..... do	H	FTX	A	R-OE	Yes
HB 63	50.2	Hamlin..... do		FTX	A	R	Yes
HB 59	54.0	Morrill..... do	Wb	FTX	A	R	Yes
HB 52	60.7	Sabetha..... do	S	FTX	A	L	Yes
	61.7	C. R. I. & P. Ry. Cross. do					
HB 49	64.3	Price..... do			A	L	Yes
HB 44	68.8	Oneida..... do		FTX	A	R	Yes
HB 36	77.5	Seneca..... do	Sn	FTX	A	R-S	Yes
HB 29	84.2	Baileyville..... do	Cu	FTX	A	R	Yes
HB 24	89.2	Axtell..... do	Fr	FTX	A	L-O	Yes
HB 19	94.4	Summit..... do			A	R	Yes
HB 14	99.3	Beattie..... do	B	FTX	A	R	Yes
HB 8	105.2	Home..... do	Ho	FTX	A	R	Yes
H 143	107.8	Upland..... do	Sj	P		R	

HIGHLAND BRANCH

Sta. No.	Dist. from Stout	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
HB 91	0.0	Stout..... Kan.		P	A	L	
HC 3	3.2	Ratcliff..... do			A	L	Yes
HC 5	4.6	Marcell..... do			A	L	
HC 7	7.2	Highland..... do	Hg	FTPX	A	L	Yes

TOPEKA SUBDIVISION

TOPEKA BRANCH

Sta. No.	Dist. from Menoken	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 72	0.0	Menoken..... Kan.	Mx		A	R	
H 81	7.9	Grove..... do	Ov	FTX	A	R	Yes
H 88	15.4	Delia..... do	Ia	FTX	A	R	Yes
H 95	22.2	Emmett..... do	Gc	FTX	A	R	Yes
H 101	27.6	Aikins..... do		P	A	R	Yes
H 110	37.0	Onaga..... do	Ga	FTX	A	R	Yes
H 114	41.1	Duluth..... do			A	L	
H 119	45.8	Nolan..... do		P	A	R	
H 122	49.1	Lillis..... do	Is	FTX	A	R	Yes
H 127	53.9	Sullivan..... do		P	A	R	Yes
	58.2	Mo. Pac. R. R. Cross. do					
H 131	58.4	Frankfort..... do	Fn	FTX	A	R-O	Yes
H 137	63.9	Winifred..... do	Wi	FTX	A	R	Yes
H 143	69.9	Upland..... do					

MAIN LINE—UPLAND TO MARYSVILLE

Sta. No.	Dist. from Menoken	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
H 143	69.9	Upland..... Kan.	Sj	P		R	
H 144	71.1	Carden..... do		P		R	
H 148	75.3	Marysville..... do	Ms	FTPX	A	R-S	
		Marysville, Dispatcher do	Di				
		Marysville, Yard do	Yd				
		Marysville, Stock Yards do		F			Yes

KANSAS DIVISION
GRAND ISLAND SUBDIVISION
MAIN LINE—MARYSVILLE TO GRAND ISLAND

Sta. No.	Dist. from St. Joseph	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from K. C.	Stock Yard Facilities
H 148	113.3	Marysville..... Kan.	Ms	FTPX	A	R-S	.....
.....	.....	Marysville, Dispatcher do	Di	P	.....	.....	.....
.....	.....	Marysville, Yard do	Yd	P	.....	.....	.....
.....	.....	Marysville, Stock Yards do	.....	F	.....	.....	Yes
.....	114.7	Mill Spur..... do	.....	.....	.....	.....	.....
H 153	118.4	Herkimer..... do	Ki	FTPX	A	R	Yes
H 158	122.6	Bremen..... do	Wn	FTPX	A	R	Yes
.....	128.1	C. B. & Q. R. R. Cross. do	.....	.....	.....	.....	.....
H 163	128.2	Hanover..... do	Ha	FTPX	A	R-O	Yes
H 168	132.5	Spence..... do	.....	P	A	R	Yes
H 172	137.4	Hollenberg..... do	Ky	FTPX	A	R	Yes
H 173.9	138.9	Kansas-Neb. State Line.....	.....	.....	.....	.....	.....
H 177	141.8	Steele City..... Neb.	Sc	FTPX	A	R	Yes
H 179	144.1	Clayton..... do	.....	.....	A	.....	.....
.....	147.1	C. B. & Q. R. R. Cross. do	.....	.....	A	.....	.....
H 182	147.1	Endicott..... do	Nd	FTPX	A	R	Yes
H 185	149.7	Duval..... do	.....	.....	A	.....	.....
.....	152.7	C. R. I. & P. Ry. Cross. do	.....	.....	.....	.....	.....
H 188	153.1	Fairbury..... do	Q	FTP	A	L-OE	Yes
.....	154.4	C. R. I. & P. Ry. Cross. do	.....	.....	.....	.....	.....
H 194	159.0	K. C. & O. Junction (C. B. & Q.) do	.....	P	A	R	.....
.....	.....	Powell..... do	.....	P	A	L	Yes
H 197	161.5	Alexandria..... do	A	FTPX	A	R	Yes
H 203	167.5	Belvidere..... do	Vi	FTPX	A	L	Yes
H 212	176.6	C. B. & Q. R. R. Cross. do	.....	.....	.....	.....	.....
.....	177.0	Carleton..... do	C	FTPX	A	L-S	Yes
H 219	184.0	C. & N. W. Ry. Cross. do	.....	.....	.....	.....	.....
H 226	191.2	Davenport..... do	Do	FTPX	A	R-S	Yes
H 231	196.4	Sedan..... do	.....	P	A	L	Yes
.....	200.5	C. B. & Q. R. R. Cross. do	.....	.....	.....	.....	.....
H 236	200.7	Edgar..... do	Sg	FTPX	A	L-O	Yes
H 244	209.0	Fairfield..... do	Fd	FTPX	A	R-O	Yes
H 249	213.8	Anan..... do	.....	P	A	R	.....
H 253	218.3	Glenvil..... do	Gv	FTPX	A	R-O	Yes
H 257	221.9	Level..... do	.....	P	A	R	.....
.....	226.5	C. & N. W. Ry. Cross. do	.....	.....	.....	.....	.....
.....	227.3	C. B. & Q. R. R. Cross. do	.....	.....	.....	.....	.....
H 262	227.4	Hastings..... do	W	FTP	A	R-SOE	Yes
.....	.....	Hastings, Yard..... do	An	P	.....	.....	.....
HA 8	235.1	Hansen..... do	.....	FP	A	R	Yes
HA 13	240.3	Doniphan..... do	Dv	FTPX	A	L-S	Yes
HA 16	243.4	Haspur..... do	.....	P	A	R	.....
HA 18	245.4	River..... do	.....	P	A	R	Yes
.....	249.6	Belt Line Cross. (C. B. & Q.) do	.....	.....	.....	.....	.....
.....	.....	Grand Island..... do	Ge	FTPX	A	R	Yes
.....	.....	Grand Island, Yard Tel. do	Gd	.....	.....	.....	.....
147	251.8	.....	.....	.....	.....	.....	.....

COLORADO DIVISION

758.86 Miles

ELLIS SUBDIVISION

MAIN LINE—ELLIS TO SHARON SPRINGS

Sta. No.	Dist. from Kansas City	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from K. C.	Stock Yard Facilities
A 303	303.3	Ellis..... Kan.	.....	FTX	A	L-E	Yes
.....	.....	Ellis, Telegraph do	Rt	.....	.....	.....	.....
A 308	308.4	Riga..... do	.....	.....	A	.....	.....
A 314	313.7	Ogallah..... do	Og	FTX	A	R	Yes
A 322	322.3	Wakeeney..... do	W	FTX	A	R-SOE	Yes
A 330	330.0	Voda..... do	.....	.....	A	R	Yes
A 336	335.8	Collyer..... do	Jy	FTX	A	R-S	Yes
A 343	343.3	Quinter..... do	Qn	FTX	A	L-O	Yes
A 351	350.9	Buffalo Park..... do	Bp	FTX	A	R	Yes
A 356	356.3	Grainfield..... do	Gf	FTX	A	R-S	Yes
A 365	365.2	Grinnell..... do	Gd	FTX	A	R-O	Yes
A 371	371.2	Campus..... do	.....	.....	A	R	Yes
A 377	377.4	Oakley..... do	Oq	FTX	A	R-S	Yes
A 386	386.1	Monument..... do	.....	.....	A	L	Yes
A 394	393.6	Page City..... do	.....	FTX	A	R	Yes
A 399	399.0	Winona..... do	Gw	FTX	A	R-S	Yes
A 408	408.4	McAllaster..... do	.....	.....	A	L	Yes
A 415	414.5	Turkey Creek..... do	.....	.....	A	R	.....
A 421	421.1	Wallace..... do	.....	FTX	A	R	Yes
A 426	425.6	Somena..... do	.....	.....	A	R	.....
A 430	429.8	Sharon Springs..... do	Ps	FTX	A	R	Yes

Note—Ellis station belongs to the Kansas Division.

HUGO SUBDIVISION

MAIN LINE—SHARON SPRINGS TO HUGO

Sta. No.	Dist. from Sharon Springs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from K. C.	Stock Yard Facilities
A 430	429.8	Sharon Springs..... Kan.	Pe	FTX	A	R	Yes
A 434	433.8	Sunland..... do	.....	.....	A	.....	.....
A 438	438.4	Lapaz..... do	.....	.....	A	R	.....
A 442	441.8	Weskan..... do	Mo	FTX	A	R	Yes
A 446.1	446.1	(Kan. Colo. State Line).....	.....	.....	.....	.....	.....
A 448	448.2	Chemung..... Colo.	.....	.....	A	R	.....
A 453	453.1	Arapahoe..... do	.....	FTX	A	R	Yes
A 458	458.2	Salis..... do	.....	.....	A	R	.....
A 463	463.0	Cheyenne Wells..... do	Cw	FTX	A	R-S	Yes
A 468	468.1	Ascalon..... do	.....	.....	A	L	.....
A 474	473.5	First View..... do	.....	.....	A	L	Yes
A 482	482.3	Arena..... do	.....	.....	A	L	.....
A 488	487.7	Kit Carson..... do	Kc	FTX	A	R	Yes
A 494	494.0	Sorrento..... do	.....	.....	A	R	Yes
A 500	500.4	Wild Horse..... do	.....	FTX	A	L	Yes
A 508	507.6	Aroya..... do	Ro	FTX	A	R	Yes
A 518	518.0	Bovero..... do	.....	.....	A	R	Yes
A 526	526.3	Clifford..... do	.....	.....	A	L	.....
A 536	535.5	Hugo..... do	Hu	FTX	A	R-O	Yes

DENVER SUBDIVISION

MAIN LINE—HUGO TO DENVER

Sta. No.	Dist. from Hugo	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from K. C.	Stock Yard Facilities
A 536	535.5	Hugo..... Colo.	Hu	FTX	A	R-O	Yes
A 542	541.7	Bagdad..... do	.....	.....	A	R	Yes
A 548	547.9	Lake..... do	.....	.....	.....	.....	.....
A 551	550.5	Limon, C. R. I. & P. Ry. Cross. do	Mn	FTX	A	R	Yes
A 557	556.6	River Bend..... do	.....	.....	A	L	Yes
A 563	563.2	Cedar Point..... do	.....	.....	A	R	.....
A 567	567.1	Buick..... do	.....	FTX	A	R	.....
A 572	572.2	Agate..... do	Ax	FTX	A	R	Yes
A 578	578.1	Lowland..... do	.....	.....	A	L	.....
A 584	584.2	Deer Trail..... do	Dx	FTX	A	L-SE	Yes

COLORADO DIVISION
DENVER SUBDIVISION—Concluded
MAIN LINE—HUGO TO DENVER—Concluded

Sta. No.	Dist. from Kansas City	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 590	590.1	Peoria.....	Colo.				
A 597	596.6	Byers.....	do	By	FT X	A	L
A 603	602.5	Strasburg.....	do	Sr	FT X	A	R
A 609	608.9	Bennett.....	do	Bt	FT X	A	L
A 614	613.7	Manila.....	do			A	L
A 618	618.4	Watkins.....	do			A	L
A 625	625.0	Mesa.....	do			A	R
A 628	628.1	Magee.....	do			A	
A 631	630.7	Sable.....	do			A	R
A 633	633.2	Roydale.....	do			A	
A 634	634.3	Sandown.....	do			A	R
.....	636.9	C. B. & Q. R. R.	do				
A 638	638.2	Cross.....	do				
A 638	638.6	Pullman.....	do				
.....	.....	Pullman (36th St.)	do	Ra			
.....	.....	Denver City, 535	do				
A 640	640.4	17th St.....	do		T		
.....	.....	Denver, Union De-	do		T		
.....	.....	pot.....	do				
A 640	640.3	Denver, Baggage	do		FT	A	SOE
.....	.....	Denver, Freight	do				Yes
.....	.....	Denver, Union Stk.	do				
.....	.....	Yards.....	do		FT	A	Yes
.....	.....	Denver, Gen. Agts.	do				
.....	.....	Tele.....	do	Cg			
.....	.....	Denver, Dispatcher	do	De			
.....	.....	Denver, Telegraph	do	Ud			
.....	.....	(Freight House)...	do				

U. S. HOSPITAL BRANCH

Sta. No.	Dist. from Sable	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 631	0.0	Sable.....	Colo.				
AL 1	1.4	Bunell.....	do		F	A	R

NORTHERN SUBDIVISION
MAIN LINE—DENVER TO CHEYENNE

Sta. No.	Dist. from Kansas City	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
.....	.....	Denver, Telegraph	do	Ud			
.....	.....	Freight Depot ..	Colo.	De			
.....	.....	Denver, Dispatcher	do				
.....	.....	Denver, Gen.	do				
.....	.....	Agts' Tel.....	do	Cg			
.....	.....	Denver, Union	do				
A 640	640.3	Stk. Yards.....	do		FT	A	SOE
A 640	640.4	Denver, Freight	do		FT		Yes
.....	.....	Denver, Union	do				
.....	.....	Depot.....	do		T		
.....	.....	Denver City,	do				
.....	.....	535 17th St.....	do		T		
A 638	638.6	Pullman, 36th St.	do	Ra			
A 638	638.2	Pullman.....	do				
.....	644.7	M. S. M. Feed Co.,	do				
.....	.....	Spur.....	do				
A 645	645.2	C. B. & Q. R. R. Cross.	do			A	R
A 645	645.4	Sand Creek Jct.	do			A	L
A 646	646.4	Adams.....	do			A	R
A 648	648.4	Dupont.....	do			A	R
A 650	650.2	Rolla.....	do			A	R
A 652	651.7	Hazeltine.....	do			A	R
A 654	654.5	Henderson.....	do			A	R
A 657	656.4	Northway.....	do			A	R
A 659	659.4	Brighton.....	do	Bi	FT X	A	L
A 663	663.2	Powars.....	do			A	L
A 666	666.1	Lupton.....	do	Up	FT X	A	L

Note—†Distances via Denver.

COLORADO DIVISION
NORTHERN SUBDIVISION—Concluded
MAIN LINE—DENVER TO CHEYENNE—Concluded

Sta. No.	Dist. from Kansas City	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 670	670.4	Ione.....	Colo.	P		A	R
A 675	675.2	Platteville.....	do	Pa	FT X	A	L
A 676	676.6	Vasquez.....	do			A	L
A 678	678.2	Houston.....	do			A	L
A 680	680.3	Gilcrest.....	do	Gi	FT X	A	R
A 683	682.7	Peckham.....	do			A	R
A 684	683.6	Hambert.....	do			A	R
A 687	686.5	La Salle.....	do	Sa	FT X	A	R
A 689	688.5	Evans.....	do			A	R
A 692	692.1	Greeley, Freight	do	Hg	P	A	R-SE
.....	.....	Greeley, Passenger	do		T		Yes
A 694	694.4	Greeley Jct.....	do			A	R
A 696	696.2	Lucerne.....	do			A	L
A 700	699.6	Eaton.....	do	C	FT X	A	R-O
.....	699.7	G. W. Ry. Cross.	do	Ur	FT X	A	
A 703	703.4	Ault.....	do			A	L-O
A 705	705.3	Stage.....	do	A	FT X	A	
A 707	707.2	Pierce.....	do	Ri	FT X	A	R
A 712	712.2	Nunn.....	do	Nu	FT X	A	L-O
A 717	717.4	Dover.....	do			A	L
A 722	722.2	Decker.....	do			A	L
A 726	726.4	Carr.....	do	Cr	FT X	A	R
A 731	730.8	Warren.....	do			A	R
A 734	734.0	(Colo.-Wyo. State Line).....	do				
A 735	734.7	Gleason.....	Wyo.			A	R
.....	738.1	C. & S. Ry. Cross.	do				Yes
A 738	738.2	Speer.....	do	S		A	L
A 738	738.2	Speer.....	do				
.....	743.5	Borie Jct. (Tower)	do	S		A	
519	743.9	Borie.....	do	Bo		A	
.....	741.8	Corlett Jct.....	Wyo.			A	
.....	745.1	Tower A.....	do				
510	746.4	Cheyenne, Pass.....	do	Ay		A	
.....	.....	Cheyenne, Frt.....	do				
.....	.....	Cheyenne, Baggage	do				Yes
.....	.....	Cheyenne, Tele.....	do				
.....	.....	Cheyenne, Yd. Tel.	do				
.....	.....	Office.....	do	N		A	
.....	.....	Cheyenne, Disp'r.	do	Cy			
.....	.....	.....	do	Di			

Note—Cheyenne station belongs to the Wyoming Division. †Distances via Denver and Brighton.

BOULDER BRANCH

Sta. No.	Dist. from Brighton	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 659	0.0	Brighton.....	Colo.	Bi	FT X	A	R
AM 4	4.2	Yoxall.....	do			A	L
AM 7	7.1	Dick.....	do			A	L
E 663	8.1	St. Vrain.....	do	Vs	FT X	A	L
.....	8.1	Dent Subdivision Cross.	do				
AM 10	10.0	National.....	do			A	
AM 11	10.9	State Coal Mine Jct.	do				
AM 12	11.4	Parkdale Junction.	do				
AM 15	15.1	Erie.....	do			A	R
.....	15.1	C. B. & Q. R. R. Cross.	do				
AM 16	16.4	Tabor.....	do			A	L
AM 18	17.8	Leyner.....	do			A	L
AM 20	19.6	Liggett.....	do			A	L
AM 22	22.1	White Rock.....	do			A	L
AM 24	24.0	Valmont.....	do		FT	A	
.....	26.0	C. & S. Ry. Cross.	do				
AM 26	26.1	Ara.....	do				
AM 28	27.6	Boulder.....	do	Br	FT	A	R

**COLORADO DIVISION
PURITAN BRANCH**

Sta. No.	Dist. from Parkdale Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
AM 12	0.0	Parkdale Junction.....	Colo.				
AN 2	1.9	Puritan.....	do		A		

	Dist. from Greeley	GREELEY BRANCH						
A 692	0.0	Greeley, Freight.....	Colo.	Hg	F	A	R	Yes
		Greeley, Passenger.....	do		T			
A 694	2.3	Greeley Jct.....	do			A		Yes
AO 6	6.0	Cloverly.....	do			A	R	Yes
AO 6.2	6.2	Cloverly Jct.....	do			A		
AO 8	8.4	Alden.....	do			A	L	
AO 10	10.4	Gill.....	do		FX	A	R	Yes
AO 13	13.1	Matthews.....	do			A		
AO 15	14.5	Barnesville.....	do			A	L	Yes
AO 19	18.6	Cornish.....	do		P	A	L	Yes
AO 23	23.2	Fosston.....	do			A	L	Yes
AO 28	28.1	Briggsdale.....	do	Bg	FX	A	R	Yes

		Dist. from Clover- ly	PLEASANT VALLEY BRANCH					
AO 6.2	0.2	Cloverly Jct.....	Colo.	.....	.....	A	.....	Yes
AP 3	3.1	Lowe.....	do	.....	.....	A	L	.....
AP 5	5.1	Galeton.....	do	Gn	FX	A	L	Yes
AP 9	8.8	Camfield.....	do	.....	.....	A	L	.....
AP 11	11.2	Meyer.....	do	.....	.....	A	.....	.....
AP 13	13.6	Purcell.....	do	.....	.....	A	R	Yes

JULESBURG SUBDIVISION—(Distance from Council Bluffs.)

MAIN LINE—JULESBURG TO STERLING

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
D 365	365.3	Julesburg..... Colo.	Jb	FT X	A	R	Yes
D 372	371.4	Sugar Factory..... do					
D 373	372.4	Ovid..... do	Vi	FT X	A	R-S	Yes
D 377	376.5	Hitt..... do			A		
D 380	379.9	Sedgwick..... do	Zd	FT X	A	L-O	Yes
D 384	384.3	Dorsey..... do			A	R	Yes
D 388	388.1	Red Lion..... do			A	R	Yes
D 391	391.1	Marcott..... do			A		Yes
D 395	395.4	Crook..... do	Ck	FT X	A	L-S	Yes
D 399	399.4	Tobin..... do			A		
D 404	404.1	Proctor..... do			A	R	Yes
D 406	406.3	Powell..... do			A	L	Yes
D 408	407.4	Griff..... do			A		
D 409	408.7	Selma..... do			A		
D 411	410.9	Iliff..... do	F	FT X	A	L	Yes
D 415	415.4	Ford..... do			A	R	Yes
D 419	418.7	Hayford..... do			A	L	
	422.5	C. B. & Q. R. R. Cross..... do					
D 423	422.8	Sterling..... do	St	FT	A	R	Yes

Note—Julesburg station belongs to the Nebraska Division.

COLORADO DIVISION

STERLING SUBDIVISION

MAIN LINE—STERLING TO LA SALLE

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Lo- cation of Frt. Plat- form from Co. B.	Stock Yard Facilities
D 423	422.8	(Sterling, Freight..... Colo.	St	F	A	R	Yes
		Sterling, Passenger..... do		T			
D 424	424.1	Beet Sugar Fct. Spur..... do			A	R	Yes
D 427	426.9	Hall..... do			A	L	Yes
D 429	429.3	Atwood..... do	Od	FTX	A		Yes
D 432	432.1	Beetland..... do			A		
D 436	435.5	Merino..... do	Mi	FTX	A	L	Yes
D 437	437.3	Beta..... do			A	R	Yes
D 441	441.2	Messex..... do			A	R	Yes
D 444	443.7	Balzac..... do			A	R	Yes
D 446	446.3	Union..... do	Un	FTX	A	R	Yes
D 448	448.1	Cooper..... do			A	L	Yes
D 452	452.3	Snyder..... do	Sn	FTX	A	R	Yes
D 459	459.1	Dodd..... do			A	L	Yes
D 462	462.1	Hurley..... do			A		
D 464	463.9	Fort Morgan..... do	Fm	FT	A	R	Yes
D 471	471.3	Narrows..... do			A	L	Yes
D 474	474.3	Weldona..... do	Dn	FTX	A	R	Yes
D 480	479.5	Goodrich..... do		FTX	A	L	Yes
D 483	482.9	Orchard..... do			A	L	Yes
D 487	486.7	Sublette..... do			A	R	
D 490	490.1	Masters..... do	Ms	FTX	A	R	Yes
D 496	495.5	Canton..... do			A	L	
D 501	500.6	Hardin..... do	Hr	FTX	A	L	Yes
D 504	504.3	Kuner..... do			A	L	
D 508	508.4	Kersey..... do	Kr	FTX	A	L	Yes
D 512	512.4	Auburn..... do			A	R	
D 515.3	515.3	Beet Spur..... do					
A 687	516.3	La Salle..... do	Sa	FTX	A	R	Yes
A 684	519.2	Hambert..... do			A		
A 683	520.1	Peckham..... do			A	L	Yes
A 680	522.5	Gilcrest..... do	Gi	FTX	A	L	Yes
A 678	524.7	Houston..... do			A		Yes
A 676	526.3	Vasquez..... do			A		
A 675	527.7	Platteville..... do	Pa	FTX	A	R	Yes
A 670	532.4	Lone..... do		P	A	L	Yes
A 666	536.7	Lupton..... do	Up	FTX	A	R	Yes
A 663	539.7	Powars..... do			A		
A 659	543.4	Brighton..... do	Bi	FTX	A	R	Yes
A 657	545.8	Northway..... do			A		
A 654	548.4	Henderson..... do			A	L	Yes
A 652	551.2	Hazeltine..... do			A	L	
A 650	552.7	Rolla..... do			A		
A 648	554.4	Dupont..... do			A	L	
A 646	556.4	Adams..... do			A	R	
A 645	557.5	Sand Creek Jct..... Colo.			A	L	
	557.6	C. B. & Q. R. R. Crs do					
	559.5	Denver Tram. Co.					
		Cross..... do					
A 638	560.3	Pullman..... do					
	560.7	Pullman, 36th St..... do					
		Denver City, 535					
		17th St..... do					
A 640	562.5	Denver, Un. Dpt..... do		T			
		Denver, Baggage..... do		T			
A 640		Denver, Freight..... do		FT	A	SOE	Yes
		Denver, Un. Sk. Yds do		FT	A		Yes
		Denver, Gen. Agt's.					
		Tele..... do					
		Denver, Dispatcher do	De				
		Denver, Tel. (Un.					
		Depot)..... do	Ud				

Note—La Salle to Denver belongs to the Northern Subdivision.

COLORADO DIVISION

DENT SUBDIVISION

MAIN LINE—SAND CREEK TO LA SALLE

Sta. No.	Dist. from Kansas City†	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Loc. of Frt. Plat. form from K. C.	Stock Yard Facilities
A 645	645.4	Sand Creek Jet..... Colo.			A	R	
E 648	648.6	Welby..... do			A	L	
E 650	650.2	Quimby..... do			A	R	
E 652	651.4	Gallup..... do			A		
E 654	654.2	Eastlake..... do			A	R	Yes
E 657	656.7	Satt..... do			A	R	
E 658	658.4	Darlow..... do			A	R	Yes
E 663	662.6	St. Vrain..... do	Vs	FTX	A	R	
	662.6	Boulder Br. Cross..... do					
E 664	664.7	Graden..... do			A		
E 666	666.5	Frederick..... do	Fr	FTX	A	R	
E 668	668.1	Firestone..... do			A	L	Yes
E 671	670.5	Harney..... do			A	R	
E 675	675.0	Gowanda..... do		P	A	R	Yes
E 679	678.7	Wild Cat..... do			A	R	Yes
	681.2	Gt. W. Ry. Cross..... do					
E 683	683.2	Dent..... do			A	L	
E 685	684.8	Ogilvy..... do			A		
E 691	690.7	La Salle Jet..... do	Sa	FTX	A		
A 687	691.0	La Salle..... do			A	R	Yes

FORT COLLINS BRANCH

Sta. No.	Dist. from Dent	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Loc. of Frt. Plat. form from K. C.	Stock Yard Facilities
E 683	0.0	Dent..... Colo.			A	L	
EA 2	1.7	Milliken..... do		FTX	A	L	Yes
	2.0	Gt. W. Ry. Cross..... do					
EA 7	7.3	Koenig..... do		P	A	R	Yes
	9.0	Gt. W. Ry. Cross..... do					
EA 9	9.1	Kelley..... do			A	R	
EA 14	13.5	Boyd Lake..... do			A	L	
EA 16	16.4	Redmond..... do			A	R	Yes
EA 20	19.5	Harmony..... do			A	L	Yes
EA 25	25.0	Ft. Collins, Freight..... do	Fc	F	A	L-SE	Yes
	25.2	Ft. Collins, Passenger..... do		T			
	25.3	C. & S. Ry. Cross..... do					
	25.6	C. & S. Ry. Cross..... do					
	26.0	Industry Spur..... do					
	26.0	Stock Yards and Industry Spur..... do					Yes
EA 28	27.9	Poudre..... do			A		Yes
EA 30	30.0	Boettcher..... do			A		Yes
	30.4	Colo. Port. Cem't Co. Spur..... do					
EA 33	32.6	Remington..... do			A		Yes
EA 35	34.6	Portner..... do			A		Yes
EA 38.3	38.3	Ripple Branch Jet..... do					
EA 39	38.5	Ripple..... do			A		Yes
EA 42	41.7	Buckeye..... do		P	A		Yes

RIPPLE BRANCH

Sta. No.	Dist. from Ripple Branch Jet.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Loc. of Frt. Plat. form from K. C.	Stock Yard Facilities
EA 38.3	0.0	Ripple Branch Jet..... Colo.					
EB 2	2.3	Orcutt..... do			A		Yes

Note—†Distances via Denver.

OPERATED MILEAGE

EASTERN DISTRICT

NEBRASKA DIVISION—

Main Line—

First Subdivision..... Co. Bluffs to Grand Island....	147.09	146.86	5.39
Second Subdivision..... Grand Island to No. Platte....	137.24	137.24	
Third Subdivision..... No. Platte to Sidney.....	123.44	123.44	
Fourth Subdivision..... Sidney to Cheyenne.....	100.96	100.96	

Total..... 508.73 508.50 5.39

Branches—

Old Main Line..... Summit to Lane.....	20.56	6.83	
Beatrice..... Valley to Beatrice.....	98.70		
Stromsburg..... Valparaiso to Central City.....	75.28		
Norfolk..... Columbus to Norfolk.....	50.08		
Albion..... Oconee to Albion.....	34.54		
Cedar Rapids..... Genoa to Spalding.....	44.42		
Ord..... Grand Island to Ord.....	60.77		
do..... Scotia Jet. to Scotia.....	1.37		
Loup City..... St. Paul to Loup City.....	62.14		
Pleasanton..... Boelus to Pleasanton.....	39.40		
Hastings..... Gibbon to Hastings.....	22.09		
Kearney..... Kearney to Stapleton.....	27.45		
North Platte..... O'Fallons to South Torrington.....	102.45		
Gering..... Gering to Riform.....	200.89		
Lyman..... Lyman to Stegall.....	9.14		
Sears..... Sears to Janise.....	6.15		
North Platte Cut-off..... Egbert to Yoder.....	2.60		
	62.25		

Total..... 858.14 6.83

Total Nebraska Division.. 1366.87 515.33 5.39

WYOMING DIVISION—

Main Line—

Fifth Subdivision..... Cheyenne to Laramie.....	57.47	* 57.78	
Sixth Subdivision..... Laramie to Rawlins.....	116.87	116.87	
Seventh Subdivision..... Rawlins to Green River.....	134.17	133.94	
Eighth Subdivision..... Green River to Ogden.....	1175.60	1172.89	
O. U. R. & D. Co.'s. Track to Passenger Station.....	.93	.12	

Total..... 485.04 481.60

Branches—

Superior..... Thayer Jet. to Superior.....	9.05		
Gunn..... Gunn Jet. to Gunn.....	3.93		
South Pass..... Rock Springs to Winton Jet.....	9.21		
Reliance..... Reliance Jet. to Reliance Mine.....	2.06		
Lionkol..... Lionkol Jet. to Lionkol.....	2.34		
Winton..... Winton Jet. to Winton.....	5.23		
Dines..... Hay to Dines.....	1.85		
Park City..... Echo to Park City.....	20.69		
Ontario..... Keetley Jet. to Keetley.....	28.65		
	5.37		

Total..... 67.69

Total Wyoming Division.. 552.73 481.60

KANSAS DIVISION—

Main Line—

Eastern Subdivision..... Kan. Cy. Term. Ry., Kan. Cy.			
do..... Mo. to Kan. Cy., Kan.	3.19	3.22	
do..... Kan. Cy., Kan. to Junc. Cy.	136.29	64.96	
do..... Old Main Line Kan. Cy., Mo. to Kan. Cy., Kan.	2.47	141.95	2.29

Western Subdivision..... Junction City to Ellis..... 164.44

St. Jos. Subdivision..... St. Joseph Term. Ry., St.

do..... Joseph..... .12

do..... St. Joseph Union Depot Co., St. Joseph..... .18

do..... St. Joseph, Mo. to Upland, Kan..... 107.69

Topeka Subdivision..... Upland to Marysville..... 5.24

Grand Island Subdiv..... Marysville to Grand Island..... 138.30

Total..... 557.92 70.47

†Includes 1.38 miles at Ogden, leased to O. U. R. & D. Co.

†Includes .82 mile at Ogden, leased to O. U. R. & D. Co.

*Old line Hermosa to Laramie is second track and is .31 mile longer than new line.

OPERATED MILEAGE—Continued

	First Main Track	Second Main Track	Add'l Main Track
EASTERN DISTRICT—Concluded			
KANSAS DIVISION—Continued			
Branches—			
Leavenworth..... Leavenworth to Lawrence.....	37.61		
Topeka..... Menoken to Upland.....	69.82		
Manhattan..... Manhattan to Beatrice.....	91.68		
do..... Blue Springs Jct. to Blue Spgs.	.67	92.35	
Junction City..... Junction City to Concordia.....	72.80		
Enterprise..... Detroit to Enterprise.....	1.96		
Solomon..... Solomon to Beloit.....	56.97		
McPherson..... Salina to McPherson.....	35.46		
Plainville..... Salina to Oakley.....	225.35		
Highland..... Stout to Highland.....	6.85		
Total.....	599.17		
Total Kansas Division.....	1157.09	70.47	
COLORADO DIVISION—			
Main Line—			
Ellis Subdivision..... Ellis to Sharon Springs.....	125.92		
Hugo Subdivision..... Sharon Springs to Hugo.....	105.68		
Denver Subdivision..... Hugo to Denver.....	104.48		
do..... D. U. T. Ry. tracks to Pass. station.....	.37	104.85	.18
Northern Subdivision..... Cheyenne to Denver.....	104.67		
do..... Speer to Borie Junction.....	5.37	110.04	4.63
Julesburg Subdivision..... Julesburg to Sterling.....		58.13	
Sterling Subdivision..... Sterling to Denver.....		139.70	
Dent Subdivision..... Sand Creek Jct. to La Salle Jct.....		45.26	
Total.....		689.58	
DEDUCT:			
For mileage, La Salle to Pullman included in both Northern and Sterling Subdivisions.....	44.13		
For mileage, Pullman to Denver, 2.17 miles included in Denver, Northern and Sterling Subdivisions.....	4.34	48.47	
Total.....		641.11	4.81
Branches—			
U. S. Hospital..... Sable to Bunell.....		1.40	
Boulder..... Brighton to Boulder.....	28.21		
Puritan..... Parkdale Jct. to Puritan.....	3.07	31.28	
Fort Collins..... Dent to Buckeye.....		42.40	
Ripple..... Ripple to Orcutt.....		2.35	
Greeley..... Greeley Jct. to Briggsdale.....		26.17	
Pleasant Valley..... Cloverly to Purcell.....		14.15	
Total.....		117.75	
Total Colorado Division.....		758.86	4.81
Total Main Line.....	2,192.80	1,065.38	5.39
Total Branches.....	1,642.75	6.83	
Total Operated.....	3,835.55	1,072.21	5.39

Note—The distances given in the foregoing table are measured to and from initial or terminal points of tracks and include the exact mileage of other companies, operated under Trackage Rights. Distances to and from depots are given in connection with the list of stations pages 20 to 44.

OPERATED MILEAGE—Continued

OPERATED FIRST TRACK MILEAGE BY STATES

Iowa.....	2.48	Brought forward.....	2,064.39
Nebraska.....	1,355.68	Missouri.....	2.16
Wyoming.....	601.48	Kansas.....	1,159.88
Utah.....	104.75	Colorado.....	609.12
Carried forward.....	2,064.39	Total.....	3,835.55

MILEAGE OF ALL TRACKS OWNED AND OPERATED, OWNED AND NOT OPERATED, AND OPERATED UNDER CONTRACT, TRackage RIGHTS OR LEASE

	First Main Track	Second Main Track	Add'l Main Track	Yard Tracks and Sidings	Total
Total Operated Mileage.....	(a)3,835.55	(b)1,072.21	\$5.39	1,880.18	6,793.33
Add mileage owned but leased to Cent. Pac. Ry. Co. (So. Pac. Co.)..					
Ogden to a point 5 miles west.....	5.00				5.00
O. U. R. & D. Co., Ogden.....	1.38	.82		16.86	19.06
To C. B. & Q. R. R. at Stromsburg.				.05	.05
To City of Prineville Ry.....				.14	.14
Total.....	3,841.93	1,073.03	5.39	1,897.23	6,817.58
Deduct mileage of other companies operated under Contract or Trackage Rights:					
I. C. R. R. at Omaha, Neb.....				.04	.04
I. C. R. R. at Carter Lake, Iowa....				.24	.24
C. B. & Q. R. R., at Grand Island Neb.....				1.43	1.43
C. B. & Q. R. R. at Lincoln, Neb..	1.28			.52	1.80
M. P. R. R. at Kansas City, Kan....				.36	.36
Kansas City Terminal Ry. Kansas City, Mo., to Kansas City, Kan....	3.19	3.22			6.41
M. P. R. R., at Kansas City, Mo....				6.07	6.07
C. R. I. & P. Ry. at Beatrice, Neb....				.06	.06
Denver Union Terminal Ry. at Denver, Colo.....	.37	.18			.55
O. U. R. & D. Co. at Ogden, Utah	.93	.12			1.05
Owned by O. U. R. & D. Co.....					
Owned by U. P. leased to O. U. R. & D. Co.....	1.38	.82			2.20
Leavenworth Depot & R. R. at Leavenworth, Kan.....	.20			.58	.78
M. P. R. R. at Leavenworth, Kan..				.72	.72
St. Joseph Union Depot Co. at St. Joseph, Mo.....	.18			2.03	2.21
St. Joseph Terminal R. R. at St. Joseph, Mo.....	.12			11.27	11.39
C. B. & Q. R. R., St. Joseph to So. St. Joseph, Mo.....				2.32	2.32
M. P. R. R. at Hiawatha, Kan.....				2.65	2.65
C. B. & Q. R. R. at Hanover, Kan..				.20	.20
C. B. & Q. R. R. at Hastings, Neb..				.02	.02
Great Western Ry. at Eaton, Colo..				1.71	1.71
U. S. Government, Sable to Bunell, Colo.....	1.30			.41	1.71
C. & S. Ry., Ara (Boulder Town Spur) to Boulder, Colo.....	1.21			4.28	5.49
C. B. & Q. R. R. at Concordia, Kan.				1.28	1.28
C. & S. Ry. at Greeley, Colo.....				4.25	4.25
Wabash Ry. at Kansas City, Mo....				.10	.10
C. R. I. & P. Ry. at Kansas City, Kan.....				1.14	1.14
C. R. I. & P. Ry. at Wathena, Kan.				.98	.98
City of Kansas City, Kan. at Kansas City, Kan.....				2.43	2.43
A. T. & S. F. Ry. Miltonvale to Concordia, Kan.....	20.08				20.08

(a)Includes 1.38 miles Owned by U. P. R. R. Co., and Leased O. U. R. & D. Co.

(b)Includes .82 mile owned by U. P. R. R. Co. and Leased to O. U. R. & D. Co.

Includes 2.69 miles of third main track and 2.70 miles of fourth main track.

JOINT TRACKAGE—Concluded

Of the total mileage operated, there is operated or owned jointly with other companies the following:

	First Main Track	Add'l Main Track	Yard Tracks and Siding
	Miles	Miles	Miles

TRACKS OWNED OR LEASED JOINTLY WITH OTHER COMPANIES

ALSO USED BY U. P. R. R.			
Illinois Central R. R. Co.....	At Omaha, Neb.....		1.01
Illinois Central R. R. Co.....	At Carter Lake, Ia.....		.05
Illinois Central R. R. Co. and Chicago & Northwestern Ry. Co.....	At Omaha, Neb.....		.91
Chicago, Burlington & Quincy R. R. Co.	At Central City, Neb.....		.35
Chicago, Burlington & Quincy R. R. Co.	At Grand Island, Neb.....		.26
Chicago, Burlington & Quincy R. R. Co.	At Denver, Colo.....		6.10
Chicago, Burlington & Quincy R. R. Co. and Continental Oil Co.....	At Sand Creek Jct., Colo.....		.06
Colorado & Southern Ry. Co.....	At Cheyenne, Wyo.....		6.02
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.....	At Norfolk, Neb.....	.49	3.32
Wabash Ry. Co. and Kansas City Sou- thern Ry. Co.....	At Kansas City, Mo.....		.09
Missouri Pacific R. R. Co.....	At Kansas City, Mo.....		.09
Missouri Pacific R. R. Co., and Wabash Ry. Co.....	At Kansas City, Mo.....		.03
Chicago, Rock Island & Pacific Ry. Co.	At Salina, Kan.....		.15
Denver and Rio Grande Western R. R.	At Park City, Utah.....		3.38
Colorado & Southern Ry. Co.....	At Denver, Colo.....		.81
Missouri Pacific R. R. Co.....	At Cochrane, Kan.....		.76
Atchison, Topeka & Santa Fe Ry. Co.....	At Lansing, Kan.....		.27
Missouri Pacific R. R. Co.....	Cochrane to Leaven- worth, Kan.....	3.93	.35
Missouri Pacific R. R. Co.....	At Frankfort, Kan.....		.02
Missouri Pacific R. R. Co.....	At Kansas City, Kan.....		.92
Atchison, Topeka & Santa Fe Ry. Co....	At Salina, Kan.....		.13
Chicago, Rock Island & Pacific Ry. Co.	At Kansas City, Kan.....		.04
Atchinson, Topeka & Santa Fe Ry. Co. and Chicago, Rock Island & Pacific Ry. Co.....	At Salina, Kan.....		.03
Oregon Trunk Ry. Co.....	At Prineville, Ore.....		.14
Kansas City, Kaw Valley & Western Ry. Co.....	At Bonner Springs, Kan.....		.19

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	Track Con- nection
Abilene..... Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
do do	Chicago, Rock Island & Pacific Ry.....	*Yes
Albion..... Neb.	Chicago & North Western Ry.....	Yes
Ames (near)..... do	Chicago & North Western Ry.....	No
Ara..... Colo.	Colorado & Southern Ry.....	Yes
Beatrice..... Neb.	Chicago, Burlington & Quincy R. R.....	Yes
do do	Chicago, Rock Island & Pacific Ry.....	Yes
Beloit..... Kan.	Missouri Pacific R. R.....	Yes
Belvidere..... Neb.	Chicago, Burlington & Quincy R. R.....	No
Blair..... Kan.	Chicago, Rock Island & Pacific Ry.....	Yes
Blue Rapids..... do	Missouri Pacific R. R.....	No
Blue Springs..... Neb.	Chicago, Burlington & Quincy R. R.....	No
Bonner Springs... Kan.	Atchison, Topeka & Santa Fe Ry.....	No
do do	Kansas City, Kaw Valley & Western Ry.....	Yes
Boulder..... Colo.	Colorado & Southern Ry.....	Yes
Brainard..... Neb.	Chicago & North Western Ry.....	No
Bridgeport..... Kan.	Missouri Pacific R. R.....	No
Broughton..... do	Chicago, Rock Island & Pacific Ry.....	No
Central City..... Neb.	Chicago, Burlington & Quincy R. R.....	Yes
Cheyenne..... Wyo.	Chicago, Burlington & Quincy R. R.....	Yes
do do	Colorado & Southern Ry.....	Yes
Clay Center..... Kan.	Chicago, Rock Island & Pacific Ry.....	Yes
Cochrane..... do	Missouri Pacific R. R.....	Yes
Co. Bluffs B'y ... Iowa	Chicago & North Western Ry.....	Yes
do do	Illinois Central R. R.....	Yes
do (Trfr.) do	Chicago & North Western Ry.....	Yes
do do	Illinois Central R. R.....	Yes
do do	Chicago, Burlington & Quincy R. R.....	Yes
do do	Chicago, Rock Island & Pacific Ry.....	Yes
do do	Chicago, Milwaukee, St. Paul & Pacific R. R.....	Yes
do do	Wabash Ry.....	Yes
do do	Chicago Great Western R. R.....	Yes
Columbus..... Neb.	Chicago, Burlington & Quincy R. R.....	Yes
Colby..... Kan.	Chicago, Rock Island & Pacific Ry.....	Yes
Concordia..... do	Missouri Pacific R. R.....	Yes
do do	Chicago, Burlington & Quincy R. R.....	Yes
do do	Atchison, Topeka & Santa Fe Ry.....	Yes
Davenport..... Neb.	Chicago & North Western Ry.....	Yes
David City..... do	Chicago, Burlington & Quincy R. R.....	Yes
do do	Chicago & North Western Ry.....	No
Denver..... Colo.	Atchison, Topeka & Santa Fe Ry.....	*Yes
do do	Denver & Rio Grande Western R. R.....	*Yes
do do	Chicago, Burlington & Quincy R. R.....	Yes
do do	Colorado & Southern Ry.....	Yes
do do	Chicago, Rock Island & Pacific Ry.....	Yes
do do	Denver Union Terminal Ry.....	Yes
do do	Denver & Inter-Mountain R. R.....	*Yes
do do	Denver and Salt Lake R. R.....	*Yes
do do	Northwestern Terminal Ry.....	Yes
Eaton..... do	Great Western Ry.....	Yes
Edgar..... Neb.	Chicago, Burlington & Quincy R. R.....	No
Endicott..... Neb.	Chicago, Burlington & Quincy R. R.....	Yes
Enterprise..... Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
do do	Chicago, Rock Island & Pacific Ry.....	*Yes
Ellsworth..... do	St. Louis-San Francisco Ry.....	Yes
Erie..... Colo.	Chicago, Burlington & Quincy R. R.....	Yes
Fairbury..... Neb.	Chicago, Rock Island & Pacific Ry.....	Yes
do do	Chicago, Burlington & Quincy R. R.....	Yes
Fort Collins..... Colo.	Colorado & Southern Ry.....	Yes
Fort Morgan..... do	Chicago, Burlington & Quincy R. R.....	No
Frankfort..... Kan.	Missouri Pacific R. R.....	Yes
Fremont..... Neb.	Chicago & North Western Ry.....	Yes
do do	Fremont Stock Yards & Land Co.....	Yes
do do	Chicago, Burlington & Quincy R. R.....	Yes
Gilmore Jct..... do	Chicago, Burlington & Quincy R. R.....	Yes
do do	Missouri Pacific R. R.....	Yes
Grand Island..... do	Chicago, Burlington & Quincy R. R.....	Yes
Greeley..... Colo.	Colorado & Southern Ry.....	Yes
Hanover..... Kan.	Chicago, Burlington & Quincy R. R.....	Yes
Hastings..... Neb.	Chicago, Burlington & Quincy R. R.....	Yes
do do	Missouri Pacific R. R.....	Yes
do do	Chicago & North Western Ry.....	Yes
Hayland..... Neb.	Missouri Pacific R. R.....	No
Hiawatha..... Kan.	Missouri Pacific R. R.....	Yes

*Track connections are made over the tracks of another company.

JUNCTION STATIONS AND CONNECTING LINES—Continued

JUNCTION STATION	CONNECTING LINES	Track Connection
Humphrey.....Neb.	Chicago & North Western Ry.....	No
Irving.....Kan.	Missouri Pacific R. R.....	Yes
Junction City.....Kan.	Missouri-Kansas-Texas R. R.....	Yes
Kanopolis.....do	Missouri Pacific R. R.....	Yes
Kansas City.....Mo.	Chicago, Burlington & Quincy R. R.....	Yes
do	St. Louis-San Francisco Ry.....	*Yes
do	Chicago Great Western R. R.....	*Yes
do	Kansas City Southern Ry.....	Yes
do	Chicago, Milwaukee, St. Paul & Pacific R. R.....	*Yes
do	Kansas City Terminal Ry.....	Yes
do	Wabash Ry.....	Yes
do	Missouri Pacific R. R.....	Yes
do	Chicago & Alton R. R.....	*Yes
do	Atchison, Topeka & Santa Fe Ry.....	*Yes
do	Missouri-Kansas-Texas R. R.....	*Yes
do	K. C. I. Air Line.....	*Yes
do	Chicago, Rock Island & Pacific Ry.....	*Yes
do	Kansas City, Clinton & Springfield Ry.....	*Yes
Kansas City.....Kan.	Missouri Pacific R. R.....	Yes
do	Kansas City Southern Ry.....	*Yes
do	Chicago, Great Western R. R.....	Yes
do	Chicago, Rock Island & Pacific Ry.....	Yes
do	Kansas City Terminal Ry.....	Yes
do	Chicago, Milwaukee, St. Paul & Pacific R. R.....	*Yes
do	Chicago, Burlington & Quincy R. R.....	Yes
K. C. & O. Jct.....Neb.	Chicago, Burlington & Quincy R. R.....	Yes
Kearney.....Neb.	Chicago, Burlington & Quincy R. R.....	Yes
Kelam.....Colo.	Great Western Ry.....	Yes
Lansing.....Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
Laramie.....Wyo.	Laramie, North Park & Western R. R.....	Yes
Lawrence.....Kan.	Atchison, Topeka & Santa Fe Ry.....	No
do	Kansas City K. V. & W. R. R.....	Yes
Leavenworth.....do	Missouri Pacific R. R.....	Yes
do	Atchison, Topeka & Santa Fe Ry.....	*Yes
do	Leavenworth Terminal Ry. & Bridge Co.....	*Yes
do	Leavenworth & Topeka R. R.....	*Yes
do	Chicago, Burlington & Quincy R. R.....	*Yes
do	Chicago Great Western R. R.....	Yes
do	Leavenworth Depot & R. R.....	Yes
Limon.....Colo.	Chicago, Rock Island & Pacific Ry.....	Yes
Lincoln.....Neb.	Chicago, Burlington & Quincy R. R.....	Yes
do	Missouri Pacific R. R.....	Yes
do	Chicago & North Western Ry.....	*Yes
do	Chicago, Rock Island & Pacific Ry.....	*Yes
Lincoln Center.....Kan.	Atchison, Topeka & Santa Fe Ry.....	No
Lindsborg.....do	Missouri Pacific R. R.....	Yes
Loup City.....Neb.	Chicago, Burlington & Quincy R. R.....	No
McPherson.....Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
do	Chicago, Rock Island & Pacific Ry.....	*Yes
do	Missouri Pacific R. R.....	Yes
Manhattan.....do	Chicago, Rock Island & Pacific Ry.....	Yes
Miltonville.....do	Atchison, Topeka & Santa Fe Ry.....	Yes
Milliken.....Colo.	Great Western Ry.....	Yes
Minneapolis.....Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
Nantasket.....Neb.	Chicago, Burlington & Quincy R. R.....	No
Norfolk.....do	Chicago & North Western Ry.....	Yes
do	Chicago, St. Paul, Minneapolis & Omaha Ry.....	Yes
Northport.....do	Chicago, Burlington & Quincy R. R.....	Yes
Omaha.....do	Chicago & North Western Ry.....	Yes
do	Missouri Pacific R. R.....	Yes
do	Chicago, Rock Island & Pacific Ry.....	Yes
do	Chicago, Burlington & Quincy R. R.....	Yes
do	Chicago, Milwaukee, St. Paul & Pacific R. R.....	Yes
do	Wabash Ry.....	Yes
do	Illinois Central R. R.....	Yes
do	Chicago Great Western R. R.....	Yes
do	Chicago, St. Paul, Minneapolis & Omaha Ry.....	Yes
Ogden.....Utah	Ogden Union Railway & Depot Co.....	Yes
do	Utah-Idaho Central R. R.....	*Yes
do	Southern Pacific Co.....	Yes
do	Denver & Rio Grande Western R. R.....	Yes
do	Bamberger Electric R. R.....	Yes
Ord.....Neb.	Chicago, Burlington & Quincy R. R.....	No
Portal.....do	Missouri Pacific R. R.....	Yes

*Track connections are made over the tracks of another company.

JUNCTION STATIONS AND CONNECTING LINES—Concluded

JUNCTION STATION	CONNECTING LINES	Track Connection
Park City.....Utah	Denver and Rio Grande Western R. R.....	Yes
Pullman.....Colo.	Chicago, Burlington & Quincy R. R.....	Yes
do	Denver & Salt Lake R. R.....	*Yes
do	Northwestern Terminal Ry.....	Yes
do	Chicago, Rock Island & Pacific Ry.....	Yes
St. Joseph.....Mo.	Chicago, Burlington & Quincy R. R.....	*Yes
do	Chicago, Rock Island & Pacific Ry.....	Yes
do	Chicago Great Western R. R.....	*Yes
do	Atchison, Topeka & Santa Fe Ry.....	*Yes
do	Missouri Pacific R. R.....	*Yes
do	St. Joseph Terminal R. R.....	Yes
do	Union Terminal Ry.....	Yes
do	St. Joseph Belt Ry.....	*Yes
do	St. Joseph Union Depot Co.....	*Yes
St. Paul.....Neb.	Chicago, Burlington & Quincy R. R.....	No
Sabetha.....Kan.	Chicago, Rock Island & Pacific Ry.....	No
Salina.....do	Atchison, Topeka & Santa Fe Ry.....	Yes
do	Missouri Pacific R. R.....	Yes
do	Chicago, Rock Island & Pacific Ry.....	Yes
Schuyler.....Neb.	Chicago, Burlington & Quincy R. R.....	Yes
Sidney.....do	Chicago, Burlington & Quincy R. R.....	Yes
Solomon.....Kan.	Chicago, Rock Island & Pacific Ry.....	*Yes
do	Atchison, Topeka & Santa Fe Ry.....	Yes
So. Omaha.....Neb.	Chicago & North Western Ry.....	Yes
do	Chicago, Rock Island & Pacific Ry.....	Yes
do	Illinois Central R. R.....	*Yes
do	Missouri Pacific R. R.....	*Yes
do	Chicago, Milwaukee, St. Paul & Pacific R. R.....	Yes
do	Chicago Great Western R. R.....	Yes
do	Chicago, Burlington & Quincy R. R.....	*Yes
do	Wabash Ry.....	Yes
do	South Omaha Term. Ry. Co.....	Yes
Speer.....Wyo.	Colorado & Southern Ry.....	No
Sterling.....Colo.	Chicago, Burlington & Quincy R. R.....	Yes
Stromsburg.....Neb.	Chicago, Burlington & Quincy R. R.....	Yes
Topeka.....Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
do	Chicago, Rock Island & Pacific Ry.....	Yes
do	Missouri Pacific R. R.....	*Yes
Troy.....do	Chicago, Rock Island & Pacific Ry.....	Yes
Union.....Colo.	Chicago, Burlington & Quincy R. R.....	Yes
Wahoo.....Neb.	Chicago & North Western Ry.....	No
do	Chicago, Burlington & Quincy R. R.....	No
Walcott.....Wyo.	Saratoga & Encampment Valley R. R.....	Yes
Wathena.....Kan.	Chicago, Rock Island & Pacific Ry.....	Yes
Yutan.....do	Chicago, Burlington & Quincy R. R.....	No

*Track connections are made over the tracks of another company.

RAILROAD CROSSINGS

NEBRASKA DIVISION

Station and State	Road Crossed	Kind of Track		How Crossed	Location	# Track Connection
		Crossed	Crossed By			
Council Bluffs, Iowa	C. & N. W. Ry.	2 Side	Side	At grade	Union Ave. & 12th St.	Yes
do	do	2 do	do	do	10th Ave. & 12th St.	No
do	do	1 do	2 do	do	Union Ave. & 14th St.	No
do	do	2 do	2 do	do	10th Ave. & So. 6th St.	No
do	do	1 do	1 do	do	10th Ave. & 14th St.	No
do	do	Main	2 do	do	Union Ave. & 4th Ave.	Yes
do	O. B. & T. Ry.	Side	2 do	do	Union Ave. & 14th St.	Yes
do	do	1 do	1 do	do	10th Ave. & 14th St.	No
do	C. R. I. & P. Ry.	do	do	do	do	No
do	O. & C. B. St. Ry.	Main	2 do	do	Union Ave. & 14th St.	No
Omaha, Neb.	C. B. & Q. R. R.	7 Side	2 Main	Over grade	Mo. River Bridge...	No
do	do	1 do	Side	At grade	5th & Leavenworth Sts.	No
do	do	do	do	do	9th & Jackson Sts.	No
do	do	2 do	Main	do	5th & Howard Sts.	Yes
do	do	2 do	2 do	do	do	No
do	do	Main	2 Main & 5 Side	Undergrade	2.46 miles W. Station.	No
do	Jt. C. B. & Q. R. R. & C. St. P. M. & O. Ry.	3 Side	2 Side	At grade	9th St. & Alley Blk. 153.	No
do	do	3 do	1 do	do	9th St. & Alley Blk. 133.	No
do	do	2 do	do	do	9th St. & Alley Blk. 100.	No
do	do	2 do	do	do	9th St. & Alley Blk. E.	No
do	C. G. W. R. R.	Side	do	Undergrade	20th & Williams Sts.	No
do	I. C. R. R.	2 do	2 Main	Over grade	2.77 miles W. Station	No
do	Mo. Pac. R. R.	Main	2 do	do	2.78 do do	No
do	do	3 Side	Jt. U. P. R. R., C. & N. W. Ry. & O. B. & T. Ry.	At grade	12th & California Sts	No
do	O. B. & T. Ry.	Side	Side	At grade	11th & Burdett Sts.	Yes
do	do	do	do	do	Nicholas St., Blk. 309	No
do	Jt. U. P. R. R. & O. B. & T. Ry.	3 Side	Jt. U. P. R. R. & O. B. & T. Ry.	do	11th St. & Capitol Ave.	No
do	Jt. U. P. R. R. & O. B. & T. Ry.	Side	Jt. U. P. R. R., C. & N. W. Ry. & O. B. & T. Ry.	At grade	12th St. & Capitol Ave.	Yes
do	Jt. C. B. & Q. R. R. & C. St. P. M. & O. Ry.	do	Jt. U. P. R. R., C. & N. W. Ry. & O. B. & T. Ry.	do	11th St. & Alley Blk. 102.	No
do	Jt. U. P. R. R., C. & N. W. Ry., & O. B. & T. Ry.	do	Jt. U. P. R. R., C. & N. W. Ry. & O. B. & T. Ry.	do	12th & Cass Sts.	No
do	Jt. U. P. R. R., C. & N. W. Ry., & O. B. & T. Ry.	do	Jt. U. P. R. R., C. & N. W. Ry. & O. B. & T. Ry.	do	12th St. & Capitol Ave.	No
do	Jt. C. B. & Q. R. R. & C. St. P. M. & O. Ry.	do	Jt. U. P. R. R., C. & N. W. Ry. & O. B. & T. Ry.	do	12th St. & Alley Blk. 102.	No

#See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Continued

NEBRASKA DIVISION—Concluded

Station and State	Road Crossed	Kind of Track		How Crossed	Location	# Track Connection
		Crossed	Crossed By			
Omaha, Neb.	Jt. C. B. & Q. R. R., C. St. P. M. & O. Ry., & C. & N. W. Ry.	Side	Jt. U. P. R. R. & O. B. & T. Ry.	At grade	11th & Davenport Sts.	No
do	O. & C. B. St. Ry.	2 Main	4 Main & 22 Side	Under grade	10th St. Viaduct.	No
do	do	do	4 Main & 3 Side	Under grade	16th St. Viaduct.	No
do	do	do	4 Main & 11 Side	Under grade	24th St. Viaduct.	No
do	do	2 Main	3 Side	At grade	9th & Douglas Sts.	No
do	do	2 do	1 Side	At grade	10th & Jackson Sts.	No
do	do	2 Main	1 Main & Side	Under grade	Douglas St. Viaduct.	No
do	do	do	Jt. U. P. R. R. & I. C. R. R.	At grade	11th & Douglas Sts.	No
do	do	do	Jt. U. P. R. R. & I. C. R. R.	do	11th & Dodge Sts.	No
do	do	do	2 Side	do	12th & Dodge Sts.	No
do	do	2 Main	Side	Under grade	"Q" St. Viaduct.	No
South Omaha	do	2 do	2 Main & Side	Overgrade	0.56 Mile E. Station.	No
Seymour, do	Mo. Pac. R. R.	1 do	2 Main	do	0.93 do	No
do	C. & N. W. Ry.	do	do	do	1.48 do W. do	No
Gilmore, do	C. R. I. & P. Ry.	1 do	do	Undergrade	At Station.	Yes
Portal, do	Mo. Pac. R. R.	do	do	At grade	0.74 Mile W. Station.	No
do	C. B. & Q. R. R.	do	do	Undergrade	1.09 do E. do	Yes
Fremont, do	F. S. Y. & L. Co.	Side	2 do	At grade	0.12 do E. do	No
do	do	do	do	do	0.28 do E. do	No
do	do	do	do	do	0.74 do W. do	Yes
do	do	do	do	do	1.48 do E. do	No
Ames, do	C. B. & Q. R. R.	Main	2 Main	do	0.74 do E. do	Yes
Columbus, do	C. & N. W. Ry.	do	do	do	0.56 miles E. Station.	Yes
Central City, do	C. B. & Q. R. R.	Main	2 Main & 1 Side	At grade	0.39 do E. do	Yes
Grand Island, do	do	do	2 Main & 4 Side	do	0.80 do E. do	Yes
Sidney, do	do	do	2 Main	Undergrade	0.48 do N. do	No
Yutan, do	do	do	do	At grade	0.69 do S. do	No
Wahoo, do	do	do	do	do	0.68 do S. do	No
do	C. & N. W. Ry.	do	do	do	0.60 do N. do	Yes
Lincoln, do	C. B. & Q. R. R.	do	do	do	0.32 do S. do	No
do	do	2 do	do	do	0.34 do S. do	Yes
do	do	1 do	do	do	1.93 do S. do	No
do	do	do	do	Undergrade	3.43 do N. do	No
Jamaica, do	C. R. I. & P. Ry.	do	do	do	1.27 do S. do	No
Hanlon, do	Mo. Pac. R. R.	do	do	do	0.72 do S. do	No
Beatrice, Neb.	C. B. & Q. R. R.	Main	Main	At grade	0.41 do S. do	No
do	do	do	do	do	1.52 do W. do	No
Brainard, do	C. & N. W. Ry.	do	do	do	0.21 do W. do	Yes
David City, do	C. B. & Q. R. R.	do	do	do	0.47 do E. do	No
do	C. & N. W. Ry.	do	do	do	0.57 do S. do	No
Humphrey, do	do	do	do	do	0.19 do S. do	Yes
Norfolk, do	do	do	do	do	1.72 do S. do	No
do	do	do	do	Undergrade	0.23 do N. do	No
St. Paul, do	C. B. & Q. R. R.	do	do	At grade	0.37 do S. do	No
Ord, do	do	do	do	do	0.85 do E. do	No
Nantasket, do	do	do	do	do	1.94 do S. do	No
Hayland, do	Mo. Pac. R. R.	do	do	do	1.37 do W. do	Yes
Northport, do	C. B. & Q. R. R.	Main	2 Main	At grade		

WYOMING DIVISION

Cheyenne, Wyo.	C. B. & Q. R. R.	Main	2 Main	Over grade	3.17 do E. do	No
do	do	do	Side	At grade	Lake Minnehaha.	Yes
do	C. & S. Ry.	do	3 Main	Undergrade	1.35 miles W. Station	No
Park City, Utah	D. & R. G. W. R. R.	Side	Main & Side	At grade	0.04 miles E. Station	Yes

#See Junction Stations and Connecting Lines.

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Kansas City....Mo.	St. L. & S. F. Ry.	Side	Main Jt. U. P. R. R.	At grade	11th & Santa Fe Sts.	No
do do	do do	do	K. C. S. Ry. & Wab. Ry. -Side Jt. U. P. R. R.	do	Between 8th & 9th Sts.....	No
do do	Mo. Pac. R. R.	2 Main & 1 Side	K. C. S. Ry. & Wab. Ry. -Side Jt. U. P. R. R.	do	Santa Fe St. Blk. 29.	No
do do	do do	Side	K. C. S. Ry. & Wab. Ry. -Side Jt. U. P. R. R.	do	do do do do do	No
do do	do do	do	Side	do	Liberty St. W. Blk. 45	No
do do	C. B. & Q. R. R.	Side	Main Jt. U. P. R. R.	At grade	11th & Mulberry Sts.	Yes
do do	K. C. St. Ry.	2 Main	K. C. S. Ry. & Wab. Ry. -Side Jt. U. P. R. R.	Under grade	9th St. Viad. & Santa Fe St.....	No
do do	do do	do	Side	At grade	9th St. & State Line St.....	No
do Kan.-Mo.	do do	do	2 Main & 14 Side	Undergrade	James St. Viaduct...	No
do Kan.	K. C. Conn. Ry.	2 do	2 Main	Overgrade	East end Kan. River Bridge.....	No
do do	K. C. S. Ry.	Side	do	do	West end Kan. River Bridge.....	No
do do	K. C. T. Ry.	2 Main	2 Main & 32 Side	Undergrade	East end Armstrong Yard.....	No
do do	C. R. I. & P. Ry.	3 Side	Side	At grade	Berger Ave. & Rail- road St.....	Yes
do do	Mo. Pac. R. R.	1 do	2 do	do	Minnesota & 2nd Sts.	No
do do	do do	Freight Main	2 do	do	State Ave. East Blk. 16.....	No
do do	do do	Side	Side	do	State Ave. South op- posite Blk. 16.....	No
do do	do do	do	do	do	North City Limits...	No
do do	K. & M. Ry. & T. Co.	Main	2 Main	Undergrade	M. P. 4.96.....	No
do do	K. C. St. Ry.	2 Main	2 Main & 7 Side	do	M. P. 3.01 10th St. Viaduct.....	No
do do	do do	dc	2 Main & 1 Side	do	M. P. 3.78 18th St. Viaduct.....	No
do do	do do	do	2 Side	At grade	Kan. Ave. & Rail- road St.....	No
do do	do do	do	do	Undergrade	5th St. & Central Ave. Viaduct.....	No
do do	do do	do	do	do	James St. Bridge Kan. River.....	No
do do	City Ry.	Side	2 Side	At grade	Walker Ave. East...	Yes
Bonner Spgs. Kan.	A. T. & S. F. Ry	1 do	2 Main	At grade	0.47 miles W. Station.	No
do do	KCKV & W Ry.	do	Side	do	1.00 do E. do	Yes
Fall Leaf....do	do do	do	2 Main	Undergrade	3.44 do W. do	No
Topeka....do	A. T. & S. F.	do	2 do	At grade	0.45 do E. dc	Yes
do do	C. R. I. & P. Ry.	1 Main	2 Main & 2 Side	At grade	0.27 miles W. Station	Yes
do do	do do	do	2 Side	do	0.20 do W. do	No
do do	do do	Side	Side	do	0.40 do W. do	No
Manhattan...do	C. R. I. & P. Ry.	Main	2 Main & 2 Side	At grade	0.09 do W. do	Yes
Enterprise....do	A. T. & S. F. Ry.	do	1 Main	do	0.54 do E. dc	Yes

#See Junction Stations and Connecting Lines.

Station and State	Road Crossed	Kind of Track		How Crossed	Location	# Track Connection
		Crossed	Crossed By			
Abilene..... Kan.	A. T. & S. F. Ry.	Main	1 Main	At grade	0.90 miles W. Station	Yes
Salina..... do	do	do	do	do	0.64 do W. do	Yes
do..... do	do	do	Side	do	Fifth & North Sts.	Yes
do..... do	do	Side	do	do	do do do do	No
do..... do	do	Main	Main	do	Fourth & North Sts.	No
do..... do	Mo. Pac. R. R.	do	do	do	do do Pine Sts.	Yes
do..... do	do	do	2 Side	do	do do do do	Yes
do..... do	do	2 Side	1 do	do	do do do do	Yes
do..... do	C.R.I. & P. Ry.	Main	Main	dc	Fourth St. N. of Pine	Yes
do..... do	dc	do	Side	do	do do do do	No
do..... do	do	Side	do	do	Fourth & Pine Sts.	No
do..... do	do	do	do	do	Fourth St. N. of Elm	No
Lincoln Ctr... do	A. T. & S. F. Ry.	do	do	do	0.38 miles E. Station	No
Ellsworth..... do	St. L. & S. F. Ry.	do	do	do	0.62 do W. do	No
Lansing..... do	A. T. & S. F. Ry.	do	do	do	2.57 do W. do	No
Minneapolis... do	do	do	do	At grade	0.43 do W. do	Yes
Beloit..... do	Mo. Pac. R. R.	do	do	do	0.28 do E. do	Yes
Lindsborg..... do	do	do	do	do	0.25 do N. do	Yes
McPherson... do	A. T. & S. F. Ry.	Main & 2 Side	do	do	0.27 do N. do	Yes
St. Joseph..... Mo.	Un. Term. R. R.	Main	Main & Side	At grade	0.32 mile W. Station.	Yes
Troy..... Kan.	C.B. & Q. R. R.	do	Main	do	1.41 do W. do	No
do..... do	C.R.I. & P. Ry.	do	do	Over grade	1.80 do W. do	No
Hiawatha..... do	Mo. Pac. R. R.	do	do	At grade	0.50 do E. do	Yes
Sabetha..... do	C.R.I. & P. Ry.	do	do	Over grade	0.94 do W. do	No
Hanover..... do	C.B. & Q. R. R.	do	Main	do	0.11 do E. do	Yes
Endicott..... Neb.	do	do	do	do	0.10 do E. do	Yes
Fairbury..... do	C.R.I. & P. Ry.	do	Main & Side	do	0.31 do E. do	Yes
do..... do	do	Side	do	do	0.34 do E. do	No
do..... do	dc	Main	Main	do	1.30 do W. do	No
Belvidere..... do	C.B. & Q. R. R.	do	do	do	0.32 do W. do	No
Davenport... do	C. & N. W. Ry.	do	do	do	At Station	Yes
Edgar..... do	C.B. & Q. R. R.	do	do	do	0.23 mile E. do	No
Hastings..... do	C. & N. W. Ry.	do	do	do	0.93 do E. do	Yes
do..... do	C.B. & Q. R. R.	Main & Side	do	do	0.13 do E. do	Yes
do..... do	do	Main & Side	Main	At grade	0.13 mile E. Station.	No
Grand Island.. do	do	Belt Line	do	do	2.14 do E. do	No
Leavenworth. Kan.	L. T. & B. Co.	Main	do	do	0.12 do E. do	Yes
do..... do	do	do	Side	do	0.11 do W. do	No
do..... do	do	do	Jt. R. & M. P. R. R.	dc	0.11 do W. do	No
do..... do	do	do	Main	do	0.12 do W. do	No
do..... do	do	1 Side	2 Side	do	0.12 do W. do	No
Frankfort..... do	Mo. Pac. R. R.	do	Main	do	0.23 do S. do	Yes
Irving..... do	do	do	do	do	1.45 do S. do	Yes
Badger..... Neb.	C.B. & Q. R. R.	Side	Main	At grade	1.19 do N. do	No
Concordia..... Kan.	do	do	do	do	0.62 do E. do	Yes
do..... do	A. T. & S. F. Ry.	do	Side	do	0.23 do E. do	No

‡See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Concluded

COLORADO DIVISION

Station and State	Road Crossed	Kind of Track		How Crossed	Location	# Track Connection
		Crossed	Crossed By			
Limon..... Colo.	C.R.I. & P. Ry.	Main	Main	At grade	At station	Yes
Pullman..... do	C.B. & Q. R. R.	Side	do	Over grade	1.29 miles E. tele.off.	No
Denver..... do	Jt. U. P. R. R. & C.B. & Q. R. R.	Side	Jt. U. P. R. R. & C.B. & Q. R. R.-Side	At grade	24th & Blake Sts.	Yes
do do	do	do	Side	do	27th do	Yes
do do	D. T. Corp. (St. Ry.)	2 Main	do	do	40th & Franklin Sts.	No
do do	do	2 do	do	do	40th & Gilpin Sts.	No
do do	C.B. & Q. R. R.	Main & Side	Jt. U. P. R. R. & C. & S. Ry.-Side	At Grade	At Denver Union Stockyards	Yes
Sand Creek Jct. do	C.B. & Q. R. R.	Main	2 Main	do	At interlocking tower	Yes
Eaton..... do	G. W. Ry.	do	do	do	0.11 miles N. Station	Yes
Speer..... Wyo.	C. & S. Ry.	do	do	Over grade	0.10 do S. do	No
Sterling..... Colo.	C.B. & Q. R. R.	do	Main & Side	At grade	0.31 do E. do	Yes
Dent..... do	G. W. Ry.	do	Main	do	1.95 do S. do	No
Milliken..... do	do	do	do	do	0.32 do N. do	Yes
Kelim..... do	do	do	do	do	0.08 do S. do	Yes
Ft. Collins... do	C. & S. Ry.	Main & Side	do	do	0.13 do N. do	Yes
do do	do	Main	do	do	0.23 do N. do	Yes
Erie..... do	C.B. & Q. R. R.	do	do	do	At station	Yes
do do	do	do	Side	do	On Wye track	Yes
Ara..... do	C. & S. Ry.	do	Main	do	0.10 miles E. Station.	Yes

#See Junction Stations and Connecting Lines.

MILES OF TRACK PROTECTED BY AUTOMATIC BLOCK SIGNALS

	Main Track	Second Track	Third Track	Fourth Track
Nebraska Division—				
Council Bluffs to Grand Island.....	141.68	142.31	1.17	1.15
Grand Island to North Platte.....	136.84	136.08		
North Platte to Sidney#.....	122.90	123.10		
Sidney to Cheyenne#.....	100.96	100.96		
Old Main Line Summit to Lane.....	19.87	6.56		
Hastings to Gibbon.....	24.90			
Total.....	547.15	509.01	1.17	1.15
Wyoming Division—				
Cheyenne to Laramie.....	55.87	55.92		
Laramie to Rawlins.....	115.95	115.83		
Rawlins to Green River.....	133.84	134.02		
Green River to Ogden.....	172.46	172.50		
Total.....	478.12	478.27		
Kansas Division—				
Kansas City to Junction City.....	134.48	63.71		
Junction City to Ellis.....	162.97			
Menoken to Upland.....	69.57			
Upland to Hastings.....	120.38			
Total.....	487.40	63.71		
Colorado Division—				
Ellis to Sharon Springs.....	125.92			
Sharon Springs to Hugo.....	105.68			
Hugo to Pullman.....	102.68			
Denver to Cheyenne.....	103.62	4.07		
Speer to Borie Junction.....	5.28			
Julesburg to Sterling.....	56.76			
Sterling to LaSalle.....	92.90			
Sand Creek Junction to LaSalle.....	45.22			
Total.....	638.06	4.07		
Grand Total.....	2,150.73	1,055.06	1.17	1.15

#225.00 miles of double track protected by Automatic Cab Signals.

INTERLOCKING PLANTS

Location	Protection	Ownership
Nebraska Division		
Council Bluffs (2)	Junction	U. P.
Omaha (2)	Union Depot	U. P.
do Tower C.	Yards	U. P.
do Summit	Crossing	U. P.
Gilmore Jct.	Junction	U. P. 29.335, C. B. & Q. 29.335, M. P. 41.33
Portal	Crossing	U. P. $\frac{1}{2}$, M. P. $\frac{1}{2}$.
Lane	Junction	U. P.
Fremont	Crossing	C. B. & Q.
do	do	F. S. Y. & L. Co.
Ames	do	U. P. 62.5, C. & N. W. 37.5.
Columbus	do	U. P. 68.75, C. B. & Q. 31.25.
Central City	do	U. P. 68.75, C. B. & Q. 31.25.
Grand Island	do	U. P. 55.47, C. B. & Q. 44.53.
Gibbon	Junction	U. P.
Julesburg	Junction	U. P.
Yutan	Crossing	C. B. & Q.
Lincoln, Hall Tower	do	U. P. 40.10, C. B. & Q. 59.90.
Lincoln, Hill St.	do	U. P. $\frac{1}{2}$, C. B. & Q. $\frac{1}{2}$.
do Baird Tower	do	U. P. 8.906, C. B. & Q. 91.094.
Norfolk	do	U. P.
Northport	do	U. P. $\frac{1}{2}$, C. B. & Q. $\frac{1}{2}$.
Wyoming Division		
Cheyenne	Yards	U. P.
Borie	Junction	U. P.
Hermosa	Crossing	U. P.
Aspen	End of Double Track	U. P.
Altamont	Beginning of Double Track	U. P.
Granger	Junction	U. P.
Kansas Division		
Kansas City, Mo.	Union Depot	K. C. T. Ry. Co.
do Kan. Minn Ave	Junction	U. P. 22.39, M. P. 77.61
Bonner Springs	A.T. & S.F. Ry. Cross	U. P. 56.41, A.T. & S.F. 38.49, K.C.K.V. & W. 5.0
Topeka	A.T. & S.F. Ry. Cross	U. P. 63.51, A.T. & S.F. 28.38, C.R.I. & P. 8.11.
Ellsworth	Crossing	U. P. $\frac{1}{2}$, St. L.-S. F. Ry. $\frac{1}{2}$.
Abilene	do	U. P. 60.00, A. T. & S. F. 40.00.
St. Joseph	Missouri River Bdge	St. J. & G. I. Ry.
Hiawatha	Crossing	M. P. R. R.
Hanover	do	St. J. & G. I.
Endicott	do	St. J. & G. I.
Fairbury	do	St. J. & G. I. $\frac{1}{2}$, C. R. I. & P. $\frac{1}{2}$.
Belvidere	do	St. J. & G. I. $\frac{1}{2}$, C. B. & Q. $\frac{1}{2}$.
Davenport	do	St. J. & G. I. $\frac{1}{2}$, C. & N. W. $\frac{1}{2}$.
Edgar	do	St. J. & G. I. $\frac{1}{2}$, C. B. & Q. $\frac{1}{2}$.
Hastings	do	St. J. & G. I. $\frac{1}{2}$, C. & N. W. $\frac{1}{2}$.
Hastings	do	U. P. 38, St. J. & G. I. 12, C. B. & Q. 50.
Badger	do	U. P. $\frac{1}{2}$, C. B. & Q. $\frac{1}{2}$.
Leavenworth	Crossing and Jct.	L. D. & R. R.
Frankfort	Crossing	U. P.
Colorado Division		
Denver	Union Depot	D. U. T. Ry. Co.
Sterling	do	U. P. 46.15, C. B. & Q. 53.85.
Sand Creek Jct.	Crossing, Junction & End Dbl. Track	U. P. 68.52, C. B. & Q. 31.48.

ENGINE HOUSES AND TURNTABLES

LOCATION	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
NEBRASKA DIVISION					
Council Bluffs	40	20 96 ft. 4 114 ft. 4 116 ft. 12 118 ft.	100	(5)	Electricity
Omaha	10	77 ft. 4 $\frac{1}{2}$ in.	72	(1)	do
Valley	3	96 ft.			
Columbus	4	68 ft. 4 in.	72	(1)	Electricity
Grand Island	23	15 77 ft. 4 $\frac{1}{2}$ in. 8 88 ft. 3 in.	92	(3)	Electricity
do	15	96 ft.			
Lincoln	3	1 66 ft.	85	(2)	Electricity
Beatrice	10	2 80 ft. 9 65 ft. 6 in.	72	(1)	do
Norfolk	2	1 79 ft. 6 in.			
St. Paul	1	78 ft. 3 in.	80	(1)	Hand
Ord	1	102 ft.			
Loup City	1	78 ft.			
Kearney	1	80 ft.			
Stapleton	4	80 ft. 8 in.			
North Platte	2	78 ft. 11 in.	100	(6)	Electricity
Sidney	7	114 ft.	92	(3)	Electricity
Northport		96 ft.	80	(1)	Hand
Gering	5	96 ft.	85	(2)	Electricity
South Torrington	2	85 ft. 11 in.			
WYOMING DIVISION					
Cheyenne	20	120 ft.	126	(2)	Electricity
do	28	10 120 ft. 18 114 ft.	60	(1)	Hand
Laramie	27	21 108 ft. 6 114 ft.	135	(2)	Electricity
Hanna	2	72 ft.			
Rawlins	20	10 96 ft.	100	(6)	Electricity
Rock Springs	8	10 87 ft. 6 in. 2 114 ft.	100	(6)	do
Green River	29	14 112 ft. 7 118 ft. 5 156 ft. 3 178 ft.	135	(2)	do
Leroy			66		Hand
Evanston (used as Reclamation Plant)	28	15 96 ft. 10 104 ft. 3 114 ft.	100	(6)	Electricity
Echo			80	(1)	Hand
Ogden	20	11 114 ft. 8 153 ft. 1 233 ft.	135	(2)	Electricity
Park City	2	79 ft. 2 in.			
KANSAS DIVISION					
Kansas City	35	28 96 ft. 2 114 ft. 5 102 ft.	110	(4)	Electricity
Lawrence	2	70 ft.	66	(1)	Hand
Topeka	2	84 ft. 6 in.	72	(1)	do
Manhattan	2	70 ft.	72	(1)	do
Junction City	20	96 ft.	92	(3)	Electricity
Salina	7	85 ft.	72	(1)	do
Ellis	14	96 ft.	92	(3)	do
Beloit	1	82 ft.	66	(1)	Hand
McPherson			66	(1)	do
Plainville	2	78 ft. 6 ft.			
St. Joseph (St. J. T. R. R.)	24	12 79 ft. 12 71 ft. 2 in.	90	(2)	Electricity
Hanover			80	(1)	Air
Leavenworth			66	(1)	Hand
Concordia	2	88 ft.			
Marysville	16	96 ft.	92	(3)	Electricity
Hastings	8	96 ft.	92	(3)	Electricity

ENGINE HOUSES AND TURNTABLES—Concluded

LOCATION	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
COLORADO DIVISION					
Oakley.....	4	1 96 ft. 3 69 ft.	80	(1)	Air Hand
Sharon Springs.....	8	85 ft.			
Hugo.....	8	85 ft.			
Pullman.....	47	1 100 ft. 19 98 ft. 7 84 ft. 20 78 ft.	100	(4)	Electricity
La Salle.....	4	85 ft.			
Sterling.....	10	85 ft.			

- (1) D. P. G. Center Bearing
 (2) D. P. G. 3 Point Bearing
 (3) T. P. G. Center Bearing
 (4) T. P. G. 3 Point Bearing
 (5) 3 Point Pony Truss
 (6) Pony Truss Center Bearing

WYES

NEBRASKA DIVISION

Council Bluffs	Valparaiso,	Loup City,	Egbert,
Valley,	Oconee,	Pleasanton,	Lewellen,
Columbus,	Genoa,	Callaway,	Gering,
Central City,	Albion,	Stapleton,	Lyman,
Grand Island,	Spalding,	O'Fallons,	Yoder,
Gibbon,	St. Paul,	North Platte,	South Torrington,
Kearney,	Ord,	Sidney,	Ogallala,
Lexington,	Boelus,	Pine Bluffs,	Julesburg,
Gothenburg,			

WYOMING DIVISION

Cheyenne,	Medicine Bow,	Bitter Creek,	Evanston,
Buford,	Rawlins,	Thayer Jct.	Robinson (Circle track)
Laramie,	Creston,	Rock Springs,	Wahsatch,
Hanna,	Wamsutter,	Green River,	Ogden,
Lookout,	Tipton,	Granger, 2	Park City.
Rock River,			

KANSAS DIVISION

Kansas City, Kan.,	Solomon,	Ellis,	Camp Funston,†
(Armstrong Sta.)	Salina, 2,	Topeka,	Paradise,
Junction City,	Hiawatha,	Hastings,	Hill City,
St. Joseph,	Seneca,	Plainville,	Miltonvale,
Marysville,	Kanopolis,	Colby,	Blue Springs.
Concordia,			

COLORADO DIVISION

Oakley,	Pullman,	Carr,	Ara,†
Winona,	Denver, 23rd St.,	Speer,	Ft. Collins,
Sharon Springs,	Brighton,	Julesburg,	Buckeye,
Kit Carson,	La Salle,	Sterling*,	Cloverly,
Hugo,	Greeley (Joint),	St. Vrain,	Briggsdale,
Cedar Point,	Greeley Jct.,	Dent,	Purcell,
Deer Trail,	Pierce,	Erie,	Frederick.

- †Owned by U. S. Government.
 †Owned by C. & S. Ry. but used jointly.
 *Owned by C. B. & Q. but used jointly.

FUEL STATIONS

Location	Kind	Capacity
NEBRASKA DIVISION		
Council Bluffs.....	Conveyor type (4 track).....	650 tons
Omaha.....	Coal platform.....	2 10-ton pockets
Valley.....	Conveyor type (4 track).....	150 tons
Columbus.....	Conveyor type (4 track).....	350 tons
Grand Island.....	Conveyor type (4 track).....	650 tons
Kearney.....	Conveyor type (4 track).....	3 80-ton pockets
Gothenburg.....	do do.....	2 60-ton pockets 4 35-ton pockets
Valparaiso.....	Skip Hoist Type (2 track).....	50 tons
Lincoln.....	Coal platform.....	60 tons
Beatrice.....	do.....	200 tons
Norfolk.....	Coal platform derrick and air hoist.....	81 tons
Ord.....	Coal platform.....	90 tons
St. Paul.....	Coal platform derrick and air hoist.....	100 tons
Loup City.....	Coal shed.....	60 tons
Stapleton.....	Coal platform and air hoist.....	78 tons
North Platte.....	Conveyor type (4 track).....	4 100-ton pockets
Ogallala.....	Conveyor type (3 track).....	3 80-ton pockets
Julesburg.....	Conveyor type (4 track).....	3 60-ton pockets 2 30-ton pockets
Sidney.....	Conveyor type (4 track).....	450 tons
Pine Bluffs.....	Conveyor type (3 track).....	380 tons
Lewellen.....	Coal platform derrick and air hoist.....	60 tons
Northport.....	Conveyor type.....	1 50-ton pocket
Gering.....	Skip Hoist Type (2 track).....	50 tons
Yoder.....	Skip Hoist Type (1 track).....	50 tons
Albin.....	Skip Hoist Type (1 track).....	50 tons
WYOMING DIVISION		
Cheyenne.....	Conveyor type (6 track).....	650 tons
Laramie.....	Conveyor type (5 track).....	650 tons
Rock River.....	Conveyor type (3 track).....	3 100-ton pockets
Hanna.....	Conveyor type M. L. (4 track).....	420 tons
Rawlins.....	Conveyor type (3 track).....	500 tons
Wamsutter.....	Conveyor type (3 track).....	450 tons
Bitter Creek.....	Conveyor type (3 track).....	2 100-ton pockets
Rock Springs.....	1902 conveyor type (3 track).....	4 35-ton pockets
Green River.....	Conveyor type (3 track).....	500 tons
Carter.....	Conveyor type (3 track).....	420 tons
Evanston.....	Conveyor type (2 M. L. & 2 Side Trks).....	200 tons
Echo.....	Conveyor type (2 M. L. Track).....	200 tons
Ogden.....	Conveyor type (3 track).....	350 tons
KANSAS DIVISION		
Kansas City, Kan.....	Conveyor type (3 track).....	500 tons
Lawrence.....	Coal platform (1 track).....	30 tons
Topeka.....	Conveyor type (2 M. L. track).....	2 50-ton pockets 2 70-ton pockets
Manhattan.....	Coal platform derrick and air hoist (2 track).....	100 tons
Junction City.....	Conveyor type (4 track).....	450 tons
Salina.....	Conveyor type (1 M. L. track).....	2 60-ton pockets
Dorrance.....	Conveyor type (1 M. L. track).....	50 tons
Ellis.....	Cable hoist (2 track).....	2 100-ton pockets
Plainville.....	Platform and air hoist (2 track).....	105 tons
Beloit.....	Coal platform (1 track).....	54 tons
St. Joseph (St. J. T. R. R.).....	Coal chute (2 track).....	19 5-ton pockets
Sabetha.....	Coal chute (1 track).....	6 10-ton pockets
Carleton.....	Coal chute (1 M. L. & 1 Yd. track).....	12 10-ton pockets
Concordia.....	Coal platform.....	30 tons
Hastings.....	Conveyor type (1 M. L. & 2 Yd. trk.).....	300 tons
Marysville.....	Skip Hoist (3 track).....	450 tons
COLORADO DIVISION		
Oakley.....	Conveyor type (1 M. L. track).....	150 tons
Sharon Springs.....	Conveyor type (1 track).....	1 50-ton pocket
Kit Carson.....	Conveyor type (1 M. L. track).....	50 tons
Hugo.....	Conveyor type (1 track).....	1 50-ton pocket
Deer Trail.....	do (1 M. L. track).....	50 tons
Pullman.....	Conveyor type (4 track).....	650 tons
LaSalle.....	Conveyor type (3 M. L. track).....	350 tons
Carr.....	do (2 M. L. track).....	150 tons
Sterling.....	Conveyor type (1 track).....	1 50-ton pocket
Ft. Morgan.....	Coal chute steam hoist (1 M. L. trk.).....	2 5-ton pockets

FUEL OIL AND WATER STATIONS STREAMLINE AND MOTOR TRAINS

Location	Fuel Oil		Water
	Streamline Trains	Motor Trains	
NEBRASKA DIVISION			
Council Bluffs.....	20,000 gallons Portable	Yes	Yes
Omaha.....		Yes	Yes
North Platte.....		.....	Yes
Columbus.....		.....	Yes
Grand Island.....		Butane Gas & Oil	Yes
Kearney.....	.....	Yes	Yes
Lincoln.....	.....	Butane Gas & Oil	Yes
WYOMING DIVISION			
Cheyenne.....	20,000 gallons	.....	Yes
Rawlins.....	No	.....	In Emergency
Green River.....	No	.....	Yes
Ogden.....	20,000 gallons	.....	No
KANSAS DIVISION			
Kansas City.....	Yes	.....	Yes
Junction City.....	Portable	Yes	Yes
Ellis.....	do	.....	Yes
Salina.....	.....	Butane Gas & Oil	Yes
St. Joseph.....	.....	Yes	Yes
COLORADO DIVISION			
Denver.....	20,000 gallons	.....	Yes
Sharon Springs.....	.....	.....	Portable
Oakley.....	.....	.....	In Emergency
Hugo.....	.....	.....	do
Sterling.....	.....	.....	do

WATER STATIONS

Nebraska Division

Location		Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns	
			Power	Capacity Gals. per Min.			
First Sub-Division: Council Bluffs to Grand Island...	Council Bluffs...	City Water...			500,000	7	
	Omaha.....	do				2	
	South Omaha...	do				1	
	Valley.....	Well.....	Gas.....	250	200,000	3	
	Fremont.....	do	Electricity	300	50,000	2	
	North Bend.....	do	Gas.....	250	65,000	2	
	Schuyler.....	do	Electricity	150	50,000	2	
	Columbus.....	do	do	440	350,000	4	
	Silver Creek.....	do	Gas.....	250	65,000	2	
	Central City.....	do	Electricity	375	65,000	2	
Second Sub-Division: Grand Island to North Platte...	Grand Island: Stock Yards...	Well.....	Electricity	1000	65,000	1	
	Shop Yards.....				500,000	3	
	Depot.....				65,000	2	
	Wood River.....	do	Gas.....	200	65,000	2	
	Gibbon.....	do	do	250	65,000	2	
	Kearney:						
	Coal Chute.....	do	Electricity	450	200,000	3	
	Elm Creek.....	do	Gas.....	135	65,000	2	
	Lexington.....	do	Electricity	230	200,000	2	
	Cozad.....	do	Gas.....	175	65,000	2	
	Gothenburg.....	do	Electricity	450	125,000	2	
	Brady Island.....	do	Gas.....	250	65,000	2	
Third Sub-Division: North Platte to Sidney.....	North Platte Depot.....	North Platte River & City	Electricity	800	65,000	6	
	Stock Yards.....	Well.....	do	100	50,000		
	O'Fallons.....	do	Gas.....	200	65,000	2	
	Paxton.....	Wells.....	do	165	65,000	2	
	Ogallala.....	do & City	Electricity	840	200,000	2	
			do	150			
	Big Springs.....	Well.....	Gas.....	165	65,000	2	
	Julesburg.....	Wells & City...	Electricity	250	200,000	3	
	Chappell.....	do	Gas.....	200	65,000	2	
Lodge Pole.....	do	do	395	65,000	2		
Fourth Sub-Division: Sidney to Cheyenne.....	Sidney.....	Wells.....	Electricity	540	65,000	4	
	Potter.....	Well & City...	Gas.....	135	65,000	2	
	Kimball.....	do	do	165	65,000	2	
	Bushnell.....	do	do	165	65,000	2	
	Pine Bluffs.....	do	do	do & Ele.	450	65,000	2
	Egbert.....	do	do	135	65,000	2	
	Hillsdale.....	do	Gas.....	135	65,000	2	
Beatrice Branch	Wahoo.....	Well & City	Windmill..	50	50,000	1	
	Valparaiso.....	do	Electricity	350	65,000	1	
	Lincoln.....	City Water...				1	
	Hanlon.....	Well.....	Windmill..	50	65,000	1	
	Cortland.....	do	do	20	65,000	1	
	Beatrice.....	City Water...			65,000	2	
Stromsburg Branch	David City.....	City Water...				1	
	Rising City.....	Well.....	Windmill..	25	50,000	1	
	Stromsburg.....	City Water...				1	
Norfolk Branch	Humphrey.....	City Water...				1	
	Madison.....	Well.....	Windmill..	50	50,000	1	
	Norfolk.....	City Water...				1	
Albion Branch	Genoa.....	Well.....	Windmill..	50	65,000	1	
	Albion.....	City Water...				1	
Cedar Rapids Branch	Cedar Rapids...	City Water...				1	
	Spalding.....	Well.....	Windmill..	50	50,000	1	

WATER STATIONS—Continued

Nebraska Division—Concluded

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Ord Branch	St. Paul.....	City Water..		50,000	
	Scotia Junction..	Well.....	Windmill..	50	65,000
Loup City Branch	Boelus.....	Well.....	Windmill..	50	50,000
	Loup City.....	City Water..			1
Pleasanton Branch	Pleasanton.....	Well.....	Windmill..	50	50,000
Hastings Branch	Hayland.....	Well.....	Elect.....	100	65,000
Kearney Branch	Watertown.....	Well.....	Windmill..	50	50,400
	Callaway.....	do.....	do.....	110	50,000
	Arnold.....	do.....	do.....	50	50,000
	Stapleton.....	do.....	do.....	50	50,000
North Platte Branch	Keystone.....	Well.....	Gas.....	200	65,000
	Lewellen.....	do.....	do.....	165	65,000
	Lisco.....	do.....	do.....	165	65,000
	Northport.....	do.....	do.....	200	65,000
	Gering.....	Wells & City..	do.....	117	65,000
	Lyman.....	Well.....	do.....	165	65,000
	Yoder.....	do.....	do.....	165	65,000
	S. Torrington...	do.....	do.....	200	65,000
North Platte Cut-Off	Albin.....	Well.....	Gas.....	100	50,000
	Lagrange.....	do.....	do.....	150	50,000
	Hawksprings...	do.....	do.....	150	50,000

Wyoming Division

Fifth Sub-Division: Cheyenne to Laramie.....	Cheyenne.....	City Water..			350,000	5
	Corlett.....	Clear Creek...	Oil.....	135	50,000	1
	Otto.....	Lone Tree Crk.	do.....	350	200,000	2
	Granite Canon..	Crow Creek & Springs.....	do.....	335	132,000 (Res.) 147,500 (Res.)	2
	Buford.....	Lone Tree Crk.	Steam.....	200	50,000	1
	Dale Creek.....	Dale Creek...	do.....	200	125,000	1
	Colores.....	Springs.....	Gravity..	150	45,000	1
	Red Buttes.....	Well.....	Gas.....		200,000	2
		Springs.....	Gravity..		65,000	
Sixth Sub-Division: Laramie to Rawlins.....	Laramie.....	Springs.....	Gravity..		65,000	1
	Howell.....	Laramie Rvr..	Oil.....	165	200,000	6
	Rock River.....	Rock Creek...	Gravity..		65,000	1
	Medicine Bow...	City Water..	do.....	75	500,000	3
	Hanna.....	U.P. Water Co.			65,000	2
	Dana.....	U.P. Water Co.			200,000	2
	Ft. Steele.....	U.P. Water Co.			65,000	2
Seventh Sub-Division: Rawlins to Green River.....	Rawlins.....	U.P. Water Co.			500,000	6
	Riner.....	Wells.....	Steam.....	100	500,000	2
	Wamsutter.....	do.....	do.....	400	350,000	2
	Bitter Creek...	Antelope Sprgs	Gravity..		50,000	2
	Point of Rocks...	Wells.....	Oil.....	300	350,000	3
	Rock Springs...	So. Wyo. Utilities Company			65,000	1
	do.....	do.....			350,000 (SWU Co.)	2
	Green River.....	do.....			500,000	8

WATER STATIONS—Continued

Wyoming Division—Concluded

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Eighth Sub-Division: Green River to Ogden.....	Granger.....	Hams Fork River & Wells.	Steam.....	400	200,000
	Carter.....	Little and Hague Creeks	Gravity...		500,000 (Res.)
	Leroy.....	do.....	do.....		400,000 (Res.)
	Spring Valley...	do.....	do.....		50,000
	Evanston.....	City Water..	Gravity...		350,000
	Wahsatch.....	Springs.....	Gravity...		65,000
	do.....	Drainage from tunnel.....	Oil.....	200	54,000 (Res.)
	Castle Rock....	Well.....	do.....		50,000
	(EBML)				65,000
	Castle Rock....	do.....	do.....	300	50,000
	(WBML)				65,000
	Emory.....	Springs.....	Gravity...	200	50,000
	do.....	Echo Creek...	Oil.....		50,000
	Echo.....	Weber River...	Steam.....	400	200,000
	Morgan.....	Springs.....	Gravity...		65,000
	Gateway.....	do.....	do.....		50,000
	Ogden.....	Taylor Canyon City Water & Weber River..	Electricity	1000	65,000
	do.....	Auxiliary Plant			65,000
Park City Branch	Homer Spur....	Springs.....	Gravity...		25,000 (Res.)
	Park City.....	City Water..			1

Kansas Division

Eastern Sub-Division: Kansas City to Junction City..	Kan. Cy., Kan... Lawrence.....	City Water..			200,000	3
	Perry.....	City Water and Wells.	Gas.....	300	(2)65,000	2
	Topeka (East)...	Delaware Rvr. and Wells.	do.....	150	65,000	2
	do (West).....	City Water..	do.....		65,000	2
	Rossville.....	Well.....	Electricity	435	(2)65,000	2
	Wamego.....	Well.....	do.....	150	65,000	1
	Manhattan.....	City Water..			65,000	2
	Junction City...	City Water and Wells.	Steam.....	300	50,000	2
		City Water..			200,000	3
Western Sub-Division: Junction City to Ellis.....	Abilene.....	City Water..			50,000	2
	Salina.....	City Water..			65,000	1
	Kanopolis.....	City Water..			65,000	1
	Ellsworth.....	Well.....	Gas.....	196	50,000	1
	Dorrance.....	Wells.....	do.....	126	50,000	1
	Russell.....	City Water..			65,000	1
	Gorham.....	Well.....	do.....	150	65,000	1
	Hays.....	do.....	do.....	150	65,000	1
	Ellis.....	Big Creek....	Steam.....	200	65,000	3
		do.....		145		
St. Joseph Sub-Division: St. Joseph to Marysville.....	St. Joseph.....	City Water..			50,000	
	(St. J. T. R. R.)					
	Severance.....	Well.....	Gas.....	190	50,000	
	Hiawatha.....	City Water..			65,000	2
	Sabetha.....	City Water..			65,000	1
	Seneca.....	City Water..			94,000	
					Stand-pipe	1

WATER STATIONS—Continued

Kansas Division—Concluded

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Grand Island Sub-Division: Marysville to Grand Island ..	Marysville.....	Big Blue River, Well and City Water..	Steam and Oil.....	116,000	1
	Marysville.....	do	Electricity and Oil.....	500 } Stand-pipe	
	Hanover.....	Little Blue River & Well	Electricity	650 } 100,000	5
	Fairbury.....	City Water.....	Oil.....	500 } 50,000	
	Alexandria.....	do	do	225 } 50,000	1
	Carleton.....	do	do	287 } 50,000	
	Edgar.....	do	do	94,000 } Stand-pipe	1
	Hastings.....	City Water.....	do	220 } 50,000	
	Grand Island.....	Well.....	Electricity	1,000	3
					6
Manhattan Branch	Garrison.....	Big Blue River & Well.....	Windmill & Steam..	233	1
	Blue Rapids.....	City Water.....		65,000	
Junction City Branch	Wakefield.....	City Water.....		50,000	
	Concordia.....	City Water.....		50,000	
	Clay Center.....	do		25,000	
Solomon Branch	Minneapolis.....	City Water.....		50,000	
	Beloit.....	do	Windmill.....	50	50,000
McPherson Branch	McPherson.....	City Water.....			1
Plainville Branch	Beverly.....	Wells.....	Steam.....	183	50,000
	Sylvan Grove.....	do	Oil.....	150	50,000
	Luray.....	Well.....	do	150	65,000
	Paradise.....	do	Gas.....	147	50,000
	Plainville.....	City Water.....			
		Well.....	do	150	50,000
		do	Steam.....	240	
	Palco.....	Well.....	Windmill.....	3	10,000
	Bogue.....	do	do	50	65,000
	Morland.....	do	do	50	50,000
Highland Branch Topeka Sub-Division:	Hoxie.....	City Water.....			1
	Menlo.....	Well.....		15	50,000
	Colby.....	City Water.....			1
	Highland.....	City Water.....			1
	Emmett.....	Cross Creek.....	Windmill and Oil..	283	65,000
	Onaga.....	Vermillion River, Hise Creek and Well.....			
			Oil and Steam...	343	65,000
	Frankfort.....	City Water and Well....	Windmill.....	50	65,000
					1

WATER STATIONS—Concluded

Colorado Division

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Ellis Sub-Division: Ellis to Sharon Spgs.....	Wakeeney.....	City Water.....		50,000	
	Buffalo Park.....	Well.....	Windmill..	10	65,000
	Oakley.....	City Water.....		65,000	1
	McAllaster.....	Smoky Hill River.....	Oil.....	140	65,000
	Sharon Springs..	Eagle Tail Creek.....	Gravity.....		65,000
Hugo Sub-Division: Sharon Springs to Hugo	Weskan.....	Well.....	Windmill..	8	65,000
	Cheyenne Wells..	City Water.....		60	65,000
	Kit Carson.....	Well.....	Oil.....	130	65,000
	Clifford.....	Well.....	Gas.....	130	50,000
	Hugo.....	City Water.....			65,000
Denver Sub-Division: Hugo to Denver..	Lake.....	Well.....	Oil.....	180	65,000
	Deer Trail.....	do	Gas, Oil..	150	50,000
	Strasburg.....	do	do	110	65,000
	Watkins.....	do	Oil.....	150	50,000
Northern Sub-Division: Denver to Cheyenne	Pullman.....	City Water.....		65,000	7
	Brighton.....	Well.....	Steam.....	150	65,000
	LaSalle.....	do	Electricity	165	65,000
	Greeley.....	City Water.....		65,000	4
	Pierce.....	Well.....	Steam.....	250	65,000
	Carr.....	Lone Tree Creek.....	Oil.....	180	65,000
	Speer.....	Well.....	Oil.....	55	65,000
Julesburg Sub-Division: Julesburg to Sterling.....	Sedgwick.....	City Water.....		65,000	1
	Crook.....	do			1
	Sterling.....	Well.....	Electricity	180	65,000
Sterling Sub-Division: Sterling to LaSalle.....	Snyder.....	do	Windmill..	50	65,000
	Ft. Morgan.....	City Water.....		65,000	1
	Orchard.....	Well.....	do	65,000	1
Dent Sub-Division: Sand Creek Jct. to LaSalle.....	Hardin.....	do	do	65,000	1
	St. Vrain.....	Cistern (Water Hauled).....	Oil.....	245	65,000
Boulder Branch	Dent.....	do	Electricity	300	50,000
	Ara (C. & S. Ry.)	City Water		50,000	1
Ft. Collins Branch	Ft. Collins.....	City Water.....			1
Greeley Branch	Cornish.....	Well.....	Gas.....	130	65,000

WATER SOFTENERS

Location	Kind	Capacity Gallons per Hour	Year Built
NEBRASKA DIVISION:			
Council Bluffs.....	International ...	50,000	1940
Omaha (Union Station).....	Treating Plant for Stream- liners.....		1937
Fremont.....	Zeolite.....	8,000	1929
Schuyler.....	Kennicott.....	10,000	1903
Columbus.....	International.....	30,000	1926
Grand Island.....	2-Wayside Treat- ing Plants.....		1939
Kearney.....	Graver, Type K.....	25,000	1926
O'Fallons.....	Kennicott.....	10,000	1923
Gothenburg.....	Wayside Treat- ing Plant.....		1941
Julesburg.....	International.....	20,000	1929
Kimball.....	Kennicott.....	10,000	1904
North Platte.....	International.....	60,000	1929
Pine Bluffs.....	Wayside Treat- ing Plant.....		1941
Valparaiso.....	International.....	10,000	1926
Beatrice.....	Graver, Type K.....	10,000	1926
WYOMING DIVISION			
Cheyenne.....	Wayside Treat- ing Plant.....		1936
Laramie.....	International.....	80,000	1939
Hana.....	Wayside Treat- ing Plant.....		1936
Rawlins.....	International.....	70,000	1935
Bitter Creek.....	do.....	32,000	1928
Green River.....	do.....	70,000	1932
Granger.....	Graver, Type K.....	20,000	1923
Evanston.....	Wayside Treat- ing Plant.....		1942
Echo.....	International.....	30,000	1931
Ogden.....	Wayside Treat- ing Plant.....		1936
KANSAS DIVISION			
Kansas City, Kan.....	Graver, Type K.....	30,000	1923
Lawrence.....	do.....	15,000	1918
Topeka.....	Kennicott.....	25,000	1905
do.....	Wayside Treat- ing Plant.....		1941
Manhattan.....	Zeolite.....	8,000	1928
Junction City.....	International.....	20,000	1923
Salina.....	Graver, Type K.....	15,000	1919
Ellsworth.....	American Water Softener.....	10,000	1938
Dorrance.....	Kennicott.....	10,000	1904
Ellis.....	do.....	15,000	1904
Onaga.....	Graver, Type K.....	10,000	1920
Marysville.....	do.....	25,000	1923
St. Joseph.....	Wayside Treat- ing Plant.....		1942
COLORADO DIVISION			
Kit Carson.....	Kennicott.....	10,000	1904
La Salle.....	Graver, Type K.....	15,000	1904

TRACK SCALES

Location	Capacity Tons	Length Feet	Make	Recording Device
NEBRASKA DIVISION				
Council Bluffs (3).....	150	50	Fairbanks	Type Register
Omaha (4).....	150	50	do	do
do —Coach Yard.....	100	70	do	do
South Omaha.....	150	56	do	do
Fremont.....	100	50	do	do
Columbus.....	100	50	Strait	do
Grand Island.....	150	50	Fairbanks	do
Kearney.....	150	50	Strait	do
Lexington.....	150	50	Fairbanks	do
North Platte.....	150	50	Strait	do
Gering.....	150	50	Fairbanks	do
Lincoln.....	150	50	do	do
Beatrice.....	150	50	do	do
Norfolk-Jt. with C. St. P. M. & O. Ry.....	150	50	do	do
WYOMING DIVISION				
Cheyenne.....	150	50	do	do
Cheyenne.....	150	50	Strait	do
Laramie.....	150	50	do	do
Rawlins.....	100	40	Fairbanks	do
Rock Springs.....	150	50	do	do
Green River.....	150	50	Strait	do
Evanston.....	100	50	Fairbanks	do
Ogden—O. U. R. & D. Co. (2).....	150	50	do	do
Coalville.....	150	50	do	do
Gunn (2).....	100	50	do	do
KANSAS DIVISION				
Kansas City, Kan.....	150	63	do	do
Lawrence.....	100	50	do	do
Topeka.....	150	50	do	do
Junction City.....	150	50	do	do
Salina.....	150	50	do	do
Ellis.....	150	50	do	do
Plainville.....	100	50	do	do
St. Joseph, Jt.—A. T. & S. F. Ry.....	100	50	do	do
Marysville.....	150	50	do	do
Hastings.....	150	50	Strait	do
Leavenworth.....	100	50	Fairbanks	do
COLORADO DIVISION				
Sharon Springs.....	100	50	do	do
Denver.....	100	40	do	do
do.....	150	60	do	do
Brighton.....	150	50	do	do
Greeley.....	150	50	do	do
Ovid.....	150	50	do	do
Sterling.....	150	50	do	do
Ft. Collins.....	150	50	do	do

STOCK YARDS
NEBRASKA DIVISION
FIRST SUBDIVISION

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Council Bluffs...Iowa	12			6	25	25	Water.
South Omaha...Neb.							Union Stock Yards.
Gilmore.....do	2		1	1	10	10	Water.
Papillion.....do	3		1		13	13	Water.
Millard.....do	3		2		17	17	Water and Stock Scales.
Elkhorn.....do	3			1	12	12	Water.
Waterloo.....do	3		1		14	14	Water.
Valley.....do				10			Chutes & Covered Pens, U. P. propy.
Valley.....do	3		1		11	11	Water.
Mercer.....do	2		1		12	12	Water.
Fremont.....do							F. S. Y. & L. Co.
Ames.....do	2			1	13	13	Water and Stock Scales.
North Bend.....do	4		1		20	20	Water and Stock Scales.
Rogers.....do	3		1		19	19	Water & Private Scales.
Schuyler(North) do	18			2	26	26	Water and Stock Scales.
Lambert.....do	1		1		3	3	Water.
Richland.....do	4		1		16	16	Water and Stock Scales.
Columbus(North) do	7	13	1	2	59	59	Water and Stock Scales.
Columbus(South) do	4			2	15	15	Water.
Duncan.....do	4		2		22	22	Water and Stock Scales.
Silver Creek.....do	4		2		25	25	Water and Stock Scales.
Havens.....do	4		1		7	7	Water.
Clarks (East).....do	4		1	1	29	29	Scales & Private Water.
Clarks (West).....do	5		1	1	15	15	Water and Stock Scales.
Thummel.....do	3		1		22	22	
Central City(East) do	6			1	40	40	Water & Private Scales.
Central City(West) do	5			2	24	24	Water and Stock Scales.
Paddock.....do	3			1	18	18	Water.
Chapman.....do	3			1	12	12	Water and Stock Scales.
Lockwood.....do	2		1		11	11	Water.
Grand Island (East).....do	17	12		6	29	135	Water and Stock Scales.
Grand Island (West).....do	7			2	1	30	Water and Stock Scales.
Grand Island (Middle).....do	5			1	34	34	Water and Stock Scales.
Grand Island.....do	50	16		6	188	362	Water, U. S. Yards, of G. I. Ltd.

SECOND SUBDIVISION

Grand Island (East).....Neb.	17	12		6	29	135	Water and Stock Scales.
Grand Island (West).....do	7		2	1	30	30	Water and Stock Scales.
Grand Island (Middle).....do	5			1	34	34	Water and Stock Scales.
Grand Island.....do	50	16		6	188	362	Water, U. S. Yrds. of G. I. Ltd.
Alda.....do	3			1	12	12	Water and Stock Scales.
Wood River.....do	5		1	1	15	15	Water and Stock Scales.
Shelton.....do	8		1	2	40	40	Water and Stock Scales.
Gibbon.....do	7		1	1	42	42	Water and Stock Scales.
Optic.....do	2		1		12	12	
Buda.....do	2			1	12	12	Water.
Kearney (East).....do	10			3	43	43	Water and Stock Scales.
Kearney (West).....do	3			1	15	15	Water.
Alfalfa Center.....do	2			1	10	10	
Odessa.....do	4		1		13	13	Water and Stock Scales.
Elm Creek.....do	4		1	1	24	24	Water and Stock Scales.
Overton.....do	6		1		21	21	Water and Stock Scales.
Josselyn.....do	2		1		13	13	Water.
Lexington.....do	13		1	1	40	40	Water and Stock Scales.
Darr.....do	2		1		12	12	Water and Stock Scales.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS
NEBRASKA DIVISION—Continued
SECOND SUBDIVISION—Concluded

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Cozard.....Neb.	8			2	30	30	Water and Scales.
Willow Island.....do	4			2	18	18	Water.
Gothenburg.....do	6		1	1	20	20	Water & Private Scales.
Brady Island.....do	4		1		24	24	Water.
Maxwell.....do	4			1	21	21	Water & Private Scales.
Keith.....do	2		1		11	11	Scales.
North Platte.....do	38	39	6	8	92	273	Water, Stk. Scales & Feed

THIRD SUBDIVISION

North Platte.....Neb.	38	39	6	8	92	273	Water, Stk. Scls. & Feed
Birdwood.....do	1			1	7	7	Water.
Hershey.....do	3			1	19	19	Water and Stock Scales.
Sutherland.....do	3		1		16	16	Water.
Paxton.....do	4			1	27	27	Water and Stock Scales.
Roscoe.....do	2			1	6	6	Water and Stock Scales.
Ogallala.....do	5			2	18	18	Water and Stock Scales.
Brule.....do	4		1		12	12	Water.
Megeath.....do	1		1		6	6	
Big Springs.....do	7			1	29	29	Water and Stock Scales.
Barton.....do	5			1	13	13	Scales.
Chappell.....do	5		1		21	21	Water and Stock Scales.
Lodgepole.....do	5		1		29	29	Water and Stock Scales.
Sunol.....do	2		1		9	9	Water and Stock Scales.
Colton.....do	1		1		6	6	Water.
Sidney.....do	25	38		6	29	166	Water, Stk. Scls. & Feed.

FOURTH SUBDIVISION

Sidney.....Neb.	25	38		6	29	166	Water, Stk. Scls. & Feed.
Brownson.....do	2		1		10	10	Water.
Potter.....do	4		1	1	28	28	Water and Stock Scales.
Dix.....do	1			1	6	6	Water.
Owaseo.....do	2		1		15	15	
Kimball.....do	5			1	14	14	Water and Stock Scales.
Bushnell.....do	2		1		14	14	Water.
Pine Bluffs.....Wyo.	6		1	1	30	30	Water and Stock Scales.
Egbert.....do	3		1		18	18	Water and Stock Scales.
Burns.....do	2			1	13	13	Water and Stock Scales.
Hillsdale.....do	3		1		13	13	Water.
Archer.....do	2		1		13	13	

BEATRICE BRANCH

Valley.....Neb.	3		1		11	11	Water.
Yutan.....do	6		2		16	16	Water and Stock Scales.
Mead.....do	2		1		13	13	Stock Scales.
Wahoo (North).....do	2		1		12	12	Water and Stock Scales.
Wahoo (South).....do	2		1		7	7	
Weston.....do	2		1		12	12	Water and Stock Scales.
Valparaiso.....do	4		1		17	17	Water and Stock Scales.
Agnew.....do	2		1		13	13	Water and Stock Scales.
Jamaica.....do	2		1		9	9	Water and Stock Scales.
Hanlon.....do	2		1		11	11	
Princeton.....do	2		1		13	13	Water and Stock Scales.
Cortland.....do	3		1		19	19	Water and Stock Scales.
Pickrell.....do	2		1		12	12	Water and Stock Scales.
Beatrice.....do	6		2		16	16	Water and Stock Scales.

STROMSBURG BRANCH

Valparaiso.....Neb.	4		1		17	17	Water and Stock Scales.
Brainard.....do	3		1		15	15	Water and Stock Scales.
Yanka.....do	1			1	6	6	Water.
David City.....do	2			1	9	9	Water and Stock Scales.
Foley.....do	2		1		6	6	Water.
Rising City.....do	2			1	10	10	Water.
Shelby.....do	5		1		11	11	Water and Stock Scales.
Osceola.....do	3		1		14	14	Water and Stock Scales.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS

NEBRASKA DIVISION—Continued
STROMSBURG BRANCH—Concluded

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Stromsburg.....Neb.	5	.....	1	.....	18	18	Water and Stock Scales.
Durant.....do	4	.....	.....	1	12	12	Water & Private Scales.
Polk.....do	4	.....	1	.....	13	13	Water and Stock Scales.
Hordville.....do	4	.....	1	.....	12	12	Water.
Heber.....do	3	.....	1	.....	26	26	Water.
Central City.....do	11	.....	.....	3	69	69	Water and Stock Scales.

NORFOLK BRANCH

Columbus.....Neb.	11	13	1	4	69	69	Water and Stock Scales.
Sheldonville.....do	2	.....	1	.....	6	6	Water.
Oconee.....do	2	.....	1	.....	12	12	Water.
Platte Center.....do	6	.....	1	.....	12	12	Water and Stock Scales.
Tarnov.....do	3	.....	1	.....	16	16	Water and Stock Scales.
Humphrey.....do	3	.....	.....	1	19	19	Water and Stock Scales.
Peck.....do	2	.....	.....	1	3	3	Water.
Madison.....do	7	.....	.....	1	14	14	Water and Stock Scales.
Enola.....do	4	.....	.....	1	10	10	Water.
Warnerville.....do	2	.....	1	.....	5	5	Water.
Norfolk.....do	2	.....	1	.....	12	12	Water and Stock Scales.

ALBION BRANCH

Oconee.....Neb.	2	.....	1	.....	12	12	Water.
Monroe.....do	4	.....	2	.....	13	13	Water & Private Scales.
Genoa.....do	4	.....	1	.....	23	23	Water and Stock Scales.
Woodville.....do	4	.....	1	.....	13	13	Water and Stock Scales.
St. Edward.....do	5	.....	.....	1	24	24	Water and Stock Scales.
Boone.....do	3	.....	1	.....	13	13	Water and Stock Scales.
Albion.....do	7	.....	1	1	30	30	Water and Stock Scales.

CEDAR RAPIDS BRANCH

Genoa.....Neb.	4	.....	2	.....	23	23	Water and Stock Scales.
Kent.....do	3	.....	1	.....	15	15	.....
Merchiston.....do	3	.....	1	.....	21	21	.....
Fullerton.....do	3	.....	2	.....	20	20	Water and Stock Scales.
Belgrade.....do	3	.....	2	.....	23	23	Water and Stock Scales.
Cedar Rapids.....do	6	.....	2	.....	21	21	Water and Stock Scales.
Primrose.....do	6	.....	2	.....	23	23	Water and Stock Scales.
Spalding.....do	8	.....	1	1	25	25	Water and Private Scales.

ORD BRANCH

Grand Island (East).....Neb.	17	12	.....	6	29	135	Water and Stock Scales.
Grand Island (West).....do	7	.....	2	1	30	30	Water and Stock Scales.
Grand Island (Middle).....do	5	.....	.....	1	34	34	Water and Stock Scales.
Grand Island.....do	50	16	.....	6	188	362	Water U.S. Yrds. of G.I. Ltd
St. Libory.....do	3	.....	1	.....	19	19	Water and Stock Scales.
St. Paul.....do	3	.....	1	.....	16	16	Water and Stock Scales.
Elba.....do	3	.....	1	.....	8	8	Water and Stock Scales.
Cotesfield.....do	5	.....	1	.....	11	11	Water and Stock Scales.
Scotia.....do	6	.....	1	.....	18	18	Water and Stock Scales.
North Loup.....do	6	.....	1	.....	17	17	Water and Stock Scales.
Olean.....do	2	.....	1	.....	13	13	Water.
Ord.....do	7	.....	1	1	26	26	Water and Stock Scales.

LOUP CITY BRANCH

St. Paul.....Neb.	3	.....	1	.....	16	16	Water and Stock Scales.
Dannebrog.....do	3	.....	1	.....	19	19	Water and Stock Scales.
Boelus.....do	3	.....	1	.....	12	12	Water and Stock Scales.
Rockville.....do	2	.....	1	.....	13	13	Water and Stock Scales.
Austin.....do	1	.....	1	.....	6	6	Water.
Loup City.....do	5	.....	1	.....	15	15	Water and Stock Scales.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS

NEBRASKA DIVISION—Continued
PLEASANTON BRANCH

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Boelus.....Neb.	3	.....	1	.....	12	12	Water and Stock Scales.
Nantasket.....do	2	.....	1	.....	6	6	Water.
South Ravenna.....do	2	.....	1	.....	10	10	Water and Stock Scales.
Poole.....do	2	.....	1	.....	12	12	Water and Private Scales.
Pleasanton.....do	5	.....	1	1	22	22	Water and Private Scales.

HASTINGS BRANCH

Gibbon.....Neb.	7	.....	1	1	42	42	Water and Stock Scales.
Denman.....do	2	.....	.....	1	14	14	Water and Stock Scales.
Hayland.....do	2	.....	.....	1	13	13	Water and Stock Scales.

KEARNEY BRANCH

Kearney.....Neb.	13	.....	4	58	58	Water and Stock Scales.
Glenwood Park.....do	2	.....	1	8	8	Water.
Riverdale.....do	3	.....	1	11	11	Water & Private Scales.
Amherst.....do	5	.....	1	15	15	Water & Private Scales.
Watertown.....do	2	.....	1	7	7	Water.
Miller.....do	6	.....	1	24	24	Water and Stock Scales.
Sumner.....do	5	.....	1	14	14	Water and Stock Scales.
Eddyville.....do	3	.....	1	13	13	Water and Stock Scales.
Lomax.....do	2	.....	1	7	7	Water.
Oconto.....do	4	.....	1	15	15	Water and Stock Scales.
Lodi.....do	3	.....	1	16	16	Water.
Callaway.....do	6	.....	1	24	24	Water and Stock Scales.
Milldale.....do	2	.....	1	13	13	Water and Stock Scales.
Finchville.....do	2	.....	1	13	13	Water.
Arnold.....do	6	.....	1	24	24	Water and Stock Scales.
Logan.....do	2	.....	1	13	13	Water and Stock Scales.
Hoagland.....do	2	.....	1	13	13	Water and Stock Scales.
Gandy.....do	2	.....	1	13	13	Water.
Stapleton.....do	5	.....	1	25	25	Water and Stock Scales.

NORTH PLATTE BRANCH

Coker.....Neb.	9	.....	1	1	24	24	Water and Stock Scales.
Sarben.....do	3	.....	1	.....	11	11	Water and Stock Scales.
Nevens.....do	3	.....	1	.....	20	20	Water.
Broganville.....do	5	.....	1	.....	17	17	Water and Stock Scales.
Keystone.....do	9	.....	1	.....	34	34	Water and Stock Scales.
Kingsley.....do	4	.....	1	.....	17	17	.....
Martin.....do	6	.....	1	1	13	13	Water and Stock Scales.
Lemoyne.....do	7	.....	1	1	19	19	Water and Stock Scales.
Belmar.....do	5	.....	1	.....	12	12	Water and Stock Scales.
Ruthton.....do	8	.....	1	.....	28	28	Water and Stock Scales.
Lewellen.....do	8	.....	1	1	38	38	Water and Stock Scales.
Lutherville.....do	1	.....	1	.....	6	6	Water.
Oshkosh.....do	8	.....	1	1	20	20	Water and Stock Scales.
Penn.....do	1	.....	1	.....	3	3	Temporary Ldg. chute.
Lytle.....do	1	.....	1	.....	7	7	Water.
Lisco.....do	5	.....	1	1	27	27	Water and Stock Scales.
Kuhn.....do	2	.....	1	.....	16	16	Water.
Finley.....do	2	.....	1	.....	13	13	Water.
Broadwater.....do	5	.....	1	1	27	27	Water.
Towers.....do	2	.....	1	1	11	11	Water.
Northport.....do	5	.....	1	1	26	26	Water and Stock Scales.
Mohler.....do	2	.....	1	5	5	5	Water.
South Bayard.....do	4	.....	1	1	22	22	Water and Stock Scales.
McGrew.....do	2	.....	1	14	14	14	Water and Stock Scales.
Melbeta.....do	8	.....	2	35	35	35	Water and Stock Scales.
Brockhoff.....do	2	.....	1	4	4	4	.....
Gering (South).....do	26	7	4	108	131	131	Water and Stock Scales.
Gering (North).....do	7	.....	2	30	30	30	Water and Private Scales.
Costin.....do	2	.....	1	5	5	5	Water.
Haig.....do	5	.....	2	32	32	32	Water and Stock Scales.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS
NEBRASKA DIVISION—Concluded
NORTH PLATTE BRANCH—Concluded

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck			
South Mitchell...Neb.	5			2	25	25	Water and Stock Scales.
South Morrill... do	2			1	12	12	Water and Stock Scales.
Lyman... do	4			2	25	25	Water and Stock Scales.
Lyman (G.W.S. Co.)... do	2			1	4	4	
Huntley...Wyo.	4		1	1	14	14	Water and Stock Scales.
Bullard... do	2		1		3	3	
Yoder... do	3		1	1	12	12	Water.
Veteran... do	4			1	19	19	Water and Stock Scales.
Cottier... do	3		1	1	12	12	Water.
South Torrington do	5			2	28	28	Water and Stock Scales.

GERING BRANCH

Mathers...Neb.	1			1	5	5	Water and Stock Scales.
Moon... do	2			1	8	8	
Riford... do	3			1	14	14	Stock Scales.

LYMAN BRANCH

Sears Jct...Neb.	3			1	13	13	Stock Scales.
Stegall... do	2			1	5	5	

SEARS BRANCH

Janise...Neb.	3			1	12	12	
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NORTH PLATTE CUT-OFF

Egbert...Wyo.	3		1		18	18	Water and Stock Scales.
Lindbergh... do	2			1	5	5	Water and Stock Scales.
Albin... do	5			1	13	13	Water and Stock Scales.
Tremain... do	6			2	20	20	Water and Stock Scales.
Lagrange... do	7			2	21	21	Water and Stock Scales.
Wycross... do	5			1	16	16	Water and Stock Scales.
Duroc... do	2			1	5	5	Water and Stock Scales.
Hawksprings... do	5			1	13	13	Water and Stock Scales.
Creighton... do	1			1	6	6	Water.
Yoder... do	3		1	1	12	12	Water.

WYOMING DIVISION

FIFTH SUBDIVISION

Cheyenne (West)Wyo.	29			10	103	103	Water and Stock Scales.
Cheyenne (East). do	2			1	6	6	Water.
Otto... do	3			1	24	24	
Sherman... do	4		1		28	28	
Hermosa... do	3		2		12	12	
Red Buttes... do	4			1	10	10	Water and Stock Scales.
Laramie... do	89	20	8	21	760	1046	Water and Stock Scales.

SIXTH SUBDIVISION

Laramie...Wyo.	89	20	8	21	760	1046	Water and Stock Scales.
Wyoming... do	4			1	30	30	
Bozler... do	9			2	25	25	Water and Stock Scales.
Lookout... do	7			2	43	43	Water and Stock Scales.
Rock River... do	12			2	74	74	Water and Stock Scales.
Medicine Bow... do	19	9		3	198	245	Water and Stock Scales.
Hanna... do	6			2	42	42	Water and Stock Scales.
Walcott... do	4	2		2	21	61	Scales.
Rawlins... do	44	4		8	291	614	Water and Stock Scales.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS
WYOMING DIVISION—Concluded
SEVENTH SUBDIVISION

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck			
Rawlins...Wyo.	44	4		8	291	614	Water and Stock Scales.
Ferris... do		2		1			Not U. P. Property.
Daley's Ranch... do	3			1	7	7	
Riner... do				1			
Wamsutter... do	6	2		2	46	85	Water and Stock Scales.
Bitter Creek... do	7	2		2	47	93	Stock Scales.
Point of Rocks... do	2			1	13	13	
Rock Springs... do	18			2	154	154	Water and Stock Scales.
Green River... do	47			6	245	245	Water and Stock Scales.

EIGHTH SUBDIVISION

Green River...Wyo.	47			6	245	245	Water and Stock Scales.
Carter... do	8	1		2	31	89	Water and Stock Scales.
Altamont... do	4	4		2	46	92	Water and Stock Scales.
Evanston... do	3		1	1	62	62	Water and Stock Scales.
Almy Jct... do	4			1	11	11	Water and Stock Scales.
Wahsatch...Utah	6			2	57	57	Water and Stock Scales.
Castle Rock (E)... do	1			1	4	4	
Castle Rock (W)... do	2			1	14	14	
Emory... do	2			2	28	28	
Henefer... do	2			1	13	13	
Morgan... do	2			1	13	13	
Peterson... do	2			1	15	15	
Ogden... do							Union Stock Yards.

SOUTH PASS BRANCH

Winton Jct...Wyo.	10			2	73	73	
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PARK CITY BRANCH

Coalville...Utah	2	2		1	14	62	Stock Scales.
Wanship... do	2	3		1	15	48	Stock Scales.
Atkinson... do	4			1	31	31	
Park City... do	1	2		1	11	46	

ONTARIO BRANCH

Keetley...Utah	5			2	24	24	
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KANSAS DIVISION
EASTERN SUBDIVISION

Kansas City (Union Stock Yards) Kan.							Water and Stock Scales.
Edwardsville... do			1				
Lenape... do	2		1		6	6	Water.
Linwood... do	4			1	10	10	Water.
Fall Leaf... do	3		1		11	11	Water.
Bismarck Grove... do	19		5	1	60	60	Water and Feed.
Bismarck Grove... do		16				20	Privately Owned Yards and Stock Scales.
Lawrence... do	4		1		27	27	Water.
Buck Creek... do	2		1		5	5	Water.
Williamstown... do	2		1		5	5	Water and Stock Scales.
Perry... do	3		1		23	23	Water and Stock Scales.
Newman... do	3		1		8	8	Water.
Grantville... do	4		1		7	7	Water.
Topeka... do	2		1		6	6	Water.
Silver Lake... do	2		1		8	8	Water.
Rossville... do	3		1		15	15	Water.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS

KANSAS DIVISION—Continued
EASTERN SUBDIVISION—Concluded

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
St. Mary..... Kan.	6	.....	1	1	28	28	Water and Stock Scales.
Belvue..... do	4	.....	1	.....	18	18	Water & Private Scales.
Wamego..... do	7	.....	1	1	42	42	Water and Stock Scales.
Manhattan..... do	3	10	1	1	9	10	Water and Stock Scales.
Eureka Lake..... do	4	.....	1	.....	18	8	Water.
Ogdensburg..... do	3	.....	1	.....	18	18	Water and Stock Scales.
East Funston..... do	6	.....	6	.....	16	16	.....
Ft. Riley..... do	1	.....	1	.....	6	6	.....
Junction City..... do	12	.....	.....	2	79	79	Water and Stock Scales.

WESTERN SUBDIVISION

Junction City..... Kan.	12	.....	.....	2	79	79	Water and Stock Scales.
Kansas Falls..... do	2	.....	1	.....	7	7	Water.
Chapman..... do	4	.....	1	.....	10	10	Water and Stock Scales.
Detroit..... do	2	.....	1	.....	4	4	Water and Stock Scales.
Abilene..... do	6	.....	.....	2	18	18	Water and Stock Scales.
West Abilene..... do	4	.....	.....	1	10	10	Water and Stock Scales.
Solomon..... do	5	.....	.....	2	25	25	Water and Stock Scales.
New Cambria..... do	4	.....	1	.....	7	7	Water and Stock Scales.
Salina..... do	7	.....	.....	2	25	25	Water and Stock Scales.
Salina..... do	6	.....	.....	.....	5	5	Privately Leased Yards.
Bavaria..... do	4	.....	1	.....	19	19	Water.
Brookville..... do	7	.....	1	1	66	66	Water and Stock Scales.
Terra Cotta..... do	5	.....	.....	1	31	31	Water and Stock Scales.
Carneiro..... do	4	.....	1	.....	18	18	Water and Stock Scales.
Kanopolis..... do	8	.....	1	.....	33	33	Water and Stock Scales.
Ellsworth..... do	5	.....	.....	1	37	37	Water and Stock Scales.
Black Wolf..... do	4	.....	1	.....	27	27	Water.
Wilson..... do	6	.....	1	.....	20	20	Water and Stock Scales.
Dorrance..... do	4	.....	1	.....	12	12	Water and Stock Scales.
Bunker Hill..... do	4	.....	1	.....	27	27	Water and Stock Scales.
Russell..... do	5	.....	1	.....	12	12	Water and Stock Scales.
Gorham..... do	4	.....	1	.....	7	7	Water.
Walker..... do	5	.....	1	.....	10	10	Water.
Victoria..... do	3	.....	1	.....	8	8	Water.
Hays..... do	3	.....	.....	1	16	16	Water and Stock Scales.
Yocemento..... do	2	.....	1	.....	12	12	Water.
Ellis..... do	15	.....	1	1	115	115	Water and Stock Scales.

ST. JOSEPH SUBDIVISION

St. Joseph..... Mo.	.....	.....	.....	.....	.....	.....	St. Joseph Stk. Yds. Co.
St. Joseph..... do	1	.....	1	.....	1	.....	St. Jos. Term. R. R. Co.
Troy..... Kan.	5	.....	1	.....	9	9	Water.
Severance..... do	3	.....	1	.....	14	14	Water and Stock Scales.
Leona..... do	4	.....	1	.....	13	13	Water and Stock Scales.
Robinson..... do	2	.....	1	.....	7	7	Water and Stock Scales.
Hiawatha..... do	5	.....	1	.....	15	15	Water and Stock Scales.
Hamlin..... do	5	.....	1	.....	10	10	Water and Stock Scales.
Morrill..... do	7	.....	1	.....	23	23	Water and Stock Scales.
Sebetha..... do	2	.....	1	.....	6	6	Water and Stock Scales.
Price..... do	5	.....	1	.....	16	16	Water and Stock Scales.
Oneida..... do	2	.....	1	.....	4	4	Water and Stock Scales.
Seneca..... do	4	.....	1	.....	17	17	Water and Stock Scales.
Baileyville..... do	5	.....	1	.....	15	15	Water.
Axtell..... do	3	.....	1	.....	13	13	Water and Stock Scales.
Summit..... do	2	.....	1	.....	10	10	Water.
Beattie..... do	2	.....	1	.....	5	5	Water and Stock Scales.
Home..... do	4	.....	1	.....	21	21	Water and Stock Scales.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS

KANSAS DIVISION—Continued
GRAND ISLAND SUBDIVISION

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Marysville..... Kan.	124	.....	22	22	248	248	Water, Feed & Stk. Scls.
Herkimer..... do	2	.....	1	.....	9	9	Water and Stock Scales, (Private).
Bremen..... do	4	.....	1	.....	10	10	Water and Stock Scales.
Hanover..... do	4	.....	1	.....	16	16	Water and Stock Scales.
Spence..... do	2	.....	1	.....	7	7	Stock Scales.
Hollenberg..... do	3	.....	1	.....	9	9	Water and Stock Scales.
Steel City..... Neb.	3	.....	1	.....	14	14	Water and Stock Scales.
Fairbury..... do	14	.....	2	1	23	23	Water, Feed and Stock Scales.
Powell..... do	4	.....	1	.....	11	11	Water and Stock Scales.
Alexandria..... do	4	.....	1	.....	12	12	Water and Stock Scales.
Belvidere..... do	4	.....	1	.....	11	11	Water and Stock Scales.
Carleton..... do	4	.....	1	.....	14	14	Water and Stock Scales.
Davenport..... do	4	.....	1	.....	10	10	Water and Stock Scales.
Sedan..... do	2	.....	1	.....	9	9	Water and Stock Scales.
Edgar..... do	4	.....	1	.....	13	13	Water and Stock Scales.
Fairfield..... do	3	.....	1	.....	8	8	Water and Stock Scales.
Glenvil..... do	3	.....	1	.....	11	11	Water and Stock Scales.
Hastings (Old Yds)..... do	6	5	.....	1	10	13	Water and Stock Scales.
Hastings (New Yds)..... do	5	.....	.....	1	15	15	Water.
Hansen..... do	2	.....	1	.....	5	5	Water and Stock Scales.
Doniphan..... do	3	.....	1	.....	15	15	Water and Stock Scales.
River..... do	5	.....	1	.....	18	18	Water and Stock Scales.
Grand Island..... do	(See Nebraska Division, page 72)						

LEAVENWORTH BRANCH

Moore..... Kan.	1	.....	1	.....	4	4	.....
Tonganoxie..... do	2	.....	1	.....	6	6	Water.
Bismarck Grove..... do	19	.....	5	1	60	60	Water and Feed.
Bismarck Grove..... do	.....	16	.....	.....	.....	20	Privately Owned Yards and Stock Scales.
Lawrence..... do	4	.....	1	.....	27	27	Water.

MANHATTAN BRANCH

Beatrice..... Neb.	6	.....	2	.....	16	16	Water and Stock Scales.
Holmesville..... do	4	.....	1	.....	7	7	Water and Stock Scales.
Blue Springs..... do	4	.....	1	.....	10	10	.....
Barneston..... do	5	.....	1	.....	11	11	Water.
Oketo..... Kan.	3	.....	1	.....	7	7	Water.
Marietta..... do	2	.....	1	.....	8	8	Water.
Marysville..... do	124	.....	22	22	248	248	Water, Feed & Stk. Scls.
Blue Rapids..... do	4	.....	1	.....	9	9	Water and Stock Scales.
Irving..... do	2	.....	1	.....	2	2	Water.
Cleburne..... do	6	.....	1	.....	9	9	Water and Stock Scales.
Randolph..... do	7	.....	1	.....	25	25	Water and Stock Scales.
Garrison..... do	4	.....	1	.....	5	5	Water and Stock Scales, (Private).
Stockdale..... do	6	.....	1	.....	16	16	Water and Stock Scales.
Casement..... do	7	.....	1	.....	36	36	Water and Stock Scales.
Manhattan..... do	3	10	1	1	9	19	Water and Stock Scales.

JUNCTION CITY BRANCH

Junction City..... Kan.	12	.....	.....	2	79	79	Water and Stock Scales.
Alida..... do	4	.....	1	.....	6	6	Water and Stock Scales.
Milford..... do	6	.....	1	.....	18	18	Water and Stock Scales.
Wakefield..... do	7	.....	1	.....	17	17	Water.
Broughton..... do	4	.....	1	.....	11	11	Water and Stock Scales.
Clay Center..... do	7	.....	1	.....	18	18	Water and Stock Scales.
Idana..... do	4	.....	1	.....	10	10	Water and Stock Scales.
Brownvale..... do	1	.....	1	.....	1	1	.....
Miltonvale..... do	6	.....	1	.....	20	20	Water and Stock Scales.
Concordia..... do	8	.....	1	.....	26	26	Water.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS
KANSAS DIVISION—Continued
SOLOMON BRANCH

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Solomon..... Kan.	5			2	25	25	Water and Stock Scales.
Niles..... do	5		1		22	22	Water and Stock Scales.
Verdi..... do	4		1		18	18	Water.
Bennington..... do	4		1		15	15	Water and Stock Scales.
Lindsey..... do	2		1		4	4	Water.
Minneapolis—							
East Yards..... do	8		1		28	28	Water and Stock Scales.
West Yards..... do	3		1		11	11	Water.
Sumnerville..... do	2		1		7	7	Water.
Delphos—							
East Yards..... do	4		1		18	18	Water.
West Yards..... do	4		1		32	32	Water and Stock Scales.
Glasco..... do	6		1		18	18	Water and Stock Scales.
Simpson..... do	4		1		18	18	Water and Stock Scales.
Asherville..... do	4		1		22	22	Water and Stock Scales.
Beloit..... do	9		2		15	15	Water and Stock Scales.

MCPHERSON BRANCH

Salina..... Kan.	7			2	25	25	Water and Stock Scales.
Salina..... do	6					5	Privately Leased Yards.
Mentor..... do	5		1		8	8	
Assaria..... do	4		1		10	10	Water and Stock Scales.
Bridgeport..... do	3		1		8	8	Water.
Lindsborg..... do	5		1		22	22	Water and Stock Scales.
Johnstown..... do	3		1		8	8	Water and Private Scales.
Hilton..... do	5		1		8	8	Private Scales.
McPherson..... do	2		1		3	3	Water and Stock Scales.

PLAINVILLE BRANCH

Salina..... Kan.	7			2	25	25	Water and Stock Scales.
Salina..... do	6					5	Privately Leased Yards.
Trenton..... do	2		1		10	10	Water.
Shipton..... do	2		1		12	12	Water and Scales.
Culver..... do	3		1		24	24	Water and Stock Scales.
Tescott..... do	4		1		24	24	Water and Stock Scales.
Beverly..... do	4		1		18	18	Water and Stock Scales.
Shady Bend..... do	2		1		7	7	Stock Scales.
Lincoln Center..... do	4		1		20	20	Water and Stock Scales.
Vesper..... do	3		2		13	13	Water and Stock Scales.
Sylvan Grove..... do	6		1		20	20	Water and Stock Scales.
Lucas..... do	3		1		24	24	Water and Stock Scales.
Luray..... do	6		1		16	16	Water and Stock Scales.
Waldo..... do	5		1		11	11	Water and Stock Scales.
Paradise..... do	4		1		16	16	Water and Stock Scales.
Natoma..... do	3		1		14	14	Water and Stock Scales.
Codell..... do	4		1		12	12	Water and Stock Scales.
Plainville..... do	7		1		27	27	Water and Stock Scales.
Zurich..... do	2		1		6	6	Water.
Palco..... do	4		1		10	10	Water and Stock Scales.
Damar..... do	2		1		5	5	Water.
Bogue..... do	4		1		13	13	Water.
Hill City..... do	5		1		23	23	Water and Stock Scales.
Penokee..... do	5		1		14	14	Water and Stock Scales.
Morland..... do	9		1		21	21	Water and Stock Scales.
Studley..... do	4			1	8	8	Water.
Tasco..... do	3		1		12	12	Water.
Hoxie..... do	8		1		15	15	Water.
Seguin..... do	1		1		6	6	Water.
Menlo..... do	5		1		18	18	Water and Stock Scales.
Halford..... do	1		1		6	6	Water.
Colby..... do	7			1	62	62	Water and Stock Scales.
Mingo..... do	2		1		5	5	

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS
KANSAS DIVISION—Concluded
HIGHLAND BRANCH

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Ratcliff..... Kan.	2		1		5	5	Stock Scales.
Highland..... do	3				9	9	Water and Stock Scales.

TOPEKA BRANCH

Topeka..... Kan.	2		1		6	6	Water.
Grove..... do	3		1		23	23	Water.
Delia..... do	4		1		13	13	Water and Stock Scales.
Emmett..... do	4		1		13	13	Water and Stock Scales.
Aikins..... do	6		1		37	37	Water and Stock Scales.
Onaga..... do	4		1		21	21	Water and Stock Scales.
Lillis..... do	4		1		14	14	Water and Stock Scales.
Sullivan..... do	2		1		14	14	Water.
Frankfort..... do	5		2		27	27	Water and Stock Scales.
Winifred..... do	2		1		14	14	Water and Stock Scales.
Marysville..... do	124		22	22	248	248	Water, Feed & Stk. Scls.

COLORADO DIVISION
ELLIS SUBDIVISION

Ellis..... Kan.	15		1	1	115	115	Water and Stock Scales.
Ogallah..... do	4				11	11	Water and Stock Scales.
Wakeeney..... do	7		1		22	22	Water and Stock Scales.
Voda..... do	2		1		12	12	Water.
Collyer..... do	3		1		6	6	Water.
Quinter..... do	5			1	9	9	Water and Stock Scales.
Buffalo Park..... do	2		1		13	13	Water.
Grainfield..... do	6		1		13	13	Water.
Grinnell..... do	5			1	25	25	Water and Stock Scales.
Campus..... do	2		1		6	6	
Oakley (West)..... do	4		5	1	20	30	Water and Stock Scales.
Oakley (East)..... do		1		1		18	Water and Stock Scales.
Monument..... do	4		1		13	13	Water.
Page City..... do	4		1		14	14	Water and Stock Scales.
Winona..... do	3			1	18	18	Water and Stock Scales.
McAllaster..... do	3		1		6	6	Water.
Wallace..... do	6		1	1	48	48	Water and Stock Scales.
Sharon Springs..... do	6			1	22	22	Water and Stock Scales.

HUGO SUBDIVISION

Sharon Springs..... Kan.	6			1	22	22	Water and Stock Scales.
Weskan..... do	4		1		13	13	Water and Stock Scales.
Arapahoe..... Colo.	2		1		6	6	Water and Stock Scales.
Cheyenne Wells..... do	4			1	35	35	Water and Stock Scales.
First View..... do	1		1		7	7	Water.
Kit Carson..... do	4			1	23	23	Water and Stock Scales.
Sorrento..... do	6		1		23	23	
Wild Horse..... do	1		1		6	6	
Aroya..... do	8			1	27	27	Water and Stock Scales.
Bovero..... do	2			1	12	12	Stock Scales.
Hugo..... do	6		1	1	35	35	Water and Stock Scales.

DENVER SUBDIVISION

Hugo..... Colo.	6		1	1	35	35	Water and Stock Scales.
Bagdad..... do	2		1		13	13	
Limon..... do	6		1		26	26	Water and Stock Scales.
River Bend..... do	5			1	40	40	Water and Stock Scales.
Agate..... do	4			1	31	31	Water and Stock Scales.
Deer Trail..... do	9			1	37	37	Water and Stock Scales.
Byers..... do	2			1	14	14	Water.
Strasburg..... do	2		1		4	4	Water.
Bennett..... do	2			1	12	12	
Watkins..... do	2			1	13	13	Water.
Sable..... do	4		1		25		Stock Scales.
Denver Union Stock Yards..... do							
Denver..... do	1				1	1	Water.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS

COLORADO DIVISION—Continued
NORTHERN SUBDIVISION

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Denver (U. S. Yards)..... Colo.	1		1		1	1	Water.
Denver..... do	1		1		4	4	
Henderson..... do	2		1		12	12	Water.
Brighton..... do	3		1		15	15	Water and Stock Scales.
Lupton..... do	3		1		14	14	Water and Stock Scales.
Ione..... do	4		1		12	12	Water.
Platteville..... do	1		1		5	5	
Houston..... do	3		1		26	26	Water and Stock Scales.
Gilcrest..... do	3		1		8	8	Stock Scales.
Peckham..... do	6		1		25	25	Water and Stock Scales.
LaSalle (North)..... do	7		1		6	6	
LaSalle (West)..... do	4		1		25	25	Water and Stock Scales.
Greeley..... do	2		1		14	14	Stock Scales.
Greeley Jct..... do	5	3	1		25	38	Water and Stock Scales.
Lucerne..... do	9		2		36	36	Water and Stock Scales.
Eaton..... do	6		2		20	20	Water and Stock Scales.
Ault..... do	2		1		11	11	
Pierce..... do	2		1		13	13	Water.
Nunn..... do	1		1		6	6	
Carr..... do	2	1	1		6	16	
Gleason..... do	29		10		103	103	Water, Stk. Scls. & Feed.
Cheyenne..... Wyo.	2		1		6	6	Water.

JULESBURG SUBDIVISION

Julesburg..... Colo.	5		1	1	12	12	Water and Stock Scales.
Ovid..... do	5		1		16	16	Water and Stock Scales.
Sedgwick..... do	4		1		15	15	Water and Stock Scales.
Dorsey..... do	2		1		13	13	Water and Stock Scales.
Red Lion..... do	2		1		5	5	Water and Stock Scales.
Marcott..... do	2		1		6	6	Water and Stock Scales.
Crook..... do	6		1		27	27	Water and Stock Scales.
Proctor..... do	4		1		12	12	Water and Stock Scales.
Powell..... do	4		1		25	25	Water and Stock Scales.
Iliff..... do	6		1		47	47	Water and Stock Scales.
Ford..... do	2		1		6	6	Stock Scales.
Sterling (E. Yds.)..... do	4	#13	1	2	20	#50	Water and Stock Scales.
Sterling (W. Yds.)..... do	10		1	1	29	#29	Water and Stock Scales.

STERLING SUBDIVISION

Sterling (East Yards)..... Colo.	4	#13	1	2	20	#50	Water and Stock Scales.
Sterling (West Yards)..... do	10		1	1	29	#29	Water and Stock Scales.
Hall..... do	4	1		1	19	19	Water and Stock Scales.
Atwood..... do	3		1		21	21	Water and Stock Scales.
Merino..... do	2		1		13	13	
Messex..... do	6		1		20	20	Water and Stock Scales.
Balzac..... do	2		1		12	12	Water and Stock Scales.
Cooper..... do	7		1		25	25	Water and Stock Scales.
Snyder..... do	2		1		7	7	Water and Stock Scales.
Dodd..... do	5		1		14	14	Water and Stock Scales.
Fort Morgan..... do	1		1		3	3	
Narrows..... do	4		1		15	15	Water and Stock Scales.
Weldona..... do	2		1		12	12	Water.
Orchard..... do	4		1		26	26	Water and Stock Scales.
Masters..... do	4		1		26	26	Water and Stock Scales.
Hardin..... do	4		1		51	51	Water and Stock Scales.
Kersey..... do	2	2		1	10	18	Water and Stock Scales.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.
#Hogs only. ##Sheep only.

STOCK YARDS

COLORADO DIVISION—Concluded
DENT SUBDIVISION

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
East Lake..... Colo.	2			1	7	7	
Darlow..... do	1		1		6	6	
Firestone..... do	3		1		5	5	Stock Scales.
Gowanda..... do	2		1		7	7	
Wild Cat..... do	2			1	7	7	

BOULDER BRANCH

Brighton..... Colo.	2		1		12	12	Water.
Yoxall..... do	5		1		24	24	Stock Scales.
Tabor..... do	3			1	9	9	
Liggett..... do	1		1		6	6	

FORT COLLINS BRANCH

Milliken..... Colo.	3			1	12	12	Water and Stock Scales.
Koenig..... do	2			1	13	13	Stock Scales.
Redmond..... do	2	2		1	9	18	
Harmony..... do	6			2	33	33	Water and Stock Scales.
Ft. Collins East Yards..... do	5			2	26	26	Stock Scales.
Ft. Collins West Yards..... do	9		1	2	34	34	Water and Stock Scales.
Poudre..... do	4			1	13	13	
Boettcher..... do	1			1	6	6	
Remington..... do	1			1	2	2	
Portner..... do	5		1	1	14	14	
Ripple..... do	4			1	15	15	
Buckeye..... do	5		1	1	14	14	Water and Stock Scales.

GREELEY BRANCH

Greeley..... Colo.	4			1	25	25	Water and Stock Scales.
Greeley Jct..... do	2			1	14	14	Stock Scales.
Cloverly..... do	4			1	24	24	Water and Stock Scales.
Gill..... do	6		1	1	28	28	Stock Scales.
Barnesville..... do	2			1	5	5	
Cornish..... do	4		1	1	16	16	
Fosston..... do	1		1		1	1	
Briggsdale..... do	5		1	1	21	21	Stock Scales.

PLEASANT VALLEY BRANCH

Cloverly..... Colo.	4			1	24	24	Water and Stock Scales.
Galeton..... do	5			1	24	24	Water and Stock Scales.
Purcell..... do	2		1		3	3	

RIPPLE BRANCH

Orcutt..... Colo.	2			1	5	5	
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*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

HOG DRENCHING STATIONS

NEBRASKA DIVISION

Columbus
Grand Island
Kearney

Lexington
Gering
Gothenburg

North Platte
Julesburg
Sidney

WYOMING DIVISION

Cheyenne
Laramie

Rawlins
Green River

Castle Rock

KANSAS DIVISION

Hastings
Carleton
Hanover
Marysville
Onaga
Severance
Ellis

Ellsworth
Salina
Plainville
Kansas City
Junction City
Manhattan

Wamego
Rossville
Perry
Lawrence
Bismark Grove
Sylvan Grove

COLORADO DIVISION

Oakley
Hugo
Sharon Springs

Kit Carson
Deer Trail
La Salle

Carr
Ft. Morgan
Sterling

MAIL CRANES

NEBRASKA DIVISION

Location	Kind	Location	Kind
Elkhorn (2).....Neb.	Barker	Willow Island (2).....Neb.	Barker
Waterloo (2).....do	do	Gothenburg (2).....do	do
Valley (2).....do	do	Brady Island (2).....do	do
Ames (2).....do	do	Maxwell (2).....do	do
North Bend (2).....do	do	Hershey (2).....do	do
Rogers (2).....do	do	Sutherland (2).....do	do
Schuyler (2).....do	do	Faxton (2).....do	do
Richland (2).....do	do	Roscoe (2).....do	do
Duncan (2).....do	do	Ogallala.....do	do
Silver Creek (2).....do	do	Brule (2).....do	do
Clarks (2).....do	do	Big Springs (2).....do	do
Central City (2).....do	do	Julesburg E. B.....do	do
Chapman (2).....do	do	Chappell (2).....do	do
Alta (2).....do	do	Lodge Pole (2).....do	do
Wood River.....do	Special	Sunol (2).....do	do
Wood River.....do	Barker	Potter (2).....do	do
Shelton (2).....do	do	Dix (2).....do	do
Gibbon (2).....do	do	Kimball (2).....do	do
Odessa W. B.....do	do	Bushnell (2).....do	do
Elm Creek (2).....do	do	Pine Bluffs (2).....Wyo.	do
Overton (2).....do	do	Egbert (2).....do	do
Lexington (2).....do	do	Burns (2).....do	do
Cozad (2).....do	do	Hillsdale (2).....do	do

WYOMING DIVISION

Granite Canon (2).....Wyo.	Barker	Point of Rocks (2).....Wyo.	Barker
Buford (2).....do	do	Thayer Junction (1).....do	do
Hermosa (2).....do	do	Carter (2).....do	do
Bosler (2).....do	do	Leroy (2).....do	do
Lookout (2).....do	do	Spring Valley (2).....do	do
Rock River (2).....do	do	Aspen.....do	do
Medicine Bow (2).....do	do	Altamont.....do	do
Walcott (2).....do	do	Wahsatch (2).....Utah	do
Ft. Steele (2).....do	do	Echo (2).....do	do
Parco (2).....do	do	Henefer (2).....do	do
Wamsutter.....do	do	Devil's Slide (2).....do	do
Bitter Creek.....do	do	Morgan (2).....do	do

KANSAS DIVISION

Muncie (2).....Kan.	Barker	Fort Riley.....Kan.	Barker
Edwardsville (2).....do	do	Chapman.....do	do
Bonner Springs (2).....do	do	Detroit.....do	do
Loring (2).....do	do	Solomon.....do	do
Lenape (2).....do	do	New Cambria.....do	do
Lawrence.....do	do	Bavaria.....do	do
Linwood (2).....do	do	Brookville.....do	do
Williamstown (2).....do	do	Carneiro.....do	do
Perry (2).....do	do	Kanopolis.....do	do
Newman (2).....do	do	Black Wolf.....do	do
Grantville (2).....do	do	Wilson.....do	do
Silver Lake.....do	do	Dorrance.....do	do
Rossville.....do	do	Bunker Hill.....do	do
St. Mary.....do	do	Russell.....do	do
Belvue.....do	do	Gorham.....do	do
Wamego.....do	do	Walker.....do	do
St. George.....do	do	Victoria.....do	do
Ogdensburg.....do	do	Hays.....do	do

MAIL CRANES

COLORADO DIVISION

Location	Kind	Location	Kind
Ogallah..... Kan.	Barker	Platteville..... Colo.	Barker
Collyer..... do	do	Gilcrest..... do	do
Quinter..... do	do	Evans..... do	do
Buffalo Park..... do	do	Lucerne..... do	do
Grainfield..... do	do	Eaton..... do	do
Grinnell..... do	do	Ault..... do	do
Monument..... do	do	Pierce..... do	do
Page City..... do	do	Nunn..... do	do
Winona..... do	do	Carr..... do	do
McAllaster..... do	do	Ovid..... do	do
Wallace..... do	do	Sedgwick..... do	do
Weskan..... do	do	Crook..... do	do
Arapahoe..... Colo.	do	Proctor..... do	do
Cheyenne Wells..... do	do	Iliff..... do	do
First View..... do	do	Atwood..... do	do
Kit Carson..... do	do	Merino..... do	do
Wild Horse..... do	do	Messex..... do	do
Aroya..... do	do	Union..... do	do
Bovero..... do	do	Snyder..... do	do
Agate..... do	do	Fort Morgan..... do	do
Deer Trail..... do	do	Weldona..... do	do
Byers..... do	do	Goodrich..... do	do
Strasburg..... do	do	Orchard..... do	do
Bennett..... do	do	Masters..... do	do
Watkins..... do	do	Hardin..... do	do
Henderson..... do	do	Kersey..... do	do
Brighton (2)..... do	do	Firestone..... do	do
Lupton..... do	do	East Lake..... do	do
Ione..... do	do		

ICE HOUSES

LOCATION	Operated By	Interior Dimensions Feet	Capacity Tons
NEBRASKA DIVISION			
Council Bluffs (*Ice Manufacturing Plant (c) with Reserve Storage... North Platte (d) *1 Ice Manufacturing Plant with Reserve Storage(e)...	P. F. E.	133.0x198.0x35.0	21,405
	P. F. E.		13,166
WYOMING DIVISION			
Cheyenne (g) Laramie (c) *1 House (16 Rooms)..... 1 House (b)..... Green River (e)..... *Green River (f).....	P. F. E.		71,200
	U. P.	29.0x98.0x32.0	2,000
	U. P.	14.0x26.0x18.0	145
	P. F. E.	10.0x75.0x 8.0	60
KANSAS DIVISION			
Kansas City, Kan. (*Icing platform)(c)(g) Salina (c)(g)..... Ellis (c)(g)..... St. Joseph (e)(g)..... *Marysville (b).....	U. P.		
	St. J. T. R.	35.3x274.2x12.2	4,000
	P. F. E.	10.0x 75.0x 8.0	60
COLORADO DIVISION			
Denver (c) (*Icing platform)(g) LaSalle (*Icing platform).....	P. F. E.		

- (a) Regular Icing Station—Eastbound.
 (b) Regular Icing Station—Westbound.
 (c) Regular Icing Station—East and Westbound.
 (d) Regular Icing Station East and Westbound (except eastbound fruits and vegetable billed "S. R." from Nov. 1, to Apr. 15).
 (e) Emergency Icing Station.
 (f) Not in use.
 (g) Ice furnished by outside parties on joint U. P.-P. F. E. contracts.
 * Owned by P. F. E. Company

STANDARD CLOCKS

Division	Station	Location
Nebraska.....	Council Bluffs.....	Yard Office.
	Council Bluffs.....	Roundhouse.
	Council Bluffs.....	Passenger Depot Waiting Room.
	Omaha.....	Dispatcher's Office.
	Omaha.....	Tower "B."
	Omaha.....	Union Station Telegraph Office.
	Omaha.....	Enginemen's Washroom—14th Street.
	Omaha.....	Yardmen's Wash Room—14th Street.
	Omaha.....	Roundhouse.
	Valley.....	Telegraph Office.
	Columbus.....	Telegraph Office.
	Central City.....	Telegraph Office.
	Grand Island.....	Telegraph Office.
	Grand Island.....	Dispatcher's Office.
	Grand Island.....	Yard Office.
	Grand Island.....	Roundhouse.
	Ord.....	Telegraph Office.
	Kearney.....	Telegraph Office.
	Valparaiso.....	Telegraph Office.
	Lincoln.....	Telegraph Office.
	Beatrice.....	Telegraph Office.
	Beatrice.....	Roundhouse.
	Genoa.....	Telegraph Office.
	St. Paul.....	Telegraph Office.
	Norfolk.....	Telegraph Office.
	Hastings.....	Yard Office.
	Hastings.....	Roundhouse.
	Stapleton.....	Telegraph Office.
	North Platte.....	Telegraph Office.
	North Platte.....	Yard Office.
	North Platte.....	Dispatcher's Office.
	North Platte.....	Engine Dispatcher's Office.
	Julesburg.....	Telegraph Office.
	Sidney.....	Telegraph Office.
	Gering.....	Telegraph Office.
	Gering.....	Dispatcher's Office.
	Gering.....	Roundhouse.
	South Torrington.....	Telegraph Office.
Wyoming.....	Cheyenne.....	Telegraph Office.
	Cheyenne.....	Yard Office.
	Cheyenne.....	Dispatcher's Office.
	Cheyenne.....	Engine Dispatcher's Office.
	Cheyenne.....	Conductor's Room, Passenger Station.
	Buford.....	Telegraph Office.
	Laramie.....	Yard Office.
	Laramie.....	Depot Telegraph Office.
	Laramie.....	Engine Dispatcher's Office.
	Rawlins.....	Telegraph Office.
	Rawlins.....	Engine Dispatcher's Office.
	Rock Springs.....	Telegraph Office.
	Rock Springs.....	Roundhouse Foreman's Office.
	Green River.....	Dispatcher's Office.
	Green River.....	Telegraph Office.
	Green River.....	Engine Dispatcher's Office.
	Granger.....	Telegraph Office.
	Evanston.....	Telegraph Office.
	Evanston.....	Engine Dispatcher's Office.
	Echo.....	Telegraph Office.
	Ogden.....	Telegraph Office (Union Station)
	Ogden.....	Telegraph Office—Yard Office.
	Ogden.....	Engine Dispatcher's Office.
	Ogden.....	Passenger Enginemen's Washroom.
Kansas.....	Park City.....	Telegraph Office.
	Kansas City.....	Union Station.
	Kansas City.....	Dispatcher's Office.
	Armstrong.....	Yard Office.
	Armstrong.....	Roundhouse.
	Terminal Junction.....	Telegraph Office.
	Lawrence.....	Telegraph Office.
	Topeka.....	Telegraph Office.
	Manhattan.....	Telegraph Office.
	Junction City.....	Telegraph Office.
	Salina.....	Dispatcher's Office.
	Salina.....	Union Station.
	Salina.....	Yard Office.
	Salina.....	Roundhouse.

STANDARD CLOCKS—Concluded

Division	Station	Location
Kansas—Concluded....	Ellsworth.....	Telegraph Office.
	Russell.....	Telegraph Office.
	Ellis.....	Telegraph Office.
	Leavenworth.....	Telegraph Office.
	Beloit.....	Telegraph Office.
	Plainville.....	Telegraph Office.
	Oakley.....	Telegraph Office.
	St. Joseph.....	Union Station Telegraph Office.
	St. Joseph.....	Terminal Yard Office.
	St. Joseph.....	Roundhouse Shop Office.
	Marysville.....	Dispatcher's Office.
	Marysville.....	Telegraph Office.
	Marysville.....	Roundhouse.
	Marysville.....	Yard Office.
	Fairbury.....	Telegraph Office.
	Miltonvale.....	Telegraph Office.
	Concordia.....	Telegraph Office.
Colorado.....	Oakley.....	Telegraph Office.
	Sharon Springs.....	Telegraph Office.
	Hugo.....	Telegraph Office.
	Limon.....	Telegraph Office.
	Denver, 36th St.....	Telegraph Office.
	Denver (2).....	Dispatcher's Office.
	Denver.....	"U. D." Telegraph Office.
	Denver.....	Roundhouse, Enginemen's Register Room.
	Denver.....	29th St. Yard Office.
	Denver.....	"U. D." Conductors' Register Room.
	Brighton.....	Telegraph Office.
	La Salle.....	Telegraph Office.
	Union.....	Telegraph Office.
	Sterling.....	Telegraph Office.
	Julesburg.....	Telegraph Office.
	Greeley.....	Telegraph Office.
	Ft. Collins.....	Telegraph Office.
	Eaton.....	Telegraph Office.
	Ellis.....	Telegraph Office.

LICENSED WATCH INSPECTORS

R. V. OWENS, General Supervisor of Time Service.....	Omaha, Neb.
C. R. CHAFFEE.....	Council Bluffs, Ia.
BORSHEIM & DORCY JEWELRY Co.	Omaha, Neb.
GROVER SPANGLER.....	Fremont, Neb.
ROGERS JEWELRY Co.	Columbus, Neb.
GEORGE SCHAFER.....	Central City, Neb.
C. A. WATERMAN.....	Grand Island, Neb.
AUGUST MEYER & SONS.....	Grand Island, Neb.
J. G. MCKEE.....	Kearney, Neb.
HARRY DIXON.....	North Platte, Neb.
F. N. RENNER.....	Bridgeport, Neb.
LEROY BROS.....	Gering, Neb.
W. F. RAMSEL.....	Julesburg, Colo.
S. A. SHERRERD & SON.....	Sidney, Neb.
J. BURRI JEWELRY Co.....	Cheyenne, Wyo.
O. C. DINELLY.....	Laramie, Wyo.
UNION PACIFIC COAL Co. STORE.....	Hanna, Wyo.
I. E. TODD.....	Rawlins, Wyo.
C. M. AMMERMAN.....	Torrington, Wyo.
F. R. CROCKER JEWELRY Co.....	Rock Springs, Wyo.
N. F. DUDLEY.....	Green River, Wyo.
GIFT SWEET SHOP.....	Evanston, Wyo.
ANDERSON JEWELRY Co.....	Ogden, Utah
MRS. C. V. HODGSON.....	Park City, Utah
J. H. MACE Co.....	Kansas City, Mo.
W. L. FOOTE.....	Kansas City, Kan.
J. FRED GAMBRILL.....	Kansas City, Kan.
MACE-JONES Co.....	Kansas City, Kan.
E. W. PARSONS.....	Lawrence, Kan.
I. N. CASSITY.....	Topeka, Kan.
MACE JEWELRY Co.....	Topeka, Kan.
R. C. SMITH.....	Manhattan, Kan.
W. G. GLICK.....	Junction City, Kan.
B. A. STRICKLER.....	Salina, Kan.
RAPLEE JEWELRY Co.....	Salina, Kan.
MULHEIMS.....	Ellis, Kan.
H. G. MEREDITH.....	Plainville, Kan.
A. E. CHENEY.....	Oakley, Kan.
MULHEIMS.....	Sharon Springs, Kan.
H. V. KELLER.....	Limon, Colo.
HANSEN & HANSEN, INC.....	Denver, Colo.
R. W. GUMM.....	Denver, Colo.
J. L. FAULKNER.....	Brighton, Colo.
UTTER JEWELRY Co.....	Greeley, Colo.
W. J. HEADRICK.....	Sterling, Colo.
REMINGER JEWELRY Co., INC.....	Sterling, Colo.
J. W. CROWDER.....	Boulder, Colo.
C. W. HODGSON.....	Ft. Collins, Colo.
SARTOR JEWELRY Co.....	Lincoln, Neb.
K. C. KOONS.....	Beatrice, Neb.
GILLESPIE BROS.....	Norfolk, Neb.
R. L. SCHUMACHER.....	St. Paul, Neb.
W. J. BRECKENRIDGE.....	Hastings, Neb.
E. H. LAVERY JEWELRY Co.....	Leavenworth, Kan.
A. BUCHMANN, JR.....	Clay Center, Kan.
PAUL LANGE.....	Miltonvale, Kan.
A. C. WILSON.....	Concordia, Kan.
J. D. CRUM.....	Onaga, Kan.
H. ACKERMAN.....	Marysville, Kan.
E. C. MAXWELL.....	St. Joseph, Mo.
HAAS JEWELRY STORE.....	Hiawatha, Kan.
A. J. GEIGER.....	Sabetha, Kan.
GEO. SHERVE.....	Seneca, Kan.
JOHN MESING.....	Hanover, Kan.
A. D. ACKERMAN.....	Fairbury, Neb.
M. L. JONES.....	Fairfield, Neb.

TELEGRAPH WRECKING BOXES

DIVISIONS	STATIONS	Box No.	LOCATION
NEBRASKA.....	Grand Island..... Neb.	15	With Wrecker.
	North Platte..... do	54	do do
	Gering..... do	51	do do
WYOMING.....	Cheyenne..... Wyo.	50	do do
	Laramie..... do	36	do do
	Rawlins..... do	20	do do
	Green River..... do	21	do do
	Ogden..... Utah	23	do do
KANSAS.....	Kansas City..... Mo.	12	Bus. Car #5.
	Lawrence..... Kan.	5	Telegraph Office.
	Salina..... do	47	do do
	Ellis..... do	4	do do
	Junction City..... do	13	do do
	Plainville..... do	2	do do
	Marysville..... do	10	do do
	Marysville..... do	53	With Wrecker.
COLORADO.....	Denver..... Colo.	31	With Wrecker.

HOSPITALS

JENNIE EDMUNDSON.....	Council Bluffs, Ia.
ST. JOSEPH'S.....	Omaha, Neb.
ST. MARY'S.....	Columbus, Neb.
LUTHERAN.....	Columbus, Neb.
GRAND ISLAND.....	Grand Island, Neb.
ST. FRANCIS.....	Grand Island, Neb.
ST. MARY.....	North Platte, Neb.
MEMORIAL HOSPITAL OF LARAMIE COUNTY.....	Cheyenne, Wyo.
IVINSON MEMORIAL.....	Laramie, Wyo.
MEMORIAL HOSPITAL OF CARBON COUNTY.....	Rawlins, Wyo.
THOS. D. DEE MEMORIAL.....	Ogden, Utah
MERCY HOSPITAL.....	Denver, Colo.
ST. MARGARET'S.....	Kansas City, Kan.
JUNCTION CITY MUNICIPAL.....	Junction City, Kan.
ST. JOHN'S HOSPITAL.....	Salina, Kan.
ST. JOSEPH'S HOSPITAL.....	St. Joseph, Mo.
RANDELL.....	Marysville, Kan.

EMERGENCY HOSPITALS

Omaha Shops.....	Surgeons in charge
Armstrong Shops.....	Surgeons in charge

SECTION HOUSES

NEBRASKA DIVISION

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIRST SUBDIVISION.....	*186	Gilmore.....	12.65
	15	Papillion.....	25.00
	*18	Seymour.....	11.00
	*19	Lane.....	17.00
	*20	Elkhorn.....	22.00
	*21	Waterloo.....	26.50
	*22	Valley.....	31.00
	*24	Mercer(2).....	37.00
	*25	Fremont.....	42.00
	*26	Ames.....	48.50
	*29	North Bend.....	58.50
	*30	Rogers.....	63.00
	*32	Schuyler.....	70.00
	*33	Richland.....	77.00
	*34	Richland.....	83.50
	*42	Duncan.....	96.00
	*43	Silver Creek.....	103.00
	*45	Havens.....	110.00
	*46	Clarks.....	117.50
	*48	Central City.....	124.50
SECOND SUBDIVISION.....	*49	Central City.....	131.00
	*51	Chapman.....	138.00
	*56	Alda.....	157.50
	*57	Wood River.....	164.50
	*59	Shelton.....	171.50
	*60	Gibbon.....	178.00
	*62	Buda.....	185.00
	*65	Kearney.....	190.00
	*66	Alfalfa Center.....	196.00
	*67	Odessa.....	202.00
	*70	Overton.....	214.00
	*71	Josselyn.....	220.00
	*74	Darr.....	233.00
	*75	Cozad.....	238.00
	*77	Gothenburg.....	249.50
	*80	Brady Island.....	260.50
	*82	Maxwell.....	271.50
	*84	North Platte.....	282.50
	*190	North Platte.....	285.00
THIRD SUBDIVISION	*192	Birdwood.....	293.00
	*194	Hershey.....	298.50
	*196	Sutherland.....	309.00
	*200	Korty.....	325.00
	*201	Roscoe.....	330.00
	*205	Ogallala.....	342.00
	*206	Brule.....	348.00
	*207	Big Springs.....	354.00
	*208	Big Springs.....	360.00
	*211	Julesburg.....	365.50
	*212	Julesburg.....	371.50
	*214	Chappell.....	378.00
	*217	Lodge Pole.....	390.00
	*219	Sunol.....	402.00
	*221	Sidney.....	407.57
	*224	Brownson.....	419.00
	*225	Potter.....	425.00
	*226	Potter.....	431.00
	*227	Dix.....	437.00
FOURTH SUBDIVISION	*229	Kimball.....	443.00
	*230	Kimball.....	449.00
	*231	Bushnell.....	455.00
	*232	Bushnell.....	461.00
	*234	Pine Bluffs.....	473.00
	*236	Egbert.....	479.00
	*237	Burns.....	485.00
	*238	Hillsdale.....	491.00
	*240	Durham.....	497.00
	*241	Archer (2).....	503.00
	*242	Cheyenne.....	508.50
	85	Yutan.....	11.00
	110	Polk.....	74.00
	138	Spalding.....	44.50
	174	Denman.....	27.23
	182	Stapleton.....	102.45
BEATRICE BRANCH.....			
STROMSBURG BRANCH.....			
CEDAR RAPIDS BRANCH.....			
HASTINGS BRANCH.....			
KEARNEY BRANCH.....			

*Double Track Sections

SECTION HOUSES—Continued

NEBRASKA DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
NORTH PLATTE BRANCH.....	301	Sarben.....	16.50
	302	Keystone.....	32.50
	303	Lemoyne.....	48.50
	304	Lewellen.....	64.00
	305	Oshkosh.....	80.00
	306	Lisco.....	96.00
	307	Broadwater.....	109.00
	312	Northport.....	122.50
	314	McGrew.....	138.00
	315	Gering.....	147.00
NORTH PLATTE CUT-OFF.....	316	Haig.....	164.00
	318	Lyman.....	173.50
	320	Yoder.....	184.00
	321	Cottier.....	200.70
	332	Lindbergh.....	20.00
	333	Albin.....	35.00
	335	Lagrange.....	55.00

WYOMING DIVISION

FIFTH SUBDIVISION.....	*243	Cheyenne.....	509.50
	*244	Cheyenne.....	511.00
	*245	Corlett.....	516.00
	*247	Borie.....	521.50
	*248	Otto.....	527.00
	*250	Granite Canon.....	533.00
	*252	Buford.....	538.00
	*253	Sherman.....	544.00
	*255	Hermosa.....	550.00
	256	Red Buttes.....	563.00
	*258	Laramie.....	566.20
	259	Colores.....	563.00
	*262	Laramie.....	570.00
	*263	Howell.....	576.00
	*264	Wyoming.....	582.00
	*267	Bosler.....	587.00
	*269	Cooper Lake.....	592.00
	*270	Lookout.....	597.00
	*271	Harper.....	602.50
	*273	Rock River.....	607.50
SIXTH SUBDIVISION.....	*274	Wilcox.....	613.00
	*275	Ridge.....	618.50
	*277	Medicine Bow.....	624.00
	*278	Medicine Bow.....	629.00
	*280	Como.....	634.50
	*281	Ramsey.....	640.00
	*283	Hanna.....	644.00
	*284	Percy.....	649.50
	*285	Dana.....	655.50
	*286	Edson.....	661.00
	*288	Walcott.....	666.00
	*289	Ft. Steele.....	671.00
	*292	Parco.....	676.50
	*293	Rawlins.....	682.50
	*351	Rawlins.....	683.00
	*354	Ferris.....	688.50
	*355	Knobs.....	693.50
	*356	Daley's Ranch.....	698.50
	*357	Riner.....	703.50
	*358	Cherokee.....	708.50
SEVENTH SUBDIVISION.....	*360	Creston.....	714.00
	*362	Latham.....	719.00
	*363	Wamsutter.....	724.00
	*364	Wamsutter.....	729.00
	*366	Red Desert.....	733.50
	*367	Tipton.....	738.50
	*368	Tipton.....	743.50
	*369	Table Rock.....	748.50
	*370	Monell.....	753.50
	*371	Bitter Creek.....	758.50
	*375	Bitter Creek.....	764.50

*Double Track Sections.

SECTION HOUSES—Continued

WYOMING DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
SEVENTH SUBDIVISION	*376	Black Buttes.....	770.50
	*377	Hallville.....	776.50
	*379	Point of Rocks.....	783.00
	*381	Thayer Jct.....	788.00
	*383	Salt Wells.....	794.50
	*384	Baxter.....	800.00
	*386	Rock Springs.....	802.75
	*387	Blairtown.....	806.00
	*388	Kanda.....	811.00
	*390	Green River.....	816.00
	*391	Green River.....	817.25
	*392	Green River.....	822.00
	*393	Peru.....	828.00
	*394	Bryan.....	833.50
	*397	Marston.....	839.00
	*398	Marston.....	845.00
	*399	Granger.....	850.50
	*401	Verne.....	857.00
	*402	Church Buttes.....	863.50
	*404	Hampton.....	870.00
EIGHTH SUBDIVISION	*407	Carter.....	876.00
	*408	Antelope.....	882.00
	*409	Bridger.....	888.00
	*410	Leroy.....	894.00
	*411	Ragan.....	900.00
	*413	Aspen.....	903.50
	*415	Altamont.....	909.50
	*417	Millis.....	916.00
	*421	Evanston.....	918.50
	*422	Evanston.....	925.00
	*425	Wahsatch.....	931.50
	*427	Castle Rock.....	937.00
	*429	Emory.....	943.00
	*431	Emory.....	949.00
	*432	Echo.....	953.00
	*433	Echo.....	957.50
	*435	Devil's Slide.....	962.50
PARK CITY BRANCH		Watchman's House (963.6)	
	*436	Morgan.....	967.50
	*437	Morgan.....	972.00
	*438	Peterson.....	977.00
	*439	Strawberry.....	982.00
SOUTH PASS BRANCH		Watchman's House (981.7)	
	*440	Uintah.....	987.00
	*443	Ogden.....	990.95
	462	Coalville.....	8.00
	463	Wanship.....	22.00
SUPERIOR BRANCH	465	Park City.....	28.43
	455	Reliance Jct.....	9.21
GUNN BRANCH	452	Superior.....	9.72
	453	Baxter.....	3.93

KANSAS DIVISION

EASTERN SUBDIVISION	*503	Muncie.....	9.50
	*516	Grantville.....	60.50
	535	Junction City.....	146.00
	552	Bavaria.....	200.00
WESTERN SUBDIVISION	556	Kanopolis.....	220.00
	562	Bunker Hill.....	259.00
	565	Gorham.....	279.00
	570	Ellis.....	303.91
	792	Stockdale.....	175.00
MANHATTAN BRANCH	791	Randolph.....	154.50
	790	Blue Rapids.....	134.49
	785	Oketo.....	121.00

*Double Track Sections.

SECTION HOUSES—Continued

KANSAS DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
PLAINVILLE BRANCH	601	Culver.....	16.00
	603	Tescott.....	33.00
	605	Lincoln Center.....	49.00
	608	Lucas.....	66.00
	609	Luray.....	71.00
	611	Waldo.....	81.00
	732	Morland.....	160.00
	811	Grove.....	10.00
TOPEKA BRANCH	812	Delia.....	20.00
	813	Emmett.....	29.25
	816	Duluth.....	46.00
	817	Lillis.....	54.00
	818	Frankfort.....	62.00
	819	Winifred.....	70.20

COLORADO DIVISION

ELLIS SUBDIVISION	622	Ogallah.....	314.00
	623	Wakeeney.....	324.00
	625	Collyer.....	334.00
	626	Quinter.....	344.00
	627	Buffalo Park.....	354.00
	628	Greinfeld.....	364.00
	629	Grinnell.....	374.00
	631	Oakley.....	384.09
	632	Monument.....	395.00
	633	Winona.....	405.00
HUGO SUBDIVISION	635	McAllaster.....	415.00
	636	Wallace.....	427.00
	638	Sharon Springs.....	435.00
	639	Weskan.....	446.00
	641	Arapahoe.....	457.00
	651	Cheyenne Wells.....	467.00
	652	First View.....	477.00
	653	Arena.....	487.00
	654	Kit Carson.....	497.00
	656	Wild Horse.....	507.00
DENVER SUBDIVISION	657	Aroya.....	516.50
	658	Bovero.....	526.00
	660	Hugo.....	535.50
	661	Hugo.....	545.00
	663	Limon.....	554.00
	664	River Bend.....	563.00
	665	Buick.....	571.00
	666	Agate.....	580.00
	667	Deer Trail.....	589.50
	669	Byers.....	601.50
NORTHERN SUB-DIVISION	670	Strasburg.....	613.50
	673	Watkins.....	625.50
	675	Pullman.....	638.15
	*681	Denver - 21st St.....	1.10
	*682	do 36th St.....	2.21
	*683	Pullman.....	4.87
	684	Sand Creek.....	14.50
	686	Brighton.....	23.00
	687	Lupton.....	32.00
	688	Platteville.....	41.50
JULESBURG SUB-DIVISION	690	La Salle.....	50.00
	691	Greeley.....	57.00
	692	Eaton.....	64.00
	693	Pierce.....	72.50
	695	Dover.....	81.00
	696	Carr.....	89.50
	698	Gleason.....	97.70
	699	Speer.....	103.95
	702	Ovid.....	8.17
	703	Sedgwick.....	16.00
JULESBURG SUB-DIVISION	704	Sedgwick.....	24.50
	705	Crook.....	33.00
	706	Proctor.....	41.50
	707	Iliff.....	50.00
	708	Sterling.....	58.00
	709	Sterling.....	67.00

*Double Track Sections.

SECTION HOUSES—Concluded

COLORADO DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
STERLING SUBDIVISION	710	Merino.....	76.50
	712	Union.....	85.50
	713	Snyder.....	95.00
	714	Ft. Morgan.....	104.50
	716	Weldona.....	113.98
	717	Orchard.....	123.50
	718	Masters.....	132.50
	719	Hardin.....	142.00
	721	Kersey.....	150.90
	741	Quimby.....	14.50
DENT SUBDIVISION	742	East Lake.....	24.00
	743	Frederick.....	29.00
	744	Gowanda.....	40.00
BOULDER BRANCH	745	Dent.....	50.24
	761	St. Vrain.....	10.70
	762	State Mine Jct.....	14.80
FT. COLLINS BRANCH	763	Erie.....	26.97
	751	Koenig.....	11.00
GREELEY BRANCH	752	Harmony.....	22.50
	753	Fort Collins.....	42.44
PLEASANT VALLEY BRANCH	771	Gill.....	28.43
	773	Galeton.....	6.23
	773	Galeton.....	14.15

*Double Track Sections.

TUNNELS

No.	Location	Tunnel Section	Length (feet)	Lining
11	Nebraska Division North Platte Cut-Off			
	Near Albin.....M. P. 27.1	Single	565	Concrete
1	Wyoming Division Main Line			
	Hermosa (E. B. Track).....M. P. 546.5	Single	1827	Concrete
1	Hermosa (W. B. Track).....M. P. 546.5	Single	1827	Concrete
2	Aspen.....M. P. 902.1	Single	5941	Concrete
3	Wahsatch (E. B. Track).....M. P. 928.3	Single	1547	Concrete
4	West of Wahsatch (E. B. Track).....M. P. 930.1	Single	1107	Concrete
5	Curvo (W. B. Track).....M. P. 931.3	Single	691	Concrete
6	Curvo (E. B. Track).....M. P. 931.3	Single	1223	Concrete
7	Castle Rock (E. B. Track).....M. P. 935.5	Single	201	Concrete
8	West of Devil's Slide (E. B. Track).....M. P. 963.2	Single	538	Concrete
8	West of Devil's Slide (W. B. Track).....M. P. 963.2	Single	523	Concrete
9	West of Devil's Slide (E. B. Track).....M. P. 964.0	Single	311	Concrete
9	West of Devil's Slide (W. B. Track).....M. P. 964.0	Single	322	Concrete
10	Gateway (E. B. Track).....M. P. 982.1	Single	250	Concrete

SNOW SHEDS

Location	Length (feet)	Construction
Wyoming Division		
Rock River M. P. 604.61 One continuous	4471	Concrete
do M. P. 605.46/Shed (3 tracks)	1177	Galvanized Iron & Timber
Wilcox M. P. 610.27.....(Dbl. track)	1500	Concrete
Medicine Bow M. P. 621.08.....(Dbl. track)	1800	Concrete

*West 550 feet over 3 tracks.

SARATOGA & ENCAMPMENT VALLEY
RAILROAD COMPANY

MAIN LINE—WALCOTT TO ENCAMPMENT

Sta. No.	Dist. from Walcott	STATIONS	Tel. Call	Kind of Agency	Class of Sta.	Location of Frt. Platform from Walcott	Stock Yard Facilities
662	0.0	Walcott.....Wyo.	WA	FT X	A	L	Yes#
BE 669	6.6	Meads.....do			A	L	Yes
BE 674	12.1	Overland.....do			A		
BE 681	19.3	Lake Creek.....do			A		
BE 682	20.4	Fish Hatchery.....do			A		
BE 686	23.9	Saratoga.....do		FT X	A	R	Yes
BE 690	27.8	Dahlstrom.....do			A		
BE 681	29.5	Davis.....do			A	R	Yes
BE 693	31.5	Days.....do			A		
BE 696	34.1	Cow Creek.....do			A	R	
BE 697	35.1	Rainbow.....do			A		
BE 701	39.2	Canyon.....do			A		Yes
BE 706	44.3	Encampment.....do		FT X	A	R	Yes

#Joint U. P. R. R. Co.

OPERATED MILEAGE

	First Main Track	Add'l Main Track	Yard Tracks and Sidings
Walcott to Encampment.....	44.02		3.93

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	TRACK CONNECTIONS
Walcott.....Wyo.	Union Pacific Railroad.....	Yes

ENGINE HOUSES AND TURNABLES

LOCATION	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
Encampment.....	3	{ 1-104 ft. 1-100 ft. 1-118 ft. }			

WYES

Walcott

Saratoga

Encampment

SECTION HOUSES

Section Number	Location of House	Mile Post of West Section Limit
1	Encampment.....	44.74

FUEL STATIONS

Location	Kind	Capacity
Encampment.....	Coal Platform.....	40 tons.

WATER STATIONS

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Saratoga.....	City Water.....	Gravity	do	do	1
Encampment.....	do	do	do	do	do

STOCK YARDS

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Overland.....Wyo.	2	.....	1	.....	8	8	.....
Saratoga.....do	3	.....	.....	2	19	19	Stock Scales
Davis.....do	1	.....	1	.....	3	3	.....
Canyon.....do	7	.....	1	.....	24	24	.....
Encampment.....do	11	.....	1	.....	73	73	.....

*For capacity of yards for holding, resting and feeding use one half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs

LARAMIE, NORTH PARK & WESTERN
RAILROAD COMPANY

MAIN LINE—LARAMIE TO COALMONT

Sta. No.	Dist. from Laramie	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Laramie	Stock Yard Facilities
0	0.0	Laramie.....Wyo.	.....	F T P	A	R	.....
15	14.5	Overland.....do	.....	P	A	R	Yes
18	17.8	Milbrook.....do	.....	P	A	R	Yes
21	21.3	Hatton.....do	.....	P	A	R	Yes
30	29.7	Centennial.....do	.....	P	A	R	Yes
35	34.5	Deerwood.....do	.....	.....	A	R	Yes
36	35.6	Spring Creek.....do	.....	.....	A	R	.....
40	40.4	Albany.....do	.....	P	A	R	.....
47	47.3	Lake.....do	.....	P	A	R	.....
55	54.6	Fox Park.....do	.....	F T X P	A	R	.....
58	57.5	Gramm.....do	.....	.....	A	R	.....
64	63.9	Wyocelo.....do	.....	P	A	R	Yes
.....	68.0	Porters Landing.....Colo.	.....	.....	A	R	Yes
71	70.8	Camp.....do	.....	P	A	R	Yes
74	73.8	Kings Canon.....do	.....	P	A	R	Yes
80	79.8	Northgate.....do	.....	P	A	L	Yes
84	83.5	Cowdrey.....do	.....	.....	A	L	Yes
88	88.2	Brownlee.....do	.....	.....	A	L	Yes
92	92.2	Walden.....do	.....	F T X P	A	L	Yes
97	96.6	Anderson.....do	.....	.....	A	L	Yes
101	100.7	Larand.....do	.....	.....	A	L	Yes
108	107.6	Hebron.....do	.....	.....	A	R	Yes
111	111.1	Coalmont.....do	.....	P	A	R	Yes

OPERATED MILEAGE

	First Main Track	Second Main Track	Add'l Main Track
Laramie to Coalmont.....	111.35	.....	12.72

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	Track Connection
Laramie.....Wyo.	Union Pacific Railroad.....	Yes

ENGINE HOUSES AND TURNTABLES

LOCATION	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
Laramie.....Wyo.	5	75 ft.	.....	.....	.....

WYES

Laramie
CampDeerwood
NorthgateFox Park
Coalmont (Loop track)

FUEL STATIONS

Location	Kind	Capacity
Laramie.....	Coal Chute.....	50 tons
Fox Park.....	Coal Chute.....	50 tons
Coalmont.....	Elevated track.....	

WATER STATIONS

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Laramie.....	City.....			40,000	
Hatton.....	Little Laramie River.....	Gasoline...	40	40,000	
Spring Creek.....	Creek.....			40,000	
Lake.....	do.....			40,000	
Fox Park.....	do.....	Gasoline...	40	40,000	
Camp.....	do.....			40,000	
Northgate.....	Spring.....			40,000	
Coalmont.....	Dug Well.....	Gasoline...	40	40,000	

TRACK SCALES

Location	Capacity Tons	Length Feet	Make	Recording Device
Laramie.....	100	50	Fairbanks.	Type Register

SECTION HOUSES

Section Number	Location of House	Mile Post of West Section Limit
1	Laramie.....	14
3	Hatton.....	25
4	Centennial.....	37
5	Albany.....	47
7	Fox Park.....	58
8	Wyocelo.....	68
9	Kings Canon.....	78
10	Northgate.....	89
11	Walden.....	100
12	Coalmont.....	111.35

STOCK YARDS

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Milbrook... Wyo.	4	.....	.....	1	30	30	Stock Scales...
Centennial... do	2	.....	1	.....	17	17	.....
Deerwood... do	1	.....	1	.....	8	8	.....
Wyocelo... do	1	.....	1	.....	5	5	.....
Camp... Colo.	2	.....	1	.....	17	17	.....
Northgate... do	3	.....	1	.....	17	17	.....
Cowdrey... do	2	.....	1	.....	17	17	.....
Walden... do	36	.....	1	.....	36	36	Stock Scales
Larand... do	2	.....	1	.....	17	17	.....
Hebron... do	5	.....	1	.....	52	52	Stock Scales

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

PAGES 102 TO 190, INCLUSIVE
CONTAIN INFORMATION PERTAINING
TO
SOUTH-CENTRAL DISTRICT
UNION PACIFIC RAILROAD COMPANY

ALPHABETICAL LIST OF STATIONS

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
FO 28	Aberdeen..... Idaho	Idaho	Aberdeen Branch.....	128
FL 7	Aberdeen Jet..... Idaho	Idaho	Mackay Branch.....	127, 128
OH 8	Acequia..... Idaho	Idaho	Twin Falls Branch.....	120
B 1328	Acoma..... Nev.	Utah	Main Line.....	131
B 1425	Acton..... Nev.	Los Angeles	Main Line.....	143
B 1142	Adams..... Utah	Utah	Main Line.....	132
1132	Adelaide..... Idaho	Idaho	Main Line.....	120
OV 11	Adrian..... Ore.	Idaho	Homedale Branch.....	124
B 1621	Afton..... Cal.	Los Angeles	Main Line.....	142
FL 4	Aiken..... Idaho	Idaho	Mackay Branch.....	127
B 1084	Ajax..... Utah	Utah	Main Line.....	132
BS 1.5	Alamo..... Cal.	Los Angeles	Crestmore Branch.....	141
OW 133	Albritton..... Ore.	Idaho	Oregon Eastern Branch.....	125
999	Alexander..... Idaho	Idaho	Main Line.....	119
OU 10	Allendale..... Idaho	Idaho	Wilder Branch.....	124
B 1721	Alray..... Cal.	Los Angeles	Main Line.....	139
OH 17	Amalga (Spur)..... Idaho	Idaho	Twin Falls Branch.....	120
BN 9.5	Amber..... Nev.	Los Angeles	St. Thomas Branch.....	143
1086	American Falls..... Idaho	Idaho	Main Line.....	120
1062	American Fork..... Utah	Utah	Main Line.....	133
OK 18	Ammon (Spur)..... Idaho	Idaho	Coshen Branch.....	128
FK 23	Amsterdam (Spur)..... Idaho	Idaho	Wells Branch.....	141
BT 20	Anaheim..... Cal.	Los Angeles	Anaheim Branch.....	141
F 1056	Anderson (Spur)..... Idaho	Utah	Main Line.....	135
FS 12	Annis Jct..... Idaho	Idaho	West Belt Branch.....	129
FT 3	Annis (Spur)..... Idaho	Idaho	Annis Branch.....	129
FK 3	Anton..... Idaho	Idaho	Goshen Branch.....	128
F 1333	Apex..... Mont.	Idaho	Main Line.....	130
B 1461	Apex..... Nev.	Los Angeles	Main Line.....	143
OL 53	Appleton..... Idaho	Idaho	North Side Branch.....	121
1333	Apple Valley..... Idaho	Idaho	Main Line.....	123
1339	Arcadia..... Ore.	Idaho	Main Line.....	123
OT 123	Archabal..... Idaho	Idaho	Idaho Northern Branch.....	124
FL 59	Arco..... Idaho	Idaho	Mackay Branch.....	127
B 1490	Arden..... Nev.	Los Angeles	Main Line.....	142
F 1097	Arimo..... Idaho	Utah	Main Line.....	135
OT 108	Arling..... Idaho	Idaho	Idaho Northern Branch.....	124
F 1300	Armstead..... Mont.	Idaho	Main Line.....	130
BN 2	Army (Spur)..... Idaho	Idaho	Aberdeen Branch.....	128
EV 3	Arrowhead Spur..... Nev.	Los Angeles	St. Thomas Branch.....	143
BV 3	Arroyo Jct..... Cal.	Los Angeles	Glendale Branch.....	141
FR 51	Ashlan..... Idaho	Idaho	Yellowstone Branch.....	129, 130
BY 2	Atlanta..... Nev.	Utah	Prince Branch.....	131
S 1039	Atwoods..... Utah	Utah	Main Line.....	134
FS 20	Austin..... Idaho	Idaho	West Belt Branch.....	129
BU 2	Avenue 33..... Cal.	Los Angeles	Pasadena Branch.....	140
BL 9	Avon..... Utah	Utah	Cedar City Branch.....	131
F 1176	Bach..... Idaho	Idaho	Main Line.....	127
F 1018	Baker..... Utah	Utah	Main Line.....	135, 136
BU 5	Baker Spur..... Cal.	Los Angeles	Pasadena Branch.....	140
B 1601	Balch..... Cal.	Los Angeles	Main Line.....	142
FF 3	Ballard Jct..... Utah	Utah	Cache Valley Branch.....	137
1009	Bancroft..... Idaho	Idaho	Main Line.....	119
OT 67	Banks..... Idaho	Idaho	Idaho Northern Branch.....	124
B 1334	Bannock..... Idaho	Idaho	Main Line.....	120
B 1493	Barber Jct..... Idaho	Idaho	Boise Branch.....	123
FS 7	Barclay..... Nev.	Utah	Main Line.....	131
BD 2	Bard..... Nev.	Los Angeles	Main Line.....	142
F 1313	Barlow (Spur)..... Idaho	Idaho	West Belt Branch.....	129
OL 43	Barnes (Spur)..... Utah	Utah	Syracuse Branch.....	135
B 1663	Barratts..... Mont.	Idaho	Main Line.....	130
F 1189	Barrymore..... Idaho	Idaho	North Side Branch.....	121
B 1068	Barstow..... Cal.	Los Angeles	Main Line.....	139
FF 33	Bartolo..... Cal.	Los Angeles	Main Line.....	138
B 1616	Bassett..... Idaho	Idaho	Main Line.....	127
B 1617	Bauer..... Utah	Utah	Main Line.....	132
FE 10	Baugh (Spur)..... Utah	Utah	Cache Valley Branch.....	137
Y 1302	Baxter..... Cal.	Los Angeles	Main Line.....	142
B 1026	Baxter Lime Spur..... Cal.	Los Angeles	Main Line.....	142
919	Bear River..... Utah	Utah	Bear River Branch.....	136
F 1065	Beatty..... Idaho	Idaho	Main Line.....	123
	Becks..... Utah	Utah	Main Line.....	134
	Beckwith..... Wyo.	Idaho	Main Line.....	118
	Beers (Spur)..... Idaho	Utah	Main Line.....	135

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
OJ 3	Beetville..... Idaho	Idaho	Oakley Branch.....	121
BW 3	Bell..... Cal.	Los Angeles	San Pedro Branch.....	139
ON 52	Bellevue..... Idaho	Idaho	Ketchum Branch.....	122
FC 23	Belmont..... Utah	Utah	Malad Branch.....	136
FR 38	Belt..... Idaho	Idaho	Yellowstone Branch.....	128, 129
OT 96	Belvidere..... Idaho	Idaho	Idaho Northern Branch.....	124
T 1087	Benjamin..... Utah	Utah	Main Line.....	133
OM 11	Benning (Spur)..... Idaho	Idaho	Raft River Branch.....	122
FG 3	Benson..... Utah	Utah	Benson Branch.....	137
FG 8	Benson Jct..... Utah	Utah	Benson Branch.....	137
S 1035	Bentz..... Utah	Utah	Main Line.....	134
OK 11	Berger..... Idaho	Idaho	Wells Branch.....	121
B 1286	Beryl..... Utah	Utah	Main Line.....	131
1157	Bessien..... Idaho	Idaho	Main Line.....	120
OH 45	Bickel..... Idaho	Idaho	Twin Falls Branch.....	120
OT 75	Big Eddy..... Idaho	Idaho	Idaho Northern Branch.....	124
FR 91	Big Springs..... Idaho	Idaho	Yellowstone Branch.....	129
OH 48	Bills (Spur)..... Idaho	Idaho	Twin Falls Branch.....	120
OT 33	Black Canyon (Spur)..... Idaho	Idaho	Idaho Northern Branch.....	124
Y 1283	Blacks Creek..... Idaho	Idaho	Main Line.....	122
F 1151	Blackfoot..... Idaho	Idaho	Main Line.....	127
B 1214	Black Rock..... Utah	Utah	Main Line.....	132
OO 34	Blaine..... Idaho	Idaho	Hill City Branch.....	122
OZ 1	Blakes..... Ore.	Idaho	Homestead Branch.....	126
1384	Blakes Jct..... Ore.	Idaho	Main Line.....	123, 126
1025	Blazon..... Wyo.	Idaho	Main Line.....	119
OC 9	Blazon Jct..... Wyo.	Idaho	Blazon Branch.....	118
OB 9	Bloom..... Wyo.	Idaho	Cumberland Branch.....	118
B 1198	Bloss..... Idaho	Idaho	Main Line.....	120, 121
B 1491	Blue Diamond..... Nev.	Utah	Main Line.....	132
BW 5	Blue & Mason Ind. Spur..... Nev.	Los Angeles	Main Line.....	142
B 1765	Bly..... Cal.	Los Angeles	San Pedro Branch.....	140
BP 3	Bly Quarry..... Cal.	Los Angeles	Main Line.....	138
OW 56	Bohna..... Ore.	Idaho	Bly Spur.....	138
Y 1296	Boise..... Idaho	Idaho	Oregon Eastern Branch.....	125
OR 3	Boise Freight..... Idaho	Idaho	Main Line.....	123
Y 1298	Boise Jct..... Idaho	Idaho	Boise Branch.....	123
F 1327	Bond..... Mont.	Idaho	Main Line.....	123
B 1090	Borah..... Idaho	Idaho	Main Line.....	130
B 1517	Borax..... Nev.	Idaho	Main Line.....	120
B 1192	Borden..... Utah	Los Angeles	Main Line.....	142
939	Border..... Wyo.	Utah	Main Line.....	132
FD 4	Bothwell..... Utah	Idaho	Main Line.....	118
BO 22	Boulder City..... Nev.	Utah	Thatcher Branch.....	136
B 1486	Boulder Jct..... Nev.	Los Angeles	Boulder City Branch.....	142
B 1109	Boulter..... Utah	Los Angeles	Main Line.....	142
OS 9	Bowmont..... Idaho	Utah	Main Line.....	132
B 1368	Boyd..... Nev.	Idaho	Murphy Branch.....	124
B 1484	Bracken..... Nev.	Los Angeles	Main Line.....	143
FE 9	Bradford..... Utah	Los Angeles	Main Line.....	142
1165	Brady..... Idaho	Utah	Bear River Branch.....	136
OT 22	Bramwell (Spur)..... Idaho	Idaho	Main Line.....	120
B 1550	Brant..... Cal.	Idaho	Idaho Northern Branch.....	124
BW 4	Braun, F. W. Co..... Cal.	Los Angeles	Main Line.....	142
B 994	Bridge Jct..... Utah	San Pedro Branch.....	Main Line.....	139
F 1014	Brigham..... Utah	Utah	Main Line.....	134
OX 23	Brogan..... Ore.	Idaho	Main Line.....	135, 136
B 1324	Brown..... Nev.	Utah	Main Line.....	125
F 995	Browning..... Utah	Utah	Main Line.....	131
1022	Broxon..... Idaho	Utah	Main Line.....	135
B 1688	Bryman..... Cal.	Idaho	Main Line.....	119
OY 7	Buckingham..... Idaho	Los Angeles	Main Line.....	139
OL 8	Budge..... Idaho	Idaho	Payette Branch.....	125
B 1034	Buena Vista..... Utah	Idaho	North Side Branch.....	121
OH 74	Buhl..... Idaho	Utah	Main Line.....	132
FF 46	Bullen..... Idaho	Idaho	Twin Falls Branch.....	121
OH 22	Burley..... Idaho	Utah	Cache Valley Branch.....	137
OH 22.1	Burley Sugar Fet. (Spur)..... Idaho	Idaho	Twin Falls Branch.....	120, 121
OO 9	Burmah..... Idaho	Idaho	Hill City Branch.....	122

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
OW 157	Burns.....Ore.	Idaho.....	Oregon Eastern Branch...	125
T 1112	Burrington.....Utah	Utah.....	Main Line.....	133
S 1032	Burton.....Utah	Utah.....	Main Line.....	134
FE 8	Bush.....Utah	Utah.....	Bear River Branch.....	136
F 1390	Butte.....Mont.	Idaho.....	Main Line.....	130
F 1377	Buxton.....Mont.	Idaho.....	Main Line.....	130
FU 21	Byrne.....Idaho	Idaho.....	East Belt Branch.....	128
B 1435	Byron.....Nev.	Los Angeles....	Main Line.....	143
OT 93	Cabarton.....Idaho	Idaho.....	Idaho Northern Branch...	124
F 1041	Cache Jet.....Utah	Utah.....	Main Line.....	135, 137
OW 4	Cairo.....Ore.	Idaho.....	Oregon Eastern Branch...	125
B 1726	Cajon.....Cal.	Los Angeles....	Main Line.....	139
B 1526	Calada.....Cal.	Los Angeles....	Main Line.....	142
B 1313	Caldwell.....Idaho	Idaho.....	Main Line.....	123, 124
B 1353	Caliente.....Nev.	Utah.....	Main Line.....	131, 143
B 1524.9	Cal.-Nev. State Line...	Los Angeles....	Main Line.....	142
F 1216	Camas.....Idaho	Idaho.....	Main Line.....	127
OP 41	Cambridge.....Idaho	Idaho.....	New Meadows Branch.....	126
FF 30	Cardon.....Utah	Utah.....	Cache Valley Branch.....	137
B 915	Carlson.....Wyo.	Idaho.....	Main Line.....	118
B 1394	Carp.....Nev.	Los Angeles....	Main Line.....	143
OT 59	Cascade.....Idaho	Idaho.....	Idaho Northern Branch...	124
BY 6	Caseltown.....Nev.	Utah.....	Prince Branch.....	131
OP 18	Catrock.....Idaho	Idaho.....	New Meadows Branch.....	119
OH 979	Cavanaugh.....Idaho	Idaho.....	Main Line.....	121
BL 71	Cedar.....Idaho	Idaho.....	Twin Falls Branch.....	121
OH 33	Cedar City.....Utah	Utah.....	Cedar City Branch.....	134
TA 15	Cedar Port.....Utah	Utah.....	Fairfield Branch.....	134
B 1019	Centerville.....Utah	Utah.....	Main Line.....	134
FL 35	Cerro Grande.....Idaho	Idaho.....	Mackay Branch.....	127
B 1769.4	Champagne.....Cal.	Los Angeles....	Main Line.....	138
B 1138	Champlin.....Utah	Utah.....	Main Line.....	132
B 1563	Chase.....Cal.	Los Angeles....	Main Line.....	142
FC 45	Cherry Creek (Spur).....	Idaho.....	Malad Branch.....	136
FR 43	Chester.....Idaho	Idaho.....	Yellowstone Branch.....	129
F 1131	Chubbuck.....Idaho	Idaho.....	Main Line.....	127
1111	Chybo.....Idaho	Idaho.....	Main Line.....	120
B 1559	Cima.....Cal.	Los Angeles....	Main Line.....	142
OW 118	Circle Bar.....Ore.	Idaho.....	Oregon Eastern Branch...	125
1158	Claggett.....Idaho	Idaho.....	Main Line.....	120
FL 4	Clarkson.....Idaho	Idaho.....	Mackay Branch.....	127
B 1799	Clayton.....Cal.	Los Angeles....	Main Line.....	138
OV 31	Claytonia.....Idaho	Idaho.....	Homedale Branch.....	125
B 1002	Clearfield.....Utah	Utah.....	Main Line.....	134, 135
B 1182	Clear Lake.....Utah	Utah.....	Main Line.....	132
BW 9	Clearwater.....Cal.	Los Angeles....	San Pedro Branch.....	140
1260	Cleft.....Idaho	Idaho.....	Main Line.....	122
F 1068	Clifton.....Idaho	Utah.....	Main Line.....	135
B 1153	Cline.....Utah	Utah.....	Main Line.....	132
TA 5	Clinton.....Utah	Utah.....	Fairfield Branch.....	134
B 1389	Cloud.....Nev.	Los Angeles....	Main Line.....	143
1373	Cobb.....Idaho	Idaho.....	Main Line.....	123
931	Cokeville.....Wyo.	Idaho.....	Main Line.....	118
1127	Cole.....Idaho	Idaho.....	Main Line.....	120
FJ 1.9	College Jet.....Utah	Utah.....	Logan Sugar Factory Br...	137
FH 3	College (Spur).....Utah	Utah.....	College Branch.....	137
B 1771	Collins.....Cal.	Los Angeles....	Main Line.....	138
FL 2	Collins.....Idaho	Idaho.....	Mackay Branch.....	127
F 1033	Collinston.....Utah	Utah.....	Main Line.....	135
1299	Collopy.....Idaho	Idaho.....	Main Line.....	122
FS 3	Coltman (Spur).....Idaho	Idaho.....	West Belt Branch.....	129
B 1749	Colton.....Cal.	Los Angeles....	Main Line.....	139
BM 12	Comet.....Nev.	Utah.....	Pioche Branch.....	131
OP 19	Concrete.....Idaho	Idaho.....	New Meadows Branch.....	126
OK 69	Contact.....Nev.	Idaho.....	Wells Branch.....	121
1094	Coolidge.....Idaho	Idaho.....	Main Line.....	120
BE 0.9	Corey Const. (Spur).....	Utah.....	Evona Branch.....	136
FC 6	Corinne.....Utah	Utah.....	Malad Branch.....	136
FC 4	Corinne Jet.....Utah	Utah.....	Malad Branch.....	136
B 1606	Cork.....Cal.	Los Angeles....	Main Line.....	142
F 1053	Cornish.....Utah	Utah.....	Main Line.....	135
OO 52	Corral.....Idaho	Idaho.....	Hill City Branch.....	122
867	Cosgriff.....Wyo.	Idaho.....	Main Line.....	118

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
F 1172	Cotton.....Idaho	Idaho.....	Main Line.....	127
F 1071	Coulam.....Idaho	Utah.....	Main Line.....	135
OP 60	Council.....Idaho	Idaho.....	New Meadows Branch.....	126
FK 9	Cox (Spur).....Idaho	Idaho.....	Goshen Branch.....	128
OW 127	Crane.....Ore.	Idaho.....	Oregon Eastern Branch...	125
B 1319	Crestline.....Nev.	Utah.....	Main Line.....	131
BS 4	Crestmore.....Cal.	Los Angeles....	Crestmore Branch.....	138, 141
FC 14	Cropley.....Utah	Utah.....	Malad Branch.....	136
B 1609	Crucero.....Cal.	Los Angeles....	Main Line.....	142
B 1203	Cruz.....Utah	Utah.....	Main Line.....	132
B 1444	Crystal.....Nev.	Los Angeles....	Main Line.....	143
1357	Crystal.....Idaho	Idaho.....	Main Line.....	123
OH 24	Crystal Gravel (Spur).....	Idaho.....	Twin Falls Branch.....	120
OH 63	Curry.....Idaho	Idaho.....	Twin Falls Branch.....	121
S 1040	Cushing.....Utah	Utah.....	Main Line.....	134
T 1058	Cutler.....Utah	Utah.....	Main Line.....	133, 134
B 1654	Daggett.....Cal.	Los Angeles....	Main Line.....	139
TA 13	Dahl (Spur).....Utah	Utah.....	Fairfield Branch.....	134
F 1309	Dalys.....Mont.	Idaho.....	Main Line.....	130
FL 73	Darlington.....Idaho	Idaho.....	Mackay Branch.....	127
B 1570	Dawes.....Cal.	Los Angeles....	Main Line.....	142
F 1064	Dayton.....Idaho	Utah.....	Main Line.....	135
BV 1	Dayton Ave. Tower.....	Cal. Los Angeles...	Glendale Branch.....	141
BW 7	Dayton-Waldrup Co. Cal.	Los Angeles....	San Pedro Branch.....	140
OS 4	Deal.....Idaho	Idaho.....	Murphy Branch.....	124
OM 9	Declo.....Idaho	Idaho.....	Raft River Branch.....	122
OK 56	Delaplain.....Nev.	Idaho.....	Wells Branch.....	121
BV 3.5	Delay Drive.....Cal.	Los Angeles....	Glendale Branch.....	141
B 1723	Dell.....Cal.	Los Angeles....	Main Line.....	139
F 1281	Dell.....Mont.	Idaho.....	Main Line.....	130
BM 21	Delmues.....Nev.	Utah.....	Pioche Branch.....	131
B 1164	Delta.....Utah	Utah.....	Main Line.....	132
OX 9	Dennis (Spur).....Ore.	Idaho.....	Brogan Branch.....	125
BH 1	D. & R. G. W. Cr's g. Utah	Utah.....	Mammoth Branch.....	133
B 1531	Desert.....Cal.	Los Angeles....	Main Line.....	142
BJ 4	Desert Mound.....Utah	Utah.....	Iron Mountain Branch...	131
B 1735	Devore.....Cal.	Los Angeles....	Main Line.....	139
F 1029	Dewey.....Utah	Utah.....	Main Line.....	135
1107	De Woff.....Idaho	Idaho.....	Main Line.....	120
OP 27	Diamond (Spur).....Idaho	Idaho.....	New Meadows Branch.....	126
886	Diamondville.....Wyo.	Idaho.....	Main Line.....	118
B 1161	Dietrich.....Idaho	Idaho.....	Main Line.....	120
B 1466	Dike.....Nev.	Los Angeles....	Main Line.....	143
F 1321	Dillon.....Mont.	Idaho.....	Main Line.....	130
955	Dingle.....Idaho	Idaho.....	Main Line.....	118
1173	Disney.....Idaho	Idaho.....	Main Line.....	120
F 1363	Divide.....Mont.	Idaho.....	Main Line.....	130
OT 115	Donnelly.....Idaho	Idaho.....	Idaho Northern Branch...	124
851	Donovan.....Wyo.	Idaho.....	Main Line.....	118
BX 1	Douglas Aircraft Spur.....	Cal. Los Angeles...	San Pedro Branch.....	140
BW 12	Douglas Jet.....Cal.	Los Angeles....	San Pedro Branch.....	140
F 1088	Downey.....Idaho	Utah.....	Main Line.....	135
B 1810	Downey Road.....Cal.	Los Angeles....	Main Line.....	138, 139
T 1046	Draper.....Utah	Utah.....	Main Line.....	133
FV 37	Driggs.....Idaho	Idaho.....	Teton Valley Branch.....	130
FV 9	Drummond.....Idaho	Idaho.....	Teton Valley Branch.....	130
B 1450	Dry Lake.....Nev.	Los Angeles....	Main Line.....	143
F 1228	Dubois.....Idaho	Idaho.....	Main Line.....	127
FK 7	Dumas.....Idaho	Idaho.....	Goshen Branch.....	128
OV 5	Dunaway.....Ore.	Idaho.....	Homedale Branch.....	124
B 1099	Dunbar.....Utah	Utah.....	Main Line.....	132
B 1626	Dunn.....Cal.	Los Angeles....	Main Line.....	142
OW 103	Dunnean.....Ore.	Idaho.....	Oregon Eastern Branch...	125
F 1036	Durfee (Spur).....Utah	Utah.....	Main Line.....	135
FV 33	Dwight (Spur).....Idaho	Idaho.....	Teton Valley Branch.....	130
B 1133	Dyer.....Utah	Utah.....	Main Line.....	132
B 1809	East Yard.....Cal.	Los Angeles....	Main Line.....	138
BW 23	East San Pedro.....Cal.	Los Angeles....	San Pedro Branch.....	140
1369	Eaton.....Idaho	Idaho.....	Main Line.....	123
B 1349	Eccles.....Nev.	Utah.....	Main Line.....	131
FR 76	Eccles.....Idaho	Idaho.....	Yellowstone Branch.....	129

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
OL 28	Eden..... Idaho	Idaho.....	Northside Branch.....	121
FS 27	Edmonds..... Idaho	Idaho.....	West Belt Branch.....	129
BI 25	Edwards..... Utah	Utah.....	Fillmore Branch.....	132
FS 29	Egin..... Idaho	Idaho.....	West Belt Branch.....	129
OY 4	Elfin..... Idaho	Idaho.....	Payette Branch.....	125
B 1374	Elgin..... Nev.	Los Angeles.....	Main Line.....	143
OD 4	Elkol..... Wyo.	Idaho.....	Elkol Branch.....	119
B 1566	Elora..... Cal.	Los Angeles.....	Main Line.....	142
FC 16	Elwood..... Utah	Utah.....	Malad Branch.....	136
BS 2	El Rio..... Cal.	Los Angeles.....	Crestmore Branch.....	141
1278	Ely..... Idaho	Idaho.....	Main Line.....	122
OT 27	Emmett..... Idaho	Idaho.....	Idaho Northern Branch.....	124, 125
B 1031	Enamel Spur..... Utah	Utah.....	Main Line.....	132
BR 3	Ennis..... Cal.	Los Angeles.....	Crestmore Spur.....	138
1316	Enrose..... Idaho	Idaho.....	Main Line.....	123
B 1057	Erda..... Utah	Utah.....	Main Line.....	132
B 1504	Erie..... Nev.	Los Angeles.....	Main Line.....	142
B 1358	Etna..... Nev.	Los Angeles.....	Main Line.....	143
BF 4	Eureka..... Utah	Utah.....	Eureka Branch.....	133
FC 12	Evans..... Utah	Utah.....	Malad Branch.....	136
OP 76	Evergreen..... Idaho	Idaho.....	New Meadows Branch.....	126
BE 0.7	Evona..... Utah	Utah.....	Evona Branch.....	136
BW 10	Export Petroleum Spur..... Cal.	Los Angeles.....	San Pedro Branch.....	140
OO 44	Fairfield..... Idaho	Idaho.....	Hill City Branch.....	122
TA 20	Fairfield..... Utah	Utah.....	Fairfield Branch.....	134
OR 1	Fair Grounds..... Idaho	Idaho.....	Boise Branch.....	123
BS 1	Fairmont Park..... Cal.	Los Angeles.....	Crestmore Branch.....	141
OY 17	Falks (Spur)..... Idaho	Idaho.....	Payette Branch.....	125
B 1791	Fallon..... Cal.	Los Angeles.....	Main Line.....	138
OL 41	Falls City..... Idaho	Idaho.....	North Side Branch.....	121
B 1014	Farmington..... Utah	Utah.....	Main Line.....	134
OT 73	Farrell (Spur)..... Idaho	Idaho.....	Idaho Northern Branch.....	124
B 1420	Farrier..... Nev.	Los Angeles.....	Main Line.....	143
B 1090	Faust..... Utah	Utah.....	Main Line.....	132
B 1786	Feed (Spur)..... Cal.	Los Angeles.....	Main Line.....	138
F 1373	Feely..... Mont.	Idaho.....	Main Line.....	130
FV 26	Felt..... Idaho	Idaho.....	Teton Valley Branch.....	130
1360	Feltham..... Idaho	Idaho.....	Main Line.....	123
BT 11	Fertilizer Spur..... Cal.	Los Angeles.....	Anaheim Branch.....	141
B 1631	Field..... Cal.	Los Angeles.....	Main Line.....	142
FC 25	Fielding..... Utah	Utah.....	Malad Branch.....	136
OH 66	Filer..... Idaho	Idaho.....	Twin Falls Branch.....	121
BI 32	Fillmore..... Utah	Utah.....	Fillmore Branch.....	132
FO 26	Fingal..... Idaho	Idaho.....	Aberdeen Branch.....	128
S 1036	Fireclay..... Utah	Utah.....	Main Line.....	134
F 1162	Firth..... Idaho	Idaho.....	Main Line.....	127
TA 24	Five Mile Pass..... Utah	Utah.....	Fairfield Branch.....	134
FB 1	Five Points..... Utah	Utah.....	Five Points Branch.....	136
F 996	Five Points Jct..... Utah	Utah.....	Main Line.....	135, 136
BI 27	Flandro..... Utah	Utah.....	Fillmore Branch.....	132
BV 4.0	Fletcher Drive..... Cal.	Los Angeles.....	Glendale Branch.....	141
TA 17	Floyd..... Utah	Utah.....	Fairfield Branch.....	134
B 1582	Flynn..... Cal.	Los Angeles.....	Main Line.....	142
877	Folger..... Wyo.	Idaho.....	Main Line.....	118
BR 6	Forage..... Cal.	Los Angeles.....	Crestmore Spur.....	138
B 1277	Ford..... Utah	Utah.....	Main Line.....	131
BV 4.5	Forest Lawn..... Cal.	Los Angeles.....	Glendale Branch.....	141
OW 99	Fort..... Ore.	Idaho.....	Oregon Eastern Branch.....	125
F 1138	Fort Hall..... Idaho	Idaho.....	Main Line.....	127
898	Fossil..... Wyo.	Idaho.....	Main Line.....	118
FV 42	Fox Creek..... Idaho	Idaho.....	Teton Valley Branch.....	130
FV 13	France..... Idaho	Idaho.....	Teton Valley Branch.....	130
FF 44	Franklin..... Idaho	Utah.....	Cache Valley Branch.....	137
BK 17	Frisco..... Utah	Utah.....	Frisco Branch.....	132
B 1702	Frost..... Cal.	Los Angeles.....	Main Line.....	139
BW 1	Fruitland..... Cal.	Los Angeles.....	San Pedro Branch.....	139
OY 5	Fruitland..... Idaho	Idaho.....	Payette Branch.....	125
BW 2	Fruitland Industrial Spur..... Cal.	Los Angeles.....	San Pedro Branch.....	139
OP 1012	Fruit (Spur)..... Utah	Utah.....	Main Line.....	135
OF 67	Fruitvale..... Idaho	Idaho.....	New Meadows Branch.....	126
1191	Fuller..... Idaho	Idaho.....	Main Line.....	120
BT 17	Fullerton..... Cal.	Los Angeles.....	Anaheim Branch.....	141
BT 16	Fullerton Ind. Lead No. 7..... Cal.	Los Angeles.....	Anaheim Branch.....	141
FL 29	Furey..... Idaho	Idaho.....	Mackay Branch.....	127

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
FU 28	Gale (Spur)..... Idaho	Idaho.....	East Belt Branch.....	128
B 1404	Galt..... Nev.	Los Angeles.....	Main Line.....	143
ON 44	Gannett..... Idaho	Idaho.....	Ketchum Branch.....	122
OT 55	Gardena..... Idaho	Idaho.....	Idaho Northern Branch.....	124
FL 3	Gardner Jct..... Idaho	Idaho.....	Mackay Branch.....	127, 128
FM 7	Gardner (Spur)..... Idaho	Idaho.....	Gardner Branch.....	128
B 1045	Garfield..... Utah	Utah.....	Main Line.....	132
FC 20	Garland..... Utah	Utah.....	Malad Branch.....	136
FE 1	Garland Jct..... Utah	Utah.....	Bear River Branch.....	136
B 1455	Garnet..... Nev.	Los Angeles.....	Main Line.....	143
T 1072	*Geneva..... Utah	Utah.....	Main Line.....	133
974	Georgetown..... Idaho	Idaho.....	Main Line.....	119
FK 11	Gerrard..... Idaho	Idaho.....	Goshen Branch.....	128
FR 67	Gerrit..... Idaho	Idaho.....	Yellowstone Branch.....	129
F 1144	Gibson..... Idaho	Idaho.....	Main Line.....	127
ON 63	Gimlet (Spur)..... Idaho	Idaho.....	Ketchum Branch.....	122
B 1724	Gish..... Cal.	Los Angeles.....	Main Line.....	139
BT 1	Gladding McBean Spur..... Cal.	Los Angeles.....	Anaheim Branch.....	141
B 1591	Glasgow..... Cal.	Los Angeles.....	Main Line.....	142
BN 14	Glassand..... Nev.	Los Angeles.....	St. Thomas Branch.....	143
OE 2	Glencoe..... Wyo.	Idaho.....	Glencoe Branch.....	119
OB 5	Glencoe Jct..... Wyo.	Idaho.....	Cumberland Branch.....	118, 119
BV 6	Glendale..... Cal.	Los Angeles.....	Glendale Branch.....	141
OP 70	Glendale..... Idaho	Idaho.....	New Meadows Branch.....	126
BU 0.5	Glendale Jct..... Cal.	Los Angeles.....	Pasadena Branch.....	140, 141
OM 15	Glenledon (Spur)..... Idaho	Idaho.....	Raft River Branch.....	122
1221	Glenns Ferry..... Idaho	Idaho.....	Main Line.....	120, 122
F 1340	Glen (Spur)..... Mont.	Idaho.....	Main Line.....	130
BE 0.5	Globe Mills (Spur)..... Utah	Utah.....	Evona Branch.....	136
OK 7	Godwin..... Idaho	Idaho.....	Wells Branch.....	121
1185	Gooding..... Idaho	Idaho.....	Main Line.....	120
OP 50	Goodridge..... Idaho	Idaho.....	New Meadows Branch.....	126
FK 5	Goshen..... Idaho	Idaho.....	Goshen Branch.....	128
F 1163	Goshen Jct..... Idaho	Idaho.....	Main Line.....	127, 128
F 1278	Gosman (Spur)..... Mont.	Idaho.....	Main Line.....	130
OG 6	Grace..... Idaho	Idaho.....	Grace Branch.....	119
FV 6	Grainville..... Idaho	Idaho.....	Teton Valley Branch.....	130
847	Granger..... Wyo.	Idaho.....	Main Line.....	118
FS 5	Grant (Spur)..... Idaho	Idaho.....	West Belt Branch.....	129
F 1306	Grayling..... Mont.	Idaho.....	Main Line.....	130
FT 1	Grays (Spur)..... Idaho	Idaho.....	Annis Branch.....	129
OU 7	Greenleaf (Spur)..... Idaho	Idaho.....	Wilder Branch.....	124
BI 22	Greenwood..... Utah	Utah.....	Fillmore Branch.....	132
FR 89	Guild..... Idaho	Idaho.....	Yellowstone Branch.....	129
OZ 5	Gypsum..... Ore.	Idaho.....	Homestead Branch.....	126
FK 15	Hackman..... Idaho	Idaho.....	Goshen Branch.....	128
OK 14	Haggardt (Spur)..... Idaho	Idaho.....	Wells Branch.....	121
ON 57	Hailey..... Idaho	Idaho.....	Ketchum Branch.....	122
FC 31	Halbert (Spur)..... Utah	Utah.....	Malad Branch.....	136
BL 25	Halivah..... Utah	Utah.....	Cedar City Branch.....	131
F 1210	Hamer..... Idaho	Idaho.....	Main Line.....	127
BR 2	Hamilton Spur..... Cal.	Los Angeles.....	Crestmore Spur.....	138
1230	Hammett..... Idaho	Idaho.....	Main Line.....	122
F 1046	Hammond..... Utah	Utah.....	Main Line.....	135
BS 1	Hancock..... Cal.	Los Angeles.....	Crestmore Branch.....	141
BX 3	Hancock Refining Co. Spur..... Cal.	Los Angeles.....	San Pedro Branch.....	140
.....	Handorf..... Cal.	Los Angeles.....	Main Line.....	138
OH 50	Hansen..... Idaho	Idaho.....	Twin Falls Branch.....	120
BI 9	Harding..... Utah	Utah.....	Fillmore Branch.....	132
T 1067	Hardy..... Utah	Utah.....	Main Line.....	133
950	Harer..... Idaho	Idaho.....	Main Line.....	118
OW 42	Harper..... Ore.	Idaho.....	Oregon Eastern Branch.....	125
F 997	Harrisville..... Utah	Utah.....	Main Line.....	135
FR 31	Hart..... Idaho	Idaho.....	Yellowstone Branch.....	129
B 1640	Harvard..... Cal.	Los Angeles.....	Main Line.....	142
B 1774	Harvey & Brown Spur..... Cal.	Los Angeles.....	Main Line.....	138
860	Hassett..... Wyo.	Idaho.....	Main Line.....	118
B 1023	Hatchs (Spur)..... Utah	Utah.....	Main Line.....	134
F 1205	Hawgood..... Idaho	Idaho.....	Main Line.....	127
1115	Hawley..... Idaho	Idaho.....	Main Line.....	120
FE 3	Haws..... Utah	Utah.....	Bear River Branch.....	136
OT 86	Hawthorn (Spur)..... Idaho	Idaho.....	Idaho Northern Branch.....	124
ON 42	Hay..... Idaho	Idaho.....	Ketchum Branch.....	122

*Name changed from Lakeview April 21, 1942.

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
B 1574	Hayden.....	Cal.	Main Line.....	142
OL 24	Hazelton.....	Idaho	North Side Branch.....	121
B 1297	Heist.....	Utah	Main Line.....	131
B 1683	Helendale.....	Cal.	Main Line.....	139
FS 32	Heman (Spur).....	Idaho	West Belt Branch.....	129
OK 75	Henry.....	Nev.	Wells Branch.....	121
BR 2	Henshaw.....	Cal.	Crestmore Spur.....	138
BD 1.4	Herbert (Spur).....	Utah	Syracuse Branch.....	135
OK 97	Herrell.....	Nev.	Wells Branch.....	121
B 1707	Hesperia.....	Cal.	Main Line.....	139
OH 20	Heyburn.....	Idaho	Twin Falls Branch.....	120
1274	Hickey.....	Idaho	Main Line.....	122
BK 6	Hickory.....	Utah	Frisco Branch.....	132
F 1236	High Bridge.....	Idaho	Main Line.....	127
B 1752	Highgrove.....	Cal.	Main Line.....	139
B 1743	Highland Junction.....	Cal.	Main Line.....	139
BU 5	Highland Park.....	Cal.	Pasadena Branch.....	140
OO 58	Hill City.....	Idaho	Hill City Branch.....	122
Y 1292	Hillcrest.....	Idaho	Main Line.....	123
B 1796	Hillgrove.....	Cal.	Main Line.....	138
FF 15	Hills (Spur).....	Utah	Cache Valley Branch.....	137
FP 4	Hinckley Spur.....	Idaho	Sugar City Branch.....	130
BW 0	Hobart.....	Cal.	San Pedro Branch.....	139
B 1674	Hodge.....	Cal.	Main Line.....	139
FF 36	Hodges (Spur).....	Utah	Cache Valley Branch.....	137
OK 19	Hollister.....	Idaho	Wells Branch.....	121
BW 7	Hollydale Spur.....	Cal.	San Pedro Branch.....	140
FC 10	Holmgren.....	Utah	Malad Branch.....	136
FF 20	Holt (Spur).....	Utah	Cache Valley Branch.....	137
OV 24	Homedale.....	Idaho	Homedale Branch.....	125
OZ 14	Home (Spur).....	Ore.	Homestead Branch.....	126
F 1023	Honeyville.....	Utah	Main Line.....	135
OP 62	Hoover.....	Idaho	New Meadows Branch.....	126
OW 24	Hope.....	Ore.	Oregon Eastern Branch.....	125
OT 50	Horseshoe Bend.....	Idaho	Idaho Northern Branch.....	124
F 1001	Hot Springs.....	Utah	Main Line.....	135
B 1410	Hoya.....	Nev.	Main Line.....	143
B 1411	Hoya Gravel Pit.....	Nev.	Main Line.....	143
OK 81	Hubbard.....	Nev.	Wells Branch.....	121
B 1795	Hudson.....	Cal.	Main Line.....	138
S 1034	Hulser.....	Utah	Main Line.....	134
F 1251	Humphrey.....	Idaho	Main Line.....	127
1386	Huntington.....	Ore.	Main Line.....	123
BW 3	Huntington Park.....	Cal.	San Pedro Branch.....	139
BW 10	Hynes.....	Cal.	San Pedro Branch.....	140
FF 18	Hyrum.....	Utah	Cache Valley Branch.....	137
F 1177	Idaho Falls.....	Idaho	Main Line.....	127, 129
OM 28	Idahome.....	Idaho	Raft River Branch.....	122
F 1256.9	Idaho-Montana State Line.....	Idaho	Main Line.....	127
FR 97.7	Idaho-Montana State Line.....	Idaho	Yellowstone Branch.....	129
OK 50.4	Ida-Nev. State Line.....	Idaho	Wells Branch.....	121
1334.7	Idaho-Oregon State Line.....	Idaho	Main Line.....	123
1383.5	Idaho-Oregon State Line.....	Idaho	Main Line.....	123
OK 50	Idavada.....	Idaho	Wells Branch.....	121
1081	Igo.....	Idaho	Main Line.....	120
FK 12	Indian.....	Idaho	Goshen Branch.....	128
B 1625	Industry Track.....	Cal.	Main Line.....	142
OY 3	Ingard.....	Idaho	Payette Branch.....	125
1049	Ingling (Spur).....	Idaho	Yellowstone Branch.....	129
FU 6	Inkom.....	Idaho	Main Line.....	119
BJ 15	Iona.....	Idaho	East Belt Branch.....	128
BL 21	Iron Mountain.....	Utah	Iron Mountain Branch.....	131
TB 2	Iron Springs.....	Utah	Cedar City Branch.....	131
FR 81	Ironton.....	Utah	Ironton Branch.....	134
B 1338	Island Park.....	Idaho	Yellowstone Branch.....	129
B 1546	Islen.....	Nev.	Main Line.....	131
	Ivanpah.....	Cal.	Main Line.....	142
FP 3	Jacobs (Spur).....	Idaho	Sugar City Branch.....	130
OX 17	Jamieson.....	Ore.	Brogan Branch.....	125
B 1512	Jean.....	Nev.	Main Line.....	142
OT 19	Jenness.....	Idaho	Idaho Northern Branch.....	124

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
FU 26	Jenson.....	Idaho	East Belt Branch.....	128
B 1128	Jericho.....	Utah	Main Line.....	132
OL 48	Jerome.....	Idaho	North Side Branch.....	121
B 1177	Jerome.....	Utah	Main Line.....	132
1368	Jonathan.....	Idaho	Main Line.....	123
F 1221	Jones.....	Idaho	Main Line.....	127
OW 62	Jonesboro.....	Ore.	Oregon Eastern Branch.....	125
B 1555	Joshua.....	Cal.	Main Line.....	142
T 1133	Juab.....	Utah	Main Line.....	133
FV 22	Judkins.....	Idaho	Teton Valley Branch.....	130
OW 74	Juntura.....	Ore.	Oregon Eastern Branch.....	125
B 1009	Kaysville.....	Utah	Main Line.....	134
B 1730	Keenbrook.....	Cal.	Main Line.....	139
B 1577	Kelso.....	Cal.	Main Line.....	142
887	Kemmerer.....	Wyo.	Main Line.....	118
B 1587	Kerens.....	Cal.	Main Line.....	142
B 1267	Kerr.....	Utah	Main Line.....	131
ON 69	Ketchum.....	Idaho	Ketchum Branch.....	122
F 1287	Kidd.....	Mont.	Main Line.....	130
1286	Kiesel.....	Idaho	Main Line.....	122
1136	Kimama.....	Idaho	Main Line.....	120
F 1159	Kimball.....	Idaho	Main Line.....	127
OH 53	Kimberly.....	Idaho	Twin Falls Branch.....	120
OW 48	Kime.....	Ore.	Oregon Eastern Branch.....	125
B 1611	King.....	Cal.	Main Line.....	142
1214	King Hill.....	Idaho	Main Line.....	120
OV 7	Kingman.....	Ore.	Homedale Branch.....	124
1013	Kinport.....	Idaho	Main Line.....	119
OK 6	Knull.....	Idaho	Wells Branch.....	121
FU 20	Kruger (Spur).....	Idaho	East Belt Branch.....	128
1294	Kuna.....	Idaho	Main Line.....	122
B 1379	Kyle.....	Nev.	Main Line.....	143
BT 10	LaHabra.....	Cal.	Anaheim Branch.....	141
B 1246	Laho.....	Utah	Main Line.....	131
B 1049	Lake Point.....	Utah	Main Line.....	132
FE 6	Lamb.....	Utah	Bear River Branch.....	136
FV 16	Lamont.....	Idaho	Teton Valley Branch.....	130
OX 12	Lancaster.....	Ore.	Brogan Branch.....	125
B 1479	Las Vegas.....	Nev.	Main Line.....	142, 143
B 1262	Latimer.....	Utah	Main Line.....	131
1027	Lava Hot Springs.....	Idaho	Main Line.....	119
F 1344	Lavon.....	Mont.	Main Line.....	130
OW 138	Lawen.....	Ore.	Oregon Eastern Branch.....	125
B 1007	Layton.....	Utah	Main Line.....	134
T 1158	Leamington.....	Utah	Main Line.....	133
T 1059	Lehi.....	Utah	Main Line.....	133
B 1384	Leith.....	Nev.	Main Line.....	143
B 1668	Lenwood.....	Cal.	Main Line.....	139
B 1697	Leon.....	Cal.	Main Line.....	139
Y 1278	Leone.....	Idaho	Main Line.....	122
FL 77	Leslie.....	Idaho	Mackay Branch.....	127
OY 22	Letha.....	Idaho	Payette Branch.....	125
T 1130	Levan.....	Utah	Main Line.....	133
FF 42	Lewiston Sugar (Spur).....	Utah	Cache Valley Branch.....	137
FS 9	Lewisville.....	Idaho	West Belt Branch.....	129
FO 6	Liberty.....	Idaho	Aberdeen Branch.....	128
B 1315	Lien.....	Nev.	Main Line.....	131
F 1273	Lima.....	Mont.	Main Line.....	127, 130
FU 2	Lincoln.....	Idaho	East Belt Branch.....	128
FU 3	Lincoln Jet.....	Idaho	East Belt Branch.....	128
BE 2.8	Lindsay Livestock.....	Utah	Evona Branch.....	136
F 1059	Linrose (Spur).....	Idaho	Main Line.....	135
OY 19	Little Rock.....	Idaho	Payette Branch.....	125
OW 35	Little Valley.....	Ore.	Oregon Eastern Branch.....	125
B 1103	Loggreen.....	Utah	Main Line.....	132
FF 24	Logan.....	Utah	Cache Valley Branch.....	137
FJ 2.5	Logan Jet.....	Utah	Logan Sugar Factory Branch.....	137
BN 10	Logandale.....	Nev.	St. Thomas Branch.....	143
OW 87	Long.....	Ore.	Oregon Eastern Branch.....	125
FR 18	Lorenzo.....	Idaho	Yellowstone Branch.....	129

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
B 1813	Los Angeles Union Passenger Terminal..... Cal.	Los Angeles.....	Main Line.....	138
FL 64	Lost River..... Idaho	Idaho.....	Mackay Branch.....	127
B 1468	Lovell..... Nev.	Los Angeles.....	Main Line.....	143
B 1712	Lugo..... Cal.	Los Angeles.....	Main Line.....	139
B 1272	Lund..... Utah	Utah.....	Main Line.....	131
OW 5	Luse..... Ore.	Idaho.....	Oregon Eastern Branch.....	125
B 1147	Lyndyl..... Utah	Utah.....	Main Line.....	132, 133
BW 4	Maas, A. R. Chemical Co..... Cal.	Los Angeles.....	San Pedro Branch.....	140
BW 8	Macao Lumber Spur..... Cal.	Los Angeles.....	San Pedro Branch.....	140
FL 85	Mackay..... Idaho	Idaho.....	Mackay Branch.....	127
OO 31	Macon..... Idaho	Idaho.....	Hill City Branch.....	122
OT 6	Maddens (Spur)..... Idaho	Idaho.....	Idaho Northern Branch.....	124
F 1025	Madsen..... Utah	Idaho.....	Main Line.....	135
OO 22	Magie..... Idaho	Idaho.....	Hill City Branch.....	122
B 1758	Magnolia Ave..... Cal.	Los Angeles.....	Main Line.....	139
F 1359	Maiden Rock..... Mont.	Idaho.....	Main Line.....	130
Y 1314	Main Line Jct..... Idaho	Idaho.....	Main Line.....	123
OT 69	Mains..... Idaho	Idaho.....	Idaho Northern Branch.....	124
FC 52	Malad..... Idaho	Utah.....	Malad Branch.....	136
OW 10	Malott..... Ore.	Idaho.....	Oregon Eastern Branch.....	125
B 1218	Malone..... Utah	Utah.....	Main Line.....	132
BH 2	Mammoth..... Utah	Utah.....	Mammoth Branch.....	133
BF 2	Mammoth Jct..... Utah	Utah.....	Eureka Branch.....	133
B 1635	Manix..... Cal.	Los Angeles.....	Main Line.....	142
983	Manson..... Idaho	Idaho.....	Main Line.....	119
BW 16	Manuel..... Cal.	Los Angeles.....	San Pedro Branch.....	140
OJ 18	Marion..... Idaho	Idaho.....	Oakley Branch.....	121
FR 22	Mark (Spur)..... Idaho	Idaho.....	Yellowstone Branch.....	129
ON 11	Marley..... Idaho	Idaho.....	Ketchum Branch.....	122
F 935	Marse Valley..... Wyo.	Idaho.....	Main Line.....	118
OV 33	Marsing..... Idaho	Idaho.....	Main Line.....	135
FV 2	Marysville..... Idaho	Idaho.....	Homedale Branch.....	125
1123	McCall..... Idaho	Idaho.....	Teton Valley Branch.....	130
OT 129	McCammon..... Idaho	Idaho.....	Main Line.....	120
1038	McCarran..... Nev.	Idaho.....	Idaho Northern Branch.....	124
BQ 3	McCarran Airfield..... Nev.	Los Angeles.....	Main Line.....	119, 135
OV 21	McCard..... Nev.	Los Angeles.....	McCarran Branch.....	143
BI 16	McCornick..... Utah	Idaho.....	Homedale Branch.....	124
OL 20	McHenry..... Idaho	Idaho.....	Fillmore Branch.....	132
B 1121	McIntyre..... Utah	Idaho.....	North Side Branch.....	121
OH 56	McMillan..... Idaho	Idaho.....	Main Line.....	132
OH 57	McMillan Sugar Fcty. (Spur)..... Idaho	Idaho.....	Twin Falls Branch.....	120
OY 29	McNish (Siding)..... Cal.	Idaho.....	Twin Falls Branch.....	121
BW 20	Mead..... Cal.	Los Angeles.....	Payette Branch.....	125
F 1392	Meaderville..... Mont.	Idaho.....	San Pedro Branch.....	140
BN 17	Mead Lake..... Nev.	Idaho.....	Main Line.....	130
OK 109	Melandco..... Nev.	Los Angeles.....	St. Thomas Branch.....	143
OS 15	Melba..... Idaho	Idaho.....	Wells Branch.....	121
T 1048	Mellen Sand Spur..... Utah	Idaho.....	Murphy Branch.....	124
F 1352	Melrose..... Mont.	Idaho.....	Main Line.....	133
FS 11	Menan..... Idaho	Idaho.....	Main Line.....	130
BY 4	Mendha..... Nev.	Idaho.....	West Belt Branch.....	129
FF 9	Mendon..... Utah	Idaho.....	Prince Branch.....	131
Y 1305	Meridian..... Idaho	Idaho.....	Cache Valley Branch.....	137
FF 40	Merrills..... Utah	Idaho.....	Main Line.....	123
OP 57	Mesa..... Idaho	Idaho.....	Cache Valley Branch.....	137
OK 39	Meteor..... Idaho	Idaho.....	New Meadows Branch.....	126
1070	Michaud..... Idaho	Idaho.....	Wells Branch.....	121
OT 9	Middleton..... Idaho	Idaho.....	Main Line.....	120
OP 32	Midvale..... Idaho	Idaho.....	Idaho Northern Branch.....	124
S 1040.1	Midvale (U.S. Smelter Spur)..... Utah	Idaho.....	New Meadows Branch.....	126
FS 10	Midway (Spur)..... Idaho	Idaho.....	Main Line.....	134
OA 4	Mill Post 3.9..... Wyo.	Idaho.....	West Belt Branch.....	129
B 1236	Milford..... Utah	Idaho.....	Kemmerer Branch.....	118
T 1140	Mills..... Utah	Idaho.....	Main Line.....	131, 132
OH 34	Milner..... Idaho	Idaho.....	Main Line.....	133
			Twin Falls Branch.....	120

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
884	Mine No. 2 (Spur)..... Wyo.	Idaho.....	Main Line.....	118
OA 2	Mine No. 8..... Wyo.	Idaho.....	Cumberland Branch.....	118
OZ 15	Mine Nos. 1 & 2..... Wyo.	Idaho.....	Kemmerer Branch.....	118
1120	Mineral..... Ore.	Idaho.....	Homestead Branch.....	126
B 1345	Minidoka..... Idaho	Idaho.....	Main Line.....	120
B 1767.3	Minto..... Nev.	Utah.....	Main Line.....	131
F 1170	Mira Loma..... Cal.	Los Angeles.....	Main Line.....	138
B 1430	Mitchell..... Idaho	Idaho.....	Main Line.....	127
BD 1	Moapa..... Nev.	Los Angeles.....	Main Line.....	143
B 1303	Moberly (Spur)..... Utah	Idaho.....	Syracuse Branch.....	135
T 1111	Modena..... Utah	Utah.....	Main Line.....	131
F 1257	Mona..... Utah	Idaho.....	Main Line.....	133
F 1165	Monida..... Mont.	Idaho.....	Main Line.....	127
BX 3	Monroe..... Idaho	Idaho.....	Main Line.....	127
1804	Montana Ranch..... Cal.	Los Angeles.....	San Pedro Branch.....	140
OT 41	Montebello..... Cal.	Los Angeles.....	Main Line.....	138
962	Montpelier..... Idaho	Idaho.....	Idaho Northern Branch.....	124
FU 34	Moody..... Idaho	Idaho.....	Main Line.....	118, 119
B 1541	Moore..... Cal.	Los Angeles.....	East Belt Branch.....	128
FL 67	Moore..... Idaho	Idaho.....	Main Line.....	142
1290	Mora..... Idaho	Idaho.....	Mackay Branch.....	127
FL 5.7	Moreland..... Idaho	Idaho.....	Main Line.....	122
B 1052	Morris..... Utah	Idaho.....	Mackay Branch.....	127
F 1051	Morton..... Utah	Utah.....	Main Line.....	132
BK 2	Moscow..... Utah	Utah.....	Main Line.....	135
1308	Moss..... Idaho	Idaho.....	Frisco Branch.....	132
T 1054	Mount..... Utah	Idaho.....	Main Line.....	123
1249	Mountain Home..... Idaho	Idaho.....	Main Line.....	133
855	Moxa..... Wyo.	Idaho.....	Main Line.....	122
B 1228	Moyer Jct..... Wyo.	Idaho.....	Main Line.....	118
OS 30	Murdock..... Utah	Idaho.....	Main Line.....	118
S 1036.1	Murphy..... Idaho	Idaho.....	Main Line.....	132
OH 41	Murray..... Utah	Idaho.....	Murphy Branch.....	124
OV 2	Murtaugh..... Idaho	Idaho.....	Main Line.....	134
OV 4.2	Musser..... Ore.	Idaho.....	Twin Falls Branch.....	120
B 1258	Myers (Spur)..... Idaho	Idaho.....	Homedale Branch.....	124
OW 51	Nada..... Utah	Idaho.....	North Side Branch.....	121
1304	Namorf..... Ore.	Idaho.....	Main Line.....	131
Y 1312	Nampa Loop Jct..... Idaho	Idaho.....	Oregon Eastern Branch.....	125
OV 17	Napton..... Ore.	Idaho.....	Main Line.....	122, 123, 124
BN 5	Narrows..... Nev.	Idaho.....	Main Line.....	123
F 1341	Navy..... Mont.	Los Angeles.....	Homedale Branch.....	124
FF 12	Nebecker..... Utah	Idaho.....	St. Thomas Branch.....	143
B 1658	Nebo..... Cal.	Los Angeles.....	Main Line.....	130
B 1187	Neels..... Utah	Idaho.....	Cache Valley Branch.....	137
FD 7	Nelson..... Utah	Idaho.....	Main Line.....	139
T 1118	Nephi..... Utah	Idaho.....	Main Line.....	132
B 1312.4	Nev.-Utah State Line..... Utah	Idaho.....	Thatcher Branch.....	136
FU 38	Newdale..... Idaho	Idaho.....	Main Line.....	133
OP 90	New Meadows..... Idaho	Idaho.....	Main Line.....	131
OY 11	New Plymouth..... Idaho	Idaho.....	East Belt Branch.....	128
B 1555	Nipton..... Cal.	Idaho.....	New Meadows Branch.....	126
Y 1309	Noble (Spur)..... Idaho	Idaho.....	Payette Branch.....	125
OA 2.4	North Kemmerer..... Wyo.	Idaho.....	Main Line.....	142
OA 1	North Kemmerer Jct..... Wyo.	Idaho.....	Main Line.....	123
BX 1	North Long Beach..... Wyo.	Idaho.....	Kemmerer Branch.....	118
B 1024	North Salt Lake..... Utah	Los Angeles.....	San Pedro Branch.....	140
OT 121	Norwood..... Idaho	Idaho.....	Main Line.....	134
1320	Notus..... Idaho	Idaho.....	Idaho Northern Branch.....	124
903	Nugget..... Wyo.	Idaho.....	Main Line.....	123
893	Nutria..... Wyo.	Idaho.....	Main Line.....	118
1336	Nyssa..... Ore.	Idaho.....	Main Line.....	118
OJ 22	Oakley..... Idaho	Idaho.....	Main Line.....	123, 124
B 1169	Oasis..... Utah	Idaho.....	Oakley Branch.....	121
B 1031	Officer..... Utah	Idaho.....	Main Line.....	132
B 993	Ogden..... Utah	Idaho.....	Main Line.....	134
1377	Olds Ferry..... Idaho	Idaho.....	Main Line.....	134, 135, 136
B 1740	Ono..... Cal.	Los Angeles.....	Main Line.....	123
B 1775	Ontario..... Cal.	Los Angeles.....	Main Line.....	139
1346	Ontario..... Ore.	Idaho.....	Main Line.....	138
1345	Ontario Stock Yds. Ore.	Idaho.....	Main Line.....	123, 125

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
B 1044	Onyx (Spur)..... Idaho	Idaho.....	Main Line.....	119
B 1232	Opal..... Utah	Utah.....	Main Line.....	132
872	Opal..... Wyo.	Idaho.....	Main Line.....	118
1270	Orchard..... Idaho	Idaho.....	Main Line.....	122
1347.3	Ore-Idaho State Line....	Idaho.....	Main Line.....	123
OV 18.6	Ore-Idaho State Line....	Idaho.....	Homedale Branch....	124
BR 4	Ormand..... Cal.	Los Angeles....	Crestmore Spur.....	138
BR 4	Ormand Quarry Track.....	Cal.	Crestmore Spur.....	138
B 1693	Oro Grande..... Cal.	Los Angeles....	Main Line.....	139
907	Orr..... Wyo.	Idaho.....	Main Line.....	118
FR 3	Orvin..... Idaho	Idaho.....	Yellowstone Branch....	128, 129
OV 8	Overstreet..... Ore.	Idaho.....	Homedale Branch....	124
BN 15	Overton..... Nev.	Los Angeles....	St. Thomas Branch....	143
OF 5	Ovid..... Idaho	Idaho.....	Paris Branch.....	119
1151	Owinza..... Idaho	Idaho.....	Main Line.....	120
1282	Owyhee..... Idaho	Idaho.....	Main Line.....	122
F 1074	Oxford..... Idaho	Utah.....	Main Line.....	135
ON 22	Pagari..... Idaho	Idaho.....	Ketchum Branch.....	122
SM 1037	Pallas..... Utah	Utah.....	Main Line.....	134
B 15	Panaca..... Nev.	Utah.....	Pioche Branch.....	131
OF 10	Paris..... Idaho	Idaho.....	Paris Branch.....	119
OZ 22	Park..... Ore.	Idaho.....	Homestead Branch....	126
FS 34	Parker..... Idaho	Idaho.....	West Belt Branch.....	129
FU 32	Parkinson..... Idaho	Idaho.....	East Belt Branch.....	128
T 1148	Parley..... Utah	Utah.....	Main Line.....	133
1328	Parma..... Idaho	Idaho.....	Main Line.....	123
OH 36	Parsons..... Idaho	Idaho.....	Twin Falls Branch....	120
BU 9	Pasadena..... Cal.	Los Angeles....	Pasadena Branch....	141
B 1812	Pasadena Jct..... Cal.	Los Angeles....	Main Line.....	138, 140
FN 2	Patterson..... Idaho	Idaho.....	Thomas Branch.....	128
OL 6	Paul..... Idaho	Idaho.....	North Side Branch....	121
1350	Payette..... Idaho	Idaho.....	Main Line.....	123, 125
F 1184	Payne..... Idaho	Idaho.....	Main Line.....	127
T 1092	Payson..... Utah	Utah.....	Main Line.....	133
OH 69	Peavey..... Idaho	Idaho.....	Twin Falls Branch....	121
1018	Pebble..... Idaho	Idaho.....	Main Line.....	119
BM 6	Peck..... Nev.	Utah.....	Pioche Branch.....	131
B 1763	Pedley..... Cal.	Los Angeles....	Main Line.....	139
945	Pegram..... Idaho	Idaho.....	Main Line.....	118
B 1096	Pehrson..... Utah	Utah.....	Main Line.....	132
OJ 5	Pella..... Idaho	Idaho.....	Oakley Branch.....	121
OR 5	Penitentiary Spur.....	Idaho.....	Boise Branch.....	123
Y 1299	Perkins..... Idaho	Idaho.....	Main Line.....	123
OL 35	Perrine..... Idaho	Idaho.....	North Side Branch....	121
F 1010	Perry..... Utah	Utah.....	Main Line.....	135
969	Pescadero..... Idaho	Idaho.....	Main Line.....	119
FF 5	Petersboro (Spur).....	Utah.....	Cache Valley Branch....	137
FM 3	Peterson..... Idaho	Idaho.....	Gardner Branch.....	128
ON 37	Picabo..... Idaho	Idaho.....	Ketchum Branch.....	122
B 1803	Pico..... Cal.	Los Angeles....	Main Line.....	138
B 1488	Pierce..... Nev.	Los Angeles....	Main Line.....	142
FR 73	Pineview..... Idaho	Idaho.....	Yellowstone Branch....	129
FO 10	Pingree..... Idaho	Idaho.....	Aberdeen Branch.....	128
BM 33	Pioche..... Nev.	Utah.....	Pioche Branch.....	131
FL 45	Pioneer..... Idaho	Idaho.....	Mackay Branch.....	127
925	Pixley..... Wyo.	Idaho.....	Main Line.....	118
FS 25	Plano..... Idaho	Idaho.....	West Belt Branch.....	129
FF 35	Plants (Spur)..... Utah	Utah.....	Cache Valley Branch....	137
OT 32	Plaza..... Idaho	Idaho.....	Idaho Northern Branch....	124
T 1065	Pleasant Grove..... Utah	Utah.....	Main Line.....	133
FC 28	Plymouth (Spur)..... Utah	Utah.....	Malad Branch.....	136
1061	Pocatello..... Idaho	Idaho.....	Main Line.....	119, 120, 127
B 1781	Pomona..... Cal.	Los Angeles....	Main Line.....	138
B 1032	Poplar Grove Prest-o-Lite Spur.....	Utah.....	Main Line.....	132
FC 37	Portage..... Utah	Utah.....	Malad Branch.....	136
1055	Portneuf (Spur)..... Idaho	Idaho.....	Main Line.....	119
BL 31	Power Plant Spur.....	Utah.....	Cedar City Branch....	131
OP 12	Presley..... Idaho	Idaho.....	New Meadows Branch....	126
FF 51	Preston..... Idaho	Utah.....	Cache Valley Branch....	137
OZ 9	Prevost..... Ore.	Idaho.....	Homestead Branch....	126
ON 34	Priest (Spur)..... Idaho	Idaho.....	Ketchum Branch.....	122
BY 9	Prince..... Nev.	Utah.....	Prince Branch.....	131
BM 32	Prince Jct..... Nev.	Utah.....	Pioche Branch.....	131

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
T 1076	Provo..... Utah	Utah.....	Main Line.....	133, 134
T 1074	Provo Cutting Spur.....	Utah.....	Main Line.....	133
T 1076	Provo Joint Yard.....	Utah.....	Main Line.....	133
BN 9	Pueblo..... Nev.	Los Angeles....	St. Thomas Branch....	143
B 1208	Pumice..... Utah	Utah.....	Main Line.....	132
BW 5	Purex Co..... Cal.	Los Angeles....	San Pedro Branch....	140
FS 35	Pyke (Spur)..... Idaho	Idaho.....	West Belt Branch....	129
B 1380	Quarry Spur..... Nev.	Los Angeles....	Main Line.....	143
OA 9	Quealey..... Wyo.	Idaho.....	Kemmerer Branch....	118
1097	Quigley..... Idaho	Idaho.....	Main Line.....	120
F 1358	Quinn..... Mont.	Idaho.....	Main Line.....	130
OK 44	Rabbit Springs.....	Idaho.....	Wells Branch.....	121
BW 7	Rancho Los Amigos.....	Cal.	San Pedro Branch....	140
OO 37	Rands..... Idaho	Idaho.....	Hill City Branch....	122
BS 3	Ranura..... Cal.	Los Angeles....	Crestmore Branch....	141
OO 5	Rawson..... Idaho	Idaho.....	Hill City Branch....	122
1152	Rayle..... Idaho	Idaho.....	Main Line.....	120
BU 8	Raymond..... Cal.	Los Angeles....	Pasadena Branch....	141
B 1223	Read..... Utah	Utah.....	Main Line.....	132
FR 67	Reas Pass..... Idaho	Idaho.....	Yellowstone Branch....	129
OP 6	Rebecca..... Idaho	Idaho.....	New Meadows Branch....	126
OW 144	Redess..... Ore.	Idaho.....	Oregon Eastern Branch....	125
OK 94	Red Point..... Nev.	Idaho.....	Wells Branch.....	121
F 1295	Red Rock..... Idaho	Idaho.....	Main Line.....	130
BE 1	Relico..... Utah	Utah.....	Evona Branch.....	136
FR 1239	Reverse..... Idaho	Idaho.....	Main Line.....	122
ON 15	Rexburg..... Idaho	Idaho.....	Yellowstone Branch....	129
16	Richfield..... Idaho	Idaho.....	Ketchum Branch.....	122
BW 11	Richfield Oil Co.....	Cal.	San Pedro Branch....	140
FF 37	Richmond..... Utah	Utah.....	Cache Valley Branch....	137
FR 14	Rideout..... Utah	Utah.....	Main Line.....	133
T 1051	Rideout..... Idaho	Idaho.....	Yellowstone Branch....	129
FW 12	Rioco..... Cal.	Los Angeles....	San Pedro Branch....	140
BW 12	River..... Idaho	Idaho.....	East Belt Branch....	128
FU 16	Ririe..... Idaho	Idaho.....	Main Line.....	132
B 1039	Riter..... Utah	Utah.....	Murphy Branch.....	124
OS 23	River..... Idaho	Idaho.....	Oregon Eastern Branch....	125
OW 93	Riverside..... Ore.	Idaho.....	Main Line.....	139
B 1755	Riverside..... Cal.	Los Angeles....	Main Line.....	139
B 1754	Riverside Jct..... Cal.	Los Angeles....	Main Line.....	139, 141
B 1521	Roach..... Nev.	Los Angeles....	Main Line.....	142
F 1195	Roberts..... Idaho	Idaho.....	Main Line.....	127
TA 3	Roberts (Spur).....	Utah.....	Fairfield Branch....	134
OZ 33	Robinette..... Ore.	Idaho.....	Homestead Branch....	126
FO 4	Rock..... Idaho	Idaho.....	Aberdeen Branch....	128
1381	Rock Island..... Idaho	Idaho.....	Main Line.....	123
OP 21	Rock Pit..... Idaho	Idaho.....	New Meadows Branch....	126
BE 2.5	Rocky Mt. Feeders.....	Utah.....	Evona Branch.....	136
OW 51	Rodeo..... Ore.	Idaho.....	Oregon Eastern Branch....	125
OK 29	Rogerson..... Idaho	Idaho.....	Wells Branch.....	121
987	Rose..... Idaho	Idaho.....	Main Line.....	119
B 1793	Rowland..... Cal.	Los Angeles....	Main Line.....	138
B 1415	Rox..... Nev.	Los Angeles....	Main Line.....	143
B 999	Roy..... Utah	Utah.....	Main Line.....	134
BO 10	Royson..... Nev.	Los Angeles....	Boulder City Branch....	142
OP 84	Rubicon..... Idaho	Idaho.....	New Meadows Branch....	126
OH 14	Rupert..... Idaho	Idaho.....	Twin Falls Branch....	120, 121
910	Sage..... Wyo.	Idaho.....	Main Line.....	118
FR 37	St. Anthony..... Idaho	Idaho.....	Yellowstone Branch....	128, 129
B 1802	St. Helens Spur.....	Cal.	Main Line.....	138
B 1077	St. John..... Utah	Utah.....	Main Line.....	132
FR 4	St. Leon (Spur).....	Idaho.....	Yellowstone Branch....	129
FP 1	Salem (Spur)..... Idaho	Idaho.....	Sugar City Branch....	130
B 1029	Salt Lake City.....	Utah.....	Main Line.....	133, 134
B 1779	San Antonio Meat Co. Spur.....	Cal.	Main Line.....	138
B 1746	San Bernardino.....	Cal.	Main Line.....	139
OT 21	Sand..... Idaho	Idaho.....	Idaho Northern Branch....	124
1218	Sand Bank..... Idaho	Idaho.....	Main Line.....	120
B 1596	Sands..... Cal.	Los Angeles....	Main Line.....	142
S 1042	Sandy..... Utah	Utah.....	Main Line.....	133
OK 61	San Jacinto..... Nev.	Idaho.....	Wells Branch.....	121
T 1098	Santaquin..... Utah	Utah.....	Main Line.....	133

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
OL 1074	Schiller.....	Idaho	Main Line.....	120
16	Schodde.....	Idaho	North Side Branch.....	121
1122	Sears.....	Idaho	Main Line.....	120
1255	Seebree.....	Idaho	Main Line.....	122
OO 40	Selby.....	Idaho	Hill City Branch.....	122
1143	Senter.....	Idaho	Main Line.....	120
BR 1	Setout Track.....	Cal.	Crestmore Spur.....	138
BT 11.5	Seviars Spur.....	Cal.	Anaheim Branch.....	141
Y 1289	Shafer.....	Idaho	Main Line.....	123
T 1125	Sharp.....	Utah	Main Line.....	133
F 1168	Shelley.....	Idaho	Main Line.....	127
OU 4	Shelp.....	Idaho	Wildor Branch.....	124
B 1061	Shields.....	Utah	Main Line.....	132
OK 87	Shores.....	Idaho	Wells Branch.....	121
1169	Shoshone.....	Idaho	Main Line.....	120, 122
1147	Sid.....	Idaho	Main Line.....	120
F 1383	Silver Bow.....	Mont.	Main Line.....	133
BG 2	Silver City.....	Utah	Silver City Branch.....	122
1244	Slade.....	Idaho	Main Line.....	142
B 1498	Sloan.....	Nev.	Main Line.....	132
B 1046	Smelter.....	Utah	Main Line.....	137
FF 32	Smithfield.....	Utah	Cache Valley Branch.....	124
OT 83	Smiths Ferry.....	Idaho	Idaho Northern Branch.....	127
F 1265	Showline.....	Mont.	Main Line.....	121
OL 45	Snyder (Spur).....	Idaho	North Side Branch.....	119
993	Soda Springs.....	Idaho	Main Line.....	132
BK 10	Solus.....	Utah	Frisco Branch.....	133
T 1150	Soma.....	Utah	Main Line.....	136
FD 2	Sommer.....	Utah	Thatcher Branch.....	123
Y 1308	Sonna.....	Idaho	Main Line.....	138
B 1811	Soto St. Jct.....	Cal.	Main Line.....	140
BW 5	South Gate.....	Cal.	San Pedro Branch.....	135
F 994	S.P. Junction.....	Utah	Main Line.....	138
B 1784	Spadra.....	Cal.	Main Line.....	133
T 1085	Spanish Fork.....	Utah	Main Line.....	127
F 1241	Spencer.....	Idaho	Raft River Branch.....	122
OM 6	Springdale.....	Idaho	Aberdeen Branch.....	128
FO 17	Springfield.....	Idaho	Main Line.....	133
T 1081	Springville.....	Utah	Main Line.....	131
B 1341	Spur.....	Nev.	Homedale Branch.....	125
OV 28	Stacey.....	Idaho		
BU 9	Standard Bakeries Corp.....	Cal.	Pasadena Branch.....	141
BN 3	Standard Oil Spur.....	Nev.	St. Thomas Branch.....	143
OP 69	Starkey (Spur).....	Idaho	New Meadows Branch.....	126
T 1107	Starr.....	Utah	Main Line.....	133
OH 26	Starr's Ferry.....	Idaho	Twin Falls Branch.....	120
T 1090	Stearns-Beet Spur.....	Utah	Main Line.....	133
BD 3	Steed (Spur).....	Utah	Syracuse Branch.....	135
FO 20	Sterling.....	Idaho	Aberdeen Branch.....	128
OZ 16	Still (Spur).....	Ore.	Homestead Branch.....	126
B 1363	Stine.....	Nev.	Main Line.....	143
B 1070	Stockton.....	Utah	Main Line.....	132
BL 30	Stock Yards.....	Utah	Cedar City Branch.....	131
OS 17	Stoddard.....	Idaho	Murphy Branch.....	124
OH 52	Stowe (Spur).....	Idaho	Twin Falls Branch.....	120
FO 24	Strang.....	Idaho	Aberdeen Branch.....	128
OP 78	Strawberry.....	Idaho	New Meadows Branch.....	126
B 1759	Streeter.....	Cal.	Main Line.....	139
B 1157	Strong.....	Utah	Main Line.....	132
OZ 27	Sturgill.....	Ore.	Homestead Branch.....	126
FR 30	Sugar City.....	Idaho	Yellowstone Branch.....	129, 130
FJ 1	Sugar Factory.....	Utah	Logan Sugar Fety Branch.....	137
FF 22	Sugar Factory Jct.....	Utah	Cache Valley Branch.....	137
OL 38	Sugar Loaf.....	Idaho	North Side Branch.....	121
FC 21	Sugar Works.....	Utah	Malad Branch.....	136
BE 3	Sugar Works.....	Utah	Evona Branch.....	136
OK 103	Summer Camp.....	Nev.	Wells Branch.....	121
B 1718	Summit.....	Cal.	Main Line.....	139
OZ 12	Sun.....	Ore.	Homestead Branch.....	126
BT 14	Sunny Hills.....	Cal.	Anaheim Branch.....	141
1266	Sunnyside.....	Idaho	Main Line.....	122
FD 5	Sunset.....	Utah	Thatcher Branch.....	136
B 1777	Sunsweet.....	Cal.	Main Line.....	138
OA 5	Susie.....	Idaho	Kemmerer Branch.....	118
B 1507	Sutor.....	Nev.	Main Line.....	142

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
F 1077	Swan Lake.....	Idaho	Main Line.....	135
BD 8	Syracuse.....	Utah	Syracuse Branch.....	135
FL 20	Taber.....	Idaho	Mackay Branch.....	127
1003	Talmage.....	Idaho	Main Line.....	119
OP 82	Tamarack.....	Idaho	New Meadows Branch.....	126
FA 3	Teal.....	Utah	Urban Branch.....	136
BW 4	Team Track.....	Cal.	San Pedro Branch.....	140
BU 6	Team Track.....	Cal.	Pasadena Branch.....	140
F 1200	Tenno.....	Idaho	Main Line.....	127
BW 21	Terminal Island.....	Cal.	San Pedro Branch.....	140
FV 30	Tetonia.....	Idaho	Teton Valley Branch.....	130
FD 6	Thatcher.....	Utah	Thatcher Branch.....	136
BW 19	Thenard.....	Cal.	San Pedro Branch.....	140
B 1251	Thermo.....	Utah	Main Line.....	131
FL 6	Thomas Jct.....	Idaho	Mackay Branch.....	127, 128
FN 4	Thomas (Spur).....	Idaho	Thomas Branch.....	135
F 1061	Thorensen (Spur).....	Idaho	Main Line.....	135
B 1703	Thorn.....	Cal.	Main Line.....	139
FR 21	Thornton.....	Idaho	Yellowstone Branch.....	129
1204	Ticska.....	Idaho	Main Line.....	120
ON 36	Tikura.....	Idaho	Ketchum Branch.....	122
B 1114	Tintie.....	Utah	Main Line.....	132, 133
BN 13	Tokio.....	Nev.	St. Thomas Branch.....	143
B 1307	Tomas.....	Utah	Main Line.....	131
B 1645	Toomey.....	Cal.	Main Line.....	142
1032	Topaz.....	Idaho	Main Line.....	119
OK 116	Town Creek.....	Nev.	Wells Branch.....	121
OL 4	Travers.....	Idaho	North Side Branch.....	121
FC 18	Tremonton.....	Utah	Malad Branch.....	136
F 1050	Trenton.....	Utah	Main Line.....	135
ON 68	Triumph.....	Idaho	Ketchum Branch.....	122
OJ 16	Trouit.....	Idaho	Oakley Branch.....	121
FR 85	Trude.....	Idaho	Yellowstone Branch.....	129
1323	Tucker.....	Idaho	Main Line.....	123
891	Tunnel No. 1.....	Wyo.	Main Line.....	118
OT 33.3	Tunnel No. 2.....	Idaho	Idaho Northern Branch.....	124
OT 38.6	Tunnel No. 3.....	Idaho	Idaho Northern Branch.....	124
OT 77.4	Tunnel No. 4.....	Idaho	Idaho Northern Branch.....	124
OT 83.8	Tunnel No. 5.....	Idaho	Idaho Northern Branch.....	124
OW 54	Tunnel No. 6.....	Ore.	Oregon Eastern Branch.....	125
OW 71	Tunnel No. 7.....	Ore.	Oregon Eastern Branch.....	125
OZ 4	Tunnel No. 8.....	Ore.	Homestead Branch.....	126
OZ 32	Tunnel No. 9.....	Ore.	Homestead Branch.....	126
1178	Tunupa.....	Idaho	Main Line.....	120
OL 66	Tuttle.....	Idaho	North Side Branch.....	121
OH 59	Twin Falls.....	Idaho	Twin Falls Branch.....	121
FR 39	Twin Groves.....	Idaho	Yellowstone Branch.....	129
F 1133	Tyhee.....	Idaho	Main Line.....	127
FR 8	Ucon.....	Idaho	Yellowstone Branch.....	129
BW 11	U.S. Refining Co. Ltd.....	Cal.	San Pedro Branch.....	140
OM 3	Unity.....	Idaho	Raft River Branch.....	122
B 1241	Upton.....	Utah	Main Line.....	131
FA 5	Urban (Spur).....	Utah	Urban Branch.....	136
F 1055	Utah-Idaho State Line.....	Utah	Main Line.....	135
FF 42.7	Utah-Idaho State Line.....	Utah	Cache Valley Branch.....	137
FC 38.6	Utah-Idaho State Line.....	Utah	Malad Branch.....	136
B 1439	Ute.....	Nev.	Main Line.....	143
F 1055	Utida.....	Utah	Main Line.....	135
B 1312	Uvada.....	Utah	Main Line.....	131
OW 16	Vale.....	Ore.	Oregon Eastern Branch.....	125
B 1470	Valley.....	Nev.	Main Line.....	143
B 1173	Van.....	Utah	Main Line.....	132
OW 110	Venator.....	Ore.	Oregon Eastern Branch.....	125
B 1737	Verdemont.....	Cal.	Main Line.....	139
BW 1	Vernon Industrial Spur.....	Cal.	San Pedro Branch.....	139
OR 6	Vernon (Spur).....	Idaho	Boise Branch.....	123
FV 46	Victor.....	Idaho	Teton Valley Branch.....	130
B 1699	Victorville.....	Cal.	Main Line.....	139
BT 12	Viejo.....	Cal.	Anaheim Branch.....	141
B 1399	Vigo.....	Nev.	Main Line.....	143
T 1070	Vineyard.....	Utah	Main Line.....	133
1134	Vining.....	Idaho	Main Line.....	120

ALPHABETICAL LIST OF STATIONS—Concluded

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
FO 9	Viriden(Spur).....	Idaho	Aberdeen Branch.....	128
F 1093	Virginia.....	Idaho	Main Line.....	135
OP 68	Vista (Spur).....	Idaho	New Meadows Branch.....	126
FU 28	Walker.....	Idaho	East Belt Branch.....	128
B 1789	Walnut.....	Cal.	Main Line.....	138
S 1034.1	Walton.....	Utah	Main Line.....	134
B 1474	Wann.....	Nev.	Main Line.....	143
F 1157	Wapello.....	Idaho	Main Line.....	127
1103	Wapi.....	Idaho	Main Line.....	120
FR 58	Warm River.....	Idaho	Yellowstone Branch.....	129
B 1065	Warner.....	Utah	Main Line.....	132
	Warr.....	Idaho	Oakley Branch.....	121
OS 20	Warrens.....	Idaho	Murphy Branch.....	124
FC 35	Washakie(Spur).....	Utah	Malad Branch.....	136
1348	Washoe (Spur).....	Idaho	Main Line.....	123
881	Waterfall.....	Idaho	Main Line.....	118
BM 20	Water Tank.....	Nev.	Picche Branch.....	131
B 1562	Water Track.....	Cal.	Main Line.....	142
FF 41	Webster.....	Utah	Cache Valley Branch.....	137
1363	Weiser.....	Idaho	Main Line.....	123, 126
OK 124	Wells (Passgr.).....	Nev.	Wells Branch.....	121
OK 123	Wells (Frt.).....	Nev.	Wells Branch.....	121
14	Wellsville.....	Utah	Cache Valley Branch.....	137
OL 57	Wendell.....	Idaho	North Side Branch.....	137
16	West (Spur).....	Idaho	Cache Valley Branch.....	137
OS 12	Westma(Spur).....	Idaho	Murphy Branch.....	124
F 1058	Weston.....	Idaho	Main Line.....	135
FR 107	West Yellowstone. Mont.	Idaho	Yellowstone Branch.....	129
F 1037	Whelon.....	Utah	Main Line.....	135
FF 48	Whitney.....	Idaho	Cache Valley Branch.....	137
BT 2	Whittier.....	Cal.	Anaheim Branch.....	141
B 1802	Whittier Jct.....	Cal.	Main Line.....	138, 141
B 1679	Wild.....	Cal.	Main Line.....	139
OU 12	Wildor.....	Idaho	Wildor Branch.....	124
FR 33	Wilford(Spur).....	Idaho	Yellowstone Branch.....	129
F 1007	Willard.....	Utah	Main Line.....	135
BW 20	Wilmington.....	Cal.	San Pedro Branch.....	140
FR 23	Winder.....	Idaho	Yellowstone Branch.....	129
B 1767	Winery Spur Mira Loma.....	Cal.	Main Line.....	138
OW 78	Wisner.....	Ore.	Oregon Eastern Branch.....	125
1353	Wood.....	Idaho	Main Line.....	123
F 1367	Woodin.....	Mont.	Main Line.....	130
OP 80	Woodland.....	Idaho	New Meadows Branch.....	126
FC 41	Woodruff(Spur).....	Idaho	Malad Branch.....	136
B 1021	Woods Cross.....	Utah	Main Line.....	134
973	Wooley's.....	Idaho	Main Line.....	119
BW 7	Workman.....	Cal.	San Pedro Branch.....	140
B 1047	Wye.....	Utah	Main Line.....	132
BJ 13	Wye.....	Utah	Iron Mountain Branch.....	131
939	Wyo.-Idaho State Line.....	Idaho	Main Line.....	118
B 1292	Yale.....	Utah	Main Line.....	131
B 1650	Yermo.....	Cal.	Main Line.....	139, 142
T 1101	York.....	Utah	Main Line.....	133
B 1281	Zane.....	Utah	Main Line.....	131
F 1083	Zenda.....	Idaho	Main Line.....	135

DIVISION, BRANCHES AND STATION No. PREFIXES

	Page		Page
Aberdeen Branch.....	FO.....	Kemmerer Branch.....	OA.....
Anaheim Branch.....	BT.....	Ketchum Branch.....	ON.....
Annis Branch.....	FT.....	Logan Sugar Factory Branch.....	FJ.....
Bear River Branch.....	FE.....	Los Angeles Division.....	B.....
Benson Branch.....	FG.....	Mackay Branch.....	FL.....
Blazon Branch.....	OC.....	Malad Branch.....	FC.....
Bly Quarry Spur.....	BP.....	Mammoth Branch.....	BH.....
Boise Branch.....	OR.....	McCarran Spur.....	BQ.....
Boise-Main Line.....	Y.....	Murphy Branch.....	OS.....
Boulder City Branch.....	BO.....	Nampa Branch.....	Y.....
Brogan Branch.....	OX.....	New Meadows Branch.....	OP.....
Cache Valley Branch.....	FF.....	North Side Branch.....	OL.....
Cedar City Branch.....	BL.....	Oakley Branch.....	OJ.....
College Branch.....	FH.....	Oregon Eastern Branch.....	OW.....
Crestmore Branch.....	BS.....	Paris Branch.....	OF.....
Crestmore Quarry Spur.....	BR.....	Pasadena Branch.....	BU.....
Cumberland Branch.....	OB.....	Payette Branch.....	OY.....
East Belt Branch.....	FU.....	Prince Branch.....	BY.....
Elkol Branch.....	OD.....	Provo Subdivision.....	S, T.....
Eureka Branch.....	BF.....	Raft River Branch.....	OM.....
Evona Branch.....	BE.....	St. Thomas Branch.....	BN.....
Fairfield Branch.....	TA.....	San Pedro Branch.....	BW, BX.....
Fillmore Branch.....	BI.....	Silver City Branch.....	BG.....
Five Points Branch.....	FB.....	Sugar City Branch.....	FP.....
Frisco Branch.....	BK.....	Syracuse Branch.....	BD.....
Gardner Branch.....	FM.....	Teton Valley Branch.....	FV.....
Glencoe Branch.....	OE.....	Thatcher Branch.....	FD.....
Glendale Branch.....	BV.....	Thomas Branch.....	FN.....
Goshen Branch.....	FK.....	Twin Falls Branch.....	OH.....
Grace Branch.....	OG.....	Urban Branch.....	FA.....
Hill City Branch.....	OO.....	Utah Division-M. L.....	B, F, S.....
Homedale Branch.....	OV.....	Wells Branch.....	OK.....
Homestead Branch.....	OZ.....	West Belt Branch.....	FS.....
Idaho Division—Main Line.....	F.....	Wilder Branch.....	OU.....
Idaho Northern Branch.....	OT.....	Yellowstone Branch.....	FR.....
Iron Mountain Branch.....	BJ.....		
Ironton Branch.....	TB.....		

EXPLANATION OF LETTERS AND CHARACTERS SHOWN IN LIST OF STATIONS

KIND OF AGENCY:

F—Freight station.

T—Ticket Office.

X—Express agency.

S—Station operated only certain months of the year.

P—Railroad telephone.

CLASS OF FREIGHT STATION, i. e., amount of freight that may be received or delivered:

A—Freight will be received or delivered in any quantity.

B—Carload freight only will be received and delivered.

C—Less carload shipments of freight will be handled only in accordance with Rule 27, Section 2 of current Consolidated Freight Classification, and amendments or reissues thereof.

LOCATION OF FREIGHT PLATFORM:

R—Right hand side of unloading track going from *Ogden, Granger or Los Angeles.

L—Left hand side of unloading track going from *Ogden, Granger or Los Angeles
*includes Line Ogden to Sandy.

LOCATION OF AUTOMOBILE PLATFORM:

S—Same side of unloading track as freight platform.

O—Opposite side of unloading track as compared with location of freight platform.

E—End of Unloading Track.

(Combined symbols indicate 2 or more platforms, thus, "SE" same side and end; "OE," opposite side and end; "SOE," both sides and end.)

STOCK YARDS:

Complete data regarding Stock Yards shown on pages 170 to 178, inclusive.

The distances given are the time table mileages and are measured to and from depots not to or from initial or junction points of track.

IDAHO DIVISION

2,272.40 Miles

FIRST SUBDIVISION

MAIN LINE—GRANGER TO MONTPELIER

Sta. No.	Dist. from Granger	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
847	0.0	Granger..... Wyo.	Gn	FT XP	A	L	Yes
851	4.1	Donovan..... do		P	A	R	
855	7.7	Moxa..... do		P	A	L	
860	12.5	Hassett..... do		P	A		
863	15.4	Nutria..... do		P	A	L	
867	20.2	Cosgriff..... do		P	A		
872	24.5	Opal..... do	Ow	FT XP	A	L	Yes
877	29.3	Folger..... do		P	A	L	
881	33.6	Waterfall..... do		P	A	L	
884	36.6	Mine No. 2 (Spur)..... do		P	A		
886	38.6	Diamondville..... do		P	A	R	Yes
887	39.7	Kemmerer..... do	Z	FT XP	A	L	
890	42.4	Moyer Jct..... do		P	A		
891	43.3	Tunnel (No. 1)..... do	Un	P	A		Yes
898	50.3	Fossil..... do		P	A	R	
903	56.0	Nugget..... do		P	A		
907	59.6	Orr..... do		P	A		Yes
910	63.1	Sage..... do		P	A	L	
915	67.3	Carlson..... do		P	A	R	
919	71.3	Beckwith..... do		P	A	R	
925	77.4	Fixley..... do		P	A	L	Yes
931	83.5	Cokeville..... do	Ck	FT XP	A		
935	88.2	Marse..... do		P	A		Yes
939	92.1	Border..... do		P	A	L	
945	97.7	Wyo.-Idaho State Line					
950	102.9	Pegram..... Idaho	Ra	P	A	R	Yes
955	108.0	Harer..... do		P	A		Yes
962	115.0	Dingle..... do	T		A	L	Yes
		Montpelier..... do	M	FT XP	A	R	Yes

KEMMERER BRANCH

Sta. No.	Dist. from Kemmerer	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
887	0.0	Kemmerer..... Wyo.	Z	FT XP	A	R	Yes
OA 1	1.0	N. Kemmerer Jct..... do		P	A		
OA 2	2.0	Mines Nos. 1 and 2..... do		P	A		
OA 2.4	2.4	North Kemmerer..... do		P	A		
OA 4	3.9	M. P. 3.9..... do		P	A		Yes
OA 5	5.1	Susie..... do		P	A		
OA 9	9.2	Quealy..... do		P	A		

CUMBERLAND BRANCH

Sta. No.	Dist. from Moyer Junction	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
890	0.0	Moyer Jct..... Wyo.		P	A	L	
OB 5	5.0	Glencoe Jct..... do		P	A		
OB 9	8.8	Blazon Jct..... do		P	A		
	*13.0	Mine No. 8..... do		P	A		

*On extension of Main Track classed as Side Track.

BLAZON BRANCH

Sta. No.	Dist. from Blazon Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OB 9	0.0	Blazon Jct..... Wyo.		P	A	L	
OC 1	2.6	Blazon..... do		P	A		

IDAHO DIVISION—Continued

ELKOL BRANCH

Sta. No.	Dist. from Glencoe Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OB 5	0.0	Glencoe Jct..... Wyo.			A	L	
OD 4	3.9	Elkol..... do			A		

GLENCOE BRANCH

Sta. No.	Dist. from Glencoe Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OB 5	0.0	Glencoe Jct..... Wyo.			A	L	
OE 2	1.8	Glencoe..... do			A		

PARIS BRANCH

Sta. No.	Dist. from Montpelier	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
962	0.0	Montpelier..... Idaho	Mx	FT XP	A	R	Yes
OF 5	5.3	Ovid..... do		FT X	A	L	
OF 10	9.6	Paris..... do	Pa	FT X	A	R	Yes

SECOND SUBDIVISION
MAIN LINE—MONTPELIER TO POCATELLO

Sta. No.	Dist. from Granger	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
962	115.0	Montpelier..... Idaho	Mx	FT XP	A	R	Yes
969	121.3	Pescadero..... do		P	A	L	Yes
973	125.3	Wooley's..... do		P	A	R	
974	126.8	Georgetown..... do		P	A	L	
979	131.9	Cavanaugh..... do		P	A	R	Yes
983	136.1	Manson..... do		P	A	L	Yes
987	140.0	Rose..... do		P	A	L	
993	146.0	Soda Springs..... do	Sd	FT XP	A	R-O	Yes
999	151.6	Alexander..... do		P	A	R	Yes
1003	156.2	Talmage..... do		P	A	L	
1009	161.8	Bancroft..... do	Bn	FT XP	A	L	Yes
1013	165.6	Kinport..... do		P	A	R	
1018	170.3	Pebble..... do		P	A	R	Yes
1022	174.8	Broxon..... do		P	A	R	
1025	177.4	Blaser..... do		P	A	R	
1027	180.0	Lava Hot Springs..... do	Xy	FT XP	A	L	
1032	184.3	Topaz..... do		P	A	L	
1038	191.2	McCammion..... do	Mc	FT XP	A	L	Yes
	191.4	Jct. Switch Line to Ogden					
1044	197.1	Onyx (Spur)..... Idaho			A	R	
1049	201.9	Inkom..... do	Ko	FT XP	A	L	Yes
1055	207.7	Portneuf (Spur)..... do			A		
1061	213.9	Pocatello Passenger St..... do	Ca	T P			
		Pocatello Bag..... Idaho		X			
		Pocatello Disp'r..... do	H	P			
		Pocatello Store..... do		F			
		Pocatello Yard..... do	Po		B	R	Yes
		Pocatello Freight..... do		F	A	L-SOE	
	214.0	Junction Switch Line to Silver Bow.					

GRACE BRANCH

Sta. No.	Dist. from Alexander	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
999	0.0	Alexander..... Idaho		P	A	L	Yes
OG 6	6.0	Grace..... do	Ga	FT X	A	L	Yes

IDAHO DIVISION—Continued

THIRD SUBDIVISION

MAIN LINE—POCATELLO TO GLENN'S FERRY

Sta. No.	Dist. from Granger	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1061	213.9	Pocatello Pas. Sta. Idaho	Ca	T P			
		Pocatello, Bag. do		X			
		Pocatello, Disp'r. do	H	P			
		Pocatello, Store. do		F			
		Pocatello, Yard. do	Po		B	R	Yes
		Pocatello, Freight. do		F	A	L-SOE	
	215.0	Gould St. do					
	219.7	E. Line Ft. Hall Indian	Res	ervation.			
	222.5	Michaud. Idaho		P	A	R	
1070	222.5	Schiller. do			A	L	
1074	226.5	Bannock. do		P	A	L	
1077	230.1	West Line Fort Hall Indian	n	Res			
	230.7	Igo. Idaho		P	A	R	
1081	232.7	American Falls. do	Af	F T X P	A	R-SOE	Yes
1086	238.5	Borah. do		P	A	L	
1090	242.3	Coolidge. do		P	A	R	
1094	247.1	Quigley. do		P	A	L	
1097	250.1	Wapi. do	W		A	L	
1103	256.0	DeWoff. do		P	A	R	
1107	259.8	Chybo. do		P	A	R	
1111	264.1	Hawley. do		P	A	R	
1115	267.3	Minidoka. do	Rt	F T X P	A	L	Yes
1120	272.4	Sears. do		P	A	R	
1122	274.6	Max. do		P	A	R	
1123	276.2	Cole. do		P	A	L	
1127	280.1	Adelaide. do		P	A	R	
1132	284.3	Vining. do	Km	P	A	R	Yes
1134	287.0	Kimama. do		P	A	R	
1136	289.0	Senter. do		P	A	R	
1143	295.7	Sid. do		P	A	R	
1147	299.3	Owinza. do		P	A	R	
1151	303.5	Rayle. do		P	A	R	
1152	305.2	Besslen. do		P	A	L	
1157	309.3	Clagett. do		P	A	L	
1158	310.6	Dietrich. do	Hd	F T X P	A	R	Yes
1161	313.9	Brady. do		P	A	R	
1165	317.9	Shoshone. do	X	F T X P	A	R	Yes
1169	321.6	Disney. do		P	A	R	
1173	325.8	Tunupa. do		P	A	R	
1178	330.8	Gooding. do	Gd	F T X P	A	L	Yes
1185	337.5	Fuller. do		P	C		
1191	344.2	Bliss. do	Is	F T X P	A	L	Yes
1198	350.5	Ticeska. do		P	A	L	
1204	357.3	Ticeska Wye. do		P	A	L	
	358.2	King Hill. do	Kh	F T X P	A	R	Yes
1214	366.9	Sand Bank. do		P	A	R	
1218	370.8	Glenn's Ferry. do	Gf	F T X P	A	R	Yes
1221	373.8						

Dist.
from
Mini-
doka

TWIN FALLS BRANCH

1120	0.0	Minidoka. Idaho	Rt	F T X P	A	L	Yes
OH 8	8.2	Acequia. do		P	A	L	Yes
OH 14	13.5	Rupert. do	Ms	F T X P	A	R	Yes
OH 17	17.3	Amalga (Spur). do		P	A	R	
OH 20	19.6	Heyburn. do		P	A	R	
OH 22	21.7	Burley. do	Bu	F T X P	A	L-E	Yes
OH 22.1	22.1	Burley Sugar Fcty. (Spur) do					
OH 24	23.7	Crystal Gravel (Spur). do					
OH 26	25.8	Starrh's Ferry. do		P	A	R	
OH 34	33.5	Milner. do		P	A	R	
OH 36	35.5	Parsons. do		P	A	L	Yes
OH 41	41.4	Murtaugh. do	Mu	F T X P	A	L	Yes
OH 45	45.1	Bickel. do		P	A	L	
OH 48	47.9	Bills (Spur). do		P	A	L	
OH 50	49.7	Hansen. do	Ns	F T X P	A	L	Yes
OH 52	52.1	Stowe (Spur). do		P	A	L	
OH 53	53.3	Kimberly. do	Ky	F T X P	A	L	Yes
OH 56	56.4	McMillan. do		P	A	L	

IDAHO DIVISION—Continued

TWIN FALLS BRANCH—Concluded

Sta. No.	Dist. from Minidoka	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OH 57	56.5	McMillan Sugar Fcty. (Spur). Idaho					
OH 59	58.9	Twin Falls. do	Na	F T X P	A	R-E	Yes
OH 63	63.3	Curry. do			A	R	Yes
OH 66	65.9	Filer. do	Fr	F T X P	A	L	Yes
OH 69	68.5	Peavey. do			A	R	Yes
OH 71	71.3	Cedar. do			A	L	
OH 74	73.8	Buhl. do	Bo	F T X P	A	R-SE	Yes

OAKLEY BRANCH

OH 22	0.0	Burley. Idaho	Bu	F T P	A	L-E	Yes
OJ 3	3.1	Beetville. do			A	L	
OJ 5	5.2	Pella. do			A	L	
OJ 16	16.3	Trout. do			A	R	Yes
OJ 18	17.8	Marion. do			A	L	
OJ 19	19.4	Warr. do			A	L	
OJ 22	21.8	Oakley. do	Oa	F T X	A	L	Yes

WELLS BRANCH

OH 59	0.0	Twin Falls. Idaho	Na	F T P	A	R-E	Yes
OK 6	5.5	Knoll. do			A	L	
OK 7	7.0	Godwin. do			A	R	
OK 11	11.0	Berger. do			A	L	
OK 14	14.4	Haggardt (Spur). do			A	R	Yes
OK 19	19.4	Hollister. do			A	L	
OK 23	23.2	Amsterdam (Spur). do			A	R	
OK 29	28.8	Rogerson. do	Rg	F T X	A	R	Yes
OK 39	38.7	Meteor. do			A	R	
OK 44	43.7	Rabbit Springs. do			A	R	
OK 50	50.1	Idavada. do			A	R	
OK 50.4	50.4	Idaho-Nevada State Line					
OK 56	56.1	Delaplain. Nevada			A	L	
OK 61	60.7	San Jacinto. do			A	L	Yes
OK 69	68.8	Contact. do	Cn	F T X P	A	L	
OK 75	75.1	Henry. do			A	L	
OK 81	80.9	Hubbard. do			A	L	Yes
OK 87	86.7	Shores. do			A	R	Yes
OK 94	93.6	Red Point. do			A	R	Yes
OK 97	97.3	Herrell. do			A	L	
OK 103	102.5	Summer Camp. do		P	A	L	
OK 109	108.9	Melando. do			A	L	Yes
OK 116	116.1	Town Creek. do			A	L	
OK 123	123.4	Wells (Freight Depot). do		F	A	R	Yes
OK 124	123.6	Wells (Passenger Depot). do	Hu	T X	A	L	

NORTH SIDE BRANCH

OH 14	0.0	Rupert. Idaho	Ms	F T P	A	R	Yes
OL 4	3.5	Travers. do			A	L	
OL 4.2	4.2	Myers. do			A	L	
OL 6	5.9	Paul. do	Dj	F T X	A	L	Yes
OL 8	7.9	Budge. do			A	L	
OL 16	15.9	Schodde. do			A	R	
OL 20	19.8	McHenry. do			A	L	
OL 24	24.0	Hazelton. do	Az	F T X	A	L	Yes
OL 28	28.1	Eden. do			A	L	Yes
OL 35	34.8	Perrine. do	Dx	F T X	A	R	
OL 38	38.3	Sugar Loaf. do			A	L	
OL 41	40.6	Falls City. do			A	R	Yes
OL 43	42.6	Barrymore. do			A	R	
OL 45	44.6	Snyder (Spur). do			A	R	
OL 48	47.9	Jerome. do	Jo	F T	A	R	Yes
OL 53	52.9	Appleton. do			A	R	
OL 57	56.7	Wendell. do	Nd	F T X	A	R	Yes
OL 66	66.2	Tuttle. do			A	L	Yes
1198	73.6	Bliss. do	Is	F T X P	A	L	Yes

IDAHO DIVISION—Continued

RAFT RIVER BRANCH

Sta. No.	Dist. from Burley	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OH 22	0.0	Burley..... Idaho	Bu	FT XP	A	L-E	Yes
OM 3	3.1	Unity..... do			A	L	
OM 6	6.0	Springdale..... do			A	L	
OM 9	8.9	Declo..... do		FT X	A	R	Yes
OM 11	11.0	Benning (Spur)..... do			A		
OM 15	15.1	Glenledon (Spur)..... do			A		
OM 28	27.6	Idahome..... do			A	L	Yes

KETCHUM BRANCH

Sta. No.	Dist. from Shoshone	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1169	0.0	Shoshone..... Idaho	X	FT XP	A	L	Yes
ON 11	10.9	Marley..... do			A	R	
ON 15	15.3	Richfield..... do	Fk	FT X	A	L	Yes
ON 22	21.7	Pagari..... do			A		
ON 30	29.7	Tikura..... do			A	L	Yes
ON 34	33.9	Priest (Spur)..... do			A		
ON 37	37.3	Picabo..... do	Xn	FT X	A	L	Yes
ON 42	41.8	Hay..... do			A	L	
ON 44	44.3	Gannett..... do			A	L	Yes
ON 52	52.1	Bellevue..... do	V	FT X	A	L	Yes
ON 57	57.2	Hailey..... do	Ri	FT X	A	L	Yes
ON 63	63.2	Gimlet (Spur)..... do			A	R	
ON 68	67.7	Triumph..... do			A		
ON 69	69.4	Ketchum..... do	Ku	FT X	A	R	Yes

HILL CITY BRANCH

Sta. No.	Dist. from Richfield	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
ON 15	0.0	Richfield..... Idaho	Fk	FT X	A	R	Yes
OO 5	4.5	Rawson..... do			A		
OO 9	9.4	Burmah..... do			A	R	Yes
OO 22	21.5	Magic..... do		P	A		
OO 31	31.2	Macon..... do			A		Yes
OO 34	34.0	Blaine..... do		P	A	R	
OO 37	36.8	Rands..... do			A	L	
OO 40	39.7	Selby..... do			A		
OO 44	43.8	Fairfield..... do	Fd	FT X	A	R-E	Yes
OO 52	51.7	Corral..... do			A	R	Yes
OO 58	57.8	Hill City..... do	Hc	FT X	A	R-E	Yes

FOURTH SUBDIVISION

MAIN LINE—GLENN'S FERRY TO HUNTINGTON

Sta. No.	Dist. from Granger	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1221	373.8	Glenn's Ferry..... Idaho	Gf	FT XP	A	R	Yes
1230	382.7	Hammett..... do		P	A	L	Yes
1239	391.5	Reverse..... do	Rv	P	A	L	
1244	396.9	Slade..... Idaho			A		
1249	401.6	Mountain Home..... do	Mz	FT XP	A	L	Yes
1255	407.5	Seabee..... do		P	A		
1260	412.7	Cleft..... do		P	A	R	
1266	418.5	Sunnyside..... do		P	A	L	
1270	423.0	Orchard..... do	Od	P	A	R	Yes
1274	427.0	Hickey..... do		P	A	L	
1278	430.8	Ely..... do		P	A		
1282	434.7	Owyhee..... do		P	A	R	
1286	438.6	Kiesel..... do		P	A	L	
1290	442.6	Mora..... do		P	A	R	
1294	446.7	Kuna..... do	Ka	FT XP	A	R	Yes
1299	451.8	Collopy..... do		P	A		
1304	456.3	Main Line Jet..... do	Au	FT XP	A	L-OE	Yes
1304	456.6	Nampa..... do	D	P			
1304	456.6	Nampa Dispatcher..... do	Q	P			
1304	456.6	Nampa Opr..... do					
1270	423.0	Via Boise Main Line Orchard..... do	Od	P	A	R	Yes
Y 1278	430.3	Leone..... do		P	A		
Y 1283	435.9	Black's Creek..... do		P	A		
1283	439.7	Tunnel No. 17..... do					

IDAHO DIVISION—Continued

FOURTH SUBDIVISION—Concluded

MAIN LINE—GLENN'S FERRY TO HUNTINGTON—Concluded

Sta. No.	Dist. from Granger	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
Y 1289	441.7	Shafer..... Idaho		P	A		
Y 1292	445.1	Hillcrest..... do		P	A		
Y 1296	448.4	Boise Passenger Sta..... do	Bg	TP			
		Boise, City Ticket Office..... do					
Y 1298	450.7	Boise, Freight..... do	Bd	T	A	L-SOE	
Y 1299	451.4	Boise Jct..... do		P	A		
Y 1302	454.6	Perkins..... do		P	A	L	
Y 1305	457.3	Beatty..... do		P	A	L	
Y 1308	460.7	Meridian..... do	Md	FT XP	A	L	Yes
Y 1309	462.1	Sonna..... do		P	A	R	
Y 1312	464.9	Noble (Spur)..... do					
Y 1312	464.9	Nampa Loop Jct..... do					
Y 1314	467.6	Main Line Jct..... do					
1304	467.9	Nampa..... do	Au	FT XP	A	L-OE	Yes
		Nampa Dispatcher..... do	D	P			
		Nampa Opr..... do	Q	P			
1308	460.8	Moss..... do		P	A		
	464.4	Caldwell Stk. Yds..... do					Yes
1313	465.5	Caldwell..... do	Cw	FT XP	A	L-SOE	Yes
1316	469.3	Enrose..... do		P	A		
1320	472.5	Notus..... do	U	FT XP	A	R	Yes
1323	476.1	Tucker..... do		P	A	R	
1328	480.8	Parma..... do	Ma	FT XP	A	R	Yes
1333	485.9	Apple Valley..... do			A		
1334	487.5	Idaho-Ore. State Line Nyssa..... Ore.	Sy	FT XP	A	L	Yes
1336	488.4	Arcadia..... do		P	A		Yes
1339	491.7	Malheur Jct..... do		P	A	C	
1345	496.8	Ontario Stk. Yds..... do					Yes
1346	498.7	Ontario..... do	On	FT XP	A	R	
1347.3	500.1	Ore-Idaho State Line Washoe (Spur)..... Idaho		P	A	R	
1348	500.9	Payette Jct..... do					
1350	502.5	Payette..... do	Ay	FT XP	A	R	Yes
1353	506.2	Wood..... do		P	A	L	
1357	509.3	Crystal..... do		P	A	L	
1360	512.7	Feltham..... do			A	R	
1363	515.9	Weiser..... do	Sr	FT XP	A	R-O	Yes
1368	520.3	Jonathen..... do			A	R	
1369	522.0	Eaton..... do		P	A	R	Yes
1373	525.7	Colb..... do		P	A	R	
1377	529.9	Olds Ferry..... do		P	A	R	
1381	534.0	Rock Island..... do		P	A	B	
1383.5	536.3	Idaho-Ore. State Line Blakes Jct..... Ore.	Hu	FT XP	C	R	Yes
1384	537.1	Huntington..... do			A	L	
1386	538.8						

NAMPA BRANCH

Sta. No.	Dist. from Nampa	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1304	0.0	Nampa..... Idaho	Au	FT X	A	L-OE	Yes
		Nampa Disp'r..... do	D	P			
		Nampa Opr..... do	Q	P			
Y 1312	0.7	Idaho Nor. Jct..... do					
	2.5	Nampa Loop Jct..... do					

BOISE BRANCH

Sta. No.	Dist. from Boise Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
Y 1298	0.0	Boise Jct..... Idaho		P	A	L-SOE	Yes
OR 1	1.1	Fair Grounds..... do					Yes
OR 3	3.2	Boise Freight..... do	Bd	F-P	A		
OR 5	5.0	Penitentiary (Spur)..... do			A	L	
OR 6	6.3	Vernon (Spur)..... do			A		
OR 8	8.4	Barber Junction..... do					Yes

IDAHO DIVISION—Continued

MURPHY BRANCH

Sta. No.	Dist. from Nampa	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1304	0.0	Nampa.....Idaho	Au	FTX	A	L-OE	Yes
OS 4	4.4	Nampa Disp'r.....do	D	P			
OS 9	8.9	Nampa Opr.....do	Q	P			
OS 12	11.6	Deal.....do			A		
OS 15	14.6	Bowmont.....do			A		
OS 17	17.1	Westma (Spur).....do		FTX	A	L	Yes
OS 20	19.6	Melba.....do			A		
OS 23	23.1	Stoddard.....do			A		
OS 20	19.6	Warrens.....do			A		
OS 23	23.1	Riva.....do			A	R	
OS 30	29.8	Murphy.....do		FTX	A	R	Yes

IDAHO NORTHERN BRANCH

Sta. No.	Dist. from Nampa	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1304	0.0	Nampa.....Idaho	Au	FTX	A	L-OE	Yes
OT 6	0.7	Nampa Disp'r.....do	D	P			
OT 9	8.3	Nampa Opr.....do	Q	P			
OT 19	18.9	Idaho Nor. Jet.....do			A	L	Yes
OT 21	21.1	Maddens (Spur).....do			A		
OT 22	22.2	Middleton.....do			A	L	Yes
OT 27	26.4	Jenness.....do			A		
OT 33	27.0	Sand.....do			A	L	Yes
OT 33.3	31.8	Branwell (Spur).....do			A		
OT 38.6	33.0	Tunnel No. 2.....do			A		
OT 41	35.6	Tunnel No. 3.....do			A		
OT 50	41.1	Montour.....do	Mr.	FTX	A	R-E	Yes
OT 55	49.7	Horseshoe Bend.....do	Hb	FTX	A	L	Yes
OT 64	55.1	Gardena.....do			A		
OT 69	64.1	Banks.....do	Ab	FTX	A	L	Yes
OT 73	69.3	Mains.....do		P	A		
OT 75	72.8	Farrell (Spur).....do			A	L	
OT 77.4	75.4	Big Eddy.....do		P	A		
OT 83	77.4	Tunnel No. 4.....do			A		
OT 83.8	83.0	Smiths Ferry.....do	Sf	FTX	A	L	Yes
OT 86	83.8	Tunnel No. 5.....do			A		
OT 93	85.6	Hawthorn (Spur).....do			A	L	
OT 96	92.7	Cabarton.....do		FP	A		
OT 99	95.5	Belvidere.....do			A	R	Yes
OT 108	99.2	Cascade.....do	Cd	FTX	A	R	Yes
OT 115	108.1	Arling.....do			A		
OT 121	115.3	Donnelly.....do	Fy	FTX	A	L	Yes
OT 123	120.6	Norwood.....do			A	R	Yes
OT 129	123.3	Archabal.....do			A		
OT 129	128.7	McCall.....do	Ne	FTX	A	L	Yes

WILDER BRANCH

Sta. No.	Dist. from Caldwell	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1313	0.0	Caldwell.....Idaho	Cw	FTX	A	L-SOE	Yes
OU 4	2.5	Simplot (Spur).....do			A		
OU 7	3.7	Shelp.....do			A		
OU 10	7.0	Greenleaf (Spur).....do			A	R	
OU 12	9.7	Allendale.....do			A		
OU 10	11.5	Wilder.....do		FTX	A	R	Yes

HOMEDALE BRANCH

Sta. No.	Dist. from Nyssa	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1336	0.0	Nyssa.....Ore.	Sy	FTX	A	L	Yes
OV 2	2.4	Musser.....do			A		
OV 5	4.5	Dunaway.....do		P	A	R	Yes
OV 7	6.7	Kingman.....do			A		
OV 8	8.1	Overstreet.....do			A		
OV 11	10.6	Adrian.....do			A		Yes
OV 17	16.9	Napton.....do			A		
OV 18.6	18.6	Ore.-Idaho State Line.....do			A		
OV 21	21.4	McCoard.....Idaho			A		

IDAHO DIVISION—Continued

HOMEDALE BRANCH—Concluded

Sta. No.	Dist. from Nyssa	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OV 24	24.4	Homedale.....Idaho	Hr	FTX	A	L	Yes
OV 28	27.5	Stacey.....do			A		
OV 31	31.0	Claytonia.....do			A		
OV 33	33.1	Marsing.....do		FTP	A	R	Yes

OREGON EASTERN BRANCH

Sta. No.	Dist. from Ontario	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1346	0.0	Ontario.....Ore.	On	FTXP	A	R	Yes
OW 4	1.9	Malheur Junction.....do		P	C		
OW 5	3.8	Cairo.....do			A	R	
OW 10	6.9	Luse.....do			A		
OW 16	10.0	Mallett.....do			A	R	Yes
OW 24	15.5	Vale.....do	Va	FTXP	A	L	Yes
OW 35	23.5	Hope.....do			A		
OW 42	34.8	Little Valley.....do			A		
OW 48	42.0	Harper.....do	Ha	FTXP	A	L	Yes
OW 51	48.0	Kime.....do			C		
OW 54	51.2	Namori.....do			A		
OW 56	53.7	Tunnel No. 6.....do			C		
OW 62	56.4	Bohna.....do			A	L	
OW 71	62.2	Jonesboro.....do			A		Yes
OW 74	71.2	Tunnel No. 7.....do			A		
OW 78	73.6	Juntura.....do	Jn	FTXP	A	L	Yes
OW 87	77.7	Wisner.....do			A		
OW 93	86.6	Long.....do			A		
OW 97	92.7	Riverside.....do		P	A	L	Yes
OW 99	95.7	Fort.....do			C		
OW 103	102.8	Dunnean.....do			A		
OW 110	110.3	Venator.....do		P	A	L	Yes
OW 118	117.9	Circle Bar.....do			A		
OW 127	126.6	Crane.....do	Cr	FTXP	A	L	Yes
OW 133	133.2	Albritton.....do			A		
OW 138	138.4	Lawen.....do			A	L	
OW 144	143.5	Redess.....do			A		
OW 151	150.8	Rodeo.....do			A		
OW 157	156.8	Burns.....do	Br	FTX	A	L	Yes

BROGAN BRANCH

Sta. No.	Dist. from Vale	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OW 16	0.0	Vale.....Ore.	Va	FTXP	A	L	Yes
OX 9	8.9	Dennis (Spur).....do			A		
OX 12	11.5	Lancaster.....do			A	L	
OX 17	17.3	Jamieson.....do			A	L	Yes
OX 23	23.3	Brogan.....do		P	A	L	Yes

PAYETTE BRANCH

Sta. No.	Dist. from Payette	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1350	0.0	Payette.....Idaho	Ay	FTXP	A	R	Yes
OY 3	0.4	Payette Junction.....do		P	A		
OY 4	3.3	Ingard.....do			A		
OY 5	3.9	Eiffie.....do			A		
OY 7	5.1	Fruitland.....do	Fu	FTX	A	R	
OY 11	6.8	Buckingham.....do			A		
OY 17	11.1	New Plymouth.....do	Np	FTX	A	L	Yes
OY 19	17.2	Falks (Spur).....do			A		
OY 22	18.9	Little Rock.....do			A	L	
OY 29	21.6	Letha.....do			A		Yes
OY 29	23.5	McNish (Siding).....do			A		
OT 27	29.1	Emmett Junction.....do			A		
OT 27	29.7	Emmett.....do		FTX	A	R	Yes

IDAHO DIVISION—Continued
HOMESTEAD BRANCH

Sta. No.	Dist. from Blakes Junction	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1384	0.0	Blakes Junction.....	Ore.	P	A	R	
OZ 1	0.7	Blakes.....	do		A		
OZ 4	4.0	Tunnel No. 8.....	do		A		
OZ 5	4.6	Gypsum.....	do		A		
OZ 9	8.6	Prevost.....	do		A		
OZ 12	12.7	Sun.....	do	P	A		
OZ 14	14.0	Home (Spur).....	do		A		
OZ 15	15.3	Mineral.....	do		A		
OZ 16	16.2	Still (Spur).....	do		A		
OZ 22	22.2	Park.....	do		A	R	Yes
OZ 27	27.1	Sturgill.....	do		A		
OZ 32	32.1	Tunnel No. 9.....	do		A	R	Yes
OZ 33	32.9	Robinette.....	do	Rq	FTXP	A	Yes

		Dist. from Weiser	NEW MEADOWS BRANCH					
1363	0.0	Weiser.....	Idaho	Sy	FTXP	A	R-O	Yes
OP 6	6.0	Rebecca.....	do			A		
OP 12	11.7	Presley.....	do			A		
OP 18	17.5	Catrock.....	do			C		
OP 19	19.1	Concrete.....	do			A		
OP 21	20.8	Rock Pit.....	do			A		
OP 27	26.7	Diamond (Spur).....	do			A		
OP 32	31.8	Midvale.....	do	Mi	FTX	A	L	Yes
OP 41	40.5	Cambridge.....	do	Ra	FTX	A	L	Yes
OP 50	49.8	Goodridge.....	do			A		
OP 57	56.6	Mesa.....	do			A		
OP 58	57.4	Vista (Spur).....	do			A		
OP 60	60.2	Council.....	do	Cn	FTX	A	R	Yes
OP 62	61.6	Hoover.....	do			A		
OP 67	66.5	Fruitvale.....	do			A		Yes
OP 69	69.3	Starkey (Spur).....	do			A		
OP 70	72.0	Glendale.....	do			A		
OP 76	76.5	Evergreen.....	do			C		
OP 78	78.4	Strawberry.....	do			A		
OP 80	80.0	Woodland.....	do			A		Yes
OP 82	81.9	Tamarack.....	do			A		
OP 84	84.1	Rubicon.....	do			A		
OP 90	89.7	New Meadows.....	do	Ds	FTX	A	R	Yes

IDAHO DIVISION—Continued
FIFTH SUBDIVISION
MAIN LINE—POCATELLO TO LIMA

(Mileage is over original Main Line through Pocatello Yard)

Sta. No.	Dist. from Ogden	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Ogden	Stock Yard Facilities
1061	133.9	Pocatello.....Idaho	Ca	T P			
		Pocatello Baggage.....do		X			
		Pocatello Dispr.....do	H	P			
		Pocatello Store.....do		F			
		Pocatello Yard.....do	Po		B	R	Yes
		Pocatello Freight.....do		F	A	L-SOE	
	136.7	Mont. Jct.....do		P	A		
F 1131	138.2	Chubbuck.....do			A		
F 1133	140.4	Tyhee.....do		F	A	R	Yes
	141.1	East Line Fort Hall Indian Reservation	R				
F 1138	145.7	Fort Hall.....Idaho	Fh	F T X P	A	L	Yes
F 1144	151.0	Gibson.....do		P	A	R	
	157.0	West Line Fort Hall Indian Reservation	R				
F 1151	158.1	Blackfoot.....Idaho	Bf	F T P	A	L-OE	Yes
F 1157	163.9	Wapello.....do		P	A	R	
F 1159	166.6	Kimball.....do			A		
F 1162	169.4	Firth.....do	Fr	F T X P	A	L-E	Yes
F 1163	169.8	Goshen Jct.....do			C		
F 1165	172.2	Monroe.....do			A		
F 1168	175.5	Shelley.....do	Sy	F T X P	A	L	Yes
F 1170	176.9	Mitchell.....do			A		
F 1172	179.3	Cotton.....do		P	A		
F 1176	183.1	Bach.....do		P	A		
F 1177	184.5	Idaho Falls.....do	Ak	F T X P	A	L-OE	Yes
F 1184	191.2	Payne.....do		P	A	L	Yes
F 1189	196.5	Bassett.....do		P	A	L	
F 1195	202.0	Roberts.....do	Ar	F T X P	A	R	Yes
F 1200	207.0	Tenno.....do		P	A		
F 1205	212.1	Hawgood.....do		P	A	R	
F 1210	217.5	Hamer.....do		P	A	L	Yes
F 1216	223.1	Camas.....do		P	A	L	Yes
F 1221	228.2	Jones.....do		P	A	L	
F 1228	234.9	Dubois.....do	Bo	F T X P	A	R	Yes
F 1236	242.9	High Bridge.....do		P	A	L	
F 1241	248.5	Spencer.....do	Rc	F T X P	A	R	Yes
F 1251	258.0	Humphrey.....do		P	A	L	
F 1256.9	264.3	Ida.-Mont. State Line.....					
F 1257	264.7	Monida.....Mont.	Mo	F T X P	A	R	Yes
F 1265	272.8	Snowline.....do		P	A	R	
F 1273	279.9	Lima.....do	Rd	F T X P	A	L	Yes

		Dist. from Black- foot	MACKAY BRANCH						
F 1151	0.0	Blackfoot.....	Idaho	Bf	FT X P	A	L-OE	Yes	
FL 2	2.1	Collins.....	do			A			
FL 3	2.6	Gardner Jct.....	do			C			
FL 4	3.7	Aiken.....	do			A			
FL 5.7	4.3	Clarkson.....	do			A		Yes	
FL 6	5.9	Moreland.....	do			A	R		
FL 7	7.1	Thomas Jct.....	do		P	C			
FL 20	20.1	Aberdeen Jct.....	do		P	A			
FL 29	29.2	Taber.....	do		P	A	R		
FL 35	35.4	Furey.....	do		P	A	L	Yes	
FL 45	44.7	Cerro Grande.....	do		P	A	R	Yes	
FL 59	59.1	Pioneer.....	do	Ro	FT X P	A	L	Yes	
FL 64	63.6	Arco.....	do			A			
FL 67	66.7	Lost River.....	do		P	A	L	Yes	
FL 73	72.6	Moore.....	do			A	L	Yes	
FL 77	77.3	Darlington.....	do			A	L	Yes	
FL 85	85.3	Leslie.....	do	My	FT X P	A	R	Yes	
		Mackay.....	do						

IDAHO DIVISION—Continued
GARDNER BRANCH

Sta. No.	Dist. from Gardner Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
FL 3	0.0	Gardner Jct..... Idaho			C		
FM 3	3.2	Peterson..... do			A	L	
FM 7	7.2	Gardner (Spur)..... do			A	L	

THOMAS BRANCH

Sta. No.	Dist. from Thomas Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
FL 6	0.0	Thomas Jct..... Idaho			C		
FN 2	2.1	Patterson..... do			A	R	
FN 4	4.4	Thomas (Spur)..... do			A		

ABERDEEN BRANCH

Sta. No.	Dist. from Aberdeen Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
FL 7	0.0	Aberdeen Jct..... Idaho		P	A		
FO 2	2.1	Army (Spur)..... do			A	R	
FO 4	4.3	Rockford..... do			A		
FO 6	5.9	Liberty..... do			A		
FO 9	8.5	Virden (Spur)..... do			A		
FO 10	10.2	Pingree..... do	Pg	FTX	A	R	Yes
FO 17	16.5	Springfield..... do			A	L	Yes
FO 20	19.7	Sterling..... do	Sk	FTX	A	R	Yes
FO 24	23.6	Strang..... do			A		
FO 26	26.0	Pingal..... do			A		
FO 28	28.2	Aberdeen..... do	Bn	FTX	A	L	Yes

GOSHEN BRANCH

Sta. No.	Dist. from Goshen Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
F 1163	0.0	Goshen Jct..... Idaho			C		
FK 3	3.2	Anton..... do			A	L	
FK 5	4.8	Goshen..... do			A	L	
FK 7	7.2	Dumas..... do			A		
FK 9	9.2	Cox (Spur)..... do			A		
FK 11	10.6	Gerrard..... do			A		
FK 12	12.4	Indian..... do			A		
FK 15	15.2	Hackman..... do			A		
FK 18	18.1	Ammon (Spur)..... do			A	L	
FU 3	21.6	Lincoln Jct..... do			C		

EAST BELT BRANCH

Sta. No.	Dist. from Orvin	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
FR 3	0.0	Orvin..... Idaho		P	A	L	
FU 2	0.1	Junction Switch..... do		P	A		
FU 3	2.3	Lincoln..... do		P	A		
FU 3	3.1	Lincoln Jct..... do			C		
FU 6	5.7	Iona..... do	Az	FTXP	A	L	Yes
FU 16	16.4	Ririe..... do	Rk	FTXP	A	LE	Yes
FU 20	19.9	Kruger (Spur)..... do			A		
FU 21	21.4	Byrne..... do		P	A	RE	
FU 26	25.6	Jenson..... do		P	A		
FU 28	27.5	Gale (Spur)..... do			A		
FU 28	28.2	Walker..... do		P	A	R	
FU 32	32.4	Parkinson..... do		P	A		
FU 34	34.3	Moody..... do		P	A		
FU 38	38.1	Newdale..... do	Ne	FTXP	A	RE	Yes
FR 38	44.4	Belt..... do		P	A		
FR 37	45.9	St. Anthony..... do	Sh	FTXP	A	R-SE	Yes

IDAHO DIVISION—Continued
WEST BELT BRANCH

Sta. No.	Dist. from Ucon	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
FR 8	0.0	Ucon..... Idaho	Un	FTXP	A	R	Yes
FR 3	0.1	Junction Switch..... do		P	A		
FS 5	2.8	Coltman (Spur)..... do		P	A		
FS 5	4.8	Grant (Spur)..... do		P	A	R	Yes
FS 7	7.0	Barlow (Spur)..... do			A		
FS 9	8.8	Lewisville..... do		P	A	R	Yes
FS 10	9.4	Midway (Spur)..... do			A		
FS 11	10.5	Menan..... do	Mn	FTXP	A	R	Yes
FS 12	11.5	Annis Jct..... do			C		
FS 20	20.4	Austin..... do		P	A		
FS 25	25.0	Plano..... do		P	A	L	
FS 27	26.7	Edmonds..... do			A		
FS 29	29.3	Egin..... do		P	A	L	
FS 32	31.6	Heman (Spur)..... do			A		
FS 34	33.5	Parker..... do		P	A	L	Yes
FS 35	35.3	Pyke (Spur)..... do			A		
FR 37	38.7	St. Anthony..... do	Sh	FTXP	A	R-SE	Yes

ANNIS BRANCH

Sta. No.	Dist. from Annis Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
FS 12	0.0	Annis Jct..... Idaho			C	R	
FT 1	0.5	Grays (Spur)..... do			A	L	
FT 3	2.6	Annis (Spur)..... do			A		

YELLOWSTONE BRANCH

Sta. No.	Dist. from Idaho Falls	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
F 1177	0.0	Idaho Falls..... Idaho	Ak	FTXP	A	L-OE	Yes
FR 3	3.0	Orvin..... do		P	A	L	
FR 4	3.7	St. Leon (Spur)..... do			A	R	
FR 8	7.6	Ucon..... do	Un	FTXP	A	R	Yes
FR 14	13.8	Rigby..... do	Rg	FTXP	A	LE	Yes
FR 18	18.1	Lorenzo..... do		P	A	L	
FR 21	20.7	Thornton..... do	Ho	FTXP	A	R	Yes
FR 22	21.9	Mark (Spur)..... do			B		
FR 23	23.4	Winder..... do		P	A		
FR 26	26.0	Rexburg..... do	Rx	FTXP	A	R-SE	Yes
FR 30	29.8	Sugar City..... do	Sc	FTXP	A	L	Yes
FR 31	31.0	Hart..... do		P	A		
FR 33	32.9	Wilford (Spur)..... do			A		
FR 37	36.8	St. Anthony..... do	Sh	FTXP	A	R-SE	Yes
FR 38	38.3	Belt..... do		P	A		
FR 39	39.2	Twin Groves..... do			C	L	
FR 43	42.8	Chester..... do		P	A	L	Yes
FR 51	51.0	Ashton..... do	Hn	FTXP	A	R&L-E	Yes
FR 58	52.5	Ingling (Spur)..... do			A		
FR 58	58.2	Warm River..... do		P	A	L	Yes
FR 58	62.8	Gibraltar Tunnel (Tunnel No. 16)..... do					
FR 67	66.9	Gerrit..... do		P	A	R	Yes
FR 73	72.5	Pineview..... do		P	A	R	Yes
FR 76	75.7	Eccles..... do			A	R	
FR 81	80.6	Island Park..... do		P	A	L	Yes
FR 85	85.4	Trude..... do		SP	A	L	
FR 89	89.4	Guild..... do		P	A		
FR 91	90.7	Big Springs..... do		SP	A	R	Yes
FR 97	97.2	Reas Pass..... do		P	A	R	
FR 97.7	97.7	Ida.-Mont. State Line..... do					
FR 107	107.1	West Yellowstone..... Mont.	Ws	FTXP	A	L	

IDAHO DIVISION—Concluded
SUGAR CITY BRANCH

Sta. No.	Dist. from Sugar City	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat. form from Granger	Stock Yard Facilities
FR 30	0.0	Sugar City.....Idaho	Se	FTXP	A	L	Yes
FP 1	1.4	Salem (Spur).....do			B		
FP 3	3.4	Jacobs (Spur).....do			B		
FP 4	4.4	Hinckley (Spur).....do			B		

TETON VALLEY BRANCH

Sta. No.	Dist. from Ashton	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat. form from Granger	Stock Yard Facilities
FR 51	0.0	Ashton.....Idaho	Hn	FTXP	A	R&L-E	Yes
FV 2	1.8	Marysville.....do			A	L	
FV 6	6.0	Grainville.....do			A	L	
FV 9	8.6	Drummond.....do	Md	FTXP	A	R	Yes
FV 13	12.8	France.....do		P	A	L	
FV 16	15.8	Lamont.....do			A	L	Yes
FV 22	22.3	Judkins.....do			A	R	
FV 26	26.3	Felt.....do			A	L	
FV 30	30.3	Tetonia.....do	Na	FTXP	A	R	Yes
FV 33	32.7	Dwight (Spur).....do			A	L	
FV 37	37.2	Driggs.....do	Di	FTXP	A	L	Yes
FV 42	42.3	Fox Creek.....do			A		
FV 46	45.6	Victor.....do	Vr	FTXP	A	R	Yes

SIXTH SUBDIVISION
MAIN LINE—LIMA TO MEADERVILLE

Sta. No.	Dist. from Ogden	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat. form from Ogden	Stock Yard Facilities
F 1273	279.9	Lima.....Mont.	Rd	FTXP	A	L	Yes
F 1278	284.9	Gosman (Spur).....do			A	R	
F 1281	288.0	Dell.....do	De	FTXP	A	R	Yes
F 1287	294.0	Kidd.....do		P	A	R	Yes
F 1295	302.8	Red Rock.....do		P	A	R	Yes
F 1300	307.0	Armstead.....do	Ad	FTXP	A	R	Yes
F 1306	312.9	Grayling.....do		P	A	L	
F 1309	316.4	Dalys.....do		P	A	C	
F 1313	320.4	Barratts.....do		P	A	R	
F 1321	328.0	Dillon.....do	Dn	FTXP	A	R	Yes
F 1327	334.4	Bond.....do		XP	A	R	Yes
F 1333	340.3	Apex.....do		P	A	R	Yes
F 1340	347.8	Glen (Spur).....do			A	R	
F 1341	348.7	Navy.....do		P	A	R	Yes
F 1344	351.7	Lavon.....do		P	A	R	
F 1352	358.9	Melrose.....do	Vi	FTXP	A	L	Yes
F 1358	364.9	Quinn.....do		P	A	L	
F 1359	366.0	Maiden Rock.....do		P	A	C	
F 1363	370.1	Divide.....do	J	FTXP	A	R	Yes
F 1367	374.3	Woodin.....do		P	A	R	Yes
F 1373	380.7	Feely.....do		P	A	R	
F 1377	384.6	Buxton.....do		P	A	L	
F 1383	390.0	Silver Bow.....do	Sb	FTXP	A		Yes
		Butte City (A) 2 No. Main St.....do					
F 1390	396.9	Butte Union Depot.....do	By	TP		L	
F 1392	398.7	Butte Freight.....do		F	A	L-OE	Yes
		Meaderville.....do			B		

UTAH DIVISION

931.80 Miles

FIRST SUBDIVISION
MAIN LINE—CALIENTE TO MILFORD

Sta. No.	Dist. from Los Angeles	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1353	461.2	Caliente Frt. and Tkt. Nev.		FT	A	R	Yes
B 1349	466.0	Caliente Telegraph.....do	Cs	P	B-C		
B 1345	470.1	Eccles.....do		P	B-C		
B 1341	474.0	Minto.....do		P			
B 1338	477.0	Spur.....do					
B 1334	480.3	Islen.....do	Sn	P	B-C	R	
B 1328	486.3	Barclay.....do		P	B-C		Yes
B 1324	491.0	Acoma.....do		P	B-C	L	
B 1319	495.4	Brown.....do		P	B-C		
B 1315	499.5	Crestline.....do	Ne	P	B-C	L	
B 1312.4	502.2	Lien.....do		P	B-C		
B 1312	502.9	(Nev.-Utah State Line).....do					
B 1307	507.6	Uvada.....do		P	B-C		
B 1303	511.5	Tomas.....do	Na	FTPX	A	R-O	Yes
B 1297	517.5	Modena.....do		P	B-C		
B 1292	522.8	Heist.....do		P	B-C	L	
B 1286	528.4	Yale.....do	By	P	B-C	R	
B 1281	533.2	Beryl.....do		P	B-C		
B 1277	538.1	Zane.....do		P	B-C		
B 1272	543.1	Ford.....do		P	B-C		
B 1267	547.5	Lund.....do	Un	FTPX	A	R	Yes
B 1262	552.2	Kerr.....do		P	B-C		
B 1258	556.5	Latimer.....do		P	B-C		
B 1251	563.3	Nada.....do		P	B-C	R	
B 1246	568.3	Thermo.....do		P	B-C	L	
B 1241	573.4	Laho.....do		P	B-C	R	
	578.5	Upton.....do		P	B-C		
B 1236		Milford Freight.....do		F	A	L	Yes
		Milford Ticket.....do		T			
		Milford Telegraph.....do	Fd	P			
		Milford Dispatcher.....do	Di				

PIOCHE BRANCH

Sta. No.	Dist. from Caliente	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1353	0.0	Caliente.....Nev.	Cs	FTPX	A	R	Yes
BM 6	6.0	Peck.....do			C		
BM 12	11.8	Comet.....do			B-C		
BM 15	14.4	Panaca.....do			B-C		Yes
BM 20	20.4	Water Tank.....do					
BM 21	21.3	Delmues.....do			B-C		
BM 32	32.4	Prince Jct.....do					
BM 33	32.7	Pioche.....do	Rm	FTPX	A	R	Yes

PRINCE BRANCH

Sta. No.	Dist. from Prince Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
BM 32	0.0	Prince Jct.....Nev.					
BY 2	2.3	P. P. T. L. Crossing.....do					
BY 4	2.6	Atlanta.....do			B-C	R	
BY 6	4.2	Mendha.....do			B-C		
BY 9	6.5	Casleton.....do			B-C		
	8.6	Prince.....do			B-C		

CEDAR CITY BRANCH

Sta. No.	Dist. from Lund	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1272	0.0	Lund.....Utah	Un	FTPX	A	R	Yes
BL 9	9.4	Avon.....do			B-C		
BL 21	21.0	Iron Springs.....do	Gs		A	R	Yes
BL 25	25.2	Halivah.....do			B-C		
BL 30	29.9	Stock Yards.....do					Yes
BL 31	31.0	Power Plant Spur.....do					
BL 33	32.5	Cedar City Freight.....do		F	A	R-O	
		Cedar City Ticket.....do	Cd	TP			

IRON MOUNTAIN BRANCH

Sta. No.	Dist. from Iron Springs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
BL 21	0.0	Iron Springs.....Utah	Gs			R	Yes
BJ 4	3.9	Desert Mound.....do					
BJ 13	13.3	Iron Mountain Wye.....do					
BJ 15	14.7	Iron Mountain.....do			B-C		

UTAH DIVISION—Continued

FRISCO BRANCH

Sta. No.	Dist. from Milford	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1236	0.0	Milford.....Utah	Fd	FTP X	A	L	Yes
BK 2	2.0	Moscow.....do			B		
BK 6	6.2	Hickory.....do			B		
BK 10	9.9	Solus.....do			B		
BK 17	16.9	Frisco.....do			B	L	

SECOND SUBDIVISION
MAIN LINE—MILFORD TO LYNNDYL

B 1236	578.5	Milford Freight.....	Utah	F	A	L	Yes
B 1232	582.7	Milford Ticket.....	do	T			
B 1228	586.8	Milford Telegraph.....	do	Fd	P		
B 1223	591.4	Opal.....	do	P	B-C		
B 1218	596.4	Murdock.....	do	P	B-C		
B 1214	601.1	Read.....	do	P	B-C	R	
B 1208	606.3	Malone.....	do	P	B-C	R	
B 1203	611.3	Black Rock.....	do	Ko	F T P X	R	Yes
B 1198	616.3	Pumice.....	do	P	A		
B 1192	622.7	Cruz.....	do	P	B-C		
B 1187	627.6	Bloom.....	do	P	B-C		
B 1182	632.7	Borden.....	do	P	B-C		
B 1177	637.2	Neels.....	do	P	B-C		
B 1173	641.6	Clear Lake.....	do	Ck	P	B-C	R
B 1169	646.1	Jerome.....	do	P	B-C		Yes
B 1164	651.1	Van.....	do	P	B-C		
B 1157	657.2	Oasis.....	do	P	B-C	R-O	Yes
B 1153	662.0	Delta.....	do	Ak	F T P X	L-O	Yes
B 1147	667.6	Strong.....	do	P	B-C		
		Cline.....	do	P	B-C		
		Lynndyl.....	do	Ny	F T P X	A	R
							Yes

FILLMORE BRANCH

B 1164	0.0	Delta.....	Utah	Ak	FTP X	A	L	Yes
BI 9	8.7	Harding.....	do			B-C		
BI 16	15.5	McCormick.....	do			B-C	L	
BI 22	21.7	Greenwood.....	do			B-C	R	Yes
BI 25	24.8	Edwards.....	do			B-C		
BI 27	27.3	Flandro.....	do			B-C		
BI 32	32.2	Fillmore.....	do	Fj	FTP X	A	R	Yes

THIRD SUBDIVISION
MAIN LINE—LYNN DY L TO SALT LAKE VIA BOULTER

B 1147	667.6	Lynndyl.....	Utah	Ny	FTP X	A	R	Yes
B 1142	672.7	Adams.....	do		P	B-C	R	
B 1138	676.7	Champlin.....	do		P	B-C		
B 1133	681.2	Dyer.....	do		P	B-C		
B 1128	687.0	Jericho.....	do		P	B-C		Yes
B 1121	693.6	McIntyre.....	do		P	B-C		Yes
B 1114	700.3	Tintic.....	do	U	FTP	A	R	
B 1109	705.9	Boulter.....	do		P	B-C		
B 1103	711.6	Lofgreen.....	do		P	B-C	L	
B 1099	715.8	Dunbar.....	do		P	B-C	L	
B 1096	718.9	Pehrson.....	do		P	B-C		
B 1090	725.0	Faust.....	do		P	B-C	L	Yes
B 1084	730.9	Ajax.....	do		P	B-C		
B 1077	737.8	St. John.....	do	Sj	FTP X	A	L	Yes
B 1070	744.3	Stockton.....	do	Kn	FTP X	A	R-O	Yes
B 1068	746.5	Bauer.....	do	Ba	FTP	B-C		
B 1065	749.9	Warner.....	do	Du	FTP	A	R-O	Yes
B 1061	754.0	Shields.....	do		P	B-C		Yes
B 1057	758.1	Erda.....	do		P	B-C	L	
B 1052	762.2	Morris.....	do		P	B-C	L	
B 1049	766.1	Lake Point.....	do		P	B-C		Yes
B 1047	767.7	Wye.....	do		P			
B 1046	768.5	Smelter.....	do			B-C	R	
	768.8	B. & G. Crossing.....	do					
B 1045	770.0	Garfield.....	do	Gf	FTP X	A	R-O	Yes
B 1039	775.4	Riter.....	do		P	B-C		
B 1034	780.9	Buena Vista.....	do	Bv	P	B-C	R	
B 1032	782.6	Poplar Grove Prest-o-Lite	do					
		Spur.....	do					
B 1031	783.7	Enamel Spur.....	do					
	784.1	D. & R. G. W. Crossing.....	do					

UTAH DIVISION—Continued

THIRD SUBDIVISION—Concluded

MAIN LINE—LYNN DY L TO SALT LAKE VIA BOULTER—Concluded

Sta. No.	Dist. from Los Angeles	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
	784.2	D. & R. G. W. Crossing.... Utah					
		Salt Lake "A" So. Tem. & Main..... do		T			
B 1029	785.7	Salt Lake City Un. Station do		T			
		Salt Lake City Baggage.... do					
		Salt Lake City Freight.... do		F	A	R-SOE	Yes
		Salt Lake City Telegraph.... do	Vn	P			
		Salt Lake City Dispatcher. do	Ds	P			

EUREKA BRANCH

B 1114	0.0	Tintic.....	Utah	U	FTP X	A	R	
.....	0.8	Tintic Wye.....	do					
BF 2	1.6	Mammoth Junction.....	do					
BF 4	3.6	Eureka.....	do	Rk	FTP X	A	R	

SILVER CITY BRANCH

B 1114	0.0	Tintic.....	Utah	U	FTP X	A	L	
	0.8	Tintic Wye.....	do					
BG 2	2.4	Silver City.....	do			B-C	R	

MAMMOTH BRANCH

BF	2	0.0	Mammoth Junction.....	Utah					
BH	1	0.8	D. & R. G. W. Crossing.....	do					
BH	2	1.6	*Mammoth.....	do	P	B-C	R		

*Joint with D. & R. G. W. Railroad.

PROVO SUBDIVISION
MAIN LINE—LYNN DY L TO SALT LAKE VIA PROVO

B 1147	667.6	Lynndyl.....	Utah	Ny	FTP X	A	R	Yes
T 1158	673.0	Leamington.....	do		P	B-C	R	Yes
T 1150	680.7	Soma.....	do		P	B-C		Yes
T 1148	682.8	Farley.....	do		P	B-C		
T 1140	691.0	Mills.....	do		P	B-C	R	Yes
T 1133	698.0	Juab.....	do		P	B-C	L	Yes
T 1130	700.7	Levan.....	do		P	B-C	R	
T 1125	705.3	Sharp.....	do		P	B-C		
T 1118	712.5	Nephi.....	do	Ni	FTP X	A	R	Yes
T 1112	718.4	Burriston.....	do		P	B-C		Yes
T 1111	720.1	Mona.....	do		P	B-C	L	
T 1107	723.7	Starr.....	do		P	B-C	R	Yes
T 1101	729.7	York.....	do		P	B-C		
T 1098	732.4	Santaquin.....	do		P	B-C	R	
T 1092	738.5	Payson.....	do	Cn	FTP X	A	R	Yes
T 1090	740.9	Stearns-Beet Spur.....	do		P	B-C		
T 1087	743.3	Benjamin.....	do		P	B-C	L	
T 1085	746.1	Spanish Fork.....	do	Sf	FTP X	A	R-O	Yes
T 1081	749.7	Springville.....	do		P	B-C	R	Yes
T 1076	754.4	Provo Union Depot.....	do	Vo	TP	A	R	
	754.4	Provo Freight Depot.....	do	De	FP	A	L-OE	Yes
T 1076	754.4	Provo Joint Yard.....	do	Ur	P		L	
T 1074	756.5	Provo-Cutting Spur.....	do			B-C		
	759.0	D. & R. G. W. Crossing.....	do					
T 1072	759.1	*Geneva.....	do		P	B-C		
T 1070	760.8	Vineyard.....	do		P	B-C		
T 1067	763.5	Hardy.....	do		P	B-C		
T 1065	765.2	Pleasant Grove.....	do	Go	FTP X	A	R	
	767.7	S. L. & U. R. R. Co., Crossing.....	do					
T 1062	768.2	American Fork.....	do	Af	FTP X	A	L-O	
	770.8	Lehi-Sugar Spur.....	do					
T 1059	771.2	Lehi.....	do	Hi	FTP X	A	L-O	Yes
T 1058	772.7	Cutler.....	do		P	B-C	L	
T 1054	777.2	Mount.....	do		P	B-C		
T 1051	779.7	Rideout.....	do		P	B-C		
T 1048	783.0	Mellen Sand Spur.....	do					
T 1046	784.6	Draper.....	do	A	FTP X	A	L	Yes
S 1042	789.1	Sandy.....	do	Br	FTP X	A	L-O	Yes

*Name changed from Lakeview April 21, 1942.

UTAH DIVISION—Continued
PROVO SUBDIVISION—Concluded
MAIN LINE—LYNN DYL TO SALT LAKE VIA PROVO—Concluded

Sta. No.	Dist. from Los Angeles	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
.....	789.5	D. & R. G. W. Little Cottonwood Branch Crossing..... Utah					
S 1040.1	790.4	Midvale (U. S. Smelter Spur)..... do		F	A	R	
S 1040	790.5	Cushing..... do			B-C	L	
S 1039	792.1	Atwoods..... do			B		
.....	792.2	Connection U. S. Smelter Spur..... do					
S 1037	793.8	Pallas..... do			B	R	
S 1036.1	794.4	Murray..... do	Fn	FTX	A	R-OE	Yes
S 1036	795.1	Fireclay..... do			B-C		
S 1035	795.7	Bentz..... do			B-C		
S 1034.1	796.9	Walton..... do			B		Yes
S 1034	797.1	Huslers..... do			B	L	
.....	798.3	D. & R. G. W. R. R. Park City Branch Crossing..... do					
S 1032	798.5	Burton..... do			B	R	Yes
S 1031	799.1	Officer..... do			B	R	
.....	799.6	S. L. & U. R. R. Crossing..... do					
.....		Salt Lake City, "A," So. Tem. & Main..... do		T			
B 1029	801.7	Salt Lake City Union Station..... do		T			
.....		Salt Lake City Baggage..... do			A	R-SOE	Yes
.....		Salt Lake City Freight..... do		F			
.....		Salt Lake City Headquarters..... do	Vn	P			
.....		Salt Lake City Dispatcher..... do	Ds	P			

IRONTON BRANCH

T 1076	0.0	Provo Union Depot..... Utah	Vo	TP	A	R	
.....	1.6	Provo (Yard)..... do					
TB 2	2.8	Ironton (Columbia Steel Plant) do			B-C	R	

FAIRFIELD BRANCH

T 1058	0.0	Cutler..... Utah		P	B-C	L	
TA 3	1.9	S. L. & U. Crossing..... do					
TA 5	2.5	Roberts (Spur)..... do			B-C		Yes
TA 13	4.9	Clinton..... do			B-C		
TA 15	12.7	Dahl (Spur)..... do			B-C		
TA 17	15.2	Cedar Fort..... do			B-C	R	
TA 20	17.4	Floyd..... do			B-C		
TA 24	20.3	Fairfield..... do			B-C	L	Yes
TA 24	23.6	5 Mile Pass..... do			B-C		

FOURTH SUBDIVISION
MAIN LINE—OGDEN TO SALT LAKE CITY

B 993	0.0	Ogden, Union Pass. Sta... Utah		T			
.....	0.0	Ogden, Baggage..... do					
.....	0.0	Ogden, Freight..... do		FT	A	LOE	Yes
.....	0.0	Ogden, Telegraph..... do	Og	P			
.....	0.0	Ogden, Yard..... do	Yd	P			
.....	0.6	U. P. Crossing..... do					
B 994	1.0	Bridge Junction..... do		P	C		
B 999	6.1	Roy..... do			A	L	
B 1002	9.8	Clearfield..... do	Cf	FTX P	A		Yes
B 1007	14.5	Layton..... do	Ny	FTX P	A	L	Yes
B 1009	16.7	Kaysville..... do	K	FTX P	A	L	Yes
B 1014	21.3	Farmington..... do	Fo	FTX P	A	L	Yes
B 1019	26.0	Centerville..... do		P	A	L	
B 1021	28.1	Woods Cross..... do	We	FTX P	A	L	
B 1023	29.9	Hatchs (Spur)..... do			A	L	
.....	31.0	B. E. Ry. Crossing..... do					
B 1024	31.1	†North Salt Lake..... do		FP	A	L	Yes
B 1026	32.9	Becks..... do			A		
.....	33.7	North Yard..... do	C	P			Yes
.....	35.5	5th North Tower..... do					
.....		Salt Lake City ("A")..... do					
.....		So. T. and Main..... do		T			
B 1029	36.3	Salt Lake City Passenger Station..... do		TX			
.....		Salt Lake Bag..... do					
.....		Salt Lake Freight..... do	Sa	F	A	L-SOE	
.....		Salt Lake Headqtrs..... do	Ds	P			
.....		Salt Lake Dispr..... do	Vn	P			

†Note—Powder is at the end of the spur which runs from North Salt Lake.

UTAH DIVISION—Continued
SYRACUSE BRANCH

Sta. No.	Dist. from Clearfield	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1002	0.0	Clearfield..... Utah	Cf	FTX P	A	L	Yes
.....	0.3	D. & R. G. W. Crossing..... do					
BD 1	1.0	Moberly (Spur)..... do			A	R	
BD 1.4	1.4	Herbert (Spur)..... do			A		
BD 2	2.1	Barnes (Spur)..... do			A	L	
BD 3	3.2	Steed (Spur)..... do			A	R	Yes
BD 5	4.7	Syracuse..... do			B	R	

FIFTH SUBDIVISION
MAIN LINE—OGDEN TO McCAMMON

Sta. No.	Dist. from Ogden	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Ogden	Stock Yard Facilities
B 993	0.0	Ogden, Un. Pas. Sta..... Utah		T			
.....		Ogden, Baggage..... do					
.....		Ogden, Freight..... do	Og	FT	A	R-OE	Yes
.....		Ogden, Telegraph..... do	Yd	P			
.....		Ogden, Yard..... do		P			
.....	0.7	D. & R. G. W. Crsg..... do					
F 994	1.6	S. P. Junction..... do		P		R	
F 995	2.7	Browning..... do					
F 996	2.9	Five Points Junction..... do			A	R	
.....	4.7	U. I. C. R. R. Crsg..... do					
F 997	4.7	Harrisville..... do		P	A	L	
F 1001	8.8	Hot Springs..... do		P	A	L	
F 1007	14.0	Willard..... do		P	A	R	
F 1010	17.2	Perry..... do		P	A	R	
F 1012	19.3	Fruit (Spur)..... do			A		
F 1014	21.1	Brigham..... do	Bm	FTX P	A	R-OE	Yes
F 1018	25.3	Bakers..... do	Hx	FP	A	L	
F 1023	30.4	Honeyville..... do		FTX P	A	R	Yes
F 1025	32.5	Madsen..... do			A	R	
F 1029	35.9	Dewey..... do		P	A	R	Yes
F 1033	40.1	Collinston..... do		P	A	R	Yes
F 1036	43.0	Durfey (Spur)..... do			A	R	
F 1037	44.6	Wheelon..... do		P	A	L	
.....	45.2	Bear River Tunnel (Tunnel No. 15)..... do					
F 1041	48.8	Cache Junction..... do	Cj	FTX P	A	R	Yes
F 1046	52.9	Hammond..... do	On	P	A	L	
F 1050	56.9	Trenton..... do		FTX P	A	L	Yes
F 1051	58.2	Morton..... do			A	R	
F 1053	60.6	Cornish..... do	Cg	FTX P	A	L	Yes
F 1055	62.4	Utida..... do		P	A	R	Yes
F 1056	62.4	Utida..... do			A		
F 1058	63.7	Anderson (Spur)..... Idaho	Wi	FTX P	C	R	Yes
F 1059	65.1	Weston..... do			A	L	
F 1061	66.7	Linrose (Spur)..... do			A	R	
F 1064	68.6	Thorensen (Spur)..... do			B	R	
F 1065	71.0	Dayton..... do	Cn	FTX P	A	L	Yes
F 1068	72.4	Beers (Spur)..... do			A	L	
F 1071	75.1	Clifton..... do		P	A	R	Yes
F 1074	78.3	Coulam..... do		P	A	R	Yes
F 1077	81.3	Oxford..... do		P	A	L	Yes
F 1083	84.7	Swan Lake..... do		P	A	L	Yes
F 1088	89.9	Zenda..... do		P	A	R	
F 1093	95.0	Downey..... do	Do	FTX P	A	R	Yes
F 1095	100.0	Virginia..... do		P	A	L	
F 1097	102.5	Marsh Valley (Spur)..... do		P	A	L	
F 1098	104.7	Arimo..... do	A	FTX P	A	L	Yes
.....	1038	McCammmon..... do	Mc	FTX P	A	L	Yes
.....	111.4	Jct. Switch Line to Ogden..... do					

Automatic Block Signals

UTAH DIVISION—Continued

EVONA BRANCH

Sta. No.	Dist. from Ogden	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Ogden	Stock Yard Facilities
B 993	0.0	Ogden.....Utah	Og	FTXP	A	R-OE	Yes
BE 0.5	0.5	Globe Mills (Spur).....do			A	L	
BE 0.7	0.7	Evona.....do			A	R	
BE 0.9	0.9	Corey Const. (Spur).....do			A	R	
BE 1	1.1	Relico.....do			A	R	
	1.6	Sugar Works Switch.....do					
	2.4	Olson & Stratford.....Sugar	do				
BE 2.5	2.5	Rky. Mt. Feeders.....Works	do				Yes
BE 2.8	2.8	Lindsay Live Stock.....Spur	do				
BE 3	3.4	Sugar Works.....do			A	R	
	3.8	Jct. with Main Line.....do					

FIVE POINTS BRANCH

F 996	0.0	Five Points Jct.....Utah			A	R	
FB 1	1.1	Five Points.....do			B		

MALAD BRANCH

F 1014	0.0	Brigham.....Utah	Bm	FTXP	A	R-OE	Yes
FC 4	3.9	Corinne Junction.....do			A	R	
FC 6	5.6	Corinne.....do	Wb	FTX	A	R	Yes
FC 10	9.5	Holmgren.....do			A	R	
FC 12	11.6	Evans.....do			A	L	
FC 14	13.7	Cropley.....do			A	L	Yes
FC 16	15.7	Elwood.....do			A	L	
FC 18	17.8	Tremonton.....do	Mu	FTX	A	R-O	Yes
FC 20	19.8	Garland.....do	Aj	FTX	A	R	
FC 21	20.1	Sugar Works.....do			A	R	
FC 23	23.4	Belmont.....do			A	R	
FC 25	25.0	Fielding.....do			A	R	Yes
FC 28	27.9	Plymouth (Spur).....do			A	L	
FC 31	30.5	Halbert (Spur).....do			A	L	
FC 35	34.5	Washakie (Spur).....do			A	L	Yes
FC 37	36.7	Portage.....do			A	R	Yes
FC 38.6	38.6	Utah-Idaho State Line.....do					
FC 41	40.7	Woodruff (Spur).....Idaho			A	L	
FC 45	44.5	Cherry Creek (Spur).....do			A	R	
FC 52	51.5	Malad.....do	Mv	FTX	A	R-OE	Yes

THATCHER BRANCH

FC 18	0.0	Tremonton.....Utah		FTX	A	R-O	Yes
FD 2	2.1	Sommer.....do			A	R	
FD 4	4.1	Bothwell.....do			A	R	
FD 5	5.1	Sunset.....do			A	R	
FD 6	6.3	Thatcher.....do			A	R	
FD 7	7.3	Nelson.....do			A	R	

BEAR RIVER BRANCH

FC 20	0.0	Garland.....Utah	Aj	FTX	A	L	
FE 1	1.1	Garland Jct.....do			A	L	Yes
FE 3	3.4	Haws.....do			A	L	
FE 6	5.6	Lamb.....do			A	L	
FE 8	7.5	Bush.....do			A	L	
FE 9	9.2	Bradford.....do			A	L	
FE 10	10.4	Bear River.....do			A	L	

URBAN BRANCH

F 1018	0.0	Bakers.....Utah		P	A	L	
FA 3	2.6	Teal.....do			A	L	
FA 5	4.9	Urban (Spur).....do			A	L	

UTAH DIVISION—Concluded

CACHE VALLEY BRANCH

Sta. No.	Dist. from Cache Jet.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Ogden	Stock Yard Facilities
F 1041	0.0	Cache Junction.....Utah	Cj	FTXP	A	R	Yes
FF 3	3.4	Ballard Junction.....do		P	A	L	
FF 5	4.8	Petersboro (Spur).....do			A	L	
FF 9	8.6	Mendon.....do			A	R	Yes
FF 12	12.4	Nebeker.....do			A	R	
FF 14	13.8	Wellsville.....do	Wv	FTX*	A	R-O	Yes
FF 15	14.5	Hills (Spur).....do			A	R	
FF 16	16.4	West (Spur).....do			A	R	
FF 18	17.6	Hyrum.....do		X	A	L-O	Yes
FF 20	20.1	Holt (Spur).....do			A	R	
FF 22	21.7	Sugar Factory Jct.....do					
FF 24	23.7	Logan Jct.....do					
	24.1	Logan.....do	Q	FT	A	R	Yes
	24.4	Benson Jct.....do					
FF 30	30.0	Cardon.....do			B		
FF 32	31.5	Smithfield.....do	Sm	FTX	A	R	Yes
FF 33	33.4	Baugh (Spur).....do			A	R	
FF 35	35.0	Plants (Spur).....do			A	R	
FF 36	36.5	Hodges (Spur).....do			A	R	
FF 37	37.4	Richmond.....do	Rn	FTX*	A	R	Yes
FF 40	39.6	Merrills.....do			A	R	Yes
	39.9	U. I. C. R. R. Under Grade Crossing.....do					
FF 41	40.9	Webster.....do			A	L	
FF 42	41.5	Lewiston Sugar (Spur).....do		FS	B	L	
FF 42.7	42.7	Utah-Idaho State Line.....do					
FF 44	43.8	Franklin.....Idaho	F	FTX	A	R	Yes
FF 46	45.7	Bullen.....do			A	R	
FF 48	48.1	Whitney.....do			A	L	Yes
	50.6	U. I. C. R. R. Crossing.....do					
FF 51	50.8	Preston.....do	Pn	FTX	A	R-OE	Yes

BENSON BRANCH

FF 3	0.0	Ballard Junction.....Utah		P	A	L	
FG 3	3.1	Benson.....do			A	L	
FG 8	8.3	Benson Jct.....do					

*Express agency at U. I. C. R. R. Co. Depot.

LOGAN SUGAR FACTORY BRANCH

FF 22	0.0	Sugar Factory Jct.....Utah			A	L	Yes
FJ 1	0.8	Sugar Factory.....do			A	L	
FJ 1.9	1.9	College Jct.....do					
FJ 2.5	2.5	Logan Jct.....do					

COLLEGE BRANCH

FJ 1.9	0.0	College Jct.....Utah			A	L	
FH 3	2.8	College (Spur).....do			A	L	

LOS ANGELES DIVISION

596.55 Miles

FIRST SUBDIVISION

MAIN LINE—LOS ANGELES TO YERMO

Sta. No.	Dist. from Los Angeles	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
		Los Angeles City Ticket and Executive Offices—U. P. Bldg. 6th and Olive Streets. Cal.	Go	T			
		Los Angeles Freight—840 So. Alameda Street..... do		FT	A	{ R & L SOE }	
		Los Angeles Baggage..... do					
		Los Angeles Telegraph 2025 Hunter Street..... do	Z	P			
		Los Angeles Dispatcher's Office 2025 Hunter Street..... do	Da	P			
B 1813	0.0	Los Angeles Union Passenger Terminal, 800 No. Alameda Street..... Cal.	UD	T			
	0.6	Mission Tower—A. T. & S. F. Ry. Crossing..... do					
B 1812	0.8	Pasadena Jct..... do					
	1.7	First Street..... do					
	3.4	Ninth Street Jct..... do					
B 1811	3.8	Soto Street Jct..... do					
B 1810	4.6	Downey Road..... do		P			
B 1809	5.6	East Yard..... do	D	P			
	7.4	East Los Angeles..... do					
B 1804	10.2	Montebello..... do	Mk	FTPX	A	L	
B 1803	12.0	Pico..... do	K	FTPX	A	R	
B 1802	12.6	Whittier Junction..... do		P			
B 1802	12.8	St. Helens Spur..... do			B-C		
	14.4	Bartolo..... do					
B 1799	15.4	Clayton..... do		P	B-C		
	17.7	Handorf..... do					
B 1796	18.7	Hillgrove..... do	Bg	FTP	A	R	
B 1795	19.6	Hudson..... do					
B 1793	21.6	Rowland..... do		P			
B 1791	23.4	Fallon..... do					
B 1789	26.1	Walnut..... do	Wa	FPX	A	R	
B 1786	28.7	Feed Spur..... do			B-C		Yes
B 1784	30.6	Spadra..... do		P			
B 1781	33.7	Pomona Ticket..... do	Po	TP			
	33.7	Pomona Freight..... do		F	A	R	
		Pacific Electric Ry. Crossing..... do					
	34.7	Southern Pacific Crossing..... do					
	34.7	W. O. Tower..... do	Wo	P			
B 1779	35.8	San Antonio Meat Co. Spur..... do		P	B-C		
B 1777	37.2	Sunsweet..... do					
B 1775	39.5	Ontario..... do	Ra	FTP	A	L	Yes
	39.8	Southern Pacific Crossing..... do					
B 1774	40.8	Harvey & Brown Spur..... do			B-C		
B 1771	43.4	Collins..... do		P	B-C	L	
B 1769.4	45.2	Champagne..... do			B-C		
B 1767.3	47.3	Mira Loma..... do		P	B-C		Yes
B 1767	47.5	Winery Spur Mira Loma..... do					
B 1765	50.0	Bly..... do	By	P	B-C		
CRESTMORE AND BLY QUARRY SPURS							
BR 1	50.2	Setout Track..... Cal.					
BR 2	51.3	Henshaw..... do					
BP 3	53.1	Bly Quarry..... do			B-C		
BR 2	51.8	Hamilton Spur..... do					
BR 3	53.1	Ennis..... do			B-C	R	
BR 4	53.9	Ormand..... do			B-C		
BR 4	53.9	Ormand Quarry Track..... do					
BR 6	56.2	Forage..... do					
BS 4	56.5	Crestmore..... do			B-C		

LOS ANGELES DIVISION—Continued

FIRST SUBDIVISION—Concluded
MAIN LINE—LOS ANGELES TO YERMO—Concluded

Sta. No.	Dist. from Los Angeles	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1763	51.5	Pedley..... Cal.			B-C		
B 1759	55.5	Streeter..... do		P	C		
B 1758	56.8	Magnolia Ave..... do		P	B-C		
	56.8	Pacific Electric Ry. Crossing..... do					
	57.3	North Street..... do					
		Riverside Freight..... do		FP	A	R	Yes
B 1755	59.2	Riverside Depot Ticket..... do	Vn	TP	C		
B 1754	59.8	Riverside Junction..... do					
	59.9	S. P. and A. T. & S. F. Crossing..... do					
B 1752	62.4	Highgrove..... do		TX	A	R	Yes
	65.8	Southern Pacific Crossing..... do					
B 1749	66.2	Colton..... do	C	FTP	A	R	
	68.4	Pacific Electric Ry. Crossing..... do					
		San Bernardino Freight..... do		F	A	RE	Yes
B 1746	69.0	San Bernardino Ticket..... do		T			
		San Bernardino Baggage..... do		X			
		San Bernardino Telegraph..... do	B Sm	P			
		San Bernardino Dispatcher..... do		P			
B 1743	70.9	Highland Junction..... do			C		
B 1740	74.3	Ono..... do		P	B-C		
B 1737	76.8	Verdemont..... do		P	B-C		
B 1735	79.3	Devore..... do		P	B-C		
B 1730	84.0	Keenbrook..... do		P	B-C		
B 1726	87.8	Cajon..... do	Jo	FTXP	A	L	
B 1721	92.5	Alray (Eastbound..... do					
	96.3	Summit..... do				R	Yes
B 1724	90.6	Gish..... do			B-C		
B 1723	91.6	Dell..... do			B-C		
B 1718	94.3	Summit..... do	Su	FTXP	A	R	Yes
B 1712	101.8	Lugo..... do		P	B-C		
B 1707	107.0	Hesperia..... do			B-C	L	Yes
B 1703	111.1	Thor..... do		P	B-C		
B 1702	113.4	Frost..... do			B-C		
B 1699	115.4	Victorville..... do	Vr	FTXP	A	L	Yes
B 1697	116.9	Leon..... do		P			
B 1693	120.5	Oro Grande..... do		P	B-C	L	Yes
B 1688	125.9	Bryman..... do		P	B-C		
B 1683	130.8	Helendale..... do		P	B-C	R	
B 1679	135.1	Wild..... do					
B 1674	140.2	Hodge..... do		P	B-C	R	Yes
B 1668	145.8	Lenwood..... do		P	B-C		
		Barstow Freight..... do	Ba	F	A	L	Yes
B 1663	151.9	Barstow Ticket..... do		T			
B 1658	156.8	Nebo..... do			B-C		
B 1654	160.5	Daggett..... do	H Bn	FTXP	A	R	
B 1650	164.9	Yermo..... do		FTXP	A	L	Yes
SAN PEDRO BRANCH							
B 1810	0.1	Downey Road Jct. HB..... Cal.					
BW 0	0.1	Hobart..... do	J	F			
	0.1	A. T. & S. F. Crossing..... do					
	0.2	A. T. & S. F. Interchange..... do					
	0.3	Bondini Spur..... do					
BW 1	0.5	Junction Station..... do					
	0.6	La. Ang. Jct. Ry. Csg..... do					
BW 1	0.7	Vernon Industrial Spur..... do			B-C		
BW 1	1.2	Fruitland..... do			B		
BW 2	1.6	Fruitland Ind. Spur..... do					
BW 3	2.6	Huntington Park..... do			A	L	
	2.1	Pacific Coast Steel Corp..... do					
BW 3	2.1	Pacific Elect. Ry. Crg..... do					
BW 4	2.4	Bell..... do			A	R	
BW 4	3.8	F. W. Braun Co..... do					
BW 4	3.9	Calco Tile Prod. Corp..... do					

*Union Stock Yards joint with A. T. & S. F. Ry., So. Pac. Co., and P. E. Ry. Co.

LOS ANGELES DIVISION—Continued

SAN PEDRO BRANCH—Concluded

Sta. No.	Dist. from Downey Road	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
BW 4	4.0	L. A. Chem. Prod. Co.....	Cal.				
BW 4	4.3	A. R. Maas. Chem. Co.....	do				
BW 5	4.4	Team Track.....	do				
BW 5	4.4	South Gate.....	do		B-C		
BW 5	4.6	So. Pac. Crossing.....	do				
BW 5	5.0	Blue & Mason-Ind. Spur.....	do				
BW 5	5.2	Purex Co.....	do		B-C		
BW 5	5.2	Pacific Cast Iron Prod. Co.....	do				
BW 5	5.2	P. Grassi Spur.....	do				
BW 7	5.5	Rock Spur.....	do				
BW 7	6.4	Workman.....	do		B-C		Yes
BW 7	7.0	Rancho Los Amigos.....	do		B-C		
BW 7	7.2	Dayton-Waldrip Co.....	do				
BW 7	7.4	Hollydale Spur.....	do		B-C		
BW 8	7.6	Hardman Air Craft Corp.....	do				
BW 8	8.2	Pac. Elect. Csg.....	do				
BW 9	8.5	Macco Lumber Spur.....	do				
BW 9	8.8	Clearwater.....	do		B-C		Yes
BW 10	9.5	Hynes.....	do	Hy	FTX	A	Yes
BW 10	9.9	So. Cal. Edison Spur.....	do				
BW 10	10.5	Export Petroleum Spur.....	do				
BW 11	10.8	Richfield Oil Co.....	do				
BW 11	11.1	Exeter Refinery Co.....	do				
BW 11	11.3	U. S. Refining Co., Ltd.....	do		B		
BW 12	11.3	Rioco.....	do				
BW 12	11.4	Operators Oil & Ref'g Spur.....	do				
BW 12	11.6	Douglas Jet.....	do				
BX 1	13.5	North Long Beach Spur	Cal.		FTX	A	L
BX 1	13.8	Douglas Aircraft Spur.....	do				
BX 3	14.1	Montana Ranch Spur.....	do				
BX 3	14.1	City of Long Beach Spur.....	do				
BX 3	14.2	Hancock Ref. Co. Spur.....	do				
BW 16	12.4	Whaley Const. Co. Spur.....	do				
BW 16	14.4	Cota (P-E Crossing).....	do				
BW 19	16.1	Manuel.....	do				
BW 19	18.7	So. Pac. Crg.....	do				
BW 19	18.8	Thenard.....	do				
BW 19	18.9	Pac. Elect. Crg.....	do				
BW 19	19.1	Long Beach Jct.....	do				
BW 20	20.4	Mead So. Pac. Intchg.....	do				
BW 20	22.0	Long Beach Frt.....	do		F	A	
BW 20	19.1	Ford Motor Co. Spur.....	do				
BW 20	19.2	Oil Warehouse Spur.....	do				
BW 20	19.3	Wilmington Joint Intchg.....	do	Wi			
BW 20	19.4	Wilmington Team.....	do				
BW 20	19.6	Henry Ford Ave. Crg. Trk.....	do				
BW 20	20.2	Henry Ford Ave. Draw Bdg.....	do				
BW 20	20.4	Rahl-Connelly Spur.....	do				
BW 20	20.4	West Long Beach Spur.....	do				
BW 20	20.5	Spencer-Kellogg Spur.....	do				
BW 20	20.5	Permanente Corp. Spur Csg.....	do				
BW 21	21.2	Terminal Island.....	do				
BW 23	22.9	East San Pedro.....	do	Sr	FTX	A	L

PASADENA BRANCH

Sta. No.	Dist. from Pasadena Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
B 1812	0.0	Pasadena Jct.....	Cal.				
B 1812	0.1	Alhambra Ave.....	do		P		
B 1812	0.1	So. Pac. Crg.....	do				
B 1812	0.5	L. A. Ry. Crg.....	do				
B 1812	0.7	Glendale Jct.....	do				
B 1812	1.8	Avenue 33.....	do				
B 1812	4.4	Highland Park.....	do		B-C		
B 1812	4.4	Baker Spur.....	do				
B 1812	4.5	Team Track.....	do				
B 1812	4.5	A. T. & S. F. Ry. Crg.....	do				
B 1812	7.3	Muni. Lght. Plant Spur.....	do				

LOS ANGELES DIVISION—Continued

PASADENA BRANCH—Concluded

Sta. No.	Dist. from Pasadena Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
BU 8	7.3	Raymond.....	Cal.		B-C	R	
BU 8	7.4	Muni. Lght. Plant.....	do				
BU 8	7.5	Team Track.....	do				
BU 8	7.5	Pasadena Canning Co.....	do				
BU 8	7.6	P. E. Ry. Crg.....	do				
BU 9	8.5	St'd Bakeries Corp'n.....	do				
BU 9	8.8	Pasadena Frt.....	do		A	R&LE	
BU 9	8.9	Pasadena Depot Tkt.....	do	Fh	F T P		
BU 9	8.9	Pasadena City Tkt.....	do				
BU 9	8.9	Industrial Spur.....	do				

GLENDALE BRANCH

Sta. No.	Dist. from Glendale Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
BU 5	0.0	Glendale Jct.....	Cal.				
BU 5	0.4	Avenue 18.....	do				
BU 5	0.9	Dayton Ave. Tower.....	do				
BU 5	2.2	Taylor Mfg. Co. Spur.....	do				
BU 5	3.0	Arroyo Jct.....	do				
BU 5	3.4	Delay Drive.....	do				
BU 5	3.6	Fletcher Drive.....	do				
BU 5	3.8	Clifford Spur.....	do				
BU 5	4.2	Forest Lawn.....	do		B-C		
BU 6	6.3	Glendale Depot.....	do	F	A	RL&E	
BU 6	6.3	Glendale City Tkt.....	do	T			

ANAHEIM BRANCH

Sta. No.	Dist. from Whittier Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
B 1802	0.0	Whittier Jct.....	Cal.				
BT 1	0.2	Gladding McBean Spur.....	do				
BT 2	2.3	Whittier.....	do	Wr	FT	A	L&E
BT 2	6.8	Pac. Elec. Ry. Crg.....	do				
BT 10	9.6	La Habra.....	do	Ha	FT	A	L
BT 10	10.5	Pac. Elect Ry. Crg.....	do				
BT 11	10.7	Fertilizer Spur.....	do				
BT 11.5	11.2	Seviers Spur.....	do				
BT 12	12.0	Viego.....	do				
BT 14	13.8	Sunny Hills.....	do			B-C	
BT 14	13.8	Bastanchury Spur.....	do				
BT 16	15.4	Fullerton Ind. Lead No. 7.....	do				
BT 16	15.5	A. T. & S. F. Ry. Crg.....	do				
BT 17	17.3	Fullerton.....	do	Rn	FT	A	R&E
BT 20	20.0	Anaheim.....	do	Mn	FT	A	R&E

CRESTMORE BRANCH

Sta. No.	Dist. from Riverside Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
B 1754	0.0	Riverside Jct.....	Cal.			C	
B 1754	0.1	Junction Switch Br. Line.....	do				
B 1754	0.2	P. & E. Ry. Csg.....	do				
B 1754	0.4	S. P. Intchg.....	do				
B 1754	0.9	Hancock.....	do				
B 1754	1.1	Fairmont Park.....	do		B-C		
B 1754	1.4	Alamo.....	do				
B 1754	1.6	El Rio.....	do		B-C		Yes
B 1754	3.5	Ranura.....	do				
B 1754	3.6	Crestmore.....	do		A		

LOS ANGELES DIVISION—Continued

SECOND SUBDIVISION

MAIN LINE—YERMO TO LAS VEGAS

Sta. No.	Dist. from Los Angeles	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities	
B 1650	164.9	Yermo.....	Cal.	Bn	FTP X	A	L	Yes
B 1645	170.0	Toomey.....	do		P	B-C		
B 1640	175.0	Harvard.....	do		P	B-C		
B 1635	179.5	Manix.....	do		P	B-C	L	
B 1631	184.1	Field.....	do		P	B-C		
B 1626	189.0	Dunn.....	do		P	B-C		
B 1625	190.2	Industry Track.....	do					
B 1621	193.2	Afton.....	do	Fn	P	B-C		
B 1617	198.0	Baxter Mine Spur.....	do					
B 1616	198.6	Baxter.....	do		P	B-C		
B 1611	203.6	King.....	do		P	C		
B 1609	206.0	Crucero.....	do	Cr	FP	B-C	L	
B 1606	208.6	Cork.....	do		P	C		
B 1601	213.6	Balch.....	do		P	C		
B 1596	218.9	Sands.....	do	Nd	P	B-C		
B 1591	223.7	Glasgow.....	do		P	C		
B 1587	227.6	Kerens.....	do		P	C		
B 1582	232.4	Flynn.....	do		P	C		
B 1577	237.2	Kelso.....	do	Fo	FTP X	A	R	
B 1574	240.8	Hayden.....	do		P	B-C		
B 1570	245.1	Dawes.....	do	Dw	P	B-C	R	
B 1566	248.8	Elora.....	do		P	B-C		
B 1563	251.9	Chase.....	do		P	B-C		Yes
B 1562	252.9	Water Track.....	do					
B 1559	255.7	Cima.....	do	G	P	B-C	L	Yes
B 1555	259.7	Joshua.....	do		P	B-C		
B 1550	264.6	Brant.....	do		P	B-C		
B 1546	268.9	Ivanpah.....	do	Ks	P	B-C		Yes
B 1541	273.8	Moore.....	do		P	B-C		
B 1535	279.2	Nipton.....	do	Ch	FTP X	A	R	Yes
B 1531	284.0	Desert.....	do	Ns	P	B-C		
B 1526	288.9	Calada.....	do		P	B-C		
B 1524.9	289.7	(Cal.-Nev. State Line)	do					
B 1521	293.4	Roach.....	Nev.		P	B-C	R	
B 1517	298.0	Borax.....	do		P	B-C		
B 1512	302.9	Jean.....	do	Je	FTP X	A	L	
B 1507	307.4	Sutor.....	do		P	B-C		
B 1504	310.9	Erie.....	do		P	B-C		
B 1498	316.7	Sloan.....	do	Sr	FTP X	A	R	
B 1493	322.0	Bard.....	do		P	B-C	L	
B 1491	323.5	Blue Diamond Spur.....	do					
B 1490	324.2	Arden.....	do	A	FTP X	A	R	
B 1488	326.3	Pierce.....	do		P	B-C		
B 1486	328.8	Boulder Junction.....	do	Bj		B-C		
B 1484	331.0	Bracken.....	do		P	B-C		
B 1479	335.9	Las Vegas, Freight.....	do		F	A	RE	Yes
		Las Vegas, Ticket.....	do	Vg	TX			
		Las Vegas, Telegraph.....	do	Do	P			
		Las Vegas, Dispatcher.....	do		P			

Dist.
from
Boulder
Jct.

BOULDER CITY BRANCH

B 1486	0.0	Boulder Jct.....	Nev.	Bj			L	
BO 10	9.8	Royson.....	do	Rb				
BO 22	22.4	Boulder City.....	do	Bc	FTP	A	R	

LOS ANGELES DIVISION—Concluded

THIRD SUBDIVISION

MAIN LINE—LAS VEGAS TO CALIENTE

Sta. No.	Dist. from Los Angeles	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
B 1479	335.9	Las Vegas, Freight.....	Nev.	.....	F T X	A	R	Yes
		Las Vegas, Ticket.....	do	.....	P			
		Las Vegas, Telegraph.....	do	Vg	P			
		Las Vegas, Dispatcher.....	do	Do	P			
B 1474	340.4	Wann.....	do	.....	P	C		
B 1470	344.2	Valley.....	do	.....	P	B-C		
	344.4	McCarran Airfield Spur.....	do	.....				
BQ 3	346.1	McCarran.....	do	.....		B-C		
B 1468	346.3	Lovell.....	do	.....		B-C	R	
B 1466	348.7	Dike.....	do	.....	P	B-C		
B 1461	353.7	Apex.....	do	.....	P	B-C		
B 1455	359.2	Garnet.....	do	.....	P	B-C		
B 1450	364.7	Dry Lake.....	do	Dy	P	B-C		
B 1444	370.2	Crystal.....	do	.....	P	B-C		
B 1439	375.2	Ute.....	do	.....	P	C		
B 1435	379.7	Byron.....	do	.....	P	B-C		
B 1430	384.8	Moapa.....	do	Ma	F T P X	A	R	Yes
B 1425	389.8	Acton.....	do	.....	P	C		
B 1420	395.1	Farrier.....	do	.....	P	C		
B 1415	399.5	Rox.....	do	Rx	P	B-C		
B 1411	403.4	Hoya Gravel Pit.....	do	.....	P	B-C		
B 1410	404.6	Hoya.....	do	.....	P	B-C		
B 1404	410.1	Galt.....	do	.....	P	B-C		
B 1399	415.1	Vigo.....	do	.....	P	B-C		
B 1394	420.8	Carp.....	do	Ca	P	B-C		
B 1389	425.7	Cloud.....	do	.....	P	B-C		
B 1384	430.7	Leith.....	do	.....	P	B-C		
B 1380	434.3	Quarry Spur.....	do	.....				
B 1379	435.7	Kyle.....	do	.....	P	B-C		
B 1374	440.2	Elgin.....	do	N	P	B-C		
B 1368	446.6	Boyd.....	do	.....	P	B-C		
B 1363	451.2	Stine.....	do	.....	P	B-C		
B 1358	456.2	Etna.....	do	.....	P	B-C		
B 1353	461.2	Caliente, Freight and Ticket.....	do	.....	F T X	A	R	Yes
		Caliente, Telegraph.....	do	Cs	P			

Dist.
from
Moapa

ST. THOMAS BRANCH

B 1430	0.0	Moapa.....	Nev.	Ma	FTP X	A	R	Yes
BN 3	3.1	Std. Oil Spur.....	do			B-C		
BN 3	3.3	Arrowhead Spur.....	do			B-C		
BN 5	5.1	Narrows.....	do			B-C		
BN 9	8.8	Pueblo.....	do			B-C		
BN 9.5	9.5	Amber.....	do					
BN 10	10.2	Logandale.....	do			B-C	L	
BN 13	12.7	Tokio.....	do			B-C	R	
BN 14	13.7	Glassand.....	do					
BN 15	14.8	Overton.....	do			B-C	R	
BN 17	16.7	Mead Lake.....	do			B-C		

Note—Caliente station belongs to Utah Division.

OPERATED MILEAGE

	First Main Track	Second Main Track	Add'l Main Track
IDAHO DIVISION—			
Main Line—			
First Subdivision...Granger to Montpelier.....	115.15	19.02	
Second Subdivision...Montpelier to Pocatello.....	98.97	42.50	
Third Subdivision...Pocatello to Glenn's Ferry.....	159.84	47.49	
Fourth Subdivision...Glenn's Ferry to Huntington.....	165.41	19.31	
do Orchard to Nampa, via Boise.....	44.61		
Fifth Subdivision...Pocatello to Lima.....	145.87	2.42	
Sixth Subdivision...Lima to Butte.....	118.10	1.70	
Total.....	847.95	132.44	
Branches—			
Kemmerer.....No. Kemmerer Jct. to Quealy..	8.50		
Cumberland.....Moyer Jct. to Blazon Jct.....	9.26		
Glencoe.....Glencoe Jct. to Glencoe.....	2.30		
Elkol.....Glencoe Jct. to Elkol.....	3.45		
Paris.....Montpelier to Paris.....	9.49		
Grace.....Alexander to Grace.....	6.59		
Twin Falls.....Minidoka to Buhl.....	74.23		
Oakley.....Burley to Oakley.....	22.04		
Wells.....Twin Falls to Wells.....	122.88		
North Side.....Rupert to Bliss.....	72.74		
Raft River.....Burley to Idahome.....	28.23		
Ketchum.....Shoshone to Ketchum.....	69.86		
Hill City.....Richfield to Hill City.....	58.26		
Nampa.....Nampa to Nampa Loop Jct.....	2.17		
Boise.....Boise Jct. to Barber Jct.....	8.38		
Murphy.....Nampa to Murphy.....	30.08		
Idaho Northern.....Idaho Northern Jct. to McCall	128.80		
Wilder.....Caldwell to Wilder.....	11.34		
Homedale.....Nyssa to Homedale.....	33.39		
Oregon Eastern.....Ontario to Malheur Jct.....	1.88		
Oregon Eastern.....Malheur Jct. to Burns.....	155.31		
Brogan.....Vale to Brogan.....	23.74		
Payette.....Payette Jct. to Emmett Jct.....	28.68		
New Meadows.....Weiser to New Meadows.....	90.01		
Homestead.....Blakes Jct. to Robinette.....	33.09		
Mackay.....Blackfoot to Mackay.....	86.03		
Gardner.....Gardner Jct. to Gardner.....	7.27		
Thomas.....Thomas Jct. to Thomas.....	4.54		
Aberdeen.....Aberdeen Jct. to Aberdeen.....	28.44		
Goshen.....Goshen to Goshen Jct.....	21.60		
Yellowstone.....Idaho Falls to West Yellowstone	106.18		
East Belt.....Orvin to Belt.....	44.28		
West Belt.....Ucon to St. Anthony.....	38.49		
Sugar City.....Sugar City to Hinckley.....	4.41		
Annis.....Annis Jct. to Annis.....	2.72		
Teton Valley.....Ashton to Victor.....	45.79		
Total.....	1424.45		
Total Idaho Division.....	2272.40	132.44	

OPERATED MILEAGE—Continued

	First Main Track	Second Main Track	Add'l Main Track
UTAH DIVISION—			
Main Line—			
Fifth Subdivision...McCammon to Ogden.....	111.42		
Fourth Subdivision...Ogden to Salt Lake City.....	36.36	35.88	
Third Subdivision...No. Tem. St. Jct. to Buena Vista.....	3.63		
do Salt Lake City to Lynndyl....	118.16	121.79	
Second Subdivision...Lynndyl to Milford.....		89.13	
First Subdivision...Milford to Caliente.....		117.48	
Provo Subdivision...Salt Lake City to Lynndyl....		133.09	
Total.....	609.27	35.88	
Branches—			
Cache Valley.....Cache Jct. to Preston.....	50.90		
Benson.....Ballard Jct. to Benson Jct....	8.17		
College.....College Jct. to College.....	2.98		
Logan Sugar Factory...Sugar Fact. Jct. to Logan Jct..	2.46		
Malad.....Brigham to Malad.....	52.06		
Bear River.....Garland to Bear River.....	10.52		
Thatcher.....Tremonton to Nelson.....	7.05		
Urban.....Bakers to Urban.....	4.95		
Five Points.....Five Points Jct. to Five Points	1.08		
Evona.....Ogden to Jct.—Main Line.....	3.78		
Syracuse.....Clearfield to Syracuse.....	4.78		
Fairfield.....Cutler to Five Mile Pass.....	24.02		
Ironton.....Provo to Ironton.....	.68		
do Joint L.A. & S.L.-D & R G W ,			
Ironton.....	1.19		
Eureka.....Tintic to Eureka.....	3.66		
Mammoth .. Mammoth Jct to Mammoth Mine.....	3.71		
Silver City.....Tintic to Silver City.....	1.94		
Fillmore.....Delta to Fillmore.....	32.34		
Frisco.....Milford to Frisco.....	16.42		
Cedar City.....Lund to Cedar City.....	33.46		
Iron Mountain.....Iron Springs to Iron Mountain.	14.97		
Pioche.....Caliente to Pioche.....	32.70		
Prince.....Prince Jct. to Prince.....	8.71		
Total.....	322.53		
Total Utah Division.....	931.80	35.88	

OPERATED MILEAGE—Concluded

	First Main Track	Second Main Track	Add'l Main Track
LOS ANGELES DIVISION—			
Main Line—			
First Subdivision..... Los Angeles to Riverside Junction.....	59.94	4.57	
do A. T. & S. F. Ry., Riverside Jct., to Daggett.....	101.34	96.88	1.00
do Daggett to Yermo.....	4.27	165.55	
Second Subdivision..... Yermo to Las Vegas.....		171.15	
Third Subdivision..... Las Vegas to Caliente.....		125.00	
Total.....	461.70	101.45	1.00
Branches—			
San Pedro..... Downey Road to E. San Pedro.	23.14		
do Municipal Terminal R. R., L. A. Harbor*.....	2.13	2.36	
do Municipal Terminal R. R. and A. T. & S. F. Ry. Co., L. A. Harbor*.....	.80		
do Municipal Terminal R. R. and Sou. Pac. Co., L. A. Harbor*.....	.16		
do Sou. Pac. Co., L. A. Harbor*.....	5.01		
do P. E. Ry. Co., L. A. Harbor*.....	9.21	40.45	7.51
do Long Beach Jct. to Long Beach.....		3.19	
Pasadena..... Pasadena Jct. to Pasadena.....		10.96	.41
Glendale..... Glendale Jct., to Glendale.....		6.12	
Anaheim..... Whittier Jct., to Anaheim.....		20.27	
Rialto..... Riverside Jct., to Crestmore.....		4.20	
**San Bernardino..... Sou. Pac. Co., Riverside Jct., to San Bernardino.....		9.82	
Boulder City..... Boulder Jct. to Boulder City.....		22.69	
St. Thomas..... Moapa to Silica.....		17.15	
Total.....	134.85	10.28	
Total Los Angeles Division.....	596.55	111.73	1.00
Total Main Line.....	1,918.92	269.77	1.00
Total Branches.....	1,881.83	10.28	
Grand Total (Operated Mileage)....	3,800.75	280.05	1.00

Note—The distances given in the foregoing table are measured to and from initial or terminal points of tracks and include the exact mileage of other companies, operated under Trackage Rights. Distances to and from depots are given in connection with list of stations pages 118 to 143.

*Operated through the agency of the Harbor Belt Line R. R.

**Trackage rights granted by S. P. Co.—but not used.

FIRST TRACK MILEAGE BY STATES

Wyoming.....	115.84	Brought forward.....	2,631.28
Idaho.....	1,763.16	Oregon.....	247.88
Nevada.....	366.86	Utah.....	778.13
California.....	385.42	Montana.....	143.46
Carried forward.....	2,631.28	Total.....	3,800.75

MILEAGE OF ALL TRACKS OWNED AND OPERATED

	First Main Track	Second Main Track	Add'l Main Track	Yard Tracks and Sidings	Total
Mileage operated as shown on page 146.....	(a) 3,800.75	(b) 280.05	1.00	(c) 1,622.67	5,704.47
Add mileage owned but leased to other companies:					
O. S. L. R. R. Co. track Meaderville to Garrison, Mont.—Operated by N. P. Ry.....	52.29	1.70		23.04	77.03
O. S. L. R. R. Co. tracks in Ogden Yard which are operated by O. U. R. & D. Co.....	1.69	.15		2.53	4.37
O. S. L. R. R. Co. track at Cushing, Utah which is operated by D. & R. G. W. R. R.....				.18	.18
Total.....	3,854.73	281.90	1.00	1,648.42	5,786.05
Deduct mileage of other companies operated under lease or trackage rights:					
(Leased by or trackage rights granted O. S. L.)					
D. & R. G. W. R. R. Co. at North Salt Lake..				.01	.01
D. & R. G. W. R. R. Co. at Salt Lake City....				.24	.24
D. & R. G. W. R. R. Co. at Pallas.....				1.89	1.89
Bamberger Electric R. R. Co. at Salt Lake City.....				.17	.17
Ogden Union Ry. & Depot Co. at Ogden.....	1.29	.66			1.95
Utah-Idaho Central R. R. Co.:					
At Browning.....				.37	.37
At Brigham.....				.32	.32
At Dewey.....				.03	.03
At Logan.....				.56	.56
At Richmond.....				.05	.05
At Lewiston.....				.54	.54
Southern Pacific Co.—Corinne Jct. to Corinne	1.86				1.86
At Wells.....				2.07	2.07
Western Pacific R. R. Co. at Wells.....				1.46	1.46
Northern Pacific Ry. Co. at Butte.....				1.18	1.18
Oregon & Northwestern R. R. Co. at Burns..				.21	.21
O. S. L. R. R. Co. tracks leased to O. U. R. & D. Co.....	1.69	.15			1.84
O. S. L. R. R. Co. tracks leased to N. P. Ry. Co., Silver Bow to Butte.....	8.18	1.70		9.75	19.63
Butte, Anaconda & Pacific Ry. Co., at Silver Bow.....				.77	.77
(Trackage rights granted, L. A. & S. L.)					
A. T. & S. F. Ry. Co.—Coast Lines:					
Riverside Jct. to Daggett.....	101.34	96.88	1.00	84.64	283.86
Board of Harbor Commissioners, City of Long Beach.....	.66			5.28	5.94
Denver & Rio Grande Western R. R. Co.:					
At Lehi.....				.78	.78
At Provo.....				.34	.34
At Spanish Fork.....				1.90	1.90
At Eureka.....				.05	.05
Los Angeles Junction Ry. Co.:					
Junction Station, Los Angeles (Vernon).....				.93	.93
Municipal Terminal R. R.:					
At Los Angeles Harbor*.....	2.13	2.36		49.68	54.17
Municipal Terminal R. R. and A. T. & S. F. At Los Angeles Harbor*.....	.80				.80
Municipal Terminal R. R. and Sou. Pac. Co.—Pacific Lines					
At Los Angeles Harbor*.....	.16			.02	.18

*Operated through the agency of the Harbor Belt Line R. R.

(a) Includes 1.69 miles O. S. L. R. R. first main track and (b) includes .15 miles O. S. L. R. R. second main track at Ogden leased to the O. U. R. & D. Co. which is operated by the U. P. R. R. under trackage rights.

(c) Includes 8.18 miles of O. S. L. R. R. first main track (b) includes 1.70 miles O. S. L. R. R. second main track and (c) includes 9.75 miles of O. S. L. R. R. side track, Silver Bow to Butte, leased to N. P. Ry. Co., which is operated by the U. P. R. R. under trackage rights.

MILEAGE OF ALL TRACKS OWNED AND OPERATED—Concluded

	First Main Track	Second Main Track	Add'l Main Track	Yard Tracks and Sidings	Total
Pacific Electric Ry. Co.:					
At Colton.....				.30	.30
At Fruitland.....				.35	.35
At Los Angeles.....				.55	.55
At Los Angeles Harbor*.....	9.21	7.51		6.53	23.25
Long Beach Jct. to Long Beach.....	.69			.80	1.49
Salt Lake & Utah R. R. Co.:					
At Ironton.....				.24	.24
At Spanish Fork.....				.48	.48
Southern Pacific Co.—Pacific Lines:					
At Los Angeles, Alhambra Ave.....				1.94	1.94
At Los Angeles, Taylor Street Yard.....	2.71			2.62	5.33
At Los Angeles, Freight Terminal Track.....				.15	.15
Los Angeles Harbor*.....	5.01			17.27	22.28
Long Beach Jct. to Long Beach.....	.72			.36	1.08
At South Gate.....				.25	.25
Riverside Jct. to San Bernardino.....	9.82			3.39	13.21
Tooele Valley Ry. Co.:					
At Warner.....				.31	.31
Utah-Idaho Sugar Co.:					
At Spanish Fork.....				1.04	1.04
Western Pacific Ry. Co.					
At Garfield.....				.10	.10
Total to Deduct.....	146.27	109.26	1.00	199.92	456.45
Total Owned and Jointly Owned.....	3,708.46	172.64		1,448.50	5,329.60
Deduct other Companies proportion of mileage owned jointly.....					
Owned jointly by O. S. L. R. R. and C. M. St. P. & P. R. R. Co. at Silver Bow.....				.06	.06
D. & R. G. W. R. R. Co.:					
At Ogden Sugar Works.....				1.95	1.95
At Layton.....				.74	.74
At North Salt Lake.....				1.66	1.66
At Pallas.....				1.18	1.18
At Midvale.....				.25	.25
Utah Idaho Central R. R. at Hyrum.....				.27	.27
W. P. R. R. Co. at Salt Lake City.....				.14	.14
Owned jointly by L. A. & S. L. R. R. Co. and A. T. & S. F. Ry. Co.:					
At Riverside Jct.....	.01			.20	.21
At Rollo.....				.42	.42
At Los Angeles, East Yard.....				.93	.93
At Hobart.....				1.32	1.32
A. T. & S. F. Ry. Co. & So. Pac. Co.					
Los Angeles Union Passenger Term.....	.59	.58		8.41	9.58
Bingham & Garfield Ry. Co. at Garfield.....				.98	.98
D. & R. G. W. Ry. Co.:					
At Provo.....				.38	.38
Mammoth Jct. to Mammoth.....	.41			.16	.57
At Ironton.....	.60			1.57	2.17
Municipal Terminal R. R. at Wilmington.....				.54	.54
Pacific Electric Ry. Co.:					
At La Habra.....				.04	.04
At Fruitland.....				.33	.33
Southern Pacific Co.:					
At Los Angeles.....				1.03	1.03
At South Gate.....				.67	.67
Utah Ry. Co. at Provo.....				4.37	4.37
Total to Deduct.....	1.61	.58		27.60	29.79
Balance Mileage Owned.....	3,706.85	172.06		#1420.90	5,299.81

*Operated through the Agency of the Harbor Belt Line R. R.

#Does not include .22 mile which is O. S. L. R. R. Co's proportion of .45 mile owned jointly with O. W. R. R. & N. Co. at Huntington, Ore., all of which is included in mileage of Northwestern District.

JOINT TRACKAGE

Of the total mileage operated, there is operated jointly with other companies the following:

	First Main Track	Add'l Main Track	Yard Tracks and Sidings
	Miles	Miles	Miles
TRACKS OWNED OR LEASED BY O. S. L. R. R. CO.			
ALSO USED BY:			
Utah Light & Traction Co.....			.06
Bamberger Electric R. R. Co.....			.69
Denver & Rio Grande West. R. R. Co.....			1.18
Denver & Rio Grande West. R. R. Co. At Evona, Utah.....			.12
Utah-Idaho Central R. R. Co.....			.30
Utah-Idaho Central R. R. Co.....			.01
Utah-Idaho Central R. R. Co.....			.36
Utah-Idaho Central R. R. Co.....			.04
Utah-Idaho Central R. R. Co.....			.27
Utah-Idaho Central R. R. Co.....			
Five Points Jct. to Five Points, Utah.....	1.00		
Empire Copper Co. (non-carrier).....			.28
Oregon & Northwestern R. R. Co.....			.12
Butte, Anaconda & Pac. Ry. Co.....			.64
Southern Pacific Co.....	19.19		4.78
Southern Pacific Co.....			
Brigham to Corinne, Utah.....	3.79		.22
Western Pacific R. R. Co.....	.59		.87
At Wells, Nev.....			
TRACKS OWNED JOINTLY WITH OTHER COMPANIES			
ALSO USED BY U. P. R. R. CO.:			
Denver & Rio Grande West. R. R. Co..			
At Ogden Sugar Works, Utah.....			3.90
Denver & Rio Grande West. R. R. Co..			1.49
Denver & Rio Grande West. R. R. Co..			3.32
Denver & Rio Grande West. R. R. Co..			2.35
Denver & Rio Grande West. R. R. Co..			.50
Western Pacific R. R. Co.....			.29
Ore.-Wash. R. R. & N. Co.....			.45
Utah-Idaho Central R. R. Co.....			.54
Chicago, Milwaukee, St. P. & P. R. R. Co.			.12
At Silver Bow.....			
Total.....			12.96

TRACKS OWNED OR LEASED BY L. A. & S. L. R. R. CO.

ALSO USED BY:			
A. T. & S. F. Ry. Co.—Coast Lines....			.17
A. T. & S. F. Ry. Co.—Coast Lines....			
At Hobart.....			
Hobart to Fruitland, Cal.....	.99		.25
At Los Angeles Harbor*.....	2.32		14.33
Sou. Pac. Co.—Pacific Lines.....			
Washington St. Jct. to Ave. 18.....	3.86	3.05	4.42
Sou. Pac. Co.—Pacific Lines.....			
Hobart to Fruitland.....	.99		.25
Sou. Pac. Co.—Pacific Lines.....			
Bridge Jct. to Hobart.....	1.32	1.14	1.04
Sou. Pac. Co.—Pacific Lines.....			
At L. A. (Taylor Mill).....			.10
Sou. Pac. Co.—Pacific Lines.....			
At Los Angeles Harbor*.....	2.32		14.33
Sou. Pac. Co.—Pacific Lines.....			
At Mead.....	.05		
Los Angeles Jct. Ry. Co.....			
At Junction Sta., Los Angeles (Vernon).....			1.71
Pacific Electric Ry. Co.....			.35
Pacific Electric Ry. Co.....			.12
Pacific Electric Ry. Co.....			.03
Pacific Electric Ry. Co.....			
At Los Angeles Harbor*.....	2.32		14.33
Tooele Valley Ry. Co.....			1.91
Western Pacific R. R. Co.....			.10
Denver & Rio Grande Western R. R. Co.....			
At Eureka.....			.07
Denver & Rio Grande Western R. R. Co.....			
At Nephi.....	.30		1.11
Denver & Rio Grande Western R. R. Co.....			
At Provo.....			.38
U. S. Bureau of Reclamation.....	.31		4.43
At Boulder City.....			

*Operated through the agency of the Harbor Belt Line R. R.

JOINT TRACKAGE—Concluded

Of the total mileage operated, there is operated jointly with other companies the following:

	First Main Track	Add'l Main Track	Yard Tracks and Sidings
	Miles	Miles	Miles

TRACKS OWNED JOINTLY WITH OTHER COMPANIES

ALSO USED BY U. P. R. R. CO.:			
A. T. & S. F. Ry. Co.—Coast Lines...	At Rollo.....		.84
A. T. & S. F. Ry. Co.—Coast Lines...	At Riverside Junction...	.03	.40
A. T. & S. F. Ry. Co.—Coast Lines...	At East Yard.....		1.86
A. T. & S. F. Ry. Co.—Coast Lines...	At Hobart.....		2.64
A. T. & S. F. Ry. Co. and Sou. Pac. Co.	L. A. Union Pass. Term.	.76	10.92
Sou. Pac. Co.—Pacific Lines.....	At Los Angeles.....		2.06
Sou. Pac. Co.—Pacific Lines.....	At South Gate.....		1.35
Pacific Electric Ry. Co.....	At Fruitland.....		.67
Pacific Electric Ry. Co.....	At La Habra.....		.08
Municipal Terminal R. R.....	At Wilmington.....		1.08
Bingham & Garfield Ry. Co.....	At Garfield.....		1.96
Denver & Rio Grande Western R. R. Co.....	Mammoth Jct. to Mammoth.....	.83	.32
Denver & Rio Grande Western R. R. Co.....	At Provo.....		.77
Denver & Rio Grande Western R. R. Co.....	At Ironton.....	1.19	3.14
Utah Railway Co.....	At Provo.....		8.74
	Total.....	2.81	36.83

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	Track Con- nection
Atlanta..... Nev.	Pioche-Pacific R. R. (Narrow Gauge).....	No
Brigham..... Utah	Utah-Idaho Central R. R. Co. (Electric).....	Yes
Browning..... do	do	Yes
Burns..... Ore.	Oregon Northwestern R. R. Co.....	Yes
Butte..... Mont.	Great Northern R. R. Co.....	Yes
do	Northern Pacific Ry. Co.....	Yes
do	Chicago, Milwaukee, St. Paul & Pacific R. R. Co.....	Yes
do	Butte, Anaconda & Pacific Ry. Co. (Electric).....	Yes*
do	Butte Electric Co.....	Yes
Barstow..... Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
Bell..... do	Pacific Electric Ry.....	Yes*
Colton..... do	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
do	Pacific Electric Ry.....	Yes
do	Southern Pacific Company—P. L.....	Yes
Crucero..... do	Tonopah & Tidewater R. R.....	Yes
Corinne..... Utah	Southern Pacific Co.....	Yes
Corinne Jct..... do	do	No
Dewey..... do	Utah-Idaho Central R. R. Co. (Electric).....	Yes
Daggett..... Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
East San Pedro..... do	Municipal Terminal Railroad.....	Yes
East Yard..... do	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
Eureka..... Utah	Denver & Rio Grande Western R. R.....	Yes
Fruitland..... Cal.	Pacific Electric Ry.....	Yes
Fullerton..... do	Atchison, Topeka and Santa Fe Ry.—CL.....	Yes
Fireclay..... Utah	Denver & Rio Grande Western R. R. Co.....	Yes
Five Points..... do	Utah-Idaho Central R. R. Co. (Electric).....	Yes
Five Points Jct..... do	do	No
Garfield..... do	Bingham & Garfield Ry.....	Yes
do	Western Pacific R. R.....	Yes
do	Denver & Rio Grande Western R. R.....	Yes*
do	American Smelting & Refining Co.....	Yes*
Glendale..... Cal.	Pacific Electric Ry.....	Yes*
Highgrove..... do	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
Highland Junction do	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
Hobart..... do	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
Harrisville..... Utah	Utah-Idaho Central R. R. Co. (Electric).....	No
Hyrum..... do	Utah-Idaho Central R. R. Co. (Electric).....	Yes
Ironton..... do	Denver & Rio Grande Western R. R.....	Yes
do	Salt Lake & Utah R. R. (Electric).....	Yes
do	Utah Railway.....	Yes*
Junction Station, Los Angeles..... Cal.	Los Angeles Junction Ry.....	Yes
La Habra..... do	Pacific Electric Ry.....	Yes*
Lake Point..... Utah	American Smelting & Refining Co.....	Yes
do	Denver & Rio Grande Western R. R.....	Yes*
Lehi..... do	Denver & Rio Grande Western R. R.....	Yes
do	Salt Lake & Utah R. R. (Electric).....	Yes
Leon..... Cal.	Mojave Northern R. R.....	Yes
Long Beach..... do	Pacific Electric Ry.....	Yes
Los Angeles..... do	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
do	Pacific Electric Ry.....	Yes
do	Southern Pacific—P. L.....	Yes
Layton..... Utah	Denver & Rio Grande Western R. R. Co.....	Yes
Lewiston..... do	Utah-Idaho Central R. R. Co. (Electric).....	Yes
Logan..... do	do	Yes
Merrills..... do	do	No
Midvale..... do	Denver & Rio Grande Western R. R. Co.....	Yes
Mammoth..... do	Denver & Rio Grande Western R. R.....	Yes
Mead (Thenard)..... Cal.	Southern Pacific—P. L.....	Yes
Nephi..... Utah	Denver & Rio Grande Western R. R.....	Yes
North Salt Lake.. do	do	Yes
do	Bamberger R. R. Co.....	Yes*
Ogden..... do	Southern Pacific Co.....	Yes
do	Denver & Rio Grande Western R. R. Co.....	Yes
do	Utah-Idaho Central R. R. Co. (Electric).....	Yes*
do	Bamberger R. R. Co.....	Yes*
Pallas..... Utah	Denver & Rio Grande Western R. R. Co.....	Yes
Preston..... Idaho	Utah-Idaho Central R. R. Co. (Electric).....	No
Provo..... Utah	Denver & Rio Grande Western R. R.....	Yes
do	Utah Railway.....	Yes
do	Salt Lake & Utah R. R. (Electric).....	Yes*
Riverside Jct..... Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
do	Pacific Electric Ry.....	Yes
do	Southern Pacific—P. L.....	Yes

*Track Connections are made over tracks of another company.

JUNCTION STATIONS AND CONNECTING LINES—Concluded

JUNCTION STATION	CONNECTING LINES	Track Connection
Richmond..... Utah	Utah-Idaho Central R. R. Co.(Electric).....	Yes
Salt Lake City..... do	Bamberger R. R. Co.....	Yes
do do	Denver & Rio Grande Western R. R. Co.....	Yes
do do	Western Pacific R. R. Co.....	Yes*
do do	Salt Lake, Garfield & Western Ry. Co. (Electric).....	Yes
do do	Salt Lake & Utah R. R. Co. (Electric).....	Yes
Sandy..... do	Denver & Rio Grande Western R. R. Co.....	Yes
Silver Bow..... Mont.	Northern Pacific Ry. Co.....	Yes
do do	Butte, Anaconda & Pacific Ry. Co. (Electric).....	Yes
do do	Chicago, Milwaukee, St. Paul & Pacific R. R. Co.....	Yes
St. John..... Utah	St. John & Ophir R. R.....	Yes
San Bernardino..... Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
do do	Pacific Electric Ry.....	Yes
Silver City..... Utah	Denver & Rio Grande Western R. R.....	Yes
do do	Eureka Hill Ry.....	Yes
Smelter..... do	Bingham & Garfield Ry.....	No
South Gate..... Cal.	Southern Pacific—P. L.....	Yes
Spanish Fork..... Utah	Utah Idaho Sugar Co.....	Yes
do do	Denver & Rio Grande Western R. R. Co.....	Yes*
do do	Salt Lake & Utah R. R. (Electric).....	Yes*
Warner..... Utah	Tooele Valley Ry.....	Yes
do do	Western Pacific R. R.....	Yes*
Wilmington..... Cal.	Pacific Electric Ry.....	Yes*
do do	Municipal Terminal Railroad.....	Yes
do do	Southern Pacific—P. L.....	Yes*
do do	Atchison, Topeka & Santa Fe Ry.—C. L.....	Yes*
Wells..... Nev.	Southern Pacific Co.....	Yes
do do	Western Pacific R. R. Co.....	Yes

*Track Connections are made over tracks of another company.

RAILROAD CROSSINGS

IDAHO DIVISION

MAIN LINE

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Silver Bow... Mont.	Northern Pac. Ry...	Side	Side	At grade	.32 miles W. of depot	Yes
do do	do do	Main	Side	At grade	.36 miles W. of depot	Yes
do do	C. M. St. P. & P. R. R.	Main	Side	do	.40 miles W. of depot	Yes
Butte..... do	do do	Main	Main	Under-grade	1.19 miles W. of depot	Yes
do do	Butte Elec. Co.....	Main	Main	At grade	.74 miles W. of depot	Yes
do do	do do	2 Main	Main & Side	Over-head	.22 miles E. of depot	Yes
do do	Nor. Pac. Ry.....	Main	Main & Side	Under-grade	1.15 miles E. of depot	Yes
do do	Butte Elec. Co.....	2 Main	Main & Side	do	1.21 miles E. of depot	No

UTAH DIVISION

MAIN LINE

Main Line Via Boulter						
Warner..... Utah	West. Pac. R. R.....	Main	Main	Under- grade	747.65 mi. E. Los Angeles.....	No
Smelter..... do	Bing. & Garf. Ry....	Side	do	Grade	767.13 do E. do	No
Salt Lake City do	West. Pac. R. R.....	Main	do	do	1st So. & 13th W. St.	
Main Line Via Provo						
Payson..... Utah	D. & R. G. W. R. R....	Main	Main	do	735.76 mi. E. Los Angeles.....	No
Spanish Fork.. do	Utah-Idaho Sugar Spur.....	Side	do	Grade	743.65 mi. E. do	No
Provo..... do	D. & R. G. W. R. R....	Main	Side	do	6th S. St. near 1st W. St.....	Yes
Ironton..... do	do	2 Main	Main	do	2.30 miles W. Provo..	Yes
Ironton Branch do	St. L. & Utah R. R....	Main	do	do	2.39 do W. do	No
*Geneva..... do	D. & R. G. W. R. R....	do	do	do	757.25 mi. E. Los Angeles.....	No
American Fork do	S. L. & Utah R. R....	do	do	do	W. of E. Main & S. 5th E. Sts.....	No
Lehi Sugar Wks. do	do	do	Side	do	0.67 miles S. Lehi....	No
Sandy..... Utah	D. & R. G. W. R. R.	Main	Main	At grade	.32 miles N. Depot..	Yes
Midvale..... do	do do	Spur	Spur	do	.34 miles N. Depot..	Yes
Atwoods..... do	do do	{ Main & Side }	Spur	{ Under- grade }	.34 miles S. Spur	No
Pallas..... do	do do	Side	{ Main & Side }	At grade	Switch..... In Yard at M.P. 44.39	No Yes
Burton..... do	do do	Main	Main	do	.20 miles S. Sta. Sign.	No
Salt Lake City. do	S. L. & U. R. R.....	Main	Main	do	1st West & California Ave.....	Yes
do do	D. & R. G. W. R. R....	{ Main & Side }	Main	do	4th W. & 9th S. Sts.	No
do do	do do	{ Main & Side }	Side	do	4th W. Bet. 8th & 9th So. Sts.....	No
do do	do do	2 Main	Main	do	5th W. & 9th S. Sts.	No
do do	Utah L. & T. Co.....	2 Main	Side	do	3rd W. & 1st S. Sts.	No
do do	D. & R. G. W. R. R....	Side	Side	At grade	4th W. Bet. S. Tem. & 1st S. Sts.....	No
do do	S. L. G. & W. Ry....	Main	Main	do	S. Tem. & 5th W. Sts.	Yes
do do	D. & R. G. W. R. R.	{ Main & Side }	Main	do	S. Tem. & 6th W. Sts.	Yes
do do	Western Pacific R. R.	Main	Side	do	10th W. & 1st S. Sts..	Yes
do do	Utah L. & T. Co.....	Main	Side	do	5th N. & 4th W. Sts.	Yes
do do	Bamberger R. R.....	2 Main	Side	do	16th N. & Hot Spgs. Sts.....	Yes

#See Junction Stations and Connecting Lines.

*Name changed from Lakeview April 21, 1942.

RAILROAD CROSSINGS—Continued

UTAH DIVISION—Concluded

MAIN LINE—Concluded

Station and State	Road Crossed	Kind of Track		How Crossed	Location	# Track Con- nection
		Crossed	Crossed By			
North Salt Lake	D. & R. G. W. R. R....	Main	Side	do	.30 miles S. of depot.	Yes
do do	Bamberger R. R....	Side	2 Main	do	.17 miles N. of depot.	Yes
Ogden..... do	D. & R. G. W. R. R....	2 Side	Main	do	Wall Ave. Bet. 21st St. & Spencer Ave.	Yes
do do	O. U. R. & D. Co....	Side	2 Main & Side	do	.65 miles S. of depot.	Yes
Harrisville.... do	U. I. C. R. R....	Main	3 Side	do	.03 miles S. of Station Sign.	No
do do	do	Main & Side	2 Side	do	.03 miles S. of Station Sign.	No
Fruit Spur.... do	do	Main	Side	do	.81 miles E. Spur Sw.	No
Brigham..... do	do	Side	Side	do	8th W. & Forest Sts.	Yes

MAMMOTH BRANCH

Mammoth..... Utah	D. & R. G. W. R. R....	Main	Main	Grade	2.41 mi. E. Tintic....	Yes
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FAIRFIELD BRANCH

Cutler..... Utah	D. & R. G. W. R. R....	Main	Main	Under-grade	1.60 mi. W. Cutler...	No
do do	S. L. & Utah R. R....	do	do	Grade	1.85 mi. W. Cutler...	No

SYRACUSE BRANCH

Clearfield..... Utah	D. & R. G. W. R. R....	Main	Main	At grade	.34 miles W. of depot.	No
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EVONA BRANCH

Ogden..... Utah	D. & R. G. W. R. R....	Main	Spur	At grade	.49 miles S. of Sugar Wks., Sw.....	Yes
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FIVE POINTS BRANCH

FivePointsJct. Utah	U. I. C. R. R....	Main	Main	At grade	.05 miles E. Jct. Sw.	Yes
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CACHE VALLEY BRANCH

Merrills..... Utah	U. I. C. R. R....	Main	Main	Over head	.26 miles N. sta. sign.	No
Preston..... do	do	Main	Main & Side	At grade	.23 miles S. of depot.	No

#See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Continued

LOS ANGELES DIVISION

Station and State	Road Crossed	Kind of Track		How Crossed	Location	# Track Con- nection
		Crossed	Crossed By			
Old Main Line via Butte Street Los Angeles.... Cal.	S. P.—P. L.....	Side	Side	Grade	W. of Butte St. & Santa Fe Ave.....	Yes
do do	L. A. Ry.....	2 Main	do	do	Santa Fe Ave. & Butte St.....	No
do do	Santa Fe Alley Spur (Jt. with S. P.).....	Side	do	do	Butte St. & Alley E. of Santa Fe Ave....	Yes
do do	{ A. T. & S. F. Ry.— C. L.....	2 Main 1 Side	do	do	Butte St. W. of L. A. River (Redondo Tower)	No
do do	{ A. T. & S. F. Ry.— C. L.....	Side	do	do	Butte St. & W. Line of L. A. River....	No
Ninth St. Frt. Term. Track Los Angeles.... Cal.	{ A. T. & S. F. Ry.— C. L.....	do	Side	do	W. of Butte St. & Santa Fe Ave.....	No
do do	{ A. T. & S. F. Ry.— C. L.....	do	do	do	Near 15th & Santa Clara Sts.....	Yes
North Alley Spur Los Angeles.... Cal.	do do	Side	Side	do	E. of Butte St. & Santa Fe Ave.....	No
do do	do do	2 Side	do	do	E. 15th St. near Santa Fe Alley....	No
do do	do do	2 Side	do	do	Sacramento St. & Santa Fe Alley....	No
do do	S. P.—P. L.....	do	do	do	Near Bay St. & Santa Fe Alley....	No
South Alley Spur Los Angeles.... Cal.	{ A. T. & S. F. Ry.— C. L.....	do	do	do	E. 30th St. near Santa Fe Ave.....	No
Pasadena Branch Los Angeles.... Cal.	S. P.—P. L.....	2 Side	2 Main	Grade	Alhambra Ave. & E. Line L. A. River....	Yes
do do	do do	2 Main	2 Main	Grade	Alhambra Ave. & E. Line L. A. River....	Yes
do do	L. A. Ry.....	2 Main	do	do	N. Main St. & E. Line L. A. River....	No
do do	do do	2 Main	3 Main Side	Under-grade	N. Broadway & E. Line L. A. River....	No
do do	do do	2 Main	Main	Grade	San Fernando Rd. & Humboldt St.....	No
do do	A. T. & S. F.—C. L.	Main	Main	Grade	Ave. 61 near No. Figueroa.....	No
Raymond..... do	do do	2 Main	do	Under-grade	Fair Oaks Ave. near Columbia St.....	No
Pasadena..... do	do do	2 Main	do	Grade	Fair Oaks Ave. near Arlington Drive....	No
do do	do do	2 Main	do	do	Lincoln Ave. near Mentone Ave.....	No
Glendale Branch Los Angeles.... Cal.	L. A. Ry.....	2 Main	2 Main	Under-grade	No. Broadway & E. Line L. A. River..	No
Glendale..... do	P. E. Ry.....	2 Main	do	Grade	Broadway & Glendale Ave.....	Yes
San Pedro Branch Downey Road to East San Pedro... Hobart..... Cal.	A. T. & S. F.—C. L....	2 Main	Main	do	3.15 miles S. Los Angeles.....	Yes
Junction Station, Los Angeles.. do	L. A. Jct. Ry.....	Main	do	do	3.60 do S. do	Yes
Bell..... do	P. E. Ry.....	Main	do	do	5.09 do S. do	No
South Gate..... do	S. P.—P. L.....	Main	do	do	7.43 do S. do	Yes
Clearwater..... do	P. E. Ry.....	2 Main	do	do	11.15 do S. do	No
Cota..... do	do	2 Main	Main	do	17.37 do S. do	No
Thenard..... do	S. P.—P. L.....	Main	Main	do	21.71 do S. do	No
do do	P. E. Ry.....	Main	do	do	21.92 do S. do	No

#See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Concluded

LOS ANGELES DIVISION—Concluded

Station and State	Road Crossed	Kind of Track		How Crossed	Location	# Track Connection
		Crossed	Crossed By			
Vernon Spur						
Vernon.....Cal.	L. A. Jct. Ry.....	Main	Side	Grade	Near Vernon Ave. & Soto St.....	Yes
Anaheim Branch						
Leffingwell Spur Cal.	P. E. Ry.....	Side	Main	Grade	6.86 mi. S. Whittier Jct.....	No
La Habra..... do	do	Main	do	do	10.54 mi. S. Whittier Jct.....	No
Viejo..... do	do	do	do	Under-grade	12.53 mi. S. Whittier Jct.....	No
Bastanchury Spur..... do	A. T. & S. F. Ry.—C. L.....	Side	Side	Grade	14 mi. N. Sunny Hills.....	No
Bastanchury Spur..... do	Pac. Elec. Ry.....	Main	do	do	.82 mi. N. Sunny Hills.....	No
Fullerton..... do	A. T. & S. F. Ry.—C. L.	Side	Main	O'Head	15.02 mi. S. Whittier Jct.....	No
do	do	Main	do	Grade	15.51 mi. S. Whittier Jct.....	Yes
Anaheim..... do	do	Side	do	do	19.02 mi. S. Whittier Jct.....	No
Main Line—LAUPT to Riverside Jct.						
Los Angeles....Cal.	A. T. & S. F.—C. L. Ry.	2 Main	Main	Grade	Mission Tower.....	No
do	L. A. Ry.....	do	2 Main	Under-grade	Macy St. & E. Line L. A. River.....	No
do	P. E. Ry.....	do	2 Main	do	Aliso St. & E. Line L. A. River.....	No
do	L. A. Ry.....	do	2 Main	do	E. 1st St. & E. Line L. A. River.....	No
do	do	do	2 Main	do	E. 4th St. & E. Line L. A. River.....	No
do	do	do	2 Main	do	E. 7th St. & E. Line L. A. River.....	No
Pomona..... do	Pac. Elec. Ry.....	Main	Main	Grade	32.00 mi. E. Los Ang.	No
do	S. P.—P. L.....	do	Main	do	32.97 do E. do	No
Ontario..... do	do	do	do	do	38.10 do E. do	No
Riverside Jct.. do	Pac. Elec. Ry.....	do	do	do	55.19 do E. do	No
Riverside Jct.. do	S. P.—P. L.....	do	do	do	58.15 do E. do	Yes
Crestmore Branch						
Riverside Jct...Cal.	Pac. Elec. Ry.....	do	do	do	.15 mi. N. Riverside Jct.....	Yes
Crestmore..... do	Riverside Portland Cement Co. Trk...	do	do	do	3.26 mi. N. Riverside Jct.....	Yes
Main Line E. of Riverside Jct.						
Highgrove.....Cal.	Pac. Elec. Ry.....	Main	do	O'Head	61.42 mi. E. Los Ang.	No
Colton..... do	S. P.—P. L.....	do	Main	Grade	64.14 mi. E. Los Ang.	Yes
do	A. T. & S. F. Ry.—C. L.	do	Side	do	64.18 do E. do	Yes
do	S. P.—P. L.....	do	do	do	6th St. & SP Co. Main Track.....	Yes
do	Pac. Elec. Ry.....	do	do	do	9th St. & SP Co. Main Track.....	Yes
do	do	do	do	do	9th & "K" Sts.....	Yes
do	S. P.—P. L.....	Side	do	do	9th & "K" Sts.....	Yes
San Bernardino do	Pac. Elec. Ry.....	Main	Main	do	Rialto Ave. & Cal. St.	No
do	do	do	do	Under-grade	Rialto near Penn. Av.	No

#See Junction Stations and Connecting Lines.

MILES OF TRACK PROTECTED BY AUTOMATIC BLOCK SIGNALS

	Main Track	Second Track	Third Track	Fourth Track
Idaho Division—				
Granger to Montpelier.....	114.29	18.78		
Montpelier to Pocatello.....	98.31	41.86		
Pocatello to Glenn's Ferry.....	157.92	33.20		
Glenn's Ferry to Huntington.....	163.80	19.30		
Orchard to Nampa via Boise.....	44.55			
Pocatello to Idaho Falls.....	49.96			
Spencer to Humphrey.....	11.82			
Total.....	640.65	113.14		
Utah Division—				
Caliente to Milford.....	116.85			
Milford to Lynndyl.....	86.11			
Lynndyl to Salt Lake City.....	116.00			
Salt Lake City Lemington Cut-Off.....	.22			
Ogden to Salt Lake City.....	34.44	34.47		
Ogden to McCammon.....	110.65			
Total.....	464.27	34.47		
Los Angeles Division—				
Los Angeles to Riverside Junction.....	(x) 58.83	(#) 4.20		
Daggett to Las Vegas.....	173.85			
Las Vegas to Caliente.....	124.92			
Riverside to Daggett.....	*101.34	*96.88		
Total.....	458.94	101.08		
Grand Total.....	1,563.86	248.69		

Notes—In addition to the above there are .60 mile of signals on the United States Smelter Spur. This spur is carried as side track mileage.

(x) Includes .34 mi. single track Glendale Branch and .25 mi. single track Pasadena Branch operated as double track.

(#) Includes .59 mi. side track Glendale Branch operated as double track.

*Owned by A. T. & S. F. Ry. Co.

INTERLOCKING PLANTS

Location	Protection	Ownership
Idaho Division:		
Tunnel—Moyer Jct....	End Double Track.....	O. S. L. R. R. Co.
McCammon.....	Junction.....	O. S. L. R. R. Co.
Orchard.....	Junction.....	O. S. L. R. R. Co.
Silver Bow.....	Crossing.....	N. P.—C. M. St. P. & P.
Utah Division:		
Ironton(Provo).....	Crossing and Junction...	L. A. & S. L. R. R. Co. 74.2%—D. & R. G. W. R. R. Co. 25.8%.
Garfield.....	Crossing.....	B. & G. R. R. Co.
*Geneva.....	do.....	L. A. & S. L. R. R. Co. 50%—D. & R. G. W. R. R. Co. 50%.
American Fork.....	do.....	S. L. & U. R. R. Co.
Cushing.....	Gauntlet.....	O. S. L.
Salt Lake City—W. P. Crossing.....	Crossing.....	L. A. & S. L. R. R. Co. 50%—W. P. Ry. 50%.
9th St. & 4th West Sts. Salt Lake.....	Crossing.....	O. S. L. R. R. Co. 50%—D. & R. G. W. R. R. Co. 50%.
13th S. St., Salt Lake.....	Crossing.....	S. L. & U. R. R. Co.
5th N. St. Salt Lake.....	Yards.....	O. S. L. R. R. Co.
North Salt Lake.....	Crossing.....	O. S. L. R. R. Co., 63.26; B. E. R. R. Co., 36.74
Harrisville.....	Crossing.....	Utah-Idaho Central R. R. Co.
Los Angeles Division:		
Los Angeles (LAUPT).....	Union Depot.....	L. A. U. P. T.
Los Angeles (Mission Tower).....	Crossing and Junction...	S. P. Co.—PL 23.49%—A. T. & S. F. Ry. Co.—CL 24.27%—L. A. & S. L. R. R. Co. 17.82%—LAUPT 34.42%.
Los Angeles (9th St. Jct) Hobart.....	Junction.....	L. A. & S. L. R. R. Co.
Bell.....	Crossing & Junction.....	A. T. & S. F. Ry. Co.—CL 53.46%—L. A. & S. L. R. R. Co. 46.54%.
South Gate.....	do.....	Pac. Elec. Ry. Co. 50%—L. A. & S. L. R. R. Co. 50%.
Clearwater.....	do.....	L. A. & S. L. R. R. Co.
Badger Av. Drawbridge. Fullerton.....	Drawbridge.....	Pac. Elec. Ry. Co. 50%—L. A. & S. L. R. R. Co. 50%.
Pomona.....	Crossing.....	L. A. & S. L. R. R. Co.
Riverside (Magnolia)....	do.....	L. A. & S. L. R. R. Co.
Riverside Junction.....	do.....	Pac. Elec. Ry. Co. 50%—L. A. & S. L. R. R. Co. 50%.
Colton.....	Crossing and Junction...	A. T. & S. F. Ry. Co.
W. San Bernardino.....	do.....	S. P. Co.—P. L. 33 $\frac{1}{4}$ %—A. T. & S. F. Ry. Co.—CL 33 $\frac{1}{4}$ %—L. A. & S. L. R. R. Co. 33 $\frac{1}{4}$ %.
E. do.....	Yards.....	A. T. & S. F. Ry. Co.—C. L.
Daggett.....	do.....	do
Redondo Jct.....	do.....	do
Cota.....	Crossing.....	L. A. & S. L. R. R. Co.
Thenard.....	Crossing.....	L. A. & S. L. R. R. Co.
	do.....	L. A. & S. L. R. R. Co. 25%—A. T. & S. F. Ry. Co.—CL 37.5% City of L. A. 37.5%

*Name changed from Lakeview April 21, 1942.

ENGINE HOUSES AND TURNTABLES

LOCATION	Engine Houses		Turntables		
	No. of Stalls	Inside Length of Stalls	Length in Feet	Kind	How Operated
IDAHO DIVISION:					
Kemmerer.....	8	3 96 ft. 5 78 ft. 6 110 ft.	100	(4)	Electricity
Montpelier.....	20	5 96 ft. 9 88 ft. 33 100 ft.	100	(4)	do
Pocatello.....	53	5 110 ft. 15 120 ft.	100	(4)	do
Minidoka.....	2	80 ft.			
Shoshone.....	6	112 ft. 6 in.			
Glenn's Ferry.....	17	9 103 ft. 5 96 ft. 3 88 ft.	100	(4)	Electricity
Nampa.....	*8	96 ft.	92	(2)	do
Twin Falls.....	4	90 ft.			
Wells.....	2	95 ft. 8 in.			
Boise Freight.....	4	86 ft.	65	(1)	Hand
#Weiser.....	3	75 ft.			
Banks.....	2	79 ft.	66	(1)	Hand
McCall.....	2	79 ft.			
Robinette.....	2	108 ft.	66	(1)	Hand
Blackfoot.....	4	86 ft.	80	(1)	Electricity
Idaho Falls.....	8	2 116 ft. 4 in. 2 95 ft. 6 in. 4 76 ft. 8 in.			
Dubois.....	12	8 85 ft. 4 90 ft.	70	(1)	Hand
Lima.....			66	(1)	Hand
Dillon.....	2	78 ft. 3 in.			
Silver Bow.....	2	121 ft.	70	(2)	Hand
Butte.....	4	86 ft. 3 in.			
Ashton.....	2	109 ft. 6 in.			
Victor.....					
UTAH DIVISION:					
Caliente.....	14	104.5 ft.	126	(3)	Electricity
Lund.....	2	106.3 ft.			
Milford.....	20	6 106.78 ft. 4 89.05 ft. 10 85.55 ft.	100	(4)	Air
Lyndall.....	18	10 89.7 ft. 8 85.2 ft.	75	(1)	Air
Tintic.....	3	80.35 ft.			
Provo.....	7	2 104 ft. 5 146 ft.	92	(2)	Electricity
Cutler.....	1	124.2 ft.			
Salt Lake City.....	32	1 105 ft. 5 96 ft. 2 85 ft. 18 110 ft. 6 117 ft.	100	(4)	Electricity
Cache Junction.....	5	2 83 ft. 3 78 ft.			
Malad.....	2	85 ft.			
LOS ANGELES DIVISION:					
Los Angeles (East Yard).....	20	105.6 ft.	100	(4)	Electricity
do.....	x8	105.6 ft.			
Anaheim.....	18	8 85 ft.	75	(1)	Air
Yermo.....	10	10 95.8 ft. 92.8 ft.	100	(4)	do
Kelso.....	5	85 ft.			
Las Vegas.....	18	14 85 ft. 4 107 ft.	100	(4)	do

*Two stalls used for machine shop.
 #1 Stall has no track connection.
 xOpen air type.
 (1)D. P. G. Center Bearing.
 (2)T. P. G. Center Bearing.
 (3)T. P. G. 3 Point Bearing.
 (4)Pony Truss Center Bearing.

WYES

IDAHO DIVISION

Granger	Rogerson	Ticeska Wye	Homedale
Quealy	Red Point	Glenn's Ferry	Marsing
Moyer Junction	Summer Camp	Reverse	Malheur Junction
Fossil	Wells	Orchard	Vale
Montpelier	Jerome	Boise	Juntura
Paris	Shoshone	Nampa	Crane
Soda Springs	Richfield	Murphy	Burns
Bancroft	Ketchum (Loop)	Emmett	Brogan
Conda	Blackfoot	Smith's Ferry	Payette
McCammon	Arco	Cascade	Huntington
Pocatello	Mackay	Ashton	Victor
Rupert	Aberdeen	Gerrit	Camas
Burley	Goshen Junction	Big Springs	Dubois
Idahome	Idaho Falls	Reas Pass	Humphrey
Minidoka	Orvin	West Yellowstone	Monida
Twin Falls	Hart	Tetonia	Lima
Buhl	St. Anthony	McCall	Navy
Oakley	Hill City	Nyssa	Silver Bow
	Bliss		

UTAH DIVISION

Caliente	Cedar City (Loop)	Warner (Partly owned by Ogden	
Pioche	Milford	Tooele Valley Ry.)	Brigham
Islen	Oasis	Wye	Garland
Crestline	Delta	Nephi	Malad
Modena	Fillmore	Provo	Cache Junction
Wye (Iron Mt.Branch)	Lynndyl	Cutler	Logan
Lund (2)	Tintic	Salt Lake City (2)	Preston
Iron Springs			

LOS ANGELES DIVISION

East Yard, Los Angeles	Leith	Victorville	Kelso
Fruitland (Partly owned by Union Stock Yards)	San Bernardino(2)	Terminal Island	Cima
	Devore	Boulder City	Las Vegas
	Bly	Caliente	Mosapa
North Long Beach	Summit	Yermo	Mead Lake
Boulder Jet.			

FUEL STATIONS

Location	Kind	Capacity
IDAHO DIVISION:		
Kemmerer.....	Balanced Bucket.....	200 tons
Montpelier.....	Coal Trestle with Cable Hoist.....	300 tons
Bancroft.....	Balanced Bucket.....	150 tons
Pocatello.....	Conveyor.....	900 tons
do.....	Underground Oil Tank.....	40,000 gallons
Minidoka.....	Balanced Bucket.....	200 tons
do.....	Fuel Oil Tank.....	3,000 gallons
Shoshone.....	Bal. Bucket.....	150 tons
do.....	Fuel Oil Tank.....	3,000 gallons
do.....	Gasoline Tank.....	1,000 gallons
Glenn's Ferry.....	Skip Hoist.....	550 tons
Orchard.....	Bal. Bucket.....	150 tons
Nampa.....	Coal Trestle with Cable Hoist.....	200 tons
Ontario.....	Skip Hoist.....	350 tons
do.....	Distillate Storage Tank.....	12,500 gallons
do.....	Gasoline Tank.....	2,000 gallons
Jerome.....	Balanced Bucket.....	150 tons
Twin Falls.....	do.....	150 tons
Red Point.....	Coal Platform, Air Hoist.....	40 tons
Burley.....	Platform, Air Hoist.....	65 tons
Wells.....	Platform, Air Hoist.....	50 tons
Ketchum.....	Platform.....	40 tons
Banks.....	Platform, Air Hoist.....	70 tons
McCall.....	Platform, Air Hoist.....	70 tons
Payette.....	Platform.....	40 tons
Burns.....	Platform.....	40 tons
Weiser.....	Distillate Storage Tank.....	11,000 gallons
do.....	Gasoline Tank.....	2,900 gallons
Council.....	Fuel Oil Tank.....	21,500 gallons
do.....	Underground Fuel Oil Tank.....	12,500 gallons
Idaho Falls.....	Coal Trestle with Cable Hoist.....	264 tons
Dubois.....	Coal Trestle with Cable Hoist.....	200 tons
Lima.....	Coal Trestle with Cable Hoist.....	300 tons
Dillon.....	Bal. Bucket.....	150 tons
Silver Bow.....	Platform, Air Hoist.....	120 tons
Melrose.....	Bal. Bucket.....	150 tons
Mackay.....	Coal Shed.....	50 tons
Ashton.....	Platform.....	300 tons
do.....	Gravity Oil Tank.....	65,000 gallons
Victor.....	Platform.....	100 tons
West Yellowstone.....	Gravity Oil Tank.....	15,200 gallons
UTAH DIVISION:		
Caliente.....	Oil Delivery Tank (Steel).....	467 bbls.
Caliente.....	Oil Storage Tank (Steel).....	15,000 bbls.
Caliente.....	Oil Delivery Tank (Steel).....	467 do
Modena.....	Oil Delivery Tank (Steel).....	467 do
Lund.....	Oil Delivery Tank (Steel).....	467 do
Milford.....	Oil Storage Tank (Steel).....	30,000 do
Milford.....	Oil Delivery Tank (Steel).....	467 do
Lynndyl.....	Oil Storage Tank (Steel).....	15,000 do
Lynndyl.....	Oil Delivery Tank (Steel).....	467 do
Tintic.....	Oil Storage Tank (Steel).....	15,000 do
Tintic.....	Oil Delivery Tank (Steel).....	467 do
Provo.....	Coal trestle with cable hoist—joint yard.....	200 tons
Provo.....	Oil Storage Tank (Steel).....	15,000 bbls.
Provo.....	Oil Delivery Tank (Steel).....	467 do
Cutler.....	Oil Delivery Tank (Steel).....	465 do
Salt Lake City.....	Coal—Cable Hoist.....	500 tons
Salt Lake City.....	Oil Delivery Tank (Steel).....	1,550 bbls.
Salt Lake City.....	Oil Storage Tank (Steel).....	30,000 do
Salt Lake City.....	Oil Underground Tank (Steel).....	300 bbls.
Cache Junction.....	Coal trestle with Cable Hoist.....	230 tons
Malad.....	Platform.....	44 tons
Preston.....	Platform.....	100 tons

FUEL STATIONS—Concluded

Location	Kind	Capacity
OS ANGELES DIVISION:		
Los Angeles (East Yard).....	Oil Storage Tank (Steel).....	12,000 bbls.
Los Angeles (East Yard).....	Oil Delivery Tank (Steel).....	1,500 do
Crestmore.....	Oil Storage Tank (Steel).....	476 do
San Bernardino (A. T. & S. F. Ry. Co.—C. L.).....	Oil Storage Tank (Steel).....	2 Tanks
San Bernardino (A. T. & S. F. Ry. Co.—C. L.).....	Oil Delivery Tank (Steel).....	38,500 bbls. ea.
San Bernardino (A. T. & S. F. Ry. Co.—C. L.).....	Oil Delivery Tank (Steel).....	465 do
Victorville (A. T. & S. F. Ry. Co.—C. L.).....	Oil Delivery Tank (Steel).....	1,000 do
Yermo.....	Oil Delivery Tank (Steel).....	476 do
Yermo.....	Oil Storage Reservoir (Earth).....	50,000 do
Yermo.....	2 Oil Delivery Tanks (Steel).....	465 do ea.
Yermo.....	Oil Storage Reservoir (Concrete).....	310 bbls.
Kelso.....	Oil Storage Reservoir (Earth).....	60,000 do
Kelso.....	Oil Delivery Tank (Steel).....	465 do
Desert.....	Oil Delivery Tank (Galv. Iron).....	158 do
Desert.....	Oil Storage Tank (Submerged Wood Stave).....	722 do
Las Vegas.....	Oil Storage Tank (Steel).....	30,000 do
Las Vegas.....	Oil Delivery Tank (Steel).....	465 do
Las Vegas.....	Oil Delivery Tank (Steel).....	475 do
Carp.....	Oil Delivery Tank (Steel).....	310 do
Carp.....	Oil Storage Reservoir (Concrete).....	286 do

FUEL OIL AND WATER STATIONS

STREAMLINE AND MOTOR TRAINS

Location	Fuel Oil		Water
	Streamline Trains	Motor Trains	
IDAHO DIVISION:			
Pocatello.....	Tank car.....		Yes
Minidoka.....		{ 1,000 gal. Gasoline Tank... 2,000 gal. Distillate Tank... 3,000 gal. Fuel Oil Tank... 1,000 gal. Gasoline Tank... 3,250 gal. Distillate Tank... 1,200 gal. Gasoline Tank... 1,200 gal. Distillate Tank... 11,000 gal. Gasoline Tank...	Yes
Shoshone.....			Yes
Ontario.....			Yes
Weiser.....			Yes
UTAH DIVISION:			
Caliente.....			Yes
Milford.....			Yes
Salt Lake City.....		{ 3,500 gal. Distillate Tank... 12,000 gal. Gasoline Tank... 3,250 gal. Distillate Tank... 1,000 gal. Gasoline Tank... 3,250 gal. Distillate Tank... 1,000 gal. Gasoline Tank...	Yes
Malad.....			Yes
Cache Jct.....			Yes
LOS ANGELES DIVISION:			
Los Angeles.....	{ 20,000 gal. underground tank }		Yes
Las Vegas.....	Tank Car.....		Yes

WATER STATIONS

IDAHO DIVISION

Location		Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns	
			Pcwer	Capacity Gals. per Min.			
First Sub-Division:							
Granger to Montpelier.....	Granger (U.P.)..	River.....	Steam.....	400	200,000	4	
	Waterfall.....	Spring.....	Gravity... 50		50,000		
	Kemmerer.....	City.....	Gravity.....		48,000	3	
					48,000		
	Fossil.....	Creek.....	Gravity... 57		65,000	1	
	Nugget.....	Creek.....	Gravity... 14		65,000	1	
	Cokeville.....	City Water...	Gravity.....		50,000	1	
	Pegram.....	Well.....	Gas..... 117		65,000	1	
	Montpelier.....	City Water...	Gravity.....		350,000	4	
Cumberland Branch.....							
	Cumberland....	U. P. Coal Co.			50,000		
Paris Branch.....							
	Paris.....	City Water...				1	
Second Sub-Division:							
Montpelier to Pocatello.....	Georgetown.....	Spring.....	Gravity... 102		50,000	1	
	Soda Springs.....	Creek.....	Gravity... 191		50,000		
	do.....	Water Co.....	Gravity... 125		50,000		
	Alexander.....	River.....	Gas..... 125		50,000	1	
	Bancroft.....	Deep Well...	Electricity 133				
	do.....	Spring.....	Gravity... 42		350,000	2	
	Blazer.....	Spring.....	Gravity... 266			1	
	McCammon.....	River.....	Gravity... 208		350,000	3	
	Inkom.....	Creek.....	Gravity... 63		65,000	2	
	†Pocatello.....			1400	20,000		
	do.....	Springs.....	Electricity 3500		50,000	7	
	do.....	Creek.....	Gravity... 150		65,000		
	Third Sub-Division:						
Pocatello to Glenn's Ferry..	American Falls..	City Water...			50,000		
					50,000		
	Wapi.....	Deep Well....	Gas..... 42		150,000		
	Minidoka.....	Deep Well....	Electricity. { 150		350,000	2	
	do.....	Deep Well....	do..... 100		48,000		
	Kimama.....	Deep Well....	Gas..... 67		150,000	2	
	do.....	Deep Well....	#Steam..... 25				
	Owinza.....	Deep Well....	Gas..... 75		50,000		
	Shoshone.....	City Water...			200,000	2	
	Gooding.....	Deep Well....	Steam..... 67		50,000		
	Bliss.....	Deep Well....	Electricity. 67		350,000	1	
	do.....	Deep Well....	#Steam..... 42				
	do.....	Deep Well....	#Electricity 167			1	
	King Hill.....	River.....	Electricity. 200		50,000		
	Glenn's Ferry..	River.....	Electricity. 1800		200,000	5	
	Twin Falls Branch.....						
		Rupert.....	City Water...			50,000	1
		Burley.....	City Water...			50,000	
		do.....	Well.....	#Electricity 150			
		Murtaugh.....	Creek.....	Gas..... 50		50,000	
	Twin Falls.....	City Water...	Gravity.....		50,000	1	
	Buhl.....	City Water...	Gravity.....		50,000		
North Side Branch.....							
	Eden.....	Deep Well....	#Electricity 175		50,000		
	Jerome.....	Deep Well....	#Electricity 175		50,000		
Wells Branch.....							
	Rogerson.....	Rogerson Water Co.	Gravity.....		50,000		
	Delaplain.....	Deep Well....	Oil..... 80		50,000		
	Henry.....	Deep Well....	Oil..... 80		50,000		
	Red Point.....	Deep Well....	Oil..... 79		50,000		
	Melando.....	Deep Well....	Oil..... 46		50,000		
	Wells.....	Flowing Well.	Oil..... 133		50,000		

†2 Reservoirs store 4,339,000 gallons additional.

#Auxiliary Pump.

WATER STATIONS—Continued

IDAHO DIVISION—Continued

Location	Source of Supply	Pumping Plant		Capac- ity of Tank Gals.	No. of Water Col- umns
		Power	Capac- ity Gals. per Min.		
Ketchum Branch	Richfield.....	Deep Well	Gas.....	50	50,000
	Picabo.....	Well	Steam.....	117	50,000
	Hailey.....	Creek	Gravity.....	29	50,000
	Ketchum.....	City Water	Gravity.....		25,000
Hill City Branch	Magic.....	Spring	Gas.....	67	50,000
	Fairfield.....	Flowing Well	Gas.....	33	50,000
	Hill City.....	Deep Well	Gas.....	20	50,000
Fourth Sub-Division: Glenn's Ferry to Huntington	Hammett.....	Well	Electricity	93	200,000
	Mountain Home	Well	Stm. & do.	93	50,000
	do			50	
	Cleft.....	Deep Well	Gas.....	100	350,000
	Orchard.....	Deep Well	Electricity	55	50,000
	do	Deep Well	do	55	200,000
	Boise (B.M.L.)	Boise Wtr. Co.			50,000
	Owyhee.....	Deep Well	Steam.....	42	350,000
	Nampa.....	Deep Well	Electricity	233	65,000
	do	Deep Well	Steam.....	85	65,000
	Caldwell.....	City Water			
	Nyssa.....	River	Electricity	113	65,000
	Payette.....	River	Electricity	85	65,000
	Weiser.....	River	Electricity	142	50,000
	Olds Ferry	Well	Steam.....	87	125,000
	Huntington (OWRR&NCo.)	Well	Electricity	450	200,000
	do	Well	Electricity	300	40,000
Murphy Branch	Murphy.....	Flowing Well	Electricity	109	50,000
Boise Branch	Boise (Freight)	Flowing Well	Electricity	117	65,000
Idaho Northern Branch	Emmett.....	Deep Well	Electricity	117	50,000
	Horseshoe Bend	River	Electricity	300	50,000
	Banks.....	River	Gas.....	117	50,000
	Big Eddy.....	River	Gas.....	133	50,000
	Mile Post 80	Creek	Gravity.....		6,000
	Belvidere.....	Creek	Gravity.....	25	50,000
	Donnelly.....	Well	Gas.....	117	50,000
	McCall.....	Lake	Gas.....	117	50,000
Homedale Branch	Homedale.....	Deep Well	Gas.....	55	50,000
Oregon Eastern Branch	Vale.....	Well	Oil.....	217	50,000
	Little Valley	River	Gas.....	125	50,000
	Juntura.....	Deep Well	Gas.....	55	65,000
	Riverside.....	Deep Well	Gas.....	50	50,000
	Venator.....	Deep Well	Gas.....	50	50,000
	Crane.....	Deep Well	Gas.....	50	50,000
	Burns.....	Deep Well	Oil.....	117	50,000
	do				
Brogan Branch	Brogan.....	Well	Gas.....	100	50,000
Homestead Branch	Mineral.....	River	Steam.....	100	50,000
Fifth Sub-Division: Pocatello to Lima	Fort Hall.....	Deep Well	Steam.....	33	50,000
	Blackfoot.....	Deep Well	Electricity	155	200,000
	Firth.....	Well	Steam.....	150	50,000
	Idaho Falls	City Water			200,000
	Roberts.....	Well	Electricity	150	50,000
	Dubois.....	Creek & City	Steam.....	167	50,000
	do	Deep Well	Steam.....	50	
	Spencer.....	Creek	Gravity.....	100	50,000
	Humphrey.....	Creek	Gravity.....	33	50,000
	Snow Line.....	Spring	Gravity.....	90	50,000
	Lima.....	Spring	Gravity.....	312	50,000

#Auxiliary Pump.

WATER STATIONS—Continued

IDAHO DIVISION—Concluded

Location	Source of Supply	Pumping Plant		Capac- ity of Tank Gals.	No. of Water Col- umns
		Power	Capac- ity Gals. per Min.		
Mackay Branch	Taber.....	Deep Well	Gas.....	46	50,000
	Arcos.....	City Water	Electricity	100	45,000
	Mackay.....	Idaho Improve- ment Co.	Gravity.....		45,000
Aberdeen Branch	Springfield.....	Creek	Gas.....	50	50,000
Yellowstone Branch	Ucon.....	Deep Well	Electricity	50	50,000
	Lorenzo.....	Well	Steam.....	167	50,000
	St. Anthony	City Water	Steam.....	167	50,000
	Ashton.....	Deep Well	Steam.....	108	50,000
	Warm River	River	Steam.....	150	50,000
	Pine View	River	Steam.....	150	45,000
	Big Springs	Spring	Gravity.....	58	50,000
	West Yellow- stone	Well	Steam.....	100	65,000
	do				
East Belt Branch	Ririe.....	Deep Well	Gas.....	67	50,000
West Belt Branch	Plano.....	Deep Well	Gas.....	67	50,000
Teton Valley Branch	Drummond	Deep Well	Gas.....	50	50,000
	Tetonia.....	Deep Well	Gas.....	50	50,000
	Victor.....	Creek	Gravity.....	63	50,000
Sixth Sub-Division: Lima to Butte	Red Rock.....	Well	Steam.....	167	50,000
	Dillon.....	City Water	Steam.....	200	50,000
	Melrose.....	Well	Steam.....	200	50,000
	Silver Bow	Well	Electricity	320	50,000
	do	Well	Electricity		59,500
	(N.P.R.R.Co.) Butte.....	City Water			

UTAH DIVISION

First Sub-Division: Caliente to Mil- ford	Caliente.....	Well.....	Air Lift.....	200	70,000	4
		Well.....	Steam.....	240		
		Well.....	Electricity	400	126,000	
	Big Springs.....	Springs.....	Gravity.....		50,000	
					3,500	1
	Acoma.....	Well.....	Gas Eng.....	120	70,000	
	Modena.....	Springs.....	Gravity.....		125,000	1
	Beryl.....	Well.....	Oil Engine	75	70,000	
	Lund.....	Well.....	Oil Engine	60	70,000	
	Thermo.....	Well.....	Oil Engine	180	65,000	2
Pioche Branch	Water Tank.....	Spring.....	Gravity.....		10,000	
	Pioche.....	City Water			32,000	
	Iron Springs.....	Well.....	Electricity	50	30,000	1
Cedar City Branch	Cedar City.....	City Water			30,000	1
Second Sub-Division: Milford to Lynn- dyl	Milford.....	Well.....	Electricity	500	70,000	
	Black Rock.....	Well.....	Air Lift.....	400	126,000	2
	Delta.....	Spring.....	Gravity.....		70,000	1
	do	Well.....	Electricity	200	70,000	1
Fillmore Branch	Fillmore.....	City Water			32,000	

WATER STATIONS—Continued

UTAH DIVISION—Concluded

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Third Sub-Division: Lynndyl to Salt Lake City Via Boulter:	Lynndyl.....	Well.....	Steam.....	300	4
		Well.....	Steam.....	90	
		Well.....	Steam.....	400	
	Jericho.....	Springs.....	Gravity.....	48,000	1
	Tintic.....	Well.....	Steam.....	80	
		Well.....	Electricity.....	280	
	Lofgreen.....	Spring.....	Gravity.....	150,000	1
			Res. rv.....	70,000	
	Faust.....	Spring.....	Gravity.....	150,000	
	Stockton.....	Springs.....	Gravity.....	112	1
			Res. rv.....	500,000	
			Res. rv.....	75,000	
Mammoth Branch	Erda.....	Spring.....	Gravity.....	75,000	1
			Res. rv.....	70,000	
	Garfield.....	City Water.....		70,000	
	Mammoth.....	Mammoth Mining Co.....			1
	Mills.....	Well.....	Oil Engine.....	160	
	Nephi.....	City Water.....		30,000	
	Starr.....	Well.....	Artesian.....	230 Flow	1
	Paysen.....	Well.....	Electricity.....	70,000	
	Provo (Joint Yard).....	Well.....	Steam.....	575	
	Provo.....	City Water.....		30,000	1
	Cutler.....	City of Lehi.....			
		Well.....	Electricity.....	80	
Fourth Sub-Division: Salt Lake City to Ogden.....	Draper.....	Draper Irrigation Co.....	Gravity.....	70,000	1
	Pallas (OSLRR).....	City of Murray.....		50,000	
	Salt Lake City.....	City Water.....	Gravity.....	33	5
	Farmington.....	Farmington Com. & Mfg. Co.....	Gravity.....	33	
				65,000	
	##Ogden (OUR& D).....	River (Weber).....	Electricity.....	1000	5
	do.....	do (Weber).....	Steam.....	400	
	do.....	Canyon.....	Gravity.....		
	do.....	City Water.....	Gravity.....		
Fifth Sub-Division: Ogden to Mo-Cammon.....	Brigham.....	City Water.....	Gravity.....	50,000	1
	Dewey.....	Spring.....	Gravity.....	43	
	Cache Jet.....	River.....	Electricity.....	258	
	Clifton.....	Well.....	Steam.....	150	1
	Swan Lake.....	Creek.....	Gravity.....	67	
	Downey.....	Springs.....	Gravity.....	33	
				65,000	2
Malad Branch	Garland.....	Well & Canal.....	Steam.....	117	
	Malad.....	City of Malad.....		50,000	
Cache Valley Branch	Wellsville.....	City Water.....	Gravity.....	50,000	1
	Logan.....	City Water.....	Gravity.....		
	Richmond.....	Spring.....	Gravity.....	39	
	Preston.....	City Water.....	Gravity.....		1

##Reservoir stores 2,000,000 gallons.

WATER STATIONS—Concluded

LOS ANGELES DIVISION

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
First Sub-Division: Los Angeles to Yermo.....	Los Angeles-7th Street.....	City Water.....		6,000	1
		Well.....	Electricity.....	300	
		Well.....	Electricity.....	400	
	East Yard.....	Well.....	Electricity.....	300	4
		Well.....	Not in use.....		
		City Water.....			
	Hillgrove.....	Well.....	Electricity.....	150	1
	Pomona.....	City Water.....		70,000	
	Ontario.....	City Water.....		52,500	
	Riverside.....	City Water.....			1
	*San Bernardino.....	City Water.....			
	*Keenbrook.....	Well.....	Gas Eng.....		
	*Cajon.....	Well.....	Steam.....		2
	*Victorville.....	Wells.....	Electricity.....		
	*Hodge.....	Well.....	Electricity.....		
San Pedro Branch	*Barstow.....	City Water.....			2
	Fruitland.....	Federal Refrigerating Co.....	Electricity.....	15,000	1
	E. San Pedro.....	City Water.....		40,000	
Pasadena Branch	Los Angeles-No. Spring St.....	City Water.....			1
Anaheim Branch	Anaheim.....	City Water.....			1
Crestmore Branch	Crestmore.....	Riverside Portland Cem. Co.....			1
Second Sub-Division: Yermo to Las Vegas.....	Yermo.....	Well.....	Steam.....	525	3
		Well.....	Steam.....	100	
		Well.....	Steam.....	200	
	Harvard.....	Well.....	Steam.....	100	1
	Sands.....	Well.....	Gasoline.....	40	
		Well.....	Steam.....	55	
		Well.....	Steam.....	55	70,000
		Springs.....	Gravity.....	15	
	Kelso.....	Well.....	Oil Engine.....	45	3
		Well.....	Steam.....	80	
		Well.....	Oil Engine.....	45	
		Well.....	Steam.....	200	500,000
		Well.....	Steam.....	250	
Chase	Chase.....	Train Haul.....	Gravity.....		100,000
Ivanpah	Ivanpah.....	Well.....	Steam.....	200	260,000
	Desert.....	Well.....	Oil Engine.....	60	
		Well.....	Steam.....	160	
Arden	Arden.....	Spring.....	Gravity.....		70,000
	Las Vegas.....	6 Flow'g Wells.....	St'm & El.....	700	
		3 Springs.....	Nat'l Flow.....	2800	
Boulder City	Boulder City.....	Train Haul.....	Gravity.....		37,874
Dry Lake	Dry Lake.....	Well.....	Steam.....	205	70,000
		Well.....	Steam.....	205	
		River.....	Oil Engine.....	200	
Moapa	Moapa.....	Well.....	Oil Engine.....	400	70,000
	Rox.....	Well.....	Oil Engine.....	400	
	Carp.....	Well.....	Steam.....	240	
Elgin	Elgin.....	Well.....	Oil Engine.....	156	150,000
Third Sub-Division: Las Vegas to Caliente:					Rsvr.
					70,000
					4 tanks
					1
					1

*Owned by A. T. & S. F. Ry.—C. L.

WATER SOFTENERS

Location	Kind	Capacity Gallons per Hour	Year Built
IDAHO DIVISION:			
Kemmerer.....	Kennicott.....	15,000	1906
Cokeville.....	International..	8,500	1930
McCammon.....	International..	18,000	1929
King Hill.....	International..	18,000	1929
Glenn's Ferry.....	International..	50,000	1927
Hammett.....	International..	10,000	1926
Nyssa.....	International..	18,000	1929
Montpelier.....	International..	18,000	1930
Bancroft.....	Wayside Treat- ing Plant.....		1941
Pocatello.....	do		1936
Minidoka.....	do		1930
Shoshone.....	International..	18,000	1931
Twin Falls.....	Wayside Treat- ing Plant.....		1931
Buhl.....	do		1931
UTAH DIVISION:			
Caliente.....	International..	33,000	1928
Modena.....	do	15,000	1928
*Black Rock.....	Wayside Treat- ing Plant.....		
*Milford.....	do		
Lund.....	International..	18,000	1930
Lynndyl.....	Graver	18,000	1926
Tintic.....	do	10,000	1927
Erda.....	International..	6,500	1929
Nephi.....	do	6,500	1928
Cache Junction.....	International..	18,000	1929
Salt Lake City.....	International..	60,000	1927
LOS ANGELES DIVISION:			
Los Angeles.....	Graver	42,000	1924
*Pomona.....	Wayside Treat- ing Plant.....		
Kelso.....	Graver	20,000	1924
Desert.....	Reservoir	15,000	1925
Arden.....	Graver	10,000	1924
Las Vegas.....	do	25,000	1923
Dry Lake.....	do	10,000	1924
Mosapa.....	Reservoir	10,000	1925
Rox.....	Graver	10,000	1923
Carp.....	International	15,000	1929

*Material on hand awaiting installation.

TRACK SCALES

Location	Capacity Tons	Length Feet	Make	Recording Device
IDAHO DIVISION:				
Kemmerer.....	100	50	Fairbanks	Type Register
Montpelier.....	100	50	do	do
Pocatello.....	150	63	do	do
Twin Falls.....	100	50	do	do
Nampa.....	100	50	do	do
Boise.....	100	50	do	do
Huntington.....	100	50	do	do
Burns.....	150	50	do	do
Idaho Falls.....	150	50	do	do
UTAH DIVISION:				
Iron Springs.....	150	50	Fairbanks	Type Register
Milford.....	100	63	do	do
Tintic.....	100	60	do	do
Provo.....	100	50	do	do
Salt Lake City.....	150	50	do	do
Salt Lake City.....	100	50	do	do
Cache Jct.....	100	50	do	do
Logan.....	150	50	do	do
LOS ANGELES DIVISION:				
Los Angeles ("A" Yard).....	150	56	Fairbanks	Type Register
Los Angeles ("C" Yard).....	150	50	do	do
Los Angeles (Reclaim).....	100	46	do	do
Crestmore.....	80	48	do	do
Las Vegas.....	100	56	do	do

STOCK YARDS—IDAHO DIVISION

FIRST SUB-DIVISION

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Granger.....	4	.....	1	.....	23	23	.....
Opal.....	18	.....	.....	3	95	95	Water, Scales.
Kemmerer.....	2	.....	1	1	12	12	.....
Fossil.....	3	.....	.....	2	28	28	Scales.
Sage.....	6	.....	.....	2	31	31	Scales.
Cokeville.....	4	2	.....	2	29	53	Water, Scales.
Border.....	3	.....	.....	2	26	26	.....
Pegram.....	3	.....	1	.....	14	14	.....
Dingle.....	3	.....	1	.....	28	28	.....
Montpelier.....	19	10	.....	6	401	441	Water. Over 300 acres pasture adjoining stock yards fenced with woven wire. Scales.

SECOND SUB-DIVISION

Montpelier.....	19	10	.....	6	401	441	Water. Over 300 acres pasture adjoining stock yards fenced with woven wire. Scales.
Pescadero.....	1	.....	.....	1	5	5	.....
Cavanaugh.....	1	.....	.....	.....	1	1	.....
Manson.....	1	.....	1	.....	7	7	.....
Soda Springs.....	6	.....	.....	4	71	71	(Pen privately owned.)
Alexander.....	1	3	1	.....	5	35	Water, Scales.
Bancroft.....	2	.....	.....	1	25	25	Water, Scales.
Pebble.....	5	4	.....	1	25	50	Water, Scales.
McCammon.....	6	.....	.....	1	43	43	Water, Scales.
Inkom.....	2	1	1	.....	2	12	.....
Pocatello.....	20	8	.....	6	232	252	Water, scales, 8 covered hog pens with capacity of 20 decks included.

THIRD SUB-DIVISION

Pocatello.....	20	8	.....	6	232	252	Water, Scales, 8 covered hog pens with capacity of 20 decks included.
American Falls.....	3	.....	1	.....	20	20	Water.
Minidoka.....	3	.....	.....	1	8	8	Water.
Kimama.....	3	.....	1	.....	21	21	Water.
Dietrich.....	1	.....	1	.....	4	4	.....
Shoshone.....	4	.....	2	.....	38	38	Water, Scales.
Gooding.....	5	2	.....	2	20	39	Water, Scales.
Bliss.....	3	.....	.....	1	23	23	Water.
Glenn's Ferry.....	8	.....	6	.....	50	50	Water.

FOURTH SUB-DIVISION

Glenn's Ferry.....	8	.....	6	.....	50	50	Water.
Hammett.....	2	.....	.....	1	6	6	Water.
Mountain Home.....	6	3	.....	2	75	260	Water, Scales.
Orchard.....	1	.....	.....	1	5	5	Water.
Meridian.....	3	.....	.....	2	16	16	Water, Scales.
Meridian.....	6	.....	1	.....	25	17	Water, Scales (pvt. yard).
Kuna.....	4	.....	.....	1	5	5	.....
Nampa.....	16	2	.....	4	107	317	Water, Scales.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—IDAHO DIVISION—Continued

FOURTH SUB-DIVISION—Concluded

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Caldwell.....	42	.....	.....	8	260	260	Water, Scales (U. S. Y. Co.)
Notus.....	2	.....	1	.....	4	4	Water, Scales.
Parma.....	5	.....	.....	1	16	16	Water, Scales.
Nyssa.....	5	.....	1	1	14	14	Water, Scales.
Arcadia.....	2	.....	1	.....	17	17	.....
Ontario.....	7	.....	1	.....	36	36	Water, Scales.
Payette.....	9	.....	1	1	28	28	Water, Scales.
Weiser.....	12	.....	1	1	29	29	Water, Scales.
Huntington.....	50	.....	4	2	173	173	Water, Scales.

FIFTH SUB-DIVISION

Pocatello.....	20	8	.....	6	232	252	Water, Scales, 8 covered hog pens with capacity of 20 decks included.
Tyhee.....	1	.....	1	.....	4	4	.....
Fort Hall.....	8	.....	.....	1	26	26	Water, Scales.
Blackfoot.....	4	.....	.....	2	20	20	Water.
Wapello.....	2	.....	.....	1	10	10	.....
Firth.....	2	.....	1	.....	8	8	Water.
Shelley.....	4	.....	1	.....	18	18	Water, Scales.
Idaho Falls.....	16	.....	.....	6	68	68	Water, Scales.
Payne.....	1	.....	.....	1	4	4	.....
Roberts.....	2	.....	1	.....	22	22	.....
Hamer.....	1	.....	.....	1	3	3	.....
Camas.....	3	.....	1	.....	14	14	.....
Dubois.....	8	.....	.....	1	37	37	Water, Scales, Lights.
Spencer.....	6	.....	.....	2	89	89	Scales.
Monida.....	9	.....	.....	2	6	6	Water, Scales.
Snowline.....	1	.....	1	.....	2	2	.....
Lima.....	5	.....	.....	2	86	86	Water.

SIXTH SUB-DIVISION

Lima.....	5	.....	.....	2	86	86	Water.
Dell.....	2	.....	.....	1	12	12	Water.
Kidd.....	2	.....	.....	1	8	8	.....
Red Rock.....	2	.....	2	.....	20	20	Water.
Armstead.....	11	.....	.....	2	43	43	Water, Scales.
Dillon.....	12	.....	2	.....	39	39	Water, Scales.
Bond.....	2	.....	.....	1	13	13	.....
Apex.....	2	.....	1	.....	14	14	.....
Navy.....	2	.....	2	.....	14	14	.....
Melrose.....	3	.....	.....	1	17	17	Scales.
Divide.....	7	.....	1	1	39	39	Scales, Water.
Feely.....	1	.....	.....	.....	5	5	.....
Silver Bow.....	2	.....	1	.....	5	5	Water.
Butte.....	6	.....	1	1	26	26	Water.

KEMMERER BRANCH

Kemmerer.....	2	.....	1	1	12	12	.....
Susie.....	3	3	.....	1	9	31	Scales.

PARIS BRANCH

Montpelier.....	19	10	.....	6	401	441	Water. Over 300 acres pasture adjoining stock yards fenced with woven wire. Scales.
Paris.....	5	.....	1	.....	28	28	.....

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—IDAHO DIVISION—Continued

GRACE BRANCH

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Alexander.....	1	3	1	.....	5	35	.....
Grace.....	3	.....	.....	1	12	12	Water, Scales.

TWIN FALLS BRANCH

Minidoka.....	3	.....	1	.....	8	8	Water.
Acequia.....	1	.....	1	.....	1	1	.....
†Rupert.....	4	8	1	2	12	52	Water, Scales.
Burley.....	4	3	.....	2	12	120	Water.
Parsons.....	2	.....	1	.....	10	10	.....
Murtaugh.....	2	.....	.....	1	10	10	Water.
Hansen.....	3	.....	.....	1	18	18	.....
Kimberly.....	5	.....	.....	2	33	33	Water, Scales.
Twin Falls.....	24	.....	.....	4	73	73	Water, Scales.
Filer.....	5	.....	2	1	17	17	Water.
Peavey.....	2	.....	.....	1	8	8	.....
Buhl.....	7	.....	.....	2	45	45	Water, Scales.

OAKLEY BRANCH

Burley.....	4	3	.....	2	8	54	Water, Scales.
Trout.....	2	.....	1	.....	11	11	Water.
Oakley.....	3	3	.....	2	23	68	Water, Scales.

WELLS BRANCH

Twin Falls.....	24	.....	.....	4	73	73	Water, Scales.
Berger.....	1	.....	.....	.....	.....	.....	Chute only.
Hollister.....	1	.....	1	.....	1	.....	.....
Amsterdam.....	.....	.....	1	.....	.....	.....	Chute only.
Rogerson.....	.....	6	.....	2	27	145	Water, Scales.
San Jacinto.....	4	.....	.....	2	21	21	Water.
Hubbard.....	2	.....	.....	1	13	13	.....
Red Point.....	4	.....	1	.....	40	40	Water.
Melandco.....	2	.....	.....	1	10	10	Water.
Wells.....	7	.....	.....	2	55	55	Water, Scales. S. P. Yard.

NORTH SIDE BRANCH

†Rupert.....	3	5	1	2	12	52	Water, Scales.
Paul.....	5	2	.....	1	15	85	Water, Scales.
Hazelton.....	2	.....	1	.....	12	12	Water.
Eden.....	4	.....	.....	1	48	48	Water, Scales.
Falls City.....	2	.....	.....	1	6	6	.....
Jerome.....	4	.....	.....	1	16	16	Water, Scales.
Wendell.....	2	.....	.....	2	17	17	Water, Scales.
Tuttle.....	1	.....	.....	1	4	4	.....
Bliss.....	3	.....	.....	1	17	17	Water.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

†Rupert Yard contains 1 quarantine pen with capacity of 2 decks and 3 private pens under lease with a capacity of 16 decks not included in total shown above.

STOCK YARDS—IDAHO DIVISION—Continued

RAFT RIVER BRANCH

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Burley.....	4	3	.....	2	38	54	Water, Scales.
Declo.....	2	.....	.....	1	13	13	.....
Idahome.....	2	.....	.....	1	13	13	.....

KETCHUM BRANCH

Shoshone.....	4	.....	.....	2	38	38	Water, Scales.
Richfield.....	2	.....	.....	1	12	12	Water, Scales.
Tikura.....	2	.....	1	.....	13	13	.....
Picabo.....	6	.....	1	1	22	22	Water, Scales.
Gannett.....	1	.....	1	.....	5	5	.....
Bellevue.....	3	4	.....	2	62	89	Water, Scales.
Hailey.....	4	5	.....	2	34	134	Water, Scales.
Ketchum.....	7	5	1	2	16	124	Water, Scales.

HILL CITY BRANCH

Richfield.....	2	.....	.....	1	12	12	Water, Scales.
Burmah.....	1	.....	1	.....	2	2	Scales.
Macon.....	4	.....	.....	1	26	26	.....
Fairfield.....	6	.....	.....	1	49	49	Water.
Corral.....	4	.....	.....	2	11	11	.....
Hill City.....	5	6	.....	2	44	167	Water, Scales.

BOISE BRANCH

Fair Grounds.....	.....	.....	1	.....	.....	.....	Chute only.
Boise Freight.....	1	.....	1	.....	2	2	.....
Barber Jct.....	7	.....	.....	2	66	66	Water, Scales.

MURPHY BRANCH

Nampa.....	16	2	.....	4	107	317	Water, Scales.
Melba.....	1	.....	1	.....	9	9	.....
Murphy.....	8	5	2	1	46	132	Water, Scales.

IDAHO NORTHERN BRANCH

Nampa.....	16	2	.....	4	107	317	Water, Scales.
Middleton.....	2	.....	1	.....	4	4	.....
Emmett.....	4	.....	.....	1	30	30	Water.
Montour.....	4	.....	1	.....	27	27	Water.
Horseshoe Bend.....	3	.....	1	.....	36	36	.....
Banks.....	4	.....	1	.....	11	11	.....
Smiths Ferry.....	3	6	.....	2	15	106	Scales.
Belvidere.....	3	.....	.....	2	20	20	Water.
Cascade.....	2	.....	2	.....	26	26	Water.
Donnelly.....	5	.....	.....	1	12	12	Water, Scales.
Norwood.....	2	.....	.....	1	5	9	Water.
McCall.....	8	4	.....	2	55	132	Water, Scales.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—IDAHO DIVISION—Continued

WILDER BRANCH

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Caldwell.....	42			8	260	260	Water, Scales (U. S. Y. Co.)
Greenleaf.....	1		1		1	1	
Wilder.....	4			1	11	11	Scales, Water.

HOMEDALE BRANCH

Nyssa.....	5		1	1	14	14	Water, Scales.
Kingman.....	2		1		2	2	
Adrian.....	3		1		2	2	Water.
Homedale.....	2			1	12	12	
Erb.....	2			1	10	10	

OREGON EASTERN BRANCH

Ontario.....	7		1	1	36	36	Water, Scales.
Mallett.....			1				Chute only.
Vale.....	3		1		21	21	Water.
Hope.....	2		1		11	11	Water, Scales.
Harper.....	4	2		1	18	41	Water, Scales.
Jonesboro.....	1		1		5	5	
Juntura.....	6		1	1	26	26	Water, Scales.
Riverside.....	4			1	18	18	Water, Scales.
Venator.....	4			1	16	16	Water, Scales.
Crane.....	8		1	1	63	63	Water, Scales.
Burns.....	11			2	59	59	Water, Scales.

BROGAN BRANCH

Vale.....	3		1		21	21	Water, Scales.
Jamieson.....	1		1		6	6	
Brogan.....	3		1	1	33	33	Water, Scales.

PAYETTE BRANCH

Payette.....	9		1	1	28	28	Water, Scales.
New Plymouth.....	3		1		2	2	Water, Scales.
Letha.....	1			1	6	6	
Emmett.....	4			1	30	30	Water, Scales.

NEW MEADOWS BRANCH

Midvale.....	5		1		10	10	Water.
Cambridge.....	6		1		12	12	Water, Scales.
Council.....	3			1	16	16	Water, Scales.
Woodland.....	2		1		10	10	
New Meadows.....	9			2	98	98	Water, Scales.

HOMESTEAD BRANCH

Sturgill.....	1			1	2	2	
Robinette.....	5			1	11	11	Water, Scales.
Brownlee.....	1		1		6	6	
Homestead.....	4		1		6	6	

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—IDAHO DIVISION—Concluded

MACKAY BRANCH

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Blackfoot.....	4			2	30	30	Water.
Clarkson.....	4			1	11	11	
Cerro Grande.....			1				Chute only.
Pioneer.....			1				Chute only.
Arco.....	4			1	18	18	Water.
Moore.....	2		1		13	13	Water.
Darlington.....	1		1		6	6	
Leslie.....	1			1	5	5	
Mackay.....	6	3		2	36	44	Water.

ABERDEEN BRANCH

Springfield.....	1			1	6	6	
Sterling.....	2		1		12	12	
Aberdeen.....	3			1	20	20	Water.

YELLOWSTONE BRANCH

Thornton.....	2			1	6	6	
Idaho Falls.....	5			3	29	9	Water.
Ucon.....	1		1		4	4	Water.
Rigby.....	1			1	4	4	Water.
Rexburg.....	4		2		20	20	Water.
Sugar City.....	2			1	14	14	Water.
St. Anthony.....	3			1	21	21	Water.
Chester.....	2			1	9	9	
Ashton.....	8		1	1	27	27	Water, Scales.
Warm River.....	2			1	12	12	
Pineview.....			1				Chute only.
Gerritt.....				1			Chute and crowding pens.
Big Springs.....	6			2	39	39	Scales.
Island Park.....	5			1	22	22	Scales.

WEST BELT BRANCH

Lewisville.....	2			1	16	16	
Ucon.....	1		1		4	4	Water.
Grant.....	1			1	2	2	
Menan.....	5			2	21	21	Water.
Edmonds.....	2			1	6	6	
Parker.....	1		1		4	4	
St. Anthony.....	3			1	21	21	Water.

EAST BELT BRANCH

Iona.....	3			2	16	16	
Ririe.....	2			1	13	13	Water.
Newdale.....	2			1	12	12	
St. Anthony.....	3			1	21	21	Water.

TETON VALLEY BRANCH

Ashton.....	8			1	27	27	Water, Scales.
Drummond.....	2		1		12	12	Water.
Lamont.....	2			1	10	10	
Tetonia.....	4			1	25	25	Water, Scales.
Driggs.....	2			1	13	13	Water.
Victor.....	13			2	257	257	Water, Scales.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—UTAH DIVISION

FIRST SUB-DIVISION

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Caliente..... Nev.	11	.....	.....	2	72	72	Water, Feed.
Barclay..... do	3	.....	1	.....	24	24	Enclosed Field, Water.
Modena..... Utah	4	.....	.....	1	58	58	Water, Feed, Scales, Dipping Vat, Shearing Pen.
Lund..... do	5	5	.....	3	50	74	Water, Feed.
Milford..... do	7	5	.....	2	35	70	Water, Feed, Scales, Shearing Pen.

SECOND SUB-DIVISION

Black Rock. Utah	11	.....	.....	2	20	40	Dipping Vat, Shearing Pen, Water.
Clear Lake... do	2	.....	1	.....	7	7	Water.
Oasis..... do	6	3	.....	1	40	98	Water, Feed.
Delta..... do	1	.....	.....	1	6	6	.....
Lynndyl..... do	1	.....	.....	.....	.....	.....	.....

THIRD SUB-DIVISION

Jericho..... Utah	.....	2	.....	1	.....	38	Shearing Facilities (Privately Owned).
McIntyre..... do	1	.....	1	.....	2	2	.....
Faust..... do	1	3	.....	1	6	33	Water.
St. John..... do	1	2	.....	2	5	38	Scales.
Stockton..... do	.....	.....	.....	1	.....	.....	.....
Warner..... do	1	3	.....	1	5	37	.....
Shields..... do	.....	1	1	.....	9	.....	.....
Lake Point... do	.....	1	.....	2	.....	43	.....
Garfield..... do	.....	1	.....	.....	1	17	.....

PROVO SUB-DIVISION

Leamington. Utah	1	.....	.....	1	2	2	.....
Soma..... do	.....	7	.....	1	.....	102	.....
Mills..... do	1	.....	.....	1	8	8	.....
Juab..... do	2	.....	.....	1	11	11	Water, Feed.
Nephi..... do	4	.....	1	.....	18	18	Water, Feed, Scales.
Burrison..... do	1	.....	1	.....	1	1	.....
Starr..... do	1	.....	1	.....	3	3	.....
Payson..... do	3	.....	.....	1	29	29	Water, Feed.
Spanish Fork	5	.....	.....	1	16	16	Water, Feed.
Springville... do	2	.....	.....	1	4	4	Water, Scales.
Provo..... do	4	.....	.....	1	31	31	Water, Feed.
Lehi..... do	6	1	.....	1	16	21	.....
Draper..... do	2	4	.....	1	10	54	Water.
Sandy..... do	1	2	1	.....	4	26	.....
Murray..... do	2	.....	.....	1	5	5	Water.
Walton..... do	2	.....	1	.....	2	2	.....
Burton..... do	3	.....	2	.....	8	8	.....

FOURTH SUB-DIVISION

Salt Lake City...	1	.....	1	.....	1	1	.....
North Salt Lake	.....	.....	.....	.....	.....	.....	Union Stockyards.
Farmington.....	1	.....	1	.....	4	4	.....
Kaysville.....	3	.....	.....	1	18	18	Water, Scales.
Layton.....	4	.....	.....	1	13	13	.....
Clearfield.....	6	.....	.....	1	18	18	Scales.
Brigham.....	3	.....	.....	1	18	18	Water.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—UTAH DIVISION—Continued

FIFTH SUB-DIVISION

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Honeyville.....	2	.....	.....	1	22	22	Water, Scales.
Dewey.....	3	.....	.....	1	10	10	Water.
Collinston.....	2	.....	1	.....	12	12	.....
Cache Jct.....	6	.....	1	.....	9	9	Water.
Cornish.....	5	.....	.....	1	22	22	Water, Scale.
Trenton.....	1	1	.....	1	5	22	.....
Utida.....	2	.....	1	.....	12	12	.....
Weston.....	3	.....	.....	1	16	16	Scale.
Dayton.....	3	.....	.....	1	11	11	Scale.
Clifton.....	2	.....	1	.....	6	6	.....
Coulam.....	1	.....	1	.....	5	5	.....
Oxford.....	1	.....	1	.....	6	6	.....
Swan Lake.....	1	.....	1	.....	6	6	.....
Downey.....	3	.....	1	.....	11	11	Water, Scale.
Arimo.....	2	.....	1	.....	11	11	.....

PIOCHE BRANCH

Panaca.....	.....	2	.....	1	39	39	.....
Pioche.....	2	.....	1	.....	12	12	Water.

CEDAR CITY BRANCH

Iron Springs.....	5	.....	.....	1	33	33	Water, Feed, Scales.
Cedar City.....	9	12	.....	2	57	160	Water, Feed, Scales.

FILLMORE BRANCH

Greenwood.....	2	.....	.....	1	10	10	Feed, Water.
Fillmore.....	4	.....	.....	1	21	21	Water, Feed.

FAIRFIELD BRANCH

Roberts.....	1			1	2	2	
Fairfield.....		2		1		32	

SYRACUSE BRANCH

Steed.....	1		1		2	2	
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MALAD BRANCH

Corinne.....	1		1		4	4	Water.
Cropley.....	3			1	11	11	Scales.
Tremonton.....	2		1		10	10	Water.
Fielding.....	2	.....	1	.....	7	7	.....
Washakie.....	.....	1	.....	.....	.....	.....	.....
Portage.....	2	.....	1	.....	7	7	Scales.
Malad.....	4			1	16	16	Water, Scales.

BEAR RIVER BRANCH

Garland Jct.....	6		1		34	34	Water, Scales.
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*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—UTAH DIVISION—Concluded

CACHE VALLEY BRANCH

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Wellsville.....	2	.....	1	.....	9	9	Water.
Logan.....	3	.....	1	.....	11	11	.....
Hyrum.....	1	2	.....	.....	5	36	.....
Smithfield.....	3	.....	1	.....	10	10	Water.
Richmond.....	1	.....	1	.....	.....	3	.....
Merrills.....	.....	.....	1	.....	.....	.....	.....
Franklin.....	1	.....	1	.....	5	5	.....
Whitney.....	3	.....	1	.....	6	6	Scale.
Preston.....	2		1		5	5	Water, Scales.

LOGAN SUGAR FACTORY BRANCH

Sugar Factory....	1		1		6	6	
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EVONA BRANCH

Sugar Works.....				2			
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LOS ANGELES DIVISION

FIRST SUB-DIVISION

Ontario.....Cal.	2		1	2	2	Water.
Mira Loma.....do		1				
Riverside.....do	1	.....	1	2	2	.....
San Bernardino.....do	40	.....	22	76	72	Water.
Summit.....do	4	.....	11	11	11	Water.
Hodge.....do	.....	1	.....	.....	.....	.....
Victorville.....do	4	.....	1	12	12	.....
Oro Grande.....do	3	.....	1	2	2	Water.
Hesperia.....do	2	.....	1	12	12	.....
Barstow.....do	24	.....	2	58	58	Water, Feed.

SECOND SUB-DIVISION

Yermo.....Cal.	9	.....	1	41	38	Water, Feed, Light.
Chase.....do	2	.....	1	7	7	Water.
Cima.....do	3	.....	1	14	14	.....
Ivanpah.....do	4	.....	1	14	14	Water, Feed.
Nipton.....do	2	.....	.....	13	13	.....
Las Vegas...Nev.	59	44	7	118	274	Water, Feed, Light, Scales.

THIRD SUB-DIVISION

Moapa.....Nev.	2	.....	1	12	12	Water.
Carp.....do	2	.....	1	2	2	.....

SAN PEDRO BRANCH

Workman.....Cal.	1	.....	1	1	1	.....
Clearwater.....do		1				
Hynes.....do	4		2	13	13	Water, Scales.

CRESTMORE BRANCH

Alamo.....Cal.		2	2			
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*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

HOG DRENCHING STATIONS

IDAHO DIVISION

Montpelier	Burley	Eden	Parma
Alexander	Twin Falls	Jerome	Nampa
McCammon	Buhl	Shoshone	Robinette
Pocatello	Rogerson	Glenn's Ferry	Nyssa
Minidoka	Henry	Orchard	Payette
Rupert	Filler	Wendell	Weiser
			Idaho Falls

UTAH DIVISION

Cache Junction	Caliente	Garland
North Salt Lake	Milford	Lynndyl

LOS ANGELES DIVISION

San Bernardino	Sands	Las Vegas
Yermo	Desert	Rox

MAIL CRANES

IDAHO DIVISION

Location	Kind	Location	Kind
Opal.....Wyo.	U. P. Standard	American Falls.....Idaho	Barker
*Oakley (MP 36.3)	.....	Acequia.....do	U. P. Standard
Idaho Div.....do	do	Kimama.....do	Barker
Diamondville.....do	do	Dietrich.....do	do
Fossil.....do	do	Gooding.....do	do
Sage.....do	do	Bliss.....do	do
Beckwith.....do	do	Milner.....do	do
Cokeville.....do	do	King Hill.....do	do
Border.....do	do	Hammett.....do	do
Pegram.....Idaho	do	Mountain Home.....do	do
Soda Springs.....do	do	Orchard.....do	do
Alexander.....do	do	Kuna.....do	do
Bancroft.....do	do	Notus.....do	do
Lava Hot Springs.....do	do	Parma.....do	do
Inkom (2).....do	do	Fort Hall.....do	U. P. Standard
†M.P. 220.3.....do	Barker	*Basalt (MP 170.7 ML).....do	Barker
		Chester.....do	U. P. Standard

UTAH DIVISION

No. S. Lake.....Utah	U. P. Standard	Black Rock.....Utah	U. P. Standard
Centerville (2).....do	Barker	Oasis.....do	do
Kaysville (2).....do	do	Stockton.....do	Barker
Layton (2).....do	do	Collinston.....do	do
Roy (2).....do	do	Trenton.....do	do
Willard.....do	U. P. Standard	Cornish.....do	do
Belmont.....do	do	Weston.....Idaho	do
Fielding.....do	do	Dayton.....do	do
Plymouth.....do	do	Oxford.....do	do
Honeyville.....do	Barker	Swan Lake.....do	do
Dewey.....do	do	Beryl.....do	do
Modena.....do	U. P. Standard	Arimo.....do	do
Nada.....do	do		

LOS ANGELES DIVISION

Montebello.....Cal.	Barker	Sloan.....Nev.	Barker
Pico.....do	do	Arden.....do	do
Ontario.....do	do	Dry Lake.....do	do
Mira Loma.....do	do	Moapa.....do	do
Crucero.....do	do	Rox.....do	do
Ivanpah.....do	do	Carp.....do	do
Nipton.....do	do	Elgin.....do	do
Jean.....Nev.	do		

†Serves Pocatello Air Port.

*Postoffice Names.

ICE HOUSES

Location	Operated By	Interior Dimensions Feet	Capacity Tons
IDAHO DIVISION:			
Kemmerer.....	U. P.	18 x 30 x 9	140
**Montpelier.....	do	18 x 22 x 12	120
*Pocatello.....	P. F. E.		8734
(Ice Manufacturing Plant with reserve storage.....)			
Minidoka.....	U. P.	18 x 22 x 12	100
Shoshone.....	do	30 x 45 x 18	500
Glenn's Ferry.....	do	32 x 60 x 22	1000
*Nampa.....	do		Ice secured commercially.
*Nampa.....	P. F. E.		23500
(Ice Manufacturing Plant with reserve storage.....)			
Blackfoot.....	U. P.	22 x 30 x 30	400
Idaho Falls.....	do	22 x 30 x 30	400
Ashton.....	do	24 x 30 x 20	350
Lima.....	do	23 x 44 x 32	700
West Yellowstone.....	do	20 x 30 x 20	250
Dubois.....	do	18 x 20 x 14	85
UTAH DIVISION:			
**Caliente.....	do	18 x 64.8 x 19.3	500
**Cedar City.....	do	16 x 28 x 14.5	100
**Milford.....	do	38 x 62.8 x 19.5	1000
Milford, (a) (b).....	P. F. E. Co.		
*Lynnndyl.....	U. P.	18 x 44 x 29	500
*Salt Lake City.....	do		Ice secured commercially.
*Ogden.....	P. F. E.		21257
(Ice Manufacturing Plant with reserve storage.....)			
Brigham.....	U. P.	30 x 45 x 20.....	500
Cache Junction.....	do	30 x 45 x 18	500
LOS ANGELES DIVISION:			
Los Angeles(a).....	F. R. Co.		185 Daily
Colton(a).....	P. F. E. Co.		12,500
(Ice Manufacturing Plant Reserve Storage.....)			500 Daily
**Yermo.....	U. P.	14 x 14 x 18..	100
**Kelso.....	do	12 x 12 x 16	42
Las Vegas(a).....	P. F. E. Co.		100 Daily
(Ice Manufacturing Plant Reserve Storage.....)			6,500
Moapa(a)(b).....	P. F. E. Co.		42

(a)—Regular icing station—East and Westbound.

(b)—Supply shipped from Las Vegas and Salt Lake City.

†Owned by Federal Refrigerating Company.

*Owned by Pacific Fruit Express Co.

**House shown is used for railroad storage only.

*Regular icing stations. Perishable freight may be re-iced at other stations shown in this list in case of emergency.

STANDARD CLOCKS

Division	Station	Location
Idaho.....	Granger.....	Telegraph Office.
	Kemmerer.....	Telegraph Office.
	Montpelier.....	Telegraph Office.
	Montpelier.....	Engineer's Register Room.
	McCammon.....	Telegraph Office.
	Pocatello.....	Passenger Conductor's Register Room
	Pocatello.....	Dispatcher's Office.
	Pocatello.....	Yard Telegraph Office.
	Pocatello.....	East End Yardmaster's Office.
	Pocatello.....	West End Yardmaster's Office.
	Pocatello.....	Crew Dispatcher's Office.
	Pocatello.....	Enginemen's Wash Room.
	Minidoka.....	Telegraph Office.
	Burley.....	Telegraph Office.
	Twin Falls.....	Telegraph Office.
	Twin Falls.....	Freight Office.
	Buhl.....	Telegraph Office.
	Wells.....	Telegraph Office.
	Shoshone.....	Telegraph Office.
	Ketchum.....	Telegraph Office.
	Bliss.....	Telegraph Office.
	Glenn's Ferry.....	Telegraph Office.
	Glenn's Ferry.....	Roundhouse Register Room.
	Nampa.....	Telegraph Office.
	Nampa.....	Yard Office.
	Nampa.....	Roundhouse Office.
	Nampa.....	Dispatcher's Office.
	Nyssa.....	Telegraph Office.
	Boise Freight.....	Yard Telegraph Office.
	Boise Freight.....	Roundhouse Office.
	McCall.....	Telegraph Office.
	Ontario.....	Telegraph Office.
	Payette.....	Telegraph Office.
	Weiser.....	Telegraph Office.
	Emmett.....	Telegraph Office.
	Huntington.....	Telegraph Office.
	Huntington.....	Yard Office.
	Burns.....	Telegraph Office.
	Council.....	Telegraph Office.
	New Meadows.....	Telegraph Office.
	Blackfoot.....	Telegraph Office.
	Idaho Falls.....	Yard Office.
	Idaho Falls.....	Telegraph Office.
	Idaho Falls.....	Enginemen's Register Room.
	Ashton.....	Telegraph Office.
	West Yellowstone.....	Telegraph Office.
	Mackay.....	Telegraph Office.
	Lima.....	Telegraph Office.
	Dillon.....	Telegraph Office.
	Silver Bow.....	Telegraph Office.
Utah.....	Caliente.....	Enginemen's Register Room.
	Caliente.....	Depot Register Room.
	Cedar City.....	Telegraph Office.
	Lund.....	Telegraph Office.
	Milford.....	Telegraph Office.
	Milford.....	Engineer's Register Room.
	Milford.....	Dispatcher's Office.
	Lynnndyl.....	Telegraph Office.
	Tintic.....	Telegraph Office.
	Provo.....	Local Freight Office.
	Provo.....	Joint Yard Telegraph Office.
	Provo.....	Joint Passenger Station.
	Salt Lake City.....	Dispatcher's Office.
	Salt Lake City.....	Telegraph Office, Union Depot.
	Salt Lake City.....	North Yard, Enginemen's Register Room.
	Salt Lake City.....	North Yard Telegraph Office.
	Salt Lake.....	South Yard Office, 1st No St.
Ogden.....	Ogden.....	Union Station Telegraph Office.
	Ogden.....	Freight Yard Telegraph Office.
	Ogden.....	Engine Dispatcher's Office, Roundhouse.
	Ogden.....	Enginemen's Wash Room.
	Brigham.....	Telegraph Office.
	Malad.....	Telegraph Office.
	Cache Junction.....	Telegraph Office.
	Preston.....	Telegraph Office.
	McCammon.....	Telegraph Office.
	McCammon.....	Telegraph Office.

STANDARD CLOCKS—Concluded

Division	Station	Location
Los Angeles.....	Los Angeles.....	Union Station, Telegraph Office.
	Los Angeles.....	Union Station Enginemen's Locker Room.
	Los Angeles.....	Dispatcher's Office.
	East Yard.....	Roundhouse.
	East Yard.....	Telegraph Office.
	Yermo.....	Telegraph Office.
	Kelso.....	Telegraph Office.
	Las Vegas.....	Roundhouse.
	Las Vegas.....	Telegraph Office.
	Las Vegas.....	Enginemen's Locker Room.

LICENSED WATCH INSPECTORS

R. V. Owens, General Supervisor of Time Service.....	Omaha, Neb
Hubbard-Denn Co.....	Salt Lake City, Utah
H. B. Miller Co.....	Salt Lake City, Utah
Anderson Jewelry Co.....	Ogden, Utah
Milton D. Peters.....	Brigham, Utah
Rudman & Gottberg.....	Malad, Ida.
B. T. Cardon.....	Logan, Utah
T. C. Merrill.....	Preston, Ida.
Ashcraft Jewelry Co.....	Tremonton, Utah
Nate Morgan Jewelry Co.....	Pocatello, Ida.
Parry Harrison.....	Pocatello, Ida.
F. E. Curtis.....	Kemmerer, Wyo.
E. R. Kammerath.....	Montpelier, Ida.
N. F. Dudley.....	Green River, Wyo.
A. E. Vredenburgh.....	Shoshone, Ida.
Dales Jewelry Co.....	Ketchum, Ida.
S. G. Davis.....	Jerome, Ida.
D. W. Martin.....	Glenn's Ferry, Ida.
Gills Jewelry Store.....	Caldwell, Ida.
A. T. Bullock.....	Nampa, Ida.
Lester Hamilton.....	Nampa, Ida.
Wright & Glover.....	Boise, Ida.
F. Earl Wyckoff.....	Ontario, Ore.
Ginzle Jewelry Shop.....	Ontario, Ore.
C. H. Logan.....	Huntington, Ore.
Joe Daniels.....	Payette, Ida.
Chas. A. Braun.....	Weiser, Ida.
Paulus Jewelry Co.....	Nyssa, Ore.
Geo. H. Scholer.....	Burley, Ida.
Scholer Jewelry Store.....	Rupert, Ida.
R. L. Roberts.....	Twin Falls, Ida.
Harry Wilson.....	Buhl, Ida.
Smith Jewelry Co.....	Emmett, Ida.
F. C. Christ.....	Blackfoot, Ida.
C. F. Ames.....	Idaho Falls, Ida.
Albert Stamm & Son.....	Dillon, Mont.
S. & S. Jewelry Co.....	Butte, Mont.
G. D. Davidson.....	Los Angeles, Cal.
J. McAuliffe.....	Los Angeles, Cal.
Geo. T. Johnson.....	Los Angeles, Cal.
Roy Blake.....	Los Angeles, Cal.
H. S. Downs.....	Los Angeles, Cal.
I. A. Sudbury.....	Los Angeles, Cal.
H. E. Wellman.....	Alhambra, Cal.
James Podmore.....	Huntington Park, Cal.
Arnold's Jewelry Co.....	Pasadena, Cal.
Boysen Jewelry Co.....	Long Beach, Cal.
A. J. Bryngelson.....	San Pedro, Cal.
H. C. Schultz.....	Riverside, Cal.
Arthur's Jewelry Store.....	San Bernardino, Cal.
C. O. Moore.....	Victorville, Cal.
M. J. Christensen.....	Las Vegas, Nev.
E. N. Webb.....	Lehi, Utah
W. E. Mitchell.....	Provo, Utah
Corner Drug Store.....	Milford, Utah
W. F. Mullet.....	Cedar City, Utah
John Morley & Son.....	Eureka, Utah

TELEPHONE EMERGENCY BOXES

Division	Station	Location
Los Angeles.....	Las Vegas..... Nev.	Derrick
	Los Angeles..... Cal.	do
	Caliente..... Nev.	do
Utah.....	Lynndyl..... Utah	do
	Salt Lake City..... do	do

TELEGRAPH WRECKING BOXES

Divisions	Stations	Box No.	Location
Idaho.....	Glenn's Ferry..... Idaho	.....	Derrick
	Pocatello..... do	.....	do
	Nampa..... do	.....	do

EMERGENCY PROVISION BOXES

Emergency provision boxes are carried in baggage cars of Mackay Branch, Victor Branch, East Belt Branch, West Belt Branch, Wells Branch, Ketchum Branch, Hill City Branch, Idaho Northern Branch and Homestead Branch passenger trains from November 15th to April 15th each year to protect passengers and crews in event of snow, flood or slide blockade. During balance of year these boxes are stored at the Pocatello Commissary.

HOSPITALS

LINCOLN COUNTY.....	Kemmerer, Wyo
MERCY OR NAZARENE.....	Nampa, Idaho
COUNTY HOSPITAL.....	Twin Falls, Idaho
POCATELLO GENERAL HOSPITAL.....	Pocatello, Idaho
DEE MEMORIAL.....	Ogden, Utah
DR. GROVES-LATTER DAY SAINTS'.....	Salt Lake City, Utah
MONTPELIER HOSPITAL.....	Montpelier, Idaho
ST. JAMES.....	Butte, Mont.
HOSPITAL OF THE GOOD SAMARITAN.....	Los Angeles, Cal.
CLARK GENERAL HOSPITAL.....	La Vegas, Nev.

EMERGENCY HOSPITALS
(Located in Yards)

Pocatello, Idaho.....	Day Nurse on Duty
Salt Lake City, Utah.....	Day Nurse on Duty
Los Angeles, Cal. (East Yard).....	Surgeon in Charge

SECTION HOUSES IDAHO DIVISION

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIRST SUB-DIV:	202	Granger.....	10.0
	203	Nutria.....	20.0
	204	Opal.....	30.0
	205	Waterfall.....	39.0
	*207	Kemmerer, inc. 8.5 mi. Kemmerer Branch.....	42.0
Main Line.....	*209	Tunnel.....	47.5
	*210	Fossil.....	58.0
	211	Sage.....	66.5
	214	Beckwith.....	75.0
	215	Cokeville.....	83.5
Cumberland Branch.....	361	(Elkol Branch.....	3.45
		Moyer (Cumberland Br'ch.....	9.26
		Jct. (Glencoe Branch.....	2.35
	216	Cokeville.....	92.0
	217	Pegram.....	100.5
SECOND SUB-DIV:	218	Dingle.....	110.0
	219	Montpelier.....	114.8
	*231	Montpelier, inc. 9.5 mi. Paris Br.....	117.0
	*232	Pescadero.....	123.0
	233	Georgetown.....	133.0
Main Line.....	236	Soda Springs.....	143.0
	237	Soda Springs.....	151.0
	238	Alexander, inc. 6.6 mi. Grace Br.....	159.0
	240	Bancroft.....	169.0
	241	Blaser.....	178.5
THIRD SUB-DIV:	*243	Topaz.....	186.0
	*244	McCammon, inc. 1.1 mi. 5th Sub.....	192.0
	*247	Onyx.....	199.0
	*248	Inkom.....	206.0
	*250	Pocatello.....	213.25
Main Line.....	*251	Pocatello.....	214.34
	*253	Pocatello, inc. 2.5 mi. Old Butte, M. L.....	215.0
	255	Pocatello, inc. 1.7 mi. Mont. Cut-Off.....	217.0
	*271	Pocatello.....	222.5
	272	Michaud.....	230.5
Twin Falls Branch.....	274	American Falls.....	240.0
	275	American Falls.....	250.5
	277	Wapi.....	261.0
	278	Minidoka.....	271.5
	391	Minidoka, inc. 5.9 mi. Twin Falls Br.....	276.0
North Side Branch.....	392	Rupert.....	21.0
	411	Rupert.....	19.0
	412	Eden.....	39.0
	413	Jerome.....	52.0
	414	Wendell.....	72.6
Twin Falls Branch.....	394	Burley, inc. 4 mi. R. R. Br.....	35.0
	396	6 mi. Oakley Br.....	50.0
	398	Murtaugh.....	60.0
	399	Buhl.....	74.3
	421	Burley.....	28.3
Raft River Branch.....	431	Burley.....	22.1
	441	Twin Falls.....	21.0
	443	Rogerson.....	41.0
	444	Delaplain.....	62.0
	446	Henry.....	85.0
Wells Branch.....	448	Summer Camp.....	105.0
	449	Wells.....	123.5
	291	Kimama.....	286.0
	292	Kimama.....	296.0
	294	Owinza.....	306.0
Main Line.....	295	Dietrich.....	315.0
	296	Dietrich.....	320.6

*Double track sections.

NOTE—Section limits are based on distances from initial points and reflect actual track mileage.

SECTION HOUSES—Continued IDAHO DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
THIRD SUB-DIV:—	297	Shoshone, inc. 1.0 mi. Ketchum Branch.....	326.0
	299	Gooding.....	337.5
	300	Gooding.....	349.0
	301	Bliss, inc. 0.4 mi. N. Side Br.....	358.0
	451	Richfield.....	19.5
Main Line.....	453	Picabo.....	38.0
	454	Bellevue.....	55.0
	455	Ketchum.....	68.9
	462	Magic.....	22.0
	463	Fairfield.....	43.0
Hill City Branch.....	464	Hill City.....	58.3
	303	King Hill.....	365.5
	*304	King Hill.....	372.0
	*305	Glenn's Ferry.....	375.0
	*310	Hammett.....	381.0
FOURTH SUB-DIV:	*311	Hammett.....	387.0
	*313	Reverse.....	393.3
	314	Mountain Home.....	403.5
	315	Mountain Home.....	414.0
	318	Orchard, inc. 0.2 mi. Boise, M. L.....	424.5
Main Line.....	319	Owyhee.....	437.0
	321	Kuna.....	448.0
	322	Nampa, inc. 5.2 mi. Boise M. L. & 1.3 mi. Nampa Br.....	454.5
	324	Orchard.....	436.0
	325	Boise.....	449.0
Boise Main Line.....	326	Meridian.....	462.0
	481	Boise.....	8.4
	331	Nampa, inc. 0.6 M.L. 0.9 Nampa Br., 0.8 Murphy Br.....	460.0
	333	Caldwell, inc. 11.3 mi. Wilder Branch.....	466.0
	334	Notus.....	476.0
Main Line.....	335	Parma.....	486.0
	471	Nampa.....	30.2
	491	Middleton.....	25.0
	492	Emmett, inc. 0.1 mi. Payette Branch.....	45.0
	494	Banks.....	70.0
Idaho Northern Branch.....	495	Smith's Ferry.....	88.5
	496	Cascade.....	107.5
	497	Donnelly.....	129.5
	501	New Plymouth.....	12.0
	502	Emmett.....	29.0
Payette Branch.....	511	Homedale.....	33.5
	511	Homedale.....	11.3
	551	Caldwell.....	496.0
	337	Nyssa, inc. 0.1 mi. Homedale Branch.....	504.5
	338	Ontario, inc. 1.9 mi. Ore. E. Branch.....	515.5
Main Line.....	339	Payette (inc. 0.1 mi. Payette Branch.....	527.0
	341	Weiser, inc. 0.4 mi. N.M.Br.....	538.5
	343	Old's Ferry, inc. 0.2 mi. Homestead Branch.....	18.0
	551	Weiser.....	36.0
	552	Midvale.....	54.0
New Meadows Branch.....	553	Cambridge.....	72.0
	554	Council.....	89.7
	555	New Meadows.....	16.8
	521	Vale, inc. 4.4 mi. Brogan Br.....	36.0
	522	Vale.....	55.0
Ore. Eastern Branch.....	523	Harper.....	74.0
	525	Juntura.....	94.0
	526	Riverside.....	115.0
	527	Riverside.....	136.0
	528	Crane.....	157.2
Homestead Branch.....	529	Burns.....	33.2
	541	Mineral.....	23.9
	531	Brogan.....	

*Double track sections.

NOTE—Section limits are based on distances from initial points and reflect actual track mileage.

SECTION HOUSES—Continued

IDAHO DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIFTH SUB-DIV:	72	Fort Hall.....	149.0
	73	Blackfoot.....	160.0
Main Line.....	75	Firth.....	172.0
	76	Shelley.....	183.0
	141	Blackfoot { Inc. 7.3 Gardner Branch.....	15.0
		{ Inc. 4.5 Thomas Branch.....	
Mackay Branch.....	143	Taber.....	45.0
	145	Arco.....	66.0
	147	Mackay.....	86.1
Aberdeen Branch.....	148	Pingree.....	28.4
Goshen Branch.....	150	Goshen.....	21.6
	80	Idaho Falls { Inc. 1.0 miles.....	188.0
		{ Yellowstone Br.....	
	81	Roberts.....	203.0
	84	Hamer.....	218.0
Main Line.....	86	Camas.....	232.0
	87	Dubois.....	243.0
	89	Spencer.....	254.0
	91	Humphrey.....	264.0
	98	Monida.....	274.0
	151	Ucon, inc. 0.2 mi. E. Belt Br.....	17.0
Yellowstone Branch.....	154	Rexburg { Inc. 4.4 mi. Sugar City Branch.....	30.5
		{ Menan, Inc., 2.7 mi. Annie Br.....	36.1
West Belt Branch.....	181	Lima.....	284.0
SIXTH SUB-DIV:	100	Dell.....	295.0
	102	Red Rock.....	306.0
	104	Armstead.....	317.0
Main Line.....	106	Barratts.....	327.0
	107	Dillon.....	340.0
	110	Navy.....	353.0
	112	Melrose.....	366.0
	113	Divide.....	379.0
	116	Silver Bow.....	390.1
	155	St. Anthony, inc. 2.4 W. Belt Branch.....	44.0
	157	Ashton, inc. 1.0 mi. Teton Valley Branch.....	57.0
Yellowstone Branch.....	158	Warm River.....	69.5
	159	Pineview.....	83.5
	161	Big Springs.....	96.0
	162	West Yellowstone.....	107.2
	172	Iona.....	22.0
East Belt Branch.....	174	Newdale.....	44.3
	191	Drummond.....	18.0
Teton Valley Branch.....	193	Tetonia.....	32.0
	194	Victor.....	45.8

UTAH DIVISION

	52	Caliente.....	458.75
	53	Eccles.....	460.50
	54	Islen.....	470.00
	56	Acoma.....	479.00
FIRST SUBDIVISION.....	58	Crestline.....	489.00
	59	Uvada.....	498.25
	60	Modena.....	508.00
	61	Beryl.....	518.00
	62	Zane.....	528.00
	63	Lund.....	538.00
	64	Nada.....	547.00
	65	Thermo.....	557.00
	66	Milford.....	566.00
	67	Milford.....	576.00
	68	Read.....	580.00
SECOND SUBDIVISION.....	69	Black Rock.....	590.50
	70	Pumice.....	600.50
	71	Bloom.....	610.50
	72	Borden.....	620.50
	73	Clear Lake.....	630.50
	74	Oasis.....	641.00

SECTION HOUSES—Continued

UTAH DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
	76	Cline.....	651.50
	77	Lyndyl.....	663.50
	79	Champlin.....	667.00
	80	Jericho.....	677.00
	81	McIntyre.....	687.00
	82	Tintic.....	697.75
	83	Lofgreen.....	703.00
THIRD SUBDIVISION.....	84	Dunbar.....	713.00
	85	Faust.....	723.00
	87	Stockton.....	733.00
	89	Warner.....	744.00
	90	Erda.....	753.00
	92	Garfield.....	764.00
	94	Buena Vista.....	773.00
	77	Lyndyl.....	665.67
	95	Leamington.....	666.70
	97	Mills.....	682.00
	99	Nephi.....	698.00
PROVO SUBDIVISION.....	101	Starr.....	714.00
	103	Payson.....	730.00
	105	Provo.....	746.00
	106	Pleasant Grove.....	755.00
	109	Draper.....	771.00
	16	Murray.....	49.98
	15	Salt Lake.....	42.50
	52	Caliente.....	4.00
Pioche Branch.....	217	Peck.....	22.00
	219	Pioche.....	32.94
Prince Branch.....	219	Pioche.....	8.62
Cedar City Branch.....	220	Avon.....	20.00
	221	Iron Springs.....	33.17
Iron Mountain Branch.....	221	Iron Springs.....	14.97
Frisco Branch.....	67	Milford.....	16.49
Fillmore Branch.....	225	Delta.....	32.24
Eureka Branch.....	82	Tintic.....	3.66
Silver City Branch.....	82	Tintic.....	2.42
Mammoth Branch.....	82	Tintic.....	5.21
Ironton Branch.....	105	Provo.....	1.87
Fairfield Branch.....	234	Cutler.....	23.86
	* 2	Roy.....	8.00
FOURTH SUBDIVISION:†	* 3	Clearfield.....	12.00
	* 5	Syracuse Branch.....	4.78
	* 7	Layton.....	19.50
	* 9	Farmington.....	27.00
	* 10	Woods Cross.....	33.75
Main Line.....	* 11	Salt Lake City.....	35.00
	** 12	Salt Lake City.....	35.46
	* 13	Salt Lake City.....	36.20
	13	Salt Lake City Frt. Line.....	37.58
	42	S. P. Jct.....	1.23
	42	S. P. Jct. (Five Pts.).....	15.00
	44	S. P. Jct. (Five Pts.).....	1.10
	44	Brigham.....	22.00
	44	Malad Valley Branch.....	3.92
	121	Garland.....	20.50
Malad Branch.....		Thatcher Branch.....	7.48
		Bear River Branch.....	10.68
	123	Portage.....	52.16
FIFTH SUBDIVISION:	54	Urban Branch.....	4.95
	54	Honeyville.....	32.00
	55	Collinston.....	43.00
Main Line.....	58	Cache Jet.....	50.50
		Cache Valley Branch.....	4.00
	59	Trenton.....	61.95
	60	Utida.....	74.50
	62	Oxford.....	86.50
	64	Downey.....	98.50
	66	Arimo.....	110.31
	132	Logan Sug. Fac.....	2.46
Cache Valley Branch.....	134	Wellsville.....	22.00
		College Branch.....	2.80
		Logan Branch.....	36.00
		Benson Branch.....	8.17
	136	Richmond.....	51.08

†Fourth Sub.-Div. Sections show mile post of East Section limit from Ogden to Salt Lake.

NOTE—Section limits are based on distances from initial points and reflect actual track mileage.

NOTE—Section limits are based on distances from initial points and reflect actual track mileage.

*Double Track Sections.

**Maintains yard trackage only.

SECTION HOUSES—Concluded

LOS ANGELES DIVISION

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIRST SUBDIVISION.....	1	East Yard.....	Yards
	2	Montebello.....	2.87
	4	Rowland.....	12.50
	5	Walnut.....	22.00
	6	Pomona.....	31.50
	8	Mira Loma.....	40.50
	10	Riverside.....	49.50
	200	1st St. Los Angeles.....	.86
	202	do do.....	.86
	12	Yermo.....	152.82
SECOND SUBDIVISION...	13	Harvard.....	169.00
	15	Afton.....	181.00
	17	King.....	194.50
	18	Balch.....	206.00
	19	Glasgow.....	216.00
	21	Kelso.....	226.50
	23	Elora.....	238.00
	25	Brant.....	253.60
	26	Moore.....	267.00
	29	Desert.....	282.00
San Pedro Branch.....	30	Jean.....	294.50
	32	Sloan.....	307.50
	33	Bard.....	319.90
	35	Las Vegas.....	331.00
	204	Hobart.....	2.81
	206	Hynes.....	7.43
	207	Wilmington.....	17.37
	200	Los Angeles 1st St.....	.92
	209	do Ave. 33.....	1.65
	200	Los Angeles, 1st St.....	1.61
Pasadena Branch.....	209	do Ave. 33.....	5.02
	210	La Habra.....	0.00
	212	Riverside.....	0.00
	212	Riverside.....	0.07
	214	Boulder City.....	22.69
	36	Wann.....	335.00
	38	Garnet.....	346.50
	39	Dry Lake.....	358.00
	41	Byron.....	368.00
	42	Acton.....	378.50
THIRD SUBDIVISION.....	43	Rox.....	388.50
	44	Hoya.....	398.50
	45	Galt.....	408.00
	46	Carp.....	418.00
	47	Leith.....	427.00
	49	Elgin.....	436.00
	50	Etna.....	446.00
	215	Logandale.....	17.18
St. Thomas Branch.....			

TUNNELS

No.	Location	Tunnel Section	Length (feet)	Lining
IDAHO DIVISION				
Main Line				
1	Tunnel..... M. P. 43.5	Single Trk.	1426	Concrete & Brick
17	Shafer..... M. P. B439.7	do	979	Timber.
Idaho Northern Branch				
2	Black Canyon..... M. P. 33.3	Single Trk.	475	254-ft. Timber.
3	Montour..... M. P. 38.6	do	129	Timber.
4	Big Eddy..... M. P. 77.3	do	221	Timber.
5	Smiths Ferry..... M. P. 83.8	do	37	Unlined.
Oregon Eastern Branch				
6	Namorf..... M. P. 53.7	Single Trk.	2537	Timber.
7	Juntura..... M. P. 71.2	do	138	Timber.
Homestead Branch				
8	Gypsum..... M. P. 4.0	Single Trk.	244	Unlined.
9	Robinette..... M. P. 32.1	do	376	34-ft. Timber.
Yellowstone Branch				
16	Gerrit..... M. P. 62.8	Single Trk.	557	Timber.
UTAH DIVISION				
Main Line				
15	Wheelon..... M. P. 45.2	Single Trk.	210	77-ft. Stone.
11	Eccles..... M. P. 462.78	DoubleTrk*	1324	Concrete.
12	Eccles..... M. P. 463.26	do *	502	do
13	Minto..... M. P. 471.38	Single Trk.	571	do
14	Minto..... M. P. 472.81	do	693	do
15	Islen..... M. P. 473.97	DoubleTrk*	232	do
16	Islen..... M. P. 474.26	do	387	do
17	Islen..... M. P. 474.63	do	299	do
18	Brown..... M. P. 487.89	Single Trk.	301	do
LOS ANGELES DIVISION				
Main Line				
1	Afton..... M. P. 192.34	Single Trk.	542	Timber.
2	Sloan..... M. P. 315.89	do	304	do
Alray, A. T. & S. F. Jnt.				
Line E. B. Track # 2. M. P. 91.25				
1	Alray, A. T. & S. F. Jnt.	do	468	Concrete.
Line E. B. Track # 1. M. P. 91.57				
3	Leith..... M. P. 430.51	do	379	do
4	Kyle..... M. P. 433.67	DoubleTrk*	1226	Timber.
5	Elgin..... M. P. 441.95	Single Trk.	600	Concrete.
6	Stine..... M. P. 449.05	DoubleTrk*	456	do
7	Stine..... M. P. 450.92	do *	431	do
8	Stine..... M. P. 451.34	do *	264	do
9	Etna..... M. P. 453.31	do *	612	do
10	Etna..... M. P. 455.97	do *	745	do

*Contains One Track.

SNOW SHEDS

Location	Length	Construction
NONE		

PAGES 192 TO 242, INCLUSIVE
CONTAIN INFORMATION PERTAINING
TO
NORTHWESTERN DISTRICT
UNION PACIFIC RAILROAD COMPANY

CAMAS PRAIRIE RAILROAD COMPANY

ALPHABETICAL LIST OF STATIONS

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
NN 54	Aberdeen.....	Wash.	Oregon.....	206
GB 31	Acton.....	Wash.	Washington.....	210
NG 13	Adams.....	Ore.	Washington.....	210
	Adamsboro.....	Ore.	Oregon.....	202
CS 15	Agatha.....	Idaho	Main.....	245
NB 106	Agency.....	Ore.	Oregon.....	204
CS 28	Ahsahka.....	Idaho	Bend.....	245
V 1780	Albina.....	Ore.	Camas Prairie.....	202
GH 13	Albion.....	Wash.	Main.....	213
NM 9	Alicel.....	Ore.	Moscow.....	208
CP 36	Almota.....	Wash.	Joseph.....	245
NG 83	Alto.....	Wash.	Camas Prairie.....	211
G 1712	Anker y.....	Wash.	Pendleton-Tucannon.....	209
GM 78	Argentine.....	Idaho	Main.....	214
	Argo.....	Wash.	Wallace.....	205
1637	Arlington.....	Ore.	Oregon.....	203, 204
GH 16	Armstrong.....	Wash.	Main.....	213
CS 3	Arrow.....	Idaho	Moscow.....	245
GA 29	Artesia.....	Wash.	Camas Prairie.....	209
G 1645	Ash.....	Wash.	Wallula.....	209
G 1736	Ashby.....	Wash.	Main.....	209
NG 18	Athens.....	Ore.	Main.....	210
G 1632	Attalia.....	Wash.	Pendleton-Tucannon.....	209
			Main.....	210
			Yakima.....	205
1933	Auburn.....	Wash.	Main.....	209
GA 28	Auker.....	Wash.	Wallula.....	204
	Axford.....	Ore.	Bend.....	209
G 1682	Ayer.....	Wash.	Main.....	212
			Ayer-Tekoa.....	212
NG 31	Bade.....	Ore.	Pendleton-Tucannon.....	210
X 1606	Bailey.....	Ore.	Main.....	203
GB 69	Baird.....	Wash.	Oregon.....	210
1434	Baker.....	Ore.	Yakima.....	208
	Balch.....	Wash.	Main.....	206
NV 6	Barnes (Maegley Jct.).....	Ore.	Grays Harbor.....	206
			St. Johns.....	203
ND 20	Barnett.....	Ore.	Condon.....	204
1567	Barnhart.....	Ore.	Main.....	207
NG 33	Barrett.....	Ore.	Pendleton-Tucannon.....	210
NB 150	Bend.....	Ore.	Bend.....	204
1928	Benroy.....	Wash.	Main.....	205
GB 36	Benton City.....	Wash.	Yakima.....	210
NG 60	Berryman.....	Wash.	Pendleton-Tucannon.....	211
GB 48	Biggam.....	Wash.	Yakima.....	210
1672	Biggs.....	Ore.	Main.....	203, 204
CP 50	Bishop.....	Wash.	Camas Prairie.....	245
GM 38	Black Lake.....	Idaho	Wallace.....	213
1945	Black River Jct.....	Wash.	Main.....	205
NG 10	Blackley.....	Ore.	Pendleton-Tucannon.....	210
NN 2	Blakeslee Jct.....	Wash.	Oregon.....	206
1646	Bialock.....	Ore.	Main.....	203
NG 27	Blue Mountain.....	Ore.	Pendleton-Tucannon.....	210
NN 49	Blue Slough.....	Wash.	Grays Harbor.....	206
1612	Boardman.....	Ore.	Main.....	203
1502	Bodie.....	Ore.	Main.....	207
NG 72	Bolles.....	Wash.	Oregon.....	211
			Pendleton-Tucannon.....	211
			Main.....	207
1536	Bonifer.....	Ore.	Oregon.....	202
1737	Bonneville.....	Ore.	Main.....	203
1623	Boulder.....	Ore.	Oregon.....	204
NC 46	Bourbon.....	Ore.	Shaniko.....	245
CP 38	Boyart.....	Wash.	Camas Prairie.....	214
GM 67	Bradley.....	Idaho	Wallace.....	202
1749	Bridal Veil.....	Ore.	Main.....	202
W 1774	Brunn.....	Ore.	Main.....	205
1869	Bucoda.....	Wash.	Yakima.....	210
GB 82	Buena.....	Wash.	Camas Prairie.....	246
CP 91	Bundy.....	Idaho	Wallace.....	214
GM 87	Burke.....	Idaho	Washington.....	203
			Bend.....	207
1522	Cambrai.....	Ore.	Main.....	207
1572	Camp.....	Ore.	Oregon.....	212
GE 22	Campbell.....	Ore.	Main.....	212
GB 55	Canyon.....	Wash.	Yakima.....	210
			Ayer-Tekoa.....	212
			Yakima.....	210

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
NH 2	Carpenter.....	Ore.	Washington.....	211
1813	Carrolls.....	Wash.	Oregon.....	205
1733	Cascade Locks.....	Ore.	Oregon.....	202
	Cascade Paper			
	Spur.....	Wash.	Oregon.....	205
1617	Castle.....	Ore.	Oregon.....	203
1828	Castle Rock.....	Wash.	Oregon.....	205
GM 58	Cataldo.....	Idaho	Washington.....	213
1548	Cayuse.....	Ore.	Oregon.....	207
NE 14	Cecil.....	Ore.	Oregon.....	204
CH 10	Cedar Canyon.....	Idaho	Camas Prairie.....	246
NN 22	Cedarville.....	Wash.	Oregon.....	206
1679	Celilo.....	Ore.	Oregon.....	203
CP 15	Central Ferry.....	Wash.	Camas Prairie.....	245
1862	Centralia.....	Wash.	Oregon.....	205
			Grays Harbor.....	206
1863	Centralia Jct.....	Wash.	Oregon.....	205
			Grays Harbor.....	206
GB 43	Chaffee.....	Wash.	Washington.....	210
1875	Chain Hill.....	Wash.	Oregon.....	205
1773	Chain.....	Ore.	Oregon.....	202
CS 41	Chapin.....	Idaho	Camas Prairie.....	245
NL 14	Chatcolet.....	Wash.	Washington.....	211
BM 23	Chatcolet.....	Idaho	Washington.....	213
1703	Chatfield.....	Ore.	Oregon.....	202
CS 9	Cheerylane.....	Idaho	Camas Prairie.....	245
1858	Chehalis.....	Wash.	Oregon.....	205
G 1770	Cheney.....	Wash.	Washington.....	209
GJ 156	Chester.....	Wash.	Washington.....	213
G 1686	Chew.....	Wash.	Washington.....	209
1605	Clarke.....	Ore.	Oregon.....	207
W 1768	Clarrie.....	Ore.	Oregon.....	202
ND 29	Clem.....	Ore.	Oregon.....	204
CP 112	Clicks.....	Idaho	Camas Prairie.....	246
GJ 142	Coe.....	Wash.	Tekoa-Spokane.....	213
G 1613	Cold Springs.....	Ore.	Main.....	209
GE 77	Colfax.....	Wash.	Washington.....	212, 213
GG 34	Coman.....	Wash.	Washington.....	212
ND 45	Condon.....	Ore.	Oregon.....	204
NM 6	Conley.....	Ore.	Oregon.....	208
GF 53	Connell.....	Wash.	Washington.....	212
1533	Conway.....	Ore.	Oregon.....	207
	Corbett.....	Ore.	Oregon.....	202
GB 39	Corral.....	Wash.	Washington.....	210
NN 51	Cosmopolis.....	Wash.	Oregon.....	206
CP 133	Cottonwood.....	Idaho	Camas Prairie.....	246
G 1781	Cowles.....	Wash.	Washington.....	209
CP 113	Craig Jct.....	Idaho	Camas Prairie.....	246
CP 117	Craigmont.....	Idaho	Camas Prairie.....	246
CP 40	Crampton.....	Wash.	Camas Prairie.....	245
1694	Crates.....	Ore.	Oregon.....	202
GE 75	Crest.....	Wash.	Washington.....	212
1467	Crooks.....	Ore.	Oregon.....	208
G 1752	Croskey.....	Wash.	Washington.....	209
CP 44	Crum.....	Wash.	Camas Prairie.....	245
CP 94	Culdesac.....	Idaho	Camas Prairie.....	246
NB 114	Culver.....	Ore.	Oregon.....	204
GF 51	Curry.....	Wash.	Washington.....	212
			Connell.....	212
GJ 135	Darknell.....	Wash.	Washington.....	213
1663	Day.....	Ore.	Oregon.....	203
NK 13	Dayton.....	Wash.	Washington.....	211
CH 38	Deer Creek.....	Idaho	Camas Prairie.....	246
NL 8	Delaney.....	Wash.	Washington.....	211
NC 24	De Moss.....	Ore.	Oregon.....	204
NB 143	Des Chutes.....	Ore.	Oregon.....	204
GE 68	Diamond.....	Wash.	Washington.....	212
NB 25	Dike.....	Ore.	Oregon.....	203
1682	Dillon.....	Ore.	Oregon.....	203
GJ 159	Dishman.....	Wash.	Washington.....	213
NL 16	Dodge.....	Wash.	Washington.....	211
1741	Dodson.....	Ore.	Oregon.....	202
GB 87	Donald.....	Wash.	Washington.....	210
GM 85	Dorn.....	Idaho	Washington.....	214
NG 24	Downing.....	Ore.	Washington.....	210
GM 52	Dudley.....	Idaho	Washington.....	213
			Pendleton-Tucannon.....	210
			Wallace.....	213

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
NK 8	Dumas..... Wash.	Washington.....	Dayton.....	211
1527	Duncan..... Ore.	Oregon.....	Main.....	207
1684	Dune..... Ore.	Oregon.....	Main.....	203
NT 3	Dupont..... Wash.	Oregon.....	American Lake.....	206
1407	Durkee..... Ore.	Oregon.....	Main.....	208
1735	Eagle Creek..... Ore.	Oregon.....	Main.....	202
1881	East Lewiston..... Idaho	Oregon.....	Camas Prairie.....	245
V 1781	East Olympia..... Wash.	Oregon.....	Main.....	205, 206
GJ 162	East Portland..... Ore.	Oregon.....	Main.....	202
1583	East Spokane..... Wash.	Washington.....	Tekoa-Spokane.....	213
GE 89	Echo..... Ore.	Oregon.....	Main.....	207
NM 21	Elberton..... Wash.	Washington.....	Ayer-Tekoa.....	212
G 1732	Emden..... Ore.	Oregon.....	Joseph.....	208
GB 67	Emerald..... Wash.	Washington.....	Main.....	209
GM 62	Enaville..... Idaho	Washington.....	Yakima.....	210
1424	Ereina..... Ore.	Oregon.....	Wallace.....	213
GE 58	Endicott..... Wash.	Oregon.....	Main.....	208
NG 61	Ennis..... Wash.	Washington.....	Ayer-Tekoa.....	212
NM 78	Enterprise..... Ore.	Washington.....	Pendleton-Tucannon.....	211
NC 31	Erskine..... Ore.	Oregon.....	Joseph.....	208
GF 42	Estes..... Wash.	Oregon.....	Shaniko.....	204
1848	Evaline..... Wash.	Washington.....	Connell.....	212
GJ 132	Fairfield..... Wash.	Oregon.....	Main.....	205
W 1762	Fairview..... Ore.	Washington.....	Tekoa-Spokane.....	213
1729	Farley..... Ore.	Main.....	Main.....	202
GE 104	Farlington..... Wash.	Oregon.....	Main.....	202
1786	Felida..... Wash.	Washington.....	Ayer-Tekoa.....	212
CP 142	Fenn..... Idaho	Oregon.....	Main.....	205
CP 125	Ferdinand..... Idaho	Oregon.....	Camas Prairie.....	246
1770	Fir..... Ore.	Camas Prairie.....	Camas Prairie.....	246
GG 42	Fletcher..... Wash.	Main.....	Main.....	212
GB 83	Flint..... Wash.	Pleasant Valley.....	Yakima.....	210
CH 6	Fohl..... Idaho	Washington.....	Yakima.....	210
1770	Forebay..... Idaho	Washington.....	Camas Prairie.....	246
GB 60	Forsell..... Wash.	Washington.....	Camas Prairie.....	246
CP 86	Fort Lapwai..... Idaho	Washington.....	Yakima.....	210
NT 4	Fort Lewis..... Wash.	Oregon.....	Camas Prairie.....	246
GJ 147	Freeman..... Wash.	Oregon.....	American Lake.....	206
NB 67	Frieda..... Ore.	Washington.....	Tekoa-Spokane.....	213
NN 36	Fuller..... Wash.	Oregon.....	Bend.....	203
NN 5	Galvin..... Wash.	Washington.....	Wallace.....	214
GE 95	Garfield..... Wash.	Oregon.....	Grays Harbor.....	206
GH 24	Garrison..... Wash.	Washington.....	Ayer-Tekoa.....	212
NB 93	Gateway..... Ore.	Washington.....	Moscow.....	213
G 1764	Geib..... Wash.	Oregon.....	Bend.....	204
GM 84	Gem..... Idaho	Oregon.....	Jordan.....	209
1538	Gibbon..... Ore.	Washington.....	Wallace.....	214
1641	Gilmore..... Ore.	Oregon.....	Main.....	207
NH 3	Glenoeve..... Ore.	Oregon.....	Main.....	203
GE 83	Glenwood..... Wash.	Washington.....	Umapine.....	211
1497	Glover..... Ore.	Oregon.....	Ayer-Tekoa.....	212
1661	Goff..... Ore.	Main.....	Main.....	207
GF 8	Gordon..... Wash.	Connell.....	Main.....	203
W 1771	Graham..... Ore.	Washington.....	Main.....	212
GB 58	Grandview..... Wash.	Oregon.....	Main.....	202
GB 73	Granger..... Wash.	Washington.....	Yakima.....	210
CP 149	Grangeville..... Idaho	Oregon.....	Camas Prairie.....	246
1669	Grant..... Ore.	Oregon.....	Camas Prairie.....	246
NC 38	Grass Valley..... Ore.	Oregon.....	Main.....	203
GG 4	Gravel Center..... Wash.	Oregon.....	Shaniko.....	204
X 1601	Gravel Pit..... Wash.	Oregon.....	Main.....	205
CS 40	Gravel Pit Spur..... Ore.	Washington.....	Pleasant Valley.....	212
GB 28	Greer..... Idaho	Oregon.....	Main.....	207
NM 25	Crosscup..... Wash.	Oregon.....	Camas Prairie.....	246
ND 36	Gullwing..... Ore.	Washington.....	Camas Prairie.....	245
NG 57	Gwendolen..... Ore.	Oregon.....	Yakima.....	210
1444	Hadley..... Wash.	Oregon.....	Joseph.....	208
CH 19	Haley..... Ore.	Oregon.....	Condon.....	204
GM 31	Harrison..... Idaho	Washington.....	Pendleton-Tucannon.....	210
NG 7	Havana..... Ore.	Oregon.....	Main.....	208
		Washington.....	Camas Prairie.....	246
		Oregon.....	Wallace.....	213
		Washington.....	Pendleton-Tucannon.....	210

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
GE 30	Hay..... Wash.	Washington.....	Ayer-Tekoa.....	212
NC 19	Hay Canyon..... Ore.	Oregon.....	Shaniko.....	204
CH 40	Headquarters..... Idaho	Oregon.....	Camas Prairie.....	246
GB 9	Hedges..... Wash.	Washington.....	Yakima.....	210
CH 32	Helphrey..... Idaho	Oregon.....	Camas Prairie.....	246
NN 12	Helsing Junction..... Wash.	Oregon.....	Grays Harbor.....	206
1765	Hemlock..... Ore.	Oregon.....	Main.....	202
NE 45	Heppner..... Ore.	Oregon.....	Heppner.....	204
1627	Heppner Junction..... Ore.	Oregon.....	Main.....	203
X 1595	Hermiston..... Ore.	Oregon.....	Heppner.....	204
1494	Hilgard..... Ore.	Oregon.....	Main.....	207
GJ 161	Hill..... Wash.	Oregon.....	Tekoa-Spokane.....	213
1417	Hindman..... Ore.	Oregon.....	Main.....	208
1591	Hinkle..... Ore.	Oregon.....	Main.....	207
GH 21	Holland..... Wash.	Washington.....	Moscow.....	213
1546	Homly..... Ore.	Oregon.....	Main.....	207
1712	Hood River..... Ore.	Oregon.....	Main.....	202
1657	Hook..... Ore.	Oregon.....	Main.....	203
GF 15	Hooper..... Wash.	Washington.....	Connell.....	212
G 1704	Hooper Jct..... Wash.	Washington.....	Main.....	209
NN 57	Hoquiam..... Wash.	Oregon.....	Connell.....	212
1477	Hot Lake..... Ore.	Oregon.....	Grays Harbor.....	206
NL 19	Houser..... Wash.	Oregon.....	Main.....	208
1922	Hughes Siding..... Wash.	Washington.....	Pomeroy.....	211
G 1639	Humorist..... Wash.	Oregon.....	Main.....	205
1386	Huntington..... Ore.	Washington.....	Main.....	209
GG 23	Huntley..... Wash.	Oregon.....	Main.....	208
NK 6	Huntsville..... Wash.	Washington.....	Pleasant Valley.....	212
1518	Huron..... Ore.	Washington.....	Dayton.....	211
1449	Hutchinson..... Ore.	Oregon.....	Main.....	207
NM 12	Imbler..... Ore.	Oregon.....	Main.....	208
NN 14	Independence..... Wash.	Oregon.....	Joseph.....	208
CP 55	Indian..... Wash.	Oregon.....	Grays Harbor.....	206
CP 42	Interior..... Wash.	Oregon.....	Camas Prairie.....	245
NE 28	Ione..... Ore.	Oregon.....	Camas Prairie.....	245
X 1609	Irrigon..... Ore.	Oregon.....	Heppner.....	204
NM 3	Island City..... Ore.	Oregon.....	Main.....	203
NL 11	Jackson..... Wash.	Oregon.....	Joseph.....	208
CP 92	Jacques..... Idaho	Washington.....	Pomeroy.....	211
CH 28	Jaype..... Idaho	Oregon.....	Camas Prairie.....	246
GE 36	Jerita..... Wash.	Washington.....	Camas Prairie.....	246
1395	Jersey Wye..... Ore.	Washington.....	Ayer-Tekoa.....	212
NH 1	Jett..... Ore.	Oregon.....	Bend.....	204
NE 31	Johns..... Ore.	Oregon.....	Mair.....	208
CS 34	Jordan..... Idaho	Washington.....	Umapine.....	211
NM 84	Joseph..... Ore.	Oregon.....	Heppner.....	204
G 1692	Joso..... Wash.	Oregon.....	Camas Prairie.....	245
X 1613	Judson..... Ore.	Oregon.....	Joseph.....	208
G 1621	Juniper..... Ore.	Washington.....	Main.....	209
GG 21	Juno..... Wash.	Washington.....	Main.....	209
GF 37	Kahlotus..... Wash.	Washington.....	Pleasant Valley.....	212
1809	Kalama..... Wash.	Oregon.....	Connell.....	212
1504	Kamela..... Ore.	Oregon.....	Main.....	205
CS 55	Kamiah..... Idaho	Oregon.....	Main.....	207
NB 79	Kaskela..... Ore.	Oregon.....	Camas Prairie.....	245
GM 69	Kellogg-Wardner..... Idaho	Oregon.....	Bend.....	204
NC 63	Kelsey..... Ore.	Washington.....	Wallace.....	214
1819	Kelso..... Wash.	Oregon.....	Shaniko.....	204
GB 13	Kennewick..... Wash.	Oregon.....	Main.....	205
NC 52	Kent..... Ore.	Washington.....	Yakima.....	210
1938	Kent..... Wash.	Oregon.....	Shaniko.....	204
1775	Kenton..... Ore.	Oregon.....	Main.....	205
1898	Kentron..... Wash.	Oregon.....	Main.....	202
NB 11	Kloan..... Ore.	Oregon.....	Main.....	205
NC 14	Klondike..... Ore.	Oregon.....	Bend.....	203
1789	Knapp..... Wash.	Oregon.....	Shaniko.....	204
NS 2	Knauer..... Wash.	Oregon.....	Main.....	205
CS 63	Kooskia..... Idaho	Oregon.....	Olympia.....	206
		Oregon.....	Camas Prairie.....	245

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
1886	Kyro.....Wash.	Oregon	Main.....	205
GM 28	Lacon.....Idaho	Washington	Wallace.....	213
GE 41	La Crosse.....Wash.	Washington	Ayer-Tekoa.....	212
			Connell.....	212
1486	La Grande.....Ore.	Oregon	Main.....	207, 208
GM 45	Lane.....Idaho	Washington	Wallace.....	213
NG 44	Langdon.....Wash.	Washington	Pendleton-Tucannon	210, 211
NN 26	Lankner.....Wash.	Oregon	Grays Harbor.....	206
GJ 123	Latah.....Wash.	Washington	Tekoa-Spokane.....	213
1752	Latourell.....Ore.	Oregon	Main.....	202
GB 26	Ledbeder.....Wash.	Washington	Yakima.....	210
CS 17	Lenore.....Idaho	Oregon	Camas Prairie.....	245
NF 11	Lens.....Ore.	Oregon	Pilot Rock.....	207
1410	Leonard.....Ore.	Oregon	Main.....	208
GB 21	Leslie.....Wash.	Washington	Yakima.....	210
CP 72	Lewiston.....Idaho	Oregon	Camas Prairie.....	245
NE 36	Lexington.....Ore.	Oregon	Heppner.....	204
1391	Lime.....Ore.	Oregon	Main.....	208
CH 11	Lime Mountain.....Idaho	Oregon	Camas Prairie.....	246
1723	Lindsey.....Ore.	Oregon	Main.....	202
NB 17	Lockit.....Ore.	Oregon	Bend.....	203
GJ 145	Lockwood.....Wash.	Washington	Tekoa-Spokane.....	213
1481	Lone Tree.....Ore.	Oregon	Main.....	208
NK 10	Long.....Wash.	Washington	Dayton.....	211
1815	Longview Jct.....Wash.	Oregon	Main.....	205
NM 34	Looking Glass.....Ore.	Oregon	Joseph.....	208
NM 68	Lostine.....Ore.	Oregon	Joseph.....	208
GM 7	Lovell.....Idaho	Washington	Wallace.....	213
GA 19	Lowden.....Wash.	Washington	Wallula.....	209
NK 4	Loyd.....Wash.	Washington	Dayton.....	211
1456	Lun.....Ore.	Oregon	Main.....	208
G 1716	Mack.....Wash.	Washington	Main.....	209
NB 104	Madras.....Ore.	Oregon	Bend.....	204
G 1677	Magallon.....Wash.	Washington	Main.....	209
GJ 144	Manito.....Wash.	Washington	Tekoa-Spokane.....	213
G 1725	Marengo.....Wash.	Washington	Main.....	209
G 1777	Marshall.....Wash.	Washington	Main.....	209
G 1759	Mason.....Wash.	Washington	Main.....	209
G 1672	Matthew.....Wash.	Washington	Main.....	209
NB 54	Maupin.....Ore.	Oregon	Bend.....	203
GF 29	McAdam.....Wash.	Washington	Connell.....	212
NF 2	McBee.....Ore.	Oregon	Pilot Rock.....	207
NG 79	McKay.....Wash.	Washington	Pendleton-Tucannon	211
NE 25	McNab.....Ore.	Oregon	Heppner.....	204
1511	Meacham.....Ore.	Oregon	Main.....	207
GM 41	Medimont.....Idaho	Washington	Wallace.....	213
GB 45	Meek.....Wash.	Washington	Yakima.....	210
NN 44	Melbourne.....Wash.	Oregon	Grays Harbor.....	206
1716	Meno.....Ore.	Oregon	Main.....	202
NG 76	Menoken.....Wash.	Washington	Pendleton-Tucannon	210, 211
1610	Messenger.....Ore.	Oregon	Bend.....	204
NB 109	Metolius.....Ore.	Oregon	Tekoa-Spokane.....	213
GJ 150	Mica.....Wash.	Washington	Yakima.....	210
GB 64	Midvale.....Wash.	Washington	Condon.....	204
ND 25	Mikkalo.....Ore.	Oregon	Main.....	203
1675	Miller.....Ore.	Oregon	Pendleton-Tucannon	210
NG 36	Milton.....Ore.	Washington	Joseph.....	208
NM 47	Minam.....Ore.	Oregon	Main.....	207
1551	Minthorn.....Ore.	Oregon	Main.....	207
1555	Mission.....Ore.	Oregon	Main.....	207
GE 72	Moonkoma.....Wash.	Washington	Ayer-Tekoa.....	212
W 1770	Montavilla.....Ore.	Oregon	Main.....	202
NO 2	Montesano.....Wash.	Oregon	Montesano.....	206
NB 5	Moody.....Ore.	Oregon	Bend.....	203
NE 20	Morgan.....Ore.	Oregon	Heppner.....	204
NC 27	Moro.....Ore.	Oregon	Shaniko.....	204
GH 28	Moscow.....Idaho	Washington	Moscow.....	213
CP 62	Moses.....Wash.	Oregon	Camas Prairie.....	245
1706	Mosier.....Ore.	Oregon	Main.....	202
1500	Motanic.....Ore.	Oregon	Main.....	207
1746	Multnomah Falls.....Ore.	Oregon	Main.....	202
NH 1	Mumford.....Ore.	Washington	Umapine.....	211
1600	Munley.....Ore.	Oregon	Main.....	207

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
1557	Munra.....Ore.	Oregon	Main.....	207
CS 7	Myrtle.....Idaho	Oregon	Camas Prairie.....	245
1851	Napavine.....Wash.	Oregon	Main.....	205
NB 73	Nathan.....Ore.	Oregon	Bend.....	203
1403	Nelson.....Ore.	Oregon	Main.....	208
CH 27	Nelson.....Idaho	Oregon	Camas Prairie.....	246
NB 63	Nena.....Ore.	Oregon	Bend.....	203
NC 20	Nish.....Ore.	Oregon	Shaniko.....	204
1892	Nisqually.....Wash.	Oregon	Main.....	205, 206
1577	Nolin.....Ore.	Oregon	Main.....	207
1503	Nordeen.....Ore.	Oregon	Main.....	207
1524	North Fork.....Ore.	Oregon	Main.....	207
NB 74	North Junction.....Ore.	Oregon	Bend.....	204
CP 82	North Lapwai.....Idaho	Oregon	Camas Prairie.....	245
1778	North Portland.....Ore.	Oregon	Main.....	205
1778	North Portland Jct. Ore.	Oregon	Main.....	202, 205
	North Portland Stock Yds.....Ore.	Oregon	Main.....	205
1453	North Powder.....Ore.	Oregon	Main.....	208
GB 51	North Prosser.....Wash.	Washington	Yakima.....	210
1924	North Puyallup.....Wash.	Oregon	Main.....	205
CP 102	Nucrag.....Idaho	Oregon	Camas Prairie.....	246
NB 39	Oakbrook.....Ore.	Oregon	Bend.....	203
GG 39	Oakdale.....Wash.	Washington	Pleasant Valley.....	212
1940	O'Brien.....Wash.	Oregon	Main.....	205
GM 26	O'Gara.....Idaho	Washington	Wallace.....	213
NV 4	Oil Track.....Ore.	Oregon	St. Johns.....	203
1890	Olegard.....Wash.	Oregon	Main.....	205
1835	Olequa.....Wash.	Oregon	Main.....	205
GM 10	Olmstead.....Idaho	Washington	Wallace.....	213
NS 7	Olympia.....Wash.	Oregon	Olympia.....	206
NS 5	Olympia Brewery.....Wash.	Oregon	Olympia.....	206
CH 18.5	Omill.....Idaho	Oregon	Camas Prairie.....	246
1744	Oneonta.....Ore.	Oregon	Main.....	202
NB 121	Opal City.....Ore.	Oregon	Bend.....	204
1597	Ordance.....Ore.	Oregon	Main.....	207
1680	Oregon Trunk Jct.....Ore.	Oregon	Main.....	203
1779.3	Ore-Wash. State Line.....	Oregon	Main.....	205
	Ore-Wash. State Line.....	Washington	Main.....	209, 210
1942	Orillia.....Wash.	Oregon	Main.....	205
CS 32	Orofino.....Idaho	Washington	Camas Prairie.....	245, 246
GM 76	Osburn.....Idaho	Washington	Wallace.....	214
1822	Ostrander.....Wash.	Oregon	Main.....	205
1414	Oxman.....Ore.	Oregon	Main.....	208
G 1652	Page.....Wash.	Washington	Main.....	209
G 1741	Palm Lake.....Wash.	Washington	Main.....	209
GF 5	Pampa.....Wash.	Washington	Connell.....	212
CS 47	Pardee.....Idaho	Oregon	Camas Prairie.....	245
G 1698	Park.....Wash.	Washington	Main.....	209
GB 91	Parker.....Wash.	Washington	Yakima.....	210
GH 8	Parvin.....Wash.	Washington	Moscow.....	213
GE 11	Pataha.....Wash.	Washington	Ayer-Tekoa.....	212
NB 98	Paxton.....Ore.	Oregon	Bend.....	204
CS 23	Peck.....Idaho	Oregon	Camas Prairie.....	245
CP 24	Penawawa.....Wash.	Oregon	Camas Prairie.....	245
CP 20	Penawawa Spur.....Wash.	Oregon	Camas Prairie.....	245
1562	Pendair.....Ore.	Oregon	Main.....	207
1590	Pendleton.....Ore.	Oregon	Main.....	207, 210
1776	Peninsula Jct.....Ore.	Oregon	Main.....	202, 203
NV 2	Peninsula Lbr. Co. Ore.	Oregon	St. Johns.....	203
CS 37	Penoyer.....Idaho	Oregon	Camas Prairie.....	245
1490	Perry.....Ore.	Oregon	Main.....	207
1614	Peters.....Ore.	Oregon	Main.....	203
CP 16	Peyton.....Wash.	Oregon	Camas Prairie.....	245
NF 14	Pilot Rock.....Ore.	Oregon	Pilot Rock.....	207
GM 64	Pine Creek.....Idaho	Washington	Wallace.....	214
1903	Pioneer.....Wash.	Oregon	Main.....	246
CH 22	Placer.....Idaho	Oregon	Camas Prairie.....	246
1420	Pleasant Valley.....Ore.	Oregon	Main.....	208
1879	Plumb.....Wash.	Oregon	Main.....	205
GM 15	Plummer.....Idaho	Washington	Wallace.....	213
NL 29	Pomeroy.....Wash.	Washington	Pomeroy.....	211
CH 21.5	Poorman.....Idaho	Oregon	Camas Prairie.....	246
1515	Porter.....Ore.	Oregon	Main.....	207

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
W 1775	Portland..... Ore.	Oregon.....	Main.....	202
NV 5	Portland Municipal Terminal No. 4.... Ore.	Oregon.....	St. Johns.....	203
NV 3	Portland Woolen Mills..... Ore.	Oregon.....	St. Johns.....	203
NV 1	Portsmouth..... Ore.	Oregon.....	St. Johns.....	203
NG 96	Powers..... Wash.	Washington.....	Pendleton-Tucannon.....	211
NN 47	Preacher's Slough..... Wash.	Oregon.....	Grays Harbor.....	206
NG 67	Prescott..... Wash.	Washington.....	Pendleton-Tucannon.....	211
NB 131	Prineville Jct..... Ore.	Oregon.....	Bend.....	204
NG 34	Prunedale..... Ore.	Washington.....	Pendleton-Tucannon.....	210
GH 19	Pullman..... Wash.	Washington.....	Umapine.....	211
CP 19	Purrrington..... Wash.	Oregon.....	Moscow.....	213
1470	Pyle..... Ore.	Oregon.....	Camas Prairie.....	245
W 1769	Quarry..... Ore.	Oregon.....	Main.....	202
CH 26	Quartz..... Idaho	Oregon.....	Camas Prairie.....	246
1428	Quartz..... Ore.	Oregon.....	Main.....	208
1652	Quinton..... Ore.	Oregon.....	Main.....	203
GJ 127	Rahm..... Wash.	Washington.....	Tekoa-Spokane.....	213
NN 3	Raisch..... Wash.	Oregon.....	Grays Harbor.....	206
1650	Ramsay..... Ore.	Oregon.....	Main.....	203
GJ 152	Redlin..... Wash.	Washington.....	Tekoa-Spokane.....	213
NB 134	Redmond..... Ore.	Oregon.....	Bend.....	204
GA 8	Reese..... Wash.	Washington.....	Wallula.....	209
NG 89	Relief..... Wash.	Washington.....	Pendleton-Tucannon.....	211
1917	Reservation..... Wash.	Oregon.....	Main.....	205
CP 109	Reubens..... Idaho	Oregon.....	Camas Prairie.....	246
CH 29	Reving..... Idaho	Oregon.....	Camas Prairie.....	246
NE 7	Rhea..... Ore.	Oregon.....	Heppner.....	204
1794	Ridgefield..... Wash.	Oregon.....	Main.....	205
CP 10	Ridpath..... Wash.	Oregon.....	Camas Prairie.....	245
1564	Rieth..... Ore.	Oregon.....	Main.....	207
GE 3	Rifton..... Wash.	Washington.....	Ayer-Tekoa.....	212
GE 17	Riparia..... Wash.	Washington.....	Ayer-Tekoa.....	212
CP 0	Riparia..... Wash.	Oregon.....	Camas Prairie.....	245
GH 5	Risbeck..... Wash.	Washington.....	Moscow.....	213
G 1609	Riverview..... Ore.	Washington.....	Main.....	209
ND 16	Rock Creek..... Ore.	Oregon.....	Condon.....	204
GJ 138	Rockford..... Wash.	Washington.....	Tekoa-Spokane.....	213
CP 131	Rock Spur..... Idaho	Oregon.....	Camas Prairie.....	246
1820	Rocky Point..... Wash.	Oregon.....	Main.....	205
NK 19	Ronan..... Wash.	Washington.....	Dayton.....	211
NM 37	Rondowa..... Ore.	Oregon.....	Joseph.....	208
NN 29	Rony..... Wash.	Oregon.....	Grays Harbor.....	206
CH 25	Rooney..... Idaho	Oregon.....	Camas Prairie.....	246
1753	Rooster Rock..... Ore.	Oregon.....	Main.....	202
GN 49	Rose Lake..... Idaho	Washington.....	Wallace.....	213
1507	Ross..... Ore.	Oregon.....	Main.....	207
1699	Rowena..... Ore.	Oregon.....	Main.....	202
CH 15	Rudo..... Idaho	Oregon.....	Camas Prairie.....	246
1666	Rufus..... Ore.	Oregon.....	Main.....	203
NG 52	Russell..... Wash.	Washington.....	Pendleton-Tucannon.....	210
1911	Ruston..... Wash.	Oregon.....	Main.....	205
G 1676	Ruxby..... Wash.	Washington.....	Main.....	209
NN 31	Saginaw..... Wash.	Oregon.....	Grays Harbor.....	206
G 1460	Sago..... Ore.	Oregon.....	Main.....	208
G 1616	Sand..... Ore.	Washington.....	Main.....	209
NC 16	Sandon..... Ore.	Oregon.....	Shaniko.....	204
CP 128	Sand Spur..... Idaho	Oregon.....	Camas Prairie.....	246
GB 84	Sawyer..... Wash.	Washington.....	Yakima.....	210
NG 4	Saxe..... Ore.	Washington.....	Pendleton-Tucannon.....	210
GE 32	Schreck..... Wash.	Washington.....	Ayer-Tekoa.....	212
CP 32	Schultz..... Wash.	Oregon.....	Camas Prairie.....	245
G 1669	Scott..... Wash.	Washington.....	Main.....	209
1954	Seattle..... Wash.	Oregon.....	Main.....	205
GE 110	Seltice..... Wash.	Washington.....	Ayer-Tekoa.....	212
1688	Seufert..... Ore.	Oregon.....	Main.....	203
NM 57	Sevier..... Ore.	Oregon.....	Joseph.....	208
NC 70	Shaniko..... Ore.	Oregon.....	Shaniko.....	204
GH 10	Shawnee..... Wash.	Washington.....	Moscow.....	213
G 1661	Sheffler..... Wash.	Washington.....	Main.....	209
NB 47	Sherar..... Ore.	Oregon.....	Bend.....	203

ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
GM 73	Shont..... Idaho	Washington.....	Wallace.....	214
ND 8	Shutler..... Ore.	Oregon.....	Condon.....	204
1633	Silica..... Ore.	Oregon.....	Main.....	203
GP 1	Silver King..... Idaho	Washington.....	Sierra Nevada.....	214
G 1660	Simmons..... Wash.	Washington.....	Main.....	209
NB 30	Sinamox..... Ore.	Oregon.....	Bend.....	203
NC 7	Sink..... Ore.	Oregon.....	Shaniko.....	204
1906	Sixth Ave..... Wash.	Oregon.....	Main.....	205
1530	Sloan..... Ore.	Oregon.....	Main.....	207
GM 66	Smelterville..... Idaho	Washington.....	Wallace.....	214
ND 14	Smythe..... Ore.	Oregon.....	Condon.....	204
NN 33	South Elma..... Wash.	Oregon.....	Grays Harbor.....	206
NB 85	South Junction..... Ore.	Oregon.....	Bend.....	204
NN 42	South Montesano..... Wash.	Oregon.....	Grays Harbor.....	206
CP 83	Spalding..... Idaho	Oregon.....	Montesano.....	206
NF 6	Sparks..... Ore.	Oregon.....	Camas Prairie.....	245, 246
ND 32	Speece..... Ore.	Oregon.....	Pilot Rock.....	207
NG 40	Spofford..... Ore.	Oregon.....	Condon.....	204
G 1786	Spokane..... Wash.	Washington.....	Pendleton-Tucannon.....	210
GM 34	Springston..... Idaho	Washington.....	Main.....	209
NN 20	Spruceton..... Wash.	Oregon.....	Tekoa-Spokane.....	213
GG 18	St. John..... Wash.	Oregon.....	Wallace.....	213
NV 3	St. Johns..... Ore.	Washington.....	Grays Harbor.....	206
V 1778	St. Johns Jct..... Ore.	Oregon.....	Pleasant Valley.....	212
1587	Stanfield..... Ore.	Oregon.....	St. Johns.....	203
NG 94	Starbuck..... Wash.	Oregon.....	Main.....	202
NG 42	State Line..... Ore.	Washington.....	St. Johns.....	203
1900	Steilacoom..... Wash.	Oregon.....	Main.....	207
CS 66	Stites..... Idaho	Oregon.....	Pendleton-Tucannon.....	211
GF 46	Sulphur..... Wash.	Washington.....	Pendleton-Tucannon.....	210
CH 34	Summit..... Idaho	Oregon.....	Main.....	205
1925	Sumner..... Wash.	Oregon.....	Camas Prairie.....	245
GC 3	Sunnyside..... Wash.	Washington.....	Connell.....	212
GG 25	Sunset..... Wash.	Washington.....	Camas Prairie.....	246
GE 48	Sutton..... Wash.	Washington.....	Main.....	205
CP 88	Sweetwater..... Idaho	Washington.....	Sunnyside.....	210
CP 29	Swift..... Wash.	Washington.....	Pleasant Valley.....	212
1916	Tacoma..... Wash.	Oregon.....	Ayer-Tekoa.....	212
1918	Tacoma Jct..... Wash.	Oregon.....	Camas Prairie.....	246
NJ 2	Tausick..... Wash.	Oregon.....	Camas Prairie.....	246
1756	Taylor..... Ore.	Oregon.....	Main.....	205
GE 116	Tekoa..... Wash.-Ida.	Washington.....	Yellow Hawk.....	211
1463	Telocaset..... Ore.	Oregon.....	Main.....	202
1873	Tenino..... Wash.	Oregon.....	Tekoa-Spokane.....	213
1872	Tenino Jct..... Wash.	Oregon.....	Main.....	208
128	Terrebonne..... Ore.	Oregon.....	Main.....	205
G 1729	Teske..... Wash.	Oregon.....	Main.....	204
G 1720	Thavis..... Wash.	Washington.....	Bend.....	209
1691	The Dalles..... Ore.	Washington.....	Main.....	209
GE 65	Thera..... Wash.	Oregon.....	Main.....	202, 203
1936	Thomas..... Wash.	Washington.....	Ayer-Tekoa.....	212
NC 5	Thornberry..... Ore.	Oregon.....	Main.....	205
1543	Thorn Hollow..... Ore.	Oregon.....	Shaniko.....	204
GG 31	Thornton..... Wash.	Oregon.....	Main.....	207
GM 2	Tilma..... Wash.	Washington.....	Pleasant Valley.....	212
GA 15	Tono..... Wash.	Oregon.....	Wallace.....	213
CS 49	Touhet..... Wash.	Oregon.....	Tono.....	206
1760	Tramway..... Idaho	Washington.....	Wallula.....	209
CP 48	Troutdale..... Ore.	Oregon.....	Wallula.....	209
GE 12	Truax..... Wash.	Oregon.....	Camas Prairie.....	245
1541	Tucannon..... Wash.	Washington.....	Camas Prairie.....	245
NK 25	Tumia..... Ore.	Oregon.....	Pendleton-Tucannon.....	211
NB 50	Turner..... Wash.	Washington.....	Ayer-Tekoa.....	212
1602	Tuskan..... Ore.	Oregon.....	Main.....	207
NH 4	Umapine..... Ore.	Oregon.....	Dayton.....	211
X 1602	Umatilla..... Ore.	Oregon.....	Bend.....	203
GB 94	Union Gap..... Wash.	Oregon.....	Umapine.....	211
1473	Union Jct..... Ore.	Oregon.....	Main.....	209
		Oregon.....	Main.....	203, 207
		Oregon.....	Yakima.....	210
		Oregon.....	Main.....	208

ALPHABETICAL LIST OF STATIONS—Concluded

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
1838	Vader.....Wash.	Oregon.....	Main.....	205
1837	Vader Jet.....Wash.	Oregon.....	Main.....	205
NG 54	Valley Grove.....Wash.	Washington.....	Pendleton-Tucannon.....	210
1780	Vancouver.....Wash.	Oregon.....	Main.....	205
1783	Vancouver Jet.....Wash.	Oregon.....	Main.....	205
NV 3	Veneering Factory.....Ore.	Oregon.....	St. Johns.....	203
GB 7	Villard.....Wash.	Washington.....	Yakima.....	210
NM 41	Vincent.....Ore.	Oregon.....	Joseph.....	208
1864	Wabash.....Wash.	Oregon.....	Main.....	206
GF 34	Wacota.....Wash.	Washington.....	Connell.....	212
NM 54	Wade.....Ore.	Oregon.....	Joseph.....	208
NK 3	Waiteburg.....Wash.	Washington.....	Dayton.....	211
NK 5.15	Waiteburg Jct.....Wash.	Washington.....	Dayton.....	211
NV 2	Waitefield.....Ore.	Oregon.....	St. Johns.....	203
G 1663	Walker.....Wash.	Washington.....	Main.....	209
	Walker Pit.....Wash.	Washington.....	Main.....	209
GM 80	Wallace.....Idaho	Washington.....	Wallace.....	214
NG 47	Walla Walla.....Wash.	Washington.....	Pendleton-Tucannon.....	210
			Wallula.....	209
NM 60	Wallowa.....Ore.	Oregon.....	Joseph.....	208
G 1629	Wallula.....Wash.	Washington.....	Main.....	209
NG 45	Walry.....Wash.	Washington.....	Pendleton-Tucannon.....	210
GE 98	Walters.....Wash.	Washington.....	Ayer-Tekoa.....	212
GB 62	Waneta.....Wash.	Washington.....	Yakima.....	210
1768	Ward.....Ore.	Oregon.....	Main.....	202
GG 45	Warner.....Wash.	Washington.....	Pleasant Valley.....	212
1740	Warrendale.....Ore.	Oregon.....	Main.....	202
NC 10	Wasco.....Ore.	Oregon.....	Shaniko.....	204
GM 2.3	Wash-Ida. State Line.....	Washington.....	Wallace.....	213
GH 26	Wash-Ida. State Line.....	Washington.....	Moscow.....	213
GF 23	Washtucna.....Wash.	Washington.....	Connell.....	212
GM 12	Watt.....Idaho	Washington.....	Wallace.....	213
CP 43	Wawawai.....Wash.	Washington.....	Camas Prairie.....	245
1398	Weatherby.....Ore.	Oregon.....	Main.....	208
G 1784	Wells.....Wash.	Washington.....	Main.....	209
G 1784	West Spokane.....Wash.	Washington.....	Main.....	209
1901	West Tacoma.....Wash.	Oregon.....	Main.....	205
1595	Westland.....Ore.	Oregon.....	Main.....	207
NG 21	Weston.....Ore.	Washington.....	Pendleton-Tucannon.....	210
NK 23	Whetstone.....Wash.	Washington.....	Dayton.....	211
GH 20	Whitlow.....Wash.	Washington.....	Moscow.....	213
GA 24	Whitman.....Wash.	Washington.....	Wallula.....	209
NJ 1	Whitney.....Wash.	Washington.....	Yellow Hawk.....	211
NC 57	Wilcox.....Ore.	Oregon.....	Shaniko.....	204
GG 11	Willada.....Wash.	Washington.....	Pleasant Valley.....	212
1629	Willows.....Ore.	Oregon.....	Main.....	203
CP 66	Wilma.....Wash.	Washington.....	Camas Prairie.....	245
1438	Wing.....Ore.	Oregon.....	Main.....	208
1845	Winlock.....Wash.	Oregon.....	Main.....	205
GE 52	Winona.....Wash.	Washington.....	Ayer-Tekoa.....	212
			Pleasant Valley.....	212
1799	Woodland.....Wash.	Oregon.....	Main.....	205
1725	Wyeth.....Ore.	Oregon.....	Main.....	202
GB 98	Yakima.....Wash.	Washington.....	Yakima.....	210
1574	Yoakum.....Ore.	Oregon.....	Main.....	207
GB 78	Zillah.....Wash.	Washington.....	Yakima.....	210
NL 25	Zumwalt.....Wash.	Washington.....	Pomeroy.....	211

DIVISION, BRANCHES AND STATION No. PREFIXES

	Page		Page
American Lake Branch.....NT.....	206	Pilot Rock Branch.....NF.....	207
Ayer-Tekoa.....GE.....	212	Pleasant Valley Branch.....GG.....	212
Bend Branch.....NB.....	203	Pomeroy Branch.....NC.....	211
Camas Prairie.....CP, CH, CS.....	245	Shaniko Branch.....GP.....	204
Condon Branch.....ND.....	204	Sierra-Nevada Branch.....NV.....	203
Connell Branch.....GF.....	212	St. Johns Branch.....GC.....	210
Dayton Branch.....NK.....	211	Sunnyside Branch.....GJ.....	213
Grays Harbor Branch.....NN.....	206	Tekoa to Spokane.....GJ.....	213
Heppner Branch.....NE.....	204	Tono Branch.....NR.....	206
Joseph Branch.....NM.....	208	Umapine Branch.....NH.....	211
Montesano Branch.....NO.....	206	Wallace Branch.....GM.....	213
Moscow Branch.....GH.....	213	Wallula Branch.....GA.....	209
Olympia Branch.....NS.....	206	Washington Division.....G, GA, GB, GC, GE, GF, GG, GH, GJ, GM, GP, NG, NH, NJ, NK, NL.....	209
Oregon Division.....Q, V, W, X, NB, NC, ND, NE, NF, NM, NN, NO, NR, NS, NT, NV.....	202	Yakima Branch.....GB.....	210
Pendleton-Tucannon.....NG.....	210	Yellow Hawk Branch.....NJ.....	211

EXPLANATION OF LETTERS AND CHARACTERS SHOWN IN LIST OF STATIONS

KIND OF AGENCY:

- F—Freight station.
- T—Ticket Office.
- X—Express agency.
- P—Railroad telephone.
- s—Station operated only certain months of the year.

CLASS OF FREIGHT STATION, ie., amount of freight that may be received or delivered:

- A—Freight will be received and delivered in any quantity.
- B—Carload freight only will be received and delivered.
- C—Less carload shipments of freight will be handled only in accordance with Rule 27, Section 2 of current Consolidated Freight Classification and amendments or reissues thereof.

LOCATION OF FREIGHT PLATFORM:

- R—Right hand side of unloading track going from Portland.
- L—Left hand side of unloading track going from Portland.

LOCATION OF AUTOMOBILE PLATFORM:

- S—Same side of unloading track as freight platform.
- O—Opposite side of unloading track as compared with location of freight platform.
- E—End of unloading track. (Combined symbols indicate 2 or more platforms thus, SE—Same side and end; OE—Opposite side and end; SOE—Both sides and end).

STOCK YARDS:

Complete data regarding Stock Yards shown on pages 234 to 237, inclusive.

MILEAGES:

The distances given are the time table mileage and are measured to and from depots, not to or from initial or junction points of track.

OREGON DIVISION

1,114.40 Miles

FOURTH SUB-DIVISION

MAIN LINE—PORTLAND TO THE DALLES

Sta. No.	Dist. from Portland	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
W 1775	0.0	Portland-Pittock Blk. Ore.	P	T			
		Portland "City" do	Vc	TP			
		Portland "U. D." do					
		Portland "Baggage" do					
		Portland "B. & O. T. Co." do					
		Portland "Freight" do		F	A	RLSE	
	0.5	(East Portland (Jct. H. B.) do					
V 1781	0.6	East Portland do		FP	A	R	
W 1774	1.9	Brunn do					
W 1771	4.4	Graham do			B	L	
W 1770	5.4	Montavilla do					
W 1769	6.7	Quarry do					
W 1768	7.7	Clarnie do		P		L	
W 1762	13.2	Fairview do	Fa	FTXP	A	L	
1760	15.6	Troutdale do	Sn	FTXP	A	L	
1756	19.1	Taylor do		P			
	20.4	Corbett do			C	R	
1753	22.4	Rooster Rock do		P		R	
1752	23.9	Latourell do			C	R	
1749	26.3	Bridal Veil do	Ju	FTXP	A	R	
1746	29.6	Multnomah Falls do			C		
1744	31.4	Oneonta do		P			
1741	34.1	Dodson do		P	A	R	
1740	35.8	Warrendale do			A	L	
1737	38.8	Bonneville do	Mu	FTXP	A	R	
1735	40.1	Eagle Creek do					
1733	42.8	Cascade Locks do	Cj	P	A	RS	
1729	46.7	Farley do		P			
1725	49.6	Wyeth do		P	A	R	
1723	52.8	Lindsey do		P	C		
1716	59.0	Meno do		P	C		
1712	63.1	Hood River do	Ki	FTP	A	RS	
1706	69.1	Mosier do	H	FTXP	A	R	
1703	72.4	Chatfield do		P	C		
1699	76.0	Rowena do		P	C		
1694	81.6	Crates do		P	C		
1691	84.0	The Dalles do	Wh	FTP	A	RS	Yes

MAIN LINE—PORTLAND TO NORTH PORTLAND JCT.

W 1775	0.0	Portland "City" Ore.	Vc	T			
		Portland "U. D." do		TP			
		Portland "Baggage" do					
		Portland "B. & O. T. Co." do					
		Portland "Freight" do		F	A	RLSE	
V 1781	0.6	(East Portland (Jct. H. B.) do					
V 1780	1.6	Albina do	B	P	B	R	
V 1778	4.2	St. Johns Jct. do	Sj	P			
1776	5.6	Peninsula Jct. do	Su	P			
1778	6.8	North Portland Jct. do	Kd	P			

MAIN LINE—PENINSULA JCT. TO TROUTDALE

1776	5.6	Peninsula Jct. Ore.	Su	P	A	L	Yes
1775	6.8	Kenton do	Kn	FP			
1773	9.5	Champ do					
	10.3	Adamsboro do					
1770	12.3	Fir do		FP	A	LSE	
1768	14.2	Ward do			A		
1765	17.0	Hemlock do		P	A		
1760	22.0	Troutdale (Jct. H. B.) do					

OREGON DIVISION—Continued

ST. JOHNS BRANCH

Sta. No.	Dist. from St. John's Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
V 1778	0.0	St. Johns Jct. Ore.	Sj	P			
NV 1	1.2	Portsmouth do					
NV 2	1.7	Peninsula Lumber Co. do					
NV 2	2.5	Wakefield do					
NV 3	2.8	Veneering Factory do					
NV 3	3.0	St. Johns do		F	A		
NV 3	3.3	Portland Woolen Mills do					
NV 4	4.2	Oil Track do					
NV 5	4.8	Portland Municipal Terminal No. 4 do		F	A	RL	
NV 6	6.3	Barnes (Maegley Jct.) do		P			
NV 7	7.7	Peninsula Jct. do					

THIRD SUB-DIVISION
MAIN LINE—THE DALLES TO UMATILLA

1691	84.0	The Dalles Ore.	Wh	FTP	A	RS	Yes
1688	87.5	Seuferts do			A	L	
1684	91.5	Dune do			C		
1682	93.3	Dillon do			A		
1680	95.1	Oregon Trunk Jct. do		P			
1679	96.3	Celilo do			A	L	
1675	100.1	Miller do		P	A	R	
1672	103.7	Biggs Ore.	Bx	FTXP	A	R	Yes
	103.9	Biggs (Jct. H. B.) do			A		
1669	106.5	Grant do		P	A	R	
1666	109.2	Rufus do		sF T P X	A	R	
1663	111.9	Day do			A		
1661	114.8	Goff do		P	A		
1657	118.7	Hook do		P	A		
1652	123.0	Quinton do	Qn	P	A	L	
1650	125.5	Ramsay do		P	A		
1646	129.4	Blalock do		P	A	R	Yes
1641	133.9	Gilmore do		P	A		
1637	137.6	Arlington do	Mx	FTXP	A	RSO	Yes
	137.9	Arlington (Jct. H. B.) do					
1633	142.2	Silica do		P	A	L	
1629	146.6	Willows do			A		
	148.0	Heppner Junction (Jct. H. B.) do					
1627	148.1	Heppner Junction do	Wi	FP	A	R	Yes
1623	152.1	Boulder do		P	A	L	
1617	157.9	Castle do		P	A	R	
1614	161.8	Peters do	Bd	FTXP	A	RS	Yes
1612	163.6	Boardman do	Fc	P	A	R	
1610	165.4	Messner do					
	165.6	Messner (Jct. H. B.) do					
X 1613	171.7	Judson do		P	A	L	
X 1609	175.5	Irrigon do	Go	P	A		
X 1606	178.6	Bailey do		P	A		
X 1602	182.8	Umatilla do	Ce	FTXP	A	LS	Yes
	183.2	Umatilla (Jct. H. B.) do	Uy				

BEND BRANCH

1680	0.0	Oregon Trunk Jct. Ore.					
NB 5	4.5	Moody do			A		
NB 11	10.4	Kloan do			A		
NB 17	17.2	Lockit do			A		
NB 25	25.6	Dike do			A		
NB 30	29.4	Sinamox do			A		Yes
NB 39	39.1	Oakbrook do			A		
NB 47	46.7	Sherar do			C	L	Yes
NB 50	49.9	Tuskan do			A		
NB 54	53.7	Maupin do	Hf	FTXP	A	RS	Yes
	54.4	Cambrai do			A		
NB 63	62.8	Nena do			A		Yes
NB 67	66.6	Frieda do			C		
NB 73	72.7	Nathan do			A		Yes

OREGON DIVISION—Continued

BEND BRANCH—Concluded

Sta. No.	Dist. from Oregon Trunk Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities	
NB 74	74.4	North Junction.....	Ore.	Jn	P	A	L	Yes
NB 79	79.6	Kaskela.....	do			A	R	Yes
	82.2	Axford.....	do			A		
	83.3	Jersey Wye.....	do		P	A	R	Yes
NB 85	85.0	South Junction.....	do		FX	A	R	Yes
NB 93	93.3	Gateway.....	do	Gw		A	L	
NB 98	98.8	Paxton.....	do			A	LS	Yes
NB 104	104.4	Madras.....	do	Md	FT	A	R	Yes
NB 106	106.8	Agency.....	do			A	L	Yes
NB 109	109.4	Metolius.....	do	Ms		A	L	Yes
NB 114	114.1	Culver.....	do	Cu		A	L	Yes
NB 121	121.3	Opal City.....	do		F	A	L	Yes
NB 128	128.8	Terrebonne.....	do	Ne		A	L	Yes
NB 131	131.6	Prineville Jct.....	do	Xn		A	L	Yes
NB 134	134.3	Redmond.....	do	Rd	FT X	A	R	Yes
NB 143	143.3	Des Chutes.....	do			A		Yes
NB 150	150.7	Bend.....	do	Nd	FT	A	LS	Yes

SHANIKO BRANCH

	Biggs							
1672	0.0	Biggs.....	Ore.	Bx	FTXP	A	R	Yes
	0.2	Biggs (Jct. H. B.).....	do			A	L	Yes
NC 5	5.2	Thornberry.....	do			A		
NC 7	7.1	Sink.....	do	Wa	FX	A	LS	Yes
NC 10	9.7	Wasco.....	do			A	L	
NC 14	14.2	Klondike.....	do			A		
NC 16	16.1	Sandon.....	do			A	B	
NC 19	19.2	Hay Canyon.....	do			A	L	
NC 20	20.0	Nish.....	do			A		
NC 24	23.9	De Moss.....	do			A	R	Yes
NC 27	27.0	Moro.....	do	Mr	FX	A		
NC 31	31.2	Erskine.....	do			A	L	Yes
NC 38	38.5	Grass Valley.....	do	Vy	FTXP	A	L	
NC 46	45.8	Bourbon.....	do			A	R	Yes
NC 52	52.5	Kent.....	do		XP	A		
NC 57	57.1	Wilcox.....	do			A		
NC 63	63.1	Kelsey.....	do			A		
NC 70	69.7	Shaniko.....	do	Sh	FTX	A	R	Yes

CONDON BRANCH

	ton							
1637	0.0	Arlington.....	Ore.	Mx	FTXP	A	RSO	Yes
	0.3	Arlington (Jct. H. B.).....	do			A		
ND 8	7.6	Shutler.....	do			A	B	
ND 14	14.0	Smythe.....	do			A	L	Yes
ND 16	16.3	Rock Creek.....	do			A		
ND 20	19.9	Barnett.....	do			A	L	Yes
ND 25	24.6	Mikkalo.....	do			A	A	
ND 29	28.9	Clem.....	do			A	L	
ND 32	32.6	Speece.....	do			A	L	Yes
ND 36	36.6	Gwendolen.....	do			A	RS	Yes
ND 45	44.8	Condon.....	do	Cd	FTXP	A		

HEPPNER BRANCH

	ner Jct.							
.....	0.1	Heppner Jct. (Jct. H. B.).....	Ore.					
1627	0.0	Heppner Junction.....	do	Wi	FP	A	L	Yes
NE 7	5.9	Rhea.....	do			A		Yes
NE 14	15.4	Cecil.....	do			A	R	
NE 20	20.0	Morgan.....	do			A	L	Yes
NE 25	25.3	McNab.....	do			A		
NE 28	28.4	Ione.....	do	On	FTX	A	R	Yes
NE 31	31.1	Jordan.....	do			A		Yes
NE 36	36.3	Lexington.....	do		FTXPs	A	R	Yes
NE 45	45.3	Heppner.....	do	Hr	FTXP	A		Yes

OREGON DIVISION—Continued

FIFTH SUB-DIVISION

MAIN LINE—NORTH PORTLAND JCT. TO SEATTLE

Sta. No.	Dist. from Portland	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
1778	6.8	North Portland Jct. Ore.		P			
	6.8	No. Portland Stock Yards.....	Sy	FTP			
		do		X	A		
1778	7.3	North Portland.....					
1779.3	8.6	State Line. Ore.-Wash.					
1780	8.7	Vancouver					
		"Depot"..... Wash.	Mx	TP			
		Vancouver					
		"Freight"..... do		F	A	R	
1783	11.8	Vancouver Jct.....		P	A		
1786	14.6	Felida.....			A	L	
1789	17.9	Knapp.....			A	R	Yes
1794	23.1	Ridgefield.....	Rg	FTXP	A	R	Yes
1799	28.5	Woodland.....	Wd	FTXP	A	R	Yes
1809	37.6	Kalama.....	Ka	FTXP	A	RL	Yes
1813	42.0	Carrolls.....			A		
1815	44.2	Longview Jct.....		P			
1819	47.7	Kelso.....	Ks	FTP	A	R	Yes
1820	49.4	Rocky Point.....					
1822	51.4	Ostrander.....		X	A	R	
1828	57.7	Castle Rock.....	Ca	FTXP	A	L	Yes
1835	64.6	Olequa.....	Oq	P	A	L	Yes
1837	66.1	Vader Jct.....					
1838	67.3	Vader.....	Pn	FTXP	A	R	
1845	73.8	Winlock.....	Wi	FTXP	A	R	Yes
1848	76.8	Evaline.....			A	L	
1851	80.0	Napavine.....	Na	FTXP	A	L	Yes
1858	87.4	Chehalis.....	Ch	FTP	A	R	Yes
1862	91.1	Centralia.....	Ds	FTP	A	L	Yes
1863	92.1	Centralia Jct.....					
1864	93.3	Wabash (Jct. H. B.).....		P	A		
1869	98.4	Bucoda.....	Bu	FTXP	A	L	
1872	101.6	Tenino Jct.....					
1873	102.1	Tenino.....	No	FTXP	A	LS	Yes
1875	103.9	Chain Hill.....			A		
1879	107.6	Plumb.....			A		
	110.0	East Olympia (Jct. H. B.).....					
1881	110.2	East Olympia.....	Ma	P	A	L	
1886	115.3	Kyro.....			A		
	116.9	St. Clair.....			A	C	
1890	118.9	Olegard.....			B		
1892	120.6	Nisqually (Jct. H. B.).....					
		Nisqually.....	Nu	FTXP	A		Yes
1898	127.4	Ketron.....			A	C	
1900	129.4	Steilacoom.....	Uo	FTXP	A	B	
1901	130.7	West Tacoma.....			A		
	130.7	Cascade Paper Spur			A		
	131.1	Gravel Center.....			A		
1903	132.0	Pioneer.....			A		
1906	135.4	Sixth Ave.....	Sx	FXP	A		
1911	140.1	Ruston.....					
1916	145.1	Tacoma "Depot".....	Mn	TP			
		Tacoma "Baggage".....		P			
		Tacoma "Freight".....		FP	A	RLSE	Yes
		Tacoma "City".....		TP			
		Reservation.....	Rn				
1917	146.8	Tacoma Junction.....	Jn	P			
1918	147.5	Hughes Siding.....			B		
1922	151.5	North Puyallup.....	Px	FTXP	A	RO	
1924	153.0	Sumner.....	Ux	FTPX	A	R	
1928	157.2	Benroy.....			A		
1933	161.8	Auburn.....	Br	FTPX	A	RS	Yes
1936	165.1	Thomas.....			A		
1938	166.9	Kent.....			A		
1940	169.2	O'Brien.....			A		
1942	171.2	Orillia.....			A		
1945	173.8	Black River Jct.....			A		
1951	180.1	Argo.....	Bi	P			
1954	183.2	Seattle "Depot".....	G	TP			Yes
		Seattle "Baggage".....	Ow				
		Seattle "Freight".....		FP	A	RLSE	
		Seattle "Wharf".....		P	A	RL	
		Seattle "City".....		TP			

OREGON DIVISION—Continued

GRAYS HARBOR BRANCH

Sta. No.	Dist. from Centralia	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities	
1862	0.0	Centralia.....	Wash.	Ds	FTP	A	L	Yes
1863	1.0	Centralia Jct.....	dc					
NN 2	2.4	Blakeslee Jct.....	do		P			
NN 3	2.6	Raisch.....	do			A		
NN 5	5.0	Galvin.....	do	Rk	P	A	L	
NN 12	12.2	Helsing Jct.....	do		P	A	R	
NN 14	13.8	Independence.....	do	Nd	P	A	L	
	18.4	Balch.....	do		P	A	L	
NN 20	20.2	Spruceton.....	do	Sp		A	L	
NN 22	22.2	Cedarville.....	do		P	A	R	Yes
NN 26	26.3	Lankner.....	do		P	A	R	Yes
NN 29	28.9	Rony.....	do			B		
NN 31	30.8	Seginaw.....	do	Sg	P	A	L	
NN 33	32.5	South Elma.....	do		P	A	LS	
NN 36	36.0	Fuller.....	do		P	A	R	
	42.3	So. Montesano (Jct. H. B.).....	do					
NN 42	42.4	South Montesano.....	do		TP	A	R	
NN 44	43.8	Melbourne.....	do			A		
NN 47	46.6	Preacher's Slough.....	do		P	A	R	
NN 49	48.7	Blue Slough.....	do			A		
NN 51	51.2	Cosmopolis.....	do	Cs	P	A	R	
NN 54	53.9	Aberdeen "Depot".....	Wash. Dbl.Trk.	Sa	TP	A	R	SOE
NN 57	57.5	Aberdeen "Freight".....	do	Ho	F	A	R	
		Hoquiam.....	do		FTP	A		

MONTESANO BRANCH

	Mon- tesano						
NN 42	0.1	South Montesano (Jct. H. B.).....	Wash.				
NN 42	0.0	South Montesano.....	do	Mo	T P	A	L
NO 2	1.4	Montesano.....	dc			A	LS

TONO BRANCH

Sta. No.	Dist. from Wabash	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
1864	0.0	Wabash (Jct. H. B.).....	Wash.	.....	.....	.....	.....
NR 6	0.2	Wabash.....	do	.....	.....	A	L
	5.7	Tono.....	do	.....	.....		

OLYMPIA BRANCH

		Olympia						
1881	0.0	East Olympia.....	Wash.	Ma	P	A	L	
	0.1	East Olympia (Jct. H. B.).....	do					
NS 2	2.1	Knauer.....	do			A		
NS 5	5.3	Olympia Brewery.....	do				RLS	
NS 7	7.6	Olympia.....	do	Oa	FTP	A		

AMERICAN LAKE BRANCH

	usually							
.....	0.1	Nisqually (Jct. H. B.).....	Wash.	.....	.....	.....	.....	.....
1892	0.0	Nisqually.....	do	Nu	.....	.....	.....	.....
NT 3	3.2	Dupont.....	do	.....	.....	A	.....	.....
NT 4	4.0	Fort Lewis.....	do	D	FT X	A	R	.....

OREGON DIVISION—Continued

THIRD SUB-DIVISION

MAIN LINE—MESSNER TO RIETH

Sta. No.	Dist. from Portland	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
1610	165.4	Messner.....	Ore.	Fc	P	A	
.....	165.6	Messner (Jct. H. B.).....	do				
1605	169.9	Clarke.....	do		P		
1600	175.8	Munley.....	do		P		
1597	178.2	Ordinance.....	do			A	
1595	180.6	Westland.....	do		P	A	
1591	184.0	Hinkle (Jct. H. B.).....	do	Uk	P	A	
1587	186.6	Stanfield.....	do	Nd	FTXP	A	L
1583	191.9	Echo.....	do	Hi	FTXP	A	L
1577	198.4	Nolin.....	do		P	A	L
1574	201.5	Yoakum.....	do			A	
1572	203.3	Campbell.....	do		P		
1567	208.2	Barnhart.....	do		P	A	L
.....	211.3	Rieth (Jct. H. B.).....	do				
1564	211.8	Rieth.....	do	N	FTP	A	R

MAIN LINE—UMATILLA TO HINKLE

X 1602	182.8	Umatilla.....	Ore.	Cs	FTXP	A	RL	Yes
.....	183.2	Umatilla (Jct. H. B.).....	do	.....	.....	.....	.....	.....
X 1601	183.8	Gravel Pit Spur.....	do	Mn	FTXP	A	RS	Yes
X 1595	189.3	Hermiston.....	do	Uk	P	A	.....	.....
1591	193.3	Hinkle (Jct. H. B.).....	do	.....	.....	.....	.....	.....

PILOT ROCK BRANCH

	Rieth			N	F T P	A	R	Yes
1564	0.0	Rieth.....	Ore.					
	0.7	Rieth (Jct. H. B.).....	do					
NF 2	2.8	McBee.....	do			A		
NF 6	6.7	Sparks.....	do			A		
NF 11	11.2	Lens.....	do			A		
NF 14	14.9	Pilot Rock.....	do	Ro	F X	A	R	Yes

SECOND SUB-DIVISION
MAIN LINE—RIETH TO LA GRANDE

	land							
1564	211.8	Rieth.....	Ore.	N	FTP	A	R	
1562	213.6	Pendair.....	do			B		
1560	215.5	Pendleton.....	do	Fd	FTP	A	LSOE	Yes
1557	216.2	Pendleton(Jet.H.B.).....	do		P			
1555	218.7	Munra.....	do		P	A		
1551	220.7	Mission.....	do		P		R	
1548	222.5	Minthorn.....	do		P	A		
1546	226.9	Cayuse.....	do		P	A	R	
1543	229.3	Homly.....	do		P			
1541	231.9	Thorn Hollow.....	do		P	A	L	
1538	234.3	Tumia.....	do		P			
1536	236.9	Gibbon.....	do	Gi	FTXP	A	L	Yes
1533	239.3	Bonifer.....	do		P			
1530	242.0	Conway.....	do		P	B		
1527	242.1	Sloan.....	do		P			
1524	248.0	Duncan.....	do	Nf	FTP	A	R	Yes
1522	251.4	North Fork.....	do		P	C	R	
1518	253.6	Camp.....	do		P	A	R	
1515	257.3	Huron.....	Ore.	Kr	P	A	R	
1511	260.5	Porter.....	do		P			
1507	264.8	Meacham.....	do	Mh	FTXP	A	L	Yes
1504	268.0	Ross.....	do		P			
1503	270.9	Kamela.....	do	S	FTXP	A	R	
1502	271.8	Nordeen.....	do					
1500	273.7	Bodie.....	do		P	B		
1497	275.7	Motanic.....	do		P			
1494	278.1	Glover.....	do		P	A	R	
1494	281.8	Hilgard.....	do	Dy	P	A	L	Yes
1490	285.7	Perry.....	do		P	A	L	
1486	289.8	La Grande.....	do	Ra	FTP	A	RS	Yes

OREGON DIVISION—Concluded

FIRST SUB-DIVISION

MAIN LINE—LA GRANDE TO HUNTINGTON

Sta. No.	Dist. from Portland	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
1486	289.8	La Grande..... Ore.	Ra	FTP	A	R	Yes
.....	290.1	La Grande (Jct. H. B.).. do	.....	P	A	R	Yes
1481	294.8	Lone Tree..... do	.....	P	A	R	Yes
1477	298.6	Hot Lake..... do	Un	FTP	A	R	Yes
1473	302.2	Union Jct..... do	.....	P	A	R	Yes
1470	305.1	Pyle..... do	.....	P	A	R	Yes
1467	308.4	Crooks..... do	.....	P	A	R	Yes
1463	312.4	Telocaset..... do	Wk	FTXP	A	R	Yes
1460	315.2	Sago..... do	.....	P	A	R	Yes
1456	318.9	Lun..... do	.....	P	A	R	Yes
1453	321.9	North Powder..... do	Hd	FTXP	A	R	Yes
1449	326.5	Hutchinson..... do	.....	P	A	R	Yes
1444	331.2	Haines..... do	Kb	FTXP	A	R	Yes
1438	337.1	Wing..... do	.....	P	A	R	Yes
1434	341.6	Baker..... do	Bc	FTP	A	LSE	Yes
1428	347.4	Quartz..... do	.....	P	A	LSE	Yes
1424	351.8	Encina..... do	.....	P	A	LSE	Yes
1420	355.3	Pleasant Valley..... do	Vy	P	A	L	Yes
1417	358.5	Hindman..... do	.....	P	A	L	Yes
1414	361.6	Oxman..... do	.....	P	A	L	Yes
1410	365.1	Leonard..... do	.....	P	A	L	Yes
1407	368.7	Durkee..... do	Du	FTXP	A	LS	Yes
1403	372.2	Nelson..... do	.....	P	A	LS	Yes
1398	377.1	Weatherby..... do	.....	P	A	L	Yes
1395	380.7	Jett..... do	.....	P	A	L	Yes
1391	384.5	Lime..... do	By	FTXP	A	L	Yes
1386	389.3	Huntington..... do	Hu	FTXP	A	R	Yes

JOSEPH BRANCH

Sta. No.	Dist. from La-Grande	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
1486	0.0	La Grande..... Ore.	Ra	FTP	A	R	Yes
.....	0.3	La Grande (Jct. H. B.).. do	.....	P	A	R	Yes
NM 3	2.6	Island City..... do	.....	P	A	R	Yes
NM 6	5.9	Conley..... do	.....	P	A	R	Yes
NM 9	8.4	Alicel..... do	.....	P	A	R	Yes
NM 12	12.3	Imbler..... do	Br	FTXP	A	R	Yes
NM 21	20.9	Elgin..... do	Gn	FTXP	A	R	Yes
NM 25	25.1	Gulling..... do	.....	P	A	R	Yes
NM 34	33.5	Looking Glass..... do	.....	P	A	R	Yes
NM 37	37.5	Rondowa..... do	.....	P	A	R	Yes
NM 41	40.6	Vincent..... do	.....	P	A	R	Yes
NM 47	47.1	Minam..... do	.....	P	A	R	Yes
NM 54	54.1	Wade..... do	.....	P	A	R	Yes
NM 57	57.1	Sevier..... do	.....	P	A	R	Yes
NM 60	66.0	Wallowa..... do	Wo	FTXP	A	RS	Yes
NM 68	67.8	Lostine..... do	Ns	FTXP	A	RS	Yes
NM 78	78.0	Enterprise..... do	Pr	FTXP	A	RS	Yes
NM 84	83.8	Joseph..... do	J	FTXP	A	RS	Yes

WASHINGTON DIVISION

862.17 Miles

SIXTH SUB-DIVISION

MAIN LINE—UMATILLA TO SPOKANE

Sta. No.	Dist. from Portland	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
X 1602	182.8	Umatilla..... Ore.	Cs	FTXP	A	RL	Yes
.....	183.2	Umatilla (Jct. H. B.).. do	.....	P	A	RL	Yes
G 1609	190.4	Riverview..... do	.....	P	A	RL	Yes
G 1613	193.8	Cold Springs..... do	.....	P	A	RL	Yes
G 1616	197.0	Sand..... do	.....	P	A	RL	Yes
G 1621	202.2	Juniper..... do	.....	P	A	RL	Yes
G 1622.8	203.8	State Line..... Ore.-Wash.	.....	P	A	RL	Yes
.....	209.9	Wallula (Jct. H. B.).. Wash.	Jn	FTXP	A	R	Yes
G 1629	210.2	Wallula..... do	.....	P	A	R	Yes
.....	212.6	Attalia (Jct. H. B.).. do	.....	P	A	R	Yes
G 1632	212.8	Attalia..... do	.....	P	A	R	Yes
G 1639	219.5	Humorist..... do	.....	P	A	R	Yes
G 1645	225.5	Ash..... do	.....	P	A	R	Yes
G 1652	233.1	Page..... do	Ms	P	A	R	Yes
G 1660	240.6	Simmons..... do	.....	P	A	R	Yes
G 1661	241.9	Sheffer..... do	.....	P	A	R	Yes
.....	243.7	Walker Pit..... do	Kr	P	A	R	Yes
G 1663	243.8	Walker..... do	.....	P	A	R	Yes
G 1669	249.6	Scott..... do	.....	P	A	R	Yes
G 1672	253.1	Matthew..... do	.....	P	A	R	Yes
G 1676	257.2	Ruxby..... do	.....	P	A	R	Yes
G 1677	258.4	Magallon..... do	.....	P	A	R	Yes
G 1682	263.4	Ayer..... do	Jd	FTXP	A	L	Yes
.....	263.9	Ayer (Jct. H. B.).. do	.....	P	A	L	Yes
G 1686	267.3	Chew..... do	.....	P	A	L	Yes
G 1692	273.1	Joso..... do	.....	P	A	L	Yes
G 1698	279.3	Park..... do	.....	P	A	L	Yes
G 1704	284.9	Hooper Jct..... do	Hr	P	A	L	Yes
G 1712	293.8	Ankeny..... do	.....	P	A	L	Yes
G 1716	297.0	Mack..... do	.....	P	A	L	Yes
G 1720	301.4	Thavis..... do	.....	P	A	L	Yes
G 1725	306.2	Marengo..... do	Ra	FTXP	A	LS	Yes
G 1729	310.4	Teske..... do	.....	P	A	LS	Yes
G 1732	312.9	Emden..... do	.....	P	A	LS	Yes
G 1736	317.1	Ashby..... do	.....	P	A	LS	Yes
G 1741	322.3	Palm Lake..... do	.....	P	A	LS	Yes
G 1748	328.9	Wells..... do	.....	P	A	LS	Yes
G 1752	332.9	Croskey..... do	Ck	P	A	LS	Yes
G 1759	340.3	Mason..... do	.....	P	A	LS	Yes
G 1764	345.3	Geib..... do	.....	P	A	LS	Yes
G 1770	350.5	Cheney..... do	Cy	FTXP	A	LS	Yes
G 1777	357.8	Marshall..... do	.....	P	A	LS	Yes
G 1781	362.0	Cowles..... do	.....	P	A	LS	Yes
G 1784	365.6	West Spokane..... do	.....	P	A	LS	Yes
G 1786	367.3	Spokane..... do	Au	TP	A	LS	Yes
.....	.....	Spokane "Un. Sta.".. do	.....	P	A	LS	Yes
.....	.....	Spokane "Bag'ge".... do	.....	P	A	LS	Yes
.....	.....	Spokane "Freight".... do	.....	P	A	LS	Yes
.....	.....	Spokane "City"..... do	.....	P	A	LS	Yes

WALLULA BRANCH

Sta. No.	Dist. from Wallula	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
G 1629	0.0	Wallula..... Wash.	Jn	FTXP	A	R	Yes
.....	0.2	Wallula (Jct. H. B.).. do	.....	P	A	R	Yes
GA 8	7.7	Reese..... do	.....	P	A	R	Yes
GA 15	15.2	Touchet..... do	Ch	FTXP	A	R	Yes
GA 19	19.6	Lowden..... do	.....	P	A	R	Yes
GA 24	24.2	Whitman..... do	.....	P	A	R	Yes
GA 28	28.6	Auker..... do	.....	P	A	R	Yes
GA 29	29.1	Artesia..... do	.....	P	A	R	Yes
.....	31.0	Walla Walla (Jct. H. B.).. do	.....	P	A	R	Yes
NG 47	31.1	Walla Walla "Depot".... do	Bu	TP	A	RSE	Yes
.....	.....	Walla Walla "Freight".... do	.....	P	A	RSE	Yes

NOTE—Umatilla station belongs to Oregon Division.

WASHINGTON DIVISION—Continued
YAKIMA BRANCH

Sta. No.	Dist. from Attalia	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
G 1632	0.1	Attalia (Jct. H. B.).... Wash.	.....	P	A	R	.....
GB 7	0.0	Attalia..... do	.....	.....	A	L	.....
GB 9	6.6	Villard..... do	.....	.....	A	L	.....
GB 13	8.5	Hedges..... do	.....	.....	A	L	.....
GB 21	13.0	Kennewick..... do	Kn	FTP	A	LS	Yes
GB 26	20.6	Leslie..... do	.....	P	A	R	.....
GB 28	26.2	Ledbeder..... dc	.....	.....	A	R	.....
GB 31	28.0	Grosscup..... do	.....	.....	A	R	.....
GB 36	31.2	Acton..... do	.....	.....	A	R	.....
GB 39	36.4	Benton City..... do	Bc	FTXP	A	L	.....
GB 43	39.1	Corral..... do	.....	.....	A	.....	.....
GB 45	42.9	Chaffee..... do	.....	.....	A	.....	Yes
GB 48	45.3	Meek..... do	.....	.....	A	.....	.....
GB 51	48.2	Biggam..... do	.....	.....	A	R	.....
GB 55	50.6	North Prosser..... do	.....	P	A	L	.....
GB 58	54.7	Capp..... do	.....	.....	A	.....	.....
GB 60	57.6	Grandview..... do	Gw	FTXP	A	LO	Yes
GB 62	59.8	Forsell..... do	.....	.....	A	.....	.....
GB 64	61.5	Waneta..... do	.....	.....	A	R	.....
GB 67	63.4	Midvale (Jct. H. B.).... do	.....	P	A	R	.....
GB 69	67.0	Emerald..... do	.....	.....	A	L	.....
GB 73	68.8	Baird..... do	.....	.....	A	L	Yes
GB 78	73.2	Granger..... dc	.....	.....	A	L	Yes
GB 82	78.4	Zillah..... do	Ah	FTXP	A	L	.....
GB 83	81.5	Buena..... do	BA	FTXP	A	L	.....
GB 84	83.4	Flint..... do	.....	.....	A	L	.....
GB 87	84.4	Sawyer..... do	Sr	FPX	A	R	.....
GB 91	86.7	Donald..... do	Do	FTXP	A	L	.....
GB 94	90.6	Parker..... do	.....	P	A	R	.....
GB 98	94.2	Union Gap..... do	.....	.....	A	.....	.....
GB 98	97.9	Yakima..... do	Ny	FTP	A	LSE	Yes

Sta. No.	Dist. from Midvale	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
GB 64	0.2	Midvale (Jct. H. B.).... Wash.	.....	P	A	R	.....
GC 3	0.0	Midvale..... do	.....	.....	A	RO	.....
GC 3	2.6	Sunnyside..... do	Si	FTP	A	.....	Yes

Sta. No.	Dist. from Pendleton	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
1560	0.0	Pendleton..... Ore.	Fd	FTP	A	LSOE	Yes
NG 4	0.7	Pendleton (Jct.H.B.).... do	.....	.....	A	L	.....
NG 7	4.7	Saxe..... do	.....	.....	A	R	.....
NG 10	7.6	Havana..... do	.....	.....	A	R	.....
NG 13	10.7	Blakeley..... do	Md	TXS	A	R	Yes
NG 18	13.3	Adams..... do	Cn	FTX	A	R	Yes
NG 21	17.9	Athena..... do	Wt	FTXS	A	RSE	.....
NG 24	21.6	Weston..... do	.....	.....	A	R	.....
NG 27	24.1	Downing..... do	.....	.....	A	R	.....
NG 31	27.4	Blue Mountain..... do	.....	.....	A	R	.....
NG 33	30.9	Bade..... do	.....	.....	A	R	Yes
NG 34	33.8	Barrett..... do	.....	.....	A	.....	.....
NG 36	34.8	Prunedale..... do	.....	.....	A	RS	Yes
NG 40	36.9	Milton (Freewater).... do	Co	FTXP	A	L	.....
NG 42	40.6	Spofford..... do	.....	.....	A	R	.....
NG 42.5	42.4	State Line..... Ore.-Wash.	.....	.....	B	.....	.....
NG 44	42.5	State Line..... do	.....	.....	.....	.....	.....
NG 45	44.3	Langdon..... Wash.	.....	.....	.....	.....	.....
NG 47	44.7	Walry..... do	.....	.....	.....	.....	.....
NG 47	44.8	Langdon (Jct.H.B.).... do	Bu	TP	A	RSE	Yes
NG 52	46.9	Walla Walla "Depot".... do	.....	F	A	.....	.....
NG 54	52.5	Walla Walla "Freight".... do	Z	.....	A	R	.....
NG 57	54.3	Walla Walla (Jct.H.B.).... do	.....	.....	A	L	.....
NG 57	57.2	Russell..... do	.....	.....	A	.....	.....
NG 57	57.2	Valley Grove..... do	.....	.....	A	.....	.....
NG 57	57.2	Hadley..... do	.....	.....	A	.....	.....

NOTE—Pendleton station belongs to Oregon Division.

WASHINGTON DIVISION—Continued
BRANCH LINE—PENDLETON TO TUCANNON—Continued

Sta. No.	Dist. from Pendleton	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
NG 60	60.5	Berryman..... Ore.	.....	.....	A	R	.....
NG 61	61.6	Ennis..... do	.....	.....	A	L	.....
NG 67	67.4	Prescott..... do	Sy	FTX	A	LO	Yes
NG 72	71.9	Bolles (Jct. H. B.).... do	.....	.....	A	R	.....
NG 76	72.0	Bolles..... do	.....	.....	A	L	.....
NG 79	76.2	Menoken..... do	.....	.....	A	L	.....
NG 83	79.3	McKay..... do	.....	.....	A	L	.....
NG 89	83.8	Alto..... do	.....	.....	A	L	.....
NG 94	89.4	Relief..... do	Sa	FTXP	A	L	Yes
NG 96	94.9	Starbuck..... do	.....	.....	B	.....	.....
GE 12	95.0	Starbuck (Jct.H.B.).... do	.....	.....	A	L	.....
NG 98	96.6	Powers..... do	.....	P	A	L	.....
NG 98	98.6	Tucannon..... do	.....	.....	.....	.....	.....
NG 98	98.7	Tucannon (Jct. H. B.)... do	.....	.....	.....	.....	.....

Sta. No.	Dist. from Johns	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
NH 1	0.5	Johns..... Ore.	.....	.....	A	.....	.....
NG 34	0.0	Prunedale (Jct.Pt.).... do	.....	.....	A	.....	.....
NH 1	0.8	Mumford..... do	.....	.....	B	.....	.....
NH 2	1.6	Carpenter..... do	.....	.....	A	.....	.....
NH 3	2.4	Glenecove..... do	.....	.....	A	L	Yes
NH 4	3.6	Umapine..... do	.....	.....	.....	.....	.....

Sta. No.	Dist. from Langdon	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
NG 44	0.0	Langdon..... Wash.	.....	.....	B	.....	.....
NG 44	0.5	Langdon (Jct.H.B.).... do	.....	.....	A	.....	.....
NJ 1	0.9	Whitney..... do	.....	.....	A	.....	.....
NJ 2	2.0	Tausick..... do	.....	.....	.....	.....	.....

Sta. No.	Dist. from Bolles	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
NG 72	0.1	Bolles (Jct. H. B.).... Wash.	.....	.....	A	L	.....
NK 3	0.0	Bolles..... do	Bg	FTX	A	R	Yes
NK 4	3.6	Waitsburg..... do	.....	.....	.....	.....	.....
NK 4	4.2	Loyd..... do	.....	.....	.....	.....	.....
NK 5.15	5.2	Waitsburg Jct..... do	.....	.....	.....	.....	.....
NK 6	6.1	Huntsville..... do	.....	.....	A	L	.....
NK 8	8.5	Dumas..... do	.....	.....	B	.....	.....
NK 10	9.7	Long..... do	.....	.....	A	R	.....
NK 13	13.0	Dayton Jct..... do	.....	.....	.....	.....	.....
NK 19	13.2	Dayton..... do	Da	FTX	A	RE	Yes
NK 23	19.4	Ronan..... do	.....	.....	A	.....	.....
NK 25	22.8	Whetstone..... do	.....	.....	A	L	.....
NK 25	24.9	Turner..... do	.....	.....	A	L	.....

Sta. No.	Dist. from Starbuck	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
NG 94	0.0	Starbuck..... Wash.	Sa	FTXP	A	L	Yes
NL 8	0.1	Starbuck (Jct.H.B.).... do	.....	.....	A	L	.....
NL 11	8.0	Delaney..... do	.....	.....	A	L	.....
NL 14	11.4	Jackson..... do	.....	.....	A	L	.....
NL 16	14.5	Chard..... do	.....	.....	A	L	Yes
NL 19	16.4	Dodge..... do	.....	.....	A	R	.....
NL 25	19.1	Houser..... do	.....	.....	A	L	.....
NL 29	24.5	Zumwalt..... do	Py	FTX	A	LOE	Yes
NL 29	28.9	Pomeroy..... do	.....	.....	.....	.....	.....

WASHINGTON DIVISION—Continued

BRANCH LINE—AYER TO TEKOA

Sta. No.	Dist. from Ayer	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form	Stock Yard Facilities
G 1682	0.0	Ayer..... Wash.	Jd	FTP	A	R	
GE 3	0.5	Ayer(Jct. H. B.)..... do			A	L	
GE 11	2.7	Rifton..... do			A	B	
GE 12	11.6	Pataha..... do		P	A	L	
	12.4	Tucannon..... do			A	R	
	12.5	Tucannon (Jct. H. B.)..... do					
GE 17	17.3	Riparia (Jct. H. B.)..... do					
GE 22	17.4	Riparia..... do	Xs	FTXP	A	R	
GE 30	21.9	Canyon..... do		P	A	R	Yes
GE 32	30.0	Hay..... do			A	R	
GE 36	31.7	Schreck..... do			A	R	
GE 41	35.6	Jerita..... do			A	L	Yes
	41.3	La Crosse..... do	Ja	FTXP	A	L	
GE 48	41.4	La Crosse(Jct. H. B.)..... do					
	47.9	Sutton..... do			B	R	
	51.8	Winona(Jct. H. B.)..... do					
GE 52	51.9	Winona..... do	Wa	FTX	A	L	Yes
GE 58	57.7	Endicott..... do	Di	FTXP	A	RS	Yes
GE 65	64.6	Thera..... do			A	R	
GE 68	68.3	Diamond..... do	D		A	R	Yes
GE 72	72.3	Mockonema..... do			A	R	
GE 75	74.7	Crest..... do		P	A	R	
	77.0	Colfax (Jct. H. B.)..... do					
GE 77	77.2	Colfax..... do	Ca	FTP	A	LS	Yes
GE 83	83.3	Glenwood..... do			A	L	Yes
GE 89	89.5	Elberton..... do	Gr		A	L	Yes
GE 95	94.9	Garfield..... do	Dc	FTX	A	RS	Yes
GE 98	98.4	Walters..... do			B	L	
GE 104	104.3	Farmington..... do	Fm	FTXP	A	RS	
	110.2	Seltice (Jct. H. B.)..... do		P	A	L	
GE 110	110.2	Seltice..... do			A	L	
GE 116	115.9	Tekoa..... Wash.-Ida.	K	FTXP	A	RS	Yes

CONNELL BRANCH

Sta. No.	Dist. from La-Crosse	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form	Stock Yard Facilities
GE 41	0.1	La Crosse (Jct. H. B.)..... Wash.	Ja	FTXP	A	LS	Yes
GF 5	0.0	La Crosse..... do			A	L	
CF 8	4.5	Pampa..... do			A	L	
GF 15	8.1	Gordon..... do			A	L	Yes
G 1704	14.6	Hooper..... do	Hr	P	A	L	
GF 23	15.6	Hooper Jct..... do			A	L	
GF 29	23.4	Washuona..... do	Fm	FTX	A	R	Yes
GF 34	29.2	MacAdam..... do			A	R	
GF 37	34.0	Wacota..... do			A	R	
GF 42	37.3	Kahlotus..... do	Ho	FTX	A	R	
GF 46	42.2	Estes..... do			A	R	
GF 51	46.0	Sulphur..... do			A	R	
GF 53	51.0	Curry..... do			A	R	
	52.8	Connell..... do	N	FX	A	R	Yes

PLEASANT VALLEY BRANCH

Sta. No.	Dist. from Winona	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form	Stock Yard Facilities
GE 52	0.1	Winona (Jct. H. B.)..... Wash.	Wa	FTX	A	L	Yes
GG 4	0.0	Winona..... do			A	L	
GG 11	4.4	Gravel Pit..... do		P	A	L	Yes
GG 18	11.5	Willada..... do	Sj	FTX	A	L	Yes
GG 21	18.2	St. John..... do			A	L	
GG 23	20.8	Juno..... do			A	B	
GG 25	22.5	Huntley..... do			A	B	
GG 31	25.3	Sunset..... do		P	A	L	
GG 34	31.1	Thornton..... do	Ko		A	L	Yes
GG 39	33.8	Coman..... do			A	B	
GG 42	39.1	Oakesdale..... do	On	FTX	A	R	Yes
GG 45	42.4	Fletcher..... do			A	L	
	45.2	Warner..... do			A	L	
	47.9	Seltice (Jct. H. B.)..... do		P	A	L	
GE 110	47.9	Seltice..... do			A	L	

WASHINGTON DIVISION—Continued

MOSCOW BRANCH

Sta. No.	Dist. from Colfax	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form	Stock Yard Facilities
GE 77	0.0	Colfax..... Wash.	Ca	FTP	A	LS	Yes
GH 5	0.2	Colfax (Jct. H. B.)..... do			A	L	
GH 8	4.7	Risbeck..... do			A	R	
GH 10	8.0	Parvin..... do			A	R	
GH 13	9.9	Shawnee..... do			A	R	
GH 16	12.9	Albion..... do		P	A	R	Yes
GH 19	15.9	Armstrong..... do			A	R	
GH 20	18.9	Pullman..... do	Xn	FTPX	A	RO	
GH 21	20.7	Whitlow..... do			A	R	
GH 24	21.6	Holland..... do			A	R	
GH 26	24.3	Garrison..... do			A	R	
GH 28	26.4	State Line..... Wash.-Idaho					
	28.3	Moscow..... Idaho	Mo	FTPX	A	RS	Yes

BRANCH LINE—TEKOA TO SPOKANE

Sta. No.	Dist. from Ayer	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form	Stock Yard Facilities
GE 116	115.9	Tekoa..... Wash.-Idaho	K	FTXP	A	RS	Yes
GJ 123	116.0	Tekoa (Jct. H. B.)..... Wash.			A	L	Yes
GJ 127	123.1	Latah..... do			A	B	
GJ 132	126.4	Rahm..... do	G	FTX	A	L	
GJ 135	131.5	Fairfield..... do			A	R	
GJ 138	134.9	Darknell..... do			A	R	
GJ 142	138.2	Rockford..... do	Rd	FTXP	A	RS	
GJ 144	142.2	Coey..... do			A	L	
	142.7	Manito..... do	Mu	FTX	A	R	
	143.5	Manito (Jct. H. B.)..... do					
GJ 145	144.2	Lockwood..... do			B	L	
GJ 147	146.7	Freemar..... do			A	L	
GJ 150	149.5	Mica..... do	Ma	FTX	A	R	
GJ 152	152.0	Redlin..... do			A	L	
GJ 156	155.6	Chester..... do			A	L	
GJ 159	158.7	Dishman..... do	Sp	FTX	A	RS	
GJ 161	161.1	Hill..... do					
GJ 162	162.5	East Spokane..... do					Yes
		Spokane, "Union Stat'n"..... do					
G 1786	165.2	Spokane, "Freight"..... do	Au	TP			
		Spokane, "Baggage"..... do		F	A		
		Spokane, "City"..... do		T			

WALLACE BRANCH

Sta. No.	Dist. from Tekoa	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form	Stock Yard Facilities
GE 116	0.0	Tekoa..... Wash.	K	FTXP	A	RS	Yes
GM 2	0.1	Tekoa (Jct. H. B.)..... do			A	R	
GM 2.3	2.2	Tilma..... do			A	R	
GM 7	2.2	State Line..... Wash.-Idaho			A	R	
GM 10	7.0	Lovell..... Idaho			A	R	
GM 12	10.2	Olmstead..... do			A	R	
GM 15	12.2	Watt..... do			A	R	
GM 23	15.4	Plummer..... do	Mr	FTXP	A	L	
GM 26	22.8	Chatcolet..... do		P	A	L	
GM 28	26.4	O'Gara..... do			A	R	
GM 31	28.3	Lacon..... do			A	R	
GM 34	30.6	Harrison..... do	Rn	FTX	A	R	
GM 38	34.1	Springton..... do	Re	FT	A	R	
GM 41	38.4	Black Lake..... do			C	R	
GM 45	41.4	Medimont..... do			A	L	
GM 49	45.4	Lane..... do			A	L	
GM 52	49.2	Rose Lake..... do	Ro		A	R	
GM 58	52.1	Dudley..... do			A	R	
GM 62	57.8	Cataldo..... do			A	R	
	62.6	Enaville..... do	Vi	FXP	A	L	

WASHINGTON DIVISION—Concluded

WALLACE BRANCH—Concluded

Sta. No.	Dist. from Tekoa	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
GM 64	64.2	Pine Creek..... Idaho			A	L	
GM 66	66.4	Smelterville..... do			A	L	
GM 67	67.3	Bradley..... do		P	A	L	
	67.4	Bradley (Jct. H. B.)..... do			A	L	
GM 69	69.3	Kellogg-Wardner..... do	Dn	FTXP	A	RS	
GM 73	72.9	Shont..... do			A	R	
GM 76	75.9	Osburn..... do			A	L	Yes
GM 78	77.7	Argentine..... do			A	RS	
GM 80	80.3	Wallace..... do	Wc	FTP	A	L	Yes
GM 84	84.2	Gem..... do			A	L	
	84.5	Frisco..... do			B	L	
GM 85	85.3	Dorn..... do			A	R	
GM 87	87.0	Burke..... do	B	FTX	A	R	

	Dist. from Bradley	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
SIERRA NEVADA BRANCH							
GM 67	0.0	Bradley (Jct. H. B.)..... Idaho			A	R	
GP 1	1.3	Silver King..... do			A	R	

OPERATED MILEAGE

Note—The distances given in the following table are measured to and from initial or terminal points of tracks and include the exact mileage of other companies, operated under trackage rights. Distances to and from depots are given in connection with the list of stations, pages 202 to 214.

	First Main Track	Second Main Track	Add'l Main Track
OREGON DIVISION			
Main Line—			
Fourth Subdivision... Portland to the Dalles.....	83.99		3.07
do E. Port. to No. Port. Jct.....	6.33		2.47
do Peninsula Jct. to Troutdale....	16.35	106.67	
Third Subdivision... The Dalles to Rieth.....	127.78		19.74
do Messner to Hinkle via Umatilla	27.63	155.41	
Second Subdivision... Rieth to La Grande.....		78.06	3.86
First Subdivision... La Grande to Huntington.....		99.09	.62
Fifth Subdivision... No. Port. Jct. to Seattle.....	176.36		
do Tacoma Freight Line.....	1.67	178.03	143.14
Total.....	617.26	172.90	
Branches—			
Bend..... Oregon Trunk Jct. to Bend....	151.47		
Shaniko..... Biggs to Shaniko.....	69.79		
Condon..... Arlington to Condon.....	44.83		
Heppner..... Heppner Junction to Heppner	45.43		
St. Johns..... St. Johns Jct. to Peninsula Jct., via St. Johns.....	7.69		
Grays Harbor..... Centralia to Hoquiam.....	57.92	2.89	
Grays Harbor..... Centralia to Blakeslee Jct.....	1.58		
Montesano..... South Montesano to Montesano	1.60		
Tono..... Wabash to Tono.....	6.20		
Olympia..... East Olympia to Olympia.....	7.43		
American Lake..... Nisqually to Fort Lewis.....	5.37		
Pilot Rock..... Rieth to Pilot Rock.....	14.25		
Joseph..... La Grande to Joseph.....	83.58		
Total.....	497.14	2.89	
Total Oregon Division.....	1,114.40	175.79	
WASHINGTON DIVISION			
Main Line—			
Sixth Subdivision... Umatilla to Spokane.....	184.30	1.85	
Total.....	184.30	1.85	
Branches—			
Wallula..... Wallula to Walla Walla.....	30.76		
Yakima..... Attalia to Yakima.....	98.07		
Sunnyside..... Midvale to Sunnyside.....	3.21		
Pendleton..... Pendleton to Tucannon.....	98.02		
Ayer-Spokane..... Ayer to Spokane via Colfax...	166.59	1.63	
Yellow Hawk..... Langdon to Tausick.....	1.68		
Umapine..... Johns to Umapine.....	4.14		
Dayton..... Bolles to Turner.....	25.20		
Pomeroy..... Starbuck to Pomeroy.....	30.18		
Pleasant Valley..... Winona to Seltice.....	47.94		
Connell..... La Crosse to Connell.....	53.06		
Moscow..... Colfax to Moscow.....	28.51		
Wallace..... Tekoa to Burke.....	87.27		
Sierra Nevada..... Bradley to Silver King.....	3.24		
Total.....	677.87	1.63	
Total Washington Division	862.17	3.48	
Total Main Line.....	801.56	174.75	
Total Branches.....	1,175.01	4.52	
Camas Prairie R. R. Co.....	257.90		
Grand Total (operated mileage)	2,234.47	179.27	
FIRST TRACK MILEAGE BY STATES—			
Oregon.....	924.52		
Washington.....	1,031.89		
Idaho.....	278.06		
Total.....	2,234.47		

OPERATED MILEAGE—Continued
MILEAGE OF ALL TRACKS OWNED AND OPERATED

	First Main Track	Second Main Track	Yard Tracks and Sidings	Total
Mileage operated as shown on page 215.....	2,234.47	179.27	807.18	3,220.92
Add mileage owned but leased to other companies:				
Northern Pacific Terminal Co., Portland, Ore.....			2.23	2.23
Y. V. T. Co., at Yakima, Wash.....			1.19	1.19
Pacific Fruit Express Co. at Portland, Ore.....			.10	.10
P. T. I. Co., at Portland, Ore.....			.04	.04
Add Mileage owned but not operated:				
At Portland, Ore. (Leased to various Ind.).....			.72	.72
Total.....	2,234.47	179.27	811.46	3,225.20
Deduct Mileage of other companies operated under contract or trackage rights:				
Northern Pacific Ry. Co.—Spokane, Wash.....			1.41	1.41
Des Chutes Railroad Co.:				
South Junction to Metolius, Ore.....	24.00		2.99	26.99
At Bend, Ore.....			2.68	2.68
Northern Pacific Terminal Co.:				
At Portland, Ore.....	.26			.26
Spokane, Portland & Seattle Ry. Co. and Northern Pacific Ry. Co. Jointly:				
North Portland Junction to Vancouver, Wash.....	1.79	1.79	.04	3.62
Spokane International Ry. Co.:				
At Spokane, Wash.....			.08	.08
Northern Pacific Ry. Co.:				
Vancouver to Reservation, Wash.....	138.05	138.01	66.28	342.34
At Longview Jct., Wash.....			.04	.04
At Sunnyside, Wash.....			.10	.10
At Auburn, Wash.....			.22	.22
At Seattle, Wash.....			.39	.39
Centralia to Blakeslee Jct., Wash.....	1.58		.67	2.25
Waitsburg to Dayton, Wash.....	7.69		.37	8.06
At Wallula, Wash.....			1.07	1.07
At Athena, Ore.....			.30	.30
At Gem, Idaho.....			.04	.04
South Aberdeen to Hoquiam, Wash.....	2.25	2.50	14.59	19.34
At Zillah, Wash.....			1.57	1.57
At Spokane, Wash.....			.51	.51
At Dorn, Idaho.....			.03	.03
Nisqually to Fort Lewis, Wash.....	5.37		7.49	12.86
Lewiston to Grangeville, Idaho.....	f 79.67		25.21	104.88
Spalding to Stites, Idaho.....	f 66.02		10.34	76.36
Orofino to Headquarters, Idaho.....	f 40.75		9.21	49.96
Oregon Trunk Ry.:				
Oregon Trunk Jct. to South Junction, Ore.....	84.59		7.74	92.33
Metolius to Bend, Ore.....	42.63		15.57	58.20
Southern Pacific Co.:				
At Portland, Ore.....		.10	.15	.25
Walla Walla Valley Ry. Co.:				
Langdon to Tausick, Wash.....	1.56		.31	1.87
C. M. St. P. & P. R. R. Co.:				
At Seattle, Wash.....			.52	.52
At Spokane, Wash.....	1.70	1.63	.12	3.45
At Tacoma, Wash.....			.40	.40
At Hoquiam, Wash.....			.02	.02
G. N. Ry. Co.—At Spokane, Wash.....			.31	.31
At Seattle, Wash.....			.17	.17
Pacific Coast R. R. Co., and C. M. St. P. & P. R. R. Co.:				
At Seattle, Wash.....			.08	.08
Pacific Coast R. R. Co.—At Black River Jct., Wn.....		.03		.03
S. P. & S. Ry. Co.—At Portland, Ore.....			.20	.20
Condon, Kinzua & Southern R. R. Co.—At Condon, Ore.....			.17	.17
Total.....	497.94	144.03	171.39	813.36
Total Owned and Jointly Owned.....	1,736.53	35.24	640.07	2,411.84

See page 219 for explanation of symbols.

OPERATED MILEAGE—Concluded
MILEAGE OF ALL TRACKS OWNED AND OPERATED—Concluded

	First Main Track	Second Main Track	Yard Tracks and Sidings	Total
Deduct other companies proportion of jointly owned Mileage:				
Owned jointly by O.-W. R. R. & N. Co. and C. M. St. P. & P. R. R. Co.:				
Tacoma Jct. to Black River Jct., Wash.....	13.16		4.00	17.16
At Seattle, Wash.....			.10	.10
Helsing Jct. to Hoquiam, Wash.....	22.25	.19	6.30	28.74
So. Montesano to Montesano, Wash.....	.80		.35	1.15
At Spokane, Wash.....	.28	.28	1.27	1.83
At East Spokane, Wash.....			.47	.47
C. M. St. P. & P. R. R. Co. and G. N. Ry. Co.:				
At Seattle, Wash.....			.33	.33
C. M. St. P. & P. R. R. Co., G. N. Ry. Co. and N. P. Ry. Co.:				
At Longview, Wash.....			19.99	19.99
At Longview Jct., Wash.....			.94	.94
At Vader Jct., Wash.....			.33	.33
At Seattle, Wash.....			12.05	12.05
C. M. St. P. & P. R. R. Co. and N. P. Ry. Co.:				
At Hoquiam, Wash.....			.54	.54
C. M. St. P. & P. R. R. Co. & Saginaw Logging Co.:				
At Preachers Slough, Wash.....			.09	.09
Great Northern Ry. Co.:				
At Seattle, Wash.....			1.96	1.96
At Spokane, Wash.....			.04	.04
G. N. Ry. Co. and N. P. Ry. Co.:				
At Tacoma, Wash.....			1.49	1.49
At Longview Jct., Wash.....			.56	.56
Northern Pacific Ry. Co.:				
At Pendleton, Ore.....			.18	.18
At Seattle, Wash.....			3.43	3.43
At Fort Lewis, Wash.....			.09	.09
At Walla Walla, Wash.....			.38	.38
At Pullman, Wash.....			.02	.02
Waitsburg to Dayton, Wash.....		.02	.06	.08
Wallace to Burke, Idaho.....		.17	.58	.75
N. P., Peninsula Term. Co. & S. P. & S. Ry. Co.:				
At North Portland Jct., Ore.....			.60	.60
N. P. Ry. Co. and S. P. & S. Ry. Co.:				
At North Portland Jct., Ore.....			.39	.39
Southern Pacific Co.:				
At East Portland, Ore.....			1.28	1.28
At East Portland, Ore.....	.15	.15		.30
Spokane, Coeur d'Alene and Palouse Ry. Co.:				
At Oakesdale, Wash.....			.03	.03
Spokane, Portland and Seattle Ry. Co.:				
At Portland, Ore.....			.01	.01
Walla Walla Valley Ry. Co.:				
At Milton, Ore.....			.08	.08
At Walla Walla, Wash.....			.12	.12
Johns to Umapine, Ore.....	2.07		.63	2.70
Total to Deduct.....	38.90	.62	(J) 58.69	98.21
Total Mileage Owned.....	1,697.63	34.62	581.38	2,313.63

See page 219 for explanation of symbols.

JOINT TRACKAGE

Of the total mileage operated, there is operated jointly with other companies the following:

	First Main Track	Add'l Main Track	Yard Tracks and Sidings
	Miles	Miles	Miles
TRACKS OWNED OR LEASED BY O.-W. R. R. & N. Co.			
ALSO USED BY:			
Bunker Hill & Sullivan Mining & Concentrating Co.			
C. M. St. P. & P. R. R. Co.	Bradley, Idaho.....	3.38	3.34
do	Argo to Seattle, Wash.....	3.34	2.60
do	Manito to Dishman, Wash.....	15.23	1.75
do	Dishman to N. P. Crossing, Spokane, Wash.....	4.58	7.15
do	Spokane to Marengo, Wash.....	60.54	8.45
C. M. St. P. & P. R. R. Co. and Northern Pacific Ry. Co.	At Aberdeen, Wash.....		.08
Great Northern Ry. Co.	At Spokane, Wash.....		.11
Northern Pacific Ry. Co.	Centralia to Blakeslee Jet., Wash.....	1.37	.02
do	At Zillah, Wash.....	.50	.57
do	At Moscow, Idaho.....	.01	.10
do	At Wallula, Wash.....		.84
do	Riparia, Wash., to Lewiston, Idaho.....	f 71.46	f 9.60
do	At Seattle, Wash.....		.08
do	At Huntsville, Wash.....		.20
do	At Olympia, Wash.....		2.81
do	At Pendleton, Ore.....	1.93	.09
do	Wallace to Burke, Idaho.....	6.21	.09
S. P. & S. Ry. Co.	At St. Johns, Ore.....	.08	.02
do	At North Portland, Ore.....	.07	1.69
Yakima Valley Transp. Co.	At Yakima, Wash.....		.98
Spokane International Ry. Co.	At Spokane, Wash.....	2.12	.87
Union Railroad of Oregon.	At Union Jet., Ore.....		.30
Mt. Hood R. R. Co.	At Hood River, Ore.....	.46	2.27
Sumpter Valley Ry. Co.	At Baker, Ore.....		.34
Oregon Trunk Ry. & G. N. Ry. Co.	So. Jct. to Metolius, Ore.....	(H)24.00	(H)2.99
Condon, Kinsua & Southern R. Co.	At Condon, Ore.....		.92
Southern Pacific Co.	At Portland, Ore.....	.35	.49
S. P. Co. and S. P. & S. Ry. Co.	At Portland, Ore.....		.04
N. P. Ry. Co. & G. N. Ry. Co.	At Ridgefield, Wash.....		.54
	Total.....	192.63	4.94
			46.07

TRACKS OWNED JOINTLY WITH OTHER COMPANIES

C. M. St. P. & P. R. R. Co.	Tacoma Jct. to Black River Jct., Wash.....	26.32	† 8.00
do	At Seattle, Wash.....		.20
do	Helsing Jct. to Hoquiam, Wash.....	† 44.50	† .39
do	S. Montesano to Montesano, Wash.....	1.60	.70
do	At Spokane, Wash.....	# .56	# .56
do	At East Spokane, Wash.....		.95
Great Northern Ry. Co.	At Seattle, Wash.....		3.91
do	At Spokane, Wash.....		.08
Northern Pacific Ry. Co.	At Seattle, Wash.....		⊕ 6.85
do	At Walla Walla, Wash.....		.76
do	At Pendleton, Ore.....		.36
do	Waitsburg to Dayton, Wash.....	.04	.12
do	At Pullman, Wash.....		.05
do	Wallace to Burke, Idaho.....	.34	1.16
do	At Fort Lewis, Wash.....		.14
N. P. Ry. Co. & G. N. Ry. Co.	At Tacoma, Wash.....		2.23
do	At Longview Jct., Wash.....		.84
S. P. & S. Ry. Co.	At Portland, Ore.....		.01
S. P. & S. Ry. Co. & N. P. Ry. Co.	North Portland Jct., Ore.....		.78

JOINT TRACKAGE—Concluded

Of the total mileage operated, there is operated jointly with other companies the following:

	First Main Track	Add'l Main Track	Yard Tracks and Sidings
	Miles	Miles	Miles
TRACKS OWNED JOINTLY WITH OTHER COMPANIES—Concluded			
C. M. St. P. & P. R. R. Co., and N. P. Ry. Co.	At Hoquiam, Wash.....		.81
C. M. St. P. & P. R. R. Co., and G. N. Ry. Co.	At Seattle, Wash.....		.50
C. M. St. P. & P. R. R. Co., N. P. Ry. Co. and G. N. Ry. Co.	At Seattle, Wash.....		16.06
do	At Longview, Wash.....		+25.73
do	At Longview Jct., Wash.....		# 2.00
do	At Vader Jct., Wash.....		X .44
C. M. St. P. & P. R. R. Co. & Saginaw Logging Co.	At Preachers Slough, Wash.....		.11
Southern Pacific Co.	At Portland, Ore.....	♦ .31 ♦ .30	
do	At East Portland, Ore.....		2.57
Oregon Short Line R. R. Co.	At Huntington, Ore.....		.45
N. P. Ry. Co., Peninsula Term. Co. & S. P. & S. Ry. Co.	At No. Portland Jct., Ore.....		.80
S. C. & P. Ry. Co.	At Oakesdale, Wash.....		.07
W. W. V. Ry. Co.	Johns to Umapine, Ore.....	4.14	1.27
do	At Milton, Ore.....		.16
do	At Walla Walla, Wash.....		.24
	Total.....	77.81	1.25
			93.49

CAMAS PRAIRIE RAILROAD CO.

/Riparia Wn. to Grangeville, Idaho	151.13	34.81
/Spalding to Stites, Idaho	66.02	10.34
/Orofino to Headq'trs, Idaho	40.75	9.21
Total.....	257.90	54.36

†Operated for O.-W. R. R. & N. Co. and N. P. Ry. Co. by Camas Prairie R. R. Co.

#Also used by Spokane International Ry. Co.

⊕Includes 3.93 mi. used also by G. N. Ry. Co. and C. M. St. P. & P. R. R. Co.

†Includes 2.91 mi. main track, .39 mi. second track, and 3.50 mi. yard tracks and sidings used also by N. P. Ry. Co. and .11 mi. used also by Saginaw Logging Co.

†Includes .81 mile yard tracks and sidings used also by N. P. Ry. Co. and .59 mi. used also by G. N. Ry. Co.

♦Also used by S. P. & S. Ry. Co.

+Includes 13.01 mi. used also by L. P. & N. Ry. Co.

#Includes .02 mi. used also by L. P. & N. Ry. Co.

XIncludes .44 mi. used also by L. P. & N. Ry. Co.

(H)Leased from the Des Chutes R. R. Co.

(J)Does not include .23 mi. which is O.-W. R. R. & N. Co's. proportion of .45 mi. owned jointly with the O. S. L. R. R. Co. all of which is included in mileage of Northwestern District.

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	Track Connection
Aberdeen..... Wash.	Northern Pacific Ry. Co.....	Yes
Arrow..... Idaho	Northern Pacific Ry. Co.....	Yes
Athena..... Ore.	Northern Pacific Ry. Co.....	Yes
Attalia..... Wash.	Northern Pacific Ry. Co.....	No
Auburn..... Wash.	Northern Pacific Ry. Co.....	Yes
Baker..... Ore.	Sumpter Valley Ry. Co.....	*Yes
Barnes..... Ore.	Spokane, Portland & Seattle Ry. Co.....	Yes
	Northern Pacific Ry. Co.....	Yes
	Great Northern Ry. Co.....	Yes
Bend..... Ore.	Great Northern Ry. Co.....	Yes
Black River Jct.. Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
	Pacific Coast R. R. Co.....	Yes
Blakeslee Jct.... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
	Northern Pacific Ry. Co.....	Yes
Buena..... Wash.	Northern Pacific Ry. Co.....	Yes
Chehalis..... Wash.	Northern Pacific Ry. Co.....	Yes
	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
	Cowlitz, Chehalis & Cascade Ry.....	Yes
Cheney..... Wash.	Northern Pacific Ry. Co.....	No
Colfax..... Wash.	Spokane, Coeur d'Alene & Palouse Ry. Co.....	No
Condon..... Ore.	Condon, Kinzua & Southern R. R. Co.....	Yes
Connell..... Wash.	Northern Pacific Ry. Co.....	No
Cosmopolis..... Wash.	Northern Pacific Ry. Co.....	Yes
Dayton..... Wash.	Northern Pacific Ry. Co.....	Yes
Dishman..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
Donald..... Wash.	Northern Pacific Ry. Co.....	Yes
East Portland..... Ore.	Southern Pacific Co.....	Yes
	Spokane, Portland & Seattle Ry. Co.....	Yes
	Port. Traction Co.....	*Yes
Farmington..... Wash.	Northern Pacific Ry. Co.....	No
Flint..... Wash.	Northern Pacific Ry. Co.....	No
Fort Lewis..... Wash.	Northern Pacific Ry. Co.....	Yes
Garfield..... Wash.	Northern Pacific Ry. Co.....	Yes
	Spokane, Coeur d'Alene & Palouse Ry. Co.....	No
Grandview..... Wash.	Northern Pacific Ry. Co.....	Yes
Granger..... Wash.	Northern Pacific Ry. Co.....	No
Helsing Jct..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
Hood River..... Ore.	Mt. Hood R. R. Co.....	Yes
Hoquiam..... Wash.	Northern Pacific Ry. Co.....	Yes
Huntington..... Ore.	So. Cent. Dist.....	Yes
Johns..... Ore.	Walla Walla Valley Ry. Co.....	Yes
Kahlotus..... Wash.	Spokane, Portland & Seattle Ry. Co.....	Yes
Kellogg-Wardner.. Idaho	Bunker Hill & Sullivan M. & C. Co.....	Yes
Kennewick..... Wash.	Northern Pacific Ry. Co.....	Yes
Langdon..... Wash.	Walla Walla Valley Ry. Co.....	Yes
Longview Jct.... Wash.	Longview, Portland & Northern Ry. Co.....	Yes
Manito..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
Marengo..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
Marshall..... Wash.	Northern Pacific Ry. Co.....	No
	Spokane, Portland & Seattle Ry. Co.....	No
Milton..... Ore.	Walla Walla Valley Ry. Co.....	Yes
Montesano..... Wash.	Northern Pacific Ry. Co.....	Yes
Moscow..... Idaho	Northern Pacific Ry. Co.....	Yes
	Spokane, Coeur d'Alene & Palouse Ry. Co.....	Yes
Napavine..... Wash.	Newaukum Valley R. R. Co.....	Yes
North Portland... Ore.	Spokane, Portland & Seattle Ry. Co.....	Yes
	Great Northern Ry. Co.....	Yes
	Northern Pacific Ry. Co.....	Yes
Oakesdale..... Wash.	Northern Pacific Ry. Co.....	No
	Spokane, Coeur d'Alene & Palouse Ry. Co.....	Yes
Olequa..... Wash.	Longview, Portland & Northern Ry. Co.....	Yes
Olympia..... Wash.	Northern Pacific Ry. Co.....	Yes
Oregon Trunk Jct. Ore.	Oregon Trunk Ry.....	Yes
Orillia..... Wash.	Northern Pacific Ry. Co.....	Yes
Ostrander..... Wash.	Ostrander Ry. & Timber Co.....	Yes
Parker (West)..... Wash.	Northern Pacific Ry. Co.....	Yes
Parker (East)..... Wash.	Northern Pacific Ry. Co.....	No
Pendleton..... Ore.	Northern Pacific Ry. Co.....	Yes

*Narrow Gauge—Connection with warehouse.

★Track connections are made over the tracks of another company.

JUNCTION STATIONS AND CONNECTING LINES—Concluded

JUNCTION STATION	CONNECTING LINES	Track Connection
Plummer..... Idaho	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
Portland..... Ore.	Great Northern Ry. Co.....	★Yes
	Northern Pacific Ry. Co.....	Yes
	Spokane, Portland & Seattle Ry. Co.....	★Yes
	Southern Pacific Co.....	Yes
	Oregon Electric Ry.....	★Yes
	United Railways Co. (Electric).....	★Yes
Preacher's Slough Wash.	Saginaw Logging Co.....	Yes
Prineville Jct.... Ore.	City of Prineville Ry.....	Yes
Pullman..... Wash.	Northern Pacific Ry. Co.....	Yes
Riparia..... Wash.	Camas Prairie R. R. Co.....	Yes
	Northern Pacific Ry. Co.....	Yes
Rocky Point..... Wash.	Columbia & Cowlitz Ry. Co.....	Yes
Sawyer..... Wash.	Northern Pacific Ry. Co.....	Yes
Seattle..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
	Pacific Coast R. R. Co.....	Yes
	Great Northern Ry. Co.....	Yes
	Northern Pacific Ry. Co.....	Yes
	Rainier Valley Ry. Co.....	★Yes
	Puget Sound Electric Ry.....	★Yes
South Elma..... Wash.	Schafer Bros. Logging Co.....	Yes
Spokane..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
	Great Northern Ry. Co.....	Yes
	Spokane, Coeur d'Alene & Palouse Ry. Co.....	Yes
	Northern Pacific Ry. Co.....	Yes
	Spokane International Ry. Co.....	Yes
	Spokane, Portland & Seattle Ry. Co.....	Yes
St. Clair..... Wash.	Northern Pacific Ry. Co.....	Yes
Sumner..... Wash.	Northern Pacific Ry. Co.....	Yes
Sunnyside..... Wash.	Northern Pacific Ry. Co.....	Yes
Tacoma..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
	Great Northern Ry. Co.....	Yes
	Northern Pacific Ry. Co.....	Yes
	Walla Walla Valley Ry. Co.....	Yes
Tausick..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	No
Tekoa..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	No
Telocaset..... Ore.	Big Creek & Telocaset R. R. Co.....	Yes
W. Tenino..... Wash.	Northern Pacific Ry. Co.....	Yes
	Great Northern Ry. Co.....	Yes
Thornton..... Wash.	Spokane, Coeur d'Alene & Palouse Ry. Co.....	No
Union Jct..... Ore.	Union R. R. of Oregon.....	Yes
Vader Jct..... Wash.	Longview, Portland & Northern Ry. Co.....	Yes
Vancouver Jct... Wash.	Northern Pacific Ry. Co.....	Yes
Vancouver..... Wash.	Spokane, Portland & Seattle Ry. Co.....	Yes
Villard..... Wash.	Northern Pacific Ry. Co.....	No
Wabash..... Wash.	Northern Pacific Ry. Co.....	Yes
Waitsburg..... Wash.	Northern Pacific Ry. Co.....	No
Wallace..... Idaho	Northern Pacific Ry. Co.....	Yes
Walla Walla..... Wash.	Northern Pacific Ry. Co.....	Yes
	Walla Walla Valley Railway Co.....	Yes
Wallula..... Wash.	Northern Pacific Ry. Co.....	Yes
Washtucna..... Wash.	Spokane, Portland & Seattle Ry. Co.....	No
Winlock..... Wash.	Veness Log Ry.....	Yes
Yakima..... Wash.	Yakima Valley Transp. Co. (Electric).....	Yes
	Northern Pacific Ry. Co.....	Yes
Zillah..... Wash.	Northern Pacific Ry. Co.....	Yes

★Track connections are made over the tracks of another company.

RAILROAD CROSSINGS

OREGON DIVISION

Station and State	Road Crossed	Kind of Track		How Crossed	Location	# Track Connection
		Crossed	Crossed By			
Portland.....Ore.	United Rys. Co.....	Main	2 Main	At grade	Front Street	No
do .....do	Portland Trac. Co....	2 Main	Main	Undergrade	Union Ave.	No
do .....do	do do do	do	do	do	Grand Ave.	No
do .....do	do do do	do	1 Main	do	East 28th St.	No
do .....do	do do do	do	& 1 Side	do	do	No
do .....do	do do do	do	Main	do	East 37th St.	No
Oregon Trunk	Oregon Trunk Ry...	Main	2 Main	do	.42 miles E. of station	Yes
Jct.....do	Portland Trac. Co....	2 Main	8 Side*	do	East Burnside St.	No
Portland.....do	do do do	do	2 Side	At grade	East Morrison St.	No
do .....do	S. P. & S. Ry. Co....	Side	Side	do	1.62 miles E. station	No
do .....do	Portland Trac. Co....	2 Main	2 Main	do	E. Morrison St.	No
do .....do	do do do	do	2 Side	Undergrade	E. End Steel Bridge	No
do .....do	do do do	do	2 Main	do	Broadway Bridge	No
do .....do	do do do	do	Main	Undergrade	Peninsula Tunnel	No
St. Johns Jct. do	S. P. & S. Ry. Co....	Main	do	do	2.12 miles E. station	No
Barnes.....do	do do do	do	do	do	.59 do E. do	Yes
Kelso.....Wash.	Columbia & Cow-	do	2 Main	do	2.50 do W. do	Yes
Ostrander...do	litz Ry. Co.....	do	do	do	At station	Yes
do .....do	Ostrander Ry. &	do	do	Over grade	.30 miles E. station	No
do .....do	Timber Co.....	do	Side	do	.54 do E. do	No
Castle Rock..do	Silver Lake Lbr. Co.	Main	do	do	1.72 do E. do	No
Centralia....do	P. S. P. & L. Co....	do	do	Undergrade	1.50 do W. do	No
E. Olympia..do	Skookumchuck R.R.	do	Main	Over grade	At station	Yes
Blakeslee Jct. do	N. P. Ry. Co.....	do	do	At grade	.02 miles W. station	Yes
do .....do	C.M.St.P. & P.R.R.	do	do	do	.71 do W. do	No
Saginaw.....do	Co.....	do	do	do	.23 do E. do	No
Melborne....do	Schafer Bros. Log. Co.	do	do	Undergrade	At station	Yes
Preacher's	Clemons Log. Co....	do	do	do	.61 miles E. station	Yes
Slough.....do	Saginaw Log. Co....	do	do	do	do	No
Aberdeen....do	Northern Pac. Ry..	1 Main	do	At grade	do	No
Plumb.....do	Co.....	& 1 Side	do	do	do	No
Olympia.....do	C.M.St.P. & P.R.R.	Main	2 Main	Over grade	2.00 do W. do	No
Tacoma.....do	Co.....	do	Main	Undergrade	.68 do E. do	No
do .....do	Nor. Pac. Ry. Co....	do	do	do	.30 do E. do	No
do .....do	do do do	Side	do	At grade	.30 do E. do	No
Reservation. do	do do do	do	Side	do	.70 do E. do	No
do .....do	do do do	2 Side	Side	do	.73 do W. do	No
do .....do	do do do	Main	Main	do	.26 do W. do	No
do .....do	do do do	Side	do	do	.15 do W. do	No
do .....do	do do do	do	do	do	.11 do W. do	Yes
do .....do	do do do	do	Side	do	.11 do E. do	Yes
do .....do	C.M.St.P. & P.R.R.	Main	Main	Undergrade	.17 do E. do	No
do .....do	Co.....	Side	Side	At grade	.98 do W. do	Yes
Black River	St.P. & Tac.Lbr.Co.	do	do	do	At station	Yes
Jct.....do	Pac.Coast R.R.Co....	2 Main	do	do	.44 miles E. station	No
do .....do	Nor. Pac. Ry. Co....	do	do	do	At Argo	No
Seattle.....do	Pac.Coast R. R. Co..	2 Main	2 Side	do	do	No
do .....do	Nor. Pac. Ry. Co....	do	do	do	do	No
do .....do	do do do	Side	2 Main	do	do	No
do .....do	C.M.St.P. & P.R.R.	do	do	do	1.25 miles W. Argo	Yes
do .....do	Co.....	do	3 Side	do	1.70 do W. do	No
do .....do	Nor. Pac. Ry. Co....	do	Side	do	1.40 do W. do	Yes
do .....do	do do do	do	do	do	2.46 do W. do	No
do .....do	do do do	do	do	do	2.46 do W. do	No
do .....do	C.M.St.P. & P.R.R.	do	do	do	2.47 do W. do	No
do .....do	Co.....	do	do	do	2.57 do W. do	No
do .....do	Nor. Pac. Ry. Co....	do	do	do	2.72 do W. do	No
do .....do	do do do	2 Side	do	do	2.73 do W. do	No
do .....do	Pac.Coast R.R.Co....	1 Main	do	do	do	No
do .....do	Co.....	& 2 Side	do	do	do	No
do .....do	C.M.St.P. & P.R.R.	do	do	do	2.75 do W. do	No
do .....do	Co.....	Side	do	do	2.47 do W. do	Yes
do .....do	Nor.Pac.Ry.Co.....	do	do	do	2.57 do W. do	No
do .....do	do do do	do	do	do	do	No

*See Junction Stations and Connecting Lines.
 * Jointly owned with S. P. Co.

RAILROAD CROSSINGS—Continued

OREGON DIVISION—Concluded

Station and State	Road Crossed	Kind of Track		How Crossed	Location	# Track Connection
		Crossed	Crossed By			
Seattle.....Wash.	Nor. Pac. Ry. Co....	Side	Side	At Grade	2.72 miles W. Argo	No
do .....do	do do do	do	do	do	2.76 do W. do	No
do .....do	Jt.C.M.St.P. & P.R.	do	do	do	do	No
do .....do	R.Co., and Pac.	do	do	do	2.84 do W. do	Yes
do .....do	Coast R. R. Co....	do	do	do	2.87 do W. do	Yes
do .....do	do do do	do	do	do	3.09 do W. do	No
do .....do	Pac. Coast R. R. Co.	do	do	do	3.35 do W. do	No
do .....do	do do do	do	do	do	3.40 do W. do	No
do .....do	do do do	do	do	do	3.45 do W. do	No
do .....do	Nor. Pac. Ry. Co....	do	do	do	3.47 do W. do	No
do .....do	do do do	do	do	do	3.55 do W. do	Yes
do .....do	do do do	do	do	do	1.84 do E. station	Yes
do .....do	Great Nor. Ry. Co.	do	2 Main	do	1.85 do E. do	Yes
do .....do	Nor. Pac. Ry. Co....	do	do	do	On Wye	Yes
Baker.....Ore.	Sumpter Val. Ry.Co.	do	do	do	do	Yes
do .....do	do do do	Main	do	do	do	Yes

*See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Concluded

WASHINGTON DIVISION

Station and State	Road Crossed	Kind of Track		How Crossed	Location	# Track Connection
		Crossed	Crossed By			
Walla Walla.....Wash.	Nor. Pac. Ry. Co...	Main	Main	Undergrade	4.28 miles W. station	No
Attalia.....do	do do	do	do	At grade	.75 do W. do	No
do.....do	do do	do	do	do	.17 do W. do	No
Villard.....do	do do	do	do	do	.55 do E. do	No
Kennewick.....do	S. P. & S. Ry. Co....	do	do	Overgrade	1.61 do W. do	No
do.....do	Nor. Pac. Ry. Co....	do	do	Undergrade	.99 do E. do	No
Grandview.....do	do do	do	do	Overgrade	.45 do E. do	No
Granger.....do	do do	1 Side	do	do	.12 do W. do	No
Parker.....do	do do	Main	do	At grade	1.37 do W. do	Yes
Yakima.....do	Yak. Val. Trans. Co...	2 Main	3 Side	do	Yakima Ave.	Yes
Auker.....do	Walla Walla Val. Ry. Co.....	Main	1 Main & 1 Side	do	Finch St.	No
Walla Walla.....do	do do	do	Main	do	Cherry St.	Yes
do.....do	do do	3 Side	do	do	North 13th St.	Yes
do.....do	Nor. Pac. Ry. Co....	Main	do	do	1.03 miles E. station	Yes
Langdon.....do	Walla Walla Val. Ry. Co.....	do	do	do	.58 do E. do	Yes
Milton.....Ore.	do do	do	1 Main & 1 Side	do	Cleveland St.	Yes
do.....do	Walla Walla Val. Ry. Co.....	Main	Side	do	Near Olive St.....	No
Dayton.....Wash.	Nor. Pac. Ry. Co....	2 Side	Main	do	Near Front St.....	Yes
Riparia.....do	do do	Main	do	do	.08 miles W. station	No
Joso.....do	do do	do	do	Overgrade	1.32 do W. do	No
Washtucna.....do	S. P. & S. Ry. Co....	do	do	Undergrade	1.03 do E. do	No
Ankeny.....do	do do	do	do	do	.86 do W. do	No
Marengo.....do	C. M. St. P. & P. R. R. Co.....	do	do	do	.83 do W. do	Yes
do.....do	do do	do	do	At grade	0.2 miles E. station	Yes
Cheney.....do	S. P. & S. Ry. Co....	do	Main	Overgrade	1.46 do E. do	No
do.....do	Nor. Pac. Ry. Co....	do	do	Undergrade	3.14 do E. do	No
Marshall.....do	S. P. & S. Ry. Co....	do	do	do	.58 do W. do	No
Colfax.....do	S. C. & P. Ry. Co....	1 Main & 1 Side	do	At grade	.06 do W. do	No
Pullman.....do	Nor. Pac. Ry. Co....	do	Main	do	.60 do E. do	Yes
Garfield.....do	S. C. & P. Ry. Co....	do	do	Undergrade	.42 do W. do	No
do.....do	do do	do	Side	At grade	.38 do E. do	No
Garfield.....do	Nor. Pac. Ry. Co....	do	Main	do	.38 do E. do	Yes
Farmington.....do	do do	do	do	do	1.11 do W. do	No
Oakesdale.....do	do do	do	do	do	.61 miles E. station	No
do.....do	S. C. & P. Ry. Co....	do	do	do	.58 do E. do	Yes
Thornton.....do	do do	do	do	do	.52 do W. do	No
Tekoa.....do	C. M. St. P. & P. R. R. Co.....	do	1 Main & 4 Side	Under grade	.43 do E. do	No
Dishman.....do	S. C. & P. Ry. Co....	do	do	Overgrade	.09 do E. do	No
Spokane.....do	Nor. Pac. Ry. Co....	2 Main & 2 Side	Main	At grade	Near Lee Street	Yes
do.....do	Gt. Nor. Ry. Co....	do	2 Side	do	Mallon Avenue	Yes
do.....do	do do	do	2 Main	Undergrade	Near Hatch St.	No
do.....do	do do	2 Main	do	At grade	Near Columbus St.	Yes
do.....do	S. C. & P. Ry. Co....	2 Main & 2 Side	2 Main	Overgrade	Near Erie St.	No
do.....do	do do	Main	Main	At grade	Near Napa St.	Yes
do.....do	S. F. & N. (G. N. Ry. Co.).....	Side	1 Main & 1 Side	do	Pearl St.	Yes
do.....do	Gt. Nor. Ry. Co....	do	do	do	Near Cedar St.....	Yes
do.....do	Spokane Int. Ry. Co.	3 Side	Side	do	Near Division St.	Yes
do.....do	do do	do	Main	do	do do	Yes
Watt.....Idaho	C. M. St. P. & P. R. R. Co.....	do	Main	Overgrade	.62 miles E. station	No
Plummer.....do	do do	do	do	Undergrade	1.00 do W. do	Yes
Kellogg-Wardner.....do	B. H. & S. M. & C. Co.	Side	Side	At grade	Mill Track	Yes
Wallace.....do	Nor. Pac. Ry. Co....	do	Main	do	.37 miles W. station	Yes
do.....do	do do	Main	do	do	.22 do W. do	No

#See Junction Stations and Connecting Lines.

WYES

OREGON DIVISION

East Portland	South Montesano	Duncan	Union Jet.
Bend	Cosmopolis	Kamela	Tolocaset
Shaniko	Hoquiam	Hilgard	Baker
Condon	Olympia	La Grande	Encina
Messner	Fort Lewis	Elgin	Pleasant Valley
Umatilla	Argo	Wallowa	Durkee
Peninsula Jct.	Pendleton	Joseph	Huntington
Centralia	Gibbon		

WASHINGTON DIVISION

Walla Walla	Walla Walla	Hooper Jet.	Winona
Attalia	Ayer	Connell	Colfax
Kennewick	Tucannon	Marengo	Tekoa
Midvale	Starbuck	La Crosse	Enaville
Yakima			

MILES OF TRACK PROTECTED BY AUTOMATIC BLOCK SIGNALS

	First Main Track	Second Main Track
OREGON DIVISION—		
East Portland to The Dalles.....	(A)83.08	(A)2.56
The Dalles to Rieth.....	(A)126.15	18.02
Reith to La Grande.....	76.51	3.86
La Grande to Huntington.....	97.70	
Umatilla to Hinkle.....	9.74	
Messner to Umatilla.....	16.81	
East Portland to St. Johns Junction.....	2.11	1.00
Peninsula Junction to North Portland Junction.....	.76	
North Portland Junction to Vancouver.....	11.81	11.81
Vancouver to Tenino.....	192.99	192.99
Tacoma to Reservation.....	11.07	11.07
Reservation to Tacoma Junction.....	.70	
Tacoma Junction to Black River Junction.....	*26.35	
Black River Junction to Seattle.....	9.42	3.34
Helsing Jct. to Independence.....	1.60	
Total.....	546.80	124.65
WASHINGTON DIVISION—		
Umatilla to Spokane.....	182.22	1.42
Parker.....	1.13	
Colfax to Crest.....	2.20	
Coe to Spokane.....	21.74	
N. P. Crossing to Union Depot, Spokane.....	◆1.52	◆1.52
Total.....	208.81	2.94
Grand Total.....	755.61	127.59

Note—†Owned by S. P. & S. Ry. Co. and N. P. Ry. Co. jointly.

†Owned by N. P. Ry. Co.

*Owned jointly with C. M. St. P. & P. R. R. Co.

◆Owned by C. M. St. P. & P. R. R. Co.

(A)83.76 miles main track and 2.34 miles second track between East Portland and The Dalles, protected by Automatic Train Control.

INTERLOCKING PLANTS

Location	Protection	Ownership
Oregon Division:		
Portland, Ore.....	Terminal.....	Nor. Pac. Term. Co. of Ore.
East Portland, Ore.....	Crossing, Junction and Lift Bridge.....	O-W.R.R. & N.Co. 50% (Sou. Pac. Co. 50%)
St. Johns-Penn. Jet.....	Junction.....	O-W. R. R. & N. Co.
North Portland Jct., Ore.....	Junction.....	(S. P. & S. Ry. Co. 66.7% N. P. Ry. Co. 33.3%)
Oregon Slough Bridge.....	Drawbridge.....	(S. P. & S. Ry. Co. 66.7% N. P. Ry. Co. 33.3%)
Vancouver, Wash.....	Drawbridge.....	(S. P. & S. Ry. Co. 66.7% N. P. Ry. Co. 33.3%)
Lewis River Bridge.....	Drawbridge.....	Nor. Pac. Ry. Co.
Longview, Wash.....	Drawbridge.....	(O-W. R. R. & N. Co. 25% N. P. Ry. Co. 25% G. N. Ry. Co. 25% C.M.St.P. & P.R.R.Co. 25%)
Chehalis, Wash.....	Crossing.....	C. M. St. P. & P. R. R. Co.
Steilacoom, Wash.....	Drawbridge.....	Nor. Pac. Ry. Co.
Tacoma (Old Tidewater)....	Crossing.....	O-W. R. R. & N. Co.
Tacoma (Reservation).....	Crossing.....	(O-W. R. R. & N. Co. 30% Nor. Pac. Ry. Co. 70%)
Black River Jct., Wash.(1)	Crossing and Junction.....	(O-W. R. R. & N. Co. 67.89% C.M.St.P. & P.R.R.Co.32.11%)
Argo, Wash.....	Crossing and Junction.....	(O-W. R. R. & N. Co. 70% Nor. Pac. Ry. Co. 20% Pac. Coast R. R. Co. 10%)
Blakeslee Jct., Wash.....	Crossing and Junction.....	(O-W. R. R. & N. Co.39.07% Nor. Pac. Ry. Co. 15.62% C.M.St.P. & P.R.R.Co.45.31%)
Saginaw, Wash.....	Crossing.....	Schafer Bros. Log. Co.
Aberdeen, Wash.....	Drawbridge.....	(O-W. R. R. & N. Co. 50% C.M.St.P. & P.R.R.Co. 50%)
Hoquiam, Wash.....	Drawbridge.....	Nor. Pac. Ry. Co.
Washington Division:		
Attalia, Wash. (A).....	Crossing.....	O-W. R. R. & N. Co.
Attalia, Wash. (B).....	Crossing and Junction.....	O-W. R. R. & N. Co.
Parker, Wash.....	Crossing.....	O-W. R. R. & N. Co.
Kennewick (Kalan), Wash..	Drawbridge.....	O-W. R. R. & N. Co.
Spokane, Wash.....	Crossing.....	G. N. Ry. Co.
East Spokane, Wash.....	Crossing and Junction.....	(O-W. R. R. & N. Co. 62.1% C.M.St.P. & P.R.R.Co.16.9% S. C. & P. Ry. Co. 21.0%)

ENGINE HOUSES AND TURNTABLES

Location	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
OREGON DIVISION:					
Troutdale*			80	(1)	Air
The Dales.....	12	97 ft.	92	(3)	Electricity
Metolius (O. T. Ry.).....	6	90 ft.	80	(1)	Hand
Bend (O. T. Ry.).....	2	90 ft.	66	(1)	Hand
Grass Valley.....			66	(1)	Hand
Shaniko.....	1	66 ft.	66	(1)	Hand
Arlington.....			66	(1)	Hand
Condon.....	2	66 ft.	60	(1)	Hand
Heppner.....	1	55 ft.	80	(1)	Air
Umatilla.....	8	66 ft.	92	(3)	Electricity
Albina.....	38	17-66 ft. 21-88 ft. 15-90 ft.	80	(1)	Electricity
Centralia (N. P.).....	20	5-116 ft.	85	(1)	do
Hoquiam (N. P.).....			80	(1)	Electricity
Argo.....	9	74 ft.	92	(3)	Electricity
Rieth.....	10	6-97 ft. 4-114 ft.	56	(1)	Hand
Pilot Rock#.....			100	(4)	Electricity
La Grande.....	34	13-85 ft. 5-96 ft. 16-110 ft.	100	(4)	do
Huntington.....	16	7-97 ft. 9-120 ft.			
WASHINGTON DIVISION:					
Yakima.....	4	85 ft.	80	(1)	Hand
Walla Walla.....	10	84 ft.	80	(1)	Electricity
Turner.....			60	(1)	Hand
Dayton.....	1	70 ft.	60	(1)	do
Pomeroy.....			60	(1)	do
Moscow.....	2	64 ft.	80	(1)	Air
Tekoa.....	6	64 ft.	80	(1)	Electricity
Spokane.....	11	82 ft.	110	(2)	do
Chatcolet.....			60	(1)	Hand
Wallace.....	5	85 ft.	66	(1)	do

(1) D. P. G. Center Bearing.

(2) D. P. G. 3 Point Bearing.

(3) T. P. G. Center Bearing.

(4) Pony Truss Center Bearing.

* To be retired WO. 3306.

Retired February 7, 1942. WO. 3310.

FUEL STATIONS

Location	Kind	Capacity
OREGON DIVISION:		
Albina.....	Skip Hoist Type.....	200 tons.
".....	Steel Oil Storage Tank.....	5,000 barrels.
".....	Steel Oil Delivery Tank.....	680 barrels.
The Dalles.....	Balanced Bucket Type.....	150 tons.
".....	Steel Oil Storage Tank.....	30,000 barrels.
".....	Steel Oil Delivery Tank.....	680 barrels.
Arlington.....	Steel Oil Storage Tank.....	5,000 barrels.
Umatilla.....	Steel Oil Storage Tank.....	5,000 barrels.
".....	Steel Oil Delivery Tank.....	680 barrels.
Heppner.....	Steel Oil Storage Tank.....	5,000 barrels.
".....	Steel Oil Delivery Tank.....	680 barrels.
Centralia.....	Timber Chute with Trestle.....	450 tons.
Argo.....	2 Steel Oil Storage Tanks.....	570 barrels.
St. Johns.....	Steel Oil Storage Tank.....	55,000 barrels.
".....	Steel Oil Storage Tank.....	57,000 barrels.
Reith.....	Skip Hoist Type.....	250 tons.
".....	Steel Oil Storage Tank.....	10,000 barrels.
".....	Steel Oil Storage Tank.....	130,000 barrels.
".....	Steel Oil Delivery Tank.....	680 barrels.
Kamela.....	Timber Chute with Trestle.....	24-5 ton pockets.
".....	Steel Oil Delivery Tank.....	680 barrels.
".....	Steel Oil Storage Tank.....	4,000 barrels.
La Grande.....	Timber Coal Chute; Balanced Bucket Type.....	5-100 ton pockets
".....	Steel Oil Delivery Tank.....	680 barrels.
".....	Steel Oil Storage Tank.....	5,000 barrels.
Telocaset.....	Timber Coal Chute; Balanced Bucket Type.....	300 tons.
".....	Steel Oil Delivery Tank.....	680 barrels.
".....	Steel Oil Storage Tank.....	2,000 barrels.
Baker.....	Steel Oil Delivery Tank.....	1,000 barrels.
Pleasant Valley.....	Skip Hoist Type.....	50 tons.
".....	Steel Oil Delivery Tank.....	680 barrels.
".....	Steel Oil Storage Tank.....	3,000 barrels.
Huntington.....	Timber Coal Chute; Balanced Bucket Type.....	5-100 ton pockets.
".....	Steel Oil Delivery Tank.....	680 barrels.
Joseph.....	Coal Platform.....	50 tons.
WASHINGTON DIVISION:		
Wallula.....	Steel Oil Delivery Tank.....	1,500 barrels.
Ayer.....	Steel Oil Storage Tank.....	2,000 barrels.
".....	Steel Oil Delivery Tank.....	1,000 barrels.
Marengo.....	Steel Oil Delivery Tank.....	450 barrels.
Spokane.....	Steel Oil Delivery Tank.....	3,000 barrels.
".....	Steel Oil Delivery Tank.....	1,500 barrels.
Walla Walla.....	Steel Oil Delivery Tank.....	1,500 barrels.
Starbuck.....	Steel Oil Delivery Tank.....	680 barrels.
Yakima.....	Steel Oil Delivery Tank.....	1,500 barrels.
La Crosse.....	Steel Oil Delivery Tank.....	450 barrels.
Colfax.....	Steel Oil Delivery Tank.....	450 barrels.
Tekoa.....	Steel Oil Delivery Tank.....	1,500 barrels.
Chatcolet.....	Steel Oil Delivery Tank.....	450 barrels.
Wallace.....	Steel Oil Delivery Tank.....	1,000 barrels.

FUEL OIL AND WATER STATIONS

STREAMLINE AND MOTOR TRAINS

Location	FUEL OIL		Water
	Streamline Trains	Motor Trains	
OREGON DIVISION:			
Albina.....	Tank Car.....	.....	Yes.
Pendleton.....			Yes.
Huntington.....	Tank Car.....	.....	Yes.
Argo.....		Tank Car.....	Yes.
Hoquiam.....		Tank Wagon.....	Yes.
WASHINGTON DIVISION:			
Spokane.....		12,500 gal. Distillate Tank.....	Yes.
Yakima.....		12,500 gal. Gasoline Tank.....	.....
.....		10,000 gal. Distillate Tank.....	Yes.
Riparia.....		600 gal. Gasoline Tank.....	.....
.....		3,000 gal. Gasoline Tank...	Yes.

WATER STATIONS OREGON DIVISION

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Fourth Sub-Division: Portland to The Dalles...	Albina..... Albina..... Troutdale..... Bonneville..... Wyeth..... Hood River..... The Dalles..... " ".....	City Water..... Willamette Riv..... Spring..... Creek..... "..... City Water..... Well and City..... City Water.....	Electricity..... Gravity..... "..... "..... "..... Steam..... "..... ".....	1200..... 65,000..... 65,000..... 50,000..... 50,000..... 65,000..... 65,000..... 65,000.....	1..... 3..... 1..... 1..... 2..... 1..... 2.....
St. Johns Branch	Oil Track.....	City Water.....	.....	4,065.....	.....
Third Sub-Division: The Dalles to Umatilla.....	Ainsworth..... Day..... Blalock..... Arlington..... Messner..... Umatilla.....	Creek..... "..... Well..... City Water..... Well..... River and Well.....	Gravity..... "..... Windmill & Steam..... "..... Gas..... Electricity..... Steam.....	50,000..... 50,000..... 50..... 65,000..... 150..... 200..... 120.....	1..... 1..... 1.....
Bend Branch	South Jct..... Gateway..... Madras..... Metolius..... Opal City..... Redmond..... Bend.....	Well..... "..... "..... City Water..... Well..... City Water..... ".....	Gas..... "..... "..... "..... Gas..... "..... ".....	200..... 200..... 60..... 100,000..... 50,000..... 50,000..... 50,000.....	 3..... 1..... 1.....
Shaniko Branch	Biggs..... Wasco..... Moro..... Grass Valley..... Shaniko.....	Spring..... City Water..... "..... Well..... City Water.....	Gravity..... "..... "..... Gas..... ".....	4,500..... 4,500..... 4,500..... 70..... 14,000.....	 1..... 1.....
Condon Branch	Rock Creek..... Mikkalo..... Condon.....	Well..... "..... City Water.....	Gas..... "..... ".....	60..... 50.....	50,000..... 50,000..... 1.....
Heppner Branch	Cecil..... Ione..... Heppner.....	Well..... "..... City Water.....	Windmill & Gas..... "..... ".....	60..... 60.....	50,000..... 50,000..... 1.....
Fifth Sub-Division: Portland to Seattle.....	Vancouver..... Felida..... Ridgefield..... Kalama..... Castle Rock..... Vader..... Chehalis..... Centralia..... Tenino..... Kyro..... Katron (N. P.)..... Tacoma..... Sumner..... Argo..... Seattle.....	City Water..... Spring..... Creek..... River..... Creek..... "..... City Water..... River..... Spring..... Well..... Spring..... City Water..... "..... "..... ".....	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	50,000..... 20,000..... 100,000..... 48,000..... 100,000..... 100,000..... 5,000..... 100,000..... 48,000..... 100,000..... 100,000..... 100,000..... 65,000.....	 1..... 2..... 2..... 2..... 2..... 2..... 2..... 2..... 3..... 1..... 2..... 1.....
Olympia Bch.	Olympia.....	Well..... (City Water.....)	Electricity..... ".....	70..... 30,000.....	..... .....
Grays Harbor Branch	Independence..... South Elma..... M. P. 37..... Cosmopolis..... Aberdeen (N. P.)..... Hoquiam (N. P.).....	Well..... "..... Spring..... City Water..... "..... ".....	Gas..... "..... Gravity..... "..... "..... ".....	150..... 150..... 8,000..... 20,000..... 10,000.....	50,000..... 50,000..... 1..... 1.....

WATER STATIONS—Continued OREGON DIVISION—Concluded

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Third Sub-Division: Messner to Rieth.....	Munley..... Echo..... "..... Rieth.....	Well..... "..... "..... ".....	Gas..... Gas & Steam..... Electricity..... ".....	35..... 200..... 150.....	48,000..... 48,000..... 65,000..... 2.....
Pilot Rock Branch	Pilot Rock.....	Spring.....	Gravity.....	6,000.....	.....
Second Sub-Division: Reith to La Grande.....	Pendleton..... Cayuse..... Gibbon..... Duncan..... Camp..... Huron..... Meacham.....	City Supply..... River..... Creek..... "..... "..... Spring..... Creek.....	Gas..... "..... Gravity..... "..... "..... "..... ".....	150..... 150..... 150..... 50..... 65..... 250.....	65,000..... 48,000..... 48,000..... 48,000..... 65,000..... 65,000..... 65,000.....
First Sub-Division: La Grande to Huntington.....	Kamela..... Bodie..... Hilgard..... La Grande..... "..... Union Jct..... Telocaset..... North Powder..... Baker..... Pleasant Valley..... Hindman..... Durkee.....	Well..... Creek..... "..... Well..... City Water..... Spring..... Well..... City Water..... "..... Well..... Spring..... Well..... (Creek.....	Steam..... Gravity..... "..... Electricity..... (Main sup.)..... Gravity..... Gas..... City Water..... "..... Electricity..... Gravity..... Steam..... Gravity.....	150..... 50..... 150..... 200..... 50..... 65..... 48,000..... 65,000..... 48,000..... 65,000..... 70..... 65..... 100.....	 1..... 1..... 65,000..... 4..... 2..... 48,000..... 48,000..... 48,000..... 1.....
Joseph Branch	Elgin..... Looking Glass..... Minam..... Wallowa..... Enterprise..... Joseph.....	City Water..... Creek..... Spring..... City Water..... "..... ".....	Gravity..... "..... "..... "..... "..... ".....	15..... 80.....	6,000..... 6,000..... 1..... 1.....

WASHINGTON DIVISION

Sixth Sub-Division: Umatilla to Spokane.....	Walla..... Page..... Ayer..... Walker Pit..... Hooper Jct..... Marengo..... Croskey..... Cheney..... Spokane.....	Well..... "..... "..... River..... Artesian Well..... Well..... "..... Well & City Water..... City Water.....	Electricity..... Steam..... Gas..... Steam..... Gravity..... Gas..... "..... "..... ".....	200..... 200..... 60..... 50..... 170..... 170..... 65..... 65.....	50,000..... 50,000..... 65,000..... 15,000..... 65,000..... 65,000..... 65,000..... 65,000..... 50,000.....	2..... 1..... 2..... 1..... 1.....
Yakima Branch	Kennewick..... Benton City..... Grandview..... Granger..... Yakima.....	City Water..... River..... City Water..... Well..... City Water.....	Gas..... "..... "..... Gas..... ".....	150..... 60.....	50,000..... 50,000..... 50,000..... 50,000..... 15,000.....	1..... 1..... 1.....
Walla Branch	Touchet.....	Well.....	Electricity.....	75.....	50,000.....	.....

WATER STATIONS—Concluded
WASHINGTON DIVISION—Concluded

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Tucannon-Pendleton Branch	Athena.....	City Water.....		45,000	
	Milton.....	" ".....		50,000	1
	Walla Walla.....	" ".....		50,000	
	Bolles.....	River.....	Steam.....	200	
	Starbuck.....	Creek.....	Gravity.....	120	1
Dayton Branch	Dayton.....	City Water.....			1
Pomeroy Branch	Chard.....	Well.....	Gas.....	45	44,000
	Pomeroy.....	City Water.....		45	44,000
Tekoa-Ayer Branch	Riparia.....	Well.....	Gas.....	100	50,000
	La Crosse.....	" ".....		100	65,000
	Winona.....	" ".....		80	50,000
	Colfax.....	City Water.....			50,000
	Farmington.....	Well.....	Electricity	25	50,000
	Tekoa.....	" ".....		110	50,000
Pleasant Valley Branch	St. John.....	Well.....	Gas.....	85	65,000
	Oakesdale.....	City Water.....			1
Connell Branch	Washtucna.....	City Water.....			15,000
	Connell.....	N. P. Ry. Co.....			1
Moscow Branch	Armstrong.....	Spring.....	Gravity.....	40	50,000
	Moscow.....	City Water.....		50	50,000
Spokane-Tekoa Branch	Fairfield.....	Well.....	Electricity	75	50,000
Wallace Branch	Chatcolet.....	Lake.....	Gas.....	90	50,000
	Harrison.....	Lake and City..	" ".....	110	50,000
	Bradley.....	Spring.....	Gravity.....		50,000
	Wallace.....	Creek and City			
	Burke.....	Water.....		50,000	1

WATER SOFTENERS

Location	Kind	Capacity Gallons Per Hour	Year Built
Rieth, Ore.....	Wayside Treating Plant.....		1940
Huntington, Ore.....	International.....	18,000	1923
Durkee, Ore.....	" ".....	10,000	1923
Spokane, Wash.....	Wayside Treating Plant.....		1941

TRACK SCALES

Location	Capacity Tons	Length Feet	Make	Recording Device
OREGON DIVISION:				
Albina.....	150	50	Fairbanks	Type Register
Bridal Veil.....	80	48	"	"
The Dalles.....	100	50	"	"
Bend (O. T. Ry. Joint).....	125	50	"	"
Vancouver (S. P. & S. Ry. Co. Joint).....	150	50	Strait	"
Centralia (N. P. Ry. Co. Joint).....	125	50	Fairbanks	"
Prineville (O. T. Ry. Joint).....	150	60	"	"
Aberdeen (C.M. St. P. & P. R. R. Co. Joint).....	100	60	"	"
Hoquiam (N. P. Ry. Co. Joint).....	125	50	"	"
Olympia.....	100	56	"	"
Tacoma.....	100	50	"	"
Seattle (Local Frt. Yard).....	150	50	"	"
Seattle (Argo).....	100	50	"	"
Pendleton.....	100	50	"	"
La Grande.....	100	50	"	"
Baker.....	100	50	"	"
Huntington.....	100	50	"	"
WASHINGTON DIVISION:				
Walla Walla.....	100	50	Fairbanks	Type Register
Yakima.....	100	60	"	"
Tekoa.....	100	50	"	"
Spokane (Old Yard).....	150	50	"	"
Spokane.....	125	56	"	"
Wallace.....	100	50	"	"
Wallace (N. P. Ry. Co. Joint).....	80	60	"	"

STOCK YARDS OREGON DIVISION

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Fourth Sub-Division:							
Portland to The Dalles:							
The Dalles..... Ore.	15		7	1	50	50	Water, Scales, Feed and Wagon Chute.
Peninsula Jet. to Troutdale:							
Kenton..... do	1			1	3	3	
Third Sub-Division:							
The Dalles to Umatilla:							
Biggs..... Ore.	2		1		19	19	Wagon Chute.
Blalock..... do	1		1		11	11	Water.
Arlington..... do	4			2	24	24	Water.
Heppner Jet..... do	2			1	8	8	Water.
Boardman..... do	2			1	10	10	Water.
Umatilla..... do	12			5	54	54	Water.
Bend Branch:							
Sinamox..... Ore.	1			1	3	3	
Sherar..... do	2			1	8	8	Water.
Maupin..... do	4			1	13	13	Water and Scales.
Nena..... do	2			1	5	5	
Nathan..... do	1			1	2	2	Water.
Kaskela..... do	1			1	2	2	
South Jet..... do	4	1		1	21	63	Water.
Gateway..... do	4			1	16	16	Water and Scales.
Madras..... do	4			1	16	16	Water.
Metolius..... do	1			1	4	4	Water.
Culver..... do	2			1	8	8	
Terrebonne..... do	4			1	17	17	Water.
Redmond..... do	10			2	49	49	Water and Scales.
Des Chutes..... do	2			1	8	8	Water.
Bend..... do	7	2		2	31	51	Water and Scales.
Shaniko Branch:							
Thornberry..... Ore.	2			1	5	5	
Wasco..... do	1		1		3	3	Water.
Moro..... do	1		1		4	4	Water.
Grass Valley..... do	3			2	11	11	Water.
Kent..... do	1			1	8	8	Water.
Shaniko..... do	7			3	29	29	Water and Scales.
Condon Branch:							
Rock Creek..... Ore.	2		1		3	3	Water.
Mikkalo..... do	2			1	3	3	Water.
Gwendolen..... do	1		1		3	3	
Condon..... do	10			2	46	46	Water, Scales and Wagon Chute.
Heppner Branch:							
Rhea..... Ore.				1			
Cecil..... do	1			1	7	7	Scales.
Ione..... do	2			1	5	5	Water.
Lexington..... do	1			1	4	4	Water.
Heppner..... do	10	2		2	48	68	Water, Scales and Wagon Chute.
Fifth Sub-Division:							
North Portland Jet. to Seattle:							
Knapp..... Wash.	1			1	1	1	
Ridgefield..... do	2			1	3	3	Water.
Woodland..... do	1			1	1	1	
Kalama..... do	1			1	3	3	
Kelso..... do	2			2	4	4	Water.
Castle Rock..... do	1			1	4	4	Water.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—Continued OREGON DIVISION—Continued

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Fifth Sub-Division:							
North Portland Jet. to Seattle: (Cont.)							
Vader..... Wash.	1			1	5	5	Water.
Winlock..... do	2			1	3	3	Water.
Napavine..... do	1			1			
Chehalis..... do	4			1	24	24	Water and Scales.
Centralia..... do	2			1	10	10	Water.
Tenino..... do	1			1	4	4	Water.
Nisqually..... do	1			1	3	3	
Tacoma..... do	7			8	74	119	Water, Scales, Feed & Wagon Chute.
Seattle..... do	31						Union Stock Yds.
Grays Harbor Branch:							
Cedarville..... Wash.	1				1	1	
Olympia Branch:							
Tumwater..... Wash.				1			
Third Sub-Division:							
Messner to Rieth:							
Stanfield..... Ore.	9			2	32	32	Water.
Echo..... do	5			2	37	37	Water.
Nalin..... do				1			
Rieth..... do	4			2	16	16	Water.
Umatilla to Hinkle:							
Hermiston..... do	2			1	7	7	Water.
Pilot Rock Branch:							
Pilot Rock..... Ore.	9			1	44	60	Water and Scales.
Second Sub-Division:							
Rieth to La Grande:							
Pendleton..... Ore.	4			1	29	29	Water & Wagon Chute.
Gibbon..... do	3			1	4	4	
Duncan..... do	1	1		1	3	16	
Meacham..... do	8	1		2	13	30	Water.
Hilgard..... do	2	2		1	7	22	Water.
La Grande..... do	22			4	72	72	Water & Wagon Chute for Hogs & Feed.
First Sub-Division:							
La Grande to Huntington:							
Hot Lake..... Ore.	3			1	8	8	Wagon Chute.
Union Junction.. do	3	1		1	50	62	Water & Wagon Chute.
North Powder.... do	4			1	16	16	Water, Scales & Wagon Chute.
Haines..... do	4			1	15	15	Water, Scales & Wagon Chute.
Baker..... do	8	1		2	33	57	Water, Scales & Wagon Chute.
Durkee..... do	6			2	16	16	Water.
Huntington..... do	44			7	210	210	Water, Scales & Feed.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

Note—Tacoma has 7 pens Double Deck.

STOCK YARDS—Continued
OREGON DIVISION—Concluded

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Joseph Branch:							
Island City.....Ore.	2	1	.....	1	5	9	Water—Hd. Pump & Wagon Chute.
Imbler..... do	4	1	.....	1	10	20	Water, Scales & Wagon Chute.
Elgin..... do	4	.....	.....	1	17	17	Water, Scales & Wagon Chute.
Looking Glass.... do	3	2	.....	1	30	70	Scales.
Wallowa..... do	5	2	.....	2	17	25	Water, Scales & Wagon Chute.
Lostine..... do	5	.....	.....	1	12	12	Water & Wagon Chute.
Enterprise..... do	13	.....	.....	2	53	53	Water, Scales & Wagon Chute.
Joseph..... do	9	.....	.....	2	35	35	Water, Scales & Wagon Chute.

WASHINGTON DIVISION

Sixth Sub-Division:							
Umatilla to Spokane:							
Wallula.....Wash.	2	.....	1	.....	8	8	Water.
Ankeny..... do	4	.....	1	.....	18	18	.....
Marengo..... do	3	.....	1	.....	10	10	Water.
Emden..... do	2	.....	1	.....	10	10	Water.
Wells..... do	1	.....	1	.....	5	5	Water.
Croskey..... do	2	.....	1	.....	6	6	Water.
Cheney..... do	2	.....	1	.....	4	4	Water.
Wallula Branch:							
Reese.....Wash.	1	.....	1	.....	2	2	.....
Lowden..... do	1	.....	1	.....	3	3	.....
Touchet..... do	2	.....	1	.....	10	10	Water.
Yakima Branch:							
Kennewick.....Wash.	2	.....	1	.....	4	4	Water.
Chaffee..... do	1	.....	1	.....	3	3	Scales-Private.
Grandview..... do	2	.....	1	.....	2	2	Water.
Granger..... do	3	.....	1	.....	4	4	Water.
Zillah..... do	2	.....	1	.....	3	3	.....
Yakima..... do	4	.....	1	.....	20	20	Water.
Sunnyside Branch:							
Sunnyside.....Wash.	4	.....	1	.....	6	6	Water.
Tucannon Pendleton Branch:							
Adams.....Ore.	2	.....	2	.....	4	4	Water.
Athens..... do	2	.....	1	.....	4	4	Water.
Barret..... do	2	.....	.....	2	4	4	Water.
Milton..... do	2	2	1	.....	3	12	Water and Scales.
Walla Walla.....Wash.	9	.....	.....	1	16	16	Water.
Prescott..... do	2	.....	1	.....	4	4	Water.
Starbuck..... do	2	.....	1	.....	8	8	Water.
Umapine Branch:							
Umapine.....Ore.	2	.....	1	.....	16	16	.....
Dayton Branch:							
Waitsburg.....Wash.	2	.....	1	.....	3	3	Water.
Dayton..... do	4	.....	1	.....	10	10	Water.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—Concluded
WASHINGTON DIVISION—Concluded

Location	Number of Pens		Number of Loading Chutes		*Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Pomeroy Branch:							
Dodge.....Wash.	2	.....	1	.....	5	5	.....
Pomeroy..... do	4	.....	1	.....	17	17	Water.
Tekoa-Ayer Branch:							
Ayer to Tekoa:							
Hay.....Wash.	1	.....	1	.....	1	1	.....
La Crosse..... do	3	.....	1	.....	7	7	Water.
Winona..... do	4	.....	1	.....	11	11	Water.
Endicott..... do	1	1	.....	1	2	4	Water.
Diamond..... do	1	.....	1	.....	2	2	.....
Colfax..... do	3	.....	1	.....	8	8	Water and Scales.
Elberton..... do	2	.....	.....	1	2	2	Water.
Garfield..... do	1	.....	1	.....	6	6	Water.
Tekoa..... do	5	.....	1	.....	8	8	Water.
Connell Branch:							
Hooper.....Wash.	2	.....	1	.....	9	9	Water.
Washtucna..... do	1	.....	1	.....	2	2	Water.
Connell..... do	1	.....	1	.....	2	2	Water.
Pleasant Valley Branch:							
Willada.....Wash.	1	.....	1	.....	1	1	.....
St. John..... do	1	.....	1	.....	2	2	Water.
Thornton..... do	1	.....	1	.....	1	1	Water.
Oakesdale..... do	4	.....	1	.....	9	9	Water.
Moscow Branch:							
Albion.....Wash.	1	.....	1	.....	3	3	.....
Moscow..... Idaho	2	.....	1	.....	5	5	Water.
Spokane-Tekoa Branch:							
Tekoa to Spokane:							
Latah.....Wash.	1	.....	1	.....	1	1	.....
East Spokane.... do	4	.....	1	.....	8	8	Water.
Wallace Branch:							
Osburn.....Idaho	1	.....	1	.....	2	2	.....
Wallace..... do	2	.....	1	.....	2	2	Water.

*For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

HOG DRENCHING STATIONS
OREGON DIVISION

No special hog drenching facilities, but prepared to drench hogs at terminals by use of hose and in case of emergency can do some drenching enroute at water spouts.

WASHINGTON DIVISION

Marengo

Ayer

Wallula

MAIL CRANES OREGON DIVISION

Location	Kind	Location	Kind
Fairview.....Ore.	Barker	Napavine.....Wash.	Barker (2)
Troutdale.....do	do	Bucoda.....do	do (2)
Corbett.....do	do	East Olympia.....do	do (2)
Latourell.....do	do	Tenino.....do	do (1)
Bridal Veil.....do	do	Steilacoom.....do	do (2)
Warrendale.....do	do	North Puyallup.....do	do
Bonneville.....do	do	Auburn.....do	do
Cascade Locks.....do	do	Kent.....do	do
Mosier.....do	do	Orilla.....do	do
Big Eddy.....do	do (2)	Stanfield.....Ore.	do
Celilo.....do	do (2)	Echo.....do	do
Miller.....do	do (2)	Cayuse.....do	do
Rufus.....do	do	Gibbon.....do	do
Blalock.....do	do	Duncan.....do	do
Boardman.....do	do (2)	Meacham.....do	do
Irrigon.....do	do (2)	Hot Lake.....do	do
Carrolls.....Wash.	do (2)	Union Jet.....do	do
Ostrander.....do	do (2)	Telocaset.....do	do
Winlock.....do	do (2)	North Powder.....do	do
Ridgefield.....do	do (2)	Haines.....do	do
Woodland.....do	do (2)	Pleasant Valley.....do	do
Kalema.....do	do (2)	Durkee.....do	do
Castle.....do	do (1)	Lime.....do	do
Vader.....do	do (2)		

WASHINGTON DIVISION

Chester.....Wash.	Barker	Chatcolet.....Idaho	Barker
Freeman.....do	do	Dudley.....do	do
Mica.....do	do	Cataldo.....do	do
Dishman.....do	do	Smelterville.....do	do
Black Lake.....Idaho	do	Osburn.....do	do

ICE HOUSES

Location	Operated By	Interior Dimensions Feet	Capacity Tons
OREGON DIVISION:			
*Hood River, 10-car platform.....	PFE	39.0 x 99.0 x 29.3	2,500
The Dalles.....	UP	11.0 x 16.0 x 9.0	60
*Albina, 5-car platform.....	PFE	18.2 x 46.5 x 8.0	70
*Argo, 5-car platform.....	PFE	18.8 x 38.9 x 8.0	70
*Rieth, 25-car platform (a).....	PFE	11.5 x 121.0 x 8.8	100
La Grande.....	UP	28.0 x 28.0 x 30.0	610
*La Grande, 25-car platform (a).....	PFE	13.0 x 20.0 x 8.0	65
WASHINGTON DIVISION:			
*Wallula, 15-car platform (a).....	PFE	30.0 x 100.0 x 32.0	7,000
*Yakima, 44-car platform.....	PFE		Ice secured commercially.
*Grandview, 5-car platform.....	PFE	28.5 x 49.0 x 8.0	240
*Spokane, 10-car platform (a).....	PFE	39.0 x 23.5 x 8.5	80
Ayer.....	UP	12.0 x 24.0 x 9.0	50
*Riparia, 4-car platform.....	PFE	8.0 x 40.0 x 7.7	40
Tekoa.....	UP	41 x 9 x 9	50

(a) Regular Icing Station. Perishable freight may be re-iced at other stations shown in this list in case of emergency.

*Owned by P. F. E. Company.

STANDARD CLOCKS

Division	Station	Location
OREGON.....	Portland.....	Tele. Office, N. P. T. Co.
	Albina.....	Enginemen's Reg. Room, Dispatcher's Office and Yard Telegraph Office.
	The Dalles.....	Yd. Tele. Office & Depot Tele. Office.
	Heppner.....	Telegraph Office.
	Umatilla.....	Telegraph Office & Enginemen's Reg. Room.
	Bend.....	Telegraph Office, O. T. Ry.
	Shaniko.....	Telegraph Office.
	Condon.....	Telegraph Office.
	Centralia.....	Telegraph Office, N. P. Ry.
	Seattle.....	Telegraph Office, Union Station.
	Argo.....	Yard Office.
	Olympia.....	Telegraph Office.
	Aberdeen.....	Telegraph Office.
	Hoquiam.....	Telegraph Office, N. P. Ry.
	Huntington.....	Yd. Tele. Office, Depot, Tele. Office. and Roundhouse.
	Baker.....	Telegraph Office.
	Durkee.....	Telegraph Office.
	La Grande.....	Disp's. Office, Depot Tel. Office and Yard Office.
	Kamela.....	Telegraph Office.
	Pendleton.....	Telegraph Office.
	Rieth.....	Telegraph Office and Enginemen's Reg. Room.
WASHINGTON.	Spokane.....	Dispatcher's Office, Telegraph Office and Enginemen's Reg. Room.
	Dishman.....	Telegraph Office.
	Ayer.....	Telegraph Office.
	Tekoa.....	Telegraph Office & Enginemen's Reg. Room.
	Colfax.....	Telegraph Office.
	Starbuck.....	Telegraph Office.
	Walla Walla.....	Passenger Depot & Enginemen's Reg. Room.
	Wallula.....	Telegraph Office.
	Yakima.....	Telegraph Office & Roundhouse.
	Moscow.....	Telegraph Office.
	Kellogg.....	Telegraph Office.
	Wallace.....	Telegraph Office & Enginemen's Reg. Room.

LICENSED WATCH INSPECTORS

Wittaniaki Jewelry Co.....	Aberdeen, Wash.
Grows Jewelry Store.....	Baker, Ore.
C. R. Ahern.....	Centralia, Wash.
I. M. Wilson.....	Colfax, Wash.
Edw. Lemay.....	Georgetown, Wash.
J. O. Peterson.....	Heppner, Ore.
Kneippe Jewelry Co.....	Hoquiam, Wash.
C. R. Logan.....	Huntington, Ore.
R. J. Coats.....	Kellogg, Ida.
J. H. Pearce & Son.....	La Grande, Ore.
T. E. Dean.....	Lewiston, Ida.
A. J. Botten.....	Moscow, Ida.
Talcott Bros., Inc.....	Olympia, Wash.
O. W. Cheedle.....	Pendleton, Ore.
L. T. Christopherson.....	Pomeroy, Wash.
H. E. Anderson.....	Portland, Ore., 828 S. E. Grand Ave.
N. L. Neilsen.....	Portland, Ore., 31 N. Russell St.
Roy & Molin.....	Portland, Ore., 316 S. W. Alder St.
Dillon Rogers.....	Portland, Ore., 730 N. Killingsworth St.
Benn Tipp.....	Seattle, Wash., 3rd and Pine St.
T. J. Morris.....	Spokane, Wash.
S. Grimstead.....	Tacoma, Wash.
D. H. Troyer.....	Tekoa, Wash.
N. E. Potter.....	The Dalles, Ore.
H. M. Huemann.....	Wallace, Ida.
Martin Jewelry Co.....	Walla Walla, Wash.
Stedman & Carson.....	Yakima, Wash.

TELEGRAPH WRECKING BOXES

Division	Station	Location
OREGON.....	The Dalles.....Ore.	With Wrecker.
	Rieth.....do	do
	La Grande.....do	do
	Huntington.....do	do
WASHINGTON.	Spokane.....Wash.	do

HOSPITALS

Grand Ronde.....	La Grande, Ore.	St. Anthony's.....	Pendleton, Ore.
St. Joseph.....	La Grande, Ore.	Providence.....	Seattle, Wash.
The Dalles.....	The Dalles, Ore.	Sacred Heart.....	Spokane, Wash.
St. Vincent's.....	Portland, Ore.	St. Luke's.....	Spokane, Wash.
St. Elizabeth's.....	Yakima, Wash.	St. Mary's.....	Walla Walla, Wash.

SECTION HOUSES

OREGON DIVISION

Sub-Division or Branch	Section Number	Location of House	Mile Post of West Section Limit
Fourth Sub-Division: Portland to The Dalles..	100	Albina Yard.....	0.00
	101	Albina.....	0.79
	1	East Portland.....	0.26
	3	Troutdale.....	7.00
	5	Bridal Veil.....	18.50
	6	Oneonta.....	26.80
	7	Bonneville.....	35.00
	8	Cascade Locks.....	42.50
	10	Viento.....	50.60
	11	Hood River.....	60.00
	12	Mosier.....	68.75
	*14	The Dalles.....	80.00
	*15	do.....	86.50
	33	Peninsula Jct., to Troutdale via Tunnel.....	4.19
	35	Hemlock.....	10.00
Third Sub-Division: The Dalles to Umatilla	*18	Miller.....	94.00
	19	Biggs.....	102.75
	21	Hook.....	111.00
	22	Quinton.....	120.00
	24	Arlington.....	130.00
	25	Willows.....	140.00
	27	Castle.....	151.00
	28	Messner.....	162.00
	30	Irrigon.....	172.00
	31	Umatilla.....	182.00
	49	Wasco.....	0.36
	51	Moro.....	24.00
Shaniko Branch.....	53	Kent.....	49.00
	55	Rock Creek.....	1.00
	57	Condon.....	25.00
Heppner Branch.....	59	Rhea.....	1.00
	61	Heppner.....	27.00
	32	St. Johns.....	4.14
Fifth Sub-Division: North Portland Jct., to Seattle.....		Vancouver to Tacoma (Maintained by N. P. Ry. Co.)	
	67	Tacoma.....	Yards
	64	Argo.....	182.00
	65	do.....	Yards
	*63	do.....	173.80
Grays Harbor Branch.....	70	Galvin, Inc., Tono Branch.....	1.00
	72	Lankner.....	16.00
	73	South Elma.....	28.00
	74	Cosmopolis, Inc. - Montesano Br.....	40.00
	*77	Aberdeen.....	51.00
Olympia Branch.....	69	Olympia.....	0.00
Third Sub-Division: Messner to Rieth.....	201	Messner.....	165.91
	203	Westland.....	178.00
	207	Echo.....	190.00
	211	Barnhart.....	200.00
	212	Rieth.....	210.00
Pilot Rock Branch.....	213	Pilot Rock.....	0.00
Second Sub-Division: Rieth to La Grande..	215	Pendleton.....	215.00
	217	Cayuse.....	222.00
	220	Gibbon.....	231.50
	221	Duncan.....	241.50
	224	Huron.....	251.50
	226	Meacham.....	261.50
	*227	Kamela.....	270.00
	230	Hilgard Perry.....	278.16
	233	La Grande.....	288.93

*Double rack sections.

SECTION HOUSES—Continued

OREGON DIVISION—Concluded

Sub-Division or Branch	Section Number	Location of House	Mile Post of West Section Limit
First Sub-Division: La Grande to Huntington.....	237	La Grande, incl. 11 mi Joseph Branch	291.20
	253	Union Junction.....	295.20
	254	Telocaset.....	303.50
	255	Telocaset.....	312.50
	256	North Powder.....	321.50
	257	Haines.....	330.50
	262	Baker.....	340.00
	264	Pleasant Valley.....	348.00
	267	Oxman.....	356.00
	268	Durkee.....	363.00
	270	Weatherby.....	371.00
	271	Lime.....	379.00
	272	Huntington.....	387.00
Joseph Branch.....	238	Elgin.....	11.00
	240	Looking Glass.....	32.00
	243	Wallowa.....	47.00
	246	Enterprise.....	64.00

WASHINGTON DIVISION

Sixth Sub-Division: Umatilla to Spokane..	301	Umatilla.....	184.03
	303	Juniper.....	195.00
	304	Wallula.....	206.00
	305	Humorist.....	214.10
	307	Page.....	227.00
	308	Sheffer.....	238.50
	310	Scott.....	250.00
	325	Ayer.....	261.00
	326	Ayer.....	264.15
	327	Tunnel No. 14.....	274.00
	328	Hooper Junction.....	284.00
	329	Mack.....	294.00
	330	Marengo.....	304.00
	332	Emden.....	312.50
	333	Wells.....	323.00
	334	Croskey.....	332.92
	336	Cheney.....	343.00
	337	West Spokane.....	354.00
	338	Spokane.....	365.82
Wallula Branch.....	323	Wallula.....	9.00
	324	Touchet.....	22.00
	392	Walla Walla.....	30.63
	393	Walla Walla.....	30.81
Yakima Branch.....	311	Hedges.....	0.00
	312	Kennewick.....	12.00
	314	Benton City.....	24.00
	315	Benton City.....	36.00
	316	North Prosser.....	46.24
	317	Grandview (also has Sunnyside Br.)	57.00
	319	Granger.....	64.00
	320	Zillah.....	74.00
Tucannon-Pendleton Branch.....	321	Donald.....	84.00
	322	Yakima.....	94.34
	387	Pendleton.....	0.00
	389	Weston.....	14.00
	391	Milton.....	28.10
	392	Walla Walla.....	41.75
	393	Walla Walla.....	45.90
Dayton Branch.....	395	Prescott.....	54.00
	396	Bolles.....	67.00
	397	Alto.....	78.70
	399	Starbuck.....	92.00
Pomeroy Branch.....	402	Dayton.....	0.00-5.15 12.89-25.23
	399	Starbuck.....	0.00
	404	Pomeroy.....	10.15

SECTION HOUSES—Concluded

WASHINGTON DIVISION—Concluded

Sub-Division or Branch	Section Number	Location of House	Mile Post of West Section Limit
Tekoa-Ayer Branch.....	325	Ayer.....	0.67
	366	Riparia.....	8.10
	367	Hay.....	21.30
	368	La Crosse.....	34.30
	370	Winona.....	47.10
	372	Diamond.....	60.00
	374	Colfax.....	72.00
	375	Elberton.....	83.90
	377	Farmington.....	96.00
	378	Seltice.....	109.00
	344	Tekoa.....	114.80
Connell Branch.....	368	La Crosse.....	0.02
	340	La Crosse.....	14.00
	341	Washtucna.....	31.00
	343	Kahlotus.....	53.06
Pleasant Valley Branch.....	370	Winona.....	0.00
	380	Willada.....	1.00
	382	Thornton.....	20.90
	378	Seltice.....	41.00
Moscow Branch.....	373	Colfax.....	0.00
	384	Albion.....	8.00
	386	Pullman.....	18.00
Spokane-Tekoa Branch.....	345	Latah.....	118.00
	347	Rockford.....	130.00
	348	Freeman.....	142.00
	349	Chester.....	151.00
	350	East Spokane.....	160.00
	338	Spokane.....	165.06
Wallace Branch.....	344	Tekoa.....	7.20
	353	Plummer.....	20.75
	355	Harrison.....	34.20
	357	Lane.....	46.00
	358	Cataldo.....	58.00
	359	Enaville.....	67.00
	361	Kellogg-Wardner.....	72.00
Sierra Nevada Branch.....	362	Wallace.....	80.41
	363	Burke.....	86.93
	361	Kellogg-Wardner.....	0.00

TUNNELS

No.	Location	Tunnel Section	Length (feet)	Lining
OREGON DIVISION Main Line				
1	Corbett..... M. P. 21.1	*Double Trk.	654	Concrete
1½	Bonneville..... M. P. 39.6	" " "	635	" —Tooth Rock Tunnel
1½	Mosier..... M. P. 66.9	" " "	478	Concrete
2	"..... M. P. 71.4	Single " "	294	Timber
3	Rowena..... M. P. 74.1	*Double " "	558	Concrete
3½	Campbell..... M. P. 204.1	Single " "	591	Timber
4	Meacham..... M. P. 264.0	" " "	356	"
5	Lun..... M. P. 317.2	" " "	534	"
6	Weatherby..... M. P. 378.7	" " "	518	Concrete
18	Peninsula Jct..... M. P. 4.5	" " "	5436	"
N.P.#2	Ostrander..... M. P. 50.0	Double " "	1165	" —Nelson
N.P.#2	Ruston..... M. P. 138.8	" " "	4391	Bennett Concrete
N.P.#1	"..... M. P. 139.9	" " "	323	"
Bend Branch				
O.T.#1	Moody..... M. P. 3.2	Single Trk.	782	Unlined
O.T.#2	Sherar..... M. P. 43.4	" " "	800	Lined
O.T.#3	Frieda..... M. P. 66.1	" " "	519	Concrete
O.T.#4	North Junction..... M. P. 74.9	" " "	584	(102' Concrete 173' Timber
24	Gateway..... M. P. 91.3	" " "	543	Unlined
Olympia Branch				
25	Olympia..... M. P. 5.2	Single Trk.	108	Concrete
26	"..... M. P. 5.8	" " "	650	Timber—Gun- ite Cover
WASHINGTON DIVISION Main Line				
7	Page..... M. P. 229.5	Single Trk.	623	Timber
8	"..... M. P. 235.0	" " "	1013	"
9	Simmons..... M. P. 242.4	" " "	435	"
10	Joso..... M. P. 275.1	" " "	993	Unlined
11	"..... M. P. 275.5	" " "	1760	"
12	"..... M. P. 276.0	" " "	494	"
13	"..... M. P. 276.2	" " "	958	26' Concrete 932' Unlined
14	"..... M. P. 276.5	" " "	593	26' Concrete 567' Unlined
15	Park..... M. P. 281.3	" " "	909	32' Timber 877' Unlined
16	Ankeny..... M. P. 292.1	" " "	667	Concrete
17	"..... M. P. 294.4	" " "	426	Unlined
Ayer-Spokane Branch				
27	Hay..... M. P. 26.3	Single Trk.	216	Unlined

*Contains one track.

CAMAS PRAIRIE RAILROAD COMPANY

THIRD SUB-DIVISION—Riparia to Lewiston

Sta. No.	Dist. from Riparia	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
CP 0	0.0	Riparia..... Wash.	Xs	FTXP	A	L	Yes
CP 10	9.6	Ridpath..... do			A		
CP 15	14.5	Central Ferry..... do		P	A		
CP 16	15.9	Peyton..... do			A	R	
CP 19	18.7	Purrrington..... do			A		
CP 20	21.9	Penawawa Spur..... do			A		
CP 24	23.9	Penawawa..... do		P	A	L	
CP 29	29.2	Swift..... do			A		
CP 32	32.2	Schultz..... do			A		
CP 36	36.0	Almota..... do	Ma	P	A	R	Yes
CP 38	38.2	Boyart..... do			A		
CP 40	39.8	Crampton..... do			A		
CP 42	41.9	Interior..... do			A		
CP 43	42.9	Wawawai..... do			A	L	
CP 44	43.9	Crum..... do			A		
CP 48	47.7	Truax..... do			A		
CP 50	49.5	Bishop..... do		P	A		
CP 55	54.9	Indian..... do			A		
CP 62	61.7	Moses..... do			A		
CP 66	65.9	Wilma..... do		P	A		
.....	70.5	State Line..... Wash.-Idaho					
CP 72	72.0	Lewiston, "Depot"..... Idaho	Wn	TP			
.....	.....	Lewiston, "Freight"..... do	Fy	P	A	RS	Yes
.....	73.5	East Lewiston..... do		P	B		
.....	75.1	Forebay..... do		P	B		
CP 82	81.4	North Lapwai..... do		P	A	R	Yes
CP 83	82.3	Spalding..... do		TP	C		
CS 3	85.5	Arrow..... do	Rw	FTX	A	L	
CS 7	89.1	Myrtle..... do			A	L	
CS 9	91.4	Cheerylane..... do			A	L	
CS 15	97.2	Agatha..... do			A	L	
CS 17	98.9	Lenore..... do	Ln	FTX	A	L	Yes
CS 23	105.8	Peck..... do	Pk	FTX	A	L	Yes
CS 28	110.8	Ahsahka..... do			A	L	
CS 32	114.5	Orofino..... do	Of	FTX	A	L	Yes
CS 34	117.2	Jordan..... do			B	L	
CS 37	118.8	Penoyer..... do			B	L	
CS 40	122.8	Greer..... do	Gr	FTX	A	L	Yes
CS 41	123.7	Chapin..... do			B	L	
CS 47	129.8	Pardee..... do			A	L	Yes
CS 49	131.2	Tramway..... do			A	L	
CS 55	137.0	Kamiah..... do	Ka	FTX	A	L	Yes
CS 63	145.0	Kooskia..... do	Ko	FTX	A	R	Yes
CS 66	148.2	Stites..... do	St	FTX	A	L	Yes

FIRST SUB-DIVISION—LEWISTON TO STITES

Sta. No.	Dist. from Lewiston	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
CP 72	72.0	Lewiston, "Depot"..... Idaho	Wn	TP			
.....	.....	Lewiston, "Freight"..... do	Fy	P	A	RS	Yes
.....	73.5	East Lewiston..... do		P	B		
.....	75.1	Forebay..... do		P	B		
CP 82	81.4	North Lapwai..... do		P	A	R	Yes
CP 83	82.3	Spalding..... do		TP	C		
CS 3	85.5	Arrow..... do	Rw	FTX	A	L	
CS 7	89.1	Myrtle..... do			A	L	
CS 9	91.4	Cheerylane..... do			A	L	
CS 15	97.2	Agatha..... do			A	L	
CS 17	98.9	Lenore..... do	Ln	FTX	A	L	Yes
CS 23	105.8	Peck..... do	Pk	FTX	A	L	Yes
CS 28	110.8	Ahsahka..... do			A	L	
CS 32	114.5	Orofino..... do	Of	FTX	A	L	Yes
CS 34	117.2	Jordan..... do			B	L	
CS 37	118.8	Penoyer..... do			B	L	
CS 40	122.8	Greer..... do	Gr	FTX	A	L	Yes
CS 41	123.7	Chapin..... do			B	L	
CS 47	129.8	Pardee..... do			A	L	Yes
CS 49	131.2	Tramway..... do			A	L	
CS 55	137.0	Kamiah..... do	Ka	FTX	A	L	Yes
CS 63	145.0	Kooskia..... do	Ko	FTX	A	R	Yes
CS 66	148.2	Stites..... do	St	FTX	A	L	Yes

OROFINO-HEADQUARTERS BRANCH

Sta. No.	Dist. from Orofino	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
CS 32	0.0	Orofino..... Idaho	Of	FTXP	A	L	Yes
CH 6	6.0	Fohl..... do				L	
CH 10	9.6	Cedar Canyon..... do				R	
CH 11	11.0	Lime Mountain..... do				R	
CH 15	14.6	Rudo..... do			A	R	
CH18.5	19.0	Omill..... do			A	R	
CH 19	19.5	Haley..... do				R	
CH21.5	21.6	Poorman..... do				R	
CH 22	21.9	Placer..... do				L	
CH 25	25.0	Rooney..... do				L	
CH 26	26.0	Quartz..... do			A	L	
CH 27	27.7	Nelson..... do			A	R	
CH 28	28.8	Jaype..... do			A	R	Yes
CH 29	29.9	Helphrey..... do				R	
CH 32	31.1	Summit..... do			A	L	
CH 34	34.1	Gravel Spur..... do				L	
CH 36	35.9	Deer Creek..... do				R	
CH 38	38.0	Headquarters..... do	Q	F	A	L	

Sta. No.	Dist. from Riparia	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
SECOND SUB-DIVISION—SPALDING TO GRANGEVILLE							
CP 83	82.3	Spalding..... Idaho	Fi	FTX	C	L	Yes
CP 86	85.8	Fort Lapwai..... do			A	R	
CP 88	87.6	Sweetwater..... do			A	R	
CP 91	90.3	Bundy..... do			A	L	
CP 92	91.8	Jacques..... do			A	L	Yes
CP 94	94.3	Culdesac..... do	Cu	FTX	A	L	Yes
CP 102	101.8	Nucrag..... do		P			
CP 109	108.4	Reubens..... do	Ru	FTX	A	L	Yes
CP 112	111.9	Clicks..... do					
CP 113	112.2	Craig Junction..... do		T	A	R	
CP 117	116.7	Craigmont..... do	Vo	FTX	A	L	Yes
CP 125	124.6	Ferdinand..... do	Rg	FTX	A	L	Yes
CP 128	128.1	Sand Spur..... do					
CP 131	130.9	Rock Spur..... do					
CP 133	133.2	Cottonwood..... do	Co	FTX	A	L	Yes
CP 142	141.7	Fenn..... do	Fn	FTX	A	L	Yes
CP 149	148.8	Grangeville..... do	Ge	FTX	A	R	Yes

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	Track Connection
Riparia..... Wash.	Union Pacific R. R. Co.....	Yes
Lewiston..... Idaho	Northern Pacific Ry. Co.....	Yes
Arrow..... do	Northern Pacific Ry. Co.....	Yes
Craig Junction..... do	Northern Pacific Ry. Co.....	Yes
Craigmont..... do	Craig Mountain Ry.....	Yes
	Nezperce & Idaho R. R. Co.....	Yes

TURNTABLES

Orofino Lewiston

WYES

Riparia Jaype Spalding Stites Ruebens Grangeville Headquarters

FUEL STATIONS

Riparia Orofino Lewiston Headquarters Grangeville

WATER TANKS

Riparia Almeta Indian Lewiston Kooskia
Central Ferry Reubens Lenore Grangeville Culdesac
Nucrag Jaype Headquarters Orofino Rudo

TRACK SCALES

LOCATION	Capacity Tons	Length Feet	Make	Recording Device
Lewiston.....	125	50	Fairbanks	Type Register

STANDARD CLOCKS

Riparia Orofino Lewiston Stites Grangeville

PAGES 251 TO 341, INCLUSIVE
CONTAIN INFORMATION PERTAINING TO EQUIPMENT
OF THE
UNION PACIFIC RAILROAD COMPANY
INCLUDING ITS LEASED LINES

LARAMIE, NORTH PARK & WESTERN RAILROAD COMPANY

LOCOMOTIVES

KEY TO CLASS DESIGNATION

The letter prefix indicates type of locomotive; the following numeral, the diameter of drivers in inches; the numerator of the fraction where but one is shown, the diameter of the cylinder in inches; on articulated compound locomotives where two numbers are shown, the first number the diameter of high pressure cylinder, the second number the diameter of low pressure cylinder; on simple articulated locomotives, the first and second numbers the diameter of front and back cylinders, respectively; the denominator of the fraction where one is shown, the stroke of the cylinder in inches; where two are shown, the first the stroke of the center cylinder of three cylinder locomotive, the second the stroke of the outside cylinders of three cylinder locomotive, the last numeral the weight on drivers in nearest even thousands; the letter "D" indicates Duplex Stoker; and the letters "BK", "MB" and "LT" indicate types of Standard Stokers.

STEAM LOCOMOTIVES

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Power	WHEEL BASE			
	From	To		By Whom	Date			Engine		Tender	
								Driving Wheel	Centers		Total
LA&SL	59	1	1	Lima	Jan. 1902	DS-33-3-13/13-147	Lbs. 26,900	Ft.In. 32 2	32 2	Ft.In. 11 10 1/4	
do	61	1	1	do	Mar. 1907	DT-36-3-13 1/2/15-200	35,100	32 2	32 2	12 7 3/4	
UP	105	1	1	UPRR	Dec. 1894	C-51-20/24-140	28,800	15 5	23 0	17 3 1/4	
do	113	1	1	Brooks	Oct. 1898	do	28,800	15 5	23 0	17 3 1/4	
do	117	1	1	do	Nov. 1898	do	28,800	15 5	23 0	17 3 1/4	
do	155	1	1	Baldwin	Oct. 1902	C-51-22/30-184	43,305	15 8	24 4	21 0	
do	158	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	201	1	1	do	Jan. 1906	C-51-22/30-191	43,305	15 8	24 4	21 0	
do	202	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	203	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	206	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	207	1	1	do	do	do	43,305	15 8	24 4	23 6	
do	208	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	211	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	213	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	214	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	216	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	217	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	219	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	220	1	1	do	do	do	43,305	15 8	24 4	23 6	
do	221	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	223	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	224	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	227	1	1	do	Sept. 1906	do	43,305	15 8	24 4	18 10	
do	228	2	2	do	do	do	43,305	15 8	24 4	21 0	
do	230	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	231	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	233	2	2	do	do	do	43,305	15 8	24 4	21 0	
do	234	1	1	do	do	do	43,305	15 8	24 4	23 6	
do	235	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	236	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	237	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	238	1	1	do	Oct. 1906	do	43,305	15 8	24 4	23 6	
do	239	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	241	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	242	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	243	2	2	do	do	do	43,305	15 8	24 4	18 10	
do	244	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	245	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	247	3	3	do	do	do	43,305	15 8	24 4	18 10	
do	250	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	251	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	252	1	1	do	Feb. 1907	do	43,305	15 8	24 4	21 0	
do	253	4	4	do	do	do	43,305	15 8	24 4	18 10	
do	258	1	1	do	Mar. 1907	do	43,305	15 8	24 4	18 10	
do	260	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	262	1	1	do	do	do	43,305	15 8	24 4	23 6	
do	264	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	266	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	267	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	268	2	2	do	do	do	43,305	15 8	24 4	21 0	
do	271	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	272	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	273	2	2	do	do	do	43,305	15 8	24 4	18 10	
do	275	2	2	do	do	do	43,305	15 8	24 4	21 0	
do	279	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	282	1	1	do	July 1907	do	43,305	15 8	24 4	23 6	
do	283	1	1	do	do	do	43,305	15 8	24 4	21 0	
UP	284	2	2	do	do	C-57-22/30-191	43,305	15 8	24 4	18 10	
do	286	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	290	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	291	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	295	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	296	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	298	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	299	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	301	2	2	do	do	do	43,305	15 8	24 4	18 10	
do	304	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	305	1	1	do	do	do	43,305	15 8	24 4	21 6	
do	306	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	308	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	309	1	1	do	do	do	43,305	15 8	24 4	18 10	

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE			WEIGHT							Remarks
Engine and Tender	Length Over All	Engine in Working Order	Tender					Engine and Tender Loaded		
			Empty	Loaded	Capacity					
					Water	Coal	Oil			
Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.		
44 0 1/2	54 7 7/8	146,800			3,000		1,349	181,800	Shay do	
44 9 1/2	53 5 1/4	200,100	.....	.....	3,500	.....	1,366	200,100		
51 0 1/2	59 7 7/8	159,200	46,900	124,880	6,000	14	.....	284,080		
51 0 1/2	59 7 7/8	159,200	46,900	124,880	6,000	14	.....	284,080		
51 0 1/2	59 7 7/8	159,200	46,900	124,880	6,000	14	.....	284,080		
56 11 3/4	65 1 1/4	207,000	49,870	136,200	7,000	14	.....	343,200		
56 11 3/4	65 1 1/4	207,000	49,870	136,200	7,000	14	.....	343,200		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
61 9 1/2	72 9 1/2	212,800	56,600	159,600	9,000	14	.....	372,400		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300		
58 5 1/2	67 2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58 5 1/2	67 2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58 5 1/2	67 2 1/2	212,800								

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Power	WHEEL BASE			
	From	To		By Whom	Date			Engine		Tender	
								Driving Wheel	Centers		Total
UP		310	1	Baldwin	July 1907	C-57-22/30-191	Lbs.	Ft.In.	Ft.In.	Ft.In.	
do		312	1	American	Feb. 1908		do	43,305 15 8	24 4	21 0	
do		313	1	do	do	do	43,305 15 8	24 4	21 0		
do	315	316	2	do	do	do	43,305 15 8	24 4	21 0		
do		317	1	do	do	do	43,305 15 8	24 4	21 0		
do		319	1	do	Jan. 1908	do	43,305 15 8	24 4	21 0		
do		320	1	do	do	do	43,305 15 8	24 4	23 6		
do		321	1	do	do	do	43,305 15 8	24 4	18 10		
do		322	1	do	do	do	43,305 15 8	24 4	21 6		
do		324	1	do	Mar. 1908	do	43,305 15 8	24 4	23 6		
do		325	1	do	do	do	43,305 15 8	24 4	18 10		
do		326	1	do	do	do	43,305 15 8	24 4	23 6		
do		328	1	do	do	do	43,305 15 8	24 4	23 6		
do		329	1	do	do	do	43,305 15 8	24 4	18 10		
do		330	1	do	do	do	43,305 15 8	24 4	21 0		
do		332	1	Baldwin	Aug. 1905	do	43,305 15 8	24 4	23 6		
do	350	351	2	do	Mar. 1904	do	43,305 15 8	24 4	21 0		
do		352	1	do	Apr. 1904	do	43,305 15 8	24 4	21 0		
do		353	1	do	Mar. 1904	do	43,305 15 8	24 4	18 10		
do		355	1	do	do	do	43,305 15 8	24 4	18 10		
do		356	1	do	Jan. 1905	do	43,305 15 8	24 4	21 0		
do		357	1	American	Oct. 1904	do	43,305 15 8	24 4	18 10		
do		358	1	do	do	do	43,305 15 8	24 4	21 0		
do	400	401	2	Baldwin	Aug. 1900	C-57-21/30-163 C-57-21/30-162	39,458 15 3	23 11	21 0		
do	402	403	2	do	do		do	39,458 15 3	23 11	21 0	
do		405	1	do	do	do	39,458 15 3	23 11	21 0		
do	407	408	2	do	do	do	39,458 15 3	23 11	21 0		
do		410	1	do	do	do	39,458 15 3	23 11	21 0		
do		411	1	do	do	do	39,458 15 3	23 11	21 0		
do	414	415	2	do	do	do	39,458 15 3	23 11	21 0		
do	417	419	3	do	do	do	39,458 15 3	23 11	21 0		
do	420	423	4	do	Jan. 1901	C-57-21/30-163	39,458 15 3	23 11	21 0		
do		425	1	do	do		do	39,458 15 3	23 11	21 0	
do		427	1	do	do	do	39,458 15 3	23 11	21 0		
do		428	1	do	do	do	39,458 15 3	23 11	23 6		
do		430	1	do	do	do	39,458 15 3	23 11	21 0		
do	432	434	3	do	do	do	39,458 15 3	23 11	21 0		
do	436	438	3	do	do	do	39,458 15 3	23 11	21 0		
do	440	443	4	do	do	do	39,458 15 3	23 11	21 0		
do		445	1	do	do	do	39,458 15 3	23 11	21 0		
do		446	1	do	do	do	39,458 15 3	23 11	23 6		
do	448	449	2	do	do	do	39,458 15 3	23 11	21 0		
do		451	1	do	do	do	39,458 15 3	23 11	21 0		
do		455	1	do	do	do	39,458 15 3	23 11	21 0		
do		456	1	do	do	do	39,458 15 3	23 11	21 0		
do	458	459	2	do	do	do	39,458 15 3	23 11	21 0		
do		460	1	do	July 1901	do	39,458 15 3	23 11	21 0		
do		463	1	do	do	do	39,458 15 3	23 11	21 0		
do		465	1	do	do	do	39,458 15 3	23 11	21 0		
do		469	1	do	Aug. 1901	do	39,458 15 3	23 11	23 6		
do		470	1	do	do	do	39,458 15 3	23 11	21 0		
do		472	1	do	do	do	39,458 15 3	23 11	21 0		
do	475	477	3	do	do	do	39,458 15 3	23 11	21 0		
do		478	1	do	Sept. 1901	C-57-21/30-172	39,458 15 3	23 11	23 6		
do		479	1	do	do		do	39,458 15 3	23 11	21 0	
do	480	481	2	do	Mar. 1903	do	39,458 15 3	23 11	21 0		
do		485	1	do	Apr. 1903	do	39,458 15 3	23 11	21 0		
do		486	1	do	do	do	39,458 15 3	23 11	23 6		
do		487	1	do	do	do	39,458 15 3	23 11	21 0		
do		489	1	do	do	do	39,458 15 3	23 11	21 0		
do		490	1	do	do	do	39,458 15 3	23 11	21 6		
do		491	1	do	do	do	39,458 15 3	23 11	21 0		
do		492	1	do	do	do	39,458 15 3	23 11	21 6		
do	493	494	2	do	do	do	39,458 15 3	23 11	21 0		
do		495	1	do	do	do	39,458 15 3	23 11	23 6		
do		497	1	do	do	do	39,458 15 3	23 11	21 0		
do		498	1	do	May 1903	do	39,458 15 3	23 11	21 6		
OSL	512	513	2	do	Feb. 1901	C-55-21/30-167	38,848 15 3	24 0	18 1		
do		518	1	do	Jan. 1901		do	38,848 15 3	24 0	18 1	
do		523	1	do	Apr. 1901	do	38,848 15 3	24 0	18 1		

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE				WEIGHT							Remarks
Engine and Tender	Length Over All	Engine in Working Order	Lbs.	Tender					Engine and Tender Loaded		
				Empty	Loaded	Capacity					
						Water	Coal	Oil			
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
58	5 1/2	67	2 1/2	212,800	48,340	120,650	7,000	7		333,450	
57	5 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15		383,800	
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14		345,850	
58	5 1/2	67	2 1/2	212,800	48,340	120,650	7,000	7		333,450	
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14		345,850	
58	5 1/2	67	2 1/2	212,800	48,340	120,650	7,000	7		333,450	
61	9 1/2	72	9 1/2	212,800	56,600	159,600	9,000	14		372,400	
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15		383,800	
59	3 1/2	69	2 1/2	212,800	49,870	132,200	7,000	12		345,000	
61	9 1/2	72	9 1/2	212,800	56,600	159,600	9,000	14		372,400	
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15		383,800	
57	1 1/2	67	5 1/2	212,800	56,600	159,600	9,000	14		372,400	
57	1 1/2	67	5 1/2	212,800	56,600	159,600	9,000	14		372,400	
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14		345,850	
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14		345,850	
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15		383,800	
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15		383,800	
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14		345,850	
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15		383,800	
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14		345,850	
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15		383,800	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,350	46,740	133,050	7,000	14		320,400	
57	10 1/2	66	5 1/2	187,350	46,740	133,050	7,000	14		320,400	
57	10 1/2	66	5 1/2	187,350	46,740	133,050	7,000	14		320,400	
57	10 1/2	66	5 1/2	187,350	46,740	133,050	7,000	14		320,400	
57	10 1/2	66	5 1/2	187,350	46,740	133,050	7,000	14		320,400	
57	10 1/2	66	5 1/2	187,350	46,740	133,050	7,000	14		320,400	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
61	2 1/2	72	2 1/2	187,900	56,600	159,500	9,000	14		347,500	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10 1/2	66	5 1/2	187,900	46,740	133,050	7,000	14		320,950	
57	10										

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Power	WHEEL BASE				
	From	To		By Whom	Date			Engine			Tender	
								Driving Wheel Centers	Total			
OSL	524	1	Baldwin	Mar. 1901	C-55-21/30-167	38,848	15	3	24	0	18	1
	525	1	do	Feb. 1903	C-57-21½/30-174	39,290	15	3	24	0	18	0
	526	1	do	do	do	41,360	15	3	24	0	18	6
	527	1	do	do	do	39,290	15	3	24	0	18	0
	528	1	do	do	do	41,360	15	3	24	0	18	0
	531	3	do	Mar. 1903	do	41,360	15	3	24	0	18	10
	532	1	do	do	do	39,290	15	3	24	0	23	6
	533	2	do	do	do	39,290	15	3	24	0	18	0
	535	1	do	do	do	39,290	15	3	24	0	23	6
	536	1	do	do	do	39,290	15	3	24	0	18	0
	537	2	do	do	do	41,360	15	3	24	0	18	10
	539	1	do	do	do	39,290	15	3	24	0	23	6
	560	1	do	Jan. 1904	C-57-22/30-191	43,305	15	8	24	4	23	6
	561	1	do	do	do	43,305	15	8	24	4	18	0
	562	1	do	Feb. 1904	do	43,305	15	8	24	4	18	10
	563	1	do	Jan. 1904	do	43,305	15	8	24	4	18	0
	565	1	do	do	do	43,305	15	8	24	4	18	0
	566	1	do	Feb. 1904	do	43,305	15	8	24	4	18	10
	567	1	do	do	do	43,305	15	8	24	4	18	0
	568	1	do	do	do	43,305	15	8	24	4	18	10
	569	1	do	do	do	43,305	15	8	24	4	18	0
	570	1	do	do	do	43,305	15	8	24	4	18	10
	573	1	do	Dec. 1905	do	43,305	15	8	24	4	18	0
	576	2	do	do	do	43,305	15	8	24	4	23	6
	579	1	do	Jan. 1906	do	43,305	15	8	24	4	23	6
	580	1	do	do	do	43,305	15	8	24	4	18	10
	581	1	do	do	do	43,305	15	8	24	4	18	0
	582	1	do	do	do	43,305	15	8	24	4	23	6
	583	1	do	Sept. 1906	do	43,305	15	8	24	4	18	0
	584	2	do	Aug. 1906	do	43,305	15	8	24	4	18	0
	587	1	do	do	do	43,305	15	8	24	4	18	10
	588	1	do	do	do	43,305	15	8	24	4	18	0
	590	1	do	do	do	43,305	15	8	24	4	23	6
	591	1	do	do	do	43,305	15	8	24	4	18	0
	592	1	do	do	do	43,305	15	8	24	4	18	10
	593	1	do	do	do	43,305	15	8	24	4	23	6
	594	1	do	Feb. 1907	do	43,305	15	8	24	4	23	6
	595	1	do	do	do	43,305	15	8	24	4	18	10
	596	1	do	do	do	43,305	15	8	24	4	23	6
	598	1	do	do	do	43,305	15	8	24	4	18	10
	599	1	do	July 1906	do	43,305	15	8	24	4	23	6
	600	1	do	Feb. 1907	do	43,305	15	8	24	4	18	10
	602	1	do	do	do	43,305	15	8	24	4	23	6
	603	1	do	do	do	43,305	15	8	24	4	18	0
	604	1	do	May 1907	do	43,305	15	8	24	4	18	10
	605	1	do	do	do	43,305	15	8	24	4	18	0
	607	1	do	do	do	43,305	15	8	24	4	18	0
	608	1	do	do	do	43,305	15	8	24	4	18	10
	610	2	do	do	do	43,305	15	8	24	4	18	0
	612	1	do	do	do	43,305	15	8	24	4	23	6
613	1	do	do	do	43,305	15	8	24	4	18	10	
614	1	do	July 1907	do	43,305	15	8	24	4	18	10	
616	1	do	do	do	43,305	15	8	24	4	18	10	
617	1	do	do	do	43,305	15	8	24	4	18	0	
618	1	do	do	do	43,305	15	8	24	4	18	10	
619	1	American	Jan. 1908	do	43,305	15	8	24	4	23	6	
620	2	do	do	do	43,305	15	8	24	4	18	10	
622	1	do	do	do	43,305	15	8	24	4	23	6	
OWR&N	705	1	do	Sept. 1909	C-51-20/26-137	32,066	15	4	23	8	16	3
	707	1	Brooks	Nov. 1898	C-55-19/30-149	33,474	14	6	23	2	15	3
	710	1	Baldwin	July 1901	C-57-20½/30-167	37,600	15	3	23	11	15	11
	715	1	do	Aug. 1901	do	37,600	15	3	23	11	15	11
	718	1	do	do	do	37,600	15	3	23	11	15	10
	719	1	do	Mar. 1903	C-57-20½/30-172	37,600	15	3	23	11	15	10
	721	1	do	do	do	37,600	15	3	23	11	21	0
	730	1	do	Mar. 1905	C-57-22/30-190	43,305	15	8	24	4	18	10
	731	1	do	do	C-57-22/30-187	43,305	15	8	24	4	21	0
	732	1	do	do	C-57-22/30-190	43,305	15	8	24	4	18	10
733	1	do	do	do	43,305	15	8	24	4	18	10	
735	1	do	do	do	43,305	15	8	24	4	18	10	
736	737	2	do	Jan. 1906	do	43,305	15	8	24	4	18	10

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE				WEIGHT										Remarks
Engine and Tender		Length Over All		Engine in Working Order	Tender						Engine and Tender Loaded			
					Empty	Loaded	Capacity							
							Water	Coal	Oil					
Ft.	In.	Ft.	In.	Order	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.				
54	7 1/2	63	10 1/2	191,200	46,900	120,880	6,000	12	.....	312,080				
56	11 1/2	66	9 1/2	197,300	48,720	135,050	7,000	14	.....	332,350				
56	11 1/2	68	9 1/2	197,300	54,850	133,600	7,000	.....	2,500	330,900				
56	11 1/2	66	9 1/2	197,300	48,720	135,050	7,000	14	.....	332,350				
56	11 1/2	66	9 1/2	197,300	48,720	135,050	7,000	14	.....	332,350				
56	11 1/2	66	11 1/2	197,300	73,280	174,430	9,000	.....	3,200	371,730				
61	7 1/2	72	3 1/2	197,300	56,600	159,600	9,000	14	.....	356,900				
56	11 1/2	66	9 1/2	197,300	48,720	135,050	7,000	14	.....	332,350				
61	7 1/2	72	3 1/2	197,300	56,600	159,600	9,000	14	.....	356,900				
56	11 1/2	66	9 1/2	197,300	48,720	135,050	7,000	14	.....	332,350				
56	11 1/2	66	11 1/2	197,300	73,280	174,430	9,000	.....	3,200	371,730				
61	7 1/2	72	3 1/2	197,300	56,600	159,600	9,000	14	.....	356,900				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2	212,800	69,360	174,360	9,000	15	.....	387,160				
56	3 1/2	67	2 1/2	212,800	48,720	135,050	7,000	14	.....	347,850				
57	1 1/2	67	5 1/2	212,800	65,500	170,500	9,000	15	.....	383,300				
61	9 1/2	72	6 1/2</											

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Power	WHEEL BASE			
	From	To		By Whom	Date			Engine			Tend- er
								Driving Wheel Centers	Total		
OWR&N	738	1	Baldwin	Jan. 1906	C-57-22/30-187	Lbs. 43,305	Ft.In. 15 8	Ft.In. 24 4	Ft.In. 18 10		
do	739	2	do	do	C-57-22/30-190	43,305	15 8	24 4	18 10		
do	741	2	do	do	do	43,305	15 8	24 4	18 10		
do	743	1	do	do	do	43,305	15 8	24 4	18 10		
do	744	1	do	do	do	43,305	15 8	24 4	18 10		
do	745	1	do	do	do	43,305	15 8	24 4	18 10		
do	747	1	do	Mar. 1907	C-57-22/30-187	43,305	15 8	24 4	21 0		
do	748	2	do	do	C-57-22/30-190	43,305	15 8	24 4	18 10		
do	750	1	do	do	do	43,305	15 8	24 4	18 10		
do	751	1	do	do	do	43,305	15 8	24 4	21 0		
do	752	1	do	do	do	43,305	15 8	24 4	18 10		
do	753	1	do	do	do	43,305	15 8	24 4	18 10		
do	756	1	do	Aug. 1907	do	43,305	15 8	24 4	18 10		
do	757	1	do	do	do	43,305	15 8	24 4	18 10		
do	758	1	do	do	do	43,305	15 8	24 4	18 10		
do	759	1	do	do	C-57-22/30-187	43,305	15 8	24 4	18 10		
do	760	1	do	do	C-57-22/30-190	43,305	15 8	24 4	18 10		
do	761	1	do	do	C-57-22/30-187	43,305	15 8	24 4	21 0		
do	762	1	do	do	C-57-22/30-190	43,305	15 8	24 4	18 10		
do	763	2	do	do	do	43,305	15 8	24 4	18 10		
do	765	1	do	do	do	43,305	15 8	24 4	18 10		
do	766	1	American	Feb. 1908	do	43,305	15 8	24 4	21 0		
do	768	1	do	do	do	43,305	15 8	24 4	18 10		
UP	800	1	do	Aug. 1937	{ FEF-77-24 1/32-270-BK }	63,500	21 6	49 3	33 5		
do	801	802	2	do	do	63,500	21 6	49 3	33 5		
do	803	804	2	do	Aug. 1937	do	63,500	21 6	49 3	33 5	
do	805	807	3	do	Sept. 1937	do	63,500	21 6	49 3	33 5	
do	808	1	do	Aug. 1937	do	63,500	21 6	49 3	33 5		
do	809	810	2	do	Sept. 1937	do	63,500	21 6	49 3	33 5	
do	811	812	2	do	Aug. 1937	do	63,500	21 6	49 3	33 5	
do	813	814	2	do	Sept. 1937	do	63,500	21 6	49 3	33 5	
do	815	1	do	Aug. 1937	do	63,500	21 6	49 3	33 5		
OWR&N	816	819	4	do	Sept. 1937	do	63,500	21 6	49 3	33 5	
do	820	824	5	do	Aug. 1939	{ FEF-80-25/32-270-BK }	63,800	22 0	50 11	32 8	
do	825	831	7	do	Sept. 1939	do	63,800	22 0	50 11	32 8	
do	832	834	3	do	Oct. 1939	do	63,800	22 0	50 11	32 8	
UP	1242	1243	2	Cooke	Dec. 1890	T-57-19/24-114	21,318	13 0	23 9 1/2	21 0	
OSL	1573	1	Baldwin	Aug. 1909	T-69-22/28-161	31,719	14 3	26 3	21 0		
do	1575	1	do	do	do	31,719	14 3	26 3	21 0		
do	1577	1	do	do	do	31,719	14 3	26 3	21 0		
do	1578	1	do	do	do	31,719	14 3	26 3	23 6		
do	1579	1	do	Mar. 1911	do	31,719	14 3	26 3	21 0		
do	1580	1	do	do	do	31,719	14 3	26 3	21 0		
do	1584	1	do	1907	T-57-18/26-94	22,680	11 4	22 2	17 8 1/2		
do	1585	1	do	1917	T-61-17/24-81	17,460	11 0	21 3	15 8		
do	1586	1587	2	do	1910	T-57-18/26-94	22,680	11 4	22 2	17 8 1/2	
OWR&N	1715	1	Cooke	Jan. 1891	T-63-20/24-113	22,666	13 0	23 10	15 10		
do	1716	1	do	do	do	22,666	13 0	23 10	17 7		
do	1730	1731	2	Baldwin	July 1901	T-64-22/26-145	33,426	14 6	26 9	15 10	
do	1733	1	Cooke	Oct. 1895	T-57-20/26-119	27,916	13 0	23 9 1/2	17 7		
do	1734	1	do	do	do	27,916	13 0	23 9 1/2	15 10		
do	1737	1741	5	do	Dec. 1897	T-57-20/26-126	29,466	13 0	23 9 1/2	15 10	
do	1745	1	Baldwin	Sept. 1909	T-69-22/28-161	33,390	14 3	26 3	18 0		
do	1747	1	do	Oct. 1909	do	33,390	14 3	26 3	23 6		
do	1748	1	do	Feb. 1911	do	33,390	14 3	26 3	18 0		
do	1751	1	do	do	do	33,390	14 3	26 3	23 6		
do	1754	1	do	Mar. 1911	do	33,390	14 3	26 3	23 6		
do	1755	1	American	Apr. 1908	T-63-22/28-162	36,570	13 10	25 10	21 0		
do	1757	1	do	do	do	36,570	13 10	25 10	21 0		
do	1759	1	do	do	do	36,570	13 10	25 10	21 0		
do	1760	1	do	do	do	36,570	13 10	25 10	21 0		
UP	1900	1	Baldwin	Apr. 1911	MK-57-23 1/2/30-206	47,945	16 0	34 8	18 10		
do	1901	1	do	do	do	47,945	16 0	34 8	18 10		
do	1902	1909	8	do	do	47,945	16 0	34 8	18 10		
do	1910	1911	2	do	June 1911	do	47,945	16 0	34 8	18 10	
do	1912	1	do	May 1911	do	47,945	16 0	34 8	18 10		

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE				WEIGHT							Remarks
Engine and Tender	Length Over All	Engine in Working Order	Tender					Engine and Tender Loaded			
			Empty	Loaded	Capacity						
					Water	Coal	Oil				
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.		
57	1 1/2	67	5 1/2	209,900	73,280	169,200	9,000	2,560	379,100	Automatic Cab Signals	
57	1 1/2	67	5 1/2	213,350	73,280	177,530	9,000	3,579	390,880		
57	1 1/2	67	5 1/2	213,350	73,280	172,630	9,000	2,980	385,980		
57	1 1/2	67	5 1/2	213,350	73,280	177,530	9,000	3,579	390,880		
57	1 1/2	67	5 1/2	213,350	73,280	172,630	9,000	2,980	385,980		
58	5 1/2	67	2 1/2	213,350	73,280	177,530	9,000	3,579	390,880		
58	5 1/2	67	2 1/2	209,900	54,850	137,200	7,000	2,940	347,100		
57	1 1/2	67	5 1/2	213,350	73,280	177,530	9,000	3,579	390,880		
57	1 1/2	67	5 1/2	213,350	73,280	172,630	9,000	2,980	385,980		
58	5 1/2	67	2 1/2	213,350	54,850	135,800	7,000	2,760	349,150		
57	1 1/2	67	5 1/2	213,350	73,280	172,630	9,000	2,980	385,980		
57	1 1/2	67	5 1/2	213,350	73,280	177,530	9,000	3,579	390,880		
57	1 1/2	67	5 1/2	213,350	73,280	172,630	9,000	2,980	385,980		
57	1 1/2	67	5 1/2	213,350	65,500	170,500	9,000	15	383,850		
57	1 1/2	67	5 1/2	213,350	73,280	172,630	9,000	2,980	385,980		
57	1 1/2	67	5 1/2	209,900	73,280	169,200	9,000	2,560	379,100		
57	1 1/2	67	5 1/2	213,350	73,280	172,630	9,000	2,980	385,980		
58	5 1/2	67	2 1/2	209,900	54,850	137,200	7,000	2,940	347,100		
57	1 1/2	67	5 1/2	213,350	73,280	172,630	9,000	2,980	385,980		
57	1 1/2	67	5 1/2	213,350	73,280	177,530	9,000	3,579	390,880		
57	1 1/2	67	5 1/2	213,350	73,280	172,630	9,000	2,980	385,980		
58	5 1/2	67	2 1/2	213,350	54,850	135,800	7,000	2,760	349,150		
57	1 1/2	67	5 1/2	213,350	73,280	177,530	9,000	3,579	390,880		
97	6	111	0 1/4	465,000	150,800	366,500	20,000	25	831,500		
97	6	111	0 1/4	465,000	150,800	366,500	20,000	25	831,500	do	
97	6	111	0 1/4	465,000	150,800	366,500	20,000	25	831,500	do	
97	6	111	0 1/4	465,000	150,800	366,500	20,000	25	831,500	do	
97	6	111	0 1/4	465,000	150,800	366,500	20,000	25	831,500	do	
97	6	111	0 1/4	465,000	150,800	366,500	20,000	25	831,500	do	
97	6	111	0 1/4	465,000	136,500	352,200	20,000	25	817,200	do	
97	6	111	0 1/4	465,000	136,500	352,200	20,000	25	817,200	do	
98	5	113	10 1/8	483,000	160,400	406,500	23,500	25	889,500	do	
98	5	113	10 1/8	483,000	160,400	406,500	23,500	25	889,500	do	
54	7 1/4	63	1 1/2	148,500	49,870	132,200	7,000	12	280,700	Formerly P&IN 102 Formerly P&IN 103 Formerly P&IN 104 and 105	
59	5 1/2	67	9 1/2	206,000	46,740	133,050	7,000	14	339,050		
59	5 1/2	67	9 1/2	206,000	46,740	133,050	7,000	14	339,050		
59	5 1/2	67	9 1/2	206,000	48,740	133,050	7,000	14	339,050		
62	9 1/2	73	3 1/2	206,000	66,440	175,440	9,000	17	381,440		
59	5 1/2	67	9 1/2	206,000	46,740	133,050	7,000	14	339,050		
59	5 1/2	67	9 1/2	206,000	46,740	133,050	7,000	14	339,050		
51	0 1/2	62	3	122,000	32,000	91,650	5,000	9	213,650		
46	7 1/2	56	10	104,000	25,300	64,000	3,200	6	168,000		
61	0 1/2	62	3	122,000	32,000	91,650	5,000	9	213,650		
52	5	60	0	139,800	55,600	129,900	6,000	.....	269,700		
55	2	62	8	190,150	55,600	129,900	6,000		2,940	320,050	
52	5 1/4	60	6	144,400	53,020	110,240	6,000		2,556	254,640	
.....				144,400	55,600	129,900	6,000		3,040	274,300	
.....				154,400	55,600	129,900	6,000		3,000	284,300	
.....				206,000	68,980	168,000	9,000		2,940	374,000	
.....				206,000	68,980	168,000	9,000		2,940	374,000	
.....				206,000	68,980	168,000	9,000		2,940	374,000	
62	9 1/2	73	3 1/2	206,000	68,980	168,000	9,000		2,940	374,000	
.....				206,000	68,980	168,000	9,000		2,940	374,000	
60	2 3/4	67	6 1/2	208,000	54,850	135,800	7,000		2,770	343,800	
60	2 3/4	67	6 1/2	208,000	54,850	135,800	7,000		2,880	343,800	
60	2 3/4	67	6 1/2	208,000	54,850	135,800	7,000		2,940	343,800	
60	2 3/4	67	6 1/2	208,000	54,850	135,800	7,000		2,770	343,800	
64	7 3/4	74	10 3/4	265,600	73,280	172,380	9,000		2,950	437,980	
64	7 3/4	74	10 3/4	265,600	65,500	170,500	9,000	15		436,100	
64	7 3/4	74	10 3/4	265,600	66,500	163,500	9,000	11		429,100	
64	7 3/4	74	10 3/4	265,600	66,500	163,500	9,000	11		429,100	
64	7 3/4	74	10 3/4	265,600	65,500	170,500	9,000	15		436,100	

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Power	WHEEL BASE					
	From	To		By Whom	Date			Engine			Tender		
								Driving Wheel	Ft.In. Centers	Total			
UP	1913	1915	3	Baldwin	June 1911	MK-57-231/30-206	Lbs.	Ft.In.	Ft.In.	Ft.In.			
	do	1916	1	do	do	do	47,945	16	34	8			
	do	1917	1919	3	do	do	do	47,945	16	34	8		
	do	1920	1	do	May 1911	do	do	47,945	16	34	8		
	do	1921	1922	2	do	do	do	47,945	16	34	8		
	do	1923	1	do	do	do	do	47,945	16	34	8		
	do	1924	1925	2	do	June 1911	do	47,945	16	34	8		
	do	1926	1927	2	do	do	do	47,945	16	34	8		
	do	1928	1	do	do	do	do	47,945	16	34	8		
	do	1929	1	do	do	do	do	47,945	16	34	8		
	do	1930	1	do	Oct. 1912	do	do	47,945	16	34	8		
	do	1931	1	do	do	do	do	47,945	16	34	8		
	do	1932	1934	3	do	do	do	47,945	16	34	8		
	do	1935	1	do	do	do	do	47,945	16	34	8		
	do	1936	1940	5	do	do	do	47,945	16	34	8		
	do	1941	1	do	Nov. 1912	do	do	47,945	16	34	8		
	do	1942	1943	2	do	Oct. 1912	do	47,945	16	34	8		
	do	1944	1947	4	do	Nov. 1912	do	47,945	16	34	8		
	do	1948	1	do	do	do	do	47,945	16	34	8		
	do	1949	1	do	do	do	do	47,945	16	34	8		
	OSL	2000	1	do	Apr. 1911	MK-57-233/30-210-D	do	47,945	16	34	23 6		
		do	2001	1	do	do	MK-57-231/30-208	do	47,945	16	34	23 6	
		do	2002	2003	2	do	do	MK-57-233/30-210-D	do	47,945	16	34	23 6
		do	2004	1	do	do	do	MK-57-231/30-208	do	47,945	16	34	23 6
		do	2005	2006	2	do	do	MK-57-233/30-210-D	do	47,945	16	34	23 6
do		2007	1	do	do	do	MK-57-231/30-208	do	47,945	16	34	23 6	
do		2008	1	do	do	do	do	47,945	16	34	23 6		
do		2009	1	do	do	do	do	47,945	16	34	23 6		
do		2010	2011	2	Mar. 1911	do	do	47,945	16	34	23 6		
do		2012	1	do	do	MK-57-233/30-210-D	do	47,945	16	34	23 6		
do		2013	1	do	do	MK-57-231/30-208	do	47,945	16	34	23 6		
do		2014	1	do	do	MK-57-233/30-210-D	do	47,945	16	34	23 6		
do		2015	1	do	Oct. 1912	MK-57-231/30-208	do	47,945	16	34	23 6		
do		2016	1	do	do	MK-57-233/30-210-D	do	47,945	16	34	23 6		
do		2017	1	do	do	MK-57-231/30-208	do	47,945	16	34	23 6		
do		2018	2019	2	do	do	MK-57-233/30-210-D	do	47,945	16	34	23 6	
do		2020	1	do	do	do	MK-57-231/30-208	do	47,945	16	34	23 6	
do		2021	1	do	do	do	MK-57-233/30-210-D	do	47,945	16	34	23 6	
do		2022	2024	3	do	do	MK-57-231/30-208	do	47,945	16	34	23 6	
do		2025	1	do	do	do	MK-57-233/30-210-D	do	47,945	16	34	23 6	
do		2026	2029	4	do	do	do	47,945	16	34	23 6		
do		2030	1	do	do	do	MK-57-231/30-208	do	47,945	16	34	23 6	
OWR&N		2031	2034	4	Nov. 1912	do	do	47,945	16	34	23 6		
		do	2100	1	do	Aug. 1910	do	50,488	16	34	8		
		do	2101	1	do	Mar. 1911	MK-57-231/30-208	do	50,488	16	34	8	
	do	2102	1	do	do	MK-57-233/30-210-D	do	50,488	16	34	8		
	do	2103	1	do	do	MK-57-231/30-208	do	50,488	16	34	8		
	do	2104	2105	2	do	do	do	50,488	16	34	8		
	do	2106	1	do	do	MK-57-233/30-210-D	do	50,488	16	34	8		
	do	2107	1	do	Apr. 1911	do	do	50,488	16	34	8		
	do	2108	2019	2	do	do	MK-57-231/30-208	do	50,488	16	34	8	
	do	2110	1	do	do	MK-57-233/30-210-D	do	50,488	16	34	8		
	do	2111	1	do	do	do	MK-57-231/30-208	do	50,488	16	34	8	
	do	2112	1	do	do	do	MK-57-233/30-210-D	do	50,488	16	34	8	
	do	2113	1	do	do	do	MK-57-231/30-208	do	50,488	16	34	8	
	do	2114	1	do	do	do	do	50,488	16	34	8		
	do	2115	1	do	do	do	MK-57-233/30-210-D	do	50,488	16	34	8	
	do	2116	1	do	do	do	MK-57-231/30-208	do	50,488	16	34	8	
	do	2117	1	do	do	do	MK-57-233/30-210-D	do	50,488	16	34	8	
	do	2118	1	do	do	do	do	50,488	16	34	8		
	do	2119	1	do	do	do	MK-57-231/30-208	do	50,488	16	34	8	
	do	2120	1	do	do	do	do	50,488	16	34	8		
	do	2121	2123	3	Mar. 1911	do	do	50,488	16	34	8		
	do	2124	1	do	do	do	do	50,488	16	34	8		
	do	2125	2127	3	do	do	MK-57-233/30-210-D	do	50,488	16	34	8	
	do	2128	1	do	do	do	do	50,488	16	34	8		
	do	2129	2131	3	Apr. 1911	do	do	50,488	16	34	8		
do	2132	1	do	do	do	MK-57-231/30-208	do	50,488	16	34	8		
do	2133	1	do	do	do	do	50,488	16	34	8			
do	2134	1	do	do	do	MK-57-233/30-210-D	do	50,488	16	34	8		

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE				WEIGHT							Remarks
Engine and Tender	Length Over All	Engine in Working Order		Tender					Engine and Tender Loaded		
				Empty	Loaded	Capacity					
						Water	Coal	Oil			
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.		
64	7 3/4	74	10 1/2	265,600	66,500	163,500	9,000	11	429,100		
64	7 3/4	74	10 1/2	265,600	65,500	170,500	9,000	15	436,100		
64	7 3/4	74	10 1/2	265,600	66,500	163,500	9,000	11	429,100		
64	7 3/4	74	10 1/2	265,600	66,500	163,500	9,000	11	429,100		
64	7 3/4	74	10 1/2	265,600	65,500	170,500	9,000	15	436,100		
64	7 3/4	74	10 1/2	265,600	73,280	172,380	9,000	2,950	437,980		
64	7 3/4	74	10 1/2	265,600	73,280	172,380	9,000	2,950	437,980		
64	7 3/4	74	10 1/2	265,600	65,500	170,500	9,000	15	436,100		
64	7 3/4	74	10 1/2	265,600	66,500	163,500	9,000	11	429,100		
64	7 3/4	74	10 1/2	265,600	65,500	170,500	9,000	15	436,100		
64	7 3/4	74	10 1/2	265,600	65,500	170,500	9,000	15	436,100		
64	7 3/4	74	10 1/2	265,600	73,280	172,380	9,000	2,950	437,980		
64	7 3/4	74	10 1/2	265,600	65,500	170,500	9,000	15	436,100		
64	7 3/4	74	10 1/2	265,600	66,500	163,500	9,000	11	429,100		
64	7 3/4	74	10 1/2	265,600	65,500	170,500	9,000	15	436,100		
64	7 3/4	74	10 1/2	265,600	65,500	170,500	9,000	15	436,100		
64	7 3/4	74	10 1/2	265,600	73,280	172,380	9,000	2,950	437,980		
64	7 3/4	74	10 1/2	265,600	65,500	170,500	9,000	15	436,100		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850			9,000				
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850			9,000				
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850			9,000				
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,000	17	433,450		
69	3 3/8	80	2 3/8	270,400	64,500	166,500	8,150	17	436,900		
69	3 3/8	80	2 3/8	267,850	56,600	165,600	9,0				

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Power	WHEEL BASE			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
OWR&N	2135	1	Baldwin	Apr. 1911	MK-57-231/30-208	Lbs. 50,468	Ft.In. 16 0	Ft.In. 34 8	Ft.In. 18 10		
do	2136	1	do	do	do	50,468	16 0	34 8			
do	2137	1	do	do	MK-57-231/30-210-D	50,468	16 0	34 8	18 10		
do	2138	1	do	do	MK 57-231/30-208	50,468	16 0	34 8	23 6		
do	2139	1	do	do	MK-57-231/30-210-D	50,468	16 0	34 8	18 10		
do	2140	1	do	do	MK-57-231/30-208	50,468	16 0	34 8	18 10		
do	2141	1	do	Sept. 1912	MK-57-231/30-210-D	50,468	16 0	34 8	18 10		
do	2142	2	do	do	MK-57-231/30-208	50,468	16 0	34 8	18 10		
do	2144	1	do	do	MK-57-231/30-210-D	50,468	16 0	34 8	18 10		
do	2145	1	do	do	MK-57-231/30-208	50,468	16 0	34 8	18 10		
do	2146	1	do	do	MK-57-231/30-210-D	50,468	16 0	34 8	18 10		
do	2147	1	do	do	MK-57-231/30-208	50,468	16 0	34 8	23 6		
do	2148	1	do	do	do	50,468	16 0	34 8	18 10		
do	2149	1	do	do	do	50,468	16 0	34 8	18 10		
do	2150	1	do	do	do	50,468	16 0	34 8	18 10		
do	2151	1	do	do	do	50,468	16 0	34 8	18 10		
do	2152	1	do	do	do	50,468	16 0	34 8	23 6		
do	2153	1	do	do	do	50,468	16 0	34 8	18 10		
do	2154	1	do	do	do	50,468	16 0	34 8	18 10		
do	2155	1	do	do	do	50,468	16 0	34 8	18 10		
do	2156	1	do	June 1913	do	50,468	16 0	34 8	18 10		
do	2157	1	do	do	do	50,468	16 0	34 8	18 10		
do	2158	1	do	do	MK-57-231/30-210-D	50,468	16 0	34 8	18 10		
do	2159	1	do	do	MK-57-231/30-208	50,468	16 0	34 8	18 10		
do	2160	1	do	do	MK-57-231/30-210-D	50,468	16 0	34 8	18 10		
do	2161	1	do	do	MK-57-231/30-208	50,468	16 0	34 8	23 6		
do	2162	1	do	do	MK-57-231/30-210-D	50,468	16 0	34 8	23 6		
do	2163	1	do	do	MK-57-231/30-208	50,468	16 0	34 8	18 10		
do	2164	2	do	do	do	50,468	16 0	34 8	18 10		
do	2166	1	do	Sept. 1918	MK-63-26/28-209	53,628	16 6	35 2	23 6		
do	2167	1	do	do	do	51,075	16 6	35 2	23 6		
do	2168	1	do	do	do	51,075	16 6	35 2	23 6		
do	2169	1	do	Oct. 1918	do	51,075	16 6	35 2	23 6		
do	2170	2	do	do	do	51,075	16 6	35 2	23 6		
UP	2200	2202	3	do	June 1911	MK-63-26/28-216-D	53,628	16 6	35 2	23 6	
do	2203	1	do	do	do	MK-63-26/28-214	51,075	16 6	35 2	23 6	
do	2204	1	do	do	do	do	53,628	16 6	35 2	23 6	
do	2205	2206	2	do	do	do	51,075	16 6	35 2	23 6	
do	2207	1	do	do	do	do	53,628	16 6	35 2	23 6	
do	2208	1	do	do	do	do	53,628	16 6	35 2	23 6	
do	2209	1	do	July 1911	do	do	53,628	16 6	35 2	23 6	
do	2210	2211	2	American	Sept. 1912	MK-63-26/28-216-D	53,628	16 6	35 2	23 6	
do	2212	1	do	do	do	do	53,628	16 6	35 2	25 8	
do	2213	1	do	do	do	do	53,628	16 6	35 2	23 6	
do	2216	1	do	do	do	do	53,628	16 6	35 2	23 6	
do	2219	1	do	do	do	do	53,628	16 6	35 2	23 6	
do	2221	1	Baldwin	Apr. 1913	do	do	53,628	16 6	35 2	23 6	
do	2222	1	do	May 1913	do	do	53,628	16 6	35 2	23 6	
do	2223	1	do	do	do	do	53,628	16 6	35 2	23 6	
do	2226	1	do	do	do	do	53,628	16 6	35 2	23 6	
do	2227	1	do	do	do	do	53,628	16 6	35 2	23 6	
do	2229	1	do	do	do	do	53,628	16 6	35 2	23 6	
do	2230	1	do	do	do	do	53,628	16 6	35 2	23 6	
do	2231	1	do	do	do	do	53,628	16 6	35 2	23 6	
do	2232	1	do	do	do	do	53,628	16 6	35 2	23 6	

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE				WEIGHT							Remarks
Engine and Tender	Length Over All	Engine in Working Order	Tender					Engine and Tender Loaded			
			Empty	Loaded	Capacity						
					Water	Coal	Oil				
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
64	7%	74	10%	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64	7%	74	10%	267,850			9,000	.....			
64	7%	74	10%	270,350	66,240	177,240	9,000	18	.....	447,590	
69	3%	79	11%	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64	7%	74	10%	270,350	66,240	177,240	9,000	18	.....	447,590	
64	7%	74	10%	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64	7%	74	10%	270,350	66,240	177,240	9,000	18	.....	447,590	
64	7%	74	10%	267,850	66,500	163,500	9,000	11	.....	431,350	
64	7%	74	10%	270,350	66,240	177,240	9,000	18	.....	447,590	
64	7%	74	10%	267,850	66,500	163,500	9,000	11	.....	431,350	
64	7%	74	10%	270,350	66,240	177,240	9,000	18	.....	447,590	
70	2%	80	11	267,850	60,110	161,450	9,000	.....	3,226	429,300	
64	7%	74	10%	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64	7%	74	10%	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64	7%	74	10%	267,850	73,280	172,650	9,000	.....	2,980	440,500	
65	6%	75	9%	267,850	73,280	172,650	9,000	.....	2,980	440,500	
70	2%	80	11	267,850	60,110	161,450	9,000	.....	3,226	429,300	
64	7%	74	10%	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64	7%	74	10%	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64	7%	74	10%	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64	7%	74	10%	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64	7%	74	10%	270,350	66,240	177,240	9,000	18	.....	447,590	
64	7%	74	10%	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64	7%	74	10%	270,350	66,240	177,200	9,000	18	.....	447,590	
69	3%	79	11%	267,850	60,110	159,100	9,000	.....	2,940	426,950	
69	3%	79	11%	270,350	56,600	159,600	9,000	14	.....	429,950	
64	7%	74	10%	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64	7%	74	10%	267,850	66,500	163,500	9,000	11	.....	431,350	
				273,000				.....			
70	9 1/4	81	8 3/4	273,000	86,900	202,200	10,000	.....	3,650	475,200	
70	9 1/4	81	8 3/4	273,000	86,900	202,200	10,000	.....	3,650	475,200	
70	10 1/4	81	6 3/4	273,000	68,980	174,600	9,000	.....	3,750	447,600	
70	10 1/4	81	6 3/4	273,000	68,980	174,600	9,000	.....	3,750	447,600	
69	9%	80	4%	288,700	69,360	172,360	9,000	14	.....	461,060	
69	8%	80	6%	286,120	86,900	202,200	10,000	.....	3,665	488,320	
69	8%	80	6%	286,120	86,900	202,200	10,000	.....	3,665	488,320	
69	8%	80	6%	286,120	86,900	202,200	10,000	.....	3,665	488,320	
69	8%	80	6%	286,120	86,900	202,200	10,000	.....	3,665	488,320	
69	8%	80	6%	286,120	86,900	202,200	10,000	.....	3,665	488,320	
69	8%	80	6%	286,120	86,900	202,200	10,000	.....	3,665	488,320	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
71	8 3/4	82	5 1/2	288,700	78,100	218,100	12,000	20	.....	506,800	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9%	80	4%	288,700							

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Power	WHEEL BASE				
	From	To		By Whom	Date			Engine		Tender		
								Driving Wheel Centers	Total			
UP do	2234	1	Baldwin do	May 1913 do	MK-63-26/28-216-D do	Lbs. 53,628	Ft. In. 16 6	Ft. In. 35 2	Ft. In. 25 8			
	2235	1				53,628	16 6	35 2				
do do	2236	1	do do	do do	do do	53,628	16 6	35 2	23			
	2237	1				53,628	16 6	35 2				
do do do do do do	2238	1	do do do do do do	do do do do do do	do do do do do do	53,628	16 6	35 2				
	2239	1				53,628	16 6	35 2				
	2240	1				53,628	16 6	35 2				
	2241	1				53,628	16 6	35 2				
	2242	1				53,628	16 6	35 2				
	2243	1				53,628	16 6	35 2				
do do do do do do do do do do do do	2244	1	do Lima do do do do do do do do do do do do	do do do do do do do do do do do do	do do do do do do do do do do do do	53,628	16 6	35 2	23 6			
	2245	1				53,628	16 6	35 2				
	2247	1				53,628	16 6	35 2				
	2248	1				53,628	16 6	35 2				
	2249	1				53,628	16 6	35 2				
	2250	1				53,628	16 6	35 2				
	2251	1				53,628	16 6	35 2				
	2252	1				53,628	16 6	35 2				
	2253	1				53,628	16 6	35 2				
	2255	1				Nov. 1914	MK-63-26/28-214	53,628		16 6	35 2	
	2256	1				do do	MK-63-26/28-216-D do	53,628		16 6	35 2	
	do do do do do do do do do do do do	2257				1	do Baldwin do do do do do do do do do do do do	do do do do do do do do do do do do		do do do do do do do do do do do do	53,628	16 6
2259		1	53,628	16 6	35 2							
2260		1	53,628	16 6	35 2							
2261		1	53,628	16 6	35 2							
2262		1	53,628	16 6	35 2							
2263		1	53,628	16 6	35 2							
2264		1	Aug. 1917	MK-63-26/28-214	53,628	16 6			35 2			
2265		1	do do	MK-63-26/28-216-D	53,628	16 6			35 2			
2267		1	do do	do do	53,628	16 6			35 2			
2269		1	Sept. 1917	do do	53,628	16 6			35 2			
2270		1	do do	do do	53,628	16 6			35 2			
2271		1	do do	do do	53,628	16 6			35 2			
do do do do do do	2272	1	do do do do do do	do do do do do do	do do do do do do	53,628	16 6	35 2	25 8			
	2273	1				53,628	16 6	35 2				
	2274	2				53,628	16 6	35 2				
	2276	1				53,628	16 6	35 2				
	2279	1				Oct. 1917	do do	53,628		16 6	35 2	
	2280	1				Apr. 1918	MK-63-26/28-214-D	53,628		16 6	35 2	
do do	2281	1	do do	do do	do do	53,628	16 6	35 2	23 6			
	2282	3				53,628	16 6	35 2				
	2285	2				May 1918	do do	53,628		16 6	35 2	
	2287	1				do do	do do	53,628		16 6	35 2	
	2288	3				do do	do do	53,628		16 6	35 2	
	2291	2				June 1918	do do	53,628		16 6	35 2	
	2293	1				do do	MK-63-26/28-212	51,075		16 6	35 2	
	2294	1				do do	MK-63-26/28-214-D	53,628		16 6	35 2	
	2295	1				American	July 1920	MK-63-26/28-228-D		53,628	16 6	35 2
	2296	1				do do	do do	53,628		16 6	35 2	
	2297	1				do do	do do	53,628		16 6	35 2	
	2298	1				do do	do do	53,628		16 6	35 2	
	2299	1				do do	do do	53,628		16 6	35 2	
	2300	4				do do	do do	53,628		16 6	35 2	
	2304	1				do do	do do	53,628		16 6	35 2	
	2305	1				do do	do do	53,628		16 6	35 2	
	2306	2				do do	do do	53,628		16 6	35 2	
	2307	1				do do	do do	53,628		16 6	35 2	
	2309	2				do do	do do	53,628		16 6	35 2	
	do do do do do do do do	2311				1	Baldwin do do do do do do do do	July 1918 Aug. 1918 Sept. 1918		MK-63-26/28-214-D do do do do do do do do	53,628	16 6
2312		5	53,628	16 6	35 2							
2317		1	53,628	16 6	35 2							
2318		1	53,628	16 6	35 2							
2319		1	53,628	16 6	35 2							
2320		1	53,628	16 6	35 2							
2320		1	do do	do do	53,628	16 6			35 2			
2480		20	American	do do	MK-63-26/30-222-D	54,700			16 9		36 1	

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE				WEIGHT							Remarks
Engine and Tender		Length Over All	Engine in Work- ing Order	Tender						Engine and Tender Loaded	
				Empty	Loaded	Capacity					
						Water	Coal	Oil			
Ft. 71	In. 8½	Ft. 82	In. 5½	Lbs. 288,700	Lbs. 78,100	Lbs. 218,100	Gals. 12,000	Tons 20	Gals.	Lbs. 506,800	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	do
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	17	.....	454,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69	9½	80	4¾	288,700	56,600	159,600	9,000	14	.....	448,300	
69	9½	80	4¾	288,700	56,600</						

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Power	WHEEL BASE			
	From	To		By Whom	Date			Engine			Tender
								Driving Wheel	Centers	Total	
OSL		2504	1	Baldwin	May 1913	MK-63-26/28-214	Lbs. 53,628	Ft.In. 16 6	Ft.In. 35 2	Ft.In. 23 6	
do		2506	2	do	do	MK-63-26/28-216-D	53,628	16 6	35 2	23 6	
do		2508	1	do	June 1913	MK-63-26/28-214	53,628	16 6	35 2	23 6	
do		2510	1	do	do	do	53,628	16 6	35 2	23 6	
do		2511	1	do	do	do	53,628	16 6	35 2	23 6	
do		2512	2	do	do	MK-63-26/28-216-D	53,628	16 6	35 2	23 6	
do		2515	1	American	Sept. 1912	MK-63-26/28-214	53,628	16 6	35 2	23 6	
do		2516	1	do	do	MK-63-26/28-216-D	51,075	16 6	35 2	23 6	
do		2517	1	do	do	MK-63-26/28-214	53,628	16 6	35 2	23 6	
do		2518	1	do	do	MK-63-26/28-216-D	51,075	16 6	35 2	23 6	
do		2519	1	Baldwin	Mar. 1913	do	53,628	16 6	35 2	23 6	
do		2520	1	do	May 1913	MK-63-26/28-214	53,628	16 6	35 2	23 6	
do		2521	1	do	do	MK-63-26/28-214	53,628	16 6	35 2	23 6	
do		2522	3	do	do	MK-63-26/28-216-D	53,628	16 6	35 2	23 6	
do		2525	1	Lima	Oct. 1914	MK-63-26/28-214	51,075	16 6	35 2	23 6	
do		2526	1	do	Nov. 1914	MK-63-26/28-216-D	51,075	16 6	35 2	23 6	
do		2527	1	do	do	MK-63-26/28-216-D	53,628	16 6	35 2	23 6	
do		2528	1	Baldwin	Aug. 1917	MK-63-26/28-214	53,628	16 6	35 2	23 6	
do		2529	1	do	do	do	53,628	16 6	35 2	23 6	
do		2530	1	do	Sept. 1917	do	53,628	16 6	35 2	23 6	
do		2531	1	do	do	MK-63-26/28-216-D	53,628	16 6	35 2	23 6	
do		2532	1	do	do	do	53,628	16 6	35 2	23 6	
do		2533	5	American	Oct. 1917	do	54,700	16 9	36 1	23 6	
do		2540	15	do	Dec. 1918	MK-63-26/30-220-D	54,700	16 9	36 1	23 6	
do		2555	3	do	Jan. 1919	do	54,700	16 9	36 1	23 6	
do		2558	2	do	Feb. 1921	MK-63-26/28-228-D	53,628	16 6	35 2	23 6	
do		2560	5	do	do	do	53,628	16 6	35 2	23 6	
LA&SL		2700	1	do	Jan. 1914	MK-63-26/28-218	53,628	16 6	35 2	23 6	
do		2702	1	do	do	do	51,075	16 6	35 2	23 6	
do		2703	1	do	do	do	51,075	16 6	35 2	23 6	
do		2704	1	do	do	do	53,628	16 6	35 2	23 6	
do		2705	1	do	do	do	53,628	16 6	35 2	23 6	
do		2706	1	do	do	do	51,075	16 6	35 2	23 6	
do		2707	1	do	do	do	53,628	16 6	35 2	23 6	
do		2708	1	Baldwin	Nov. 1914	MK-63-26/28-212	51,075	16 6	35 2	23 6	
do		2709	1	Lima	Nov. 1917	MK-63-26/28-214	53,628	16 6	35 2	23 6	
do		2710	1	do	do	do	53,628	16 6	35 2	23 6	
do		2711	1	do	do	do	53,628	16 6	35 2	23 6	
do		2712	1	do	do	do	51,075	16 6	35 2	23 6	
do		2713	1	do	do	do	51,075	16 6	35 2	23 6	
do		2714	1	do	do	do	53,628	16 6	35 2	23 6	
do		2715	1	do	do	do	51,075	16 6	35 2	23 6	
do		2726	5	Baldwin	May 1913	MK-63-26/28-218	53,628	16 6	35 2	23 6	
do		2731	1	do	do	do	51,075	16 6	35 2	23 6	
do		2732	1	do	do	do	51,075	16 6	35 2	23 6	
do		2733	3	Lima	Sept. 1917	MK-63-26/28-214	51,075	16 6	35 2	23 6	
UP		2819	1	Baldwin	Aug. 1906	P-77-22/28-149	29,920	13 4	33 4	21 0	
do		2824	1	do	Sept. 1906	do	29,920	13 4	33 4	23 6	
do		2829	1	do	Sept. 1909	do	29,920	13 4	33 4	23 6	
do		2835	1	do	do	do	29,920	13 4	33 4	23 6	
do		2844	1	do	do	do	29,920	13 4	33 4	21 0	
do		2851	4	do	Feb. 1911	do	29,920	13 4	33 4	23 6	
do		2855	1	do	do	do	29,920	13 4	33 4	23 6	
do		2856	2	do	do	do	29,920	13 4	33 4	23 6	
do		2858	2	do	Mar. 1911	do	29,920	13 4	33 4	23 6	
do		2860	1	American	Aug. 1912	P-77-25/28-167	42,500	13 4	35 8	25 2	
do		2861	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	25 2	
do		2862	1	do	do	do	42,500	13 4	35 8	23 6	
do		2863	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2864	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6	

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE				WEIGHT								Remarks
Engine and Tender		Length Over All	Engine in Working Order	Tender						Engine and Tender Loaded		
				Empty	Loaded	Capacity						
						Water	Coal	Oil				
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.			
69	9 1/2	80	4 1/2	286,120	60,110	165,750	9,000	.....	3,750	451,870	Automatic Train Control	
70	9 1/2	81	9 1/2	288,700	80,000	197,300	10,000	.....	.....	486,000		
69	9 1/2	80	4 1/2	286,120	60,110	165,750	9,000	.....	3,750	451,870		
69	9 1/2	80	4 1/2	286,120	68,980	174,600	9,000	.....	3,750	460,720	Automatic Train Control	
69	9 1/2	80	4 1/2	286,120	60,110	165,750	9,000	.....	3,750	451,870		
69	9 1/2	80	4 1/2	288,700	84,500	166,500	8,150	.....	17	455,200		
69	9 1/2	80	4 1/2	286,120	68,980	174,600	9,000	.....	3,750	460,720		
69	9 1/2	80	4 1/2	288,700	64,500	166,500	8,150	.....	17	455,200		
69	9 1/2	80	4 1/2	286,120	60,110	165,750	9,000	.....	3,750	451,870	Automatic Train Control	
69	9 1/2	80	4 1/2	288,700	64,500	166,500	8,150	.....	17	455,200		
69	9 1/2	80	4 1/2	288,700	64,500	166,500	8,150	.....	17	455,200		
69	9 1/2	80	4 1/2	286,120	60,110	165,750	9,000	.....	3,750	451,870	Automatic Train Control	
69	9 1/2	80	4 1/2	286,120	60,110	165,750	9,000	.....	3,750	451,870		
69	9 1/2	80	4 1/2	288,700	64,500	166,500	8,150	.....	17	455,200		
69	9 1/2	80	4 1/2	288,700	64,500	166,500	8,150	.....	17	455,200		
69	9 1/2	80	4 1/2	286,120	60,110	165,750	9,000	.....	3,750	451,780	Automatic Train Control	
69	9 1/2	80	4 1/2	286,120	68,980	174,600	9,000	.....	3,750	460,720	do	
69	9 1/2	80	4 1/2	286,120	60,110	165,750	9,000	.....	3,750	451,870		
69	9 1/2	80	4 1/2	288,700	79,200	182,200	9,000	.....	14	470,900		
69	9 1/2	80	4 1/2	288,700	79,200	182,200	9,000	.....	14	470,900		
71	4 1/2	81	11 1/2	292,000	73,000	192,300	10,000	.....	18	484,300		
71	4 1/2	81	11 1/2	292,000	73,000	192,300	10,000	.....	18	484,300		
70	9 1/2	81	9 1/2	300,000	70,160	187,460	10,000	.....	17	487,460		
70	9 1/2	81	9 1/2	300,000	80,000	197,300	10,000	.....	17	497,300		
70	9 1/2	81	9 1/2	300,000	70,160	187,460	10,000	.....	17	487,460		
69	9 1/2	80	4 1/2	285,100	60,110	159,140	9,000	.....	2,940	444,240		
69	9 1/2	80	4 1/2	285,100	73,870	175,020	9,000	.....	3,200	460,120		
69	9 1/2	80	4 1/2	285,100	83,650	184,800	9,000	.....	3,200	469,900		
69	9 1/2	80	4 1/2	285,100	60,110	159,140	9,000	.....	2,940	444,240		
69	9 1/2	80	4 1/2	285,100	83,650	184,800	9,000	.....	3,200	469,900		
69	9 1/2	80	4 1/2	285,100	73,870	175,020	9,000	.....	3,200	460,120		
69	9 1/2	80	4 1/2	285,100	60,110	159,140	9,000	.....	2,940	444,240		
69	9 1/2	80	4 1/2	282,500	83,650	182,650	9,000	.....	2,940	465,150		
69	9 1/2	80	4 1/2	286,120	73,870	175,020	9,000	.....	3,200	461,140		
69	9 1/2	80	4 1/2	286,120	60,110	158,630	9,000	.....	2,940	444,750		
69	9 1/2	80	4 1/2	286,120	73,870	175,020	9,000	.....	3,200	461,140		
69	9 1/2	80	4 1/2	286,120	60,110	158,630	9,000	.....	2,940	444,750		
69	9 1/2	80	4 1/2	286,120	83,650	181,800	9,000	.....	3,200	467,920		
69	9 1/2	80	4 1/2	285,100	73,870	175,020	9,000	.....	3,200	461,120		
69	9 1/2	80	4 1/2	285,100	60,110	159,140	9,000	.....	2,940	444,240		
69	9 1/2	80	4 1/2	285,100	60,110	159,140	9,000	.....	2,940	444,240		
69	9 1/2	80	4 1/2	286,120	73,870	175,020	9,000	.....	3,200	461,140		
65	2 1/2	73	5 1/2	230,500	66,440	169,440	9,000	.....	14	399,940		
				230,500								
68	6 1/2	78	11 1/2	230,500	66,440	169,440	9,000	.....	14	399,940		
68	6 1/2	78	11 1/2	230,500	79,200	188,200	9,000	.....	14	418,700		
65	2 1/2	73	5 1/2	230,500	54,850	135,800	9,000	.....	2,760	366,300		
68	6 1/2	78	11 1/2	238,825	66,440	175,440	9,000	.....	14	414,265		
68	6 1/2	78	11 1/2	238,825	66,440	175,440	9,000	.....	14	414,265		
68	6 1/2	78	11 1/2	238,825	66,440	175,440	9,000	.....	14	414,265		
68	6 1/2	78	11 1/2	238,825	66,440	175,440	9,000	.....	14	414,265		
72	5 1/2	83	0 1/2	278,000	100,900	237,800	12,000	.....	20	515,800	Locomotive Bed	
72	5 1/2	83	0 1/2	293,100	100,900	237,800	12,000	.....	20	530,900	Locomotive Bed and Automatic Cab Signals	
70	2 1/2	81	1 1/2	293,100	79,300	196,600	10,000	.....	17	489,700		
70	3 1/2	80	11 1/2	278,000	79,200	182,200	9,000	.....	14	460,200	Automatic Cab Signals	
70	3 1/2	80	11 1/2	293,100	79,200	182,200	9,000	.....	14	460,200	Locomotive Bed and Automatic Cab Signals	

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Power	WHEEL BASE			
	From	To		By Whom	Date			Engine			Tend- er
								Driving Wheel Centers	Total		
UP		2865	1	American	Aug. 1912	P-77-25/28-184-D	Lbs. 42,500	Ft.In. 13 4	Ft.In. 35 8	Ft.In. 25 2	
do		2865	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2867	1	do	do	P-77-25/28-181-BK	42,500	13 4	35 8	25 2	
do		2868	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2869	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6	
do		2870	1	do	May 1913	do	42,500	13 4	35 8	25 2	
do		2871	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2872	2	do	do	P-77-25/28-184-D	42,500	13 4	35 8	25 2	
do		2874	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2875	1	do	do	do	42,500	13 4	35 8	23 6	
do		2876	1	do	do	do	42,500	13 4	35 8	25 2	
do		2877	1	do	do	do	42,500	13 4	35 8	25 2	
do		2878	1	do	do	do	42,500	13 4	35 8	25 2	
do		2879	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	25 2	
do		2880	1	Lima	Sept. 1914	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2881	1	do	do	do	42,500	13 4	35 8	23 6	
do		2882	1	do	do	do	42,500	13 4	35 8	25 2	
do		2883	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	25 2	
do		2884	1	do	do	do	42,500	13 4	35 8	23 6	
do		2885	4	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2889	1	do	do	do	42,500	13 4	35 8	25 2	
do		2890	1	do	Oct. 1914	P-77-25/28-184-D	42,500	13 4	35 8	25 2	
do		2891	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2892	1	do	do	do	42,500	13 4	35 8	23 6	
do		2893	2	do	do	do	42,500	13 4	35 8	23 6	
do		2895	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6	
do		2896	2	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2898	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	25 2	
do		2899	1	do	do	do	42,500	13 4	35 8	23 6	
do		2900	1	Baldwin	Sept. 1920	do	42,500	13 4	35 8	23 6	
do		2901	3	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2904	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6	
do		2905	1	do	Oct. 1920	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2906	1	do	do	P-77-25/28-193-D	42,500	13 4	35 8	25 2	
do		2907	3	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2910	1	American	May 1913	P-77-25/28-184-D	42,500	13 4	35 8	25 2	
do		2911	1	do	Oct. 1914	do	42,500	13 4	35 8	25 2	
OSL		3100	1	Baldwin	Jan. 1906	P-77-22/28-149	29,920	13 4	33 4	21 0	
do		3104	2	do	Jan. 1911	do	29,920	13 4	33 4	21 0	
do		3108	1	do	do	do	29,920	13 4	33 4	23 6	
do		3109	1	do	do	do	29,920	13 4	33 4	23 6	
do		3110	1	do	do	do	29,920	13 4	33 4	21 0	
do		3111	1	do	do	do	29,920	13 4	33 4	21 0	
do		3113	1	do	do	do	29,920	13 4	33 4	23 6	
do		3114	1	American	July 1912	P-77-25/28-181-BK	42,500	13 4	35 8		
do		3115	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		3116	1	do	do	do	42,500	13 4	35 8	23 6	
do		3117	1	do	do	do	42,500	13 4	35 8	23 6	
do		3118	1	do	do	do	42,500	13 4	35 8	23 6	

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE				WEIGHT							Remarks
Engine and Tender		Length Over All	Engine in Working Order	Tender					Engine and Tender Loaded		
				Empty	Loaded	Capacity					
						Water	Coal	Oil			
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Tons	Gals.	Lbs.		
72	5 7/8	83	0 1/2	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed and Automatic Cab Signals
70	3 3/4	80	11 1/2	278,000	79,200	182,200	9,000	14	.....	460,200	do
72	5 7/8	83	0 1/2	292,900	100,900	237,800	12,000	20	.....	530,700	do
70	3 3/4	80	11 1/2	278,000	79,200	182,200	9,000	14	.....	460,200	
70	3 3/4	80	11 1/2	282,600	79,200	182,200	9,000	14	.....	464,800	Locomotive Bed and Automatic Cab Signals
72	5 7/8	83	0 1/2	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed and Automatic Cab Signals
70	3 3/4	80	11 1/2	278,000	79,200	182,200	9,000	14	.....	460,200	Automatic Cab Signals
72	5 7/8	83	0 1/2	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed and Automatic Cab Signals
70	3 3/4	80	11 1/2	278,000	79,200	182,200	9,000	14	.....	460,200	do
70	3 3/4	80	11 1/2	278,000	79,200	182,200	9,000	14	.....	460,200	Automatic Cab Signals
72	5 7/8	83	0 1/2	278,000	100,900	237,800	12,000	20	.....	515,800	Locomotive Bed
72	5 7/8	83	0 1/2	278,000	100,900	237,800	12,000	20	.....	515,800	
72	5 7/8	83	0 1/2	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed
70	3 3/4	80	11 1/2	278,000	79,200	182,200	9,000	14	.....	460,200	Automatic Cab Signals
70	3 3/4	80	11 1/2	278,000	83,650	190,900	9,000	.....	3,950	468,900	Automatic Train Control
72	5 7/8	83	0 1/2	278,000	100,900	237,800	12,000	20	.....	515,800	
72	5 7/8	83	0 1/2	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed and Automatic Cab Signals
70	3 3/4	80	11 1/2	293,100	56,600	165,600	9,000	14	.....	458,700	
70	3 3/4	80	11 1/2	278,000	79,200	182,200	9,000	14	.....	460,200	2885, 2887 Automatic Cab Signals
72	5 7/8	83	0 1/2	278,000	100,900	237,800	12,000	20	.....	515,800	
72	5 7/8	83	0 1/2	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed and Automatic Cab Signals
70	3 3/4	80	11 1/2	278,000	79,200	182,200	9,000	14	.....	460,200	
70	3 3/4	80	11 1/2	278,000	79,200	182,200	9,000	14	.....	460,200	
70	2 1/2	81	1 1/2	278,000	86,900	202,480	10,000	.....	3,950	480,480	Automatic Train Control
70	3 3/4	80	11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300	Automatic Cab Signals
70	3 3/4	80	11 1/2	278,000	79,200	182,200	9,000	14	.....	460,200	2896 Automatic Cab Signals
72	5 7/8	83	0 1/2	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed
70	3 3/4	80	11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300	Automatic Cab Signals
70	2 1/2	80	10 1/2	293,100	80,200	183,200	9,000	14	.....	476,300	
70	2 1/2	80	10 1/2	278,000	80,200	183,200	9,000	14	.....	461,200	2901, 2903 Automatic Cab Signals
70	2 1/2	80	10 1/2	293,100	80,200	183,200	9,000	14	.....	476,300	
70	2 1/2	80	10 1/2	278,000	80,200	183,200	9,000	14	.....	461,200	Automatic Cab Signals
73	3 3/8	83	4 1/8	308,700	123,200	260,100	12,000	20	.....	568,800	do
70	2 1/2	80	10 1/2	278,000	80,200	183,200	9,000	14	.....	461,200	do
72	5 7/8	83	0 1/2	293,100	100,900	237,800	12,000	20	.....	515,800	
72	5 7/8	83	0 1/2	293,100	100,900	237,800	12,000	20	.....	515,800	
65	2 3/8	73	5 1/2	230,500	59,700	146,030	7,000	14	.....	376,530	
65	2 3/8	73	5 1/2	230,500	46,740	133,050	7,000	14	.....	363,550	
68	6 1/2	78	11 1/2	230,500	66,440	169,440	9,000	14	.....	399,940	
68	6 1/2	78	11 1/2	230,500	66,440	169,440	9,000	14	.....	399,940	
65	2 3/8	73	5 1/2	230,500	46,740	133,050	7,000	14	.....	363,550	
65	2 3/8	73	5 1/2	230,500	46,740	133,050	7,000	14	.....	363,550	
68	6 1/2	78	11 1/2	230,500	66,440	169,440	9,000	14	.....	399,940	
				292,900		237,800	12,000	20	.....	530,700	
70	2 1/2	81	2 1/2	278,000	80,000	197,300	10,000	17	.....	475,300	
70	3 3/8	80	11 1/2	278,000	79,200	182,200	9,000	14	.....	460,200	
70	2 1/2	81	2 1/2	278,000	80,000	197,300	10,000	17	.....	475,300	
70	3 3/8	81	11 1/2	278,000	79,200	182,200	9,000	14	.....	464,800	

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Power	WHEEL BASE			
	From	To		By Whom	Date			Engine			Tend- er
								Driving Wheel Centers	Total		
OSL	3119	1	American	July 1912	P-77-25/28-184-D	Lbs.	Ft.In.	Ft.In.	Ft.In.		
do	3120	1	do	Aug. 1912	P-77-25/28-167	42,500	13 4	35 8	23 6		
do	3121	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6		
do	3122	1	do	do	P-77-25/28-181-BK	42,500	13 4	35 8	23 6		
do	3123	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6		
do	3125	1	do	May 1913	do	42,500	13 4	35 8	23 6		
do	3126	1	do	do	do	42,500	13 4	35 8	23 6		
do	3127	1	do	do	do	42,500	13 4	35 8	23 6		
do	3128	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6		
do	3129	1	Lima	Oct. 1914	P-77-25/28-184-D	42,500	13 4	35 8	23 6		
do	3131	1	do	do	do	42,500	13 4	35 8	23 6		
do	3132	3	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6		
do	3134	3	Baldwin	Mar. 1919	P-69-25/28-163	43,120	13 4	35 8	23 6		
LA&SL	3160	1	do	Mar. 1904	P-77-22/28-150	29,920	13 4	33 4	23 6		
do	3176	1	American	Apr. 1912	P-77-25/28-165	42,500	13 4	35 8	23 6		
do	3177	1	do	do	do	42,500	13 4	35 8	23 6		
do	3178	4	do	do	do	42,500	13 4	35 8	23 6		
OWR&N	3202	1	Baldwin	June 1905	P-77-22/28-143	29,920	13 6	33 6	18 10		
do	3203	1	do	do	do	29,920	13 6	33 6	23 6		
do	3204	1	American	Sept. 1904	P-77-22/28-149	29,920	13 4	33 4	23 6		
do	3205	1	do	do	do	29,920	13 4	33 4	21 0		
do	3206	1	do	do	P-77-22/28-135	29,920	13 4	33 4	21 0		
do	3208	1	Baldwin	July 1906	P-77-22/28-149	29,920	13 4	33 4	23 6		
do	3212	1	do	Feb. 1911	do	29,920	13 4	33 4	23 6		
do	3213	1	do	do	do	29,920	13 4	33 4	23 6		
do	3215	1	do	do	do	29,920	13 4	33 4	23 6		
do	3217	1	do	do	do	29,920	13 4	33 4	23 6		
do	3218	2	do	Apr. 1911	P-77-25/28-167	42,500	13 4	35 8	25 2		
do	3220	1	American	Apr. 1913	do	42,500	13 4	35 8	23 6		
do	3221	1	do	do	do	42,500	13 4	35 8	23 6		
do	3222	4	do	do	do	42,500	13 4	35 8	25 2		
do	3226	1	Baldwin	Mar. 1919	P-77-25/28-176	42,500	13 4	35 8	23 6		
do	3227	1	do	Apr. 1919	do	42,500	13 4	35 8	23 6		
					23-23						
UP	3517	1	American	Aug. 1920	SA-C-59-30-475-D	99,840	41 2	50 6	25 8		
					23-23						
do	3518	1	do	do	SA-C-59-30-471	99,840	41 2	50 6	25 8		
do	3520	4	do	do	do	99,840	41 2	50 6	26 8		
do	3524	1	do	do	do	99,840	41 2	50 6	25 8		
do	3525	4	do	do	do	99,840	41 2	50 6	26 8		
do	3529	1	do	do	do	99,840	41 2	50 6	26 8		
do	3530	1	do	do	do	99,840	41 2	50 6	26 8		
do	3531	1	do	do	do	99,840	41 2	50 6	25 8		
do	3532	1	do	do	do	99,840	41 2	50 6	26 8		
do	3533	1	do	Sept. 1920	do	99,840	41 2	50 6	25 8		
do	3536	2	do	Apr. 1923	do	99,840	41 2	50 6	26 8		
do	3538	1	do	do	do	99,840	41 2	50 6	25 8		
do	3539	1	do	Sept. 1923	do	99,840	41 2	50 6	25 8		
do	3542	1	do	do	do	99,840	41 2	50 6	26 8		
					23-23						
do	3545	1	do	July 1924	SA-C-59-30-475-D	99,840	41 2	50 6	25 8		
do	3547	1	do	do	do	99,840	41 2	50 6	25 8		
					23-23						
do	3548	1	do	do	SA-C-59-30-471	99,840	41 2	50 6	26 8		
do	3549	1	do	do	do	99,840	41 2	50 6	25 8		
do	3550	1	do	do	do	99,840	41 2	50 6	25 8		
do	3551	1	do	do	do	99,840	41 2	50 6	26 8		
do	3552	2	do	do	do	99,840	41 2	50 6	25 8		
do	3554	1	do	do	do	99,840	41 2	50 6	25 8		
					23-23						
do	3555	1	do	do	SA-C-59-30-475-D	99,840	41 2	50 6	25 8		
do	3557	1	do	do	do	99,840	41 2	50 6	25 8		
					23-23						
do	3558	1	do	do	SA-C-59-30-471	99,840	41 2	50 6	25 8		

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE			WEIGHT							Remarks
Engine and Tender	Length Over All	Engine in Working Order	Tender					Engine and Tender Loaded		
			Empty	Loaded	Capacity					
					Water	Coal	Oil			
Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.		
70 2 1/2	81 1 1/2	293,100	79,300	196,600	10,000	17	.....	477,400	Locomotive Bed	
70 3 3/8	80 11 1/2	278,000	66,440	175,440	9,000	17	.....	453,440	Locomotive Bed do	
70 2 1/2	81 1 1/2	293,100	79,300	196,600	10,000	17	.....	489,700		
		292,900			12,000	20	.....	530,700		
70 3 3/8	80 11 1/2	293,100	66,440	175,440	9,000	17	.....	468,540		
70 3 3/8	80 11 1/2	293,100	66,440	175,440	9,000	17	.....	468,540		
70 3 3/8	80 11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300		
70 3 3/8	80 11 1/2	293,100	66,440	175,440	9,000	17	.....	468,540		
70 2 1/2	81 2 1/2	278,000	80,000	197,300	10,000	17	.....	475,300		
70 3 3/8	80 11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300		
		293,100			12,000	20	.....			
70 2 1/2	81 2 1/2	278,000	80,000	197,300	10,000	17	.....	475,300		
70 3 3/8	80 11 1/2	272,150	83,650	191,050	9,000	.....	3,964	463,200		
68 6 3/8	78 10 3/8	231,500	68,980	168,000	9,000	.....	2,940	399,500		
70 2 1/2	81 1 1/2	275,720	86,900	202,200	10,000	.....	3,665	477,920		
70 3 3/8	80 11 1/2	275,720	68,980	176,650	9,000	.....	3,875	451,370		
70 2 1/2	81 1 1/2	275,720	86,900	202,200	10,000	.....	3,665	477,920		
64 0 1/2	73 10 1/2	241,180	73,280	172,120	9,000	.....	2,980	413,300		
68 7 1/2	79 4 1/2	241,180	77,060	177,030	10,000	.....	2,040	418,210		
68 6 3/8	78 11 1/2	235,940	83,650	182,650	9,000	.....	2,940	418,590		
65 2 1/2	73 5 1/2	235,940	54,850	136,700	7,000	.....	2,980	372,640		
65 2 1/2	73 5 1/2	220,300	54,850	136,700	7,000	.....	2,896	357,000		
68 6 3/8	78 11 1/2	235,940	60,110	158,630	9,000	.....	2,940	394,570		
68 6 3/8	78 11 1/2	235,940	83,650	182,650	9,000	.....	2,940	418,590		
68 6 3/8	78 11 1/2	235,940	60,110	158,630	9,000	.....	2,940	394,570		
68 6 3/8	78 11 1/2	235,940	60,110	158,630	9,000	.....	2,940	394,570		
68 6 3/8	78 11 1/2	235,940	83,650	182,650	9,000	.....	2,940	418,590		
72 5 1/2	83 0 3/8	278,000	115,000	248,600	12,000	.....	5,200	526,600		
70 2 1/2	81 1 1/2	278,000	86,900	202,200	10,000	.....	3,730	480,200		
70 2 1/2	81 1 1/2	278,000	86,900	202,200	10,000	.....	3,730	480,200		
72 5 1/2	83 0 3/8	278,000	115,000	248,600	12,000	.....	5,200	526,600		
70 3 3/8	80 11 1/2	270,800	68,980	188,760	9,000	.....	5,480	459,560		
70 2 1/2	81 1 1/2	270,800	86,900	202,200	10,000	.....	3,730	473,000		
87 0 1/2	97 10 1/2	505,480	78,100	218,100	12,000	20	.....	723,580		
87 0 1/2	97 10 1/2	501,480	85,680	230,480	12,000	.....	5,480	731,980		
88 9 1/2	100 5 1/2	501,480	129,300	322,000	18,000	.....	6,010	823,480		
87 0 1/2	97 10 1/2	501,480	85,680	227,280	12,000	.....	5,200	728,760		
88 9 1/2	100 5 1/2	501,480	129,300	322,000	18,000	.....	6,010	823,480		
88 9 1/2	100 5 1/2	501,480	129,300	322,000	18,000	.....	6,010	823,480		
88 9 1/2	100 5 1/2	501,480	129,300	322,000	18,000	.....	6,010	823,480		
87 0 1/2	97 10 1/2	501,480	85,680	230,480	12,000	.....	5,480	731,960		
88 9 1/2	100 5 1/2	501,480	129,300	322,000	18,000	.....	6,010	823,480		
87 0 1/2	97 10 1/2	501,480	85,680	230,480	12,000	.....	5,480	731,960		
88 9 1/2	100 5 1/2	501,480	129,300	322,000	18,000	.....	6,010	823,480		
87 0 1/2	97 10 1/2	501,480	85,680	227,280	12,000	.....	5,200	728,760		
87 0 1/2	97 10 1/2	501,480	85,680	227,280	12,000	.....	5,200	728,760		
88 9 1/2	100 5 1/2	501,480	129,300	322,000	18,000	.....	6,010	823,480		
87 0 1/2	97 10 1/2	505,480	79,000	219,000	12,000	20	.....	724,480		
87 0 1/2	97 10 1/2	505,480	79,000	219,000	12,000	20	.....	724,480		
88 9 1/2	100 5 1/2	501,480	129,300	322,000	18,000	.....	6,010	823,480		
87 0 1/2	97 10 1/2	501,480	85,680	230,480	12,000	.....	5,480	731,960		
87 0 1/2	97 10 1/2	501,480	85,680	230,480	12,000	.....	5,480	731,960		
88 9 1/2	100 5 1/2	501,480	129,300	322,000	18,000	.....	6,010	823,480		
87 0 1/2	97 10 1/2	501,480	85,680	227,280	12,000	.....	5,200	728,760		
87 0 1/2	97 10 1/2	501,480	85,680	230,480	12,000	.....	5,480	731,960		
87 0 1/2	97 10 1/2	501,480	79,000	219,000	12,000	20	.....	724,480		
87 0 1/2	97 10 1/2	501,480	79,000	219,000	12,000	20	.....	724,480		
87 0 1/2	97 10 1/2	501,480	85,680	230,480	12,000	.....	5,480	731,960		

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Power	WHEEL BASE			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
							Lbs.	Ft.In.	Ft.In.	Ft.In.	
UP	.....	3560	1	American	Aug. 1924	23-23 SA-C-59- 30 -475-D	99,840	41 2	50 6	25 8	
do	.....	3561	1	do	do	23-23 SA-C-59- 30 -471	99,840	41 2	50 6	25 8	
do	.....	3562	1	do	Aug. 1924	23-23 SA-C-59- 30 -475	99,840	41 2	50 6	25 8	
do	.....	3564	1	do	do	23-23 SA-C-59- 30 -471	99,840	41 2	50 6	25 8	
do	.....	3600	1	do	May 1918	26-41 MC-57- 32 -465-D	106,900	41 2	50 6	25 8	
do	.....	3601	1	do	do	26-41 MC-57- 32 -461	106,900	41 2	50 6	25 8	
do	3602	3603	2	do	do	26-41 MC-57- 32 -465-D	106,900	41 2	50 6	25 8	
do	.....	3604	1	do	do	26-41 MC-57- 32 -461	106,900	41 2	50 6	25 8	
do	.....	3605	1	do	do	26-41 MC-57- 32 -465-D	106,900	41 2	50 6	25 8	
do	.....	3606	1	do	do	26-41 MC-57- 32 -461	106,900	41 2	50 6	25 8	
do	.....	3607	1	do	do	26-41 MC-57- 32 -465-D	106,900	41 2	50 6	25 8	
do	.....	3608	1	do	do	26-41 MC-57- 32 -461	106,900	41 2	50 6	25 8	
do	3609	3612	4	do	June 1918	26-41 MC-57- 32 -465-D	106,900	41 2	50 6	25 8	
do	.....	3613	1	do	do	26-41 MC-57- 32 -461	106,900	41 2	50 6	25 8	
do	.....	3614	1	do	do	26-41 MC-57- 32 -465-D	106,900	41 2	50 6	25 8	
do	3615	3616	2	do	July 1920	26-41 MC-57- 32 -472-D	106,900	41 2	50 6	25 8	
do	.....	3619	1	do	Aug. 1920	26-41 MC-57- 32 -472-D	106,900	41 2	50 6	25 8	
do	3634	3635	2	do	Apr. 1923	26-41 MC-57- 32 -472-D	106,900	41 2	50 6	25 8	
do	3640	3641	2	do	Sept. 1923	26-41 MC-57- 32 -472-D	106,900	41 2	50 6	25 8	
do	.....	3643	1	do	do	26-41 MC-57- 32 -472-D	106,900	41 2	50 6	25 8	
do	.....	3644	1	do	June 1918	26-41 MC-57- 32 -465-D	106,900	41 2	50 6	25 8	
do	.....	3646	1	do	July 1924	26-41 MC-57- 32 -472-D	106,900	41 2	50 6	25 8	
do	.....	3656	1	do	do	26-41 MC-57- 32 -472-D	106,900	41 2	50 6	25 8	

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE		WEIGHT							Remarks
Engine and Tender	Length Over All	Engine in Working Order	Tender					Engine and Tender Loaded	
			Empty	Loaded	Capacity				
					Water	Coal	Oil		
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
87 0½	97 10⅞	501,480	79,000	219,000	12,000	20	.....	724,480	
87 0½	97 10⅞	501,480	85,680	227,280	12,000	.....	5,200	728,760	
87 0½	97 10⅞	505,480	79,000	219,000	12,000	.....	5,200	724,480	
87 0½	97 10⅞	501,480	85,680	227,280	12,000	.....	5,200	728,760	
87 0½	97 10⅞	495,500	77,200	217,200	12,000	20	.....	712,700	
87 0½	97 10⅞	491,500	85,680	227,280	12,000	.....	5,200	718,780	
87 0½	97 10⅞	495,500	77,200	217,200	12,000	20	.....	712,700	
87 0½	97 10⅞	491,500	85,680	227,280	12,000	.....	5,200	718,780	
87 0½	97 10⅞	495,500	77,200	217,200	12,000	20	.....	712,700	
87 0½	97 10⅞	491,500	85,680	227,280	12,000	.....	5,200	718,780	
87 0½	97 10⅞	495,500	77,200	217,200	12,000	20	.....	712,700	
87 0½	97 10⅞	491,500	85,680	227,280	12,000	.....	5,200	718,780	
87 0½	97 10⅞	495,500	77,200	217,200	12,000	20	.....	712,700	
87 0½	97 10⅞	502,500	78,100	218,100	12,000	20	.....	720,600	
87 0½	97 10⅞	502,500	78,100	218,100	12,000	20	.....	720,600	
87 0½	97 10⅞	502,500	78,100	218,100	12,000	20	.....	720,600	
87 0½	97 10⅞	502,500	78,100	218,100	12,000	20	.....	720,600	
87 0½	97 10⅞	495,500	77,200	217,200	12,000	20	.....	712,700	
87 0½	97 10⅞	502,500	79,000	219,000	12,000	20	.....	721,500	
87 0½	97 10⅞	502,500	79,000	219,000	12,000	20	.....	721,500	

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Power	WHEEL BASE			
	From	To		By Whom	Date			Engine		Tender	
								Driving Wheel Centers	Total		
							Lbs.	Ft.In.	Ft.In.	Ft.In.	
UP	.....	3659	1	American	Aug. 1924	26-41 MC-57- 32 -472-D	106,900	41 2	50 6	25 8	
do	.....	3663	1	do	do	26-41 MC-57- 32 -472-D	106,900	41 2	50 6	25 8	
OSL	.....	3704	1	do	Jan. 1923	23-23 SA-C-59- 30 -475-D	99,840	41 2	50 6	25 8	
do	.....	3705	1	do	do	23-23 SA-C-59- 30 -471	99,840	41 2	50 6	26 8	
OWR&N	.....	3803	1	do	Mar. 1923	23-23 SA-C-59- 30 -471	99,840	41 2	50 6	25 8	
do	.....	3804	1	do	do	23-23 SA-C-59- 30 -471	99,840	41 2	50 6	26 8	
do	.....	3805	1	do	Apr. 1923	23-23 SA-C-59- 30 -471	99,840	41 2	50 6	26 8	
UP	3900	3914	15	do	Aug. 1936	22-22 CS-A-69- 32 -403-BK	97,400	35 1	59 11	26 10	
do	.....	3915	1	do	July 1937	22-22 CS-A-69- 32 -408-BK	97,400	35 1	59 11	26 10	
do	3916	3917	2	do	June 1937	22-22 CS-A-69- 32 -408-BK	97,400	35 1	59 11	26 10	
do	3918	3928	11	do	July 1937	22-22 CS-A-69- 32 -408-BK	97,400	35 1	59 11	26 10	
do	.....	3929	1	do	do	22-22 CS-A-69- 32 -407	97,400	35 1	59 11	26 10	
do	3930	3933	4	do	Aug. 1937	22-22 CS-A-69- 32 -408-BK	97,400	35 1	59 11	26 10	
do	3934	3937	4	do	do	22-22 CS-A-69- 32 -407	97,400	35 1	59 11	26 10	
do	3938	3939	2	do	Sept. 1937	22-22 CS-A-69- 32 -407	97,400	35 1	59 11	26 10	
do	4000	4016	17	do	Dec. 1941	22 1/2-22 1/2 FEEF-68-32-540-MB	135,375	18-3 &	72 5 1/2	32 8	
LA&SL	.....	4226	1	Lima	Sept. 1913	S-56-22/28-165	41,100	11 6	11 6	18 0	
do	.....	4230	1	Baldwin	Jan. 1905	S-57-20/26-150	27,915	11 4	11 4	16 6	
do	4233	4234	2	do	do	S-57-20/26-150	27,915	11 4	11 4	16 6	
do	.....	4235	1	do	Oct. 1907	S-51-19/26-140	27,376	11 0	11 0	0	
do	4238	4239	2	do	do	S-51-19/26-140	27,376	11 0	11 0	16 6	
do	4240	4242	3	do	Nov. 1913	S-51-19/26-145	27,376	11 0	11 0	16 6	
do	4243	4246	4	do	Mar. 1921	S-51-21/26-157	34,400	11 0	11 0	16 6	
UP	.....	4405	1	do	Apr. 1913	S-51-19/26-155	31,290	11 0	11 0	16 6	
do	.....	4407	1	do	do	S-51-19/26-155	31,290	11 0	11 0	16 6	
do	4410	4411	2	do	do	S-51-19/26-155	31,290	11 0	11 0	16 6	
do	.....	4412	1	do	do	S-51-19/26-155	31,290	11 0	11 0	0	
do	.....	4413	1	do	do	S-51-19/26-155	27,376	11 0	11 0	16 6	
do	.....	4414	1	do	do	S-51-19/26-155	31,290	11 0	11 0	0	
do	.....	4415	1	do	do	S-51-19/26-155	31,290	11 0	11 0	16 6	
do	.....	4416	1	Lima	Aug. 1914	S-51-19/26-155	27,376	11 0	11 0	16 6	
do	.....	4417	1	do	do	S-51-19/26-155	31,290	11 0	11 0	0	
do	4419	4420	2	do	do	S-51-19/26-155	27,376	11 0	11 0	16 6	
do	4421	4428	8	Baldwin	July 1916	S-51-19/26-156	34,400	11 0	11 0	16 6	
do	.....	4430	1	do	Aug. 1916	S-51-19/26-156	34,400	11 0	11 0	16 6	
do	4431	4433	3	do	Mar. 1918	S-51-19/26-156	34,400	11 0	11 0	16 6	
do	.....	4434	1	do	do	S-51-19/26-156	38,220	11 0	11 0	0	
do	.....	4435	1	do	do	S-51-19/26-156	38,220	11 0	11 0	0	
do	.....	4436	1	do	do	S-51-21/26-156	38,220	11 0	11 0	0	
do	.....	4437	1	do	do	S-51-21/26-156	38,220	11 0	11 0	16 6	

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE				WEIGHT							Remarks
Engine and Tender		Length Over All	Engine in Working Order	Tender						Engine and Tender Loaded	
				Empty	Loaded	Capacity					
						Water	Coal	Oil			
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
87	0½	97	10¾	502,500	79,000	219,000	12,000	20	.....	721,500	
87	0½	97	10¾	502,500	79,000	219,000	12,000	20	.....	721,500	
87	0½	97	10¾	505,480	79,000	219,000	12,000	20	.....	724,480	
88	9½	100	5½	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	0½	97	10¾	501,480	85,680	227,280	12,000	.....	5,200	728,760	
88	9½	100	5½	501,480	129,300	322,000	18,000	.....	6,010	823,480	
88	9½	100	5½	501,480	129,300	322,000	18,000	.....	6,010	823,480	
97	10½	110	7½	574,550	116,600	310,000	18,106	22	.....	884,550	
97	10½	110	7½	590,550	118,300	312,000	18,106	22	.....	902,550	
97	10½	110	7½	590,550	118,300	312,000	18,106	22	.....	902,550	
97	10½	110	7½	590,550	118,300	312,000	18,106	22	.....	902,550	
97	10½	110	7½	584,950	123,100	322,600	18,106	.....	6,000	907,550	
97	10½	110	7½	590,550	118,300	312,000	18,106	22	.....	902,550	
97	10½	110	7½	584,950	123,100	322,600	18,106	.....	6,000	907,550	
97	10½	110	7½	584,950	123,100	322,600	18,106	.....	6,000	907,550	
117	7	132	9¾	762,000	173,800	435,800	25,000	28	.....	1197,800	
45	8¾	62	7¾	165,000	54,850	125,000	6,340	.....	2,118	290,000	
42	9	58	10¾	150,000	43,550	85,040	4,000	.....	1,020	235,040	
42	9	58	10¾	150,000	43,550	85,040	4,000	.....	1,020	235,040	
42	8½	59	0¾	140,000	43,550	85,040	4,000	.....	1,020	225,040	
42	8½	59	0¾	145,000	43,550	85,040	4,000	.....	1,020	230,040	
42	2½	58	7	157,500	40,200	90,560	4,500	.....	1,620	248,060	
42	8½	59	0¾	154,680	40,200	89,600	4,500	6	.....	244,280	
42	8½	59	0¾	154,680	40,200	89,600	4,500	.....	.....	244,280	
42	8½	59	0¾	154,680	40,200	89,600	4,000	.....	.....	239,380	
42	8½	59	0¾	154,680	39,400	84,700	4,000	6	.....	239,380	
42	8½	59	0¾	154,680	40,200	89,600	4,500	6	.....	244,280	
42	8½	59	0¾	154,680	40,200	89,600	4,500	6	.....	244,280	
42	8½	59	0¾	154,680	40,200	89,600	4,500	6	.....	244,280	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	156,000	40,200	89,600	4,500	6	.....	245,600	
42	2	58	6¾	1							

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Power	WHEEL BASE			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
UP	4438	1	Baldwin	Mar 1918	S-51-21/26-156	Lbs. 34,400	Ft.In. 11 0	Ft.In. 11 0	Ft.In. 16 6		
do	4439	1	do	do	S-51-21/26-156	34,400	11 0	11 0			
do	4440	3	do	do	S-51-21/26-156	34,400	11 0	11 0	16 6		
do	4443	8	do	May 1919	S-51-21/26-156	34,400	11 0	11 0	16 6		
do	4451	3	Lima	Oct. 1920	S-51-21/26-159	34,400	11 0	11 0	16 6		
do	4454	1	do	do	S-51-21/26-159	34,400	11 0	11 0	16 6		
do	4455	4	do	do	S-51-21/26-159	38,220	11 0	11 0	16 6		
do	4459	1	do	do	S-51-21/26-159	34,400	11 0	11 0	16 6		
do	4460	4	do	do	S-51-21/26-159	34,400	11 0	11 0	16 6		
do	4464	1	do	do	S-51-21/26-159	34,400	11 0	11 0	16 6		
do	4465	3	do	do	S-51-21/26-159	34,400	11 0	11 0	16 6		
do	4468	1	do	do	S-51-21/26-159	34,400	11 0	11 0	16 6		
do	4469	11	do	do	S-51-21/26-159	34,400	11 0	11 0	16 6		
do	4480	1	do	Nov. 1920	S-51-21/26-159	34,400	11 0	11 0	16 6		
do	4500	1	Baldwin	Aug. 1900	S-57-21/30-197	39,458	15 3	15 3	15 10		
do	4600	10	American	Dec. 1918	S-51-21/28-165	39,100	11 0	11 0	15 10		
OSL	4703	1	do	Feb. 1908	S-51-19/26-143	27,376	11 0	11 0	16 6		
do	4707	1	do	Apr. 1908	S-51-19/26-143	27,376	11 0	11 0	16 6		
do	4731	1	Baldwin	Feb. 1904	S-51-20/26-150	27,915	11 4	11 4	16 6		
do	4736	1	do	Aug. 1912	S-51-19/26-143	27,376	11 0	11 0	16 6		
do	4740	1	Lima	Sept. 1914	S-51-19/26-155	31,290	11 0	11 0	16 6		
do	4741	1	do	do	S-51-19/26-155	31,290	11 0	11 0	16 6		
do	4742	1	do	do	S-51-19/26-155	27,376	11 0	11 0	16 6		
do	4743	2	do	do	S-51-19/26-155	27,376	11 0	11 0	16 6		
do	4748	1	Baldwin	June 1918	S-51-21/26-156	34,400	11 0	11 0	16 6		
do	4749	1	do	do	S-51-21/26-156	34,400	11 0	11 0	16 6		
do	4750	2	do	do	S-51-21/26-156	34,400	11 0	11 0	16 6		
do	4752	1	do	July 1918	S-51-21/26-156	34,400	11 0	11 0	16 6		
do	4753	2	American	Jan. 1919	S-51-21/28-165	39,100	11 0	11 0	21 8		
do	4756	1	do	Feb. 1919	S-51-21/28-165	41,160	11 0	11 0	21 8		
OWR&N	4902	1	Baldwin	Apr. 1907	S-51-19/26-140	27,376	11 0	11 0	16 6		
do	4903	1	do	do	S-51-19/26-140	27,376	11 0	11 0	16 6		
do	4904	1	do	May 1907	S-51-19/26-140	27,376	11 0	11 0	16 6		
do	4906	1	do	Nov. 1909	S-51-19/26-140	27,376	11 0	11 0	16 6		
do	4907	1	do	Apr. 1911	S-51-19/26-140	27,376	11 0	11 0	16 6		
do	4909	1	do	May 1911	S-51-19/26-140	27,376	11 0	11 0	16 6		
do	4912	1	do	do	S-51-19/26-140	27,376	11 0	11 0	16 6		
do	4913	1	do	do	S-51-19/26-140	27,376	11 0	11 0	16 6		
do	4914	1	do	do	S-51-19/26-140	27,376	11 0	11 0	16 6		
do	4915	2	do	do	S-51-19/26-140	27,376	11 0	11 0	16 6		
do	4917	1	do	Apr. 1913	S-51-19/26-145	27,376	11 0	11 0	16 6		
do	4918	1	do	do	S-51-19/26-145	27,376	11 0	11 0	16 6		
do	4919	3	do	do	S-51-19/26-145	27,376	11 0	11 0	16 6		
do	4922	1	do	do	S-51-19/26-145	27,376	11 0	11 0	16 6		
do	4923	2	Lima	Aug. 1914	S-51-19/26-155	27,376	11 0	11 0	16 6		
do	4925	2	do	do	S-51-19/26-155	27,376	11 0	11 0	16 6		
do	4928	1	Baldwin	Apr. 1905	S-57-20/26-146	27,915	11 4	11 4	16 6		
do	4929	1	do	May 1905	S-57-20/26-146	27,915	11 4	11 4	16 6		
UP	5000	4	do	July 1917	TTT-63-294/30-291	70,450	22 6	41 5	25 8		
do	5004	1	do	do	TTT-63-294/30-290	70,450	22 6	41 5	26 8		
do	5005	1	do	Aug. 1917	TTT-63-294/30-291	70,450	22 6	41 5			
do	5006	1	do	Sept. 1917	TTT-63-294/30-290	70,450	22 6	41 5	25 8		
do	5008	1	do	do	TTT-63-294/30-298	70,450	22 6	41 5			
do	5009	1	do	Oct. 1917	TTT-63-294/30-290	70,450	22 6	41 5	26 8		
do	5014	1	do	June 1919	TTT-63-294/30-298	70,450	22 6	41 5	25 8		
do	5015	6	do	Sept. 1920	TTT-63-294/30-286D	70,450	22 6	41 5	26 8		
do	5021	1	do	do	TTT-63-294/30-286D	70,450	22 6	41 5	25 8		
do	5022	1	do	do	do	70,450	22 6	41 5	26 8		
do	5023	2	do	do	TTT-63-294/30-284	70,450	22 6	41 5			
do	5025	1	do	do	TTT-63-294/30-286D	70,450	22 6	41 5	25 8		
do	5026	1	do	do	TTT-63-294/30-284	70,450	22 6	41 5			
do	5027	1	do	Oct. 1920	TTT-63-294/30-286D	70,450	22 6	41 5	25 8		
do	5028	7	do	do	do	70,450	22 6	41 5	26 8		
do	5035	1	do	Nov. 1920	TTT-63-294/30-284	70,450	22 6	41 5			
do	5036	1	do	do	TTT-63-294/30-286D	70,450	22 6	41 5	25 8		
do	5037	1	do	do	TTT-63-294/30-284	70,450	22 6	41 5			
do	5038	2	do	do	TTT-63-294/30-286D	70,450	22 6	41 5	25 8		
do	5040	3	American	Aug. 1923	TTT-63-294/30-308D	70,450	22 6	41 5	25 8		
do	5043	1	do	do	do	70,450	22 6	41 5	26 8		
do	5044	4	do	do	do	70,450	22 6	41 5	25 8		

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE				WEIGHT								Remarks
Engine and Tender	Length Over All	Engine in Working Order		Tender					Engine and Tender Loaded			
				Empty	Loaded	Capacity						
						Water	Coal	Oil				
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.		
42	2	58	6 1/2	156,000	40,200	90,560	4,500	.....	1,620	246,560		
				156,000								
42	2	58	6 1/2	156,060	40,200	89,600	4,500	6	.....	245,600		
42	2	58	6 1/2	156,000	40,200	89,600	4,500	6	.....	245,600		
42	2 1/2	58	7	159,000	43,400	92,800	4,500	6	.....	251,800		
42	2 1/2	58	7	159,000	43,400	91,240	4,000	.....	1,776	250,240		
42	2 1/2	58	7	159,000	43,400	92,800	4,500	6	.....	251,800		
42	2 1/2	58	7	159,000	43,400	91,240	4,000	.....	1,776	250,240		
42	2 1/2	58	7	159,000	43,400	92,800	4,500	6	.....	251,800		
42	2 1/2	58	7	159,000	43,400	91,240	4,000	.....	1,776	250,240		
42	2 1/2	58	7	159,000	43,400	92,800	4,500	6	.....	251,800		
42	2 1/2	58	7	159,000	43,400	91,240	4,000	.....	1,776	250,240		
44	9 1/2	61	7 3/4	197,000	43,800	109,800	6,000	8	.....	306,800		
49	9 1/2	66	8 1/2	165,000	69,000	159,700	8,000	12	.....	324,700		
42	8 1/2	59	0 1/2	142,840	39,400	84,700	4,000	6	.....	227,540		
42	8 1/2	59	0 1/2	142,840	39,400	84,700	4,000	6	.....	227,540		
42	9	58	10 1/2	150,000	39,400	84,700	4,000	6	.....	234,700		
42	8 1/2	59	0 1/2	142,840	39,400	84,700	4,000	6	.....	227,540		
42	8 1/2	59	0 1/2	154,680	39,400	84,700	4,000	6	.....	239,380		
42	8 1/2	59	0 1/2	154,680	39,400	84,700	4,000	6	.....	239,380		
42	2	58	6 1/2	156,000	40,200	89,600	4,500	6	.....	245,600		
42	2	58	6 1/2	156,000	40,200	89,600	4,500	6	.....	245,600		
42	2	58	6 1/2	156,000	40,200	89,600	4,500	6	.....	245,600		
49	9 1/2	66	8 1/2	165,000	65,600	156,300	8,000	.....	.....	321,300		
49	9 1/2	66	8 1/2	165,000	65,600	156,300	8,000	.....	.....	321,300		
42	8 1/2	59	0 1/2	140,000	43,550	85,040	4,000	.....	1,020	225,040		
42	8 1/2	59	0 1/2	140,000	43,550	89,320	4,000	.....	1,522	229,320		
42	8 1/2	59	0 1/2	140,000	43,550	89,320	4,000	.....	1,522	229,320		
42	8 1/2	59	0 1/2	140,000	43,550	85,040	4,000	.....	1,020	225,040		
42	8 1/2	59	0 1/2	140,000	43,550	89,320	4,000	.....	1,522	229,320		
42	8 1/2	59	0 1/2	140,000	43,550	85,040	4,000	.....	1,020	225,040		
42	8 1/2	59	0 1/2	140,000	43,550	89,320	4,000	.....	1,522	229,320		
42	8 1/2	59	0 1/2	140,000	43,550	85,040	4,000	.....	1,020	225,040		
42	8 1/2	59	0 1/2	145,000	43,550	85,040	4,000	.....	1,522	230,040		
42	8 1/2	59	0 1/2	145,000	43,550	85,040	4,000	.....	1,522	230,040		
42	8 1/2	59	0 1/2	145,000	43,550	85,040	4,000	.....	1,522	230,040		
42	8 1/2	59	0 1/2	154,680	43,550	89,320	4,000	.....	1,522	244,000		
42	9	58	10 1/2	146,400	43,550	89,320	4,000	.....	1,522	235,720		
42	9	58	10 1/2	146,400	39,400	88,700	4,000	8	.....	235,100		
79	6	90	3 3/4	361,500	78,100	.....	12,000	.....	.....	.....		
81	3	92	10	382,100	122,500	.....	15,000	.....	.....	.....		
				361,500	.....	.....	18,000	.....	.....	.....		
79	6	90	3 3/4	382,100	78,100	.....	12,000	.....	.....	.....		
				382,100	.....	.....	18,000	.....	.....	.....		
81	3	92	10	382,100	122,500	.....	15,000	.....	.....	.....		
79	6	90	3 3/4	382,700	78,100	.....	12,000	.....	.....	.....		
81	3	92	10	382,100	122,900	310,500	18,000	22	.....	692,600		
79	6	90	3 3/4	382,100	78,100	218,100	12,000	20	.....	600,200		
81	3	92	10	382,100	122,900	310,500	18,000	22	.....	692,600		
				379,850	.....	.....	18,000	.....	.....	.....		
79	6	90	3 3/4	382,100	78,100	218,100	12,000	20	.....	600,200		
				379,850	.....	.....	18,000	.....	.....	.....		
79	6	90	3 3/4	382,100	78,100	218,100	12,000	20	.....	600,200		
81	3	92	10	382,100	122,900	310,500	18,000	22	.....	692,600		
				379,850	.....	.....	18,000	.....	.....	.....		
79	6	90	3 3/4	382,100	78,100	218,100	12,000	20	.....	600,200		
				379,850	.....	.....	12,000	.....	.....	.....		
79	6	90	3 3/4	382,100	78,100	218,100	12,000	20	.....	600,200		
81	3	92	10	397,100	122,900	310,500	18,000	22	.....	707,600		
79	6	90	3 3/4	397,100	78,100	218,100	12,000	20	.....	615,200		

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Power	WHEEL BASE			
	From	To		By Whom	Date			Engine			Tender
								Driving Wheel Centers	Total	Ft.In.	
UP	.....	5048	1	American	Sept. 1923	TTT-63-294/30-308D	Lbs.	Ft.In.	Ft.In.	Ft.In.	
do	.....	5049	1	do	do	TTT-63-294/30-311D	70,450	22	6	41 5	25 8
do	5050	5051	2	Baldwin	Aug. 1923	do	70,450	22	6	41 5	25 8
do	.....	5052	1	do	do	do	70,450	22	6	41 5	25 8
do	.....	5053	1	Lima	July 1923	TTT-63-294/30-309D	70,450	22	6	41 5	25 8
do	.....	5054	1	do	do	do	70,450	22	6	41 5	25 8
do	.....	5055	1	do	Aug. 1923	do	70,450	22	6	41 5	25 8
do	.....	5056	1	do	do	TTT-63-294/30-311D	70,450	22	6	41 5	25 8
do	.....	5057	1	do	do	TTT-63-294/30-309D	70,450	22	6	41 5	25 8
do	.....	5058	1	do	July 1923	TTT-63-294/30-311D	70,450	22	6	41 5	25 8
do	5059	5060	2	do	Aug. 1923	do	70,450	22	6	41 5	25 8
do	.....	5061	1	do	do	do	70,450	22	6	41 5	25 8
do	5062	5064	3	do	do	do	70,450	22	6	41 5	25 8
do	.....	5065	1	do	do	do	70,450	22	6	41 5	25 8
do	5066	5068	3	do	do	do	70,450	22	6	41 5	25 8
do	.....	5069	1	do	do	TTT-63-294/30-309D	70,450	22	6	41 5	25 8
do	.....	5070	1	do	do	TTT-63-294/30-298	70,450	22	6	41 5	25 8
do	.....	5071	1	do	Sept. 1923	TTT-63-294/30-309D	70,450	22	6	41 5	25 8
do	.....	5072	1	do	do	do	70,450	22	6	41 5	25 8
do	5073	5074	2	do	do	do	70,450	22	6	41 5	25 8
do	.....	5075	1	do	do	do	70,450	22	6	41 5	25 8
do	.....	5076	1	do	do	do	70,450	22	6	41 5	25 8
do	.....	5077	1	do	do	do	70,450	22	6	41 5	25 8
do	5078	5082	5	do	do	do	70,450	22	6	41 5	25 8
do	.....	5083	1	do	Oct. 1923	TTT-63-294/30-298	70,450	22	6	41 5	25 8
do	5084	5085	2	do	do	TTT-63-294/30-309D	70,450	22	6	41 5	25 8
do	.....	5086	1	do	do	do	70,450	22	6	41 5	25 8
do	.....	5087	1	do	do	do	70,450	22	6	41 5	25 8
do	5088	5089	2	do	do	TTT-63-294/30-309D	70,450	22	6	41 5	25 8
OSL	5300	5303	4	Baldwin	Feb. 1918	TTT-63-294/30-286D	70,450	22	6	41 5	25 8
do	.....	5304	1	do	Mar. 1918	TTT-63-294/30-287D	70,450	22	6	41 5	25 8
do	.....	5305	1	do	do	TTT-63-294/30-286D	70,450	22	6	41 5	25 8
*UP	5306	5313	8	American	July 1923	TTT-63-294/30-308D	70,450	22	6	41 5	25 8
OSL	.....	5315	1	Baldwin	Mar. 1923	TTT-63-294/30-291	70,450	22	6	41 5	25 8
do	5316	5317	2	do	Apr. 1923	do	70,450	22	6	41 5	25 8
do	.....	5318	1	do	do	TTT-63-294/30-304D	70,450	22	6	41 5	25 8
OW&N	.....	5400	1	do	Feb. 1923	TTT-63-294/30-291	70,450	22	6	41 5	25 2
do	.....	5401	1	do	do	TTT-63-294/30-287	70,450	22	6	41 5	25 2
do	.....	5402	1	do	do	TTT-63-294/30-291	70,450	22	6	41 5	25 8
do	.....	5403	1	do	do	do	70,450	22	6	41 5	25 2
do	.....	5404	1	do	Mar. 1923	do	70,450	22	6	41 5	25 8
do	.....	5405	1	do	do	do	70,450	22	6	41 5	25 2
do	5406	5408	3	do	do	do	70,450	22	6	41 5	25 8
do	.....	5410	1	do	Apr. 1923	do	70,450	22	6	41 5	25 8
do	.....	5414	1	do	May 1923	do	70,450	22	6	41 5	25 8
*UP	5500	5512	13	do	Sept. 1923	TTT-63-294/30-298	70,450	22	6	41 5	25 8
*do	5513	5514	2	do	Oct. 1923	do	70,450	22	6	41 5	25 8
*do	5515	5522	8	do	July 1924	do	70,450	22	6	41 5	25 8
*do	5523	5524	2	do	Aug. 1924	do	70,450	22	6	41 5	25 8
LA&SL	.....	5525	1	do	do	TTT-63-294/30-291	70,450	22	6	41 5	25 8
do	5526	5527	2	do	May 1919	do	70,450	22	6	41 5	25 8
do	.....	5528	1	do	June 1919	TTT-63-294/30-290	70,450	22	6	41 5	25 8
do	.....	5529	1	do	do	TTT-63-294/30-291	70,450	22	6	41 5	25 8
do	6000	6003	3	do	Jan. 1904	C-57-21/30-176	39,458	15	8	24 4	23 6
do	6007	6008	2	do	do	do	39,458	15	8	24 4	23 6
do	.....	6010	1	do	Jan. 1905	C-57-22/30-198	43,305	15	8	24 4	18 0
do	.....	6012	1	do	do	do	43,305	15	8	24 4	18 0
do	.....	6014	1	do	do	do	43,305	15	8	24 4	23 6
do	.....	6018	1	do	do	do	43,305	15	8	24 4	23 6
do	.....	6022	1	do	do	do	43,305	15	8	24 4	18 0
do	.....	6023	1	do	do	do	43,305	15	8	24 4	23 6
do	6028	6030	3	do	do	do	43,305	15	8	24 4	18 0
do	.....	6031	1	do	do	do	43,305	15	8	24 4	23 6
do	.....	6033	1	do	do	do	43,305	15	8	24 4	18 0
do	.....	6035	1	do	do	do	43,305	15	8	24 4	18 0
do	.....	6039	1	do	Feb. 1907	do	43,305	15	8	24 4	18 0
do	.....	6041	1	do	do	do	43,305	15	8	24 4	23 6
do	.....	6043	1	do	do	do	43,305	15	8	24 4	23 6
do	.....	6045	1	do	do	do	43,305	15	8	24 4	18 0
do	.....	6049	1	do	do	do	43,305	15	8	24 4	23 6

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE				WEIGHT							Remarks
Engine and Tender		Length Over All	Engine in Working Order	Tender					Engine and Tender Loaded		
				Empty	Loaded	Capacity					
						Water	Coal	Oil			
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.		
79	6	90	3 3/4	397,100	78,100	218,100	12,000	20	615,200		
79	6	90	3 3/4	397,100	78,100	218,100	12,000	20	615,200		
79	6	90	3 3/4	397,100	78,100	218,100	12,000	20	615,200		
81	3	92	10	397,100	122,900	310,500	18,000	22	707,600		
81	3	92	10	397,400	122,900	310,500	18,000	22	707,900		
79	6	90	3 3/4	397,400	78,100	218,100	12,000	20	615,500		
79	6	90	3 3/4	397,400	78,100	218,100	12,000	20	615,500		
79	6	90	3 3/4	397,100	78,100	218,100	12,000	20	615,200		
79	6	90	3 3/4	397,400	78,100	218,100	12,000	20	615,500		
79	6	90	3 3/4	397,100	78,100	218,100	12,000	20	615,200		
79	6	90	3 3/4	397,100	78,100	218,100	12,000	20	615,200		
81	3	92	10	397,100	122,900	310,500	18,000	22	707,600		
79	6	90	3 3/4	397,100	78,100	218,100	12,000	20	615,200		
81	3	92	10	397,100	122,900	310,500	18,000	22	707,600		
79	6	90	3 3/4	397,100	78,100	218,100	12,000	20	615,200		
79	6	90	3 3/4	397,400	78,100	218,100	12,000	20	615,500		
79	6	90	3 3/4	387,100	78,100	218,100	12,000	20	615,500		
79	6	90	3 3/4	397,400	78,100	218,100	12,000	20	615,500		
81	3	92	10	397,400	122,900	310,500	18,000	22	707,900		
79	6	90	3 3/4	397,400	78,100	218,100	12,000	20	615,500		
81	3	92	10	397,400	122,900	310,500	18,000	22	707,900		
79	6	90	3 3/4	397,400	78,100	218,100	12,000	20	615,500		
81	3	92	10	397,400	122,900	310,500	18,000	22	707,900		
79	6	90	3 3/4	382,100	78,100	218,100	12,000	20	600,200		
79	6	90	3 3/4	384,300	78,100	218,100	12,000	20	602,400		
79	6	90	3 3/4	382,100	78,100	218,100	12,000	20	600,200		
79	6	90	3 3/4	397,100	78,100	218,100	12,000	20	615,200		
				384,800							
				391,000							
79	6	90	3 3/4	384,800	78,100	218,100	12,000	20	609,100		
79	9	90	3 3/4	384,800	109,260	252,620	12,000	5,420	637,420		
79	9	90	3 3/4	379,300	109,260	252,620	12,000	5,420	631,920		
79	6	90	3 3/4	384,800	85,680	230,000	12,000	5,420	614,800		
79	9	90	3 3/4	384,800	109,260	252,620	12,000	5,420	637,420		
79	6	90	3 3/4	384,800	85,680	230,000	12,000	5,420	614,800		
79	9	90	3 3/4	384,800	109,260	252,620	12,000	5,420	637,420		
79	6	90	3 3/4	384,800	85,680	230,000	12,000	5,420	614,800		
79	6	90	3 3/4	384,800	85,680	230,000	12,000	5,480	617,100		
79	6	90	3 3/4	387,100	85,200	230,000	12,000	5,480	617,100		
79	6	90	3 3/4	387,100	85,200	230,000	12,000	5,480	617,100		
79	6	90	3 3/4	383,000	85,680	230,480	12,000	5,480	613,480		
79	6	90	3 3/4	383,000	85,680	230,480	12,000	5,480	613,480		
79	6	90	3 3/4	361,500	85,680	230,480	12,000	5,480	591,980		
79	6	90	3 3/4	361,500	85,680	230,480	12,000	5,480	591,980		
79	6	90	3 3/4	375,100	85,680	230,480	12,000	5,480	605,580		
79	6	90	3 3/4	361,500	85,680	230,480	12,000	5,480	591,980		
60	0	71	11 1/2	196,400	60,110	158,630	9,000	2,940	355,030		
60	0	71	11 1/2	196,400	60,110	158,630	9,000	2,940	355,030		
56	3	67	0 1/2	220,500	54,840	125,000	6,340	2,118	345,500		
56	3	67	0 1/2	220,500	54,840	125,000	6,340	2,118	345,500		
61	9	72	8 1/2	220,500	60,110	158,630	9,000	2,940	379,130		
61	9	72	8 1/2	220,500	60,110	158,630	9,000	2,940	379,130		
56	3	67	0 1/2	220,500	54,840	125,000	6,340	2,118	345,500		
61	9	72	8 1/2	220,500	60,110	161,470	9,000	3,226	381,970		
56	3	67	0 1/2	220,500	54,840	125,000	6,340	2,118	345,500		
				220,500			9,000	2,118			
61	9	72	8 1/2	220,500	60,110	161,470	9,000	3,226	381,970		
56	3	67	0 1/2	220,500	54,840	125,000	6,340	2,118	345,500		
56	3	67	0 1/2	220,500	54,840	125,000	6,340	2,118	345,500		
61	9	72	8 1/2	220,500	60,110	158,630	9,000	2,940	379,130		
61	9	72	8 1/2	220,500	60,110	158,630	9,000	2,940	379,130		
56	3	67	0 1/2	220,500	54,840	125,000	6,340	2,118	345,500		
				220,500			9,000	2,118			

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Power	WHEEL BASE			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
LA&SL	6050	1	Baldwin	Feb. 1907	C-57-22/30-198	Lbs.	Ft.In.	Ft.In.	Ft.In.		
do	6051	1	do	Oct. 1907	do	43,305	15 8	24 4	23 6		
do	6053	1	do	do	do	43,305	15 8	24 4	23 6		
do	6054	1	do	do	do	43,305	15 8	24 4	18 0		
do	6057	1	do	do	do	43,305	15 8	24 4	23 6		
do	6059	1	do	do	do	43,305	15 8	24 4	18 0		
do	6061	1	American	Feb. 1908	do	43,305	15 8	24 4	23 6		
do	6067	1	do	do	do	43,305	15 8	24 4	18 0		
do	6070	1	do	do	do	43,305	15 8	24 4	23 6		
do	6072	1	do	do	do	43,305	15 8	24 4	23 6		
do	6075	1	do	do	do	43,305	15 8	24 4	23 6		
do	6079	1	do	do	do	43,305	15 8	24 4	18 0		
do	6080	1	do	do	do	43,305	15 8	24 4	23 6		
do	6085	1	do	do	do	43,305	15 8	24 4	23 6		
UP	7000	1	do	Apr. 1922	MT-73-29/28-230-D	54,838	19 6	41 3	26 8		
do	7001	1	do	Dec. 1922	do	54,838	19 6	41 3	25 2		
do	7002	1	do	do	MT-73-29/28-257-D	54,838	19 6	41 3	26 8		
do	7003	1	do	do	MT-73-29/28-230-D	54,838	19 6	41 3	25 2		
do	7004	5	do	do	do	54,838	19 6	41 3	26 8		
do	7009	1	do	do	do	54,838	19 6	41 3	25 2		
do	7010	5	do	do	do	54,838	19 6	41 3			
do	7015	1	do	do	MT-73-29/28-234	54,838	19 6	41 3			
do	7016	3	do	do	MT-73-29/28-230	54,838	19 6	41 3			
do	7019	1	do	do	do	54,838	19 6	41 3			
do	7020	1	do	do	MT-73-29/28-230-D	54,838	19 6	41 3	25 2		
do	7021	1	do	do	MT-73-29/28-234	54,838	19 6	41 3			
do	7022	1	do	do	MT-73-29/28-230-D	54,838	19 6	41 3	25 2		
do	7023	2	do	do	MT-73-29/28-234	54,838	19 6	41 3			
do	7025	15	do	Jan. 1923	MT-73-29/28-230-D	54,838	19 6	41 3	25 2		
LA&SL	7850	7	do	do	MT-73-29/28-234	54,838	19 6	41 3	25 2		
do	7857	1	do	do	do	54,838	19 6	41 3	31 6		
do	7858	1	do	do	do	54,838	19 6	41 3	25 2		
do	7859	2	do	do	do	54,838	19 6	41 3	31 6		
do	7861	1	do	do	do	54,838	19 6	41 3	25 2		
do	7863	2	do	do	do	54,838	19 6	41 3	31 6		
do	7864	1	do	do	do	54,838	19 6	41 3	25 2		
*UP	7865	1	do	July 1924	do	54,838	19 6	41 3	31 6		
*do	7866	1	do	do	do	54,838	19 6	41 3	25 2		
*do	7867	1	do	do	do	54,838	19 6	41 3	31 6		
*do	7868	2	do	do	do	54,838	19 6	41 3	25 2		
LA&SL	8800	8804	5	do	June 1926	FTT-63-28-30-302	78,000	22 6	44 1	26 8	
do	8805	1	do	do	do	do	78,000	22 6	44 1		
do	8808	3	do	do	do	do	78,000	22 6	44 1	26 8	
do	8809	1	do	May 1925	do	do	78,000	22 6	44 1	26 8	
UP	9000	1	do	Mar. 1926	27	UP-67-31-32-368-BK	96,650	30 8	52 4	26 8	
do	9001	3	do	Aug. 1926	do	do	96,650	30 8	52 4	26 8	
do	9005	1	do	do	27	UP-67-31-32-368-LT	96,650	30 8	52 4	26 8	
do	9006	9009	4	do	27	UP-67-31-32-368-BK	96,650	30 8	52 4	26 8	
do	9010	1	do	do	27	UP-67-31-32-368-LT	96,650	30 8	52 4	26 8	
do	9011	1	do	do	27	UP-67-31-32-368-BK	96,650	30 8	52 4	26 8	
do	9012	3	do	Sept. 1926	do	do	96,650	30 8	52 4	26 8	
do	9014	1	do	do	27	UP-67-31-32-368-D	96,650	30 8	52 4	26 8	

STEAM LOCOMOTIVES—Concluded

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Power	WHEEL BASE			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
							Lbs.	Ft.In.	Ft.In.	Ft.In.	
UP	9015	9018	4	American	June 1928	UP-67-31-32-369-BK	96,650	30 8	52 4	26 8	
do	9019	9029	11	do	July 1928	do	96,650	30 8	52 4	26 8	
do	9030	9031	2	do	July 1929	UP-67-31-32-370-BK	96,650	30 8	52 4	26 8	
do	9032	9046	15	do	Aug. 1929	do	96,650	30 8	52 4	26 8	
do	9047	9052	6	do	Sept. 1929	do	96,650	30 8	52 4	26 8	
do	9053	9054	2	do	Oct. 1929	do	96,650	30 8	52 4	26 8	
do	9055	9059	5	do	July 1928	UP-67-31-32-369-BK	96,650	30 8	52 4	26 8	
do	9060	9062	3	do	Aug. 1928	do	96,650	30 8	52 4	26 8	
do	9078	9086	9	do	Aug. 1930	UP-67-31-32-372-D	96,650	30 8	52 4	26 8	
do	.....	9087	1	do	Sept. 1930	do	96,650	30 8	52 4	26 8	
OSL	9500	9514	15	do	July 1930	do	96,650	30 8	52 4	26 8	

*Lettered O. S. L.

*Lettered L. A. & S. L.

UNION PACIFIC RAILROAD COMPANY

WHEEL BASE				WEIGHT							Remarks
Engine and Tender	Length Over All		Engine in Work- ing Order	Tender					Engine and Tender Loaded		
				Empty	Loaded	Capacity					
						Water	Coal	Oil			
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
91	6½	102	6¾	496,500	122,900	310,500	18,000	22	.....	807,000	
91	6½	102	6¾	496,500	122,900	310,500	18,000	22	.....	807,000	
91	6½	102	6¾	496,500	122,900	310,500	18,000	22	.....	807,000	
91	6½	102	6¾	496,500	122,900	310,500	18,000	22	.....	807,000	
91	6½	102	6¾	496,500	122,900	310,500	18,000	22	.....	807,000	
91	6½	102	6¾	496,500	122,900	310,500	18,000	22	.....	807,000	
91	6½	102	6¾	496,500	122,900	310,500	18,000	22	.....	807,000	
91	6½	102	6¾	496,500	122,900	310,500	18,000	22	.....	807,000	
91	6½	102	6¾	496,500	122,900	310,500	18,000	22	.....	807,000	
91	6½	102	6¾	496,500	122,900	310,500	18,000	22	.....	807,000	
91	6½	102	6¾	515,000	122,900	310,500	18,000	22	.....	825,500	
91	6½	102	6¾	515,000	122,900	310,500	18,000	22	.....	825,500	
91	6½	102	6¾	515,000	122,900	310,500	18,000	22	.....	825,500	

UNION PACIFIC RAILROAD COMPANY

DIESEL LOCOMOTIVES

Numbers	Num- ber Owned	H. P.	Dia. of Drivers	Wt. on Drivers	Total Weight of Locomotives	Tractive Effort 10 M. P. H.	Cab Signals & Train Control
M-10002.....	1	2100	36	370060	370060	47000	1
CD-05A, B & C.....	1	3600	36	644040	644040	75000	1
CD-06A, B & C.....	1	3600	36	644480	644480	75000	1
CD-07A, B & C.....	1	3600	36	638140	638140	75000	1
LA-1-2-3.....	1	5400	36	592504	877282	129000	1
SF-1-2-3.....	1	5400	36	595792	882276	129000	1
5-M-1A & B.....	1	4000	36	413493	613500	93600	1
7-M-1 & 2.....	1	4000	36	422863	627520	93600	2
8-M-1 & 2.....	1	4000	36	423943	629160	93600	2
9-M-1 & 2.....	1	4000	36	424324	629740	93600	2
LA-4-5-6.....	1	6000	36	636335	944380	140400	1
SF-4-5-6.....	1	6000	36	636058	944460	140400	1
DS-1000 to DS-1026...	27	1000	40	248721	248721	29800	
Total.....	39						15

ELECTRIC LOCOMOTIVES

Number	Num- ber Owned	Num- ber Motors	Dia. of Drivers	Wt. on Drivers	Total Weight of Locomotive	Tractive Effort
E-100.....	1	4	36	95000	95000	25000

STREAMLINE PASSENGER EQUIPMENT

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S.-S. U.-W. or A.	Length						Length of Compartments	
			From	To			Pulling Face Over Couplers			Over End Sills	Inside	Baggage End		Mail End
							Ft.	In.	Ft.			In.	Ft.		In.
BA	UP-C&NW	Bag.-Dorm.	.....	CD-11	1	A	Ft. 78 0	In. 75 10	Ft. 75 1½	In. 56 0¾	.....	.....		
do	do	do	.....	CD-12	1	A	Ft. 78 0	In. 75 10	Ft. 75 1½	In. 56 1½	.....	.....		
do	do	do	.....	CD-13	1	A	Ft. 78 0	In. 75 10	Ft. 75 1½	In. 54 2¾	.....	.....		
MB	do	Bag.-Mail	CD-30	CD-31	2	A	Ft. 78 0	In. 75 10	Ft. 75 1½	In. 14 1½	60 5¾	.....		
PB	do	Coach	.....	CD-40	1	A	*69 6	In. 67 6	Ft. 63 5¾	.....	.....	.....		
do	do	do	.....	CD-41	1	A	*69 6	In. 67 6	Ft. 63 5¾	.....	.....	.....		
do	do	do	.....	CD-42	1	A	*69 6	In. 67 6	Ft. 63 5¾	.....	.....	.....		
do	do	do	.....	CD-43	1	A	*69 6	In. 67 6	Ft. 63 5¾	.....	.....	.....		
DA	do	Diner	CD-60	CD-61	2	A	Ft. 78 0	In. 75 10	Ft. 75 1½	In. 30 9¾	.....	.....		
do	do	Dorm.-Tap	CD-70	CD-71	2	A	Ft. 78 0	In. 75 10	Ft. 75 1½	.....	.....	.....		
do	do	{Bag.-Auxil.-Dorm.}	.....	LA-101	1	A	Ft. 84 6	In. 82 4	Ft. 81 7½	In. 23 8	.....	.....		
do	UP-C&NW-SP	do	.....	SF-101	1	A	Ft. 84 6	In. 82 4	Ft. 81 7½	In. 23 8	.....	.....		
do	UP	{Aux.-Bag.-Dorm.}	.....	CP-102	1	A	Ft. 78 0	In. 75 10	Ft. 75 1½	In. 26 4¾	.....	.....		
CSB	UP-C&NW	Bag.-Dorm.	.....	LA-103	1	A	Ft. 84 6	In. 82 4	Ft. 81 8	In. 35 7½	.....	.....		
do	UP-C&NW-SP	do	.....	SF-104	1	A	Ft. 84 6	In. 82 4	Ft. 81 8	In. 35 7½	.....	.....		
PB	UP-C&NW	Chair-Artic.	.....	LA-401	1	A	*72 0	In. 70 0	Ft. 66 0	.....	.....	.....		
do	UP-C&NW-SP	Chair	.....	SF-401	1	A	Ft. 84 6	In. 82 4	Ft. 78 4	.....	.....	.....		
do	UP-C&NW	Chair-Artic.	.....	LA-402	1	A	*72 0	In. 70 0	Ft. 66 0	.....	.....	.....		
do	UP	do	.....	CP-403	1	A	*69 5	In. 67 4	Ft. 66 8	.....	.....	.....		
do	do	do	.....	CP-404	1	A	#64 0	In. 62 2	Ft. 61 6	.....	.....	.....		
do	UP-C&NW	Chair	.....	LA-405	1	A	Ft. 84 9	In. 82 7	Ft. 78 3	.....	.....	.....		
do	do	do	.....	LA-406	1	A	Ft. 84 9	In. 82 7	Ft. 78 3	.....	.....	.....		
do	UP-C&NW-SP	do	.....	SF-407	1	A	#64 0	In. 62 2	Ft. 61 6	.....	.....	.....		
do	UP	do	.....	CP-408	1	A	#64 0	In. 62 2	Ft. 61 6	.....	.....	.....		
DA	UP	{Diner-Kit.-Artic.}	.....	CP-603	1	A	#64 0	In. 62 2	Ft. 61 6	.....	.....	.....		
do	UP	Diner-Artic.	.....	CP-604	1	A	#64 0	In. 62 2	Ft. 61 6	.....	.....	.....		
do	UP-C&NW-SP	{Diner-Kit.-Artic.}	.....	SF-605	1	A	*72 0	In. 70 0	Ft. 69 2	.....	.....	.....		
do	do	Diner-Artic.	.....	SF-606	1	A	*72 0	In. 70 0	Ft. 69 2	.....	.....	.....		
do	UP-C&NW	Kit.-Diner	.....	LA-607	1	A	Ft. 84 6	In. 82 4	Ft. 81 6	.....	.....	.....		
do	do	Diner	.....	LA-608	1	A	Ft. 84 6	In. 82 4	Ft. 81 6	.....	.....	.....		
do	UP-CN&W-SP	{Diner-Kit.-Artic.}	.....	SF-609	1	A	Ft. 72 0	In. 70 0	Ft. 68 11	.....	.....	.....		
do	do	Diner-Artic.	.....	SF-610	1	A	Ft. 72 0	In. 70 0	Ft. 68 11	.....	.....	.....		
do	UP-C&NW	Cafe-Lounge	.....	LA-611	1	A	Ft. 84 6	In. 82 4	Ft. 81 7	.....	.....	.....		
do	do	do	.....	LA-612	1	A	Ft. 84 6	In. 82 4	Ft. 81 7	.....	.....	.....		
do	do	Dorm.-Club	.....	LA-701	1	A	Ft. 84 6	In. 82 4	Ft. 81 8	.....	.....	.....		
do	UP-C&NW-SP	do	.....	SF-702	1	A	Ft. 84 6	In. 82 4	Ft. 81 6	.....	.....	.....		
do	UP-C&NW	Club	.....	LA-703	1	A	Ft. 84 9	In. 82 7	Ft. 78 3	.....	.....	.....		
do	UP-C&NW-SP	do	.....	SF-704	1	A	Ft. 84 9	In. 82 7	Ft. 78 2	.....	.....	.....		

Explanatory notes on page 288.

UNION PACIFIC RAILROAD COMPANY

Length of Compartments			Width Over Hand Holds	Height To Top Of Carline	Trucks		Heat		Electric Light	Storage Battery	Inside-Vestibule	Toilets	End Doors	Passenger Seating Capacity	Remarks
Passenger Compartment	Auxiliary Compartment	Dormitory Compartment			No. of Wheels	Journals	Make of Air Conditioning	Steam							
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	
.....	18 11½	.....	10 6¾	12 8	4 S	6½x12 6x11	...	✓	✓	✓	1 2	.....	4 Large Side Doors.		
.....	18 11½	.....	10 6¾	12 8	4 S	6½x12 6x11	...	✓	✓	✓	1 2	.....	do		
.....	20 6¾	.....	10 6¾	12 8	4 S	6½x12 6x11	...	✓	✓	✓	1 2	.....	do		
.....			10 6¾	12 8	4 S	6x11	...	✓	✓	...	1 2	.....	{ 2 Large and small side doors		
46 2			10 6¾	12 8	4 S	5x9 6½x12	X1	✓	✓	✓	1 2	2 50			
46 2			10 6¾	12 8	4 S	5x9 6½x12	do	✓	✓	✓	1 2	2 50			
46 2			10 6¾	12 8	4 S	5x9 6½x12	do	✓	✓	✓	1 2	2 50			
46 2			10 6¾	12 8	4 S	5x9 6½x12	do	✓	✓	✓	1 2	2 50			
32 0½			10 6¾	12 8	4 S	6x11	do	✓	✓	✓	.....	40	{ 2 Large Side Doors.		
24 4¾			10 6½	12 8	4 S	5x9 6x11	do	✓	✓	✓	3 2	32			
.....	30 2	27 2½	10 6¾	13 11	6 S	6½x12	do	✓	✓	✓	3 2	.....	do		
.....	30 2	27 2½	10 6¾	13 11	6 S	6½x12	do	✓	✓	✓	3 2	.....	do		
.....	20 6½	28 0½	10 6¾	12 8	4 S	6½x12 6x11	do	✓	✓	✓	2 2	.....	do		
.....		45 11	10 6¾	13 6	4 S	6x11	X2	✓	✓	✓	4 2	.....	do		
47 6		45 11	10 6¾	13 6	4 S	6x11	do	✓	✓	✓	4 2	.....	do		
.....			10 6¾	13 6	4 S	6x11	do	✓	✓	✓	1 2	2 52			
50 11½			10 6¾	13 6	4 S	6x11	X1	✓	✓	✓	1 2	2 54			
47 6			10 6¾	13 6	4 S	6x11	X2	✓	✓	✓	1 2	2 52			
33 11			10 2½	11 4½	4 S	5x9 6x11	X1	✓	✓	✓	1 3	2 40			
38 3¾			10 2½	11 4½	4 S	6x11	do	✓	✓	✓	1 2	2 48			
44 0½			10 6¾	13 6	4 S	6x11	X2	✓	✓	✓	1 2	2 48			
44 0½			10 6¾	13 6	4 S	6x11	do	✓	✓	✓	1 2	2 48			
38 5¾			10 6¾	13 6	4 S	6x11	do	✓	✓	✓	1 2	2 48			
38 5¾			10 2½	11 4½	4 S	6x11	X1	✓	✓	✓	1 2	2 48			
27 0¼			10 2½	11 4½	4 S	6½x12 6x11	do	✓	✓	✓	.....	2 32			
51 2¼				11 4½	4 S	6½x12 6x11	do	✓	✓	✓	.....	2 60			
26 7½			10 6¾	13 6	4 S	6½x12 6x11	do	✓	✓	✓	.....	1 32			
57 8			10 6¾	13 6	4 S	6½x12 6x11	do	✓	✓	✓	.....	1 68			
44 3			10 6¾	13 6	4 S	6x11	X2	✓	✓	✓	.....	2 56			
44 3			10 6¾	13 6	4 S	6x11	do	✓	✓	✓	.....	2 56			
25 7½			10 6¾	13 6	4 S	6x11	do	✓	✓	✓	.....	1 32			
50 5½			10 6¾	13 6	4 S	6x11	do	✓	✓	✓	.....	1 64			
51 6½			10 6¾	13 6	4 S	6x11	do	✓	✓	✓	.....	2 44			
51 6½			10 6¾	13 6	4 S	6x11	do	✓	✓	✓	.....	2 44			
44 6		27 0	10 6¾	13 6	4 S	6x11	do	✓	✓	✓	7 2	35			
44 6		27 0	10 6¾	13 6	4 S	6x11	do	✓	✓	✓	7 2	28			
44 0			10 6¾	13 6	4 S	6x11	do	✓	✓	✓	1 2	2 30			
51 6			10 6¾	13 6	4 S	6x11	do	✓	✓	✓	1 2	2 35			

Explanatory notes on page 288.

STREAMLINE PASSENGER EQUIPMENT—Concluded

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S.-S. U.-W. or A.	Length			Length of Compartments	
			From	To			Pulling Face Over Couplers	Over End Sills	Inside	Baggage End	Mail End
	UP-C&NW	Obs.-Lounge	.....	LA-901	1	A	Ft. In. 83 11½	Ft. In. 82 4	Ft. In. 81 4	.....	.....
	UP-C&NW-SP	do	.....	SF-901	1	A	83 11½	82 4	81 4	.....	.....
	UP	{Obs.-L'ge.-Artic.	.....	CP-902	1	A	*77 7	75 10	74 5½	.....	.....
	do	{Diner-L'ge.-Artic.	.....	M-10301	1	A	#64 0	62 2	61 6	.....	.....
DB	do	{Coach-Buf.-Artic.	.....	M-10404	1	A	*71 11	71 0	70 4	.....	.....
MB	do	{Auxil.-Mail-Bag.-Artic.	.....	M-12201	1	A	*71 0	68 11	.....	23 0½	31 1
CSA	do	{Bag.-Dorm.-Kit.-Artic.	.....	M-12760	1	A	#64 0	62 2	.....	19 3¼	.....

Notes—

*Pulling Face of Coupler to Center Line Articulation.

#Truck Centers Articulated.

X1—Pullman.

X2—Waukesha-Pullman

UNION PACIFIC RAILROAD COMPANY

Length of Compartments			Width Over Hand Holds	Height To Top Of Carline	Trucks		Heat		Storage Battery	Inside-Vestibule	Toilets	End Doors	Passenger Seating Capacity	Remarks
Passenger Compartment	Auxiliary Compartment	Dormitory Compartment			No. of Wheels	Journals	Make of Air Conditioning	Steam						
Ft. In. 50 8	Ft. In.	Ft. In.	Ft. In. 10 6½	Ft. In. 13 6	4 S	6x11	X2	✓	✓	✓	✓	2	2	36
50 8	.....	.....	10 6½	13 6	4 S	6x11	do	✓	✓	✓	✓	2	2	36
48 0½	.....	.....	10 2½	11 4½	4 S	6x11	X1	✓	✓	✓	✓	1	2	41
51 2¼	.....	.....	.....	11 4½	4 S	6x11	do	✓	✓	✓	✓	2	57	
32 3¼	.....	.....	10 2½	11 4½	4 S	6x11	do	✓	✓	✓	✓	1	2	38
.....	14 3¾	.....	10 2½	11 4½	4 S	6x11	.....	✓	✓	✓	✓	1	2	.....
.....	.....	19 6	10 2½	11 4½	4 S	6½x12	.....	✓	✓	✓	✓	1	2	.....
.....	.....	.....	10 2½	11 4½	4 S	6½x12	.....	✓	✓	✓	✓	1	2	.....

{2 Large and 2 small side doors.
2 Large side doors.

PASSENGER EQUIPMENT—MOTOR CARS AND TRAILERS

A. A. R. Designation	Initials	Class	Numbers		Number in Equipment	Steel—S. U.— Wood	Length			Length of Compartments							
			From	To			Over Buffers	Over End Sills	Inside	Baggage End	Mail End Smoking Room		Passenger				
											Ft.	In.					
ED...	UP.....	Motor.....	M-4	M-5	2		Ft.In.	Ft.In.	Ft.In.	Ft.	In.	Ft.	In.	Ft.	In.		
do..	do.....	do.....		M-9	1			70	0	69	5	24	11	#9	0	19	0
do..	do.....	do.....		M-11	1			70	0	69	5	24	11	#9	0	19	0
do..	do.....	do.....		M-15	1			55	2	54	7	25	5			12	9
do..	do.....	do.....		M-16	1			70	0	69	8	24	10	#9	1	18	11
do..	do.....	do.....		M-18	1			70	0	69	8	16	9 1/4	#8	0 1/2	28	1
do..	do.....	do.....		M-20	1			70	0	69	8	24	10	#9	0 3/4	19	0
do..	do.....	do.....		M-21	1			55	2	54	10			#11	0	25	5
do..	do.....	do.....		M-22	1			70	0	69	8			#9	1	18	11
do..	do.....	do.....		M-23	1			70	0	69	8	24	10	#9	0 3/4	19	0
do..	do.....	do.....		M-24	1			70	0	69	5	38	3 1/2	#15	0		
do..	do.....	do.....		M-25	1			70	0	69	5	37	10	#15	0		
do..	do.....	do.....		M-28	1			70	0	69	8	16	9 1/2	#8	0 1/2	28	1
do..	do.....	do.....		M-29	2			55	2	54	7	12	9			25	5
do..	do.....	do.....		M-30	1			62	0	61	4			#13	7 3/4	25	10
do..	do.....	do.....		M-31	1			72	0	67	10			#20	5	35	0
do..	do.....	do.....		M-32	1			72	0	67	10			#20	5	35	0
do..	do.....	do.....		M-33	2			72	0	67	10			#20	5	35	0
do..	do.....	do.....		M-34	1			72	0	67	10			#20	5	35	0
do..	do.....	do.....		M-35	1			72	0	67	10			#16	6	35	9
do..	do.....	do.....		M-36	1			71	0	66	10			#16	6	35	9
do..	do.....	do.....		M-37	2			71	0	66	10			#16	6	35	9
do..	do.....	do.....		M-39	1			71	0	66	10			#16	6	35	9
do..	do.....	do.....		M-40	2			73	0	68	2	23	6 1/2	#13	8 1/2	19	7 1/2
do..	OSL.....	do.....		M-60	1			70	0	69	8	17	10 1/2	#7	0	28	1
do..	do.....	do.....		M-61	1			72	0	67	10	22	6	*15	2	11	8
do..	do.....	do.....		M-65	1									#8	9		
do..	do.....	do.....		M-66	1	S		72	0	67	10	22	6	*15	2	11	8
do..	do.....	do.....		M-67	1	S		72	0	67	10	22	6	*15	2	11	8
do..	do.....	do.....		M-68	1	S		72	0	67	10	22	6	*15	2	11	8
do..	do.....	do.....		M-69	1									#8	9		
do..	do.....	do.....		M-70	2	S		73	0	68	2			#17	6	36	0
do..	OWR&N..	do.....		M-76	1	S		55	2	54	10	12	9			25	5
do..	do.....	do.....		M-83	1	S		70	0	69	8	16	9 1/2	#8	0 1/2	28	1
do..	do.....	do.....		M-98	1	S		72	0	67	10	25	5	*15	2	8	9
do..	do.....	do.....		M-99	1									#8	9		
do..	do.....	do.....		M-100	1	S		72	0	67	10	28	11	#8	9	20	5
do..	LA&SL...	do.....		M-111	1	S		70	0	69	5	15	7			37	5
do..	StJ&GI...	do.....			1	S		70	0	69	8			*16	9 1/2	28	1
do..	do.....	do.....			1									#8	0 1/2		
MB..	UP.....	Motor Trlr..	T-10	T-15	6	S		71	0	69	8	54	6	*15	1		
do..	do.....	do.....	T-16	T-17	2	S		71	0	69	8	39	5	*30	2		
PB..	do.....	do.....	T-18	T-19	2	S		50	0	49	8			*15	9 3/4	25	5
do..	OSL.....	do.....		T-50	1	S											
BA..	do.....	do.....		T-51	1			31	0	30	6	30	6				
do..	do.....	do.....		T-52	1	S		31	6	30	5	14	1 1/4	*16	3		
do..	do.....	do.....	T-53	T-54	2			71	0	69	8	54	6	*15	1		

UNION PACIFIC RAILROAD COMPANY

Width over Side Sills		Height Over Roof		Trucks No of Wheels		Journ- als		Average Light Weight		Heat		Light					Vestibule		Seating Capacity	End Doors	Drive		H.P. of Eng. in 100's		Fuel		
										Steam	Heater	Electric	Pintsch	Acetylene	Gas Tanks	Air System	Oil	Ond. Cables			Sig. Batt.	Open Plat.	Wide	Narrow	Mechanical	Electric	Side Doors	Baggage	Butane	Distillate	Gasoline
Ft.	In.	Ft.	In.	Ft.	In.	Steel	Wood	Large	Small	Lbs.									Toilets								
9 8	11 9 1/4	4	2	6	79,700														2	38			2	3	2	2	
9 8	11 9 1/4	4	2	6	79,160														2	38			2	3	2	2	
9 8	12 2 1/4	4	2	6	76,700														2	38			2	3	2	2	
9 8	11 9 1/4	4	2	6	90,600														2	38			2	3	2	2	
9 8	11 9 1/4	4	2	6	86,800														2	38			2	3	2	2	
9 8	11 9 1/4	4	2	6	81,720														2	38			2	3	2	2	
9 8	12 2 1/4	4	2	6	71,300														2	38			2	3	2	2	
9 8	11 9 1/4	4	2	6	113,500														2	38			2	3	2	2	
9 8	11 9 1/4	4	2	6	80,260														2	38			2	3	2	2	
9 8	11 9 1/4	4	2	6	107,200														2	38			2	3	2	2	
9 8	11 9 1/4	4	2	6	101,800														2	38			2	3	2	2	
9 8	12 2 1/4	4	2	6	83,400														2	38			2	3	2	2	
9 8	12 2 1/4	4	2	6	72,000														2	38			2	3	2	2	
9 8	11 9 1/4	4	2	6	96,400														2	38			2	3	2	2	
9 9 1/2	12 4 3/4	4	2	8	105,440														2	38			2	3	2	2	
9 9 1/2	12 4 3/4	4	2	8	105,080														2	38			2	3	2	2	
9 9 1/2	12 4 3/4	4	2	8	103,000														2	38			2	3	2	2	
9 9 1/2	12 4 3/4	4	2	8	114,300														2	38			2	3	2	2	
9 9 1/2	12 9 1/4	4	2	8	123,400														2	38			2	3	2	2	
9 9 1/2	12 9 1/4	4	2	8	111,250														2	38			2	3	2	2	
9 9 1/2	12 9 1/4	4	2	8	120,000														2	38			2	3	2	2	
9 6	12 8 1/4	4	2	8	120,000														2	38			2	3	2	2	
9 8	11 9 1/4	4	2	8	73,740														2	38			2	3	2	2	
9 9 1/2	12 4 3/4	4	2	8	75,100														2	38			2	3	2	2	
9 9 1/2	12 4 3/4	4	2	8	111,840														2	38			2	3	2	2	
9 9 1/2	12 4 3/4	4	2	8	112,100														2	38			2	3	2	2	
9 9 1/2	12 4 3/4	4	2	8	107,160														2	38			2	3	2	2	
9 9 1/2	12 4 3/4	4	2	8	107,880														2	38			2	3	2	2	
9 6	12 8 1/4	4	2	8	114,650														2	38			2	3	2	2	
9 8	12 9 1/4	4	2	8	65,800														2	38			2	3	2	2	
9 8	12 9 1/4	4	2	8	73,600														2	38			2	3	2	2	
9 9 1/2	12 5 1/4	4	2	8	115,780														2	38			2	3	2	2	
9 9 1/2	12 4 3/4	4	2	8	112,880														2	38			2	3	2	2	
9 8	11 9 1/4	4	2	8	78,100														2	38			2	3	2	2	
9 8	11 9 1/4	4	2	8	85,000														2	38			2	3	2	2	
9 9 1/2	12 9 1/4	4	2	8	76,460														2	38			2	3	2	2	
9 9 1/2	12 9 1/4	4	2	8	76,750														2	38			2	3	2	2	
9 8	12 2 1/4	4	2	8	50,820														2	38			2	3	2	2	
9 8	12 3 1/4	4	2	8	25,100														2	38			2	3	2	2	
9 8	12 8 1/4	4	2	8	40,900														2	38			2	3	2	2	
9 9 1/2	12 9 1/4	4	2	8	76,700														2	38			2	3	2	2	

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S-S, U-W, or A.	Length						Length of Compartments			Width Over Side Sills		
			From	To			Over Buffers		Over End Sills		Inside	(a) Baggage End	(b) Mail End	(c) Passenger End	(d) Smoking Room			
							Ft.	In.	Ft.	In.								Ft.	In.	Ft.	In.
DA	OSL	Diner	218	219	2	2												
do	OWR&N	do	263	264	2	2												
do	UP	do	343	348	6	1												
do	do	do	353	353	1	6												
do	do	do	357	358	2	2												
PB	do	Chair	402	415	14	2												
do	do	do	416	421	6	1												
do	do	do	424	424	1	6												
do	do	do	426	427	2	2												
do	do	do	429	429	1	1												
do	do	do	432	432	1	2												
do	do	do	433	434	2	1												
do	do	do	436	436	1	1												
do	do	do	437	441	5	1												
do	do	do	500	510	11	3												
do	do	do	511	523	13	3												
PA	OSL	Coach	647	647	1	1	W	67	8 3/4	60	0	59	6					
do	do	do	654	654	1	1	W	67	8 3/4	59	10	59	5 3/8					
do	do	do	656	668	13	17	W	67	8 3/4	59	10	59	5 3/8					
do	do	do	669	685	17	13	W	67	8 3/4	59	10	59	5 3/8					
do	do	do	686	688	3	3	W	67	8 3/4	59	10	59	5 3/8					
do	do	do	689	691	3	3	W	67	8 3/4	59	10	59	5 3/8					
do	do	do	692	693	2	2	W	67	8 3/4	56	10	59	5 3/8					
do	do	do	694	701	8	8	W	67	8 3/4	59	10	59	5 3/8					
do	do	do	702	702	1	1	W	67	8 3/4	59	10	59	5 3/8					
do	do	do	703	706	4	3	W	67	8 3/4	59	10	59	5 3/8					
do	do	Chair	707	711	5	5	W	79	3	70	0							
PC	do	Parlor	799	799	1	1	SU											
PB	OWR&N	Coach	848	848	1	1	W	67	11 1/4	60	0	59	4 1/2	(d)	17	6		
do	do	do	861	867	7	7	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	868	869	2	2	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	870	870	1	1	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	872	872	1	1	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	873	873	1	1	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	875	885	11	11	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	886	886	1	1	W	68	0 1/4	59	10	59	5 3/8	(d)	17	5 3/8		
do	do	do	887	887	1	1	W	68	0 1/4	59	10	59	5 3/8	(d)	17	5 3/8		
do	do	do	888	891	4	4	W	68	0 1/4	59	10	59	5 3/8	(d)	11	6 3/4		
do	do	do	892	892	1	1	W	68	0 1/4	53	10	59	5 3/8	(d)	17	5 3/8		
do	do	do	893	902	10	10	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	903	903	1	1	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	904	907	4	4	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	908	913	6	6	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	914	914	1	1	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	915	916	2	2	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	917	917	1	1	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	918	920	3	3	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	921	921	1	1	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	923	923	1	1	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	925	927	3	3	W	68	0 1/4	59	10	59	5 3/8					
do	do	do	980	981	2	2	W	78	5 1/2	70	0	69	7 1/4	(d)	18	5		
do	do	do	983	984	2	2	W	78	5 1/2	70	0	69	7 1/4	(d)	6	8 1/4		
PC	do	Parlor	993	994	2	2	W	83	8	75	0 3/4	61	6	(d)	16	2		
do	do	do	995	996	2	2	W	77	11	70	0	69	7 1/4					
PB	UP	Chair	1051	1051	1	1	W	68	3 1/2	59	10	59	5 3/8	(d)	6	9		
do	do	do	1055	1056	2	2	W	68	3 1/2	59	10	59	5 3/8	(d)	6	9		
do	do	do	1058	1059	2	2	W	68	3 1/2	59	10	59	5 3/8	(d)	6	9		
do	do	do	1061	1063	3	3	W	68	3 1/2	59	10	59	5 3/8	(d)	6	9		
do	do	do	1066	1068	3	3	W	68	3 1/2	59	10	59	5 3/8	(d)	6	9		
do	do	do	1071	1074	4	4	W	68	3 1/2	59	10	59	5 3/8	(d)	6	9		
do	do	do	1076	1080	5	5	W	68	3 1/2	59	10	59	5 3/8	(d)	6	9		
do	do	do	1083	1085	3	3	W	68	3 1/2	59	10	59	5 3/8	(d)	6	9		
do	do	do	1086	1087	2	2	W	68	3 1/2	59	10	59	5 3/8	(d)	6	9		
do	do	do	1088	1088	1	1	W	68	3 1/2	59	10	59	5 3/8	(d)	6	9		
do	do	do	1089	1089	1	1	W	68	3 1/2	59	10	59	5 3/8	(d)	6	9		
do	do	do	1090	1092	3	3	W	68	3 1/2	59	10	59	5 3/4	(d)	7	6		
do	do	do	1094	1099	6	6	W	68	3 1/2	59	10	59	5 3/4	(d)	7	6		
do	do	do	1100	1100	1	1	W	68	3 1/2	59	10	59	5 3/4	(d)	7	6		

Explanatory Notes on page 304.

[illegible]

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S. S. U. W. or A.	Length						Length of Compartments				Width Over Side Sills	
			From	To			Over Buffers		Over End Sills		Inside	(a) Baggage End	(b) Mail End	(c) Passenger End	(d) Smoking Room			
PB	UP	Chair	1101	1103	3	2	U	68	3 1/2	59	10	59	5 1/4	(d)	7	6	9	9 1/2
do	do	do	1104	1105	2	2	U	68	3 1/2	59	10	59	5 1/4	(d)	7	6	9	9 1/2
do	do	do	1106	1114	9	2	U	68	3 1/2	59	10	59	5 1/4	(d)	7	6	9	9 1/2
do	do	do	1115	1116	2	2	U	68	3 1/2	59	10	59	5 1/4	(d)	7	6	9	9 1/2
do	do	do	1117	1119	3	2	U	68	3 1/2	59	10	59	5 1/4	(d)	7	6	9	9 1/2
do	do	do	1120	1129	10	3	U	68	3 1/2	59	10	59	5 1/4	(d)	7	6	9	9 1/2
do	do	do	1200	1208	9	2	U	78	5 1/2	70	0	69	7 1/4	(d)	7	5 1/4	9	9 1/2
do	do	do	1220	1231	12	9	U	79	3	70	0	69	6 1/4				9	9 1/2
do	do	do	1232	1248	17	7	U	79	3	70	0	69	6 1/4				9	9 1/2
do	do	do	1249	1259	11	7	U	79	3	70	0	69	6 1/4				9	9 1/2
do	do	do	1260	1269	10	2	U	82	11 1/2	73	11 7/8	73	3 3/4	(d)	14	10 1/2	9	9 1/2
do	OSL	do	1327	1328	2	2	U	68	3 3/4	59	10	59	5 1/2				9	9 1/2
do	do	do	1329	1330	2	2	U	68	3 3/4	59	10	59	5 1/2				9	9 1/2
do	do	do	1331	1333	3	1	U	68	3 3/4	59	10	59	5 1/2				9	9 1/2
do	do	do	1335	1334	4	1	U	68	3 3/2	59	10	59	5 1/2				9	9 1/2
do	do	do	1338	1333	2	2	U	68	3 3/2	59	10	59	5 1/2				9	9 1/2
do	do	do	1339	1340	2	2	U	68	3 3/2	59	10	59	5 1/2	(d)	7	6	9	9 1/2
do	do	do	1341	1343	3	2	U	68	3 3/2	59	10	59	5 1/2	(d)	7	6	9	9 1/2
do	OWR&N	do	1405	1406	2	2	U	68	3 3/2	59	10	59	5 1/2	(d)	6	9	9	9 1/2
do	do	Cafe-Obs.	1500	1506	7	2	U	81	6 1/2	72	6	69	0				9	9 1/2
PO	UP	Clb.-Lge.	1521	1523	2	2	U	81	11 1/2	75	5	78	2 1/2				9	9 1/2
do	do	do	1524	1525	1	1	U	81	11 1/2	75	5	78	2 1/2				9	9 1/2
do	do	do	1526	1526	1	1	U	81	11 1/2	75	5	78	2 1/2				9	9 1/2
do	do	do	1527	1527	1	1	U	81	11 1/2	75	5	78	2 1/2				9	9 1/2
do	do	do	1528	1529	2	2	U	81	11 1/2	75	5	78	2 1/2				9	9 1/2
do	do	do	1530	1530	1	1	U	81	11 1/2	75	5	78	2 1/2				9	9 1/2
do	do	do	1531	1531	1	1	U	81	11 1/2	75	5	78	2 1/2				9	9 1/2
do	do	do	1532	1533	2	2	U	81	11 1/2	75	5	78	2 1/2				9	9 1/2
do	do	do	1534	1534	1	1	U	81	11 1/2	75	5	78	2 1/2				9	9 1/2
do	do	do	1535	1535	1	1	U	81	11 1/2	75	5	78	2 1/2				9	9 1/2
do	do	do	1537	1538	2	2	U	81	11 1/2	75	5	78	2 1/2				9	9 1/2
do	do	Obs.	1539	1539	1	1	U	81	11 1/2	75	5	71	10 1/4	(d)	25	2 1/2	9	9 1/2
do	do	Clb.-Lge.	1540	1544	5	5	U	82	11 1/2	79	8 1/2	79	2 1/4	(d)	20	3	9	9 1/2
do	do	do	1545	1546	2	2	U	82	11 1/2	79	8 1/2	79	2 1/4	(d)	20	3	9	9 1/2
do	do	do	1547	1549	3	3	U	82	11 1/2	79	8 1/2	79	2 1/4	(d)	20	3	9	9 1/2
do	do	do	1550	1550	1	1	U	82	11 1/2	76	5 1/2	79	3 3/8				9	9 1/2
do	do	do	1551	1554	4	4	U	82	11 1/2	76	5 1/2	79	3 3/8				9	9 1/2
do	do	do *	1555	1555	1	1	S	82	11 1/2	76	5 1/2	79	3 3/8				9	9 1/2
do	do	do	1556	1557	2	2	S	82	11 1/2	76	5 1/2	79	3 3/8				9	9 1/2
do	LA&SL	Obs.	1563	1567	5	5	S	82	11 1/2	76	5 1/2	72	10 1/2	(d)	20	3	9	9 1/2
do	OWR&N	Cafe-Obs.	1590	1590	1	1	S	81	6 1/2	72	6	69	0				9	9 1/2
do	do	do	1591	1591	1	1	S	81	6 1/2	72	6	69	0				9	9 1/2
BE	UP	Baggage	1650	1655	6	5	S	63	6 1/2	60	1 1/2	60	1 1/2	(a)	60	1 1/2	9	9 1/2
BA	do	do	1694	1695	2	2	W											
BE	do	Baggage	1700	1703	4	4	S	63	6 1/2	60	1 1/2	60	1 1/2	(a)	60	1 1/2	9	9 1/2
do	do	do	1704	1706	3	3	S	63	6 1/2	60	1 1/2	60	1 1/2	(a)	60	1 1/2	9	9 1/2
do	do	do	1707	1708	2	2	S	63	6 1/2	60	1 1/2	60	1 1/2	(a)	60	1 1/2	9	9 1/2
MR	do	Po'l-Str'g.	1709	1725	17	17	S	63	6 1/2	60	1 1/2	60	1 1/2	(b)	60	1 1/2	9	9 1/2
BE	do	Baggage	1729	1730	2	2	S	63	6 1/2	60	1 1/2	60	1 1/2	(a)	60	1 1/2	9	9 1/2
do	do	do	1734	1737	4	4	S	72	5 1/2	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 1/2
do	do	do	1738	1758	21	21	S	72	5 1/2	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 1/2
BH	do	{ Horse-Bag.-Auto }	1759	1768	10	10	S	77	7 1/2	74	2 1/2	73	10 1/2	(a)	73	10 1/2	9	9 1/2
BE	do	Baggage	1769	1783	15	15	S	72	7 1/2	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 1/2
BH	do	{ Horse-Bag.-Auto }	1784	1785	2	2	S	77	7 1/2	74	2 1/2	73	10 1/2	(a)	73	10 1/2	9	9 1/2
do	do	do	1786	1786	1	1	S	77	7 1/2	74	2 1/2	73	10 1/2	(a)	73	10 1/2	9	9 1/2
do	do	do	1787	1788	2	2	S	77	7 1/2	74	2 1/2	73	10 1/2	(a)	73	10 1/2	9	9 1/2

Explanatory notes on page 304.

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks		Make of Air Conditioning	Heat			Light				Vest- ibule	Seating Capac- ity			Average Light Weight	Remarks	
	No. of Wheels S. or W.	Journal		Steam	Heater	Stove	Electric	Pintach Gas Generator	Oil	Elec. Train Line Cells-Sig. Batt.		Open Platform	Wide	Toilets			Main Compartment	Smoking Room
Ft. In.																	
14 0	4 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	48	8	104,500		
14 0	4 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	48	8	104,500		
14 0	4 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	48	8	104,500		
14 0	4 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	48	8	104,500		
14 0	4 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	48	8	104,500		
14 0	4 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	48	8	104,500		
14 0	6 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	48	8	104,500		
14 0	6 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	60	8	104,500		
14 0	6 S	5x9	X3	✓	..	✓	..	..	..	..	..	2	48	..	160,700		
14 0	6 S	5x9	do	✓	..	✓	..	..	..	..	..	2	44	..	159,400		
14 0	6 S	5x9	X1	✓	..	✓	..	..	..	..	..	2	44	..	152,900		
14 0	4 S	5x9	do	✓	..	✓	..	..	..	..	..	2	62	10	159,200		
14 0	4 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	56	..	.....		
14 0	4 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	56	..	.....		
14 0	4 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	56	..	.....		
14 0	4 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	56	..	.....		
14 0	4 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	48	8	104,500		
14 0	4 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	48	8	104,500		
14 0	4 S	5x9	.....	✓	..	✓	..	..	..	..	..	2	48	8	104,500		
14 8¾	6 S	5x9	.....	✓	..	✓	..	..	..	1	*1	{1+22}	+15	..	.....		
14 10	6 S	5x9	X1	✓	..	✓	..	..	..	..	..	1	38	..	163,200		
14 10	6 S	5x9	do	✓	..	✓	..	..	..	..	..	1	38	..	163,700		
14 10	6 S	5x9	do	✓	..	✓	..	..	..	..	..	1	38	..	163,700		
14 10	6 S	5x9	do	✓	..	✓	..	..	..	..	..	1	38	..	163,700		
14 10	6 S	5x9	do	✓	..	✓	..	..	..	..	..	1	38	..	163,700		
14 10	6 S	5x9	do	✓	..	✓	..	..	..	..	..	1	38	..	163,700		
14 10	6 S	5x9	do	✓	..	✓	..	..	..	..	..	1	38	..	163,700		
14 10	6 S	5x9	do	✓	..	✓	..	..	..	..	..	1	38	..	159,200		
14 8	6 S	5x9	do	✓	..	✓	..	..	..	..	..	2	42	..	161,500		
14 10	6 S	5x9	do	✓	..	✓	..	..	..	..	..	..	38	..	163,200		
14 8	6 S	5x9	do	✓	..	✓	..	..	..	..	..	..	42	..	161,500		
14 0	6 S	5x9	do	✓	..	✓	..	..	..	1	..	1	16	19	.....		
14 10	6 S	5x9	do	✓	..	✓	..	..	..	..	..	1	22	14	147,500		
14 10	6 S	5x9	do	✓	..	✓	..	..	..	..	..	1	22	14	147,500		
14 10	6 S	5x9	do	✓	..	✓	..	..	..	..	..	1	22	14	147,500		
14 0	6 S	5x9	do	✓	..	✓	..	..	..	..	..	1	40	..	.....		
14 10	6 S	5x9	do	✓	..	✓	..	..	..	..	..	{1+16}	+20	..	169,400		
14 0	6 S	5x9	do	✓	..	✓	..	..	..	..	..	1	40	..	.....		
14 10	6 S	5x9	do	✓	..	✓	..	..	..	..	..	{1+10}	+20	..	169,400		
14 0	6 S	5x9	do	✓	..	✓	..	..	✓	1	..	1	14	..	.....		
14 8¾	6 S	5x9	.....	✓	..	✓	..	..	✓	1	*1	{1+22}	+15	16	.....		
14 8¾	6 S	5x9	.....	✓	..	✓	..	..	✓	1	*1	{1+22}	+15	..	.....		
14 0	6 S	5x9	.....	✓	..	✓	..	..	✓	1	*1	{1+22}	+15	..	.....		
14 0	6 S	5x9	.....	✓	..	✓	..	..	✓	..	..	..	..	..	.....	4 Large Side Doors— Stripped for Maga- zine shipments.	
14 0	6 W	5x9	.....	✓	..	1	✓	..	✓	..	..	1	..	..	.....	4 Large Side Doors.	
14 0	4 S	5x9	.....	✓	..	1	✓	..	✓	..	..	1	..	..	.....	do	
14 0	6 S	5x9	.....	✓	..	1	✓	..	✓	..	..	1	..	..	.....	do	
14 0	6 S	5x9	.....	✓	..	1	✓	..	✓	..	..	1	..	..	.....	do	
14 0	6 S	5x9	.....	✓	..	1	✓	..	✓	..	..	1	..	..	108,470	2 Large and 2 Large Double Side Doors.	
14 0	6 S	5x9	.....	✓	..	1	✓	..	✓	..	..	1	..	..	134,000	6 Large Side Doors, 1 Large End Door, 24 Removable Stalls.	
14 0	6 S	5x9	.....	✓	..	1	✓	..	✓	..	..	1	..	..	.....	2 Large and 2 Large Double Side Doors.	
14 3	6 S	5x9	.....	✓	..	✓	..	✓	✓	✓	✓	..	..	..	132,100	6 Large Side Doors, 1 Large End Door, 24 Removable Stalls.	
14 3	6 S	5x9	.....	✓	..	✓	..	✓	✓	✓	✓	1	..	..	132,100	do	
14 3	6 S	5x9	.....	✓	..	✓	..	✓	✓	✓	✓	1	..	..	132,100	do	

PASSENGER EQUIPMENT—Continued

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S-S. U-W. or A.	Length						Length of Compartments				Width Over Side Sills	
			From	To			Over Buffers		Over End Sills		Inside	Baggage End (a)	Mail End (b)	Passenger End (c)	Smoking Room (d)			
							Ft.	In.	Ft.	In.						Ft.			In.	Ft.	In.
BH	UP	Horse-Bag-Auto	1789	1793	5	S	77	7 1/2	74	2 1/2	73	10 3/4	(a)	73	10 3/4	9	9 1/2	
do	do	do	1794	1798	5	S	77	7 1/2	74	2 1/2	73	10 3/4	(a)	73	10 3/4	9	9 1/2	
BA	OSL	Baggage	1827	1827	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1828	1828	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1829	1833	5	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1835	1835	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1836	1836	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1837	1838	2	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1839	1839	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1840	1840	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1841	1845	5	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1846	1846	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1847	1847	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1848	1848	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1849	1849	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1850	1850	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1851	1851	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1852	1852	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1853	1855	3	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 1/2	
do	do	do	1856	1856	1	S	63	6 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 1/2	
do	do	do	1857	1857	1	S	63	6 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 1/2	
do	do	do	1858	1859	2	S	63	6 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 1/2	
do	do	do	1891	1891	1	S	63	6 1/2	60	1 1/2	60	0 1/2	(a)	60	0 1/2	9	9 1/2	
do	do	do	1893	1896	4	S	63	6 1/2	60	1 1/2	60	0 1/2	(a)	60	0 1/2	9	9 1/2	
do	do	do	1897	1897	1	S	63	6 1/2	60	1 1/2	60	0 1/2	(a)	60	0 1/2	9	9 1/2	
do	do	do	1919	1920	2	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1921	1922	2	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1923	1923	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1924	1924	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1925	1935	11	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 1/2	
do	do	do	1936	1937	2	S	63	6 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 1/2	
do	do	do	1938	1942	5	S	63	6 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 1/2	
do	do	do	1943	1943	1	S	63	6 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 1/2	
do	do	do	1944	1944	1	S	63	6 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 1/2	
do	do	do	1945	1945	1	S	63	6 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 1/2	
do	do	do	1946	1946	1	S	63	6 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 1/2	
do	do	do	1947	1948	2	S	63	3 3/2	60	1 1/2	60	0 1/2	(a)	60	0 1/2	9	9 1/2	
do	do	do	1949	1951	3	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 1/2	
MR	UP	Po'l-Str'g.	2010	2014	5	S	63	3 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 1/2	
MA	do	Postal	2021	2021	1	S			40	1	40	0	(a)	13	0			
MR	do	Po'l-Str'g.	2030	2034	5	S	63	6 1/2	60	1 1/2	60	0 1/2	(b)	60	0			
do	do	do	2035	2035	1	S	63	6 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 1/2	
do	do	do	2037	2046	10	S	63	6 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 1/2	
do	do	do	2048	2054	7	S	63	6 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 1/2	
MA	do	Postal	2055	2055	1	S	63	6 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 1/2	
do	do	do	2056	2056	1	S	63	6 1/2	60	1 1/2	60	1	(b)	60	1	9	9 1/2	
do	do	do	2057	2058	2	S	63	6 1/2	60	1 1/2	60	1	(b)	60	1	9	9 1/2	
MR	do	Po'l-Str'g.	2059	2059	1	S	63	6 1/2	60	1 1/2	60	1	(b)	60	1	9	9 1/2	
MA	do	Postal	2060	2060	1	S	63	6 1/2	60	1 1/2	60	1	(b)	60	1	9	9 1/2	
do	do	do	2061	2064	4	S	63	6 1/2	60	1 1/2	60	1	(b)	60	1	9	9 1/2	
do	do	do	2065	2065	1	S	63	6 1/2	60	1 1/2	60	1	(b)	60	1	9	9 1/2	
do	do	do	2066	2070	5	S	63	6 1/2	60	1 1/2	60	1	(b)	60	1	9	9 1/2	
MR	OSL	Po'l-Str'g.	2116	2116	1	S	63	6 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 1/2	
do	do	do	2119	2119	1	S	63	6 1/2	60	1 1/2	60	1	(b)	60	1	9	9 1/2	
MA	do	Postal	2120	2121	2	S	63	6 1/2	60	1 1/2	60	1	(b)	60	1	9	9 1/2	
do	do	do	2122	2122	1	S	63	6 1/2	60	1 1/2	60	1	(b)	60	1	9	9 1/2	
MR	OWR&N	Po'l-Str'g.	2151	2152	2	S	63	3 3/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 1/2	
do	do	do	2154	2154	1	S	63	3 3/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 1/2	
do	do	do	2157	2157	1	S	63	3 3/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 1/2	
MA	do	Postal	2158	2158	1	S	63	6 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 1/2	
do	do	do	2159	2160	2	S	63	6 1/2	60	1 1/2	60	1	(b)	60	1	9	9 1/2	
MB	STJ&GI	Bag.-Po'l	12	12	1	SU	74	5	73	9 1/2	69	9 1/2	(a)	39	3	10	4	
													(b)	30	3			

UNION PACIFIC RAILROAD COMPANY

[illegible]

PASSENGER EQUIPMENT—Continued

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S-S, U-W, or A.	Length						Length of Compartments				Width Over Side Sills	
			From	To			Over Buffers		Over End Sills		Inside	(a) Baggage End	(b) Mail End	(c) Passenger End	(d) Smoking Room			
MB	UP	Bag.-Po'l	.....	2230	1	S	Ft. 72	In. 5 7/8	Ft. 69	In. 0 7/8	Ft. 69	In. 0 3/4	(a) 39 0	(b) 30 0	(c) 30 0	(d) 30 0	9 9 1/2	
do	do	do		2232	2241	10	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 39 0	(b) 30 0	(c) 30 0	(d) 30 0	9 9 1/2
do	do	do	.....	2242	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 38 11 3/4	(b) 30 0 3/4	(c) 30 0 3/4	(d) 30 0 3/4	9 9 1/2	
do	do	do	.....	2243	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 38 11 3/4	(b) 30 0 3/4	(c) 30 0 3/4	(d) 30 0 3/4	9 9 1/2	
do	do	do		2244	2245	2	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 38 11 3/4	(b) 30 0 3/4	(c) 30 0 3/4	(d) 30 0 3/4	9 9 1/2
do	do	do	.....	2246	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 38 11 3/4	(b) 30 0 3/4	(c) 30 0 3/4	(d) 30 0 3/4	9 9 1/2	
do	do	do		2247	2251	5	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 53 11 1/2	(b) 15 1	(c) 15 1	(d) 15 1	9 9 1/2
do	do	do	.....	2252	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 53 11 1/2	(b) 15 1	(c) 15 1	(d) 15 1	9 9 1/2	
do	do	{ Kit.-Bag.-Po'l	.....	2253	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 43 11 1/2	(b) 15 1	(c) 15 1	(d) 15 1	9 9 1/2	
do	do		Bag.-Po'l	2254	2256	3	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 53 11 1/2	(b) 15 1	(c) 15 1	(d) 15 1	9 9 1/2
do	do	do		2257	2267	11	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 38 11 1/2	(b) 30 1	(c) 30 1	(d) 30 1	9 9 1/2
do	do	do	.....	2268	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 53 11 1/2	(b) 15 1	(c) 15 1	(d) 15 1	9 9 1/2	
do	do	{ Kit.-Bag.-Po'l	.....	2269	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 43 11 1/2	(b) 15 1	(c) 15 1	(d) 15 1	9 9 1/2	
do	do		Bag.-Po'l		2270	1	S	72	6 1/8	69	0 7/8	69	0 3/4	(a) 38 11 1/2	(b) 30 1 3/8	(c) 30 1 3/8	(d) 30 1 3/8	9 9 1/2
do	OSL	do	.....	2309	1	W	72	5 1/4	69	0	68	4 7/8	(a) 38 3 5/8	(b) 30 0	(c) 30 0	(d) 30 0	9 8	
do	do	do	.....	2314	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 38 11 1/2	(b) 30 1	(c) 30 1	(d) 30 1	9 9 1/2	
do	do	do	.....	2315	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 38 11 3/4	(b) 30 0 3/4	(c) 30 0 3/4	(d) 30 0 3/4	9 9 1/2	
do	do	do		2316	2325	10	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 38 11 3/4	(b) 30 0 3/4	(c) 30 0 3/4	(d) 30 0 3/4	9 9 1/2
do	do	do		2326	2329	4	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 38 11 3/4	(b) 30 0 3/4	(c) 30 0 3/4	(d) 30 0 3/4	9 9 1/2
do	do	do	.....	2330	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 38 11 3/4	(b) 30 0 3/4	(c) 30 0 3/4	(d) 30 0 3/4	9 9 1/2	
do	OWR&N	do		2350	2352	3	S	72	2 1/2	69	0 7/8	69	0 1/2	(a) 39 0	(b) 30 0	(c) 30 0	(d) 30 0	9 9 1/2
do	do	do	.....	2353	1	S	63	3 1/2	60	1 1/2	60	0 3/4	(a) 30 0 5/8	(b) 30 0	(c) 30 0	(d) 30 0	9 9 1/2	
do	do	do		2354	2355	2	S	63	3 1/2	60	1 1/2	60	0 3/4	(a) 30 0 5/8	(b) 30 0	(c) 30 0	(d) 30 0	9 9 1/2
do	do	do	.....	2356	1	S	63	3 1/2	60	1 1/2	60	0 3/4	(a) 30 0 5/8	(b) 30 0	(c) 30 0	(d) 30 0	9 9 1/2	
do	do	do		2357	2358	2	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 38 11 3/4	(b) 30 0 3/4	(c) 30 0 3/4	(d) 30 0 3/4	9 9 1/2
do	do	do		2359	2362	4	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 38 11 3/4	(b) 30 0 3/4	(c) 30 0 3/4	(d) 30 0 3/4	9 9 1/2
do	do	do		2363	2364	2	S	72	6 1/8	69	0 7/8	69	0 3/4	(a) 54 0 1/2	(b) 15 0	(c) 15 0	(d) 15 0	9 9 1/2
DPA	UP	Cafe-Lge.	.....	2449	1	S	80	11 1/2	72	6	74	6 1/4	.....	.....	.....	.....	9 9 1/2	
do	do	do		2450	2451	2	S	80	11 1/2	72	6	74	6 1/4					9 9 1/2
do	do	do	.....	2452	1	S	80	11 1/2	72	6	74	6 1/4	.....	.....	.....	.....	9 9 1/2	
do	do	do		2454	2456	3	S	80	11 1/2	72	6	74	6 1/4					9 9 1/2
do	do	Cafe-Lge.	.....	2460	1	S	80	11 1/2	72	6	74	6 1/4	.....	.....	.....	.....	9 9 1/2	
MS	do	Po'l-Co'h		2510	2515	6	S	64	2	59	10	59	7 1/2	(b) 30 0	(c) 29 6 5/8	(d) 26 10	(e) 28 1 1/2	9 9 1/2
CA	do	Bag.-Ch'r		2700	2701	2	S	68	3 1/2	59	10	59	5 1/2	(a) 26 10	(b) 28 1 1/2	(c) 28 1 1/2	(d) 28 1 1/2	9 9 1/2

Explanatory notes on page 304.

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks		Journal	Make of Air Conditioning	Heat		Light					Vest- ibule	Seating Capac- ity		Average Light Weight	Remarks	
	No. of Wheels S. or W.	Steam Heater			Stove	Electric	Pintch Gas Generator	Oil	Elec. Train Line Cells-Sig. Batt.	Open Platform	Wide		Toilets	Main Compartment			Smoking Room
Ft. In.																	
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	....	2 Large and 2 Small Side Doors		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	....	do		
14 0	6 S	5x9	....	✓	✓	✓	✓	✓	✓	✓	1	....	....	....	do		
14 0	6 S	5x9	....	✓	1	✓	✓	✓	✓	✓	2	....	....	123,950	do		
14 0	6 S	5x9	....	✓	✓	✓	✓	✓	✓	✓	1	....	....	....	do		
14 0	6 S	5x9	....	✓	1	✓	✓	✓	✓	✓	2	....	....	123,950	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	....	do		
14 0	6 S	5x9	....	✓	1	✓	✓	✓	✓	✓	2	....	....	....	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	....	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	126,000	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	....	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	130,000	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	....	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	....	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	....	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	....	do		
14 1½	6 W	5x9	....	✓	1	✓	✓	✓	✓	✓	2	....	....	....	do		
14 0	6 S	5x9	....	✓	✓	✓	✓	✓	✓	✓	1	....	....	....	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	123,950	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	123,950	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	123,950	do		
14 0	6 S	5x9	....	✓	1	✓	✓	✓	✓	✓	2	....	....	123,950	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	....	do		
14 0	4 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	....	do		
14 0	4 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	....	do		
14 0	4 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	....	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	123,950	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	123,950	do		
14 0	6 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	....	....	....	do		
15 2½	6 S	5x9	X4	✓	✓	✓	✓	✓	✓	✓	*1	+24 +18	....	166,300	2 Small Side Doors.		
15 2½	6 S	5x9	X5	✓	✓	✓	✓	✓	✓	✓	*1	+24 +18	....	157,000			
15 2½	6 S	5x9	do	✓	✓	✓	✓	✓	✓	✓	*1	+24 +18	....	154,100			
15 2½	6 S	5x9	X4	✓	✓	✓	✓	✓	✓	✓	*1	+24 +18	....	166,300			
15 2½	6 S	5x9	X4	✓	✓	✓	✓	✓	✓	✓	*1	+24 +18	....	166,300			
14 0	4 S	5x9	....	✓	1	✓	✓	✓	✓	✓	1	2 36	....	....	2 Large Side Doors.		
	4 S	5x9	....	✓	2	✓	✓	✓	✓	✓	2	3 30	....	....	2 Large Side Doors.		

PASSENGER EQUIPMENT—Continued

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S-S, U-W, or A.	Length						Length of Compartments				Width Over Side Sills	
			From	To			Over Buffers		Over End Sills		Inside	Baggage End (a) Mail End (b) Passenger (c) Smoking (d) Room	Length of Compartments					
							Ft.	In.	Ft.	In.			Ft.	In.	Ft.	In.		
CA	UP	Bag.-Ch'r	2724	2724	1	W	56	6½	55	7½	(a) 29	6	29	6	9	9½		
do	do	do	2741	2742	2	S	68	3½	59	10	59	5½	(a) 26	10½	9	9½		
do	do	do	2744	2744	1	S	68	3½	59	10	59	5½	(a) 28	1½	9	9½		
do	do	do	2745	2745	1	S	68	3½	59	10	59	5½	(a) 26	10	9	9½		
do	do	do	2746	2746	1	S	68	3½	59	10	59	5½	(a) 28	1½	9	9½		
do	do	do	2747	2749	3	S	68	3½	59	10	59	5½	(a) 26	10	9	9½		
CAD	do	Bag.-Buf.	2750	2754	5	S	80	11¼	75	0	75	0	(a) 27	8	9	9½		
do	do	do	2755	2756	2	S	80	11¼	75	0	75	0	(a) 27	8	9	9½		
CSB	do	Bag.-Dor.	2760	2766	7	S	72	5½	69	0½	68	11½	(a) 37	5½	9	9½		
PAS	do	Co'h-Dor.	2780	2780	1	S	79	3	70	0	69	7¼	(c) 32	6¾	9	9½		
do	do	Ch'r-Sl'p	2781	2781	1	S	79	3	70	0	69	7¼	(c) 29	3¾	9	9½		
do	do	Co'h-Sl'p	2782	2782	1	S	79	3	70	0	69	7¼	(c) 32	6¾	9	9½		
do	do	Ch'r-Sl'p	2783	2783	1	S	79	3	70	0	69	7¼	(c) 29	3¾	9	9½		
do	do	do	2784	2786	3	S	79	3	70	0	69	7¼	(c) 23	4¼	9	9½		
CA	OWR&N	Bag.-Co'h	2920	2921	2	W	68	1½	60	0	59	4½	(a) 15	11¼				
do	do	do	2922	2922	1	W	68	0	60	0	59	4½	(c) 31	8				
BA	UP	DC'H Su. Baggage	3000	3000	1	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3001	3001	1	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3002	3002	1	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3003	3004	2	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3005	3006	2	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3007	3007	1	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3008	3009	2	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3010	3010	1	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3011	3011	1	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3012	3012	1	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3013	3013	1	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3014	3015	2	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3016	3017	2	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3018	3018	1	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3019	3020	2	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3021	3022	2	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3024	3024	1	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3025	3025	1	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
do	do	do	3026	3028	3	S	72	5½	69	0½	69	0½	(a) 69	0½	9	9½		
BA	do	DC'H Su. Baggage	3029	3029	1	S	72	5½	69	0½	69	0½	(a) 69	0½	9	9½		
do	do	do	3030	3031	2	S	72	5½	69	0½	69	0½	(a) 69	0½	9	9½		
do	do	do	3033	3036	4	S	72	5½	69	0½	69	0½	(a) 69	0½	9	9½		
BA	do	DC'H Su. Baggage	3037	3037	1	S	72	5½	69	0½	69	0½	(a) 69	0½	9	9½		
BE	do	do	3038	3040	3	S	72	5½	69	0½	69	0½	(a) 69	0½	9	9½		
do	do	do	3041	3050	10	S	72	5½	69	0½	69	0½	(a) 68	0¼	9	9½		
do	do	do	3051	3051	1	S	72	5½	69	0½	69	0½	(a) 69	0¾	9	9½		
do	do	do	3053	3075	23	S	72	5½	69	0½	69	0½	(a) 69	0¾	9	9½		
do	do	do	3076	3084	9	S	72	6½	70	6	69	0¾	(a) 69	0¾	9	9½		
BA	OSL	do	3085	3085	1	S	72	6½	70	6	69	0¾	(a) 69	0¾	9	9½		
PC	UP	Parlor	3101	3102	2	S	63	6½	60	1½	60	1½	(a) 60	1½	9	9½		
DA	do	Lounge	3580	3588	9	S	80	1	72	1	70	11½	(d) 14	3¾				
do	do	Diner	3600	3601	2	S	78	5½	70	0	69	7¼			9	9½		
do	do	do	3602	3604	3	S	82	11½	79	6½	79	3½			9	9½		
do	do	do	3605	3614	10	S	82	11½	79	6½	79	3½			9	9½		
do	do	do	3615	3624	10	S	82	11½	79	6½	79	3½			9	9½		
do	do	do	3625	3629	5	S	82	11½	79	6½	79	3½			9	9½		

Explanatory notes on page 304.

UNION PACIFIC RAILROAD COMPANY

Height Over All		Trucks		Make of Air Conditioning	Heat		Light					Vest- ibule		Seating Capac- ity		Average Light Weight	Remarks
		No. of Wheels S. or W.	Journal		Steam Heater	Stove	Electric	Pintch Gas Generator	Oil	Elec. Train Line Cells-Sig. Batt.	Open Platform	Wide	Toilets	Main Compartment	Smoking Room		
Ft.	In.	6 W	4 1/2 x 8 1/2			2		✓				3	20		73,000	2 Large Side Doors.	
		4 S	5x9	✓		2	✓	✓	✓		2	3	30			do	
		4 S	5x9	✓		2	✓	✓	✓		2	3	30			do	
		4 S	5x9	✓		2	✓	✓	✓		2	3	30			do	
		4 S	5x9	✓		2	✓	✓	✓		2	3	30			do	
		4 S	5x9	✓		2	✓	✓	✓		2	3	30			do	
14	8 3/4	6 S	5x9	✓		✓		✓	✓	✓	1	2	16	12		do	
14	8 3/4	6 S	5x9	✓		✓		✓	✓	✓	1	2	16	12		do	
14	3	6 S	5x9	✓		1	✓	✓	✓	✓	3					do	
14	0	6 S	5x9				✓	✓	✓	✓	4	43					
13	11 1/8	6 S	5x9	X5		✓	✓	✓	✓	✓	5	30		161,400			
14	0	6 S	5x9			✓	✓	✓	✓	✓	4	40					
13	11 1/8	6 S	5x9	X5		✓	✓	✓	✓	✓	5	30		161,400			
13	11 1/8	6 S	5x9	do		✓	✓	✓	✓	✓	5	22		162,000			
		4 W	5x9		1	1		✓			2	42	8		2 Large Side Doors.		
		4 W	5x9		1	1		✓			2	18	8		do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				4 Large Side Doors.		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	4	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	4	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	4	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	4	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	4	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	4	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	4	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	4 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓	1				do		
14	0	6 S	5x9	✓		1	✓	✓	✓	✓							

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S-S. U-W. or A.	Length						Length of Compartments			Width Over Side Sills	
			From	To			Over Buffers		Over End Sills		Inside	(a) Baggage End	(b) Mail End	(c) Passenger End	(d) Smoking Room		
							Ft.	In.	Ft.	In.							Ft.	In.	Ft.	In.
DPA	LA&SL	Diner	.....	3630	1	S	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
DA	do	do C. S.	.....	3631	1	S	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
DPA	do	do	3632	3633	2	S	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
DA	do	do C. S.	.....	3634	1	S	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	UP	do	.....	3667	1	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do C. S.	.....	3668	1	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do C. S.	.....	3669	1	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do	.....	3670	1	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do C. S.	.....	3671	1	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do	.....	3672	1	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
DPA	do	do	.....	3673	1	S	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
DA	do	do	.....	3674	1	S	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
DPA	do	do	.....	3675	1	S	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
DA	do	do	.....	3676	1	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do	.....	3677	1	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do C. S.	.....	3678	1	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do	.....	3679	1	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do C. S.	.....	3680	1	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do	3681	3682	2	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do	3683	3686	4	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do	3687	3688	2	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do C. S.	.....	3690	1	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do	3691	3692	2	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do	3693	3693	1	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do	3694	3695	2	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do	.....	3696	1	U	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
DPA	do	do	.....	3697	1	S	82	11 1/2	79	6 1/2	79	3 1/2	.....	.....	.....	9	0 9/8
do	do	do C.S.	.....	4059	1	S	80	11 1/2	72	6	71	0 3/4	.....	.....	.....	9	0 9/8

Explanatory notes on page 304.

UNION PACIFIC RAILROAD COMPANY

[illegible]

PASSENGER EQUIPMENT—Concluded

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S-S, U-W. or A.	Length						Length of Compartments		Width Over Side Sills
			From	To			Over Buffers	Over End Sills	Inside	(a) Baggage End (b) Mail End (c) Passenger End (d) Smoking Room	Ft. In.				
DA	UP	Diner C.S.	4061	4061	1	S	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	
do	do	do C.S.	4062	4064	3	S	80 11½	72 6	71 0½					9 9½	
do	do	do C.S.	4065	4066	2	S	80 11½	72 6	71 0½					9 9½	
PB	LA&SL	Chair	4140	4142	3	S	79 3	70 0	69 7¼					9 9½	
do	do	do	4143	4143	1	S	79 3	70 0	69 7¼					9 9½	
do	do	do	4144	4144	1	S	79 3	70 0	69 7¼					9 9½	
do	UP	Ch'r-Wo'n	4200	4203	4	A	82 11½	73 8½	73 3¾					9 9½	
do	do	do	4204	4215	12	A	82 11½	73 8½	73 3¾					9 9½	
do	LA&SL	Chair	4300	4304	5	S	79 3	70 0	69 6¼					9 9½	
BA	do	Baggage	4450	4451	2	S	72 5½	69 0½	69 0¾		(a) 69 0¾			9 9½	
do	do	do	4466	4468	3	S									
do	do	do	4469	4472	4	S	72 5½	69 0½	69 0¾		(a) 69 0¾			9 9½	
do	do	do	4474	4475	2	S	72 5½	69 0½	69 0¾		(a) 69 0¾			9 9½	
do	do	do	4479	4481	3	S	72 5½	69 0½	69 0¾		(a) 69 0¾			9 9½	
MR	do	Po'l-Str'g	4654	4655	2	S	72 5½	69 0½	69 0¾		(a) 69 0¾			9 9½	
MB	do	Bag.-Po'l	4754	4755	2	S	72 5½	69 0½	69 0¾		(a) 38 11½ (b) 30 1			9 9½	
CO	do	Bag.-M'l-Pass.	4800	4801	2	S									
DD	UP	Kit.-Do'y	5100	5104	5	A		68 0	66 3					10 0%	
do	do	Diner	5100	5104	5	A		68 0	66 3					10 0%	
PB	do	Ch'r-Wo'n	5200	5202	3	A		75 5	74 10					10 0%	
do	do	Ch'r-Lge.	5203	5203	1	A		75 5	74 10					10 0%	
do	do	Ch'r-Wo'n	5204	5211	8	A		75 5	74 10					10 0%	
do	do	Chair	5300	5327	28	A		75 5	74 10					10 0%	

Notes—

- φIncludes 12 Aluminum Chairs.
 *Locker 1 side of 1 end.
 **Locker 1 side of both ends.
 †Toilet 1 side of both ends.
 *Cafe.
 †Lounge.
 #Bar Section.
 xSolarium.

- X1—Pullman.
 X2—General Electric.
 X3—Carrier.
 X4—Air Temp.-Carrier.
 X5—Waukesha-Carrier.
 X6—Waukesha-York.
 X7—York.

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks		Journal	Make of Air Conditioning	Heat		Light			Vestibule	Seating Capacity		Average Light Weight	Remarks		
	No. of Wheels S. or W.	Steam			Heater Stove	Electric	Pintsch Gas Generator	Oil	Elec. Train Line Cells-Sig. Batt.		Open Platform	Wide Toilets			Main Compartment	Smoking Room
Ft.	In.															
15	2½	6	5x9	X5	✓	✓	✓	✓	✓	✓	40	158,100				
15	2½	6	5x9	X1	✓	✓	✓	✓	✓	✓	40	161,000				
15	2½	6	5x9	X5	✓	✓	✓	✓	✓	✓	40	158,100				
14	0	6	5x9	X7	✓	✓	✓	✓	✓	✓	50					
14	0	6	5x9	X6	✓	✓	✓	✓	✓	✓	50					
14	0	6	5x9	X7	✓	✓	✓	✓	✓	✓	50					
14	0	6	5x9	X1	✓	✓	✓	✓	✓	✓	54	160,000				
14	0	6	5x9	do	✓	✓	✓	✓	✓	✓	54	160,000				
14	0	6	5x9	X3	✓	✓	✓	✓	✓	✓	48	160,700				
14	0	6	5x9	✓	✓	1	✓	✓	✓	✓	1			{ 2 Large and 2 Large Double Side Doors.		
14	0	6	5x9	✓	✓	1	✓	✓	✓	✓	1			{ 2 Large and 2 Large Double Side Doors.		
14	0	6	5x9	✓	✓	1	✓	✓	✓	✓	1			do		
14	0	6	5x9	✓	✓	2	✓	✓	✓	✓	2			{ 2 Large and 2 Small Side Doors.		
14	9½	4	S	X1	✓	✓	✓	✓	✓	✓	2					
14	9½	4	S	do	✓	✓	✓	✓	✓	✓	68					
13	6	4	S	6x11	do	✓	✓	✓	✓	✓	1 3	56	111,600			
13	6	4	S	6x11	do	✓	✓	✓	✓	✓	1 2	24		{ Temporary Service-Streamline Train.		
13	6	4	S	6x11	do	✓	✓	✓	✓	✓	1 3	56	111,600			
13	6	4	S	6x11	do	✓	✓	✓	✓	✓	1 2	48	110,500			

FREIGHT EQUIPMENT

KIND OF CARS			Numbers	DIMENSIONS									
A. A. R. Designation	Initials	Class		Inside						Outside			
				Length	Width	Height		Length Over End Sills	Width at Eaves or Plat- form				
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.		
TM...	UP.....	Tank.....	4000 to 4099	33	1½	6	6	.....		36	0	8	6
TM...	UP.....	Tank.....	4109 to 4208	35	1¼	7	11	.....		37	5½	9	3
TM...	UP.....	Tank.....	4209 to 4408	34	0¾	8	0	.....		37	3	10	0
TM...	UP.....	Tank.....	4409 to 4658	35	1¼	7	11	.....		37	5½	9	3
TM...	UP.....	Tank.....	4659 to 4908	33	8½	8	1	.....		35	9½	8	9
TA...	UP.....	Acid Tank.....	4950 to 4969	29	1½	6	6	.....		36	0	8	6
TA...	UP.....	Acid Tank.....	4970 to 4978	32	3	6	1	.....		34	10	8	4
XM...	StJ&GI.	Box, Steel Center and End Sills.....	6008 to 6192	34	1½	8	4	6	9	34	11	.....	
RS...	UP.....	Refrigerator, Steel Underframe.....	7100 to 7101	44	10	8	9	9	6½	50	4½	9	7
XM...	UP.....	Box, Steel, Staggered Doors.....	9100 to 9199	40	6¾	9	2½	8	6½	40	8¼	9	11
												9	4½
XM...	UP.....	Box, Steel, Staggered Doors.....	9200 to 9229	40	6¾	9	2½	8	6½	40	8¼	9	11
												9	4½
GA...	StJ&GI.	Ballast, Steel Under- frame.....	10003 to 10099	39	1	8	8	4	4	41	10	.....	
XM...	OWR&N	Box, Steel Underframe.	10000 to 10299	40	4¾	8	6½	8	0¼	41	10	9	4½
XM...	OWR&N	Box, Steel Underframe.	10300 to 10999	40	4¾	8	6½	8	0¼	41	10	9	4½
XM...	OWR&N	Box, Steel Underframe.	11000 to 12499	40	4¾	8	6½	8	0¼	41	10	9	4½
XM...	OWR&N	Box, Steel Underframe.	12500 to 13199	40	3¾	9	2	9	2¼	41	1½	10	0
XM...	OWR&N	Box, Steel Underframe.	13200 to 13697	40	4¾	8	6½	8	0¼	41	10	9	4½
XM...	OWR&N	Box, Steel Underframe.	13698 to 15847	40	3¾	9	2	9	2¼	41	1½	10	0
XM...	OSL	Box, Steel Underframe.	17000 to 17245	40	3¾	8	6½	8	0¼	41	10	9	4½
XM...	OSL	Box, Steel Underframe.	17246 to 17738	40	4¾	8	6½	8	0¼	41	10	9	4½
XM...	OSL	Box, Steel Underframe.	18000 to 18495	40	3¾	9	1½	9	2¼	41	10	10	0
XM...	OSL	Box, Steel Underframe.	18496 to 19891	40	3¾	9	2	9	2¼	41	1½	10	0
GA...	UP.....	Gondola, Steel, Drop Bottom.....	20000 to 20499	41	9	9	5½	4	0	42	7½	9	11½
GA...	UP.....	Gondola, Steel, Drop Bottom*.....	20500 to 20649	40	4	9	4¾	4	6	41	10	9	11½
GA...	UP.....	Gondola, Steel, Drop Bottom*.....	20650 to 20849	40	4	9	4¾	4	6	42	3½	10	3¾
GA...	UP.....	Gondola, Steel, Drop Bottom*.....	20850 to 20949	40	4	9	4¾	4	6	41	10	9	11½
GA...	UP.....	Gondola, Steel, Drop Bottom*.....	20950 to 21949	40	4	9	4¾	4	6	41	2½	10	3¾
GB...	UP.....	Gondola, Steel, Drop Bottom.....	22000 to 22499	41	9	9	5½	4	0	42	7½	10	0
GA...	OWR&N	Gondola, Steel, Drop Bottom.....	23000 to 23099	40	4	9	4¾	4	6	41	10	9	11½
GB...	OSL.....	Gondola, Steel, Drop Bottom.....	24000 to 24202	41	9	9	9½	4	0	42	7½	10	0
GA...	OSL.....	Gondola, Steel, Drop Bottom.....	25000 to 25296	41	9	9	4¾	4	0	43	3	9	11½
GA...	OSL.....	Gondola, Steel, Drop Bottom.....	25297 to 25892	41	9	9	5½	4	0	42	7½	10	0
GA...	OSL.....	Gondola, Steel, Drop Bottom.....	25893 to 26899	40	4	9	4¾	4	6	41	10	9	11½
GA...	OSL.....	Gondola, Steel, Drop Bottom.....	26900 to 27293	40	4	9	4¾	4	6	41	10	9	11½
GA...	OSL.....	Gondola, Steel, Drop Bottom*.....	27294 to 27543	40	4	9	4¾	4	6	41	10	9	11½
GA...	UP.....	Gondola, Steel, Drop Bottom.....	28000 to 28099	41	9	9	5½	4	0	42	7½	9	11½
Forward													

Explanatory notes on pages 318 and 319.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS																	No. Owned	
Outside						Doors								CAPACITY				
Ex- treme Width Over All	Height From Rail						Side				End				Cubic Feet Level Full	Pounds or Gallons		
	To Eaves		To Top of Sides Plat- form or Run- ning Board		To Over All		Width		Height		Width		Height					
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.					
9	0½			3	11½	12	10								80000 lb.	84		
	9½			3	8½	14	5								8000 gal.			
10	6			4	1½	14	10¼								100000 lb.	97		
	9½			3	8½	14	5								12500 gal.			
	9½			3	8½	14	5								100000 lb.	188		
	3½			3	7½	14	11								12500 gal.			
	0½			3	11½	12	10								100000 lb.	247		
	10¼			4	6	12	5½								12500 gal.			
	5½	11	7	12	3	13	9	5	6	6	5	2	6	3	4	1893	8	
	2½	14	6¼	14	6¼	15	0¼	4	0	9	4¼				3713	100000 lb.	2	
	7½	11 10¾ 12 4¾	13 1½	13	1½	13	1½	12	0	7	11½				3180	100000 lb.	100	
	7½	11 10¾ 12 3¾	13 1½	13	1½	13	1½	12	0	7	11½	1	6	1	0	3180	50000 lb.	30
	9 10					10	0								1510	100000 lb.	10	
	2¼	12	1½	12	11½	13	5½*	6	0	7	6½	2	2½	2	7½	2745	100000 lb.	55
	2¼	12	1½	12	11½	13	5½*	6	0	7	6½	2	2½	2	7½	2745	100000 lb.	225
	2¼	12	1½	12	11½	13	5½*	6	0	7	6½	2	2½	2	7½	2745	100000 lb.	513
	6	13	4½	14	2½	14	10¼*	6	0	8	8½	2	2½	2	7½	3384	100000 lb.	180
	2¼	12	1½	12	11½	13	5½*	6	0	7	6½	2	2½	2	7½	2745	100000 lb.	166
	6	13	4½	14	2½	14	10¼*	6	0	8	8½	2	2½	2	7½	3384	100000 lb.	623
	2¼	12	1½	12	11½	13	5½*	6	0	7	6½	2	2½	2	7½	2745	100000 lb.	19
	2¼	12	1½	12	11½	13	5½*	6	0	7	6½	2	2½	2	7½	2745	100000 lb.	160
	6	13	3½	14	1½	14	7¾*	6	0	8	8½	2	2½	2	7½	3384	100000 lb.	151
	6	13	4½	14	2½	14	10¼	6	0	8	8½	2	2½	2	7½	3384	100000 lb.	380
	0			7	8½	8	4¾								1581	100000 lb.	140	
	4¾			8	0½	8	0½								1705	100000 lb.	121	
	4¾			8	2½	8	2½								1710	100000 lb.	117	
	4¾			8	0½	8	0½								1705	100000 lb.	82	
	4¾			8	3¼	8	3¼								1710	100000 lb.	975	
	0			7	8½	8	4¾								1581	100000 lb.	153	
	4¾			8	0½	8	0½								1705	100000 lb.	39	
	0			7	8½	8	4¾								1581	100000 lb.	102	
	0½			7	6¼	8	2½								1570	100000 lb.	97	
	0			7	8½	8	4¾								1581	100000 lb.	241	
	4¾			8	0½	8	0½								1705	100000 lb.	647	
	4¾			8	0½	8	0½								1705	100000 lb.	209	
	4¾			8	0½	8	0½								1705	100000 lb.	205	
	0			7	8½	8	4¾								1581	100000 lb.	42	
																	6681	

Explanatory notes on pages 318 and 319.

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS									
A. A. R. Designation	Initials	Class		Inside			Outside						
				Length	Width	Height	Length Over End Sills	Width at Eaves or Plat- form					
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.		
GA...	Brought Forward	Gondola, Steel, Drop Bottom	28100	41	9	9	4 $\frac{7}{8}$	4	0	43	3	10	1
GA...	OSL	Gondola, Steel, Drop Bottom	28101 to 28199	41	9	9	5 $\frac{5}{8}$	4	0	42	7 $\frac{1}{8}$	9	11 $\frac{1}{8}$
GB...	UP	Gondola, Steel	28200 to 28499	41	9	9	5 $\frac{5}{8}$	4	0	42	7 $\frac{1}{8}$	9	11 $\frac{1}{8}$
GB...	OSL	Gondola, Steel	28500 to 28892	41	9	9	5 $\frac{5}{8}$	4	0	42	7 $\frac{1}{8}$	9	11 $\frac{1}{8}$
HM...	OSL	Hopper Bottom, Coal, Steel	30000 to 30584	30	0 $\frac{1}{4}$	9	6	5	9 $\frac{1}{4}$ #	31	6	10	1 $\frac{1}{2}$
HM...	OSL	Hopper Bottom, Coal, Steel	30586 to 30683	30	0 $\frac{1}{4}$	9	6	5	9 $\frac{1}{4}$ #	31	6	10	1 $\frac{1}{2}$
HM...	OSL	Hopper Bottom, Coal, Steel	30684 to 30883	33	4	9	6	5	9 $\frac{1}{4}$ #	34	9 $\frac{3}{4}$	10	1 $\frac{1}{2}$
HM...	OSL	Hopper Bottom, Coal, Steel	30884 to 31033	30	5	9	6	5	9 $\frac{7}{8}$ #	32	3	10	1 $\frac{3}{8}$
HM...	UP	Hopper Bottom, Coal, Steel	32000 to 32219	30	0 $\frac{1}{4}$	9	6	5	9 $\frac{1}{4}$ #	31	6	10	1 $\frac{1}{2}$
HMA	UP	Hopper Bottom, Coal, Steel	32200 to 33219	30	0	9	6	6	5 $\frac{1}{4}$ #	31	2 $\frac{1}{2}$	10	1 $\frac{1}{2}$
HMA	OWR&N	Hopper Bottom, Coal, Steel	34000 to 34049	30	0 $\frac{1}{4}$	9	6	5	9 $\frac{1}{4}$ #	31	6	10	1 $\frac{1}{2}$
SC...	OSL	Stock, Steel Underframe	35215 to 35802	36	6	8	9 $\frac{1}{2}$	7	7	36	7 $\frac{1}{8}$	9	9 $\frac{1}{2}$
SC...	OSL	Stock, Steel Underframe	35803 to 35952	36	6 $\frac{1}{8}$	8	5 $\frac{3}{8}$	8	0 $\frac{1}{4}$	37	10	9	11 $\frac{1}{8}$
SC...	OSL	Stock, Steel Underframe	35953 to 36252	36	6	8	10 $\frac{1}{8}$	8	0	37	10	9	11 $\frac{1}{8}$
SC...	OSL	Stock, Steel Underframe	36253 to 36601	36	6 $\frac{1}{8}$	8	5 $\frac{3}{8}$	8	0 $\frac{1}{4}$	37	10	9	11 $\frac{1}{8}$
SC...	OSL	Stock, Steel Underframe	36602 to 36751	36	6 $\frac{1}{8}$	8	10 $\frac{1}{8}$	8	0 $\frac{1}{4}$	37	10	9	11 $\frac{1}{8}$
SC...	OSL	Stock, Steel Underframe	36753 to 38149	36	6 $\frac{1}{8}$	8	5 $\frac{3}{8}$	8	0 $\frac{1}{4}$	36	7 $\frac{1}{8}$	9	11 $\frac{1}{8}$
SM...	OSL	Stock, Steel Underframe	39000 to 39349	40	7 $\frac{1}{8}$	8	10	9	4 $\frac{1}{4}$	40	7 $\frac{1}{8}$	9	10
SM...	OSL	Stock, Steel Underframe	39400 to 39420	40	8 $\frac{1}{8}$	8	10	8	10 $\frac{1}{8}$	42	1 $\frac{1}{4}$	10	0 $\frac{3}{8}$
SC...	OWR&N	Stock, Steel Underframe	40000 to 40198	36	6 $\frac{1}{8}$	8	5 $\frac{3}{8}$	8	0 $\frac{1}{4}$	37	10	9	11 $\frac{1}{8}$
SC...	OWR&N	Stock, Steel Underframe	40199 to 40298	36	6 $\frac{1}{8}$	8	5 $\frac{3}{8}$	8	0 $\frac{1}{4}$	37	10	9	11 $\frac{1}{8}$
SC...	OWR&N	Stock, Steel Underframe	40299 to 40398	36	6 $\frac{1}{8}$	8	5 $\frac{3}{8}$	8	0 $\frac{1}{4}$	37	10	9	11 $\frac{1}{8}$
SC...	OWR&N	Stock, Steel Underframe	40399 to 40548	36	6 $\frac{1}{8}$	8	5 $\frac{3}{8}$	8	0 $\frac{1}{4}$	36	7 $\frac{1}{8}$	9	11 $\frac{1}{8}$
SC...	UP	Stock, Steel Underframe	41000 to 41999	36	6	8	5 $\frac{3}{8}$	8	0	36	8 $\frac{1}{2}$	9	11 $\frac{1}{8}$
SC...	LA&SL	Stock, Steel Underframe	42000 to 42192	36	6	8	5 $\frac{1}{8}$	8	0	37	10	9	11 $\frac{1}{8}$
SC...	UP	Stock, Steel Underframe	44000 to 44249	36	6	8	9 $\frac{1}{4}$	7	7	36	7 $\frac{1}{8}$	9	9 $\frac{1}{2}$
SC...	UP	Stock, Steel Underframe	44250 to 44497	36	6	8	9 $\frac{1}{4}$	7	7	36	7 $\frac{1}{8}$	9	9 $\frac{1}{2}$
SC...	UP	Stock, Steel Underframe	44500 to 44549	36	6 $\frac{1}{8}$	8	5 $\frac{3}{8}$	8	0 $\frac{1}{4}$	37	10	9	11 $\frac{1}{8}$
SC...	UP	Stock, Steel Underframe	44550 to 44807	36	6 $\frac{1}{8}$	8	5 $\frac{3}{8}$	8	0 $\frac{1}{4}$	37	10	9	11 $\frac{1}{8}$
SC...	UP	Stock, Steel Underframe	44810 to 44909	36	6 $\frac{1}{8}$	8	5 $\frac{3}{8}$	8	0 $\frac{1}{4}$	36	7 $\frac{1}{8}$	9	11 $\frac{1}{8}$
SC...	UP	Stock, Steel Underframe	44910 to 45359	36	6 $\frac{1}{8}$	8	5 $\frac{3}{8}$	8	0 $\frac{1}{4}$	36	7 $\frac{1}{8}$	9	11 $\frac{1}{8}$
SC...	UP	Stock, Steel Underframe	45360 to 45759	36	6 $\frac{1}{8}$	8	5 $\frac{3}{8}$	8	0 $\frac{1}{4}$	36	7 $\frac{1}{8}$	9	11 $\frac{1}{8}$
SC...	UP	Stock, Steel Underframe	45760 to 46759	36	6	8	5 $\frac{3}{8}$	8	0	36	8 $\frac{1}{2}$	9	11 $\frac{1}{8}$
SM...	UP	Stock, Steel Underframe	49000 to 49049	40	7 $\frac{1}{8}$	8	10	9	4 $\frac{1}{4}$	41	1 $\frac{1}{8}$	9	10
	Forward												

Explanatory notes on pages 318 and 319.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS															No. Owned			
Outside						Doors						CAPACITY						
Ex- treme Width Over All	Height From Rail					Side			End			Cubic Feet Level Full	Pounds or Gallons					
	To Eaves	To Top of Sides Plat- form or Run- ning Board			To Over All	Width	Height	Width	Height									
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.							
10	0 $\frac{5}{8}$			7	6 $\frac{1}{4}$	8	2 $\frac{3}{8}$					1570	100000 lb.	1				
10	0			7	8 $\frac{1}{2}$	8	4 $\frac{3}{4}$					1581	100000 lb.	32				
10	0			7	8 $\frac{1}{2}$	8	4 $\frac{3}{4}$					1581	100000 lb.	3				
10	0			7	8 $\frac{1}{2}$	8	4 $\frac{3}{4}$					1581	100000 lb.	4				
				10	0	10	0					1621	100000 lb.	4				
				10	0 $\frac{5}{8}$	10	0 $\frac{5}{8}$					1650	100000 lb.	41				
10	5 $\frac{1}{8}$			10	0 $\frac{5}{8}$	10	0 $\frac{5}{8}$					1820	100000 lb.	130				
				10	0	10	0					1683	100000 lb.	2				
10	1 $\frac{1}{2}$			10	0 $\frac{5}{8}$	10	0 $\frac{5}{8}$					1650	100000 lb.	125				
10	5 $\frac{1}{4}$			10	6	11	3 $\frac{1}{2}$					1859	100000 lb.	996				
10	1 $\frac{1}{2}$			10	0 $\frac{5}{8}$	10	0 $\frac{5}{8}$					1650	100000 lb.	36				
10	2 $\frac{1}{8}$	12	4 $\frac{1}{2}$	13	1 $\frac{1}{8}$	13	1 $\frac{1}{8}$	4	9	7	7	2	5	3	7	2409	60000 lb.	116
10	3 $\frac{3}{8}$	12	3 $\frac{3}{8}$	12	11 $\frac{1}{4}$	13	6 $\frac{1}{8}$	5	0	7	10	2	0	3	1	2596	80000 lb.	116
10	3 $\frac{3}{8}$	12	3 $\frac{3}{8}$	12	11 $\frac{1}{4}$	13	6 $\frac{1}{8}$	5	0	7	10	2	0	3	1	2582	80000 lb.	195
10	3 $\frac{3}{8}$	12	3 $\frac{3}{8}$	12	11 $\frac{1}{4}$	13	6 $\frac{1}{8}$	5	0	7	10	2	0	3	1	2596	80000 lb.	263
10	3 $\frac{3}{8}$	12	3 $\frac{3}{8}$	12	11 $\frac{1}{4}$	13	6 $\frac{1}{8}$	5	0	7	10	2	0	3	1	2596	80000 lb.	113
10	1 $\frac{1}{8}$	12	4 $\frac{1}{8}$	13	0 $\frac{1}{8}$	13	7 $\frac{7}{8}$	5	0	7	9 $\frac{3}{4}$	1	10 2 0 3 1	3 1 3 1 3 1	2596	80000 lb.	1352	
10	4 $\frac{1}{8}$	13	3 $\frac{3}{8}$	14	1 $\frac{1}{8}$	14	1 $\frac{1}{8}$	6	0	8	10 $\frac{1}{8}$	1	6 $\frac{1}{2}$	1	0	3292	80000 lb.	350
10	4 $\frac{1}{8}$	13	3 $\frac{3}{8}$	14	3 $\frac{1}{4}$	14	3 $\frac{1}{4}$	6	0	8	9 $\frac{1}{8}$	2	0	3	1	3169	80000 lb.	21
10	3 $\frac{3}{8}$	12	3 $\frac{3}{8}$	12	11 $\frac{1}{4}$	13	6 $\frac{1}{8}$	5	0	7	10	2	0	3	1	2596	80000 lb.	143
10	3 $\frac{3}{8}$	12	3 $\frac{3}{8}$	12	11 $\frac{1}{4}$	13	6 $\frac{1}{8}$	5	0	7	10	2	0	3	1	2596	80000 lb.	88
10	3 $\frac{3}{8}$	12	3 $\frac{3}{8}$	12	11 $\frac{1}{4}$	13	6 $\frac{1}{8}$	5	0	7	10	2	0	3	1	2596	80000 lb.	87
10	1 $\frac{1}{8}$	12	4 $\frac{1}{8}$	13	0 $\frac{1}{8}$	13	7 $\frac{7}{8}$	5	0	7	9 $\frac{3}{4}$	2	0	3	1	2596	80000 lb.	146
10	3 $\frac{3}{8}$	12	4 $\frac{1}{8}$	13	0 $\frac{1}{8}$	13	7 $\frac{7}{8}$	5	0	7	9 $\frac{3}{4}$	1	10 2 0 3 1	3 1 3 1 3 1	2596	80000 lb.	574	
10	3 $\frac{3}{8}$	12	3 $\frac{3}{8}$	12	11 $\frac{1}{4}$	13	6 $\frac{1}{8}$	5	0	7	10	2	0	3	1	2582	80000 lb.	142
10	2 $\frac{1}{8}$	12	4 $\frac{1}{2}$	13	1 $\frac{1}{8}$	12	5 $\frac{1}{4}$	4	9	7	7	2	0	3	1	2409	60000 lb.	61
10	2 $\frac{1}{8}$	12	4 $\frac{1}{2}$	13	1 $\frac{1}{8}$	12	5 $\frac{1}{4}$	4	9	7	7	2	0	3	1	2409	60000 lb.	57
10	3 $\frac{3}{8}$	12	3 $\frac{3}{8}$	12	11 $\frac{1}{4}$	13	6 $\frac{1}{8}$	5	0	7	10	2	0	3	1	2596	80000 lb.	45
10	3 $\frac{3}{8}$	12	3 $\frac{3}{8}$	12	11 $\frac{1}{4}$	13	6 $\frac{1}{8}$	5	0	7	10	2	0	3	1	2596	80000 lb.	218
10	1 $\frac{1}{8}$	12	4 $\frac{1}{8}$	13	0 $\frac{1}{8}$	13	7 $\frac{7}{8}$	5	0	7	9 $\frac{3}{4}$	1	10 2 0 3 1	3 1 3 1 3 1	2596	80000 lb.	98	
10	1 $\frac{1}{8}$	12	4 $\frac{1}{8}$	13	0 $\frac{1}{8}$	13	7 $\frac{7}{8}$	5	0	7	9 $\frac{3}{4}$	1	10 2 0 3 1	3 1 3 1 3 1	2596	80000 lb.	438	
10	1 $\frac{1}{8}$	12	4 $\frac{1}{8}$	13	0 $\frac{1}{8}$	13	7 $\frac{7}{8}$	5	0	7	9 $\frac{3}{4}$	1	10 2 0 3 1	3 1 3 1 3 1	2596	80000 lb.	389	
10	3 $\frac{3}{8}$	12	4 $\frac{1}{8}$	13	0 $\frac{1}{8}$	13	7 $\frac{7}{8}$	5	0	7	9 $\frac{3}{4}$	1	10 2 0 3 1	3 1 3 1 3 1	2596	80000 lb.	411	
10	4 $\frac{1}{8}$	13	3 $\frac{3}{8}$	14	1 $\frac{1}{8}$	14	1 $\frac{1}{8}$	6	0	8	10 $\frac{1}{8}$	1	6	1	0	3292	80000 lb.	49
																	13527	

Explanatory notes on pages 318 and 319.

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS					
A. A. R. Designation	Initials	Class		Inside			Outside		
				Length	Width	Height	Length Over End Sills	Width at Eaves or Plat- form	
	Brought Forward			Ft.	In.	Ft.	In.	Ft.	In.
SM...	UP.....	Stock, Steel Underframe	49100 to 49415	40	6	8	10	9	4 1/2
SC...	UP.....	Stock, Steel Underframe	49416	40	6	8	10	9	4 1/2
SM...	UP.....	Stock, Steel Underframe	49417 to 49599	40	6	8	10	9	4 1/2
SM...	UP.....	Stock, Steel Underframe	49700 to 49710	40	8 3/8	8	10	8	10 1/8
FM...	OWR&N.	Flat, Steel Underframe.	50000 to 50099	40	10	9	4 1/2	41	10
FM...	OWR&N.	Flat, Steel Underframe.	50100 to 50149	40	10	9	4 1/2	41	10
FM...	OWR&N.	Flat, Steel Underframe.	50150 to 50329	40	10	9	4 1/2	41	2 1/4
FM...	OWR&N.	Flat, Steel Underframe.	50330 to 50580	40	10	9	4 1/2	41	10
FM...	LA&SL.	Flat, Steel Underframe.	52000 to 52199	40	10	9	4 1/2	41	10
FL...	OWR&N.	Flat, Log Wood Under- frame	53500 to 53599	41	0	9	6		
FM...	OWR&N.	Flat, Steel Underframe.	53824 to 53872	36	4 1/2	8	9	37	8 1/2
FL...	OWR&N.	Flat, Log, Wood Under- frame	53873 to 53972	41	10	9	4 1/2	42	0
FM...	UP.....	Flat, Steel Underframe.	54001 to 54199	39	0	9	5 1/4	40	0
FM...	UP.....	Flat, Steel Underframe.	54200 to 54650	40	10	9	4 1/2	41	10
FM...	UP.....	Flat, Steel Underframe.	54651 to 54805	40	10	9	4 1/2	41	2 1/4
FM...	UP.....	Flat, Steel Underframe.	54806 to 55305	40	10	9	4 1/2	41	2 1/4
FM...	UP.....	Flat, Steel Underframe.	55306 to 55805	40	10	9	4 1/2	41	2 1/4
FM...	UP.....	Flat, Steel Underframe.	55806 to 56305	40	10	9	4 1/2	41	1 1/2
FM...	UP.....	Flat, Steel Underframe.	56400 to 56699	52	8 1/2	10	8	52	8 1/2
FM...	UP.....	Flat, Steel Underframe.	56700 to 56999	52	8 1/2	10	8	58	8 1/2
FM...	UP.....	Flat, Steel Underframe.	57000 to 57298	53	6	10	8	53	6
FM...	UP.....	Flat, Steel Underframe.	58000 to 58099	39	0	9	5 1/4	40	0
FM...	UP.....	Flat, Steel Underframe.	58100 to 58164	40	10	9	4 1/2	41	2 1/4
FM...	OSL.....	Flat, Steel Underframe.	59800 to 59899	40	10	9	4 1/2	41	10
GS...	UP.....	Gondola, Steel, Drop Bottom**	62000 to 63999	41	6	9	6	42	8 3/4
XM...	OWR&N.	Box, Steel Underframe.	68000 to 68004	40	0	9	2	41	1 1/2
XM...	LA&SL.	Bcx, Steel Underframe.	68015	40	0	9	2	41	1 1/2
XM...	OSL.....	Box, Steel Underframe.	68020 to 68022	40	0	9	2	41	1 1/2
XM...	OSL.....	Box, Steel Underframe.	68023 to 68049	40	6 3/4	9	2	41	1 1/2
XM...	UP.....	Box, Steel Underframe.	68050 to 68057	40	0	9	2	41	1 1/2
XM...	UP.....	Box, Steel Underframe.	68058	40	6 3/4	9	2	41	1 1/2
XM...	UP.....	Box, Steel Underframe.	68059 to 68071	40	6 3/4	9	2	41	1 1/2
XM...	OSL.....	Box, Steel Underframe.	68080 to 69102	40	6 3/4	9	2	41	1 1/2
TM...	UP.....	Tank, Steel.....	69000 to 69198	39	2 1/2	7	5 1/2	41	5
TM...	LA&SL.	Tank, Steel.....	69531 to 69702	39	0	7	5 1/4	41	10
XM...	UP.....	Box, Steel Underframe.	70000 to 72849	40	4 3/8	8	6 1/8	41	10
XM...	UP.....	Box, Steel Underframe.	72877 to 73326	40	4 3/8	8	6 1/8	41	10
XM...	UP.....	Box, Steel Underframe.	73327 to 74402	40	3 3/8	9	2	41	1 1/2
XM...	UP.....	Box, Steel Underframe, Steel Ends.....	75000 to 75397	40	5 1/2	9	0	41	1 1/2
XM...	UP.....	Box, Steel Underframe, Steel Ends.....	75500 to 75598	40	6 3/8	9	1 1/8	41	1 1/2
XM...	UP.....	Box, Steel Underframe, Steel Ends.....	75599	40	4 3/8	9	0	41	1 1/2
XM...	UP.....	Box, Steel Underframe.	77000 to 79500	40	3 3/8	9	2	41	1 1/2
MWB.	UP.....	Ballast (Rodgers) Steel Underframe*	80000 to 80299	40	0	8	8	41	6
MWB.	UP.....	Ballast (Rodgers) Steel Underframe*	80935 to 80949	40	0	8	8	41	6
MWB.	UP.....	Ballast (Rodgers) Steel. Underframe*	80950 to 80999	40	0	8	8	41	6
MWB.	UP.....	Ballast (Rodgers) Steel Underframe*	83200 to 84199	40	0	8	8	41	6
	Forward								

Explanatory notes on pages 318 and 319.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS												No. Owned
Outside				Doors				CAPACITY				
Ex- treme Width Over All	Height From Rail			Side		End		Cubic Feet Level Full	Pounds or Gallons			
	To Eaves	To Top of Sides Plat- form or Run- ning Board	To Over All	Width	Height	Width	Height					
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.					
10 4 1/2	13 3 3/4	14 1 1/2	14 1 1/2	6 0	8 10 1/2	1 6	1 0	3279	80000 lb.	13527		
10 4 1/2	13 3 3/4	14 1 1/2	14 1 1/2	6 0	8 10 1/2	1 6	1 0	3279	80000 lb.	313		
10 4 1/2	13 3 3/4	14 1 1/2	14 1 1/2	6 0	8 10 1/2	1 6	1 0	3279	80000 lb.	1		
10 4 1/2	13 3 3/4	14 1 1/2	14 1 1/2	6 0	8 10 1/2	1 6	1 0	3279	80000 lb.	183		
10 4 1/2	13 3 3/4	14 3 1/4	14 3 1/4	6 0	8 9 1/2			3169	80000 lb.	11		
9 9 1/2		3 8 3/4	6 0 1/2						100000 lb.	39		
9 9 1/2		3 9 1/2										
9 9 1/2		3 8 3/4	6 0 1/2						100000 lb.	21		
9 9 1/2		3 9 1/2										
9 9 1/2		3 10 1/2	6 0 1/2						100000 lb.	118		
9 9 1/2		3 8 3/4	6 0 1/2						100000 lb.	115		
9 9 1/2		3 9 1/2										
9 9 1/2		3 9 1/2	6 0 1/2						100000 lb.	91		
9 6		3 6	5 8						70000 lb.	78		
9 4 1/2		4 0							80000 lb.	22		
9 5 1/2		3 6 1/2							80000 lb.	90		
10 0		3 11 3/8	6 11 3/8						100000 lb.	27		
9 9 1/2		3 8 3/4	6 0 1/2						100000 lb.	209		
9 9 1/2		3 9 1/2										
9 9 1/2		3 10 1/2	6 0 1/2						100000 lb.	109		
9 9 3/4		3 10 1/2	6 0 1/2						100000 lb.	449		
9 10 1/2		3 10 1/2	5 11 1/4						100000 lb.	500		
9 11 1/2		3 10 1/2	5 6 5/8						100000 lb.	499		
10 8		3 10 1/2	5 11						100000 lb.	298		
10 8		3 10 1/2	5 11						100000 lb.	300		
10 8		3 7 1/2	4 10 1/4						100000 lb.	300		
10 0		3 11 3/8	6 11 3/8						100000 lb.	68		
9 9 1/2		3 10 1/2	6 0 1/2						100000 lb.	38		
9 9 1/2		3 8 3/4	6 0 1/2						80000 lb.	83		
9 9 1/2		3 9 1/2										
10 5 1/2		9 0 1/2	9 0 1/2					1776	100000 lb.	1988		
10 6	13 4 1/2	14 2 1/2	14 10 1/4	6 0	8 8 3/4			2730	100000 lb.	5		
10 6	13 4 1/2	14 2 1/2	14 10 1/4	6 0	8 8 3/4			2730	100000 lb.	1		
10 6	13 4 1/2	14 2 1/2	14 10 1/4	6 0	8 8 3/4			2730	100000 lb.	3		
10 6	13 3 3/4	14 1 1/2	14 9 +	6 0	8 8 3/4			3500	100000 lb.	27		
10 6	13 4 1/2	14 2 1/2	14 10 1/4	6 0	8 8 3/4			2730	100000 lb.	7		
10 6	13 3 3/4	14 1 1/2	14 9 +	6 0	8 8 3/4			3500	100000 lb.	1		
10 6	13 3 3/4	14 1 1/2	14 9 +	6 0	8 8 3/4			3500	100000 lb.	13		
10 6	13 3 3/4	14 1 1/2	14 9 +	6 0	8 8 3/4			3500	100000 lb.	23		
10 3 1/2		3 11 1/4	13 10 5/8		8 8 3/4				100000 lb.	200		
9 8		3 11 1/2	12 11 1/8						12500 gal.			
									100000 lb.	7		
									12500 gal.			
10 2 1/4	12 1 1/2	12 11 1/2	13 5 1/4 +	6 0	7 6 1/2	1 6	1 0	2745	100000 lb.	1146		
10 2 1/4	12 1 1/2	12 11 1/2	13 5 1/4 +	6 0	7 6 1/2	1 6	1 0	2745	100000 lb.	198		
10 6	13 4 1/2	14 2 1/2	14 10 1/4 +	6 0	8 8 3/4	1 6	1 0	3384	100000 lb.	334		
10 7 1/2	14 0 1/2	15 0 1/2	15 0 1/2	6 1 1/4	9 4 3/8			3610	100000 lb.	394		
10 7 1/2	14 0 1/2	14 11 1/2	14 11 1/2	6 1 1/4	9 4 3/8			3780	100000 lb.	96		
10 7 1/2	14 0 1/2	14 11 1/2	14 11 1/2	6 1 1/4	9 4 3/8			3750	100000 lb.	1		
10 6	13 4 1/2	14 2 1/2	14 10 1/4 +	6 0	8 8 3/4	1 6	1 0	3384	100000 lb.	813		
9 10		7 5						1040	100000 lb.	171		
10 5		7 5 1/2	8 4 3/4					1040	100000 lb.	11		
9 10		7 5						1040	100000 lb.	25		
10 5		7 5 1/2	8 4 3/4					1040	100000 lb.	676		
										23629		

Explanatory notes on pages 318 and 319

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS									
A. A. R. Designation	Initials	Class		Inside			Outside						
				Length	Width	Height	Length Over End Sills	Width at Eaves or Platform					
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.		
GRA. UP	Brought forward	Coal, Steel	84200 to 84899	40	0	9	6	4	3	41	4 $\frac{1}{2}$	9	9
MWB. UP		Ballast, Steel	85000 to 85499	33	1 $\frac{1}{2}$	10	1	5	11	33	0 $\frac{3}{8}$	10	2 $\frac{3}{4}$
MWB. UP		Ballast, Steel	85500 to 85999	33	0	10	1	5	10	33	0 $\frac{3}{8}$	10	2 $\frac{3}{4}$
MWB. UP		Ballast, Steel	86000 to 86999	33	4 $\frac{1}{2}$	10	1	5	10 $\frac{1}{4}$	33	5 $\frac{1}{4}$	10	2 $\frac{3}{4}$
MWB. UP		Ballast, Steel	87000 to 87999	33	4 $\frac{1}{2}$	10	1	5	10 $\frac{1}{4}$	33	5 $\frac{1}{4}$	10	2 $\frac{3}{4}$
MWB. OSL		Ballast, Steel Under frame	89000 to 89099	40	0	8	8	3	0	41	6	9	10
MWB. OWR&N		Ballast (Rodgers) Steel Underframe	91000 to 91099	40	0	8	8	3	0	41	6	9	10
MWB. OWR&N		Ballast (Rodgers) Steel Underframe	91150 to 91299	39	1	8	8	3	6	41	6	9	10
HMA. OWR&N		Ore, Steel	91320 to 91339	28	0	9	6	5	1 $\frac{1}{8}$	38	3	9	8
MWB. UP		Ballast, Steel (Air Dump)	91500 to 91544	31	1 $\frac{1}{2}$	9	1 $\frac{1}{2}$	2	10 $\frac{3}{8}$	37	7	10	2
LO. UP		Covered Hopper, Steel	92000 to 92099	29	3	9	5 $\frac{1}{2}$	7	0 $\frac{3}{8}$	34	3	9	6 $\frac{1}{2}$
XF. UP		Furniture, Steel Underframe Staggered Doors	95350 to 95599	40	0 $\frac{1}{2}$	9	0 $\frac{1}{2}$	10	0 $\frac{1}{4}$	41	10	9	10 $\frac{3}{8}$
GB. UP		Gondola, Steel	96000 to 96999	34	6	9	4 $\frac{1}{2}$	4	0	36	0		
GB. UP		Gondola, Steel	98000 to 98049	65	6	7	9	3	5 $\frac{1}{8}$	67	4 $\frac{1}{2}$	9	6 $\frac{1}{2}$
GB. UP		Gondola, Steel	99500 to 99999	48	6	9	0	3	6	50	2 $\frac{1}{2}$	9	9 $\frac{1}{4}$
XM. UP		Box, Steel	100004 to 100024	40	0	8	10 $\frac{1}{8}$	8	2	40	0	9	3 $\frac{1}{2}$
XM. UP		Box, Steel Underframe	100100	40	6	8	7 $\frac{3}{4}$	8	7 $\frac{3}{4}$	41	2 $\frac{1}{2}$	9	5 $\frac{1}{2}$
XM. UP		Box, Steel Underframe	122000 to 122473	40	7 $\frac{1}{2}$	9	2	9	4 $\frac{1}{4}$	41	1 $\frac{1}{2}$	9	10
XM. UP		Box, Steel Underframe	124000 to 125899	40	7 $\frac{1}{2}$	9	2	9	4 $\frac{1}{4}$	41	1 $\frac{1}{2}$	9	10
XM. UP		Box, Steel Underframe	125902 to 127831	40	6 $\frac{1}{4}$	9	1 $\frac{1}{2}$	9	2	41	1 $\frac{1}{2}$	10	1
XM. LA&SL		Box, Steel Underframe	130000 to 130718	40	4 $\frac{1}{2}$	8	6 $\frac{1}{8}$	8	0 $\frac{1}{4}$	41	10	9	4 $\frac{1}{2}$
XM. LA&SL		Box, Steel Underframe	132000 to 132292	40	3 $\frac{1}{2}$	9	2	9	2 $\frac{1}{4}$	41	1 $\frac{1}{2}$	10	0
XM. OSL		Box, Steel Underframe	135000 to 138525	40	7 $\frac{1}{2}$	9	2	9	4 $\frac{1}{4}$	41	1 $\frac{1}{2}$	9	10
XA. UP		Box, Automobile, Staggered Doors, End Doors, Steel	150000	50	0 $\frac{1}{2}$	9	2	10	0 $\frac{1}{2}$	50	9 $\frac{1}{2}$	9	7 $\frac{1}{2}$
XA. UP		Box, Automobile, Staggered Doors, Steel	150001 to 151000	50	3 $\frac{1}{2}$	9	2	10	6 $\frac{1}{8}$	50	9 $\frac{1}{2}$	9	7 $\frac{1}{2}$
XA. UP		Box, Automobile, Staggered Doors, Steel	151001 to 152000	50	3 $\frac{1}{2}$	9	2	10	6 $\frac{1}{8}$	50	9 $\frac{1}{2}$	9	7 $\frac{1}{2}$
XA. UP		Box, Automobile, Staggered Doors, Steel	152001 to 152500	50	3 $\frac{1}{2}$	9	2	10	1 $\frac{1}{8}$	50	9 $\frac{1}{2}$	9	7 $\frac{1}{2}$
XA. UP		Box, Automobile, Staggered Doors, Steel	154100 to 154199	50	7 $\frac{1}{2}$	9	4 $\frac{1}{4}$	11	2 $\frac{1}{2}$	50	10	9	11 $\frac{1}{2}$
XA. UP		Box, Automobile, Staggered Doors, Steel	154200 to 154399	50	7 $\frac{1}{2}$	9	4 $\frac{1}{4}$	10	6 $\frac{1}{8}$	50	10	9	11 $\frac{1}{2}$
XAP. UP		Box, Automobile, Staggered Doors, Steel	155000	50	7 $\frac{1}{2}$	9	4 $\frac{1}{4}$	10	6	50	10	9	11 $\frac{1}{2}$
XA. UP		Box, Automobile, Staggered Doors, Steel	156103	50	7 $\frac{1}{2}$	9	4 $\frac{1}{4}$	11	2 $\frac{1}{2}$	50	10	9	11 $\frac{1}{2}$
XA. OSL		Box, Automobile, Staggered Doors, End Doors, Steel	160001 to 160600	50	0 $\frac{1}{2}$	9	2	10	0 $\frac{1}{2}$	50	9 $\frac{1}{2}$	9	7 $\frac{1}{2}$
XA. UP		Box, Automobile, Staggered Doors, End Doors, Steel	161000 to 161099	50	6 $\frac{1}{2}$	9	4 $\frac{1}{4}$	10	6	50	10	9	11 $\frac{1}{2}$
XA. UP		Box, Automobile, Staggered Doors, Steel	161100 to 161199	50	6 $\frac{1}{2}$	9	4 $\frac{1}{4}$	10	6 $\frac{1}{8}$	50	10	9	11 $\frac{1}{2}$
XA. UP		Box, Automobile, Staggered Doors, Steel	161200 to 161499	50	6 $\frac{1}{4}$	9	4 $\frac{1}{4}$	10	6 $\frac{1}{8}$	50	11 $\frac{1}{2}$	9	11 $\frac{1}{2}$
XA. LA&SL		Box, Automobile, Staggered Doors, End Doors, Steel	169000 to 169199	50	0 $\frac{1}{2}$	9	2	10	0 $\frac{1}{2}$	50	9 $\frac{1}{2}$	9	7 $\frac{1}{2}$
XA. UP		Box, Automobile, Staggered Doors, Steel	170500 to 171499	40	5 $\frac{1}{2}$	9	2	10	5 $\frac{1}{8}$	41	1 $\frac{1}{2}$	9	10
Forward													

Explanatory notes on pages 318 and 319.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS														No. Owned
Outside				Doors				CAPACITY						
Ex- treme Width Over All	Height From Rail			Side		End		Cubic Feet Level Full	Pounds or Gallons					
	To Eaves	To Top of Sides Plat- form or Run- ning Board	To Over All	Width	Height	Width	Height							
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.							
10 0½		8 7½	9 3½					1825	100000 lb.	23629				
10 2¼		10 8	10 8					1982	100000 lb.	419				
10 2¾		10 8	10 8					1951	100000 lb.	498				
10 2¾		10 8	10 8					1970	100000 lb.	998				
10 3½		10 8	10 8					1970	100000 lb.	1000				
10 5		7 5½	8 4¾					1040	100000 lb.	70				
9 10		7 5						1040	100000 lb.	54				
10 4		7 3						1023	100000 lb.	38				
10 2¾		10 0	10 0					1360	140000 lb.	20				
10 2		8 7½	8 7½					810	100000 lb.	45				
10 0½	11 9	12 9½	12 9½					1958	140000 lb.	100				
10 5¼	14 1½	15 0½	15 7¼	8 0	9 6½			3629	60000 lb.	4				
10 3		7 6¼						1252	80000 lb.	180				
8 11½		6 11¼	8 6½					1777	140000 lb.	50				
9 11		7 5½	7 5½					1528	100000 lb.	499				
9 11½	11 2½	12 6½	13 6½	6 0	7 0	2 2	2 6	2712	100000 lb.	3				
10 1¾	12 1	13 3½	14 0½	6 0	8 1½			2825	100000 lb.	1				
10 6	13 3½	14 1½	14 9 +	6 0	8 8½	1 6	1 0	3500	100000 lb.	160				
10 6	13 3½	14 1½	14 9 +	6 0	8 8½	1 6	1 0	3500	100000 lb.	476				
10 5½	13 3½	14 2½	14 10¾	6 0	8 8½	1 6	1 0	3412	100000 lb.	6				
10 2¼	12 1½	12 11½	13 5½	6 0	7 6½	2 3	2 8	2745	100000 lb.	110				
10 6	13 4½	14 2½	14 10¾	6 0	8 8½	2 3	2 8	3384	100000 lb.	76				
10 6	13 3½	14 1½	14 9 +	6 0	8 8½	1 6½	1 0	3500	100000 lb.	1219				
10 5¾	13 11½	14 10½	15 5½	9 9¾	9 4½	8 6¼	9 5¼	4598	100000 lb.	1				
10 6½	13 10½	14 9½	15 5½	9 9¾	9 4½	1 6	1 0	4370	100000 lb.	106				
10 5¾	13 10½	14 9½	15 5½	12 0	9 5½	1 6	1 0	4370	100000 lb.	256				
10 6½	13 10½	14 9½	14 9½	12 0	9 5½	1 6	1 0	4370	100000 lb.	6				
10 8	14 4½	15 1	15 1	15 0¼	9 11½			4974	100000 lb.	47				
10 8	14 4½	15 1	15 1	15 0¼	9 11½			4974	100000 lb.	90				
10 8	14 4½	15 1	15 1	15 0¼	9 11½			4906	100000 lb.	1				
10 8	14 4½	15 1	15 1	15 0¼	9 11½			4974	100000 lb.	1				
10 5¾	13 11½	14 10½	15 5½	9 9¾	9 4½	8 6¼	9 5¼	4598	100000 lb.	542				
10 8	14 4½	15 1	15 1	15 0¼	9 11½	9 4¼	10 1¾	4961	100000 lb.	92				
10 8	14 4½	15 1	15 1	15 0¼	9 11½	9 4¼	10 1¾	4961	100000 lb.	45				
10 8	14 4½	15 1	15 1	15 0¼	9 10¾			4964	100000 lb.	112				
10 5¾	14 3½	14 10½	15 5½	9 9¾	9 4½	8 6¼	9 5¼	4598	100000 lb.	193				
10 6	14 4½	14 10¼	15 5½	9 8½	9 5¼			3876	100000 lb.	39				
										31685				

Explanatory notes on pages 318 and 319.

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS									
A. A. R. Designation	Initials	Class		Inside						Outside			
				Length	Width	Height	Length Over End Sills	Width at Eaves or Plat- form					
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
XA...	Brought forward.....												
UP.....		Box, Automobile, Stag- gered Doors, Steel.....	171500 to 172999	40	6¼	9	1½	10	10½	41	1½	9	10½
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	175000 to 175399	50	3¾	9	2	10	0½	50	6	9	7
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	176000 to 176499	50	2½	8	11	10	0¼	50	9½	9	7½
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	176500 to 176599	50	3¾	8	8	10	0¼	50	9½	9	7½
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	177000 to 177387	50	2	8	11	10	0¾	50	9½	9	7½
XM...	UP.....	Box, Steel.....	180000 to 182399	40	6¼	9	2	9	4	41	1½	9	10½
XM...	UP.....	Box, Steel.....	182500	40	6½	8	9½	9	4	40	8¼	9	5½
XM...	UP.....	Box, Steel.....	182812 to 183999	40	6½	9	2½	10	0¾	40	8¼	9	10½
XM...	UP.....	Box, Steel.....	184000 to 185899	40	6½	9	2½	10	0¾	40	8¼	9	10½
XM...	UP.....	Box, Steel.....	185900 to 185949	40	6½	9	2½	10	0¾	40	8¼	9	10½
XM...	UP.....	Box, Steel.....	185950 to 185999	40	6½	9	2½	10	0¾	40	8¼	9	10½
XM...	UP.....	Box, Steel.....	186000 to 186024	40	6½	9	2½	10	0¾	41	10½	9	5½
XM...	UP.....	Box, Steel.....	186025 to 186049	40	6½	9	2½	10	0¾	41	10½	9	10½
XM...	UP.....	Box, Steel.....	187000 to 188199	40	6½	9	2½	10	0¾	40	8¼	9	10½
XM...	OWR&N.	Box, Steel.....	188300 to 188999	40	6½	9	2½	10	0¾	40	8¼	9	10½
XM...	OWR&N.	Box, Steel.....	189000 to 189299	40	6½	9	2½	10	0¾	40	8¼	9	10½
XM...	OSL.....	Bcx, Steel.....	189400 to 189899	40	6½	9	2½	10	0¾	40	8¼	9	10½
XM...	UP.....	Box, Steel.....	190000 to 190699	40	6½	9	2½	10	0¾	40	8¼	9	10½
XM...	UP.....	Box, Steel.....	191000 to 192999	40	6¼	9	2½	10	6½	40	9¾	9	10½
GA...	LA&SL.....	Gondola, Steel, Coal.....	200000 to 200716	40	4	9	4¾	4	6	41	10		
GS...	LA&SL.....	Gondola, Steel, Coal, Dump.....	201000 to 201099	40	0	9	6¾	4	7				
XAP...	UP.....	Box, Automobile, Steel.....	251001 to 251099	50	3¾	9	2	10	0¼	50	9½	9	7½
XAP...	UP.....	Box, Automobile, Steel.....	252001 to 252999	50	3¾	9	2	10	0¼	50	9½	9	7½
XAP...	UP.....	Box, Automobile, Steel.....	254200 to 254399	50	7½	9	3	10	6½	50	10	9	11½
XM...	UP.....	Box, Steel Underframe.....	300000 to 300299	40	6¼	9	2	9	4¼	41	1½	9	10
XM...	OSL.....	Box, Steel Underframe.....	300500 to 300999	40	6¼	9	2	9	4¼	41	1½	9	10
XM...	OWR&N.	Box, Steel Underframe, Steel Ends.....	301000 to 301113	40	3¾	9	2	9	2¼	41	1½	10	0
XM...	OWR&N.	Box, Steel Underframe, Steel Ends.....	301320 to 301633	40	3¾	9	2	9	2¼	41	1½	10	0
XM...	OSL.....	Box, Steel Underframe.....	302300 to 302540	40	3¾	9	2	9	2¼	41	1½	10	0
XM...	UP.....	Box, Steel Underframe, Steel Ends.....	303000 to 303159	40	3¾	9	2	9	2¼	41	1½	10	0
XM...	UP.....	Box, Steel Underframe, Steel Ends.....	303501 to 303845	40	3¾	9	2	9	2¼	41	1½	10	0
XM...	LA&SL.....	Box, Steel Underframe, Steel Ends.....	304800 to 304871	40	3¾	9	2	9	2¼	41	1½	10	0
XM...	UP.....	Box, Steel Underframe, Steel Ends.....	305000 to 305179	40	7½	9	2	9	2¼	41	1½	9	10
	Forward.....												

Explanatory notes on pages 318 and 319.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS																		No. Owned
Outside						Doors								CAPACITY				
Ex- treme Width Over All	Height From Rail					Side				End				Cubic Feet Level Full	Pounds or Gallons			
	To Eaves	To Top of Sides Plat- form or Run- ning Board			To Over All	Width	Height	Width	Height	Width	Height							
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.					
		14	0 1/2													31685		
10	7 1/2	14	2 1/4	14	11 1/8	15	7 3/8	9	8 1/2	9	5 1/4	1	0 1/2	3681	100000 lb.	2		
10	6 1/2	14	4 1/2	14	11 1/8	14	11 1/8	9	11 1/2	9	6 1/2	1	0	4626	80000 lb.	380		
10	6 1/2	13	10 1/2	14	9 3/8	14	9 3/8	12	0	9	5 3/8			4493	100000 lb.	368		
10	5 3/4	13	10 1/2	14	9 3/8	15	5 1/2	12	0	9	5 3/8	1	6	1	0	4370	100000 lb.	46
10	5 3/8	14	1 1/2	14	9 3/8	15	5 1/2	12	1 1/2	9	4 3/8			4489	100000 lb.	2		
10	7 1/2	12	10 1/4	14	1	14	1	6	0 1/2	8	8 3/8			3466	100000 lb.	2330		
10	3 1/4	13	5 1/2	13	10 3/8	13	10 3/8	6	0	8	8 3/8			3314	100000 lb.	1		
10	8	13	2 1/2	14	7 3/8	14	7 3/8	6	0	9	5 3/8			3727	100000 lb.	1182		
10	7 1/2	13	11 3/8	14	7 3/8	14	7 3/8	6	0	9	5 3/8			3730	100000 lb.	1888		
10	7 1/2	13	4 1/2	14	7 3/8	14	7 3/8	6	0	9	5 3/8			3735	100000 lb.	50		
10	7 1/2	13	9 1/2	14	7 3/8	14	7 3/8	6	0	9	5 3/8			3735	100000 lb.	50		
10	4 1/2	13	5 1/2	14	5 1 1/2	14	5 1 1/2	6	0	9	4 1/2			3733	100000 lb.	25		
10	4 1/2	13	10 1/2	14	6 1/2	14	6 1/2	6	0	9	4 1/2			3733	100000 lb.	25		
10	7 1/2	13	11 3/8	14	7 3/8	14	7 3/8	6	0	9	5 3/8			3730	100000 lb.	1199		
10	7 1/2	13	4 1/2	14	7 3/8	14	7 3/8	6	0	9	5 3/8			3730	100000 lb.	698		
10	7 1/2	13	9 1/2	14	7 3/8	14	7 3/8	6	0	9	5 3/8			3730	100000 lb.	300		
10	7 1/2	13	4 1/2	14	7 3/8	14	7 3/8	6	0	9	5 3/8			3730	100000 lb.	499		
10	7 1/2	13	9 1/2	14	7 3/8	14	7 3/8	6	0	9	5 3/8			3730	100000 lb.	699		
10	7 1/2	13	4 1/2	14	7 3/8	14	7 3/8	6	0	9	5 3/8			3730	100000 lb.	1886		
10	4 3/4	14	5 1 1/2	15	0 3/4	15	0 3/4	6	0	9	11 3/8			3621	100000 lb.	1886		
10	4 3/4			8	0 3/8	8	0 3/8							1705	100000 lb.	140		
10	2 1/4			8	11 1/4	9	8 3/8							1715	100000 lb.	99		
10	5 3/4	13	10 1/2	14	9 3/8	15	5 1/2	6	1 1/4	9	5 3/8			4622	100000 lb.	10		
10	5 3/4	14	1 3/8	14	9 3/8	14	9 3/8	6	1 1/4	9	5 3/8			4622	100000 lb.	5		
10	8	13	11 3/8	15	1	15	1	7	0 3/8	9	11 1/2			4919	100000 lb.	15		
10	6	13	3 3/8	14	1 3/8	14	9 +	6	0	8	8 3/8			3500	100000 lb.	167		
10	6	13	3 3/8	14	1 3/8	14	9 +	6	0	8	8 3/8			3500	100000 lb.	350		
10	6	13	4 1/2	14	2 3/8	14	10 1/4 +	6	0	8	8 3/8			3384	100000 lb.	109		
10	6	13	4 1/2	14	2 3/8	14	10 1/4 +	6	0	8	8 3/8			3384	100000 lb.	307		
10	6	13	4 1/2	14	2 3/8	14	10 1/4 +	6	0	8	8 3/8			3384	100000 lb.	229		
10	6	13	4 1/2	14	2 3/8	14	10 1/4 +	6	0	8	8 3/8			3384	100000 lb.	142		
10	6	13	4 1/2	14	2 3/8	14	10 1/4 +	6	0	8	8 3/8			3384	100000 lb.	332		
10	6	13	4 1/2	14	2 3/8	14	10 1/4 +	6	0	8	8 3/8			3384	100000 lb.	40		
10	6	13	3 3/8	14	1 3/8	14	9 +	6	0	8	8 3/8			3500	100000 lb.	163		
																45423		

Explanatory notes on pages 318 and 319

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS									
A. A. R. Designation	Initials	Class		Inside			Outside						
				Length	Width	Height	Length Over End Sills	Width at Eaves or Plat- form					
				Ft.	In.	Ft.	In.	Ft.	In.				
XM...	Brought forward.....	Box, Steel Underframe, Steel Ends.....	306000 to 306299	40	7½	9	2	9	2¼	41	1½	9	10
XM...	OSL.....	Box, Steel Underframe, Steel Ends.....	307000 to 308199	40	7½	9	2	9	2¼	41	1½	9	10
XM...	UP.....	Box, Steel.....	350000 to 350499	50	2½	8	7½	10	0½	50	9½	9	7½
XM...	UP.....	Box, Steel.....	350500 to 350885	50	2½	8	11	10	0½	50	9½	9	7½
XM...	UP.....	Box, Steel.....	350886	50	2½	8	11	10	0½	51	4	9	9
XM...	UP.....	Box, Steel.....	351000 to 351105	50	2½	8	11	10	0¼	50	9½	9	7½
XM...	UP.....	Box, Steel.....	351200 to 351700	50	2½	8	11	10	0¼	50	9½	9	7½
XAR	UP.....	Box, Automobile, Stag- gered Doors, Steel....	450597	50	3½	9	2	10	4	50	9½	9	7½
XAR	UP.....	Box, Automobile, Stag- gered Doors, Steel....						10	9½				
XAR	UP.....	Box, Automobile, Stag- gered Doors, Steel....	454000 to 454099	50	7½	9	4¼	11	2½	50	10	9	11½
XAR	UP.....	Box, Automobile, Stag- gered Doors, Steel....	454400 to 454799	50	7½	9	4¼	10	6½	50	10	9	11½
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel Ends.....	470000 to 470498	40	6½	9	0	9	11½	41	1½	9	10½
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel Ends.....	470500 to 470598	40	7½	9	1½	10	2¼	41	1½	10	2½
XAR	UP.....	Box, Automobile, Stag- gered Doors, Steel....	471000 to 471750	40	6¼	9	2	10	2	41	1½	9	10½
XAR	UP.....	Box, Automobile, Stag- gered Doors, Steel....	472000 to 472750	40	6¼	9	2	10	2	41	1½	9	10½
XAR	UP.....	Box, Automobile, Stag- gered Doors, Steel....	473000 to 473750	40	6¼	9	2	10	4	41	1½	9	10½
XAR	UP.....	Box, Automobile, Stag- gered Doors, Steel....	474000 to 474499	40	6½	9	2½	10	6½	41	1½	9	10½
XAR	UP.....	Box, Automobile, Stag- gered Doors, Steel....	474500 to 474749	40	6¼	9	2	11	0½	41	1½	9	10½
XAP	UP.....	Box, Automobile, Steel.....	554300 to 554399	50	7½	9	3	10	6½	50	10	9	11½
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel....	654180 to 654199	50	7½	9	4¼	10	6	50	10	9	11½
XA...	UP.....	Box, Automobile, Stag- gered Doors, End Doors, Steel.....	661100 to 661199	50	6½	9	4¼	11	6½	50	10	10	0½
XAP	UP.....	Box, Automobile, Stag- gered Doors, Steel....	751000 to 751999	50	3½	9	2	10	0¼	50	9½	9	7½
XAP	UP.....	Box, Automobile, Stag- gered Doors, Steel....	754200 to 754399	50	7½	9	3	10	6½	50	10	9	11½
XAP	UP.....	Box, Automobile, Stag- gered Doors, Steel....	844200 to 844399	50	7½	9	3	10	6½	50	10	9	11½
XAP	UP.....	Box, Automobile, Stag- gered Doors, Steel....	851001 to 852000	50	3½	9	2	10	0¼	50	9½	9	7½
XAP	UP.....	Box, Automobile, Stag- gered Doors, Steel....	852001 to 852500	50	3½	9	2	10	0¼	50	9½	9	7½
XAP	UP.....	Box, Automobile, Stag- gered Doors, Steel....	854100 to 854199	50	7½	9	3	10	6	50	10	9	11½
XAP	UP.....	Box, Automobile, Stag- gered Doors, Steel....	854200 to 854399	50	7½	9	3	10	6½	50	10	9	11½
XAP	UP.....	Box, Automobile, Stag- gered Doors, End Doors, Steel.....	861000 to 861199	50	6½	9	3	10	6	50	10	9	11½
XAP	UP.....	Box, Automobile, Stag- gered Doors, Steel....	864100 to 864399	50	7½	9	3	10	6½	50	10	9	11½
	Forward.....												

Explanatory notes on pages 318 and 319.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS														No. Owned
Outside				Doors				CAPACITY						
Ex- treme Width Over All	Height From Rail			Side		End		Cubic Feet Level Full	Pounds or Gallons					
	To Eaves	To Top of Sides Plat- form or Run- ning Board	To Over All	Width	Height	Width	Height							
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.					
10	6	13	3 $\frac{3}{4}$	14	1 $\frac{1}{2}$	14	9 $\frac{1}{2}$	6	0	8	8 $\frac{1}{2}$	3500	100000 lb.	282
10	6	13	3 $\frac{3}{4}$	14	1 $\frac{1}{2}$	14	9 $\frac{1}{2}$	6	0	8	8 $\frac{1}{2}$	3500	100000 lb.	1162
10	5 $\frac{1}{2}$	13	10 $\frac{1}{2}$	14	9 $\frac{1}{2}$	15	5 $\frac{1}{2}$	6	0 $\frac{1}{2}$	9	3 $\frac{1}{2}$	4303	100000 lb.	492
10	5 $\frac{1}{2}$	13	10 $\frac{1}{2}$	14	9 $\frac{1}{2}$	15	5 $\frac{1}{2}$	6	1 $\frac{1}{2}$	9	4 $\frac{1}{2}$	4508	100000 lb.	379
10	7	14	2	14	10	14	10	6	0	9	5	4484	100000 lb.	1
10	5 $\frac{1}{2}$	13	10 $\frac{1}{2}$	14	9 $\frac{1}{2}$	14	9 $\frac{1}{2}$	6	0 $\frac{1}{2}$	9	5 $\frac{1}{2}$	4475	100000 lb.	99
10	5 $\frac{1}{2}$	13	10 $\frac{1}{2}$	14	9 $\frac{1}{2}$	14	9 $\frac{1}{2}$	6	0 $\frac{1}{2}$	9	5 $\frac{1}{2}$	4475	100000 lb.	507
10	5 $\frac{1}{2}$	14	4 $\frac{1}{2}$	15	0 $\frac{3}{4}$	15	0 $\frac{3}{4}$	15	0	9	4 $\frac{1}{2}$	1	6 $\frac{1}{2}$	4766
10	8	13	11 $\frac{1}{2}$	15	1	15	1	15	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4575	100000 lb.	1
10	8	14	4 $\frac{1}{2}$	15	1	15	1	15	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4974	100000 lb.	100
10	8	13	11 $\frac{1}{2}$	15	1	15	1	15	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4575	100000 lb.	400
10	7 $\frac{1}{2}$	14	3 $\frac{3}{4}$	15	0 $\frac{1}{2}$	15	0 $\frac{1}{2}$	12	0	9	4 $\frac{1}{2}$	3620	100000 lb.	2
10	7 $\frac{1}{2}$	14	2 $\frac{1}{2}$	14	11 $\frac{1}{2}$	14	11 $\frac{1}{2}$	12	0	9	4 $\frac{1}{2}$	1	6 $\frac{1}{2}$	3620
10	7 $\frac{1}{2}$	13	8 $\frac{1}{2}$	14	11	14	11	12	6	9	6 $\frac{1}{2}$	3838	100000 lb.	250
10	7 $\frac{1}{2}$	13	8 $\frac{1}{2}$	14	11	14	11	12	6	9	6 $\frac{1}{2}$	3604	100000 lb.	1
10	7 $\frac{1}{2}$	14	2 $\frac{1}{2}$	15	1	15	1	12	6	9	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	3838
10	7 $\frac{1}{2}$	13	10 $\frac{1}{2}$	15	1	15	1	12	6	9	8 $\frac{1}{2}$	3604	100000 lb.	497
10	7 $\frac{1}{2}$	14	4 $\frac{1}{4}$	15	1	15	1	12	6	9	8 $\frac{1}{2}$	3838	100000 lb.	497
10	7 $\frac{1}{2}$	13	10 $\frac{1}{2}$	15	1	15	1	12	0	9	10 $\frac{1}{2}$	3511	100000 lb.	500
10	7 $\frac{1}{2}$	13	8 $\frac{1}{2}$	15	1	15	1	12	6	9	6 $\frac{1}{2}$	3916	100000 lb.	500
10	7 $\frac{1}{2}$	14	6 $\frac{1}{4}$	15	1	15	1	12	6	9	6 $\frac{1}{2}$	3619	100000 lb.	250
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	3899	100000 lb.	250
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4919	100000 lb.	10
10	8	13	11 $\frac{1}{2}$	15	1	15	1	15	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4919	100000 lb.	10
10	8	14	4 $\frac{1}{2}$	15	1	15	1	15	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4974	100000 lb.	20
10	8	15	0 $\frac{1}{2}$	16	2 $\frac{1}{2}$	16	2 $\frac{1}{2}$	15	0 $\frac{1}{2}$	9	10 $\frac{1}{2}$	9	4 $\frac{1}{4}$	5454
10	5 $\frac{1}{2}$	15	6 $\frac{1}{4}$	16	2 $\frac{1}{2}$	16	2 $\frac{1}{2}$	15	0 $\frac{1}{2}$	9	10 $\frac{1}{2}$	9	4 $\frac{1}{4}$	5454
10	5 $\frac{1}{2}$	13	10 $\frac{1}{2}$	14	9 $\frac{1}{2}$	15	5 $\frac{1}{2}$	12	0	9	5 $\frac{1}{2}$	4622	100000 lb.	15
10	8	14	1 $\frac{1}{2}$	14	9 $\frac{1}{2}$	15	5 $\frac{1}{2}$	12	0	9	5 $\frac{1}{2}$	4622	100000 lb.	15
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	15
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	15
10	8	13	11 $\frac{1}{2}$	15	1	15	1	15	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4919	100000 lb.	18
10	5 $\frac{1}{2}$	14	1 $\frac{1}{2}$	14	9 $\frac{1}{2}$	15	5 $\frac{1}{2}$	12	0	9	5 $\frac{1}{2}$	4919	100000 lb.	18
10	6 $\frac{1}{2}$	13	10 $\frac{1}{2}$	14	9 $\frac{1}{2}$	14	9 $\frac{1}{2}$	12	0	9	5 $\frac{1}{2}$	4622	100000 lb.	34
10	6 $\frac{1}{2}$	14	1 $\frac{1}{2}$	14	9 $\frac{1}{2}$	14	9 $\frac{1}{2}$	12	0	9	5 $\frac{1}{2}$	4622	100000 lb.	20
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	21
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	21
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	14	4 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	25
10	8	13	11 $\frac{1}{2}$	15	1	15	1	7	0 $\frac{1}{2}$	9	11 $\frac{1}{2}$	4906	100000 lb.	

Explanatory notes on pages 318 and 319.

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS									
A. A. R. Designation	Initials	Class		Inside						Outside			
				Length	Width	Height				Length Over End Sills	Width at Eaves or Plat- form		
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.		
	Brought	forward.....	.....										
XAP. UP.....		Box, Automobile, Stag- gered Doors, Steel....	871000 to 872000	50	3½	9	2	10	0¼	50	9½	9	7½
XAP. UP.....		Box, Automobile, Stag- gered Doors, Steel....	874200 to 874399	50	7½	9	3	10	6½	50	10	9	11½
XAP. UP.....		Box, Automobile, Stag- gered Doors, Steel....	951000 to 951999	50	3½	9	2	10	0¼	50	9½	9	7½
XAP. UP.....		Box, Automobile, Stag- gered Doors, Steel....	952001 to 952500	50	3½	9	2	10	0¼	50	9½	9	7½
XAP. UP.....		Box, Automobile, Stag- gered Doors, Steel....	953001 to 953999	50	3½	9	2	10	0¼	50	9½	9	7½
XAP. UP.....		Box, Automobile, Stag- gered Doors, Steel....	954100 to 954199	50	7½	9	3	10	6	50	10	9	11½
XAP. UP.....		Box, Automobile, Stag- gered Doors, Steel....	954200 to 954399	50	7½	9	3	10	6½	50	10	9	11½
XAP. UP.....		Bcx, Automobile, Stag- gered Doors, Steel....	955000 to 955990	50	3 ¾	9	2	10	0 ¼	50	9 ½	9	7 ½
	Total												

UTAH COAL

GS...	UCR.....	Coal, Dump, Steel.....	20000 to 21999	40	0	9	6 $\frac{1}{4}$	4	7	41	0	10	2 $\frac{1}{4}$
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NOTES:—

*On cars not equipped with power hand brake.

*UP cars 20500 to 21949 and OSL 27294 to 27543 are equipped with 8 Door Enterprise dumping device.

‡Average height.

**UP cars 62000 to 63999 are equipped with 16 Door Enterprise dumping device.

*Capacity of car 9109 is 55,000 lbs.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS														No. Owned
Outside				Doors				CAPACITY						
Ex- treme Width Over All	Height From Rail			Side		End		Cubic Feet Level Full	Pounds or Gallons					
	To Eaves	To Top of Sides Plat- form or Run- ning Board	To Over All	Width	Height	Width	Height							
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.							
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50594				
10 5 $\frac{1}{4}$	13 10 $\frac{1}{2}$ 14 1 $\frac{1}{2}$	14 9 $\frac{1}{2}$	15 5 $\frac{1}{2}$	12 0	9 5 $\frac{1}{2}$	.....	.....	4622	100000 lb.	25				
10 8	13 11 $\frac{1}{2}$ 14 4 $\frac{3}{4}$	15 1	15 1	7 0 $\frac{1}{2}$	9 11 $\frac{1}{2}$	.....	.....	4919	100000 lb.	10				
10 5 $\frac{1}{4}$	13 10 $\frac{1}{2}$ 14 1 $\frac{1}{2}$	14 9 $\frac{1}{2}$	15 5 $\frac{1}{2}$ +	12 0	9 5 $\frac{1}{2}$	.....	.....	4622	100000 lb.	31				
10 6 $\frac{1}{4}$	13 10 $\frac{1}{2}$ 14 1 $\frac{1}{2}$	14 9 $\frac{1}{2}$	14 9 $\frac{1}{2}$	6 1 $\frac{1}{4}$	9 5 $\frac{1}{2}$	.....	.....	4622	100000 lb.	6				
10 5 $\frac{1}{4}$	13 10 $\frac{1}{2}$ 14 1 $\frac{1}{2}$	14 9 $\frac{1}{2}$	14 9 $\frac{1}{2}$	6 1 $\frac{1}{4}$	9 5 $\frac{1}{2}$	.....	.....	4622	100000 lb.	55				
10 8	13 11 $\frac{1}{2}$ 14 4 $\frac{3}{4}$	15 1	15 1	7 0 $\frac{1}{2}$	9 11 $\frac{1}{2}$	.....	.....	4906	100000 lb.	10				
10 8	13 11 $\frac{1}{2}$ 14 4 $\frac{3}{4}$	15 1	15 1	7 0 $\frac{1}{2}$	9 11 $\frac{1}{2}$	.....	.....	4906	100000 lb.	10				
10 5 $\frac{1}{4}$	13 10 $\frac{1}{2}$ 14 1 $\frac{1}{2}$	14 9 $\frac{1}{2}$	15 5 $\frac{1}{2}$ +	12 0	9 5 $\frac{1}{2}$			4622	100000 lb.	4				
.....										50745				

ROUTE CARS

10	2 $\frac{1}{4}$	8 11 $\frac{1}{4}$	9 8 $\frac{1}{2}$					1715	100000 lb.					1976
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52721

NOTES:—

*Hart Convertible—When used as hopper the length and height inside, capacity is as follows:
Length 30 ft., 0 in., height 3 ft., 6 $\frac{1}{4}$ in., cubic capacity 928 feet.

‡Hart Convertible—When used as hopper the length and height inside, capacity is as follows:
Length 27 ft., 6 in., height 3 ft., 0 $\frac{1}{4}$ in., cubic capacity 994 cubic feet.

Utah Coal Route cars are owned jointly by the L. A. & S. L. R. R. Co. and the Utah Ry. Co.

ROADWAY EQUIPMENT

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
St. J. & G. I.	Ballast Distributing:		01	35' 11½"	30,000 lbs.
O.-W. R. & N.	Ballast Spreader—Jordan		0440	35'	100,000 do
do	do		0450	35' 1"	100,000 do
do	do		0453	35' 1"	100,000 do
O. S. L.	do		02073	32'	60,000 do
U. P.	do		03128	43' 9"	100,000 do
do	do		03129	35' 6"	100,000 do
do	do		03130	35'	100,000 do
L. A. & S. L.	do		010532	100,000 do	
do	do		010533	35' 6"	100,000 do
O. S. L.	Jordan Spreader	02060	02062	35'	100,000 do
do	Ballast Spreader		02063	35'	100,000 do
U. P.	Lidgerwood Unloader		03132	38'	60,000 do
do	Ballast Plow		03125	35'	100,000 do
do	do		03135	34' 10"	100,000 do
do	do		03139	32'	100,000 do
St. J. & G. I.	Boarding		051	46' 2"	60,000 lbs.
do	do		0200	37' 2½"	40,000 do
do	do		0201	34' 2½"	40,000 do
do	do		0203	36'	40,000 do
do	do		0204	38' 3"	40,000 do
do	do		0205	34' 2½"	50,000 do
do	do		0206	34' 11"	60,000 do
do	do		0208	34'	60,000 do
O.-W. R. & N.	do		0577	45' to 70'	Various
do	do		0588	41'	100,000 lbs.
do	do		0595	72' 6"	100,000 lbs.
do	do		0600	41'	100,000 lbs.
do	do		0805	41'	100,000 do
do	do		0806	41'	100,000 do
do	do		0615	41'	100,000 do
do	do		0620	63' 6"	80,000 do
do	do		0624	41'	100,000 do
do	do		0625	40'	100,000 lbs.
do	do		0626	41'	100,000 lbs.
do	do		0646	34'	100,000 lbs.
do	do		0650	41'	100,000 lbs.
do	do		0690	41'	100,000 do
do	do		0700	41' 6"	100,000 do
do	do		0803	33' 8" to 40'	Various
do	do		0850	41' 10"	100,000 lbs.
do	do		0933	33' 8" to 40' 6"	Various
do	do		01202	50' 9" to 60' 8"	do
do	do		01210	41' 2"	do
do	do		01216	46' 0" to 60' 0"	do
do	do		01254	41' 10"	100,000 lbs.
do	do		01257	51' 5"	80,000 lbs.
do	do		01260	42' 2"	Various
do	do		01261	53' 0" to 72' 0"	do
do	do		01269	41' 0" to 41' 6"	do
do	do		01275	72' 6"	do
do	do		01279	41' 10"	do
do	do		01289	41'	100,000 lbs.
O. S. L.	do		01500	41' 6"	do
do	do		01515	34'	60,000 lbs.
do	do		01516	41' 10"	100,000 do
do	do		01520	34'	60,000 do
do	do		01521	41' 10"	100,000 do
do	do		01636	31' 4" to 56' 0"	Various
do	do		01828	41' 10"	100,000 lbs.
do	do		02373	63'	80,000 do
do	do		02376	45' 7"	60,000 do
do	do		02430	34'	40,000 do
do	do		02444	60'	60,000 do
do	do		02454	36' 10"	60,000 do
do	do		02500	41' 10"	100,000 do
do	do		02637	51' 7" to 60' 10"	Various
do	do		02742	34' 0" to 41' 10"	do
do	do		02789	40' 0" to 41' 0"	100,000 lbs.
U. P.	do		04301	61' 4"	100,000 lbs.
do	do		04315		

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
72,000	1	1	All Steel
80,800	1	1	do
71,600	1	1	do
69,600	1	1	do
35,000	1	1	do
137,500	1	1	Steel Underframe
85,000	1	1	All Steel
72,000	1	1	do
70,100	1	1	Steel
85,000	1	1	do
70,000	3	1	do
135,000	1	1	do
52,400	1	1	Steel Underframe
31,500	1	1	All Steel
27,400	1	1	Wooden
30,800	1	18	Steel Underframe
62,300	1	1	do
34,500	1	1	do
38,400	1	1	do
25,700	1	1	do
44,200	1	1	do
44,700	1	1	do
33,800	1	1	do
36,500	3	1	do
79,300	5	1	Wooden—Old Passenger Cars
46,000	7	1	Steel Underframe
156,200	1	1	do
54,900	3	1	—Old Passenger Cars
22,600	1	1	do
51,500	8	1	do
103,400	5	1	do
34,200	1	1	Wooden—Old Passenger Cars
24,300	1	1	Steel Underframe
50,000	1	1	Wooden
45,900	8	1	Steel Underframe
45,800	100	1	do
34,400	2	1	do
45,600	24	1	Wooden
29,600	10	1	Steel Underframe
65,300	4	1	Wooden—Old Passenger Cars
45,900	2	1	Steel Underframe—Old Passenger Cars
72,700	18	1	Wooden—Old Passenger Cars
49,500	1	1	Steel Underframe
68,100	1	1	Wooden—Old Passenger Car
47,200	1	1	Steel Underframe
87,800	4	1	Wooden—Old Passenger Cars
49,500	6	1	Steel Underframe
129,100	4	1	do
44,700	9	1	do
51,500	8	1	do
45,900	15	1	do
28,000	1	1	do
45,700	4	1	Steel Underframe
27,200	1	1	Wooden
45,700	17	1	Steel Underframe
74,400	3	1	Wooden—Old Passenger Cars
106,600	1	1	Steel Underframe
48,600	4	1	do
77,700	1	1	Wooden—Old Passenger Car
51,800	1	1	do
27,200	1	1	do
80,900	1	1	—Old Passenger Car
27,200	2	1	do
47,300	1	1	Steel Underframe
70,900	3	1	Wooden—Old Passenger Cars
48,700	8	1	Steel Underframe
48,000	8	1	do
48,000	1	1	—Old Passenger Car

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
U. P.	Boarding	04318	04327	72' 5" to 79' 9"	Various
do	do	04329	04336	41'	100,000 lbs.
do	do		04337	38'	40,000 do
do	do		04339	41'	100,000 do
do	do		04340	72' 6"	
do	do	04342	04376	41'	100,000 lbs.
do	do	04406	04427	34'	60,000 do
do	do	04431	04433	72'	Various
do	do	04435	04443	41' 10"	100,000 lbs.
do	do	04446	04451	72' to 79' 9"	
do	do		04452	41'	60,000 lbs.
do	do	04453	04452	60' 0" to 72' 0"	
do	do	04463	04480	40'	100,000 lbs.
do	do	04481	04482	67'	
do	do	04483	04498	41' 6"	100,000 lbs.
do	do		04499	43'	80,000 do
do	do		04551	36'	60,000 do
do	do		04554	34'	60,000 do
do	do	04585	04591	36' 0" to 51' 0"	Various
do	do	04592	04599	40'	100,000 lbs.
do	do	04600	04624	40' to 41'	
do	do		04625	41' 10"	60,000 lbs.
do	do	04626	04630	41'	100,000 do
do	do		04631	41'	do
do	do		04632	41'	do
do	do		04633	41'	do
do	do		04634	41'	do
do	do	04635	04642	41'	do
do	do		04643	41'	do
do	do	04644	04649	41'	do
do	do	04650	04729	41'	do
do	do		04730	34'	60,000 lbs.
do	do		04736	41' 10"	100,000 do
do	do		04748	41'	80,000 do
do	do	04749	04799	40'	100,000 do
do	do		05258	34' 2½"	50,000 do
St. J. & G. I.	do	05883	05992	34'	60,000 do
U. P.	do		06016	41' 10"	do
do	do		06072	58'	
do	do	06103	06111	41' 6"	80,000 lbs.
do	do	06113	06138	41' 10"	60,000 do
do	do	06139	06232	41' 6" to 41' 10"	Various
do	do	06300	06302	72' 6"	
do	do	06400	06890	34'	60,000 lbs.
do	do		06904		80,000 do
do	do	06930	06983	41' 6"	80,000 do
do	do	06985	06994	70'	
do	do	09500	09978	40' 0" to 41' 6"	100,000 lbs.
L. A. & S. L.	do		010022	36' 11"	60,000 do
do	do	010100	010120	41' 6"	100,000 do
do	do		010121	41' 10"	do
do	do		010122	41' 10"	do
do	do	010123	010148	41' 10"	do
do	do	010214	010224	40'	80,000 lbs.
do	do	010250	010251	63'	do
do	do	010252	010261	41' 10"	100,000 lbs.
do	do	010280	010283	41'	do
do	do	010288	010300	40'	80,000 lbs.
do	do		010309	77' 5"	80,000 do
do	do		010311	40'	do
do	do	010322	010327	36' 11" to 38' 8"	Various
do	do		010330	41' 10"	100,000 lbs.
do	do	010336	010341	40'	80,000 do
do	do	010343	010348	77' 5"	do
do	do	010350	010388	40'	do
do	do		010389	41' 10"	100,000 lbs.
do	do	010390	010394	40'	80,000 do
do	do	010395	010449	41' 10"	100,000 do
do	do	010450	010452		
do	do	010453	010472	41' 10"	100,000 lbs.
do	do	010473	010476	41' 6"	60,000 do
do	do	010477	010483	41'	100,000 do

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
109,600	5		Wooden—Old Passenger Cars
46,000	5		Steel Underframe
34,400	1		Wooden
46,000	1		Steel Underframe
121,000	1		Wooden—Old Passenger Car
46,500	15		Steel Underframe
33,000	3		Wooden
126,500	3		Steel Underframe—Old Passenger Cars
43,800	8		do
120,000	6		do —Old Passenger Cars
38,400	1		do
114,800	10		do —Old Passenger Cars
45,300	18		do
106,000	2		do —Old Passenger Cars
48,400	16		do
54,000	1		do
43,400	1		do
31,600	1		Wooden
44,000	6		Steel Underframe
53,100	8		do
50,800	24		do
42,600	1		do
51,900	5		do
54,700	1		do
55,000	1		do
51,000	1		do
51,000	1		do
51,000	8		do
45,700	1		do
55,400	6		do
49,500	23		do
31,900	1		Wooden
48,800	1		Steel Underframe
45,500	3		do
48,500	50		do
25,700	1		Wooden
33,000	6		do
42,000	1		Steel Underframe
60,000	1		Wooden—Old Passenger Car
42,400	6		Steel Underframe
40,600	3		do
42,300	104		do
164,000	2		Wooden—Old Passenger Cars
31,700	11		Wooden
60,000	1		Wooden—Old Passenger Car
41,400	36		Steel Underframe
123,000	2		Wooden—Old Passenger Cars
46,000	472		Steel Underframe
44,600	1		Wooden
46,400	20		Steel Underframe
47,500	1		do
47,500	1		do
47,500	26		do
42,200	2		Wooden
49,900	2		Steel Underframe—Old Passenger Cars
49,900	10		do
52,600	4		do
35,900	3		Wooden
122,040	1		Wooden—Old Passenger Car
45,800	2		Steel Underframe
34,300	2		Wooden
56,400	1		Steel Underframe
45,700	6		do
117,900	6		do —Old Passenger Cars
39,300	22		Wooden
47,700	1		Steel Underframe
44,100	5		do
47,300	53		do
118,300	3		do —Old Passenger Cars
46,300	19		do
45,100	4		do
49,300	7		do

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
L. A. & S. L.	Boarding	010484	010493	41'	100,000 lbs.
do	do	010494	010498	41'	do
O. S. L.	do	011101	011108	41'	do
do	do	011114	011113	67' 8"	80,000 lbs.
do	do	011115	011115	41'	100,000 do
do	do	011117	011117	72' 6"	80,000 do
do	do	011118	011118	78' 10"	60,000 lbs.
do	do	011119	011120	41'	100,000 do
do	do	011129	011132	41' 10"	100,000 do
do	do	011133	011136	41'	100,000 do
do	do	011251	011252	51'	50,000 do
do	do	011255	011257	70'	60,000 do
do	do	011270	011272	60' 3"	80,000 do
do	do	011277	011278	72' 6"	113,500
do	do	011281	011281	42'	100,000 lbs.
do	do	011282	011283	66'	80,000 do
do	do	011284	011289	41'	100,000 do
do	do	011290	011295	41'	100,000 do
do	do	011328	011328	41' 10"	100,000 do
do	do	011330	011331	72' 6"	80,000 do
do	do	011332	011332	41' 10"	100,000 do
do	do	011334	011334	79' 6"	80,000 do
do	do	011336	011336	41' 10"	100,000 do
do	do	011405	011407	41' 10"	100,000 do
do	do	011409	011409	41' 6"	100,000 do
do	do	011410	011420	41'	100,000 do
do	do	011432	011432	70'	60,000 do
do	do	011511	011531	34'	Various
do	do	011547	011554	41' 10"	100,000 lbs.
U. P.	Business	99	99	73' 6"	202,100
do	do	100	100	73' 10"	188,300
do	do	101	101	73' 6"	192,300
do	do	102	102	74' 8"	204,600
do	do	103	103	75' 0 3/4"	161,700
do	do	104	104	65'	147,900
do	do	110	110	51' 6"	82,400
do	do	116	116	59' 10"	136,700
do	do	117	117	75' 10"	168,500
do	do	118	118	75' 10"	175,100
L. A. & S. L.	do	144	144	65'	149,300
O. S. L.	do	153	153	60'	121,100
do	do	157	157	75'	116,900
O. W. R. & N.	do	186	186	59' 10"	135,000
St. J. & G. I.	Derrick	05	05	38' 11"	39,000
O. W. R. & N.	do	0304	0304	45' 2"	84,600
do	do	0305	0305	24' 2"	155,500
do	do	0306	0306	24' 2"	154,000
do	do	0307	0307	26' 2"	214,500
do	do	0308	0308	26' 2"	216,000
do	do	0309	0309	27' 4"	249,340
O. S. L.	do	02001	02001	26' 1 1/2"	136,200
do	do	02002	02002	26' 1 1/2"	122,800
do	do	02003	02003	26' 1 1/2"	149,900
do	do	02004	02004	26' 1 1/2"	191,200
do	do	02005	02005	26' 1 1/2"	200,000
do	do	02006	02006	150'	208,400
do	do	02007	02007	40'	91,500
U. P.	do	03035	03038	26' 2"	208,000
do	do	03040	03040	26' 2"	217,000
do	do	03041	03041	26' 10"	226,400
do	do	03042	03042	36' 4"	345,100
do	do	03043	03043	36'	377,800
do	do	03045	03045	24' 2"	160,000
do	do	03046	03046	24' 2"	167,800
do	do	03047	03047	24' 2"	154,000
do	do	03048	03048	24' 6"	160,000
do	do	03050	03050	24' 2"	141,200
do	do	03051	03051	24' 2"	146,200
do	do	03052	03052	24' 2"	140,000
do	do	03053	03053	24' 2"	149,000

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
46,000	10	.....	Steel Underframe
47,500	5	.....	do
55,400	2	.....	do
80,700	2	.....	Wooden—Old Passenger Cars
46,000	1	.....	Steel Underframe
96,000	1	.....	Wooden—Old Passenger Car
45,700	1	.....	Steel Underframe
97,900	1	.....	Wooden—Old Passenger Car
50,500	7	.....	Steel Underframe
47,500	4	.....	do
55,400	4	.....	do
27,200	2	.....	Wooden—Old Passenger Cars
27,200	2	.....	do do
85,000	2	.....	do do
113,500	2	.....	Steel Underframe—Old Passenger Cars
48,200	2	.....	do
97,900	2	.....	do —Old Passenger Cars
51,300	6	.....	do
46,000	6	.....	do
50,300	1	.....	do
126,800	2	.....	do —Old Passenger Cars
43,700	1	.....	do
106,200	1	.....	Wooden—Old Passenger Car
50,100	1	.....	Steel Underframe
47,000	2	.....	do
49,800	1	.....	do
50,000	11	.....	do
28,080	1	.....	Wooden—Old Passenger Car
27,200	2	.....	do
45,400	2	1505	Steel Underframe
202,100	1	.....	All Steel
188,300	1	.....	do
192,300	1	.....	do
204,600	1	.....	do
161,700	1	.....	do
147,900	1	.....	Steel Underframe
82,400	1	.....	do
136,700	1	.....	All Steel
168,500	1	.....	do
175,100	1	.....	do
149,300	1	.....	do
121,100	1	.....	do
116,900	1	.....	do
135,000	1	14	do
39,000	1	.....	Wooden
84,600	1	.....	All Steel
155,500	1	.....	do
154,000	1	.....	do
214,500	1	.....	do
216,000	1	.....	do
249,340	1	.....	do
136,200	1	.....	do
122,800	1	.....	do
149,900	1	.....	do
191,200	1	.....	do
200,000	1	.....	do
208,400	1	.....	do
91,500	1	.....	Steel Underframe
208,000	4	.....	All Steel—Wrecking Crane
217,000	2	.....	do do
226,400	1	.....	do do
345,100	1	.....	do do
377,800	1	.....	do do
160,000	1	.....	Steel Underframe—Wrecking Crane
167,800	1	.....	do do
154,000	1	.....	do do
160,000	1	.....	do do
141,200	1	.....	do do
146,200	1	.....	do do
140,000	1	.....	do do
149,000	1	.....	do do

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
U. P.	Derrick		03054	24' 2"	40 tons
L. A. & S. L.	do		010000	24' 2"	60 do
do	do		010001	24' 2"	60 do
do	do		010002	24' 2"	60 do
do	do		010003	27'	120 do
do	do		010004	27'	160 do
do	do		010541	40'	
O. W. R. & N.	Instruction:				
L. A. & S. L.	Rules Examiner		09	60'	
O. S. L.	do		010801	70'	
St. J. & G. I.	Vocational Education		01854	72' 6"	
O. W. R. & N.	Pile Driver		1	45' 2"	
do	do		0319	45' 2"	
do	do		0320	45' 2"	
do	do		0321		
O. S. L.	do		02082	45' 2"	
do	do		02083		
U. P.	do	03110	03111	40'	
do	do		03112	45'	
do	do		03113		
L. A. & S. L.	do		010011	38' 10"	
O. W. R. & N.	Roadway Ballast:				
do	Air Dump	01400	01409	29' 2½"	80,000 lbs.
do	do		01410	36' 6"	80,000 do
O. S. L.	do	01890	01895	31'	80,000 do
do	do		02321	31'	80,000 do
L. A. & S. L.	do	010900	010904	31' 7"	80,000 do
O. S. L.	Roadway Ballast	011650	011659	41' 10"	100,000 do
do	Cinder	01681	01799	40'	100,000 do
U. P.	do	08016	08325	40'	100,000 do
O. W. R. & N.	Side Dump	5045	5061	42'	60,000 do
U. P.	Dump	09000	09023	29' 5½"	80,000 do
O. S. L.	Roadway Box		01875	41' 9"	60,000 do
do	do		02332	34'	60,000 do
do	do		02334	41' 10"	100,000 do
U. P.	do		07058	34'	60,000 do
do	do		07219	07236	80,000 do
do	do		07407	40'	100,000 do
St. J. & G. I.	Roadway Flat		082	40' 4"	80,000 do
do	do		0400	42'	100,000 do
do	do		0402	40' 3"	Various
O. W. R. & N.	do	0526	0533	37' 8" to 40' 0"	80,000 lbs.
do	do		0545	41' 10"	100,000 do
do	do		0552	40' 6"	80,000 do
do	do		0554	41'	80,000 do
do	do		0562		Various
O. S. L.	do	01923	01930	40' 0" to 40' 10"	do
do	do	02319	02300	34' 4" to 41' 0"	do
U. P.	do	05200	05201	Various	do
do	do		05212	37'	60,000 lbs.
do	do		05224	Various	Various
St. J. & G. I.	do		05317	34'	50,000 lbs.
U. P.	do	05239	05333	36' 0" to 37' 0"	60,000 do
do	do		05350	Various	60,000 do
do	do	05453	05456	40'	100,000 do
do	do		05468	37'	60,000 do
do	do		05476	Various	Various
do	do	05500	05565	do	do
do	do		05566	40'	100,000 lbs.
do	do	05590	05590	Various	Various
do	do		05592	37'	60,000 lbs.
St. J. & G. I.	do		08244	38'	80,000 do
L. A. & S. L.	do	010016	010593	Various	Various
do	do		010598	40'	80,000 lbs.
do	do	010615	010694	40' 10"	100,000 do
O. S. L.	Roadway Gondola	02100	02105	Various	100,000 do
do	do		02107	41' 10"	100,000 do
do	do		02108	43' 3"	100,000 do
do	do	02111	02126	36'	80,000 do
do	do		02128	40' 10"	100,000 do
do	do		02138	34' 8"	50,000 do
do	do		02151	36'	80,000 do

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
138,000	1		Steel Underframe—Wrecking Crane
185,000	1		All Steel do
177,700	1		do do
170,000	1		do do
216,000	1		do do
245,560	1		do do
44,900	1	38	Steel Underframe
100,400	1		Wooden
94,700	1		Steel Underframe
141,800	1	3	Wooden
163,200	1		All Steel
170,600	1		do
166,000	1		do
224,210	1		do
166,000	1		do
140,000	1		Steel Underframe
175,800	2		All Steel
178,500	1		do
204,300	1		do
177,200	1	11	Steel Underframe
47,000	9		All Steel
77,200	5		do
55,900	6		do
56,000	6		do
55,400	5		do
49,300	60		do
38,600	13		do
37,400	39		do
31,000	2		Wooden
54,200	24	169	All Steel
45,000	1		Steel Underframe
28,100	1		Wooden
43,200	2		Steel Underframe
31,800	2		Wooden
41,500	9		Steel Underframe
39,700	1	16	All Steel
26,000	1		Wooden
35,600	1		Steel Underframe
35,900	2		do
32,500	7		do
36,800	1		do
38,400	4		do
19,700	1		Wooden
32,800	7		Steel Underframe
31,000	7		do
26,100	12		do
31,600	2		do
24,900	1		Wooden
30,000	2		Steel Underframe
26,100	1		do
27,500	2		Wooden
30,600	3		Steel Underframe
30,500	3		do
26,400	1		Wooden
30,600	12		Steel Underframe
31,800	19		do
30,000	1		Wooden
30,500	16		Steel Underframe
24,600	1		Wooden
39,600	1		Steel Underframe
38,900	5		do
28,900	1		Wooden
34,400	5	119	Steel Underframe
39,000	2		All Steel
35,400	1		Steel Underframe
37,500	1		All Steel
31,800	3		do
34,200	1		Steel Underframe
24,900	1		Wooden
31,400	3		All Steel

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
O. S. L.	Roadway Gondola		02154	36'	100,000 lbs.
do	do		02181	41'	60,000 do
do	do		02184	41'	100,000 do
do	do		02199	39' 10"	100,000 do
U. P.	do	08708	08856	36'	80,000 do
do	do	08862	08868	41'	100,000 do
do	do		08870	36'	80,000 do
L. A. & S. L.	do	010755	010798	41' 10"	100,000 do
O. S. L.	do	011800	011976	Various	100,000 do
St. J. & G. I.	Roadway Water		083	37'	80,000 do
O. W. R. & N.	do		0402	24'	7,000 gals.
do	do	0405	0410	39'	12,500 do
do	do		0411	42'	1,200 do
do	do		0413	39'	12,500 do
do	do		0416	22' 2"	6,000 do
do	do		0418	20' 10"	9,000 do
do	do	0420	0422	39'	12,500 do
do	do		0423	20' 6"	3,000 do
do	do		0424	26' 4"	9,000 do
do	do		0425	29' 8"	7,000 do
do	do		0430	21'	12,500 do
do	do		0431	27' 6"	7,000 do
do	do		0432	28' 4"	7,000 do
do	do		0433	26' 4"	9,000 do
do	do		0434	21' 9"	6,000 do
do	do		0435	27' 8"	7,000 do
do	do		0437	27' 8"	7,000 do
do	do		0438	41' 10"	12,500 do
O. S. L.	do	02200	02202	Various	Various
do	do		02205	27' 6"	7,000 gals.
do	do		02210	.....	7,000 do
do	do		02215	32'	2,500 do
do	do		02216	27' 6"	7,000 do
do	do		02224	34'	2,500 do
do	do		02231	41' 10"	12,500 do
do	do		02233	24' 9"	7,000 do
do	do		02239	23' 6"	4,500 do
do	do		02241	23' 5"	4,000 do
do	do		02242	.....	4,000 do
do	do	02254	02255	23' 5"	4,000 do
do	do		02256	23' 10"	5,000 do
do	do		02258	23' 6"	5,000 do
do	do	02259	02260	23' 6"	4,500 do
do	do	02265	02269	23' 8"	4,000 do
do	do		02274	24' 1"	4,000 do
U. P.	do	04900	04908	41' 10"	12,950 do
do	do		04909	41' 10"	12,500 do
do	do		04919	41' 10"	12,950 do
do	do		07606	.....	6,000 do
do	do		07619	.....	6,000 do
do	do		07780	.....	6,000 do
do	do		07825	36'	do
do	do		07829	.....	do
do	do		07832	20' 6"	4,000 do
do	do		07844	21' 8"	6,000 do
do	do	07846	07848	Various	Various
do	do	07851	07858	do	6,000 gals.
do	do		07891	22' 4"	do
do	do		07894	23' 6"	4,000 do
do	do	07900	07936	Various	Various
do	do		07937	36' 2"	8,250 gals.
do	do	07938	07940	Various	Various
do	do	07941	07948	do	do
do	do	07950	07951	do	7,000 gals.
do	do	07952	07994	do	Various
St. J. & G. I.	do		08234	38'	80,000 lbs.
L. A. & S. L.	do	010819	010821	Various	9,000 gals.
do	do	010823	010861	do	Various
do	do		010867	40' 10"	.....
do	do		010869	41' 0"	12,420 gals.
do	do		010876	40' 10"	.....
do	do		010877	41' 10"	12,420 gals.

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
39,400	1	.....	All Steel
33,400	1	.....	Steel Underframe
34,000	1	.....	do
32,400	1	.....	do
31,200	93	.....	All Steel
39,200	5	.....	do
33,100	1	.....	do
37,900	25	.....	do
39,800	169	309	do
42,000	1	.....	do
64,920	1	.....	All Steel—Old Engine Tender
52,300	3	.....	do —Old Tank
35,200	1	.....	Wooden
52,300	1	.....	All Steel—Old Tank
52,300	1	.....	do —Old Engine Tender
65,100	1	.....	do do
52,400	3	.....	do —Old Tank
34,900	1	.....	do do
68,300	1	.....	do —Old Engine Tender
64,920	1	.....	do do
50,600	1	.....	do
50,100	1	.....	do
55,300	1	.....	do
70,000	1	.....	do
52,600	1	.....	do
51,400	1	.....	do
51,400	1	.....	do
50,500	1	.....	do
48,700	3	.....	do —Old Tank
44,200	1	.....	do do
51,400	1	.....	do do
26,800	1	.....	Wooden
51,400	1	.....	All Steel—Old Tank
29,200	1	.....	Wooden
50,900	1	.....	All Steel—Old Tank
44,900	1	.....	do —Old Engine Tender
46,900	1	.....	do —Old Tank
46,900	1	.....	Steel Underframe—Old Engine Tender
26,800	1	.....	All Steel
37,800	2	.....	Steel Underframe—Old Engine Tender
45,300	1	.....	All Steel—Old Engine Tender
44,300	1	.....	do do
44,300	2	.....	do do
38,600	3	.....	do do
42,200	1	.....	Wooden
48,500	7	.....	All Steel
48,800	8	.....	do
48,300	20	.....	do
39,400	1	.....	Wooden
43,800	1	.....	do
22,400	1	.....	do
32,500	1	.....	All Steel
.....	1	.....	Steel Underframe
45,900	1	.....	Wooden—Old Engine Tank
48,400	1	.....	do
31,000	3	.....	Steel Underframe
48,400	2	.....	Wooden—Old Engine Tank
43,800	1	.....	Steel Underframe—Old Engine Tank
39,400	1	.....	do do
49,400	24	.....	do Various
40,000	1	.....	All Steel
47,800	3	.....	Steel Underframe—Old Engine Tank
45,100	7	.....	All Steel
48,400	2	.....	Steel Underframe—Old Engine Tank
54,300	41	.....	All Steel
.....	1	.....	Steel Underframe
48,700	3	.....	All Steel—Old Engine Tank
49,300	19	.....	do
46,000	1	.....	Steel Underframe
47,800	6	.....	All Steel
46,000	1	.....	Steel Underframe
47,400	9	213	All Steel

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
O.-W. R. & N.	Snow Plows		059	30' 4"	
do	do		060	29' 11"	
do	do		061	32' 9 $\frac{5}{8}$ "	
do	do		062	33' 2"	
St. J. & G. I.	do		0330	32' 10"	
do	do		0331	39' 9"	
O. S. L.	do		02010	36'	
do	do		02011	38' 3"	
do	do		02012	39' 7"	
do	do		02013	39' 3"	
do	do		02018	40' 10"	
U. P.	do	03000	03005	32' to 40'	
do	do	03011	03031	25' to 31' 8"	
do	do		03032	30'	
do	do		03033	40'	
do	do		03034	31' 8"	
L. A. & S. L.	do		010520	41' 10"	80,000 lbs.
U. P.	Steam Shovel		03104	42' 4"	5 cu. yds.
St. J. & G. I.	Tool		0138	40' 9"	100,000 lbs.
O.-W. R. & N.	do		0332	41' 10"	100,000 do
do	do	0342	0347	34' 0" to 34' 8"	Various
do	do	0356	0358	37' 8 $\frac{1}{2}$ " to 41' 10"	do
do	do	0359	0360	72' 6"	do
St. J. & G. I.	do		0600	34' 2"	50,000 lbs.
do	do		0602	0603	do
O. S. L.	do		01900	01903	Various
do	do		01905	01922	do
do	do		01951	01956	do
do	do		01958	01959	do
do	do		01960	40' 10"	60,000 lbs.
do	do		01966	36' 10"	100,000 do
do	do		01998	40'	60,000 do
do	do		01999	41' 10"	80,000 do
do	do		02311	40' 8"	100,000 do
U. P.	do		05023	05199	Various
L. A. & S. L.	do		010021	010633	34' to 44' 3 $\frac{1}{2}$ "
O. S. L.	do		011000	011008	41' 10"
O. S. L.	Miscellaneous:				
St. J. & G. I.	Battery Car	01881	01885	41' 10"	100,000 lbs.
O.-W. R. & N.	Ditcher		0101	42'	100,000 do
do	do		0102	18' 6"	
O. S. L.	do	02026	02027	40' 10"	100,000 lbs.
do	do		02028	22' 2"	25 tons
L. A. & S. L.	do		010517	26' 10"	
O. S. L.	Gas Transport	01870	01874	26' 3" to 41'	Various
U. P.	do		03152	41'	
O.-W. R. & N.	Ice Car		01451	42'	60,000 lbs.
L. A. & S. L.	do	010447	010658	41' 10"	100,000 do
St. J. & G. I.	Locomotive Crane		2	24'	25 tons
do	do		3	22'	15 do
do	do		4	23' 7"	18 do
O.-W. R. & N.	do		0290	23' 6"	15 do
do	do		0291	21' 6"	15 do
do	do		0294	24' 1"	25 do
do	do		0295	25' 2"	35 do
do	do		0296	22' 7 $\frac{1}{2}$ "	10 do
do	do		0297	20' 6 $\frac{1}{2}$ "	12 do
do	do		0298	13' 11"	10 do
do	do		0300	22' 7"	15 do
do	do		0301	22' 6"	17 do
O. S. L.	do	02030	02031	14'	10 do
do	do	02033	02034	23'	12 do
do	do		02035	23'	12 do
do	do		02036	23'	15 do
do	do		02037	23'	25 do
do	do		02038	24' 6"	25 do
do	do		02039	24' 6"	25 do
do	do		02040	24' 6"	18 do
do	do		02041	14'	10 do
do	do		02042	28' 1"	25 do
do	do		02043	26' 6"	25 do

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
	1		Steel Underframe—Rotary
116,500	1		do do
164,300	1		do do
200,000	1		do do
190,700	1		do do
93,840	1		Wooden
	1		do
137,300	1		Steel Underframe—Rotary
181,000	1		do do
252,100	1		All Steel
213,100	1		do do
31,700	1		Steel Underframe
149,700	6		do —Rotary
91,900	15		Wooden—Wedge Plows—Single Track (03024 and 27 Double Track)
95,000	1		do do —Double Track
92,500	1		Steel Underframe—Wedge Plow—Single Track
91,400	1		Wooden—Wedge Plow—Single Track
39,000	1	36	do
218,200	1	1	Steel Underframe
44,200	1		do
34,000	1		do
41,400	2		Wooden
46,400	3		Steel Underframe
207,200	2		do —Old Passenger Cars
42,300	1		do
38,500	2		do
22,300	3		Wooden
27,300	11		Steel Underframe
44,800	4		do
27,400	2		Wooden
41,300	1		Steel Underframe
27,700	1		Wooden
34,800	7		Steel Underframe
43,300	1		do
46,000	1		do
37,500	89		71 Steel Underframe, 5 Wood, 13 All Steel
47,700	19		14 Steel Underframe, 5 Wood
44,100	8	159	Steel Underframe
45,900	5		Steel Underframe
101,800	1		All Steel
206,300	1		do —Gasoline Electric
54,000	1		do
31,700	2		Steel Underframe
130,500	1		All Steel
153,500	1		do
37,800	4		Steel Underframe
43,000	1		do
46,200	1		do
55,000	8		do
145,480	1		All Steel
106,000	1		do
97,500	1		do
103,800	1		do
100,000	1		do
108,000	1		do
172,300	1		do
135,700	1		do
107,000	1		do
70,000	1		do
122,100	1		do
144,900	1		do
70,000	2		do
80,000	2		do
95,000	1		do
80,000	1		do
72,000	1		do
160,000	1		do
170,000	1		do
52,400	1		do
53,100	1		do
139,000	1		do
144,500	1		do

ROADWAY EQUIPMENT—Concluded

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
U. P.	Locomotive Crane.		03057		25 tons
do	do		03058		20 do
do	do		03059	23' 7"	15 do
do	do		03060	24'	40 do
do	do		03063	22' 8"	20 do
do	do		03065	15'	10 do
do	do		03066	11' 6"	14 do
do	do		03070	14'	10 do
do	do		03071	11' 6"	12 do
do	do		03072	21' 6"	15 do
do	do		03074	21' 6"	15 do
do	do		03075	23'	15 do
do	do		03076	23'	15 do
do	do		03077		15 do
do	do		03078		15 do
do	do		03079		15 do
do	do		03080	21' 6"	15 do
do	do		03081	20' 11"	15 do
do	do		03082	20' 11"	15 do
do	do		03083	23' 7"	15 do
do	do		03084	22'	15 do
do	do		03085	22'	15 do
do	do		03086	22'	15 do
do	do		03087	22'	15 do
do	do		03088	22'	15 do
do	do		03089		15 do
do	do		03090		15 do
do	do		03091		15 do
do	do		03092		15 do
do	do		03093	21' 6"	15 do
do	do		03094	21' 6"	15 do
do	do		03095	21' 6"	15 do
do	do		03096	20' 2"	10 do
do	do		03097		15 do
do	do		03098	23' 2"	20 do
do	do		03099	24'	30 do
L. A. & S. L.	do		010500	14'	10 do
do	do		010501	23' 7"	15 do
do	do		010502	23' 7"	15 do
do	do		010504		do
do	do		010505	19' 0"	5 do
do	do		010506	19' 0"	5 do
do	do		010509	25' 2 1/2"	25 do
O. S. L.	Material Loader.		02091	41' 10 1/2"	100,000 lbs.
L. A. & S. L.	Roadway Oil.		010657	34' 10"	12,500 gals.
O. S. L.	Scale Test.		01850	14' 6"	
U. P.	do		03145	13'	
do	do		03147	13'	
L. A. & S. L.	Shop Flue.		010990	21' 1 1/2"	
O.-W. R. & N.	Spray Car.		0254	41' 10 1/2"	100,000 lbs.
L. A. & S. L.	do		010660	41' 10"	100,000 do
do	do		010991	41' 10"	100,000 do
O.-W. R. & N.	Supply Car.	0140	0143	41' 10"	100,000 do
do	do		0144	37' 3"	12,500 gals.
O. S. L.	do		01859	41' 10"	100,000 lbs.
do	do		01860	41'	60,000 do
do	do		01861	40' 5"	60,000 do
do	do		01866	40' 11"	100,000 do
do	do		01867		2,540 gals.
U. P.	do		03187	Various	
do	do		03190	22'	100,000 lbs.
L. A. & S. L.	do		010566	41' 10"	100,000 do
do	do		010567	41' 10"	100,000 do
do	do		010568	41' 10"	100,000 do
do	do		010659	41' 10"	100,000 do
do	do		010661	37' 3"	12,500 gals.
do	do		010667	41' 10"	100,000 lbs.
O.-W. R. & N.	Water Service.	0164	0165	41' 10"	100,000 do
do	do		0166	69'	100,000 do
do	Weed Burner		0252	25'	
O. S. L.	Weed Spray.		02092	34' 4"	60,000 lbs.
L. A. & S. L.	Shop Switch Locomotive		010998		

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
	1		All Steel—Gasoline
126,000	1		do do
140,000	1		do
251,100	1		do
117,200	1		do
90,000	1		do
85,000	1		do
78,000	1		do
96,800	1		do
100,900	1		do
99,400	1		do
125,000	1		do
125,000	1		do
100,000	1		do
125,000	1		do
125,000	1		do
77,400	1		do
109,800	1		do
109,800	1		do
110,000	1		do
106,000	1		do
106,000	1		do
106,000	1		do
107,400	1		do
106,000	1		do
110,000	1		do
110,000	1		do
128,575	1		do
128,575	1		do
110,880	1		do
110,880	1		do
110,880	1		do
100,000	1		do
110,000	1		do
113,400	1		do
128,240	1		do
70,000	1		do
140,300	1		do
132,600	1		do
46,000	1		do
88,600	1		Steel Underframe
91,000	1		do
146,300	1		All Steel
107,100	1		Steel Underframe
65,900	1		All Steel
40,000	1		do
80,000	1		do
80,000	1		do
21,800	1		Steel Underframe
57,300	1		do
55,700	1		do
47,400	1		do
47,900	4		do
51,100	1		All Steel
56,700	1		Steel Underframe
41,300	1		do
41,300	1		do
44,600	4		do
36,900	1		All Steel
45,000	7		do
52,000	1		All Steel
52,000	2		Steel Underframe
47,900	1		do
55,900	2		do
64,700	3		All Steel
47,300	3		Steel Underframe
43,200	2		do
89,200	1		Wooden
14,800	1		All Steel
33,800	1	140	Steel Underframe
	1	1	Six Wheel, Saddle Tank Wt. on Drivers 122,400 Lbs.

RECAPITULATION OF LOCOMOTIVES

Road	Class	Type	Cylinder	Diameter of Drivers over New Tires (Inches)	Total Number
L. A. & S. L.....	59	Shay	13 x13	33	1
do	61	do	13½x15	36	1
U. P.....	100	Consolidation	20 x24	51	3
do	150	do	22 x30	57	2
do	201	do	22 x30	57	101
do	400	do	21 x30	57	66
O. S. L.....	510	do	21 x30	55	5
do	525	do	21½x30	57	15
do	560	do	22 x30	57	50
O. W. R. & N.....	700	do	20 x26	51	1
do	700	do	19 x30	55	1
do	700	do	20½x30	57	5
do	700	do	22 x30	57	34
U. P.....	800	4-8-4	24½x32	77	20
do	820	do	25 x32	80	15
do	1230	10 Wheel	19 x24	57	2
O. S. L.....	1572	do	22 x28	69	6
do	1584	do	18 x26	57	3
do	1584	do	17 x24	61	1
O. W. R. & N.....	1700	do	20 x24	63	2
do	1700	do	22 x26	64	2
do	1700	do	20 x26	57	7
do	1700	do	22 x28	69	5
do	1700	do	22 x28	63	4
U. P.....	1900	Mikado.....	23¾x30	57	50
O. S. L.....	2000	do	23¾x30	57	35
O. W. R. & N.....	2100	do	23¾x30	57	66
do	2100	do	26 x28	63	6
U. P.....	2200	do	26 x28	63	103
do	2480	do	26 x30	63	20
O. S. L.....	2500	do	26 x28	63	26
do	2535	do	26 x30	63	20
do	2555	do	26 x28	63	10
L. A. & S. L.....	2700	do	26 x28	63	25
U. P.....	2800	Pacific.....	22 x28	77	14
do	2860	do	22 x28	77	52
O. S. L.....	3100	do	22 x28	77	8
do	3114	do	25 x28	77	18
do	3154	do	25 x28	69	5
L. A. & S. L.....	3150	do	22 x28	77	1
do	3176	do	25 x28	77	6
O. W. R. & N.....	3200	do	22 x28	77	10
do	3200	do	25 x28	77	10
U. P.....	3500	Simple-Articulated	23 - 23	59	37
			30		
do	3600	Mallet-Compound	26 - 41	57	28
			32		
O. S. L.....	3700	Simple-Articulated	23 - 23	59	2
			30		
O. W. R. & N.....	3800	do do	23 - 23	59	3
			30		
U. P.....	3900	do do	22 - 22	69	40
			32		
do	4000	4-8-3-4	23¾-23¾	68	20
			32		
L. A. & S. L.....	4226	Switch.....	22 x28	56	1
do	4229	do	20 x26	57	3
do	4235	do	19 x28	51	6
do	4243	do	21 x26	51	4

RECAPITULATION OF LOCOMOTIVES—Continued

Road	Class	Type	Cylinder	Diameter of Drivers over New Tires (Inches)	Total Number
U. P.....	4400	Switch.....	19 x26	51	12
do	4421	do	21 x26	51	59
do	4500	do	21 x30	57	1
do	4600	do	21 x28	51	10
O. S. L.....	4703	do	19 x26	51	2
do	4731	do	20 x26	57	1
do	4735	do	19 x26	51	6
do	4748	do	21 x26	51	5
do	4753	do	21 x28	51	3
O. W. R. & N.....	4900	do	19 x26	51	21
do	4928	do	20 x26	57	2
U. P.....	5000	2-10-2	20½x30	63	118
O. S. L.....	5300	do	20½x30	63	10
O. W. R. & N.....	5400	do	20½x30	63	11
do	5500	do	20½x30	63	5
L. A. & S. L.....	6000	Consolidation	21 x30	57	5
do	6010	do	22 x30	57	31
U. P.....	7000	Mountain.....	29 x28	73	45
L. A. & S. L.....	7850	do	29 x28	73	15
do	8800	4-10-2.....	25		
			28 - 30	63	10
U. P.....	9000	4-12-2.....	27		
			31 - 32	67	73
O. S. L.....	9500	do	27		
			31 - 32	67	15
Total Steam Locomotives Owned					1441

Steam Locomotives Owned—Leased to Others—Included in Above

Road	Class	Type	Leased To	Total Number
U. P.....	201	Consolidation	Ogden Union Railway & Depot	7
O. S. L.....	568	do	do	2
U. P.....	1230	10-wheel.....	Saratoga & Encampment Valley RR	1
U. P.....	2001	Lt. Mikado....	Ogden Union Railway & Depot	1
O. W. R. & N.....	2100	do	do	3
do	2100	do	Camas Prairie RR Co.	5
U. P.....	2800	Lt. Pacific.....	do	1
O. W. R. & N.....	3200	do	do	1
L. A. & S. L.....	4229	Switch.....	Harbor Belt Line	1
do	4229	do	Atkinson & Pollock Co.	1
do	4235	do	do	1
do	4235	do	Harbor Belt Line	2
U. P.....	4400	do	Ogden Union Railway & Depot	3
do	4421	do	do	4
O. S. L.....	4703	do	United States Government	2
do	4731	do	do	1
do	4735	do	Ogden Union Railway & Depot	1
O. W. R. & N.....	4900	do	J. A. Turtling & Co.	1
do	4900	do	Camas Prairie RR Co.	1
Total Locomotives Leased.....				39
Total Steam Locomotives.....				1441
Total Diesel Road Locomotives.....				12
Total Diesel Switch Locomotives.....				27
Total Electric Locomotives.....				1
Total Locomotives Owned.....				1481
Total Steam Locomotives Leased.....				39
Total Locomotives on Property.....				1442

RECAPITULATION OF PASSENGER EQUIPMENT

Classification of Cars	Road	Kind				Total
		Alum- inum	Steel	Steel Under- frame	Wood	
Baggage.....	U. P.....		165		2	167
do.....	O. S. L.....		40			40
do.....	O. W. R. & N.....		33			33
do.....	L. A. & S. L.....		14			14
do.....	Total.....		252		2	254
Baggage-Mail.....	U. P.....		40			40
do.....	O. S. L.....		17		1	18
do.....	O. W. R. & N.....		13			13
do.....	L. A. & S. L.....		2			2
do.....	St. J. & G. I.....			1		1
do.....	Total.....		72	1		74
Baggage-Passenger.....	U. P.....		10		1	11
do.....	O. W. R. & N.....				3	3
do.....	Total.....		10		4	14
Baggage-Mail-Passenger.....	U. P.....		6			6
do.....	L. A. & S. L.....		2			2
do.....	Total.....		8			8
Baggage-Dormitory.....	U. P.....		7			7
Baggage-Buffer.....	U. P.....		7			7
Coach-Dormitory.....	U. P.....		1			1
Coach-Sleeper.....	U. P.....		6			6
Chair.....	U. P.....	40	174			214
do.....	O. S. L.....		22			22
do.....	O. W. R. & N.....		2			2
do.....	L. A. & S. L.....		10			10
do.....	Total.....	40	208			248
Coach.....	U. P.....		24			24
do.....	O. S. L.....		52		1	53
do.....	O. W. R. & N.....		67		1	68
do.....	Total.....		143		2	145
Diner.....	U. P.....		59			59
do.....	O. S. L.....		2			2
do.....	O. W. R. & N.....		2			2
do.....	Total.....		63			63
Diner-Coffee Shop.....	U. P.....		17			17
do.....	L. A. & S. L.....		5			5
do.....	Total.....		22			22
Cafe-Lounge.....	U. P.....		8			8
Dormitory-Kitchen-Diner-Articulated.....	U. P.....	5				5
Club-Lounge.....	U. P.....		34			34
Lounge.....	U. P.....		9			9
Observation.....	U. P.....		6			6
Parlor-Cafe.....	O. W. R. & N.....		2			2
Cafe-Observation.....	U. P.....		7			7

RECAPITULATION OF PASSENGER EQUIPMENT—Continued

Classification of Cars	Road	Kind				Total
		Alum- inum	Steel	Steel Under- frame	Wood	
Parlor.....	U. P.....			1		1
do.....	O. S. L.....			1		1
do.....	O. W. R. & N.....		4			4
do.....	Total.....		4	2		6
Postal.....	U. P.....		12			12
Postal-Storage.....	U. P.....		52			52
do.....	O. S. L.....		5			5
do.....	O. W. R. & N.....		9			9
do.....	L. A. & S. L.....		2			2
do.....	Total.....		68			68
Motor.....	U. P.....		27			27
do.....	O. S. L.....		8			8
do.....	O. W. R. & N.....		4			4
do.....	L. A. & S. L.....		1			1
do.....	St. J. & G. I.....		1			1
do.....	Total.....		41			41
Motor Trailer.....	U. P.....		10			10
do.....	O. S. L.....		5			5
do.....	Total.....		15			15
Streamlined Equipment						
Auxiliary-Baggage-Dormitory.....	U. P.....	1				1
Baggage-Auxiliary-Dormitory.....	do.....	2				2
Baggage-Mail.....	do.....	2				2
Auxiliary-Mail-Baggage-Articulated.....	do.....	1				1
Dormitory-Tap.....	do.....	2				2
Baggage-Dormitory.....	do.....	5				5
Baggage-Dormitory-Kitchen-Articulated.....	do.....	1				1
Chair.....	do.....	5				5
Chair-Articulated.....	do.....	4				4
Coach.....	do.....	4				4
Diner.....	do.....	3				3
Diner-Articulated.....	do.....	3				3
Diner-Kitchen-Articulated.....	do.....	3				3
Kitchen-Diner.....	do.....	1				1
Cafe-Lounge.....	do.....	2				2
Diner-Lounge-Articulated.....	do.....	1				1
Club.....	do.....	2				2
Observation-Lounge.....	do.....	2				2
Observation-Lounge-Articulated.....	do.....	1				1
Coach-Buffer-Articulated.....	do.....	1				1
Dormitory-Club.....	do.....	2				2
Total.....	Total.....	48				48
U. P.....	U. P.....	93	681	1	3	778
O. S. L.....	O. S. L.....		151	1	2	154
O. W. R. & N.....	O. W. R. & N.....		136		4	140
L. A. & S. L.....	L. A. & S. L.....		36			36
St. J. & G. I.....	St. J. & G. I.....		1	1		2
Total.....	Total.....	93	1005	3	9	1110

RECAPITULATION OF FREIGHT EQUIPMENT

Class	Road	Kind			Total
		Steel	Steel Under-frame	Wood	
Ballast.....	U. P.	3,459	883		4,342
do	O. S. L.		70		70
do	O. W. R. & N.		92		92
do	St. J. & G. I.		10		10
do	Total.....	3,459	1,055		4,514
Box.....	U. P.	10,946	4,732		15,678
do	O. S. L.	499	3,723		4,222
do	O. W. R. & N.	998	2,183		3,181
do	L. A. & S. L.		227		227
do	St. J. & G. I.		8		8
do	Total.....	12,443	10,873		23,316
Box-Automobile.....	U. P.	3,599	425		4,024
do	O. S. L.	542			542
do	L. A. & S. L.	193			193
do	Total.....	4,334	425		4,759
*Caboose.....	U. P.		234	232	466
* do	O. S. L.		43	73	116
* do	O. W. R. & N.		45	66	111
* do	L. A. & S. L.		79	4	83
* do	St. J. & G. I.		19	4	23
* do	Total.....		420	379	799
Flat.....	U. P.		2,691		2,691
do	O. S. L.		189		189
do	O. W. R. & N.		315		315
do	L. A. & S. L.		91		91
do	Total.....		3,286		3,286
Furniture.....	U. P.		4		4
Gondola.....	U. P.	732			732
do	O. S. L.	4			4
do	Total.....	736			736
Gondola-Drop Bottom.....	U. P.	3,618			3,618
do	O. S. L.	1,534			1,534
do	O. W. R. & N.	39			39
do	L. A. & S. L.	**2,215			**2,215
do	Total.....	**7,406			**7,406
Gondola-Hopper Bottom.....	U. P.	1,221			1,221
do	O. S. L.	177			177
do	O. W. R. & N.	56			56
do	Total.....	1,454			1,454
Logging.....	O. W. R. & N.			168	168
Refrigerator.....	U. P.		2		2
Stock.....	U. P.		2,848		2,848
do	O. S. L.		2,526		2,526
do	O. W. R. & N.		464		464
do	L. A. & S. L.		142		142
do	Total.....		5,980		5,980
Tank.....	U. P.	1,089			1,089
do	L. A. & S. L.	7			7
do	Total.....	1,096			1,096
Total.....	U. P.	24,664	11,819	232	36,715
do	O. S. L.	2,756	6,551	73	9,380
do	O. W. R. & N.	1,093	3,099	234	4,426
do	L. A. & S. L.	**2,415	539	4	**2,958
do	St. J. & G. I.		37	4	41
do	Total.....	**30,928	22,045	547	**53,520

*Not included in "Freight Equipment" as shown on pages 306 to 319.

**Includes 1976 D. B. Gondolas owned jointly by L. A. & S. L. R. R. Co. and Utah Ry. Co.

RECAPITULATION OF ROADWAY EQUIPMENT

Classification of Cars	Number of Cars					
	U. P. R. R.	O. S. L. R. R.	O. W. R. & N.	L. A. & S. L.	St. J. & G. I.	Total
Ballast Distributing.....	7	5	3	2	1	18
Boarding.....	893	136	248	217	11	1,505
Business.....	10	2	1	1		14
Derrick.....	18	7	6	6	1	38
Instruction.....		1	1	1		3
Pile Drivers.....	4	2	3	1	1	11
Roadway Ballast.....	63	85	16	5		169
Roadway Box.....	12	4				16
Roadway Flat.....	63	19	20	11	6	119
Roadway Gondola.....	99	185		25		309
Roadway Water.....	127	23	22	39	2	213
Snow Plows.....	24	5	4	1	2	36
Steam Shovels.....	1					1
Tool.....	89	39	8	19	4	159
Miscellaneous (Other Roadway Cars).....	47	36	22	31	4	140
Shop Switch Locomotives.....				1		1
Total.....	1,457	549	354	360	32	2,752

LARAMIE, NORTH PARK & WESTERN RAILROAD COMPANY

LOCOMOTIVES

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Power	WHEEL BASE			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
LNP&W do	4	7 8	3 1	Baldwin do	1911 1917	MK-48 20/28-138 MK-48 20/28-141	Lbs. 35,700	Ft.in. 13 1	Ft.in. 28 0	Ft.in. 15 10	
		Total	4								

FREIGHT EQUIPMENT

Kind of Cars				Numbers	DIMENSIONS					
					Inside					
					Length		Width		Height	
AAR Designation	Initials	Class			Ft.	In.	Ft.	In.	Ft.	In.
FM GB	L. N. P. & W. do	Flat..... Coal..... Caboose.....		500 to 526, 528 502 to 525	40 37	10 3	8 8	6 2	4	1 1/2
			Total	1						
			Total							

PASSENGER EQUIPMENT—MOTOR CARS

AAR Designation	Initials	Class	Num- bers		Num- ber in Eqt.	Steel-SU wood	Length		Lgth. of Comp.		
			From	To			over Sheathing	Inside	Baggage End	Smoking Room	Passenger
.....	L. N. P. & W..	Motor.....	.....	9506	1	S	Ft.In. 43 2	Ft.In. 42 0	Ft.In. 24 2 1/2	Ft.In. 4 9	Ft.In. 10 5
		Total.....	.....	.....	1						

ROADWAY EQUIPMENT

Initials	Classification	Numbers		Average Light Weight	No. of Cars		Remarks
		From	To		Each Size	Each Class	
LN&PW	Business.....	.....	600	30,000	1	1	Wooden
do	Roadway Box.....	.....	602		1	1	do
do	do	.....	0601		1	2	do
do	Roadway Flat.....	404	406		3	3	do
do	Snow Plow.....	.....	098		1	2	Steel Underframe—Rotary
do	do	.....	099	33,000	1	2	do
	Total.....	.....	.....	.....		8	

LARAMIE, NORTH PARK & WESTERN RAILROAD COMPANY

LOCOMOTIVES

WHEEL BASE		WEIGHT							Remarks	
Engine and Tender	Length Over All	Engine in Working Order	Tender					Engine and Tender Loaded		
			Empty	Loaded	Capacity					
					Water	Coal	Oil			
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.
54	1½	62	4½	181,500	44,200	114,000	5,500	12	.....	295,500
59	1½	67	10¾	187,600	47,690	130,000	7,000	12	.....	317,600

FREIGHT EQUIPMENT

DIMENSIONS											Capacity		Number Owned
Outside			Height from Rail			Doors							
Length Over End Sills	Width at Eaves or Platform	Ex-treme Width Over All	To Eaves	To Top of Sides Platform or Running Board	To Over All	Side		End					
						Width	Hgt.	Width	Hgt.				
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Cubic Feet Level Full	Pounds or Gallons		
40 10	9 2	9 2	.....	3 10	3 10	.....	.....	.....	.....	.....	100,000	14	
40 10	9 2	9 2	.....	.....	7 10	.....	.....	.....	.....	1,255	100,000	14	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29	

PASSENGER EQUIPMENT—MOTOR CARS

Width Over Sheathing	Trucks		Journals		Heat		Light					Drive				Fuel			
	No. of Wheels	Steel or Wood	Large	Small	Heater	Stove	Electric	Storage Batt.				Toilets	Seating Capacity			End Doors	Mechanical	Electric	HP of Engine in 100's	Side Doors Baggage	Butane	Distillate	Gasoline
Ft. In.	4	2	.....	✓	✓	.....	✓	✓	1	27	3	✓	....	1	2	....	....	✓	
9 6																			

