

UNION PACIFIC RAILROAD

Omaha, Nebraska

September 22, 1947.

Mr. E. H. Bailey, Omaha (5)	Mr. R. E. Edens, Ogden (2)
Mr. F. F. Getsfred, Omaha (2)	Mr. F. W. E. Lyon, Ogden (2)
Mr. C. A. Laughlin, Omaha (3)	Mr. M. M. Leshner, Ogden (2)
Mr. M. J. Smith, Omaha Depot (5)	Mr. J. A. Mathews, Ogden (2)
Mr. D. K. Paxton, Omaha Depot (2)	Mr. J. E. Mulick, Kansas City (5)
Mr. C. B. Lisher, Grd. Island (2)	Mr. D. Gresham, Kansas City (3)
Mr. A. E. Hackman, Grd. Island (3)	Mr. C. F. Wynne, Salina (3)
Mr. C. J. Colombo, No. Platte (2)	Mr. E. R. Merriman, Marysville (3)
Mr. W. D. Deakins, No. Platte (3)	Mr. E. C. Kauffman, Marysville (2)
Mr. E. T. Watson, Cheyenne (5)	Mr. W. C. Satterfield, Denver (5)
Mr. J. M. Kelley, Cheyenne (5)	Mr. C. A. Vick Roy, Denver (5)
Mr. C. L. Fowler, Cheyenne (2)	Mr. T. M. Nelson, Denver (2)
Mr. N. A. Miller, Cheyenne (2)	Mr. F. P. Flesher, Gering (2)
Mr. P. D. Self, Laramie (2)	Mr. F. G. Clark, Gering (2)
Mr. A. C. Nelson, Laramie (2)	Mr. F. C. Paulsen, Salt Lake (2)
Mr. E. F. Dearden, Rawlins (2)	Mr. B. F. Wells, Salt Lake (2)
Mr. W. R. Sandeen, Rawlins (2)	Mr. A. K. McNeill, Salt Lake (2)
Mr. F. E. Terwilleger, Gr. River (2)	Mr. L. A. Collins, Portland (2)
Mr. W. S. Whittaker, Gr. River (5)	Mr. G. J. Mulick, Spokane (2)
Mr. A. E. Strand, Gr. River (2)	Mr. H. M. Turner, Portland (2)
Mr. A. N. Haug, Gr. River (2)	Mr. R. M. Jones, Los Angeles (2)
	Mr. J. L. Burns, Los Angeles (2)

(CC: Mr. P. J. Lynch, Omaha (5)
 Mr. C. J. Collins, Omaha (45)
 Mr. H. E. Shumway, Omaha (2)
 Mr. H. C. Forgy, Omaha (5)
 Mr. A. E. Stoddard, Omaha (5)
 Mr. E. Hicks, Cheyenne (5)
 Mr. E. Marksheffel, Salt Lake (2)
 Mr. A. D. Hanson, Salt Lake (2)
 Mr. H. A. Hansen, Omaha (2)
 Mr. J. Hansink, Omaha (2)
 Mr. J. Gogerty, Omaha (2)
 Mr. D. S. Neuhart, Omaha (2)
 Mr. A. R. Snyder, Omaha (2)
 Mr. H. Forsythe, Co. Bluffs (2)
 Mr. J. W. Simpson, Gr. River (2)
 Mr. G. W. Tait, Cheyenne (2)
 Mr. R. B. Daugherty, Omaha Depot (2)
 Mr. L. R. Hilker, Omaha (2)
 Mr. H. J. Bearss, Omaha (2)
 Mr. Scott Lord, Omaha (2)
 Mr. E. Terrill, Supt., C&NW Ry., Boone, Ia. (2)
 Mr. C. H. Longman, Genl. Mgr., C&NW Ry., Chicago, Ill. (2)
 Mr. C. H. Grant, Supt. Transpn., SP RR,
 San Francisco, Calif. (2)
 Mr. B. S. Sines, Supt., SP RR, Ogden, Utah (2)
 Mr. A. Callan, Dist. Supt., Pullman, Co., Omaha, Nebr. (10)
 Mr. J. P. Foster, Genl. Supt., Railway Express Agency,
 San Francisco 7, Calif. (5))

With the discontinuing of tourist sleepers between Chicago, St. Louis, Kansas City, and Oakland, effective October 1st, 1947, am attaching revised consists of all passenger trains Eastern District except streamliners.

Standard sleepers will operate between Chicago-St. Louis-Kansas City and Oakland.

No. 21 will include 1 express Oakland, balance of cars for Portland, Salt Lake, and Los Angeles.

No. 22 Ogden include Los Angeles connection from No. 38, 1 express from SP No. 22, regular Salt Lake-Rock Springs and Pocatello express cars from No. 38, and pick up the Portland connection at Green River from No. 18.

One additional sleeper added to above two trains which operates between Minneapolis and Los Angeles.

Nos. 23 and 24 will be straight SP trains, including standard sleeping cars including through sleepers which were formerly handled on Nos. 21 and 22.

SP No. 23 will pick up at Ogden connection from No. 37, and SP No. 24 arriving Ogden will include regular passenger connection for No. 38.

SP advise as follows:

Nos. 22-21 will consist of head end cars, and will operate on present schedule of Pacific Limited.

No. 32 discontinued between Oakland Pier and Sparks, but will operate Sparks to Ogden arriving Ogden 11:30 PM (MT).

No. 21's head end cars operate on No. 21's schedule Ogden to Sparks and on No. 25's schedule Sparks to Oakland Pier, but will be identified as No. 21 through.

I. E. GIER.

Consist - Trains Nos. 1 & 2 - L.A. Ltd. - Chicago-Los Angeles
 (Effective from Chicago Sept. 10, 1947)
 (Effective from Los Angeles Sept. 13, 1947)

Ldg. Nos.
 WB EB

		Baggage-Express	Chgo-Oma-Portld (13-3-11; ret 12-4-2)
		Dormitory	Omaha-Los Angeles
09	19	Coach (reserved)	Chicago-Los Angeles
10	20	Coach (reserved)	Chicago-Los Angeles
		Diner	Omaha-Los Angeles
16	26	Standard (6-6-4)	Mpls-Oma-Los Angeles (C&NW 203 & 204)
18	28	Standard (6-6-4)	Chicago-Los Angeles
17	27	Standard (4-4-2)	Chicago-Los Angeles
12	22	Standard (12 & 1)	Chicago-Los Angeles
		Diner	Chgo-Omaha; Omaha-Los Angeles
		Lounge	Chicago-Los Angeles
11	21	Standard (12 & 1)	Chicago-Los Angeles
6301	23	Standard (6 & 6)	New York-Los Angeles (NYC)
PA 5	24	Standard (6 & 6)	New York-Los Angeles (PRR)
PA59	25	Standard (12 & 1)	Washington-Los Angeles (PRR)
530	-	Standard (12 & 2)	Omaha-NoPlatte-Denver (53; ret 54-14)

WESTBOUND

EASTBOUND

12 cars, Chicago-Omaha	14 cars, Los Angeles-Omaha
15 cars, Omaha-North Platte	12 cars, Omaha-Chicago
14 cars, North Platte-Los Angeles	

Note: Chicago-Portland B&E car arriving No. 1 Omaha for No. 13.
 In case No. 1 excessively late, and to avoid delay to No. 13,
 this car can be handled through to Cheyenne on No. 1.

Consist - Train No. 3 - Utahn - Cheyenne-Ogden
(Effective Sept. 11, 1947)

<u>Ldg.Nos.</u>			<u>Return</u>
	Storage Mail	CoBluffs-Portld (13-3-11)	12-4-14
	Baggage-Express	Chicago-Portld (1-13-3-11)	12-4-2
	Baggage-Express	Omaha-Los Angeles (13-3)	4-14
	Express	Chicago-SLake-Los Angs (13-3-37)	4-14
	60' RPO	Omaha-Ogden (13-3)	28
	Storage Mail	CoBluffs-SLake-Ogden (13-3-33)	4-14
	Storage Mail	CoBluffs-Los Angeles (13-3)	4-14
	Coach	Omaha-Los Angeles (13-3)	4-14
	Coach	Omaha-Los Angeles (13-3)	4-14
99	Coach (reserved)	St Louis-Portland (9-3-11)	12-4-10
98	Coach (reserved)	St Louis-Los Angeles (9-3)	4-10
	Diner	Cheyenne-Ogden	4
	Dormitory-Club	St Louis-Los Angeles (9-3)	4-10
94	Standard (6-6-4)	St Louis-Los Angeles (9-3)	4-10
92	Standard (6-6-4)	St Louis-Oakland (9-3-27)	28-10
93	Standard(10-1-1)	St Louis-Portland (9-3-11)	12-4-10

16 cars, Cheyenne to Green River
12 cars, Green River to Ogden

Consist - Train No. 3 - Utahn - Ogden-Los Angeles
(Effective Sept. 26, 1947)

<u>Ldg.Nos.</u>			<u>Return</u>
	30' RPO(bgge and)	Ogden-Los Angeles	4
	Baggage-Express	Omaha-Los Angeles (13-3)	4-14
	Express	Salt Lake-Los Angeles	4
	Express	Chicago-Salt Lake (13-3-37)	4-14
	Storage Mail	CoBluffs-SLake-Ogden (13-3-33)	4-14
	Storage Mail	CoBluffs-Los Angeles (13-3)	4-14
	Coach	Omaha-Los Angeles (13-3)	4-14
	Coach	Omaha-Los Angeles (13-3)	4-14
98	Coach (reserved)	St Louis-Los Angeles (9-3)	4-10
	Diner	Ogden-Los Angeles	4
	Dormitory-Club	St Louis-Los Angeles (9-3)	4-10
94	Standard (6-6-4)	St Louis-Los Angeles (9-3)	4-10
35	Standard(12 & 1)	Ogden-SLake-Los Angeles (48-3)	4-47

11 cars, Ogden to Los Angeles

Consist - Train No. 4 - Utahn - Los Angeles-Ogden
(Effective from Los Angeles Sept. 26, 1947)

Ldg.Nos.

Return

Mail-Expr(Hi-spd bx) Los Angeles-Salt Lake (Return DH daily except Monday)

	30" RPO(Bgge ahead)	Los Angeles-Ogden	3
	Storage Mail	Los Angeles-Co.Bluffs (4-14)	13-3
	Express	Los Angeles-Chicago (4-14)	13-3
	Baggage-Express	Los Angeles-Omaha (4-14)	13-3
	Coach	Los Angeles-Omaha	13-3
	Coach	Los Angeles-Omaha	13-3
108	Coach (reserved)	Los Angeles-St. Louis (4-10)	9-3
	Diner	Los Angeles-Cheyenne	3
	Dormitory-Club	Los Angeles-St. Louis (4-10)	9-3
49	Standard (6-6-4)	Los Angeles-St. Louis (4-10)	9-3
45	Standard (12 & 1)	Los Angeles-Ogden (4-47)	48-3

12 cars, Los Angeles to Salt Lake
10 cars, Salt Lake to Ogden

Consist - Train No. 4 - Utahn - Ogden-Cheyenne
(Effective from Ogden Sept. 12, 1947)

Ldg.Nos.

Return

	60' Storage Mail	Portld-Co.Bluffs(12GR 4-14CY)	13-3-11
	Baggage-Express	Portld-Chicago (12-4-2)	1-13-3-11
	Storage Mail	Ogden-Co.Bluffs (4-14)	13-3
	Storage Mail	Los Angeles-Co.Bluffs (4-14)	13-3
	Express	Los Angeles-Chicago (4-14)	13-3
	Baggage-Express	Los Angeles-Omaha (4-14)	13-3
	Coach	Los Angeles-Omaha (4-14)	13-3
	Coach	Los Angeles-Omaha (4-14)	13-3
109	Coach (reserved)	Portland-St. Louis (12-4-10)	9-3-11
108	Coach (reserved)	Los Angeles-St. Louis (4-10)	9-3
	Diner	Los Angeles-Cheyenne	4
	Dormitory-Club	Los Angeles-St. Louis (4-10)	9-3
49	Standard (6-6-4)	Los Angeles-St. Louis (4-10)	9-3
128	Standard (10-1-1)	Portland-St. Louis (12-4-10)	9-3-11

10 cars, Ogden to Green River
14 cars, Green River to Cheyenne

Consist - Train No. 5 - Mail - Council Bluffs-Ogden
(Effective May 15, 1947)

Stge-Mail (horse car)	Co.Bluffs-Portld (Tr 17 from GrRiv; Ret 18-6)
Stge-Mail	Co.Bluffs-Portld (Tr 17 from GrRiv; 2/17 from Pocatello; Ret 18-6)
Stge-Mail	Co.Bluffs-Sacto (SP 25 from Ogden; Ret 26-6)
Stge-Mail	Co.Bluffs-Ogden (Ret 6)
Stge-Mail	Gr.River-S.Lake (Tr 37 from Ogden; Ret 38-22)
Stge-Mail	Co.Bluffs-LosAngs(Tr 37 from Ogden; Ret 38-6)
60 ¹ RPO	Co.Bluffs-Ogden (Ret 6)
Stge-Mail (Reg car)	Chgo-Oakld (CB&Q 15 to CoB; SP 25 to Oakld; Ret 26-6)
Express (Msgr car)	Chgo-Oakld (CNW 5 to Omaha; SP 25 to Oakld; Ret 26-6)
Express	Chgo-S.Lake-LosAngs (CNW 5 to Oma; 32 to SLake, cuts out S.Lake and lays over for 3; Ret 38-6)
Express	New York-Oakld (NYC-CNW 5 to Oma; SP to Oakld; Ret SP 26)
Express	New York-Oakld (NYC-CNW 5 to Oma; SP to Oakld; Ret SP 32)
Express	Chicago-Oakland(CNW 5 to Omaha; SP to Oakld; Ret SP 32)
Express	Chicago-Oakland(CNW 5 to Omaha; SP to Oakld; Ret SP 32)
Stge-Mail	Chicago-Oakland(CB&Q 15 to CoB; SP 25 to Oakld; Ret 26-6)
Stge-Mail	New York-Oakland(NYC-Q 15 to CoB;SP 25 to Oakld; Ex Tues from NYC-Q 15; Ret 26-6)
Stge-Mail	Co.Bluffs-Oakland (Ret 26-6)
Coach	Co.Bluffs-Ogden (Ret 6)

17 cars, Omaha to Green River
16 cars, Green River to Ogden

Consist - Train No. 6 - Mail - Ogden-Council Bluffs
(Effective September 9, 1947)

Stge-Mail	Oakld-New York (From SP 26 Ex 1 day; CB&Q 8 CoB)
Stge-Mail	Oakld-Chicago (From SP 26; CB&Q 8 CoB)
Express (open car)	Los Angs-Chicago (From 38; CNW 6 Omaha)
Express (open car)	Sacto-Chicago (From SP 26; CNW 6 Omaha)
Express (Msgr car)	Oakld-Chicago (From SP 26; CNW 6 Omaha)
Stge-Mail	Sacto-Co.Bluffs (From SP 26)
Stge-Mail	Oakld-Co.Bluffs (From SP 26)
Stge-Mail	Ogden-Co.Bluffs
Stge-Mail	Los Angs-Co.Bluffs (From 38)
60' RPO	Ogden-Co.Bluffs
30' RPO-Bgge(Bgge to rear)	Ogden-Denver (Tr 52 from Chian; Ret 38)
30' RPO-Bgge(Bgge to rear)	Cheyenne-Omaha (Ret 13)
Stge-Mail (horse car)	Portld-Co.Bluffs(Tr 18 to GrRiv; Ret 5-17)
Stge-Mail	Portld-Co.Bluffs(Tr 18 to GrRiv; Ret 5-17-2/17)
Stge-Mail (pouch car)	Oakld-Co.Bluffs (From SP 26)
Stge-Mail (Reg car)	Oakld-Chicago (From SP 26; CBQ 8 Co.B)
Coach	Ogden-Co.Bluffs (Ret 5)

14 cars, Ogden to Green River
16 cars, Green River to Omaha

Consist - Trains Nos. 9-10 - City of St. Louis - St. Louis-Cheyenne
 (Effective from St. Louis Sept. 1, 1947)
 (Effective from Cheyenne May 15, 1947)

Ldg.	Nos.		
WB	EB		
		Baggage	St.Louis-Kansas City
		30' RPO-Baggage	St.Louis-Denver
99	109	Coach (reserved)	St.Louis-Portland (9-3-11; 12-4-10)
98	108	Coach (reserved)	St.Louis-Los Angeles (9-3; 4-10)
97	107	Coach (reserved)	St.Louis-Cheyenne
96	106	Coach (reserved)	St.Louis-Cheyenne
		Diner	St.Louis-Cheyenne
		Dormitory-Club	St.Louis-Los Angeles (9-3; 4-10)
94	49	Standard (6-6-4)	St.Louis-Los Angeles (9-3; 4-10)
93	128	Standard (10-1-1)	St.Louis-Portland (9-3-11; 12-4-10)
92	288	Standard (6-6-4)	St.Louis-Oakland (9-27; 28-10)
90	100	Standard (6-6-4)	Kansas City-Denver
		30' RPO-Baggage	Denver-Cheyenne

11 trailing cars, St. Louis-Denver
 10 trailing cars, Denver-Cheyenne

Note: WB only:-

93 Standard (10-1-1) St.Louis-Portland(9-CY 27-Og; 28-10)
 handled immediately behind sleeper 92 to avoid extra switch-
 ing Cheyenne.

Office of Genl. Supt. Transportation,
 Omaha, Nebraska - Sept. 18, 1947.

Consist - Train No. 13 - Mail & Express - Omaha-Cheyenne
(Effective Sept. 6, 1947)

<u>Ldg.Nos.</u>		<u>Return</u>
	Storage Mail Co.Bluffs-Portld (13-3-11)	12-4-14
	Baggage-Express Chicago-Portld (1-13-3-11)	12-4-2
	Baggage-Express Omaha-Los Angeles (13-3)	4-14
	Express Chicago-Salt Lake (13-3)	4-14
	Express Omaha-Cheyenne	14
	Storage Mail Omaha-Cheyenne	14
	30' RPO(bgge ahd) Omaha-Cheyenne	6
	60' RPO Omaha-Ogden (13-3)	28
	Storage Mail Co.Bluffs-SLake-Ogden (13-3-33)	4-14
	Storage Mail Co.Bluffs-Los Angeles (13-3)	4-14
	Coach Omaha-Los Angeles (13-3)	4-14
	Coach Omaha-Los Angeles (13-3)	4-14
	Mail-Bgge-Express Omaha-Grand Island	54
	Mail-Bgge-Express Omaha-Columbus	54

14 cars, Omaha to Columbus
13 cars, Columbus to Grand Island
12 cars, Grand Island to Cheyenne

Consist - Train No. 14 - Mail & Express - Cheyenne-Omaha
(Effective Sept. 9, 1947)

<u>Ldg.Nos.</u>		<u>Return</u>
	60' Storage Mail Portland-Co.Bluffs (12-4-14)	13-3-11
	Storage Mail Ogden-Co.Bluffs (4-14)	13-3
	Storage Mail Los Angeles-Co.Bluffs (4-14)	13-3
	Baggage-Express Los Angeles-Omaha (4-14)	13-3
	Baggage-Express Los Angeles-Chicago (C&NW 14)	13-3
	Express Cheyenne-Omaha	13
	Storage Mail Cheyenne-Omaha	13
	Coach Los Angeles-Omaha (4-14)	13-3
	Coach Los Angeles-Omaha (4-14)	13-3
	Coach Denver-Omaha (54-14)	53
540	Standard (12 & 2) Denver-Omaha (54-14)	1-53

9 cars, Cheyenne to North Platte
11 cars, North Platte to Omaha

Consist - Train No. 21 - Pacific - Omaha-Ogden
(Effective October 2, 1947)

<u>Ldg.</u>	<u>Nos.</u>		<u>Return</u>
	Baggage	Chicago-Oakland (SP 21)	22
	Baggage	Chicago-Los Angeles (37 Ogden)	38-22
	Baggage-Express	Chicago-Portland (17 GrRiver)	18-22
	Coach	Chicago-Portland (17 GrRiver)	18-22
	Coach	Chicago-Los Angeles (37 Ogden)	38-22
	Coach	Chicago-Los Angeles (37 Ogden)	38-22
	Coach	Omaha-Los Angeles (37 Ogden)	38-22
	Diner	Omaha-Ogden	22
	Lounge	Chicago-Ogden	22
213	Standard (12 & 1)	Chicago-Los Angeles (37 Ogden)	38-22
211	Standard (12 & 1)	Minneapolis-Los Angeles (C&NW 201 Omaha 37 Ogden)	38-22- CNW 202
214	Standard (10 & 3)	Chicago-Salt Lake (37 Ogden)	38-22
218	Standard (12 & 1)	Chicago-Portland (17 GrRiver)	18-22
		13 cars, Omaha-Green River	
		10 cars, Green River-Ogden	

Consist - Train No. 11 - Idahoan - Green River-Portland
(Effective Sept. 10, 1947)

<u>Ldg.Nos.</u>			<u>Return</u>
	Storage Mail	Co.Bluffs-Portland (13-3)	12-4-14
	30' RPO(bgge ahd)	Gr. River-Portland	12
	Baggage-Express	Chicago-Portland (1-13-3)	12-4-2
	Baggage-Express	Salt Lake-Portland (31)	12-32
11	Coach	Salt Lake-Portland (31)	12-32
	Coach	Gr. River-Portland	12
99	Coach (reserved)	St. Louis-Portland (9-3)	12-4-10
	Diner	Gr. River-Portland	12
	Dormitory	Gr. River-Portland	12
93	Standard (10-1-1)	St. Louis-Portland (9-3)	12-4-10
316	Standard (12 & 1)	Salt Lake-Portland (31)	12-32
315	Standard (10-1-1)	Salt Lake-Boise (31)	12-32

8 cars, Green River to Pocatello
12 cars, Pocatello to Boise
11 cars, Boise to Portland

Consist - Train No. 12 - Idahoan - Portland-Green River
(Effective from Portland Sept. 12, 1947)

<u>Ldg.Nos.</u>			<u>Return</u>
	Baggage-Express	Portland-Salt Lake (32)	31-11
	Baggage-Express	Portland-Chicago (4-2)	1-13-3-11
	Storage Mail(60ft)	Portland-Co. Bluffs (4-14)	13-3-11
	30' RPO(bgge ahd)	Portland-Green River	11
12	Coach	Portland-Salt Lake (32)	31-11
	Coach	Portland-Green River	12
109	Coach (reserved)	Portland-St. Louis (4-10)	9-3-11
	Diner	Portland-Green River	11
	Dormitory-Club	Portland-Green River	11
128	Standard (10-1-1)	Portland-St. Louis (4-10)	9-3-11
126	Standard (12 & 1)	Portland-Salt Lake (32)	31-11
125	Standard (10-1-1)	Boise-Salt Lake (32)	31-11

11 cars, Portland to Boise
12 cars, Boise to Pocatello
8 cars, Pocatello to Green River

Consist - Trains Nos. 17-18 - Portland Rose - Denver-Green River
(Effective Sept. 1, 1947)

Ldg. Nos.
WB EB

		Mail-Expr (Ex Sat WB, Sun EB)	Denver-Gr.River (Rk Springs)
		Express (WB only)	Denver-Portland(Poca 2/17;2/18-32-38)
		Mail-Bgge-Express	KansCity-Portland (Denver 369 & 38)
		Coach	KansCity-Portland (Denver 37 & 38)
		Coach	Denver-Portland
		Coach	Denver-Spokane (Pendleton 66 & 65)
		Diner	Denver-Pendleton
173	183	Standard (12 & 1)	Denver-Portland
174	184	Standard (10 & 3)	Denver-Portland
175	185	Standard (10 Sec Obs)	Denver-Portland

WESTBOUND

EASTBOUND

10 cars, Denver-Green River

9 cars, Green River-Denver

Consist - Trains Nos. 17-18 - Portland Rose - Green River-Portland
(Effective Sept. 2, 1947)

Ldg. Nos.
WB EB

		Bgge-Expr (WB only)	Chgo-Port(21-17 Poca 2/17;2/18-32-22)
		Express (WB only)	Denver-Port (Poca 2/17; 2/18-32-38)
		Baggage-Express	S.Lake-Pocatello (38-22-17; 18-5-37)
		Baggage-Express	Kans City-Portland (369 & 38)
		Stge-Mail	Co.Bluffs-Portland (5-17; 18-6)
		Stge-Mail	Co.Bluffs-Port (5-17 Poca 2/17; 18-6)
		30' RPO(Bgge ahead)	Green River-Portland
		Coach	Chicago-Portland (21 & 22)
		Coach	Kans City-Portland (Denver 37 & 38)
		Coach	Denver-Portland
		Coach	Denver-Spokane (Pendleton 66 & 65)
		Diner	Denver-Pendleton (17 & 18)
332	652	Standard (12 & 1)	S.Lake-Spokane (33-17-66; 65-18-34)
		Lounge	Green River-Portland
218	188	Standard (12 & 1)	Chicago-Portland (21 & 22)
173	183	Standard (12 & 1)	Denver-Portland
174	184	Standard (10 & 3)	Denver-Portland
175	185	Standard (10 Sec Obs)	Denver-Portland

WESTBOUND

EASTBOUND

17 cars, Green River-Pocatello
14 cars, Pocatello-Pendleton
12 cars, Pendleton-Portland

12 cars, Portland-Pendleton
15 cars, Pendleton-Pocatello
15 cars, Pocatello-Green River

Office of Genl. Supt. Transportation,
Omaha, Nebraska - Sept. 18, 1947.

Consist - Train No. 22 - Pacific - Ogden-Omaha
(Effective October 2, 1947)

<u>Ldg. Nos.</u>		<u>Return</u>
	Express (EB only) SLake-GrRiver(Rk Sprgs)(38 Og)	DH
	Express (EB only) SLake-GrRiv-Poca (17) (38 Og)	18-5-37
	Baggage Oakland-Chicago (SP 22)	21
	Baggage Los Angeles-Chicago(38 Ogden)	21-37
	Baggage-Express Portland-Chicago(2/18-32 Ogden)	21-17
	Baggage Portland-Chicago (18 GrRiver)	21-17
	Coach Portland-Chicago (18 GrRiver)	21-17
	Coach Los Angeles-Chicago(38 Ogden)	21-37
	Coach Los Angeles-Chicago(38 Ogden)	21-37
	Coach Los Angeles-Omaha (38 Ogden)	21-37
	Diner Ogden-Omaha	21
	Lounge Ogden-Chicago	21
383	Standard (12 & 1) Los Angeles-Chicago (38 Ogden)	21-37
381	Standard (12 & 1) Los Angeles-Minneapolis (38 Ogden CNW 202 Omaha)	CNW 201- 21-37
384	Standard (10 & 3) Salt Lake-Chicago (38 Ogden)	21-37
188	Standard (12 & 1) Portland-Chicago (18 GrRiver)	21-37

13 cars, Ogden-Green River
14 cars, Green River-Omaha

Note: C&NW add Omaha-Chicago sleeper.

Consist - Trains Nos. 23 & 24 - Gold Coast - Omaha-Ogden
Effective October 2, 1947)

Ldg. Nos.
WB EB

		Baggage-Express	Chicago-Oakland
		Coach (Womens)	Chicago-Oakland
		Coach (Mixed)	Chicago-Oakland
		Coach (Mixed)	Chicago-Oakland
		Coach (Mixed)	Chicago-Oakland
		Diner	Omaha-Ogden
		Lounge	Chicago-Oakland
237	247	Standard (12 & 1)	Chicago-Oakland
PA15	246	Standard (12 & 1)	Washington-Oakland (PRR)
721	245	Standard (12 & 1)	Washington-Oakland (B&O)
234	244	Standard (12 & 1)	St. Louis-Oakland (Wab 11 & 14 Omaha)
		Diner	Omaha-Cheyenne
		12 cars,	Omaha-Cheyenne
		11 cars,	Cheyenne-Ogden

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Omaha, Nebraska - Sept. 18, 1947.

Consist - Trains Nos. 23 & 24 - Gold Coast - Ogden-Oakland
(Effective October 1, 1947)

Ldg. Nos.
WB EB

		Baggage-Express(sealed)	Chicago-Oakland	
		Coach (Womens)	Chicago-Oakland	
		Coach (Mixed)	Chicago-Oakland	
		Coach (Mixed)	Chicago-Oakland	
		Coach (Mixed)	Chicago-Oakland	
		Coach	Kansas City-Oakland	
		Coach	Kansas City-Oakland	
		Coach (News Agent)	Ogden-Oakland	
		Diner	Ogden-Oakland	
		Diner	Ogden-Oakland	
		Lounge	Chicago-Oakland	
237	247	Standard (12 & 1)	Chicago-Oakland	
PA15	246	Standard (12 & 1)	Washington-Oakland	(PRR)
721	245	Standard (12 & 1)	Washington-Oakland	(B&O)
234	244	Standard (12 & 1)	St.Louis-Omaha-Oakland	
373	243	Standard (12 & 1)	Kansas City-Oakland	
372	242	Standard (12 & 1)	Denver-Oakland	
471	241	Standard (10 Sec)	Salt Lake-Oakland	

18 cars, Ogden - Oakland

Consist - Trains Nos. 27-28 - Overland - Chicago-San Francisco
(Effective Sept. 12, 1947)

Ldg.	Nos.	
WB	EB	

		30' RPO	Ogden-Oakland
		60' RPO	Ogden-Omaha (13-3)
		Dormitory	Chicago-Oakland
277	280	Coach (reserved)	Chicago-Oakland
278	281	Coach (reserved)	Chicago-Oakland
279	282	Coach (reserved)	Chicago-Oakland
		Diner	Chicago-Oakland
		Diner	Chicago-Oakland
		Lounge	Chicago-Oakland
271	283	Standard (4-4-2)	Chicago-Oakland
272	284	Standard (6-6-4)	Chicago-Oakland
1927	286	Standard (8-1-2)	New York-Oakland (NYC)
PA71	287	Standard (10-1-2)	New York-Oakland (PRR)
51	-	Standard (12 & 2)	Chicago-Omaha (C&NW 22)
92	288	Standard (6-6-4)	St. Louis-Oakland (9-3-27; 28-10)
299	289	Standard (10-1-2)	Salt Lake-Oakland (33 & 30)

WESTBOUND

12 cars, Chicago-Omaha
11 cars, Omaha-Ogden
14 cars, Ogden-Oakland

EASTBOUND

14 cars, Oakland-Ogden
13 cars, Ogden-Cheyenne
13 cars, Cheyenne-Omaha
13 cars, Omaha-Chicago

Consist - Train No. 38 - Pony Express - Los Angeles-Ogden
(Effective October 1, 1947)

Ldg.Nos.

Return

Express	S.Lake-Gr.River(Rk.Sprgs) (22)	DH
Express	S.Lake-Gr.River-Poca(22-17)	18-5-37
Baggage-Express	Salt Lake-Denver	37
30'RPO (Bgge rear)	Los Angeles-Ogden	37
Express	Los Angeles-Chicago (6)	5-32-37
Stge-Mail	Los Angeles-Co.Bluffs (6)	5-37
81' Baggage-Express	Los Angeles-Chicago (22)	21-37
Coach	Los Angeles-Chicago (22)	21-37
Coach	Los Angeles-Chicago (22)	21-37
Coach	Los Angeles-Omaha (22)	21-37
Coach	Los Angeles-Denver	37
Coach	Los Angeles-Kansas City	37
Diner	Los Angeles-Denver	37
386 Standard (12 & 1)	Los Angeles-Kansas City	37
383 Standard (12 & 1)	Los Angeles-Chicago (22)	21-37
381 Standard (12 & 1)	Los Angeles-Mpls(22)	CNW 201-21-37
384 Standard (10 & 3)	Salt Lake-Chicago (22)	21-37
388 Standard (12 & 1)	Salt Lake-Denver	37
385 Standard (6-6-4)	Salt Lake-Denver	37
382 Standard (10 & 3)	Los Angeles-Butte (29)	30-37
380 Standard (10-1-2)	Los Angeles-Las Vegas	37
Dormitory-Club	Los Angeles-Denver	37

16 cars, Los Angeles to Las Vegas
15 cars, Las Vegas to Salt Lake
20 cars, Salt Lake to Ogden

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Consist - Train No. 37 - Pony Express - Ogden-Los Angeles
(Effective October 3, 1947)

<u>Ldg.No.</u>		<u>Return</u>
	Baggage-Express Denver-Salt Lake	38
	Stge-Mail Gr.River-Salt Lake(from 5)	38-22
	Express Salt Lake-Los Angeles	38-6
	30'RPO(Bgge ahead) Ogden-Los Angeles	38
	Stge-Mail Co.Bluffs-Los Angs (from 5)	38-6
	81' Baggage Chicago-Los Angeles(from 21)	38-22
	Coach Chicago-Los Angeles(from 21)	38-22
	Coach Chicago-Los Angeles(from 21)	38-22
	Coach Omaha-Los Angeles (from 21)	38-22
	Coach Denver-Los Angeles	38
	Coach Kansas City-Los Angeles	38
	Diner Denver-Los Angeles	38
376	Standard (12 & 1) Kansas City-Los Angeles	38
213	Standard (12 & 1) Chicago-Los Angeles(from 21)	38-22
211	Standard (12 & 1) Mpls-Los Angeles(from 21)	38-22- CNW 202
214	Standard (10 & 3) Chicago-Salt Lake(from 21)	38-22
378	Standard (12 & 1) Denver-Salt Lake	38
376	Standard (6-6-4) Denver-Salt Lake	38
301	Standard (10 & 3) Butte-Los Angeles(from 30)	38-29
370	Standard (10-1-2) Las Vegas-Los Angeles	38
	Dormitory-Club Denver-Los Angeles	38

18 cars, Ogden-Salt Lake
15 cars, Salt Lake-Las Vegas
16 cars, Las Vegas-Los Angeles

Consist - Train No. 37 - Pony Express - Denver-Ogden
(Effective October 2, 1947)

<u>Ldg. Nos.</u>		<u>Return</u>
	Express Denver-Oakland (from CB&Q)	-
	Express Denver-Oakland (from CB&Q)	-
	Express Denver-Oakland (from CB&Q)	-
	30' RPO-Bgge Denver-Ogden	6-52
	Baggage-Express Denver-Oakland (SP 25 & 22)	38
	Baggage-Express Denver-Salt Lake	38
	Coach Denver-Los Angeles	38
	Coach Kansas City-Los Angeles	38
	Coach Kansas City-Oakland (SP 23 & 24)	38
	Coach Kansas City-Oakland (SP 23 & 24)	38
	Diner Denver-Los Angeles	38
376	Standard (12 & 1) Kansas City-Los Angeles	38
373	Standard (12 & 1) Kansas City-Oakland (SP 23 & 24)	38
372	Standard (12 & 1) Denver-Oakland (SP 23 & 24)	38
378	Standard (12 & 1) Denver-Salt Lake	38
375(Lt Wt)	Standard (6-6-4) Denver-Salt Lake	38
	Dormitory-Club Denver-Los Angeles	38

17 cars, Denver to Ogden

Consist - Train No. 37 - Pony Express - Kansas City-Denver
(Effective October 1, 1947)

<u>Ldg.No.</u>		<u>Return</u>
	30' RPO(bgge rear) Kansas City-Denver	38
	Storage Mail Kansas City-Ellis	70
	Mail-Baggage Kansas City-Denver	370-70
	Express Kansas City-Denver	38
	Coach Kansas City-Portland	18-38
	Coach Kansas City-Los Angeles	38
	Coach Kansas City-Oakland (SP 23 & 24)	38
	Coach Kansas City-Oakland (SP 23 & 24)	38
	Diner Junction City-Denver	38
376	Standard (12 & 1) Kansas City-Los Angeles	38
373	Standard (12 & 1) Kansas City-Oakland (SP 23 & 24)	38
	Mail-Express Kansas City-Salina	40
	11 cars, Kansas City to Junction City	
	12 cars, Junction City to Salina	
	11 cars, Salina to Ellis	
	10 cars, Ellis to Denver	

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Consist - Train No. 38 - Pony Express - Ogden-Denver
(Effective October 2, 1947)

<u>Ldg.Nos.</u>			<u>Return</u>
	Baggage-Express	Oakland-Denver(from SP 22)	37-SP 25
	Express	Port-Ogden-Denver(fm 2/18-32)	17-2/17
	Baggage-Express	Salt Lake-Denver	37
	Coach	Los Angeles-Denver	37
	Coach	Los Angeles-Kansas City	37
	Coach	Oakland-Kansas City (fm SP 24)	37-SP 23
	Coach	Oakland-Kansas City (fm SP 24)	37-SP 23
	Diner	Los Angeles-Denver	37
386	Standard (12 & 1)	Los Angeles-Kansas City	37
243	Standard (12 & 1)	Oakland-Kansas City (fm SP 24)	37-SP 23
242	Standard (12 & 1)	Oakland-Denver (fm SP 24)	37-SP 23
388	Standard (12 & 1)	Salt Lake-Denver	37
385	Standard (6-6-4)	Salt Lake-Denver	37
	Dormitory-Club	Los Angeles-Denver	37

14 cars, Ogden to Denver

Consist - Train No. 38 - Pony Express - Denver-Kansas City
(Effective October 3, 1947)

<u>Ldg.Nos.</u>			<u>Return</u>
	30'RPO(Bgge rear)	Denver-Kansas City	37
	Baggage-Express	Denver-Kansas City	37
	Baggage-Express	Portld-Kansas City (from 18)	369-17
	Coach	Portld-Kansas City (from 18)	37-17
	Coach	Oakland-Kansas City	37-23
	Coach	Oakland-Kansas City	37-SP 23
	Coach	Los Angeles-Kansas City	37
	Diner	Denver-Junction City	37
385	Standard (12 & 1)	Los Angeles-Kansas City	37
243	Standard (12 & 1)	Oakland-Kansas City	37-23

10 cars, Denver to Junction City

9 cars, Junction City to Kansas City

Consist - Train No. 52 - Cheyenne-Denver
(Effective Sept. 1, 1947)

Ldg. Nos.

Return

30' RPO (Bgge rear)	Ogden-Denver (from 6)	37
Baggage-Express	Cheyenne-Denver	57
Coach	Cheyenne-Denver	57

3 cars, Cheyenne to Denver

Consist - Train No. 53 - Omaha-Denver
(Effective Sept. 1, 1947)

RPO-Baggage	Omaha-Yoder (NoPlt 93)	94-54
Mail-Bgge-Express	Omaha-North Platte	54
Baggage	Omaha-Denver	54
Express	Omaha-Denver	54
30' RPO (Bgge ahead)	Omaha-Denver	54
Coach	Omaha-Denver	54
Coach	Omaha-Denver	54-14
Diner-Lounge	North Platte-Denver	54
530 Standard (12 & 2)	Omaha-Denver (1 NoPlt)	54-14

7 cars, Omaha to Denver

Consist - Train No. 54 - Denver-Omaha
(Effective Sept. 20, 1947)

RPO-Baggage	Yoder-Omaha (from 94)	53-93
Mail-Bgge-Express	North Platte-Omaha	53
Baggage	Denver-Omaha	53
Express	Denver-Omaha	53
30' RPO (Bgge ahead)	Denver-Omaha	53
Coach	Denver-Omaha	53
Coach	Denver-Omaha (NoPlt 14)	53
540 Standard (12 & 2)	Denver-Omaha (NoPlt 14)	1-53
Diner-Lounge	Denver-North Platte	53
Mail-Bgge-Express	Grand Island-Omaha	13
Mail-Bgge-Express	Columbus-Omaha	13

7 cars, Denver to North Platte
6 cars, North Platte to Grand Island
7 cars, Grand Island to Columbus
8 cars, Columbus to Omaha