

Form 70

UNION PACIFIC RAILROAD COMPANY

INCLUDING ITS LEASED LINES



LIST OF

**AGENCIES, STATIONS,
EQUIPMENT, ETC.**

No. 64

JANUARY 1, 1946

**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.

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FO 28	Aberdeen.....	Idaho	Aberdeen	138
NN 54	Aberdeen.....	Wash.	Grays Harbor.	203
FL 7	Aberdeen Jet.....	Idaho	Mackay.	137, 138
A 164	Abilene.....	Kan.	Main.	56
OH 8	Acequia.....	Idaho	Twin Falls.	130
B 1328	Acoma.....	Nev.	Main.	141
B 1425	Acton.....	Nev.	Los Angeles.	153
GB 31	Acton.....	Wash.	Yakima.	210
A 646	Adams.....	Colo.	Main.	62, 65
NG 13	Adams.....	Ore.	Pendleton-Tucannon.	210
B 1142	Adams.....	Utah	Utah.	142
B 1132	Adelaide.....	Idaho	Main.	130
OV 11	Adrian.....	Ore.	Homedale.	134
B 1621	Afton.....	Cal.	Main.	152
A 572	Agate.....	Colo.	Main.	61
CS 15	Agatha.....	Idaho	Camas Prairie.	245
NB 107	Agency.....	Ore.	Bend.	206
UA 42	Agnew.....	Neb.	Beatrice.	43
CS 28	Ahsahka.....	Idaho	Camas Prairie.	245
FL 4	Aiken.....	Idaho	Mackay.	137
H 101	Aikins.....	Kan.	Topeka.	59
B 1084	Ajax.....	Utah	Main.	142
BS 1	Alamo.....	Cal.	Crestmore.	152
UP 40	Albany.....	Wyo.	L. N. P. & W. R. R.	125
UD 22	Albin.....	Wyo.	North Platte Cut-Off.	49
V 1780	Albina.....	Ore.	Main.	204
UD 34	Albion.....	Neb.	Albion.	44
GH 13	Albion.....	Wash.	Moscow.	213
AO 8	Alda.....	Neb.	Nebraska.	45
999	Alden.....	Colo.	Greeley.	64
H 203	Alexander.....	Idaho	Main.	129
H 194	Alexandria.....	Neb.	Kansas.	60
NM 8	Alfalfa Center.....	Neb.	Nebraska.	45
AJ 8	Alicel.....	Ore.	Main.	208
OU 10	Alida.....	Kan.	Joseph.	56
CP 36	Allendale.....	Idaho	Junction City.	134
B 918	Almota.....	Wash.	Wildor.	245
B 1721	Almy Junction.....	Wyo.	Camas Prairie.	53
AE 209	Alray.....	Cal.	Main.	149
B 904	Altair.....	Kan.	Plainville.	58
NG 84	Altamont.....	Wyo.	Main.	52
OH 17	Alto.....	Wash.	Pendleton-Tucannon.	211
BN 10	Amalga.....	Idaho	Twin Falls.	130
1086	Amber.....	Nev.	St. Thomas.	153
T 1062	American Falls.....	Idaho	Main.	130
46	American Fork.....	Utah	Main.	143
UK 17	Ames.....	Neb.	Main.	43
FK 18	Amherst.....	Nebraska.	Kearney.	46
OK 23	Ammon.....	Idaho	Goshen.	138
BT 20	Amsterdam.....	Idaho	Wells.	131
H 249	Anaheim.....	Cal.	Anaheim.	151
97	Anan.....	Neb.	Main.	60
F 1056	Anderson.....	Colo.	L. N. P. & W. R. R.	125
G 1712	Anderson.....	Idaho	Main.	145
FT 3	Ankeny.....	Wash.	Main.	209
FS 12	Annis.....	Idaho	Annis.	139
B 881	Annis Jct.....	Idaho	West Belt.	139
FK 3	Antelope.....	Wyo.	Main.	52
F 1333	Anton.....	Idaho	Goshen.	138
B 1461	Apex.....	Mont.	Main.	140
OL 53	Apex.....	Nev.	Main.	153
HB 101	Appleton.....	Idaho	North Side.	131
1333	Appleton.....	Kan.	Main.	58
AM 26	Apple Valley.....	Idaho	Main.	133
A 453	Ara.....	Colo.	Boulder.	63
1339	Arapahoe.....	Colo.	Main.	61
OT 123	Arcadia.....	Ore.	Main.	133
501	Archabal.....	Idaho	Idaho Northern.	134
FL 59	Archer.....	Wyo.	Main.	49
A 205	Aroo.....	Idaho	Mackay.	137
B 1490	Arcola.....	Kan.	Main.	56
A 482	Arden.....	Nev.	Main.	152
F 1097	Arena.....	Colo.	Main.	61
OT 108	Argo.....	Wash.	Main.	202
	Arimo.....	Idaho	Main.	145
	Arling.....	Idaho	Idaho Northern.	134

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1638	Arlington.....	Ore.	Oregon.	205, 206
B 1760	Arlington.....	Cal.	Los Angeles.	149
F 1300	Armstead.....	Mont.	Main.	140
GH 16	Armstrong.....	Wash.	Washington.	213
FO 2	Army.....	Idaho	Aberdeen.	138
UK 83	Arnold.....	Neb.	Kearney.	46
A 508	Aroya.....	Colo.	Main.	61
CS 3	Arrow.....	Idaho	Camas Prairie.	245
B 1459	Arrolime.....	Nev.	Main.	153
BV 3	Arroyo Jct.....	Cal.	Glendale.	151
GA 29	Artesia.....	Wash.	Wallula.	209
A 468	Ascalon.....	Colo.	Main.	61
G 1645	Ash.....	Wash.	Main.	209
G 1736	Ashby.....	Wash.	Main.	209
AC 50	Asherville.....	Kan.	Solomon.	57
FR 51	Ashton.....	Idaho	Yellowstone.	139, 140
B 902	Aspen.....	Wyo.	Main.	52
AD 12	Assaria.....	Kan.	McPherson.	57
A 67.5	A. T. & S. F. Cross.	Kan.	Main.	54
NG 18	Athens.....	Ore.	Pendleton-Tucannon.	210
BA 20	Atkinson.....	Utah	Park City.	53
BY 3	Atlanta.....	Nev.	Prince.	141
G 1632	Attalla.....	Wash.	Main.	209, 210
D 429	Atwood.....	Colo.	Main.	65
S 1039	Atwoods.....	Utah	Main.	144
D 512	Auburn.....	Colo.	Main.	65
1933	Auburn.....	Wash.	Main.	202
GA 29	Auker.....	Wash.	Wallula.	209
A 703	Ault.....	Colo.	Main.	63
BU 2	Avenue 33.....	Cal.	Pasadena.	151
Z 10	Avery.....	Neb.	Old Main.	42
BL 9	Avon.....	Utah	Cedar City.	141
HB 24	Axford.....	Ore.	Bend.	206
G 1682	Axtell.....	Kan.	Main.	59
	Ayer.....	Wash.	Main.	209, 212
F 1176	Bach.....	Idaho	Main.	137
NG 31	Bade.....	Ore.	Pendleton-Tucannon.	210
AH 75	Badger.....	Neb.	Manhattan.	56
A 542	Bagdad.....	Colo.	Main.	61
X 1606	Bailey.....	Ore.	Main.	205
HB 29	Baileyville.....	Kan.	Main.	59
UL 160	Baileyvue.....	Neb.	North Platte.	47
F 1434	Baker.....	Ore.	Main.	208
BU 4	Bakers.....	Utah	Main.	145, 146
B 1601	Baker Spur.....	Cal.	Pasadena.	151
NN 18	Balch.....	Cal.	Main.	152
B 1773	Ballo.....	Wash.	Grays Harbor.	203
A 267	Balta.....	Cal.	Main.	148
D 444	Balzac.....	Kan.	Main.	57
1009	Bancroft.....	Colo.	Main.	65
OT 64	Banks.....	Idaho	Main.	129
1077	Bannock.....	Idaho	Idaho Northern.	134
OR 8	Barber.....	Idaho	Main.	130
B 1334	Barclay.....	Nev.	Boise.	133
FS 7	Barlow.....	Idaho	Main.	141
NV 6	Barnes.....	Idaho	West Belt.	139
BD 2	Barnes.....	Ore.	St. Johns.	205
AH 71	Barneston.....	Utah	Syracuse.	145
AO 15	Barnesville.....	Neb.	Manhattan.	56
ND 20	Barnett.....	Colo.	Greeley.	64
1567	Barnhart.....	Ore.	Main.	206
F 1313	Barratts.....	Mont.	Main.	205
NG 34	Barrett.....	Ore.	Main.	140
OL 43	Barrymore.....	Idaho	Pendleton-Tucannon.	210
B 1663	Barstow.....	Cal.	North Side.	131
359	Barton.....	Cal.	Main.	149
B 948	Baskin.....	Neb.	Main.	47
F 1189	Bassett.....	Utah	Main.	53
B 1068	Bauer.....	Idaho	Main.	137
FF 33	Baugh.....	Utah	Main.	142
A 195	Bavaria.....	Utah	Cache Valley.	147
B 1616	Baxter.....	Kan.	Main.	56
		Cal.	Los Angeles.	152

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796	Baxter.....	Wyo.	Main.....	51
B 1617	Baxter Lime Spur.....	Cal.	Main.....	152
UA 97	Beatrice.....	Neb.	Beatrice.....	43, 56
HB 14	Beattie.....	Kan.	Main.....	133
Y 1302	Beatty.....	Idaho	Main.....	46
281	Beck.....	Neb.	Main.....	144
B 1026	Becks.....	Utah	Main.....	128
919	Beckwith.....	Wyo.	Main.....	145
F 1065	Beers.....	Idaho	Main.....	65
D 432	Beetland.....	Colo.	Main.....	65
D 515.3	Beet Spur.....	Colo.	Main.....	65
D 424	Beet Sugar Factory Spur.....	Colo.	Main.....	65
OJ 3	Beetville.....	Idaho	Oakley.....	131
UE 23	Beggs Spur.....	Utah	Park City.....	53
BW 3	Belgrade.....	Neb.	Cedar Rapids.....	44
BW 4	Bell-Team Track.....	Cal.	San Pedro.....	149
ON 52	Bell Siding.....	Cal.	San Pedro.....	149
UO 1	Bellevue.....	Idaho	Ketchum.....	132
UL 47	Bellinger.....	Neb.	Sears.....	47
FC 23	Belmar.....	Neb.	North Platte.....	47
AC 57	Belmont.....	Utah	Malad.....	146
FR 38	Beloit.....	Kan.	Solomon.....	57
OT 96	Belt.....	Idaho	Yellowstone.....	138, 139
H 212	Belvidere.....	Idaho	Idaho Northern.....	134
A 98	Belvidere.....	Neb.	Main.....	60
NB 151	Belvue.....	Kan.	Main.....	55
T 1087	Bend.....	Ore.	Bend.....	206
A 609	Benjamin.....	Utah	Main.....	143
OM 11	Bennett.....	Colo.	Main.....	62
AC 15	Benning.....	Idaho	Raft River.....	132
1928	Bennington.....	Kan.	Solomon.....	57
FG 6	Benroy.....	Wash.	Main.....	202
FG 3	Benson.....	Utah	Benson.....	147
GB 36	Benson Jet.....	Utah	Benson.....	147
S 1035	Benton City.....	Wash.	Yakima.....	210
OK 11	Bentz.....	Utah	Main.....	144
NG 991	Berger.....	Idaho	Wells.....	131
61	B. R. R. Cross'g.....	Utah	Bradley.....	53
NG 61	Berryman.....	Wash.	Pendleton-Tucannon.....	211
B 1286	Beryl.....	Utah	Main.....	141
D 1187	Besslen.....	Idaho	Main.....	130
AE 437	Beta.....	Colo.	Main.....	65
24	Beverly.....	Kan.	Plainville.....	58
OH 45	Bickel.....	Idaho	Twin Falls.....	130
OT 76	Big Eddy.....	Idaho	Idaho Northern.....	134
GB 48	Biggam.....	Wash.	Yakima.....	210
1672	Biggs.....	Ore.	Main.....	205, 206
FR 91	Big Springs.....	Idaho	Yellowstone.....	139
354	Big Springs.....	Neb.	Main.....	47
OH 48	Bills.....	Idaho	Twin Falls.....	130
291	Birdwood.....	Neb.	Main.....	46
CP 50	Bishop.....	Wash.	Camas Prairie.....	245
A 38	Bismarck Grove.....	Kan.	Main.....	55
AA 1	Bismarck Grove.....	Kan.	Leavenworth.....	51
757	Bitter Creek.....	Wyo.	Main.....	51
766	Black Buttes.....	Wyo.	Idaho Northern.....	134
OT 33	Black Canyon.....	Idaho	Main.....	137
FM 1151	Blackfoot.....	Idaho	Wallace.....	214
385	Black Lake.....	Idaho	Main.....	202
1945	Black River Jct.....	Wash.	Main.....	142
B 1214	Black Rock.....	Utah	Main.....	132
Y 1283	Black's Creek.....	Idaho	Main.....	57
A 232	Black Wolf.....	Kan.	Hill City.....	132
OO 34	Blaine.....	Idaho	Main.....	58
HB 104	Blair.....	Kan.	Main.....	51
803	Blairtown.....	Wyo.	Pendleton-Tucannon.....	210
NG 11	Blakeley.....	Ore.	Main.....	133, 136
1384	Blakes Jct.....	Ore.	Grays Harbor.....	203
NN 2	Blakeslee Jct.....	Wash.	Main.....	205
1646	Blalock.....	Ore.	Main.....	129
1025	Blaser.....	Idaho	Blazon.....	128
OC 1	Blazon.....	Wyo.	Cumberland.....	128
OB 9	Blazon Jct.....	Wyo.	Main.....	130, 131
1198	Bliss.....	Idaho	Main.....	142
B 1198	Bloom.....	Utah	Main.....	142
B 1491	Blue Diamond Spur Nev.....	Los Angeles.....	Main.....	152

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AH 43	Blue Rapids.....	Kan.	Pendleton-Tucannon.....	210
AH 79	Blue Springs.....	Neb.	Manhattan.....	55
B 1765	Bly.....	Cal.	Manhattan.....	56
B 1612	Boardman.....	Ore.	Los Angeles.....	148
UG 19	Boelus.....	Neb.	Main.....	205
PA 30	Boettcher.....	Colo.	Loup City.....	45
AE 129	Bogue.....	Kan.	Ft. Collins.....	66
OW 56	Bohna.....	Ore.	Plainville.....	58
Y 1296	Boise.....	Idaho	Idaho Eastern.....	135
OR 3	Boise Freight.....	Idaho	Main.....	133
Y 1298	Boise Jct.....	Idaho	Boise.....	133
NG 72	Bolles.....	Wash.	Main.....	133
F 1327	Bond.....	Mont.	Washington.....	211
1536	Bonifer.....	Ore.	Idaho.....	140
A 18	Bonner Springs.....	Kan.	Main.....	207
1737	Bonneville.....	Ore.	Main.....	54
UD 27	Boone.....	Neb.	Main.....	204
1090	Borah.....	Idaho	Albion.....	44
B 1517	Borax.....	Nev.	Main.....	130
B 1192	Borden.....	Utah	Los Angeles.....	152
939	Border.....	Wyo.	Main.....	142
519	Borie.....	Wyo.	Idaho.....	128
585	Boesler.....	Wyo.	Main.....	50, 63
AM 28	Boulder.....	Colo.	Wyoming.....	50
1623	Boulder.....	Ore.	Boulder.....	63
BO 22	Boulder City.....	Nev.	Main.....	205
B 1486	Boulder Jet.....	Nev.	Boulder City.....	152
B 1109	Boulter.....	Utah	Los Angeles.....	152
NC 46	Bourbon.....	Ore.	Main.....	142
OS 9	Bowmont.....	Idaho	Grass Valley.....	206
CP 38	Boyart.....	Wash.	Murphy.....	134
B 1368	Boyd.....	Nev.	Camas Prairie.....	245
EA 14	Boyd Lake.....	Colo.	Main.....	153
A 518	Boyer.....	Colo.	Ft. Collins.....	66
B 1484	Bracken.....	Nev.	Main.....	61
FE 9	Bradford.....	Utah	Main.....	152
GM 67	Bradley.....	Idaho	Utah.....	216
1165	Brady.....	Idaho	Washington.....	144
262	Brady Island.....	Neb.	Wallace.....	214
UB 14	Brainard.....	Neb.	Main.....	130
OT 22	Bramwell.....	Idaho	Main.....	46
B 1550	Brant.....	Cal.	Stromsburg.....	44
H 158	Bremen.....	Kan.	Idaho Northern.....	134
1749	Bridal Veil.....	Ore.	Main.....	152
B 994	Bridge Jct.....	Utah	Main.....	60
AD 16	Bridgeport.....	Kan.	Main.....	204
B 886	Bridge.....	Wyo.	Utah.....	144
AO 28	Briggsdale.....	Colo.	Kansas.....	57
F 1014	Brigham.....	Utah	Wyoming.....	52
A 659	Brighton.....	Colo.	Colorado.....	64
BA 7	Briquette Spur.....	Utah	Utah.....	145, 146
UL 100	Broadwater.....	Neb.	Main.....	62, 63, 65
UL 143	Brockhoff.....	Neb.	Park City.....	53
OX 23	Brogan.....	Ore.	North Platte.....	47
UL 25	Broganville.....	Neb.	North Platte.....	47
A 201	Brookville.....	Kan.	Brogan.....	135
AJ 28	Broughton.....	Kan.	North Platte.....	47
B 1324	Brown.....	Nev.	Main.....	56
AJ 46	Browndale.....	Kan.	Junction City.....	56
F 995	Browning.....	Utah	Main.....	141
88	Brownlee.....	Colo.	Junction City.....	56
416	Brownson.....	Neb.	Main.....	145
1022	Broxon.....	Idaho	L. N. P. & W. R. R.....	125
344	Brule.....	Neb.	Main.....	49
W 1773	Brun.....	Ore.	Main.....	129
830	Bryan.....	Wyo.	Main.....	47
B 1688	Bryman.....	Cal.	Main.....	204
A 46	Buck Creek.....	Kan.	Main.....	52
EA 42	Buckeye.....	Colo.	Main.....	149
OY 7	Buckingham.....	Idaho	Main.....	54
1869	Bucoda.....	Wash.	Ft. Collins.....	66
184	Buda.....	Neb.	Payette.....	135
			Main.....	202
			Main.....	45

ALPHABETICAL LIST OF STATIONS—Continued

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OL 8	Budge.....	Idaho	North Side	131
GB 82	Buena.....	Wash.	Yakima	210
B 1034	Buena Vista.....	Utah	Main	142
A 351	Buffalo Park.....	Kan.	Main	61
UL 194	Buffington.....	Wyo.	North Platte	48
537	Buford.....	Wyo.	Main	50
OH 74	Buhl.....	Idaho	Twin Falls	131
A 567	Buick.....	Colo.	Main	61
UL 179	Bullard.....	Wyo.	North Platte	48
CP 91	Bundy.....	Idaho	Camas Prairie	246
AL 1	Bunell.....	Colo.	U. S. Hospital	62
A 253	Bunker Hill.....	Kan.	Main	57
GM 87	Burke.....	Idaho	Wallace	214
OH 22	Burley.....	Idaho	Twin Falls	130, 131, 132
UL 115	Burlington Jct.....	Neb.	North Platte	47
OO 9	Burmah.....	Idaho	Hill City	132
OW 157	Burns.....	Ore.	Oregon Eastern	135
483	Burns.....	Wyo.	Main	49
T 1112	Burrington.....	Utah	Main	143
S 1032	Burton.....	Utah	Main	144
FE 8	Bush.....	Utah	Bear River	146
457	Bushnell.....	Neb.	Main	49
F 1012	Bushnell.....	Utah	Main	145
F 1390	Butte.....	Mont.	Main	140
F 1377	Buxton.....	Idaho	Main	62
A 597	Byers.....	Colo.	Main	138
FU 21	Byrne.....	Idaho	East Belt	153
B 1435	Byron.....	Nev.	Main	153
OT 93	Cabarton.....	Idaho	Idaho Northern	134
F 1041	Cache Jct.....	Utah	Main	145, 147
OW 4	Cairo.....	Ore.	Oregon Eastern	135
B 1726	Cajon.....	Cal.	Main	149
B 1526	Calada.....	Cal.	Main	152
1313	Caldwell.....	Idaho	Main	133, 134
B 1353	Caliente.....	Nev.	Main	141, 153
B 1524.9	Cal.-Nev. State Line.....	Los Angeles	Main	152
UK 66	Callaway.....	Neb.	Kearney	46
627	Calvin.....	Wyo.	Main	50
F 1216	Camas.....	Idaho	Main	137
NB 54	Cambrai.....	Ore.	Bend	206
OP 41	Cambridge.....	Idaho	New Meadows	136
71	Camp.....	Colo.	L. N. P. & W. R. R.	125
1522	Camp.....	Ore.	Main	207
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NT 4	Fort Lewis.....	Wash.	Oregon.....	203
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A 136	Fort Riley.....	Kan.	Kansas.....	55
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UD 11	Genoa.....	Neb.	Nebraska.....	Albion.....	44
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Z 12	Gill.....	Colo.	Colorado.....	Greeley.....	64
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771	Hallville..... Wyo.	Wyoming.....	Main.....	51
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NC 14	Klondike.....Ore.	Oregon.....	Grass Valley.....	206
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S 1034.1	Walters.....Wash.	Washington.....	Ayer-Tekoa.....	212
A 105	Walton.....Utah	Utah.....	Main.....	144
B 724	Wamego.....Kan.	Kansas.....	Main.....	55
B 1474	Wamsutter.....Wyo.	Wyoming.....	Main.....	51
BA 13	Wanship.....Nev.	Los Angeles.....	Main.....	153
F 1157	Wapello.....Utah	Wyoming.....	Park City.....	53
1103	Wapi.....Idaho	Idaho.....	Main.....	137
1768	Ward.....Idaho	Idaho.....	Main.....	130
FR 58	Warm River.....Ore.	Oregon.....	Main.....	204
B 1065	Warner.....Idaho	Idaho.....	Yellowstone.....	139
GG 45	Warner.....Utah	Utah.....	Main.....	142
OJ 19	Warr.....Wash.	Washington.....	Pleasant Valley.....	213
A 731	Warren.....Idaho	Idaho.....	Oakley.....	131
NC 10	Wasco.....Colo.	Colorado.....	Main.....	63
FC 35	Washakie.....Ore.	Oregon.....	Grass Valley.....	206
GH 26	Washakie.....Utah	Utah.....	Malad.....	146
GM 2.3	Wash-Idaho State Line.....	Washington.....	Moscow.....	213
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GF 23	Washtucna.....	Wash.	Connell.....	213
881	Waterfall.....	Wyo.	Main.....	128
25	Waterloo.....	Neb.	Main.....	42
BM 20	Water Tank.....	Nev.	Pioche.....	141
UK 23	Watertown.....	Neb.	Kearney.....	46
B 1562	Water Track.....	Cal.	Los Angeles.....	152
HB 108	Wathena.....	Kan.	Main.....	58
A 618	Watkins.....	Colo.	Main.....	62
GM 12	Watt.....	Idaho	Washington.....	213
CP 43	Wawawai.....	Wash.	Camas Prairie.....	245
1398	Weatherby.....	Ore.	Main.....	208
FF 41	Weber Mine.....	Utah	Park City.....	53
UF 43	Webster.....	Utah	Cache Valley.....	147
371	Week's Spur.....	Neb.	Main.....	45
1363	Weir.....	Colo.	Main.....	47
E 648	Weiser.....	Idaho	Main.....	133, 136
	Welby.....	Colo.	Main.....	66
	Welch Sandler Sand Spur.....	Kan.	Main.....	54
D 474	Weldona.....	Colo.	Main.....	65
OK 124	Wells (Passgr.).....	Nev.	Idaho.....	131
OK 123	Wells (Frt.).....	Nev.	Idaho.....	131
G 1748	Wells.....	Wash.	Main.....	209
FF 14	Wellsville.....	Utah	Cache Valley.....	147
OL 57	Wendell.....	Idaho	North Side.....	131
A 442	Weskan.....	Kan.	Main.....	61
AD 3	Wesleyan.....	Kan.	McPherson.....	57
FF 16	West.....	Utah	Cache Valley.....	147
A 165	West Abilene.....	Kan.	Main.....	56
1595	Westland.....	Ore.	Oregon.....	205
UA 55	West Lincoln.....	Neb.	Beatrice.....	43
OS 12	Westma.....	Idaho	Murphy.....	134
F 1058	Weston.....	Idaho	Main.....	145
UA 26	Weston.....	Neb.	Beatrice.....	43
NG 22	Weston.....	Ore.	Pendleton-Tucannon.....	210
G 1785	West Spokane.....	Wash.	Main.....	209
1901	West Tacoma.....	Wash.	Main.....	202
HA 21	West Topeka.....	Kan.	Main.....	54
FR 107	Westwood.....	Neb.	Main.....	60
B 1652	West Yellowstone.....	Mont.	Idaho.....	139
F 1037	West Yermo.....	Cal.	Los Angeles.....	149
NK 23	Wheelon.....	Utah	Main.....	145
GH 21	Whetstone.....	Wash.	Dayton.....	211
GA 24	Whitlow.....	Wash.	Washington.....	213
FF 48	Whitman.....	Wash.	Wallula.....	209
BT 2	Whitney.....	Idaho	Cache Valley.....	147
B 1802	Whittier.....	Cal.	Anaheim.....	151
609	Whittier Jct.....	Cal.	Main.....	148, 151
B 1679	Wilcox.....	Wyo.	Main.....	50
E 679	Wild.....	Cal.	Los Angeles.....	149
OU 12	Wild Cat.....	Colo.	Main.....	66
A 500	Wilder.....	Idaho	Wilder.....	134
FR 33	Wild Horse.....	Colo.	Main.....	61
GG 12	Wilford.....	Idaho	Yellowstone.....	139
F 1007	Willada.....	Wash.	Pleasant Valley.....	213
A 49	Willard.....	Utah	Main.....	145
243	Williamstown.....	Kan.	Main.....	54
BW 19	Willow Island.....	Neb.	Main.....	46
1629	Willow Jct.....	Cal.	Los Angeles.....	150
CP 66	Willows.....	Ore.	Main.....	205
BW 20	Wilma.....	Wash.	Camas Prairie.....	245
A 240	Wilmington Team.....	Cal.	San Pedro.....	150
B 1767	Wilson.....	Kan.	Main.....	57
	Winery Spur Mira Loma.....	Cal.	Main.....	148
H 1438	Wing.....	Ore.	Oregon.....	208
A 1845	Winfred.....	Kan.	Topeka.....	59
GE 399	Winlock.....	Wash.	Oregon.....	202
UW 5	Winona.....	Kan.	Colorado.....	61
UT 10	Winona.....	Wash.	Washington.....	212, 213
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FC 41	Woodruff.....	Idaho	Main.....	146
B 1021	Woods Cross.....	Utah	Main.....	144
UD 19	Woodville.....	Neb.	Albion.....	44
BW 7	Workman.....	Cal.	San Pedro.....	150
UP 44	Wyeross.....	Wyo.	North Platte Cut-Off.....	49
1726	Wyeth.....	Ore.	Main.....	204
64	Wyocelo.....	Wyo.	L. N. P. & W. R. R.....	125
578	Wyoming.....	Wyo.	Main.....	50
939	Wyo.-Idaho State Line.....	Idaho	Main.....	128
B 923	Wyo.-Utah State Line.....	Wyoming	Main.....	53
B 922	Wyuta.....	Wyo.	Wyoming.....	53
GB 98	Yakima.....	Wash.	Yakima.....	210
B 1292	Yale.....	Utah	Main.....	141
B 1650	Yermo.....	Cal.	Main.....	149, 152
1574	Yokum.....	Ore.	Main.....	205
A 295	Yocemento.....	Kan.	Main.....	57
UL 182	Yoder.....	Wyo.	North Platte.....	48, 49
T 1101	York.....	Utah	Utah.....	143
AM 4	Yoxall.....	Colo.	Boulder.....	63
UA 6	Yutan.....	Neb.	Beatrice.....	43
B 1281	Zane.....	Utah	Main.....	141
F 1083	Zenda.....	Idaho	Main.....	145
GB 78	Zillah.....	Wash.	Yakima.....	210
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Anaheim Branch.....BT.....	151	McCarran Spur.....BQ.....	153
Annis Branch.....FT.....	139	McPherson Branch.....AD.....	57
Ayer to Tekoa.....GE.....	212	Montesano Branch.....NO.....	203
Bear River Branch.....FE.....	146	Moscow Branch.....GH.....	213
Beatrice Branch.....UA.....	43	Murphy Branch.....OS.....	134
Bend Branch.....NB.....	206	Nampa Branch.....Y.....	133
Benson Branch.....FG.....	147	Nebraska Division—	
Blazon Branch.....OC.....	128	Main Line.....Z.....	42
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Boulder Branch.....AM.....	63	North Platte Branch.....UL.....	47
Boulder City Branch.....BO.....	152	North Platte Cut-Off.....UF.....	49
Brogan Branch.....OX.....	135	North Side Branch.....OL.....	131
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Crestmore Branch.....BS.....	152	Park City Branch.....BA.....	53
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Dayton Branch.....NK.....	211	Pendleton to Tucannon.....NG.....	210
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Evona Branch.....BE.....	146	Prince Branch.....BY.....	141
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Fillmore Branch.....BL.....	142	Puritan Branch.....AN.....	64
Fort Collins Branch.....EA.....	66	Raft River Branch.....OM.....	132
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Glencoe Branch.....OE.....	129	St. Johns Branch.....NV.....	205
Glendale Branch.....BV.....	151	St. Joseph Subdivision.....HB.....	58
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Greeley Branch.....AO.....	64	Solomon Branch.....AC.....	57
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Heppner Branch.....NE.....	207	Sterling Subdivision.....D.....	65
Highland Branch.....HC.....	59	Stromsburg Branch.....UB.....	44
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Iron Mountain Branch.....BJ.....	141	Thomas Branch.....FN.....	138
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Joseph Branch.....NM.....	208	Topeka Subdivision.....H.....	59
Julesburg Subdivision.....D.....	64	Twin Falls Branch.....OH.....	130
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Loup City Branch.....UG.....	45	Wyoming Division—	
Lyman Branch.....UN.....	48	Main Line.....B.....	50
Mackay Branch.....FL.....	137	Yakima Branch.....GB.....	210
		Yellowstone Branch.....FR.....	139

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 or delivered in any quantity.
- B—Carload freight only will be received or delivered.
- C—Less carload freight only will be received or delivered.

LOCATION OF FREIGHT PLATFORM—

- R—Right side of unloading track going from Council Bluffs, Kansas City, Ogden, Granger, Los Angeles, or Portland.
- L—Left side of unloading track going from Council Bluffs, Kansas City, Ogden, Granger, Los Angeles or 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—

- For complete data regarding Stock Yards on—
- Eastern District, see pages 94 to 105, inclusive.
- South-Central District, see pages 180 to 188, inclusive.
- Northwestern District, see pages 234 to 237, inclusive.

DISTANCES—

- The distances given are measured to and from depots, not to or from initial or junction points of track.

PAGES 42 TO 126, INCLUSIVE
CONTAIN INFORMATION PERTAINING
TO
EASTERN DISTRICT
UNION PACIFIC RAILROAD COMPANY

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

NEBRASKA DIVISION
FIRST SUBDIVISION
MAIN LINE—COUNCIL BLUFFS TO GRAND ISLAND

Sta. No.	Dist. from Co. Bluffs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
	0.0	Co. Bluffs Union Depot..... Iowa		T			
		Co. Bluffs, 10th Ave. do		F	A		
0		Co. Bluffs Transfer. do		P	A		Yes
	2.2	Iowa-Neb. State Line					
	2.4	C. B. & Q. R. R. Crossing..... Neb.					
		Omaha City, 1614 Farnam St. do		T			
		Omaha, Gen. Agt. do					
		Frt. Dept. do		T			
3	2.8	Omaha, Un. Pass. Sta. do		TP			
		Omaha, Baggage. do					
3		Omaha, Freight. do					
		Jones and 9th Sts. do		FP	A		
		Omaha Hdqtrs. do					
		Ticket Office. do		TP			
		Omaha, Headqtrs. do					
		Tel. do	U	P			
		Omaha, Supt. Office do	Fr	P			
		Omaha, Dispatcher do	Rh	P			
		Omaha, Bdg. Dist. do					
		Dispr. do	Ws	P			
		Omaha, Store. do					
		Omaha, Tel. (Union Sta.) do	Yd	P			
		Summit (Tower). do	Su	P			
	5.2	32nd Avenue. do					
	5.5	I. C. R. R. Cross. do					
	5.6	M. P. R. R. Cross. do		P	A		Yes
		Foxley. do					
7	6.9	C. & N. W. Ry. do					
	8.0	Cross. do					
		M. P. R. R. Cross. do					
	8.3	Seymour. do		P	A		
	8.9	Sarpy. do		P			
9	13.6	Lane. do	Cj	P			
17	17.1						
5	5.2	Via Old Line—Summit to Lane Summit Tower. do	Su	P			
		C. B. & Q. R. R. Cross. do		FP	A		
		So. Omaha. do					
Z 6	6.4	So. Omaha U. S. Yds. do		FTP	A		Yes
Z 6	6.5	Avery. do		P	A		
Z 10	10.2	Gilmore Tower. do	Jn	P	A	L	Yes
Z 12	10.9	Gilmore. do		P	A		
	13.4	C. R. I. & P. Ry. Cross. do					
		Papillion. do	Po	FXP	A	L	Yes
Z 17	16.8	Portal—M. P. R. R. Cross. do		P			
Z 19	19.2	C. B. & Q. R. R. Cross. do					
	20.0	Millard. do	Md	FXP	A	L	Yes
Z 23	22.5	Lane. do	Cj	P			
17	26.1	Elkhorn. do	Kh	FTXP	A	L-O	Yes
		Waterloo. do	Wo	FTXP	A	R	
		Valley. do	V	FTXP	A	L-S	Yes
		Mercer. do		P	A		
		F. S. Y. & L. Co. Cross. do					
		Fremont, Un. Pass. Sta. do	Fn	TP			
		Fremont, Freight. do		FP		R-OE	Yes
39		C. B. & Q. R. R. Cross. do		P			

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	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
	44.8	C. & N. W. Ry. Cross. Neb. Ames. do		P			
46	46.3	North Bend. do	Nb	FTXP	A	R	Yes
54	54.4	Rogers. do	Dj	FTXP	A	R	
61	61.4	Schuyler. do	Sc	FTXP	A	L-O	Yes
69	68.7	Richland. do	Bz	FTXP	A	L	
77	76.9	C. B. & Q. R. R. Cross. do					
	83.8	Columbus, Pass. do	C	P			
85	84.5	Columbus, Baggage. do		TP			
		Columbus, Frt. do		X			
		Duncan. do	Dq	FTXP	A	RL-SE	Yes
92	92.2	Gardiner. do		P	A	L-S	Yes
97	96.5	Silver Creek. do	Si	FTXP	A		
102	102.3	Havens. do		P	A		Yes
108	107.9	Gibson, Stock Yards do			A		Yes
113	113.0	Clarks. do	Cx	FTXP	A	R	Yes
114	113.6	Thummel. do		P	A		
119	119.1	Stock Yards. do			A		
124	123.8	C. B. & Q. R. R. Cross. do					
	124.3	Central City. do	Ci	FTP	A	L-E	Yes
125	124.9	Paddock. do		P	A		Yes
129	128.5	Chapman. do	Cp	FTXP	A	L	Yes
135	135.1	Lockwood. do		P	A		
141	140.7	C. B. & Q. R. R. Cross. do					
	146.5	Grand Island, Pass. do		P			
147	146.9	Grand Island, Frt. do		TP	A	RL-SE	Yes
		Grand Island, Bge. do		FP			
		Grand Island, Tele. do	Ge	XP			
		Grand Island, Dispr do	H	P			
		Grand Island, Yard Tel. do	Gd	P			
Dist. from Valley		BEATRICE BRANCH					
28	0.0	Valley. Neb.	V	FTXP	A	L-S	Yes
	0.1	Valley (Jct. H. B.) do					
	0.9	Consumers Sand Co. Spur do			A		
	1.7	Davis-Hadden Spur. do					
	5.8	C. B. & Q. R. R. Cross. do					
UA 6	6.3	Yutan. do	Yn	FXP	A	R	
UA 12	11.6	Mead. do	Ad	FXP	A	L-S	Yes
UA 19	18.9	Wahoo. do	W	FP	A	R-S	
	19.6	C. & N. W. Ry. Cross. do					
UA 26	26.3	C. B. & Q. R. R. Cross. do					
UA 33	33.2	Touhy. do	Wn	FXP	A	R	
UA 37	37.3	Valparaiso. do	Vo	FTXP	A	R	Yes
UA 42	41.8	Agnew. do		P	A		
UA 47	46.5	Raymond. do	Rm	FTXP	A	L	
UA 53	52.7	Garrett. do		P	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	TP			
UA 57	57.1	Lincoln, Frt. do	Sn	FP	A	RL-SE	
		Lincoln, Bge. do					
	57.4	C. B. & Q. R. R. Cross. do					
	59.0	C. B. & Q. R. R. Cross. do					
	62.0	C. R. I. & P. Ry. Cross. do					
UA 65	65.4	Jamaica. do		P	A	R	
UA 68	68.2	Hanlon. do			A		
	69.5	Mo. Pac. R. R. Cross. do					
UA 75	74.7	Princeton. do		P	A		
UA 80	79.5	Cortland. do	Rd	FTXP	A	L	
UA 89	88.9	Pickrell. do	Ik	FTXP	A	R	Yes
	96.0	Kilpatrick Bros. Spur. do					
UA 97	96.8	Beatrice. do	Bx	FTP	A	R-L	Yes

NEBRASKA DIVISION STROMSBURG BRANCH

Sta. No.	Dist. from Valp.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities	
	0.1	Valparaiso (Jct. H. B.)	Neb.					
UA 37	0.0	Valparaiso	do	Vo	FTXP	A	R	Yes
UB 7	7.4	Loma	do			A		
UB 14	13.5	Brainard	do	Bd	FTX	A	R-O	
	15.0	C. & N. W. Ry. Cross.	do					
	22.7	Power House Spur	do					
UB 23	23.2	David City	do	Dv	FTX	A	L-O	
	23.5	C. B. & Q. R. R. Cross.	do					
UB 28	27.9	Foley	do			A		
UB 33	33.3	Rising City	do	Rn	FTX	A	R	
UB 40	40.1	Shelby	do	Sh	FTX	A	R	
UB 48	47.5	Oseola	do	Oz	FTX	A	R-S	
UB 53	52.9	Stromsburg	do	S	FTX	A	L-S	
UB 57	56.8	Durant	do			A		
UB 63	63.0	Polk	do	Pk	FTX	A	L	
UB 69	68.5	Hordville	do	Hv	FTX	A	R	Yes
	73.3	Sand Spur	do			A		
UB 74	73.8	Heber	do			A		Yes
	75.3	C. B. & Q. R. R. Cross.	do		P			
125	75.9	Central City	do	Ci	FTP	A	L	

NORFOLK BRANCH

		Columbus						
85	0.0	Columbus, Pass.	Neb.	C	TP			
		Columbus, Baggage.	do		XP			
		Columbus, Frt.	do		FP	A	RL-SE	Yes
	1.0	Columbus (Jct. H. B.)	do					
UC 4	4.2	Sheldonville.	do			A		Yes
UC 9	9.4	Oconee	do		P	A		
UC 15	14.7	Platte Center.	do	Pc	FTXP	A	R	Yes
UC 20	20.3	Tarnov.	do			A		
UC 26	25.1	C. & N. W. Ry. Cross.	do			A		Yes
UC 29	25.7	Humphrey	do	Hx	FTX	A	R-O	Yes
UC 35	29.1	Peek	do			A		
UC 41	35.4	Madison	do	Ma	FTX	A	R-SE	Yes
	40.9	Enola.	do			A		Yes
	48.7	C. & N. W. Ry. Cross.	do					
	50.2	Creighton Branch,	do					
		C. & N. W. Ry. Cross.	do					
UC 50	50.4	Norfolk.	do	Kn	FTP	A	R-E	Yes

ALBION BRANCH

		Oconee						
UC 9	0.0	Oconee.....	Neb.		P	A		
	0.1	Oconee (Jct. H. B.).....	do					
UD 4	4.3	Monroe.....	do	Mn	FTX	A	R	
UD 11	11.3	Genoa.....	do	G	FTXP	A	RL	Yes
UD 19	18.8	Woodville.....	do			A		Yes
UD 22	22.3	St. Edward.....	do	St	FTX	A	R-O	Yes
UD 27	27.3	Boone.....	do			A		Yes
UD 34	33.7	Albion.....	do	A	FTX	A	RL	Yes

CEDAR RAPIDS BRANCH

Genoa								
UD 11	0.0	Genoa.....	Neb.	G	FTXP	A	RL	Yes
UE 5	0.1	Genoa (Jct. H. B.).....	do					
UE 9	5.3	Kent.....	do			A	R	Yes
UE 14	9.3	Merchiston.....	do			A	L-O	Yes
UE 22	13.7	Fullerton.....	do	Fu	FTX	A	R	Yes
UE 23	22.2	Stock Yard Siding.....	do			A		Yes
UE 23	23.1	Belgrade.....	do	Bl	FTX	A	L	Yes
UE 30	29.9	Mill Spur.....	do			A		Yes
UE 37	30.3	Cedar Rapids.....	do	Cd	FTX	A	R	Yes
UE 44	36.6	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. Isld.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Lo- cation of Frt. Plat- form from Co. B.	Stock Yard Facilities
147	0.0	Grand Island, Pass..... Neb.		TP			
		Grand Island, Frt..... do		FP	A	RL-SE	Yes
		Grand Island, Bge..... do		XP			
		Grand Island, Tele..... do	Ge	P			
		Grand Island, Dispr..... do	H	P			
		Grand Island, Yard Tele. do	Gd	P			
	0.4	C. B. & Q. R. R. Cross. do		P			
	0.5	Grand Island (Jct. H. B.) do					
UF 3	2.5	Carey..... do			A		
UF 11	11.1	St. Libory..... do		FTX	A	L	Yes
UF 22	21.9	St. Paul..... do	Ry 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	
UF 37	36.8	Cotesfield..... do			A	R	Yes
UF 43	43.1	Week's Spur..... do			A		Yes
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 58	58.4	Saunders..... do			A		
	60.7	C. B. & Q. R. R. Cross... do					
UF 61	61.0	Ord..... do	Rd	FTX	A	L-O	Yes

NEBRASKA DIVISION
SECOND SUBDIVISION—Concluded

MAIN LINE—GRAND ISLAND TO NORTH PLATTE—Concluded

Sta. No.	Dist. from Co. Bluffs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
238	238.2	Cozad.....Neb.	Co	FTXP	A	R-O	Yes
243	243.2	Willow Island.....do	do	FTXP	A	L	Yes
249	248.8	Gothenburg.....do	Bu	FTXP	A	R-OE	Yes
255	254.5	Vroman.....do	do	P	A		
262	261.5	Brady Island.....do	Bi	FTXP	A	L-O	Yes
267	266.6	Hindrey.....do	do	P	A		
271	270.6	Maxwell.....do	Mx	FTXP	A	L	Yes
275	274.6	Keith.....do	do	P	A		Yes
279	278.5	Gannett.....do	do	P	A		
281	280.5	Beck.....do	do	P	A		
284	284.1	North Platte, Pass..do	do	TP			
		North Platte, Frt...do	do	FP	A	L-SE	Yes
		North Platte, Bge...do	do	XP			
		North Platte, Tele...do	No	P			
		North Platte, Op'r...do	Rn	P			
		North Platte, Disp...do	Ny	P			
		North Platte Yard...do	do	P			

HASTINGS BRANCH

Sta. No.	Dist. from Gibbon	STATION	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	FTXP	A	R	Yes
H 283	1.1	Gibbon (Jct. H. B.)...do	do	P	B	L	Yes
H 275	7.9	Denman.....do	do	P	A	R	Yes
H 270	15.4	Hayland.....do	Ha	FXP	A	L	Yes
H 270	20.8	Newmarch.....do	do	P	A		
H 262	28.1	Hastings.....do	W	FTP	A		
		Hastings Yard.....do	An	P			

Note—Hastings station belongs to Kansas Division.

KEARNEY BRANCH

Sta. No.	Dist. from Kearney	STATION	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	TP			
		Kearney, Frt.....do	do	FP	A	R	Yes
UK 6	0.5	Kearney (Jct. H. B.)...do	do	P	A		
UK 10	5.5	Glenwood Park.....do	do	P	A	R	Yes
UK 17	10.1	Riverdale.....do	do	FTXP	A	R	Yes
UK 23	16.8	Amherst.....do	Ar	FTX	A	R	Yes
UK 26	22.7	Watertown.....do	do	P	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	do	P	A	L	Yes
UK 52	52.1	Oconto.....do	Os	FTX	A	L	Yes
UK 59	59.1	Lodi.....do	do	P	A	L	Yes
UK 66	65.5	Callaway.....do	Ca	FTXP	A	L	Yes
UK 73	73.1	Milldale.....do	do	P	A	R	Yes
UK 76	75.8	Finchville.....do	do	P	A		Yes
UK 83	83.1	Arnold.....do	Ad	FTXP	A	L-S	Yes
UK 91	90.6	Logan.....do	do	P	A		Yes
UK 95	94.6	Hoagland.....do	do	P	A		Yes
UK 99	99.2	Gandy.....do	do	FTXP	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	STATION	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.	do	TP			
		North Platte, Frt...do	do	FP	A	L-S	Yes
		North Platte, Bge...do	do	XP			
		North Platte, Tele...do	No	P			
		No. Platte, Disp'r...do	Rn	P			
		North Platte Yard...do	Ny	P			
291	290.5	Birdwood.....do	do	P	A	L	Yes
297	296.9	Hershey.....do	Of	FTXP	A	R	Yes
301	300.7	O'Fallons.....do	Fa	P	A		
302	301.8	Varner.....do	do	P	A		
303	303.4	Sutherland.....do	Su	FTXP	A	R-O	Yes
308	307.9	Dexter.....do	do	P	A		Yes

NEBRASKA DIVISION

THIRD SUBDIVISION—Concluded

MAIN LINE—NORTH PLATTE TO SIDNEY—Concluded

Sta. No.	Dist. from Co. Bluffs	STATION	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	FTXP	A	R-S	Yes
322	321.7	Korty.....do	do	P	A		
328	327.7	Roscoe.....do	Ro	FTXP	A	R-S	Yes
335	334.8	Ogallala.....do	Gt	FTXP	A	R	Yes
344	343.9	Brule.....do	Ru	FTXP	A	R-OE	Yes
349	349.1	Megeath.....do	do	P	A		Yes
354	353.9	Big Springs.....do	Gs	FTXP	A	R-O	Yes
359	359.3	Barton.....do	do	P	A		Yes
363.3	363.3	Neb.-Colo. State Line.	do				
365	365.3	Julesburg.....Colo.	Jb	FTXP	A	L-O	Yes
371	370.6	Weir.....Colo.	do	P	A		
372.2	372.2	Colo.-Neb. State Line.	do				
380	380.3	Chappell.....Neb.	Cq	FTXP	A	R-O	Yes
385	385.0	Ottman.....do	do	P	A		
390	389.7	Lodge Pole.....do	Gp	FTXP	A	R-O	Yes
396	396.3	Sunol.....do	Un	FTXP	A	L-O	Yes
401	401.0	Colton.....do	do	P	A	L-S	Yes
406.7	406.7	C.B. & Q.R.R. Crossing	do				
408	407.5	Sidney, Pass.....do	do	TP			
		Sidney, Frt.....do	do	FP	A	R-O	Yes
		Sidney, Tele.....do	Cd	P			

NORTH PLATTE BRANCH

Sta. No.	Dist. from O'Fallons	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
301	0.2	O'Fallons (Jct. H. B.)...Neb.	Fa	P	A		
UL 3	0.0	O'Fallons.....do	do	P	A		Yes
UL 6	2.8	Coker.....do	do	P	A	L	Yes
UL 13	5.9	Glenburnie.....do	do	P	A	L	Yes
UL 20	12.8	Sarben.....do	Ak	FTXP	A	L	Yes
UL 25	19.6	Nevens.....do	do	P	A	R	Yes
UL 28	24.8	Broganville.....do	do	P	A	R	Yes
UL 31	28.4	Keystone.....do	Ks	FTXP	A	L	Yes
UL 35	30.7	Kingsley.....do	do	P	A	L	Yes
UL 41	34.9	Martin.....do	Sa	FTXP	A	L	Yes
UL 47	41.2	Lemoynne.....do	do	P	A	L	Yes
UL 52	46.8	Belmar.....do	do	P	A	L	Yes
UL 59	51.7	Ruthton.....do	do	P	A	L	Yes
UL 63	59.3	Lewellen.....do	W	FTXP	A	R-O	Yes
UL 71	63.0	Lutherville.....do	do	P	A	L	Yes
UL 82	70.8	Oshkosh.....do	Ox	FTXP	A	L-O	Yes
UL 86	81.8	Lytile.....do	do	P	A	R	Yes
UL 95	86.4	Lisco.....do	Co	FTXP	A	L-O	Yes
UL 100	95.4	Finley.....do	do	P	A	R	Yes
UL 104	100.4	Broadwater.....do	Br	FTX	A	R	Yes
UL 108	104.2	Riley.....do	do	P	A		
UL 110	108.4	Kelly.....do	do	P	A	R	
UL 114	109.6	Towers.....do	do	P	A		
UL 115	114.1	Northport.....do	Np	FTXP	A	R-S	Yes
UL 122	115.3	Burlington Jct.....do	do	P	A		
UL 127	115.5	C.B. & Q.R.R. Crossing	do				
UL 132	121.8	Mohler.....do	Cr	FTXP	A		Yes
UL 138	126.7	South Bayard.....do	do	P	A	R	Yes
UL 143	132.1	McGrew.....do	Mc	FTX	A	L	Yes
UL 145	137.9	Melbets.....do	Mo	FTXP	A		Yes
UL 146	143.3	Brookhoff.....do	do	P	A		Yes
UL 151	145.0	Gering (Jct. H. B.)...do	G	FTXP	A	R-S	Yes
UL 152	145.9	Gering.....do	do	P	A		Yes
UL 156	150.5	Costin.....do	do	P	A	L	Yes
UL 157	152.3	Haig.....do	Ha	FTX	A	L-S	Yes
UL 160	155.8	South Mitchell.....do	Mi	FTXP	A		Yes
UL 162	157.1	Pelton.....do	do	P	A		
UL 164	159.5	Baileyvue.....do	do	P	A		
	162.1	South Morrill.....do	Bi	FTXP	A	L-O	Yes
	164.2	Joyce.....do	do	P	A		

NEBRASKA DIVISION

NORTH PLATTE BRANCH—Concluded

Sta. No.	Dist. from O'Fallons	STATION	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 Jet.....Neb.					
UL 168	167.9	Lyman.....do	Mu	FTXP	A	L-O	Yes
UL 168.5	168.5	Nebraska-Wyoming State Line.....					
UL 170	170.1	Canal.....Wyo.			A		
UL 173	172.8	Stebbins.....do			A		
UL 174	173.7	Huntley.....do	Hu	FTXP	A	L	Yes
UL 177	177.0	Holly.....do			A		Yes
UL 179	178.9	Bullard.....do			A		Yes
UL 182	181.6	Yoder.....do	Dr	FTXP	A	L-O	Yes
UP 62	182.1	North Platte Cut-Off Jet. do					
UL 188	188.1	Veteran.....do	Vn	FTXP	A	R-O	Yes
UL 192	191.5	Heldt.....do			A		Yes
UL 194	193.6	Buffington.....do			A		
UL 196	196.1	Cottier.....do		P	A	L	Yes
UL 201	200.6	South Torrington.....do	Ri	FTXP	A	R-S	Yes

GERING BRANCH

Sta. No.	Dist. from Gering	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UL 146	0.0	Gering.....Neb.	G	FTXP	A	R-S	Yes
UL 145	0.9	Gering (Jct. H. B.).....do					
UM 5	5.4	Mathers.....do			B		Yes
UM 6	6.1	Moon.....do			B		
UM 7	7.1	Roubadeau.....do			A		
UM 8	8.4	Hilliker.....do			B		Yes
UM 10	9.8	Riford.....do			B		Yes

LYMAN BRANCH

Sta. No.	Dist. from Lyman	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UL 168	0.0	Lyman.....Neb.	Mu	FTXP	A	L-O	Yes
UN 3	0.4	Lyman (Jct. H. B.).....do					
UN 3	2.8	Sears.....do			B		Yes
UN 5	3.3	Siding No. 1.....do					
UN 5	4.6	Hartman.....do			B		Yes
UN 6	6.4	Stegall.....do			B		Yes

SEARS BRANCH

Sta. No.	Dist. from Sears	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UN 3	0.0	Sears.....Neb.			B		Yes
UO 1	1.2	Bellinger.....do			B		
UO 3	2.8	Janise.....do			B		Yes

NEBRASKA DIVISION

FOURTH SUBDIVISION

MAIN LINE—SIDNEY TO CHEYENNE

Sta. No.	Dist. from Co. Bluffs	STATION	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.		TP			
		Sidney, Frt.....do		FP	A	R-O	Yes
		Sidney, Tele.....do		P			
		Brownson.....do	Cd	P	A	L-OE	Yes
		Potter.....do	Bw	P	A	R-O	Yes
		Jacinto.....do	Pr	FTXP	A		
		Dix.....do			A	LS	Yes
		Owaco.....do	Dx	FTXP	A	R	Yes
		Kimball.....do		P	A	L-SOE	Yes
		Oliver.....do	Kb	FTXP	A		
		Bushnell.....do			A	L	Yes
		Sneed.....do	Bn	FTXP	A		
465.7	465.7	Neb.-Wyo. State Line.....			A		
		Pine Bluffs.....Wyo.	Uf	FTXP	A	LS	Yes
		Tracy.....do			A		
		Egbert.....do	Gx	FTXP	A	R	Yes
		Burns.....do	Ux	FTXP	A		Yes
		Hillsdale.....do	Hd	P	A	L	Yes
		Durham.....do		P	A		
		Archer.....do	Rd	P	A	L	Yes
		C. B. & Q. R. R. Crs					
		Cheyenne City, 120.					
		W. 16th St.....do		TP			
510	509.5	Cheyenne, Pass.....do		T			
		Cheyenne, Frt.....do		F	A	R-SE	Yes
		Cheyenne, Bge.....do		P			
		Cheyenne, Tele.....do	N	P			
		Cheyenne, Yard					
		Telegraph Office..do	Cy	P			
		Cheyenne, Disp'r..do	Di	P			

Note—Cheyenne belongs to Wyoming Division.

NORTH PLATTE CUT-OFF

Sta. No.	Dist. from Egbert	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
478	0.2	Egbert (Jct. H. B.).....Wyo.		Gx			
UP 15	0.0	Egbert.....do		TX	A	R	Yes
UP 22	14.6	Lindbergh.....do	Bg	FTX	A	L	Yes
UP 34	21.8	Albin.....do	Ab	FTX	A		Yes
UP 41	33.6	Tremain.....do			A		Yes
UP 44	40.5	Lagrange.....do			A	L	Yes
UP 44	43.5	Wycross.....do	Ga	FTX	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		
UP 57	56.7	Fonda.....do			B		Yes
UP 59	58.9	Goodland.....do			B		
UP 62	62.1	North Platte Cut-Off Jct.....do					
UL 182	62.7	Yoder.....do	Dr	FTXP	A		Yes

WYOMING DIVISION
FIFTH SUBDIVISION
MAIN LINE—CHEYENNE TO LARAMIE

Sta. No.	Dist. from Co. Bluffs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Co. B.	Stock Yard Facilities
510	509.5	Cheyenne, East Yard..... Wyo.	Wy	P			
		Cheyenne City, 120 W. 16th St. do		T			
		Cheyenne, Pass. do		F	A	R-SE	Yes
		Cheyenne, Freight. do		P			
		Cheyenne, Baggage. do		P			
		Cheyenne, Telegraph do	N	P			
		Cheyenne, Yard					
		Tele. Office. do	Cy	P			
		Cheyenne, Dispatcher. do	Di				
		Cheyenne (Tower A) do	Ay	P			
514	514.0	C. & S. Ry. Cross. do		P	A		
515	514.9	Corlett Junction. do		P	A		
519	519.0	Corlett. do		P	A		
524	524.0	Borie (Tower) do	Bo	P	A		Yes
529	528.6	Otto. do		P	A		
532	531.8	Granite Canon. do	Ca	FTXP	A	R	
537	536.5	Ozone. do		P	A		
540	540.4	Buford. do	Bf	FTXP	A	L	Yes
543	543.2	Sherman. do	S	P	A	R	
548	548.4	Dale Creek. do	Hm	FTXP	A	L	Yes
550	549.7	Hermosa. do	Hj	P	A		
552	551.7	Hermosa Jet. do		P	A		
554	554.2	Heard. do		P	A		
558	557.9	Colores. do		P	A	L	
562	562.0	Satanka. do		P	A	L	
565	565.5	Forelle. do		P	A		
566	566.0	Plaster Spur. do	Ki	TP			
		Laramie, Pass. do		XP	A		
		Laramie, Bge. do		FP	A	L-S	Yes
		Laramie, Frt. do	K	P			
		Laramie, Telegraph do					
548	548.4	On Second Track, Hermosa to Laramie. Wyo.	Hm	FTXP	A	L	Yes
550	549.7	Hermosa. do					
		Crossing Eastbound Track. do		P	A		Yes
557	557.0	Red Buttes. do		FTXP	A	R-S	Yes
566		Laramie. do					

SIXTH SUBDIVISION
MAIN LINE—LARAMIE TO RAWLINS

566	566.0	Laramie, Pass. Wyo.	Ki	TP			
		Laramie, Bge. do		XP			
		Laramie, Frt. do		FP	A	L-S	Yes
		Laramie, Telegraph do	K	P			
574	574.1	Howell. do		P	A	R-S	
578	577.7	Wyoming. do		P	A		Yes
585	585.3	Bosler. do	Fy	FTXP	A	L	Yes
591	590.6	Cooper Lake. do		P	A		
594	593.9	Lookout. do	Xn	FTXP	A	R	Yes
599	598.9	Harper. do		P	A	L	
	603.8	Illinois Pipeline Co. do					
		Spur. do					
605	605.3	Rock River. do	Ck	FTXP	A	R-O	Yes
609	609.0	Wilcox. do		P	A		
617	616.8	Ridge. do		P	A		
623	622.9	Medicine Bow. do	Mb	FTXP	A	R	Yes
627	627.0	Calvin. do		P	A		
633	632.6	Como. do		P	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	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Co. B.	Stock Yard Facilities
639	638.7	(Ramsey. Wyo.)		P	A		
643	643.1	Hanna. do	Hn	FTXP	A	R-S	Yes
648	648.4	Percy. do		P	A		
652	651.8	Dana. do		P	A	L	
657	657.0	Edson. do		P	A		
662	661.9	Walcott. do	Wa	FTXP	A	L-S	Yes
	666.9	Carbon Timber Co. do					
		Spur. do					
668	667.6	Fort Steele. do		P	B	L	
676	676.3	Sinclair. do	Gv	FTXP	A	R-S	
683	682.8	Rawlins. do		FT	A	R-SOE	Yes
		Rawlins, Bge. do		XP			
		Rawlins, Telegraph do	Ra	P			

SEVENTH SUBDIVISION
MAIN LINE—RAWLINS TO GREEN RIVER

683	682.8	Rawlins. Wyo.		FTP	A	R-SOE	Yes
		Rawlins, Bge. do		XP			
		Rawlins, Telegraph do	Ra	P	A		Yes
686	686.0	Ferris. do		P	A		
690	689.8	Hadsell. do		P	A		
693	693.0	Knobs. do		P	A		
697	697.0	Daley's Ranch. do		P	A		Yes
701	700.7	Riner. do		P	A		Stock Chute
705	705.3	Cherokee. do		P	A		
712	712.0	Creston. do		P	A	L	
716	716.0	Latham. do		P	A	R-O	
724	724.2	Wamsutter. do	Wm	FTXP	A		Yes
729	729.1	Frewen. do		P	A		
733	732.8	Red Desert. do		P	A		
740	740.0	Tipton. do		P	A	L	
743	743.4	Robinson. do		P	A		
747	746.7	Table Rock. do		P	A	L	
752	751.7	Monell. do		P	A		
757	756.7	Bitter Creek. do	Bk	FTXP	A	R	Yes
766	766.3	Black Buttes. do		P	A	R	
771	771.2	Hallville. do		P	A		
777	777.1	Point of Rocks. do	Ro	FTXP	A	R	Yes
784	784.1	Thayer Junction. do		P	A		
789	788.6	Salt Wells. do		P	A	L	
796	795.7	Baxter. do		P	A		
797	796.5	Gunn Junction. do		P	A		
802	802.1	Rock Springs, Pass. do		TP			
		Rock Springs, Bge. do		XP			
		Rock Springs, Frt. do		FP	A	L-SE	Yes
		Rock Springs, Tele. do	Sg	P	A		
803	803.2	Blairtown. do		P	A		
809	809.0	Kanda. do		P	A		
817	817.0	Green River. do		FT	A	R-S	Yes
		Green River, Bge. do		X			
		Green River, Tele. do	Gr	P			
		Green River, Dispr. do	D	P			
		Green River, East End. do	Gy	P			

SUPERIOR BRANCH

784	0.0	Thayer Jct. Wyo.		P	A		
UR 8	7.6	Superior. do	Su	FTXP	A		

GUNN BRANCH

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

WYOMING DIVISION

SOUTH PASS BRANCH

Sta. No.	Dist. from Rock Springs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
802	0.0	Rock Springs (Jct. H. B.) Wyo.	Sg	FTXP	A	L	.....
UT 3	3.4	Lionkol Jct. do	.....	P	.....	.....	.....
UT 6	5.5	Reliance Jct. do	.....	P	.....	.....	.....
UT 8	7.9	Stansbury Jct. do	.....	P	.....	.....	.....
UT 10	9.5	Winton Jct. do	.....	.....	.....	.....	Yes

RELIANCER BRANCH

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

STANSBURY BRANCH

Sta. No.	Dist. from Stansbury Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UT 8	0.0	Stansbury Jct. Wyo.	.....	.....	.....	.....	.....
UZ 2	2.2	Stansbury Mine. do	.....	.....	A	.....	.....

LIONKOL BRANCH

Sta. No.	Dist. from Lionkol Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UT 3	0.0	Lionkol Jct. Wyo.	.....	P	.....	.....	.....
UV 2	2.0	Lionkol. do	.....	.....	A	.....	.....

WINTON BRANCH

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

DINES BRANCH

Sta. No.	Dist. from Hay	STATION	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	STATION	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.	.....	FT	A	R-S	Yes
.....	.....	Green River, Bge. do	.....	X	.....	.....	.....
.....	.....	Green River, Tele. do	Gr	P	.....	.....	.....
.....	.....	Green River, Disp'r do	D	P	.....	.....	.....
.....	.....	Green River, Yard. do	Gy	P	.....	.....	.....
.....	817.9	Sand Spur. do	.....	P	A	.....	.....
821	821.1	Riview. do	.....	P	A	.....	.....
825	824.9	Peru. do	.....	P	A	L	.....
830	830.2	Bryan. do	.....	P	A	.....	.....
838	837.8	Marston. do	.....	P	A	.....	.....
847	847.2	Granger. do	Gn	FTXP	A	R-L	.....
B 854	854.0	Verne. do	.....	P	A	.....	.....
B 859	858.7	Church Buttes. do	.....	P	A	R	.....
B 866	865.9	Hampton. do	.....	P	A	L	.....
B 870	869.7	Elkhurst. do	.....	P	A	.....	.....
B 875	875.4	Carter. do	Q	FTXP	A	R	Yes
B 881	880.9	Antelope. do	.....	P	A	.....	.....
B 886	885.6	Bridger. do	.....	P	A	R	.....
B 891	890.5	Leroy. do	.....	P	A	L	.....
B 895	894.8	Ragan. do	.....	P	A	.....	.....
B 898	897.6	Spring Valley. do	.....	P	A	.....	.....
B 902	901.8	Aspen. do	Wx	P	A	R	.....
B 904	903.6	Altamont. do	Ap	RXP	A	R	Yes

WYOMING DIVISION

EIGHTH SUBDIVISION—Concluded
MAIN LINE—GREEN RIVER TO OGDEN—Concluded

Sta. No.	Dist. from Co. Bluffs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
B 909	908.7	Knight. Wyo.	.....	P	A	L	.....
B 913	912.9	Millis. do	.....	P	A	L-S	Yes
B 917	917.2	Evanston. do	Na	FTP	A	.....	.....
.....	.....	Evanston, Tele. do	.....	P	.....	.....	Yes
.....	.....	Almy Jct. do	.....	P	C	.....	.....
B 918	918.4	Wyuta. do	.....	.....	.....	.....	.....
B 922	921.7	Wyo.-Utah State Line.	.....	.....	.....	.....	.....
B 923	922.8	Wahsatch. Utah	Wh	FTXP	A	L	Yes
B 928	927.6	Curvo. do	.....	P	A	R	Yes
B 933	932.6	Castle Rock. do	.....	P	A	.....	Yes
B 936	936.3	Emory. do	.....	P	A	.....	Yes
B 943	942.8	Baskin. do	.....	P	A	.....	.....
B 948	948.2	Echo. do	Ho	FTXP	A	R	.....
B 953	952.7	E. & P. C. Jct. do	.....	.....	.....	.....	.....
.....	952.9	Henefer. do	Nf	FTXP	A	L	Yes
B 957	956.5	Devil's Slide. do	Cn	FTXP	A	R-S	Yes
B 961	960.6	Morgan. do	Wb	FTXP	A	.....	.....
B 968	968.0	Stoddard. do	.....	P	A	R	Yes
B 971	970.6	Peterson. do	.....	P	A	.....	.....
B 976	975.5	Strawberry. do	.....	P	A	.....	.....
B 978	977.7	Gateway. do	.....	P	A	.....	.....
B 980	980.1	Uintah. do	.....	P	A	R	.....
B 985	985.1	Riverdale. do	Da	P	A	.....	.....
B 990	989.9	B. R. R. Crsg. do	.....	P	.....	.....	.....
B 991	991.4	Ogden City, Ben. do	.....	.....	.....	.....	.....
.....	.....	Lomond Hotel Bldg. do	.....	TP	.....	.....	.....
B 993	992.6	Ogden Union Depot do	.....	TP	.....	.....	.....
.....	.....	Ogden, Baggage. do	.....	.....	.....	.....	.....
.....	.....	Ogden, Freight. do	.....	FTP	A	R	Yes
.....	.....	Ogden, Tele. do	Og	P	.....	.....	.....
.....	.....	Ogden, Yard, Tele. do	Yd	P	.....	.....	.....
.....	.....	Ogden Yard (Browning). do	.....	P	.....	.....	.....

PARK CITY BRANCH

Sta. No.	Dist. from Echo	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
B 953	0.2	Echo (Jct. H. B.) Utah	Ho	FTXP	A	R	.....
BA 6	0.0	Echo. do	Ve	FTXP	A	L	Yes
.....	5.7	Coalville. do	.....	.....	.....	.....	.....
.....	5.8	Junc-Weber Mine Spur. do	.....	.....	.....	.....	.....
.....	2.5	Weber Mine. do	.....	.....	A	.....	.....
BA 7	6.8	Briquette Spur. do	.....	.....	.....	.....	.....
BA 9	8.6	Hoytsville. do	.....	.....	A	.....	.....
BA 13	13.4	Wanship. do	.....	P	A	.....	Yes
BA 20	20.3	Atkinson. do	.....	P	A	.....	Yes
BA 24	24.0	Homer Spur. do	.....	.....	A	.....	.....
BA 25	24.5	Ketley Junction. do	.....	P	A	.....	.....
.....	26.0	Beggs Spur. do	.....	.....	.....	.....	.....
BA 27	27.4	Freight Yard Junc. do	.....	.....	.....	.....	.....
.....	28.4	D. & R. G. W. R. R. Crsg. do	.....	.....	.....	.....	.....
BA 28	28.4	Park City. do	Kd	FTP	A	L	Yes

ONTARIO BRANCH

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

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

Sta. No.	Dist. from Kansas City	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 0	0.0	Kansas City, City... Mo. (Pass. Dept.) Waldheim Bldg. do	Fy	TP			
		Kansas City (Union Depot) do		TP			
		Kansas City, baggage do		P			
		Kansas City, Frt. do		FP	A	SOE	
		Kansas City, Telegraph (Un. Depot) do	Us	P			
		Kansas City, Disp'r. do	Ds	P			
		Kansas City, Superintendent's Office do	Gn	P			
		Kansas City, U. S. Yds. do		TP			Yes
		Mo.-Kan. State Line					
		Kansas City (Un. Cy. Tkt. Ofc.) 541 Minnesota Ave. do		TP			
		Kansas City, Frt. do		P	A	R	
		Kansas City (Fairfax Frt. Depot) do		P			
A 3	2.5	Kan. City (7th St. Station) do		T X P			
	3.3	K.C.T.Ry. Conn. do					
	3.3	Terminal Jct. do	Jc	P			
A 4	4.2	C. R. I. & P. Ry. Junction do		P			
	5.0	K. & M. Ry. & T. Co. Cross. do					
	5.1	Kaw Jct. do	Kw	P			
A 10	9.5	Muncie. do		P	A	R	
	9.7	Muncie Sand Co. Spur. do		P			
A 14	14.0	Edwardsville. do		P	A	R	
	14.8	Welch Sandler Sand Spur. do		P			
A 15	15.0	Forest Lake. do		P	A	L	
A 17	16.7	Sunflower. do		P			
A 18	17.5	Bonner Springs. do	Bw	FT X P	A	R	
	18.0	A. T. & S. F. Ry. Crossing. do	Bn	P	A	R	
A 21	20.7	Loring. do		P	A		
	22.3	Loring Quarry Spur do		P	A		
A 24	23.4	Lenape. do		P	A	R	Yes
A 28	28.3	Linwood. do	Wd	FT X P	A	R	
A 33	32.7	Fall Leaf. do		P	A	R	
	35.9	K. C. K. V. & W. Cross. do		P	A	R	Yes
A 38	38.2	Bismarck Grove. do		P	A	L-SE	
A 40	39.6	Lawrence Depot. do	Da	FT P			
		Lawrence, Tele. do		P	A	R	
A 43	43.2	Midland. do		P	A	R	
A 46	45.8	Buck Creek. do		P	A	R	
A 49	48.8	Williamstown. do		P	A	R-S	
A 52	52.1	Perry. do	Ky	FT X P	A	R	
A 54	53.6	Medina. do		P	A	R	
A 56	55.8	Newman. do		P	A	R	
A 61	61.9	Grantville. do		P	A	L	
A 67.5	67.5	A. T. & S. F. Ry. Cross. do	X	P		R	
A 68	68.0	Topeka, Pass. do	Ot	TP			
		Topeka, Baggage do		X P			
		Topeka, Freight. do		FP	A	R-LE	Yes
		Topeka, Yard. do		P			
	68.1	C. R. I. & P. Ry. Jct. do					
A 68	68.2	C. R. I. & P. Ry. Crossing. do					
		West Topeka. do	Ch	P			
A 71	71.0	Ruby. do			A	R	
A 73	72.9	Menoken. do	Mx	P	A		

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

Sta. No.	Dist. from Kansas City	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 75	75.2	(Kiro. do		P	A		
A 79	78.7	Silver Lake. do	Si	FT X P	A	L	
A 84	84.0	Rossville. do	Rv	FT X P	A	R-O	
A 92	91.6	St. Marys. do	Sy	FT X P	A	R-O	Yes
A 98	97.8	Belvue. do	Bv	FT X P	A	R	Yes
A 105	104.7	Wamego. do	Wa	FT X P	A	R	Yes
A 112	111.5	St. George. do		P	A		
A 115	114.9	Swamp Angel. do			A		
A 119	119.3	Manhattan, Pass. do	Mh	TP			
		Manhattan, Frt. do		FP	A	R-LE	Yes
	119.4	C. R. I. & P. Ry. Crossing. do					
A 126	125.9	Eureka Lake. do		P	A	L	
A 130	130.3	Ogdensburg. do			A		Yes
A 132	131.6	East Funston. do		P			
A 134	133.6	Funston. do	Fn	FT X P	A	R-E	
A 136	135.7	Ft. Riley. do	Ft	FT X P	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	P			

Sta. No.	Dist. from Lawrence	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 40	0.2	Lawrence (Jct. H. B.) Kan. do					
	0.0	Lawrence Depot. do	Da	FTP	A	L-SE	
AA 1	1.4	Lawrence Telegraph. do		P	A	R	Yes
AA 3	2.8	Bismarck Grove. do		P	A	R	
AA 13	13.1	Rex. do	Nx	FT X	A	R	
AA 24	23.8	Tonganoxie. do			A	R	
		Fairmount. do			A	R	
AA 29	28.9	A. T. & S. F. Ry. Cross. do			A		
AA 30	30.3	Lansing. do					
AA 31	31.4	Cochran. do					
	33.3	Military Home. do					
	34.2	South Leavenworth. do					
	34.2	C. G. W. Ry. Cross. do					
AA 34	34.3	L. T. & B. Co. Cross. do					
		Leavenworth, Union Depot. do		T	A	L	
		Leavenworth, Frt. do		F			
		Leavenworth, Telegraph (Union Depot) do	Rh		A	R	
	35.8	Corral. do			A	R	
	37.4	Knox. do			A	R	

Sta. No.	Dist. from Manhattan	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 119	0.0	Manhattan, Pass. Kan. do	Mh	TP	A	R-LE	Yes
		Manhattan, Frt. do		FP			
AH 4	4.2	Manhattan (Jct. H. B.) do			A	L	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			A	R	Yes
AH 33	33.1	Cleburne. do			A		
	36.7	Florena. do			A		
AH 38	38.2	Mo. P. R. R. Cross. do			A	L-S	Yes
AH 43	42.7	Irving. do	Vn	FT X	A	L-SE	Yes
AH 44	43.5	Blue Rapids. do	Pd	FT X	A		
AH 49	49.4	Plaster Spur. do			A	R	
		Schroyer. do			A		

St. Mary, Kan. changed to St. Marys, Kan. effective Feb. 1, 1946.

KANSAS DIVISION
MANHATTAN BRANCH—Concluded

Sta. No.	Dist. from Manhattan	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities	
H 148	55.2	Marysville.....	Kan.	Ms	FTXP	A	R-S	Yes
AH 64	63.5	Marietta.....	do		P	A	R	
AH 65	65.1	Oketo.....	do	Kt	FTXP	A	L	
AH 67.9	67.9	Kan.-Neb. State Line						
AH 71	71.4	Barneston.....	Neb.	Nr	FTXP	A	R	Yes
AH 75	75.1	Badger.....	do		P	A	R	
	76.3	C.B. & Q.R.R. Cross.....	do					
AH 77	77.0	Stone Siding.....	do			A		
AH 79	77.9	Blue Springs.....	do	Bs	FTXP	A	L	
AH 84	83.8	Holmesville.....	do		P	A	R	Yes
	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	FTP	A	R	Yes

Note—Beatrice Station belongs to Beatrice Branch.

JUNCTION CITY BRANCH

		tion City						
A 140	0.0	Junction City, Pass.....	Kan.		T			R-SE
		Junction City, Frt.....	do		P	A		Yes
		Junction City, Tele.....	do	Jn	P			
AJ 8	8.1	Alida.....	do	Ad	FT X	A	L	Yes
AJ 14	13.6	Milford.....	do	Mr	FT X	A	R	Yes
AJ 19	19.4	Wakefield.....	do	Wf	FT X	A	L-S	Yes
AJ 28	27.9	Broughton.....	do			A	R	Yes
AJ 33	33.4	Clay Center.....	do	Ca	FT	A	L-S	Yes
AJ 41	41.1	Idana.....	do	Dy	FT X	A	R-O	Yes
AJ 46	46.0	Browndale.....	do			A	R	
AJ 52	51.9	Miltonvale.....	do	Mv	FT X	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	FT X	A	L-SOE	
	73.1	C. B. & Q. R. R. Cross.....	do					

WESTERN SUBDIVISION
MAIN LINE—JUNCTION CITY TO ELLIS

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

Block Signals

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

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

SOLOMON BRANCH

	Solo- mon							
A 172	0.0	Solomon.....	Kan.	Sn	FTXP	A	L	Yes
	0.8	Solomon (Jct. H. B.).....	do					
AC 7	6.5	Niles.....	do	Xn	FTX	A	R	Yes
AC 9	9.2	Verdi.....	do			A	R	
AC 15	14.7	Bennington.....	do	Bn	FTX	A	R-O	Yes
AC 21	20.9	Lindsey.....	do			A	R	Yes
AC 23	23.3	Minneapolis.....	do	Mi	FTX	A	R-S	Yes
	23.7	A. T. & S. F. Ry. Cross.....	do					
AC 29	29.1	Sunnerville.....	do			A	R	Yes
AC 34	34.0	Stock Yard Siding.....	do					
AC 35	34.7	Delphos.....	do	Df	FTX	A	R-O	Yes
AC 42	41.6	Glasco.....	do	Gk	FTX	A	L-O	Yes
AC 47	46.8	Simpson.....	do	Be	FTX	A	R	Yes
AC 50	49.8	Asherville.....	do		FTX	A	R	Yes
	57.2	Mo. Pac. R. R. Cross.....	do					
AC 57	57.4	Beloit.....	do	Bl	FT	A	L-E	Yes

McPHERSON BRANCH

		Salina								
A 187	0.0	Salina, Un. Pass. Sta....	Kan.		TP					
		Salina, Baggage.....	do		X					
		Salina, Freight.....	do		F	A	L-SOE	Yes		
		Salina, Telegraph.....	do	Sc	P					
		Salina, Dispatcher.....	do	A	P					
		Salina, Chief Dispatcher.....	do	Cd	P					
	0.3	Salina (Jct. H. B.).....	do							
	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			A	R	Yes		
AD 12	12.2	Assaria.....	do	Ri	FT X	A	R	Yes		
AD 16	15.9	Bridgeport.....	do			A	L	Yes		
	20.7	Mo. Pac. R. R. Cross.....	do							
AD 21	20.9	Lindsborg.....	do	Dn	FT X	A	R-OE	Yes		
AD 27	26.7	Johnstown.....	do			A	R	Yes		
AD 30	30.3	Hilton.....	do			A	R	Yes		
	35.1	A. T. & S. F. Ry. Cross.....	do							
AD 35	35.4	McPherson.....	do	Mf	FT	A	R-SE	Yes		

KANSAS DIVISION PLAINVILLE BRANCH

Sta. No.	Dist. from Salina	STATION	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 P			
		Salina, Baggage..... do		X			
		Salina, Freight..... do		F	A	L-SOE	Yes
		Salina, Telegraph..... do	So	P			
		Salina, Dispatcher..... do	A	P			
		Salina, Chief Dispatcher do	Cd	P			
	0.0	Salina (Jct. H. B.)..... do					
AE 3	3.4	Trenton..... do			A	R	
AE 6	6.0	Shipton..... do			A	L	
AE 9	9.0	Marydel..... do			A	L	
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			A	L	Yes
AE 33	32.9	Quartzite..... do			A		
	33.8	A. T. & S. F. Ry. 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-S	Yes
AE 87	87.0	Natoma..... do	No	FTX	A	R	Yes
AE 95	95.1	Codell..... do		FTX	A	R	Yes
AE 104	103.5	Plainville..... do	Vn	FT	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		FTX	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 P	A	L	Yes
AE 155	155.4	Studley..... do		FTX P	A	R-S	Yes
AE 163	162.5	Tasco..... do		P	A	R	Yes
AE 170	170.4	Hoxie..... do	Kz	FTX P	A	R-O	Yes
AE 179	179.1	Seguin..... do		P	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 P	A	R-O	Yes
AE 209	208.9	Altair..... do		P	A	L	Yes
AE 213	212.5	Mingo..... do			A	L	Yes
AE 218	218.0	Spica..... do			A	L	Yes
A 377	224.7	Oakley..... do	Oq	FTX P	A	L	Yes

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

Sta. No.	Dist. from St. Joseph	STATION	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	B		Yes
		St. Joseph, City Ticket					
		Office 517 Francis St. do		T			
HB 113	0.0	St. Joseph, Un. Sta..... do	Un	FT P	A	SOE	Yes
		St. Joseph, Frt. Sta..... do					
		St. Joseph, Yard..... do	Mk	P			
	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. Jct. do					
		Switch..... do					
	0.4	St. Joseph, Mo. River					
		B'dge..... do		Toll P P			
	0.4	Missouri-Kansas State Line					
HB 112	1.2	Elwood..... Kan.			A	L	
HB 108	5.4	Wathena..... do	Wa	FTX P	A	L-O	
HB 105.7	7.5	Hunt Spur..... do			B		
HB 104	8.9	Blair..... do		T P	A	R	
	13.9	C. R. I. & P. Ry. Jct. do					
HB 101	13.9	Appleton Spur..... do					
HB 99	13.9	Troy..... do	Ro	FTX P	A	R-S	
	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	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
HB 96	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 89	24.8	Severance..... do		P	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 71	42.7	Hiawatha..... do	H	FTX	A	R-OE	
HB 63	50.2	Hamlin..... do			A	R	Yes
HB 59	54.0	Morrill..... do	Wb	FTX	A	L	Yes
HB 53	60.7	Sabetha..... do	S	FTX	A	LS	
	61.7	C. R. I. & P. Ry. Cross.. do					
HB 45	68.8	Oneida..... do		FTX	A	R	
HB 36	77.5	Seneca..... do	Sn	FTX	A	R-S	Yes
HB 29	84.2	Baileyville..... do	Cu	FTX	A	R	
HB 24	89.2	Axtell..... do	Fr	FTX	A	L-O	
HB 19	94.4	Summit..... do			A	R	
HB 14	99.3	Beattie..... do	B	FTX	A	R	
HB 8	105.2	Home..... do	Ho	FTX	A	R	
H 143	107.8	Upland..... do	Sj	P		R	

HIGHLAND BRANCH

Sta. No.	Dist. from Stout	STATION	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 7	7.2	Highland..... do	Hg	FTX P	A	L	Yes

TOPEKA SUBDIVISION

TOPEKA BRANCH

Sta. No.	Dist. from Menoken	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 73	0.0	Menoken..... Kan.		P	A	R	
	0.0	Menoken (Jct. H. B.).. do					
H 81	7.9	Grove..... do	Ov	FT P	A	R	Yes
H 88	15.4	Delia..... do	Ia	FTX P	A	R	
H 95	22.2	Emmett..... do	Gc	FTX P	A	R	Yes
H 101	27.6	Aikins..... do		P	A	R	Yes
H 110	37.0	Onaga..... do	Ga	FTX P	A	R	Yes
H 114	41.1	Duluth..... do		P	A	L	
H 122	49.1	Lillis..... do	Is	FTX P	A	R	Yes
H 127	53.9	Sullivan..... do		P	A	R	
	58.2	Mo. Pac. R. R. Cross.. do					
H 131	58.4	Frankfort..... do	Fa	FTX P	A	R-O	Yes
H 137	63.9	Winifred..... do	Wi	FTX P	A	R	
H 143	69.9	Upland..... do	Sj	P		R	

MAIN LINE—UPLAND TO MARYSVILLE

Sta. No.	Dist. from Menoken	STATION	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	A	R	
H 148	75.3	Marysville..... do	Ms	FTX P	A	R-S	
		Marysville, Dispatcher do					
		Marysville, Yard..... do	Di	P			
		Marysville, Stock	Yd				
		Yards..... do		P			Yes

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

Sta. No.	Dist. from St. Joseph	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
H 148	113.3	Marysville..... Kan.	Ms	FT X P	A	R-S	
		Marysville, Dispatcher do	Di	P			
		Marysville, Yard..... do	Yd	P			
		Marysville, Stock Yards..... do		P			Yes
	114.7	Mill Spur..... do					
H 153	118.4	Herkimer..... do	Ki	FT X P	A	R	
H 158	122.6	Bremen..... do	Wn	FT X P	A	R	
	128.1	C. B. & Q. R. R. Cross. do					
H 163	128.2	Hanover..... do	Ha	FT X P	A	R-O	Yes
H 168	132.5	Spence..... do		P			
H 172	137.4	Hollenberg..... do	Ky	FT X P	A	R	Yes
H 173.9	138.9	Kansas-Neb. State Line					
H 177	141.8	Steele City..... Neb.	Sc	FT X P	A	R	
H 179	144.1	Clayton..... do					
	147.1	C. B. & Q. R. R. Cross. do					
H 182	147.1	Endicott..... do	Nd	FT X P	A	R	
	152.7	C. R. I. & P. Ry. Cross. do					
H 188	153.1	Fairbury..... do	Q	F T P	A	L-OE	Yes
	154.4	C. R. I. & P. Ry. Cross. do					
H 194	159.0	K. C. & O. Junction do		P			
H 197	161.5	Powell..... do		P			Yes
H 203	167.5	Alexandria..... do	A	FT X P	A	R	
H 212	176.6	Belvidere..... do	Vi	FT X P	A	L	Yes
	177.0	C. B. & Q. R. R. Cross. do					
H 219	184.0	Carleton..... do	C	FT X P	A	L-S	Yes
	191.2	C. & N. W. Ry. Cross. do					
H 226	191.2	Davenport..... do	Do	FT X P	A	R-S	Yes
H 231	196.4	Sedan..... do		P			
	200.5	C. B. & Q. R. R. Cross. do					
H 236	200.7	Edgar..... do	Sg	FT X P	A	L-O	Yes
H 244	209.0	Fairfield..... do	Fd	FT X P	A	R-O	Yes
H 249	213.8	Anan..... do		P			
H 253	218.3	Glenvil..... do	Gv	FT X P	A	R-O	
H 257	221.9	Level..... do		P			
	226.5	Mo. Pac. R. R. Cross. do					
	227.3	C. B. & Q. R. R. Cross. do					
H 262	227.4	Hastings..... do	W	F T P	A	R-SOE	Yes
		Hastings, Yard..... do	An	P			
HA 8	235.1	Hansen..... do		P			
HA 13	240.3	Doniphan..... do	Dv	FT X P	A	L-S	Yes
HA 18	245.4	River..... do		P			Yes
HA 21	248.7	Westwood..... do					
	249.6	Belt Line Cross. (C. B. & Q.) do					
		Grand Island..... do	Ge	FT X P	A	R	Yes
147	251.8	Grand Island, Yard Tel. do	Gd	P			

Block Signals

COLORADO DIVISION
ELLIS SUBDIVISION
MAIN LINE—ELLIS TO SHARON SPRINGS

Sta. No.	Dist. from Kansas City	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 303	303.3	Ellis..... Kan.		FT X P	A	L-E	Yes
		Ellis, Telegraph..... do	Rt	P			
A 308	308.4	Riga..... do		P			
A 314	313.7	Ogallah..... do	Og	FT X P	A	R	Yes
A 322	322.3	Wakeeney..... do	W	FT X P	A	R-SOE	Yes
A 330	330.0	Voda..... do		P			Yes
A 336	335.8	Collyer..... do	Jy	FT X P	A	R-S	Yes
A 343	343.3	Quinter..... do	Qn	FT X P	A	L-O	Yes
A 351	350.9	Buffalo Park..... do	Bp	FT X P	A	R	Yes
A 356	356.3	Grainfield..... do	Gf	FT X P	A	R-S	Yes
A 365	365.2	Grinnell..... do	Gd	FT X P	A	R-O	Yes
A 371	371.2	Campus..... do		P			Yes
A 377	377.4	Oakley..... do	Oq	FT X P	A	R-S	Yes
A 386	386.1	Monument..... do		FT X P	A	L	Yes
A 394	393.6	Page City..... do		FT X P	A	R	Yes
A 399	399.0	Winona..... do	Gw	FT X P	A	R-S	Yes
A 408	408.4	McAllaster..... do		P			Yes
A 415	414.5	Turkey Creek..... do		P			
A 421	421.1	Wallace..... do	A	FT X P	A	R	Yes
A 426	425.6	Somena..... do		P			
A 430	429.8	Sharon Springs..... do	Ps	FT X P	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	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 430	429.8	Sharon Springs..... Kan.	Ps	FT X P	A	R	Yes
A 434	433.8	Sunland..... do		P			
A 438	438.4	Lapaz..... do		P			
A 442	441.8	Weskan..... do	Mo	FT X P	A	R	Yes
A 446.1	446.1	Kan.-Colo. State Line					
A 448	448.2	Chemung..... Colo.		P			
A 453	453.1	Arapahoe..... do		P			Yes
A 458	458.2	Salis..... do		P			
A 463	463.0	Cheyenne Wells..... do	Cw	FT X P	A	R-S	Yes
A 468	468.1	Ascalon..... do		P			
A 474	473.5	First View..... do		P			Yes
A 482	482.3	Arena..... do		P			
A 488	487.7	Kit Carson..... do	Kc	FT X P	A	R	Yes
A 494	494.0	Sorrento..... do		P			Yes
A 500	500.4	Wild Horse..... do		P			Yes
A 508	507.6	Aroya..... do		P			Yes
A 518	518.0	Bovero..... do		P			Yes
A 526	526.3	Clifford..... do		P			
A 536	535.5	Hugo..... do	Hu	FT X P	A	R-O	Yes

DENVER SUBDIVISION
MAIN LINE—HUGO TO DENVER

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

Automatic Block Signals

Automatic Block Signals

COLORADO DIVISION

DENVER SUBDIVISION—Concluded

MAIN LINE—HUGO TO DENVER—Concluded

Sta. No.	Dist. from Kansas City	STATION	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.	By	P	A	L	Yes
A 597	596.6	Byers..... do	Sr	FTXP	A	L	Yes
A 603	602.5	Strasburg..... do	Bt	FTXP	A	R	Yes
A 609	608.9	Bennett..... do		FTXP	A	L	Yes
A 614	613.7	Manila..... do		P	A	L	Yes
A 618	618.4	Watkins..... do		P	A	L	Yes
A 625	625.0	Mesa..... do		P	A	R	Yes
A 628	628.1	Magee..... do		P	A	R	Yes
A 631	630.5	Sable..... do	Sb	P	A	R	Yes
A 633	633.2	Boydale..... do	Ry	P	A	R	Yes
A 634	634.3	Sandown..... do		P	A	R	Yes
.....	636.9	C. B. & Q. R. R.					
A 638	638.2	Pullman..... do		P			
A 638	638.6	Pullman (36th St.).. do	Ra	P			
.....	.....	Denver City, 535					
A 640	640.4	17th St..... do		TP			
.....	.....	Denver, Union Depot..... do		TP			
A 640	640.3	Denver, Baggage..... do		FTP	A	SOE	
.....	.....	Denver, Freight..... do		FTP	A	SOE	
.....	.....	Denver, Union Stk. Yards..... do		FTP	A	SOE	Yes
.....	.....	Denver, Gen. Agts. Tele..... do	Cg				
.....	.....	Denver, Dispatcher..... do	De	P			
.....	.....	Denver, Telegraph (Freight House).... do	Ud	P			

U. S. HOSPITAL BRANCH

Sta. No.	Dist. from Sable	STATION	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.	Sb	P	A	R	Yes
AL 1	1.4	Bunell..... do		F	A	R	Yes

NORTHERN SUBDIVISION
MAIN LINE—DENVER TO CHEYENNE

Sta. No.	Dist. from Kansas City	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
.....	.....	Denver, Telegraph Freight Depot..... Colo.	Ud	P			
.....	.....	Denver, Dispatcher do	De	P			
.....	.....	Denver, Gen. Agts' Tel..... do	Cg				
.....	.....	Denver, Union Stk. Yards..... do		FTP	A	SOE	Yes
A 640	640.3	Denver, Freight..... do		FTP	A	SOE	Yes
A 640	640.4	Denver, Union Depot..... do		TP			
.....	.....	Denver City, 535 17th St..... do		TP			
A 638	638.6	Pullman, 36th St..... do	Ra	P			
A 638	638.2	Pullman..... do		P			
.....	644.7	M. S. M. Feed Co., Spur..... do		P			
.....	645.2	C. B. & Q. R. R. Cross..... do		P			
A 645	645.4	Sand Creek Jct..... do	Sk		A	R	Yes
A 646	646.4	Adams..... do		P	A	R	Yes
A 648	648.4	Dupont..... do		P	A	R	Yes
A 650	650.3	Rolla..... do		P	A	R	Yes
A 652	651.7	Hazeltine..... do		P	A	R	Yes
A 655	654.5	Henderson..... do		P	A	R	Yes
A 657	656.3	Northway..... do		P	A	R	Yes
A 659	659.4	Brighton..... do	Bi	FTXP	A	L	Yes
A 663	663.2	Powars..... do		P	A	L	Yes
A 666	666.1	Lupton..... do	Up	FTXP	A	L	Yes

Distances via Denver.

COLORADO DIVISION

NORTHERN SUBDIVISION—Concluded

MAIN LINE—DENVER TO CHEYENNE—Concluded

Sta. No.	Dist. from Kansas City	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 671	670.5	Ione..... Colo.		P	A	R	Yes
A 675	675.2	Platteville..... do	Pa	FTXP	A	L	Yes
A 677	676.6	Vasquez..... do		P	A	R	Yes
A 678	678.2	Houston..... do		P	A	R	Yes
A 680	680.3	Gilcrest..... do	Gi	FTXP	A	R	Yes
A 683	682.6	Peckham..... do		P	A	R	Yes
A 684	683.7	Hambert..... do		P	A	R	Yes
A 687	686.5	La Salle..... do	Sa	FTXP	A	R	Yes
A 689	688.6	Evans..... do		P	A	R	Yes
A 692	692.1	Greeley, Freight..... do	Hg	FP	A	R-SE	Yes
.....	.....	Greeley, Passenger..... do		TP			
A 694	694.4	Greeley Jct..... do		P	A	L	Yes
A 696	696.2	Lucerne..... do	C	FTXP	A	L	Yes
A 700	699.6	Eaton..... do	Ur	FTXP	A	R-O	Yes
.....	699.7	G. W. Ry. Cross..... do					
A 703	703.4	Ault..... do	A	FTXP	A	L-O	Yes
A 705	705.3	Stage..... do					
A 707	707.2	Pierce..... do	Ri	FTXP	A	R	Yes
A 712	712.2	Nunn..... do	Nu	FTXP	A	L-O	Yes
A 717	717.4	Dover..... do		P	A	L	Yes
A 722	722.2	Decker..... do		P	A	L	Yes
A 726	726.4	Carr..... do	Cr	FTXP	A	R	Yes
A 731	730.8	Warren..... do		P	A	R	Yes
A 734	734.0	Colo.-Wyo. State Line..... do					
A 735	734.7	Gleason..... Wyo.		P	A	R	Yes
A 738	738.1	C. & S. Ry. Cross..... do					
A 738	738.2	Speer..... do	S	P	A	L	Yes
A 738	738.2	Speer..... Wyo.					
.....	743.5	Borie Jct. (Tower)..... do	Bo	P	A		
.....	743.9	Borie..... do					
.....	741.9	Corlett Jct..... Wyo.					
.....	745.1	Tower A..... do	Ay	P	A		
.....	.....	Cheyenne City, 120					
.....	.....	W. 16th St..... do		TP			
.....	.....	Cheyenne, Pass..... do		TP			
.....	.....	Cheyenne, Frt..... do		FP	A		Yes
.....	.....	Cheyenne, Baggage..... do		P			
.....	.....	Cheyenne, Tele..... do	N	P			
.....	.....	Cheyenne, Yd. Tel. Office..... do					
.....	.....	Cheyenne, Disp'r..... do	Cy	P			

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

BOULDER BRANCH

Sta. No.	Dist. from Brighton	STATION	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	FTXP	A	R	Yes
AM 4	4.2	Yoxall..... do		P	A	L	Yes
AM 7	7.1	Dick..... do		P	A	L	Yes
E 663	8.1	St. Vrain..... do	Vs	FTXP	A	L	Yes
.....	8.1	Dent Subdivision Cross..... do					
AM 10	10.0	National..... do		P	A		
AM 11	10.9	State Coal Mine Jct..... do		P			
AM 11	11.4	Parkdale Junction..... do		P			
AM 16	15.1	Erie..... do		P	A	R	Yes
.....	15.1	C. B. & Q. R. R. Cross..... do					
AM 16	16.4	Tabor..... do			A	L	Yes
AM 18	17.8	Leyner..... do			A	L	Yes
AM 20	19.6	Liggett..... do			A	L	Yes
AM 24	24.0	Valmont..... do		FP	A	L	Yes
.....	26.0	C. & S. Ry. Cross..... do					
AM 26	26.1	Ara..... do		P			
AM 28	27.6	Boulder..... do	Br	FP	A	R	Yes

**COLORADO DIVISION
PURITAN BRANCH**

Sta. No.	Dist. from Parkdale Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
AM 11	0.0	Parkdale Junction.....	Colo.				
AN 2	1.9	Puritan.....	do		A		

GREELEY BRANCH

A 692	0.0	Greeley, Freight.....	Colo.	Hg	FP	A	R	Yes
A 694	2.3	Greeley, Passenger.....	do		TP	A		Yes
AO 6	6.0	Greeley Jct. (H. B.).....	do		P	B	R	Yes
AO 6.2	6.2	Cloverly.....	do			B		
AO 8	8.4	Cloverly Jct.....	do			B	L	
AO 10	10.4	Alden.....	do	Gi	FP	B	R	Yes
AO 14	13.8	Gill.....	do			B		
AO 15	14.5	Matthews.....	do			B	L	Yes
AO 19	18.6	Barnesville.....	do			B	L	
AO 23	23.2	Cornish.....	do		P	B	L	
AO 28	28.1	Fosston.....	do		P	B	R	Yes
		Briggsdale.....	do					

PLEASANT VALLEY BRANCH

AO 6	0.0	Cloverly.....	Colo.		P	B	R	Yes
AO 6.2	0.2	Cloverly (Jct. H. B.)....	do			B	L	
AP 3	3.1	Lowe.....	do			B	L	
AP 5	5.1	Galeton.....	do	Gn	F P	B	L	Yes

JULESBURG SUBDIVISION—(Distance from Council Bluffs.)

MAIN LINE—JULESBURG TO STERLING

Sta. No.	Dist. from Co. Bluffs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Lo- cation of Frt. Platform from Co. B.	Stock Yard Facilities	
D 365	365.3	Julesburg.....	Colo.	Jb	FTXP	A	R	Yes
D 371	371.4	Sugar Factory.....	do			A	R-S	Yes
D 372	372.4	Ovid.....	do	Vi	FTXP	A	L-O	Yes
D 380	379.9	Sedgwick.....	do	Zd	FTXP	A	R	Yes
D 384	384.3	Dorsey.....	do		P	A	R	Yes
D 388	388.2	Red Lion.....	do		P	A	R	Yes
D 391	391.1	Marcott.....	do		P	A	L-S	Yes
D 395	395.4	Crook.....	do	Ck	FTXP	A		Yes
D 399	399.4	Tobin.....	do		P	A	R	Yes
D 404	404.1	Proctor.....	do		P	A	L	Yes
D 406	406.3	Powell.....	do		P	A	L	Yes
D 408	407.5	Griff.....	do			A	L	Yes
D 411	410.9	Iliff.....	do	F	FTXP	A	R	Yes
D 415	415.4	Ford.....	do		P	A	L	Yes
D 419	418.7	Hayford.....	do		P	A		
D 422.5	422.5	C. B. & Q. R. R. Cross.	do		P			
D 423	422.8	Sterling.....	do	St	FTP	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	STATION	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
D 424	424.1	Sterling, Passenger..... do		TP			
D 427	426.9	Beet Sugar Fct. Spur..... do		P			
D 429	429.3	Hall..... do	Od	FTXP	A	R	Yes
D 432	432.1	Atwood..... do			A	L	Yes
D 436	435.5	Beetland..... do			A		
D 437	437.3	Merino..... do	Mi	FTXP	A	L	Yes
D 441	441.2	Beta..... do			A	R	
D 444	443.7	Messex..... do		P	A	R	
D 446	446.3	Balzac..... do		P	A	R	Yes
D 448	448.1	Union..... do	Un	FTXP	A	R	
D 452	452.3	Cooper..... do			A	L	
D 459	459.1	Snyder..... do	Sn	FTXP	A	R	Yes
D 462	462.1	Dodd..... do		P	A	L	Yes
D 464	463.9	Hurley..... do			A		
D 471	471.3	Fort Morgan..... do	Fm	FTP	A	R	Yes
D 474	474.3	Narrows..... do		P	A	L	Yes
D 480	479.5	Weldona..... do	Dn	FTXP	A	R	Yes
D 483	482.9	Goodrich..... do		P	A	L	Yes
D 487	486.7	Orchard..... do		P	A	L	Yes
D 490	490.1	Sublette..... do		P	A	R	
D 496	495.5	Masters..... do		P	A	R	Yes
D 501	500.6	Canton..... do		P	A	L	Yes
D 504	504.4	Hardin..... do		P	A	L	
D 508	508.4	Kuner..... do		P	A	L	Yes
D 512	512.4	Kersey..... do	Kr	FTXP	A	L	
D 515.3	515.3	Auburn..... do		P	A	R	
A 687	516.3	Beet Spur..... do			A		Yes
A 684	519.2	La Salle..... do	Sa	FTXP	A	R	
A 683	520.3	Hambert..... do		P	A	L	Yes
A 680	522.5	Peckham..... do		P	A	L	Yes
A 678	524.7	Gilcrest..... do	Gi	FTXP	A	L	Yes
A 677	526.3	Houston..... do		P	A		
A 675	527.7	Vasquez..... do			A		
A 671	532.4	Platteville..... do	Pa	FTXP	A	R	Yes
A 666	536.7	Ione..... do		P	A	L	Yes
A 663	539.7	Lupton..... do	Up	FTXP	A	R	Yes
A 659	543.4	Powars..... do		P	A		
A 657	546.5	Brighton..... do	Bi	FTXP	A	R	Yes
A 655	548.4	Northway..... do		P	A	L	Yes
A 652	551.2	Henderson..... do		P	A	L	
A 650	552.5	Hazeltine..... do		P	A	L	
A 648	554.4	Rolla..... do		P	A	L	
A 646	556.4	Dupont..... do		P	A	L	
A 645	557.5	Adams..... do			A	R	
A 638	557.6	Sand Creek Jct..... Colo.	Sk	P			
A 638	560.3	C. B. & Q. R. R. Crs do		P			
A 638	560.7	Pullman..... do		P			
A 640	562.5	Pullman, 36th St..... do	Ra	P			
A 640	562.5	Denver City, 535 17th St..... do					
A 640	562.5	Denver, Un. Dpt... do		TP			
A 640	562.5	Denver, Baggage... do		TP			
A 640	562.5	Denver, Freight... do		FTP	A	SOE	Yes
A 640	562.5	Denver, Un. Sk. Yds do		FTP	A		
A 640	562.5	Denver, Gen. Agt's do					
A 640	562.5	Tele. do	Cg	P			
A 640	562.5	Denver, Dispatcher do	De	P			
A 640	562.5	Denver, Tel. do					
A 640	562.5	(Freight House) do	Ud	P			

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	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat. form from K. C.	Stock Yard Facilities
A 645	645.4	Sand Creek Jct.....	Sk	P	A	R	
E 648	648.6	do					
E 650	650.2	Quimby.....		P	A	R	
E 652	651.4	Gallup.....					
E 654	654.2	East Lake.....		P	A		Yes
E 657	656.7	Satt.....			A	R	
E 658	658.4	Darlow.....		P	A	R	Yes
E 663	662.6	St. Vrain.....	Vs	FTXP	A	R	
	662.6	Boulder Br. Cross.....					
E 664	664.7	Graden.....			A		
E 666	666.5	Frederick.....	Fr	FTXP	A	R	
E 668	667.8	Firestone.....		P			Yes
E 671	670.5	Harney.....		P	A	R	
E 675	675.0	Gowanda.....		P	A	R	Yes
E 679	678.7	Wild Cat.....		P	A	R	Yes
	681.2	Gt. W. Ry. Cross.....					
E 683	683.2	Dent.....	Fd	P	A	L	
E 685	684.8	Ogilvy.....			A		
E 691	690.8	La Salle Jct.....		P			
A 687	691.0	La Salle.....	Sa	FTXP	A	R	Yes

Note—Distances via Denver.

	Dist. from Dent	STATION					
E 683	0.0	Dent.....	Colo.	P	A	L	
EA 2	0.0	Dent (Jct. H. B.).....	do	P			
	1.7	Milliken.....	do	FTXP	A	L	Yes
EA 7	2.0	Gt. W. Ry. Cross.....	do				
	7.3	Koenig.....	do	P	A	R	Yes
	9.0	Gt. W. Ry. Cross.....	do				
EA 9	9.1	Kelim.....	do	P	A	R	
EA 14	13.5	Boyd Lake.....	do		A	R	
EA 16	16.4	Redmond.....	do		A	R	Yes
EA 20	19.5	Harmony.....	do	P	A	L	Yes
		Ft. Collins, Freight.....	do	Fp	A	LSE	Yes
EA 25	25.0	Ft. Collins, Passenger.....	do	TP			
	25.2	C. & S. Ry. Cross.....	do				
	25.3	C. & S. Ry. Cross.....	do				
	25.6	Industry Spur.....	do				
	26.0	Stock Yards and Industry					
		Spurs.....	do	P			Yes
EA 28	27.9	Poudre.....	do	P	A		Yes
EA 30	30.0	Boettcher.....	do	P			Yes
	30.4	Colo. Port. Cem't Co. Spur.....	do				
EA 38.3	38.3	Ripple Branch Jct.....	do				
EA 39	38.5	Ripple.....	do	P	A		Yes
EA 42	41.7	Buckeye.....	do		A		Yes

	Dist. from Ripple Branch Jct.	STATION					
EA 38.3	0.0	Ripple Branch Jct.....	Colo.				
EB 2	2.3	Orcutt.....	do		A		

Abandonment authorized, I. C. C. Order January 28, 1946, Finance Docket No. 15115.

OPERATED MILEAGE

	First Main Track	Second Main Track	Add'l Main Track
NEBRASKA DIVISION—			
Main Line—			
First Subdivision..... Co. Bluffs to Grand Island.....	146.86	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.....	508.50	508.50	5.39
Branches—			
Old Main Line..... Summit to Lane.....	20.56	6.82	
Beatrice..... Valley to Beatrice.....	98.75		
Stromsburg..... Valparaiso to Central City.....	75.28		
Norfolk..... Columbus to Norfolk.....	50.10		
Albion..... Oconee to Albion.....	34.57		
Cedar Rapids..... Genoa to Spalding.....	44.46		
Ord..... Grand Island to Ord.....	60.80		
do..... Scotia Jct. to Scotia.....	1.37		
Loup City..... St. Paul to Loup City.....	39.40		
Pleasanton..... Boelus to Pleasanton.....	22.10		
Hastings..... Gibbon to Hastings.....	27.46		
Kearney..... Kearney to Stapleton.....	102.46		
North Platte..... O'Fallons to South Torrington.....	200.88		
Gering..... Gering to Riford.....	9.14		
Lyman..... Lyman to Stegall.....	6.16		
Sears..... Sears to Janise.....	2.59		
North Platte Cut-off..... Egbert to Yoder.....	62.25		
Total.....	858.33	6.82	
Total Nebraska Division.....	1366.83	515.32	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.....	175.52	172.85	
O. U. R. & D. Co.'s..... Track, Ogden Yard.....	1.00	.15	
Total.....	485.03	481.59	
Branches—			
Superior..... Thayer Jct. to Superior.....	9.05		
Gunn..... Gunn Jct. to Gunn.....	3.93		
South Pass..... Rock Springs to Winton Jct.....	9.21		
Reliance..... Reliance Jct. to Reliance Mine.....	2.07		
Lionkol..... Lionkol Jct. to Lionkol.....	2.34		
Winton..... Winton Jct. to Winton.....	5.25		
Dines..... Hay to Dines.....	1.85	20.72	
Park City..... Echo to Park City.....		28.66	
Ontario..... Keetley Jct. to Keetley.....		5.43	
Total.....	67.79		
Total Wyoming Division.....	552.82	481.59	
KANSAS DIVISION—			
Main Line—			
Eastern Subdivision..... Kan. Cy. Term. Ry., Kan. Cy. Mo. to Kan. Cy., Kan.....	3.19	3.22	
do..... Kan. Cy., Kan. to Junc. Cy.....	136.30	64.96	
do..... Old Main Line Kan. Cy., Mo. to Kan. Cy., Kan.....	2.47	141.96	2.29
Western Subdivision..... Junction City to Ellis.....		164.44	
St. Jos. Subdivision..... St. Joseph Term. Ry., St. Joseph.....	.12		
do..... St. Joseph Union Depot Co., St. Joseph.....	.18		
do..... St. Joseph, Mo. to Upland, Kan.....	107.69	107.99	
Topeka Subdivision..... Upland to Marysville.....		5.24	
Grand Island Subdiv..... Marysville to Grand Island.....		138.30	
Total.....	557.93	70.47	

Includes 1.34 miles at Ogden, leased to O. U. R. & D. Co.

Includes .79 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
KANSAS DIVISION—Continued			
Branches—			
Leavenworth..... Knox to Lawrence	37.59		
Topeka..... Menoken to Upland.....	69.76		
Manhattan..... Manhattan to Beatrice.....	91.53		
do..... Blue Springs Jct. to Blue Spgs.	.67	92.20	
Junction City..... Junction City to Concordia...	72.82		
Solomon..... Solomon to Beloit.....	57.05		
McPherson..... Salina to McPherson.....	35.37		
Plainville..... Salina to Oakley.....	225.52		
Highland..... Stout to Highland.....	6.85		
Total.....	597.16		
Total Kansas Division.....	1155.09	70.47	
COLORADO DIVISION—			
Main Line—			
Ellis Subdivision..... Ellis to Sharon Springs.....	125.91		
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.....	104.66		
do..... Speer to Borie Junction.....	5.37	110.03	4.66
Julesburg Subdivision..... Julesburg to Sterling.....		58.08	
Sterling Subdivision..... Sterling to Denver.....		139.70	
Dent Subdivision..... Sand Creek Jct. to La Salle Jct.....		45.40	
Total.....		689.65	
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.....		641.18	4.84
Branches—			
U. S. Hospital..... Sable to Bunell.....		1.40	
Boulder..... Brighton to Boulder.....	28.26		
Puritan..... Parkdale Jct. to Puritan.....	3.07	31.33	
Fort Collins..... Dent to Buckeye.....		42.40	
Ripple..... Dent to Oreville.....		2.35	
Greeley..... Greeley Jct. to Briggsdale.....		26.17	
Pleasant Valley..... Cloverly Jct. to Galeton.....		5.30	
Total.....		108.95	
Total Colorado Division.....		750.13	4.84
Total Main Line.....	2,192.64	1,065.40	5.39
Total Branches.....	1,632.23	6.82	
Total Operated.....	3,824.87	1,072.22	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 42 to 66.

OPERATED MILEAGE—Continued

OPERATED FIRST TRACK MILEAGE BY STATES

Iowa.....	2.25	Brought forward.....	2,064.43
Nebraska.....	1,355.87	Missouri.....	2.16
Wyoming.....	601.50	Kansas.....	1,157.88
Utah.....	104.81	Colorado.....	600.40
Carried forward.....	2,064.43	Total.....	3,824.87

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
Mileage operated as shown on page 68	3,824.87	31,072.22	35.39	1,882.85	6,785.33
Add mileage owned but leased to Cent. Pac. Ry. Co. (So. Pac. Co.)..	5.00				5.00
Ogden to a point 5 miles west.....	1.34	.79		15.30	17.43
O. U. R. & D. Co., Ogden.....				.14	.14
To City of Prineville Ry.....					
Total.....	3,831.21	1,073.01	5.39	1,898.29	6,807.90
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..				.39	.39
Kansas City Terminal Ry. Kansas City, Mo., at 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					
Owned by O. U. R. & D. Co.....	1.00	.15			1.15
Owned by U. P. leased to O. U. R. & D. Co.....	1.34	.79			2.13
Leavenworth Depot & R. R. at Leavenworth, Kan.....	.17			.64	.81
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			9.78	9.90
C. B. & Q. R. R., Gilmore to Fort Crook, Neb.....				.99	.99
C. B. & Q. R. R., St. Joseph to So. St. Joseph, Mo.....				2.32	2.32
M. P. R. R. at Hiawatha, Kan.....				2.52	2.52
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 R. R. at Kansas City, Mo..				.11	.11
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
C. R. I. & P. Ry. at So. Omaha, Neb.....				.32	.32
C. R. I. & P. Ry. at Council Bluffs, Iowa				.06	.06
C. & N. W. Ry. at Council Bluffs, Iowa				.21	.21

Includes 1.34 miles owned by U. P. R. R. Co., and Leased O. U. R. & D. Co.

Includes .79 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

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 Sidings
		Miles	Miles	Miles
TRACKS OWNED OR LEASED BY U. P. R. R. CO. OR ST. J. & G. I. RY. CO.				
ALSO USED BY:				
Chicago, Rock Island & Pacific Ry.....	Council Bluffs, Ia., to So. Omaha, Neb.....	7.37	9.31	14.65
do	Kansas City, Mo., to Topeka, Kan.....	65.79	65.63	10.01
do	Kansas City, Kan.....			.93
do	Limon to Denver, Colo.	89.39	1.76	18.19
do	Beatrice, Neb.....			.06
do	St. Joseph, Mo.....	.31		.09
do	Topeka, Kan.....			.30
do	Abilene to Salina, Kan.	19.91		1.56
do	Elwood to Hunt Spur, Kan.....	6.73		1.52
do	Blair, Kan.....			.73
do	Troy, Kan.....			2.97
Chicago, Milwaukee, St. Paul & Pacific R. R.....	Council Bluffs, Ia., to So. Omaha, Neb.....	7.37	9.31	13.53
do	Kansas City, Kan.....			.14
Chicago & North Western Ry.....	Council Bluffs, Ia., to So. Omaha, Neb.....	7.85	9.76	15.24
Chicago, Great Western Ry.....	do	7.85	7.87	7.63
do	Leavenworth, Kan.....	.12		.11
Illinois Central R. R. Co.....	Carter Lake, Ia., to So. Omaha, Neb.....	4.03	4.03	7.21
do	Omaha, Neb.....		1.80	7.32
do	South Omaha, Neb.....			.23
Wabash R. R.....	Council Bluffs, Ia., to So. Omaha, Neb.....	7.37	9.27	11.61
do	Kansas City, Mo.....			.24
Missouri Pacific R. R.....	Omaha to Gilmore, Neb.....	8.88	10.42	8.66
do	Kansas City, Mo.....	.22		.34
do	Kansas City, Kan.....	2.81	2.47	3.77
do	Leavenworth, Kan.....	.37		.34
do	McPherson, Kan.....	.09		.06
do	Hiawatha, Kan.....	.74		1.38
Chicago, Burlington & Quincy R. R.....	Council Bluffs, Ia., to Omaha, Neb.....	2.27	2.39	
do	Council Bluffs, Ia.....			.75
do	Omaha, Neb.....			.68
do	So. Omaha, Neb., to Gilmore, Neb.....	4.36	4.37	1.33
do	Grand Island, Neb.....			.97
do	Lincoln, Neb.....			.13
do	Sterling to Union, Colo.	23.58		12.75
do	Denver, Colo.....	.02		.04
do	Hastings, Neb.....			.03
do	Hanover, Kan.....			.06
do	Sand Creek Jct., Colo.			.28
Colorado & Southern Ry.....	Denver, Colo.....	.02		.04
do	Ara to Boulder, Colo...	.88		.16
do	Greeley, Colo.....	2.21		8.59
Great Western Ry.....	Eaton, Colo.....			1.49
Atchison, Topeka & Santa Fe Ry.....	Lansing, Kan.....			.43
do	Abilene to Salina, Kan.	19.91		1.56
do	Solomon, Kan.....			.03
do	Corral to Knox, Kan..	1.75		
do	Corral, Kan.....			.05
do	Knox, Kan.....			.06
Denver & Rio Grande Western R. R.....	Denver, Colo.....	.11		.02

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 Sidings
	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.....		1.00
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.....		6.06
Chicago, Burlington & Quincy R. R. Co. and Continental Oil Co.....	At Sand Creek Jct., Colo.....		.06
Chicago, Burlington & Quincy R. R. Co. and Missouri Pacific R. R. Co.....	At Ft. Crook, Neb.....		1.49
Colorado & Southern Ry. Co.....	At Cheyenne, Wyo.....		6.30
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.....	At Norfolk, Neb.....	.49	3.32
Wabash R. R. Co. and Kansas City South- ern Ry. Co.....	At Kansas City, Mo.....		.09
Missouri Pacific R. R. Co., and Wabash R. R. Co.....	At Kansas City, Mo.....		.02
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.....		2.54
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.....	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
Belyidere..... 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 Ry.....	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
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
Detroit..... Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
do do	Chicago, Rock Island & Pacific Ry.....	Yes
Ellsworth..... do	St. Louis-San Francisco Ry.....	No
Erie..... Colo.	Chicago, Burlington & Quincy R. R.....	No
Fairbury..... Neb.	Chicago, Rock Island & Pacific Ry.....	Yes
do do	Chicago, Burlington & Quincy R. R.....	Yes
Fort Collins..... Colo.	Colorado & Southern Ry.....	No
Fort Morgan..... do	Chicago, Burlington & Quincy R. R.....	Yes
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
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 Ry.....	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
Kansas City.....Kan.	Missouri Pacific R. R.....	Yes
do	Kansas City Southern Ry.....	Yes
do	Chicago, Great Western Ry.....	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
Kearney.....Neb.	Great Western Ry.....	Yes
Kelim.....Colo.	Atchison, Topeka & Santa Fe Ry.....	Yes
Lansing.....Kan.	Laramie, North Park & Western R. R.....	Yes
Laramie.....Wyo.	Atchison, Topeka & Santa Fe Ry.....	No
Lawrence.....Kan.	Kansas City K. V. & W. R. R.....	Yes
do	Missouri Pacific R. R.....	Yes
Leavenworth.....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 Ry.....	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
Mead.....Neb.	Chicago, Burlington & Quincy R. R.....	Yes
Miltonville.....do	Atchison, Topeka & Santa Fe Ry.....	Yes
Milliken.....Colo.	Great Western Ry.....	Yes
Minneapolis.....Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
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 Ry.....	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

Track connections are made over the tracks of another company.

JUNCTION STATIONS AND CONNECTING LINES—Concluded

JUNCTION STATION	CONNECTING LINES	Track Connection
Roydale.....Colo.	Chicago, Burlington & Quincy R. R.....	Yes
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 Ry.....	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
Sidney.....Neb.	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 Ry.....	Yes
do	Chicago, Burlington & Quincy R. R.....	Yes
do	Wabash Ry.....	Yes
do	South Omaha Term. Ry. Co.....	Yes
So. Ravenna.....do	Chicago, Burlington & Quincy R. R.....	No
Speer.....Wyo.	Colorado & Southern Ry.....	No
Sterling.....Colo.	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.	Side	Side	At grade	Union Ave. & 12th St.	Yes
do do	do	do	do	do	10th Ave. & 12th St.	No
do do	C. B. & Q. R. R.	1 do	2 do	do	Union Ave. & 14th St.	No
do do	do	2 do	2 do	do	10th Ave. & So. 6th St.	No
do do	do	1 do	1 do	do	10th Ave. & 14th St.	No
do do	I. C. R. R.	Main	2 do	do	Union Ave. & 4th Ave.	Yes
do do	O. B. & T. Ry.	Side	2 do	do	Union Ave. & 14th St.	Yes
do do	do	do	1 do	do	10th Ave. & 14th St.	No
do do	C. R. I. & P. Ry.	do	do	do	do do	No
do 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	do	do	do	do	9th & Jackson Sts.	No
do do	do	2 do	2 Main	do	5th & Howard Sts.	Yes
do do	do	2 do	2 Side	do	do do	No
do do	do	Main	2 Main & 5 Side	Undergrade	2.46 miles W. Station.	No
do 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	do	3 do	1 do	do	9th St. & Alley Blk. 133.	No
do do	do	2 do	do	do	9th St. & Alley Blk. 100.	No
do do	do	2 do	do	do	9th St. & Alley Blk. E.	No
do do	C. G. W. Ry.	Side	do	Undergrade	20th & Williams Sts.	No
do do	I. C. R. R.	2 do	2 Main	Over grade	2.77 miles W. Station	No
do do	Mo. Pac. R. R.	Main	2 do	do	2.78 do do	No
do do	do	3 Side	Jt. U. P. R. R., C. & N. W. Ry. & O. B. & T. Ry.	At grade	12th & California Sts	No
do do	O. B. & T. Ry.	Side	Side	At grade	11th & Burdette Sts.	Yes
do do	do	do	do	do	Nicholas St., Blk. 309	No
do 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 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 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 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 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 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. & N. W. Ry.}	Side	Jt. U. P. R. R. & O. B. & T. Ry.	At grade	11th & Davenport Sts.	No
do do	O. & C. B. St. Ry.	2 Main	4 Main & 22 Side	Under grade	10th St. Viaduct.	No
do do	do	do	4 Main & 3 Side	Under grade	16th St. Viaduct.	No
do do	do	do	4 Main & 11 Side	Under grade	24th St. Viaduct.	No
do do	do	2 Main	3 Side	At grade	9th & Douglas Sts.	No
do do	do	2 do	1 Side	do	10th & Jackson Sts.	No
do do	do	2 Main	1 Main & 2 Side	Under grade	Douglas St. Viaduct.	No
Seymour, do	Mo. Pac. R. R.	1 do	2 Main	Overgrade	0.56 Mile E. Station.	No
do do	C. & N. W. Ry.	do	do	do	0.93 do	No
Gilmore, do	C. R. I. & P. Ry.	do	1 do	Undergrade	1.48 do W. do	No
Portal, do	Mo. Pac. R. R.	do	do	At grade	At Station.	No
do do	C. B. & Q. R. R.	do	do	Undergrade	0.74 Mile W. Station.	No
Fremont, do	F. S. Y. & L. Co.	Side	2 do	At grade	1.09 do E. do	Yes
do do	do	do	do	do	0.12 do E. do	No
do do	C. B. & Q. R. R.	Main	do	do	0.28 do E. do	No
do do	C. B. & Q. R. R.	do	2 Main	do	0.74 do W. do	Yes
Ames, do	C. & N. W. Ry.	do	do	do	1.48 do E. do	No
Columbus, do	C. B. & Q. R. R.	do	do	do	0.74 do E. do	Yes
Central City, do	C. B. & Q. R. R.	Main	2 Main & 1 Side	At grade	0.56 do E. Station.	Yes
Grand Island do	do	do	2 Main & 4 Side	do	0.39 do E. do	Yes
Sidney, do	do	do	2 Main	Undergrade	0.80 do E. do	Yes
Yutan, do	do	do	Main	At grade	0.48 do N. do	No
Wahoo, do	do	do	do	do	0.69 do S. do	No
do do	C. & N. W. Ry.	do	do	do	0.68 do S. do	No
Lincoln, do	C. B. & Q. R. R.	do	do	do	0.60 do N. do	Yes
do do	do	2 do	do	do	0.32 do S. do	No
do do	do	do	do	do	0.34 do S. do	Yes
do do	do	1 do	do	do	1.93 do S. do	No
Jamaica, do	C. R. I. & P. Ry.	do	do	Undergrade	3.43 do N. do	No
Hanlon, do	Mo. Pac. R. R.	do	do	do	1.27 do S. do	No
Beatrice, Neb.	C. B. & Q. R. R.	Main	Main	At grade	0.72 do S. do	No
do do	do	do	do	do	0.41 do S. do	No
Brainard, do	C. & N. W. Ry.	do	do	do	1.52 do W. do	No
David City, do	C. B. & Q. R. R.	do	do	do	0.21 do W. do	Yes
Humphrey, do	C. & N. W. Ry.	do	do	do	0.57 do S. do	No
Norfolk, do	do	do	do	do	0.19 do S. do	Yes
do do	do	do	do	do	1.72 do S. do	No
St. Paul, do	C. B. & Q. R. R.	do	do	Undergrade	0.23 do N. do	No
Ord, do	do	do	do	At grade	0.37 do S. do	No
So. Ravenna, do	do	do	do	do	3.43 do E. do	No
Northport, do	C. B. & Q. R. R.	Main	2 Main	At grade	1.37 do W. do	Yes

WYOMING DIVISION

Cheyenne, Wyo.	C. B. & Q. R. R.	Main	2 Main	Over grade	3.17 do E. do	No
do do	do	do	Side	At grade	Lake Minnehaha.	Yes
do do	C. & S. Ry.	do	do	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
Ogden, do	B. R. R.	2 Main	2 Main & 2 Side	Undergrade	1.12 do E. do	Yes

See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Continued

KANSAS DIVISION

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed By	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	do	Santa Fe St. Blk. 29.	No
do do	do do	Side	Side	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	At grade	11th & Mulberry Sts.	Yes
do do	do do	do	Jt. U. P. R. R.	do	do	do
do do	K. C. St. Ry....	2 Main	K. C. S. Ry. & Wab. Ry. -Side	Under grade	9th St. Viad. & Santa Fe 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. & Railroad 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 opposite 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	do	2 Main & 1 Side	do	M. P. 3.78 18th St. Viaduct.....	No
do do	do do	do	1 Side	At grade	Kan. Ave. & Railroad 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	Main	2 Main	At grade	0.47 miles W. Station.	No
Sunflower.....do	KCKV & W Ry.	do	Side	do	1.00 do E. do	Yes
Fall Leaf.....do	do do	Side	2 Main	Undergrade	3.44 do W. do	No
Lawrence.....do	K. C. K. V. & W. Ry.	Main	3 Side	At grade	2nd & Locust Sts....	Yes
Topeka.....do	A. T. & S. F. Ry.	do	2 Main	At grade	0.45 miles E. Station.	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	do	Side	do	0.40 do W. do	No
Manhattan...do	C. R. I. & P. Ry.	Main	Main & 3 Side	At grade	0.09 do W. do	Yes
Detroit.....do	A. T. & S. F. Ry.	do	1 Side	do	1.54 do W. do	Yes
Abilene.....Kan.	A. T. & S. F. Ry.	do	1 Main	do	0.90 miles W. Station	Yes
Salina.....do	do do	do	do	do	0.64 do W. do	Yes
do do	do do	Main & Side	Side	do	Fifth & North Sts.	Yes
do do	do do	Main	Main	do	Fourth & North Sts.	Yes

)See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Continued

KANSAS DIVISION—Concluded

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Salina.....Kan.	Mo. Pac. R. R....	Main	Main	At grade	Fourth & Pine Sts.	No
do do	do do	do	2 Side	do	do do do do	Yes
do do	do do	2 Side	1 do	do	do do do do	Yes
do do	C. R. I. & P. Ry..	Main	Main	do	Fourth St. N. of Pine St.....	Yes
do do	do do	do	Side	do	do do do do	No
do do	do do	Side	do	do	Fourth & Pine Sts.	No
do do	do do	do	do	do	Fourth St. N. of Elm St.....	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	Yes
Lansing.....do	A. T. & S. F. Ry..	do	do	Over grade	2.57 do W. do	No
Minneapolis...do	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	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. 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	At grade	0.11 do E. do	Yes
Endicott.....Neb.	do do	do	do	do	0.10 do E. do	Yes
Fairbury.....do	C. R. I. & P. Ry..	do	Main	do	0.31 do E. do	Yes
do do	do do	Side	do	do	0.34 do E. do	No
do do	do do	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. Station	No
Hastings.....do	Mo. Pac. R. R....	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 do	Main & Side	Main	At grade	0.13 mile E. Station.	No
Grand Island..do	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	do	Side	do	0.11 do W. do	No
do do	do do	do	Jt. U. P. R. R. & M. P. R. R.	do	0.11 do W. do	No
do do	do do	Main	do	do	0.12 do W. do	No
do do	do do	do	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	do	1.45 do S. do	Yes
Badger.....Neb.	C. B. & Q. R. R.	do	Main	At grade	1.19 do N. do	No
Concordia.....Kan.	do do	do	Side	do	0.62 do E. do	Yes
do do	A. T. & S. F. Ry..	do	do	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.	do	Side	At Grade	27th & Blake Sts.	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	C. B. & Q. R. R. used by U. P. R. R.—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	No
Valmont..... do	C. & S. Ry.	Side	Side	do	0.97 mile S. Station.	No
Ara..... do	C. & S. Ry.	Main	Main	do	0.10 do 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.....	137.15	136.65		
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.....	547.46	509.58	1.17	1.15
Wyoming Division—				
Cheyenne to Laramie.....	55.87	55.92		
Laramie to Rawlins.....	116.65	116.41		
Rawlins to Green River.....	134.79	134.61		
Green River to Ogden.....	172.46	172.50		
Total.....	479.77	479.44		
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, via Dent.....	45.22			
Total.....	638.06	4.07		
Grand Total.....	2,152.69	1,056.80	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 Jet.....	Junction.....	U. P. 29.335%, C. B. & Q. 29.335%, M. P. 41.33%
Porta.....	Crossing.....	U. P. 50%, M. P. 50%
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. 50%, C. B. & Q. 50%
do Baird Tower.....	do.....	U. P. 8.906%, C. B. & Q. 91.094%
Norfolk.....	do.....	U. P.
Northport.....	do.....	U. P. 50%, C. B. & Q. 50%
Wyoming Division		
Cheyenne.....	Yards.....	U. P.
Borie.....	Junction.....	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. 5.10%
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. 50%, St. L.-S. F. Ry. 50%
Abilene.....	do.....	U. P. 60.00%, A. T. & S. F. 40.00%
St. Joseph.....	Missouri River Bdg.....	St. J. & G. I.
Hiawatha.....	Crossing.....	M. P. R. R.
Hanover.....	do.....	St. J. & G. I.
Endicott.....	do.....	St. J. & G. I.
Fairbury.....	do.....	St. J. & G. I. 50%, C. R. I. & P. 50%
Belvidere.....	do.....	St. J. & G. I. 50%, C. B. & Q. 50%
Davenport.....	do.....	St. J. & G. I. 50%, C. & N. W. 50%
Edgar.....	do.....	St. J. & G. I. 50%, C. B. & Q. 50%
Hastings.....	do.....	St. J. & G. I. 50%, Mo. Pac. 50%
Hastings.....	do.....	U. P. 38%, St. J. & G. I. 12%, C. B. & Q. 50%
Badger.....	do.....	U. P. 50%, C. B. & Q. 50%
Leavenworth.....	Crossing and Jet.....	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 Jet.....	Crossing, Junction & End Dbl. Track.....	U. P. 68.52%, C. B. & Q. 31.48%
St. Vrain.....	Crossing.....	U. P.
Eaton.....	do.....	U. P. 50%, G. W. 50%

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	18 96 ft. 2 170 ft. 1 188 ft. 3 114 ft. 4 116 ft. 12 118 ft.	100	(5)	Electricity
Omaha.....	10	77 ft. 4½ in.	72	(1)	do
Valley.....	3	96 ft.	72	(1)	Electricity
Columbus.....	4	68 ft. 4 in.	92	(3)	Electricity
Grand Island.....	23	15 77 ft. 4½ in. 8 88 ft. 3 in.			
do.....	15	96 ft.	85	(2)	Electricity
Lincoln.....	3	1 66 ft. 2 80 ft.	72	(1)	do
Beatrice.....	4	65 ft. 6 in.	80	(1)	Hand
Norfolk.....	2	78 ft. 3 in.			
St. Paul.....	1	102 ft.			
Ord.....	1	78 ft.			
Kearney.....	4	80 ft. 8 in.			
Stapleton.....	2	78 ft. 11 in.			
North Platte.....	28	114 ft.	100	(5)	Electricity
Sidney.....	7	96 ft.	92	(3)	Electricity
Northport.....			80	(1)	Hand
Gering.....	5	96 ft.	85	(2)	Electricity
South Torrington.....	2	85 ft. 11 in.			
WYOMING DIVISION					
Cheyenne.....	20	120 ft. 1 114 ft. 17 135 ft.	126	(2)	Electricity
do.....	328	2 141 ft. 2 163 ft. 6 120 ft. 1 108 ft.	60	(1)	Hand
Laramie.....	27	13 130 ft. 7 150 ft.	135	(2)	Electricity
Hanna.....	2	1 72 ft. 1 81 ft.			
Rawlins.....	320	10 96 ft. 10 87 ft.	100	(6)	Electricity
Rock Springs.....	8	6 96 ft. 2 114 ft. 1 144 ft.	100	(6)	do
Green River.....	29	5 118 ft. 15 150 ft. 5 156 ft. 3 178 ft.	135	(2)	do
Evanston (used as Reclamation Plant).....	26	15 96 ft. 8 104 ft. 3 114 ft.	100	(6)	Electricity
Echo.....		11 114 ft.	80	(1)	Hand
Ogden.....	20	8 153 ft. 1 233 ft.	135	(2)	Electricity
KANSAS DIVISION					
Kansas City.....	335	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.....			66	(1)	Hand
McPherson.....			66	(1)	do
Plainville.....	2	78 ft. 6 ft.			
St. Joseph (St. J. T. R. R.).....	314	12 79 ft. 2 71 ft. 2 in.	90	(2)	Electricity
Hanover.....			80	(1)	Air
Leavenworth.....			66	(1)	Hand

31-114' stall used for pipe and tool shops.

34-37' 6" stalls and 3-96' stalls used by Store Dept.

38 stalls used as machine shops and 4 stalls used for servicing diesel engines.

32-71' 2" stalls and 1-79' stall used as Boiler Shop, Locker Room and Machine Shop.

ENGINE HOUSES AND TURNABLES—Concluded

LOCATION	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
KANSAS DIVISION					
—Concluded					
Concordia.....	2	88 ft.	100	(4) (3)	Electricity
Marysville.....	16	96 ft.			
Hastings.....	8	110 ft.			
		96 ft.	92	(3)	Electricity
COLORADO DIVISION					
Oakley.....	4	1 96 ft.	80	(1)	Air Hand
Sharon Springs.....	8	3 69 ft.			
Hugo.....	8	85 ft.			
Pullman.....	47	1 100 ft.	100	(4)	Electricity
		19 98 ft.			
		7 84 ft.			
La Salle.....	4	20 78 ft.	80	(1)	Electricity
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	Pleasanton	Egbert
Valley	Oconee	Callaway	Lewellen
Columbus	Genoa	Stapleton	Gering
Central City	Albion	O'Fallons	Lyman
Grand Island	Spalding	North Platte	Yoder
Gibbon	St. Paul	Julesburg	South Torrington
Kearney	Ord	Sidney	Creighton
Lexington	Boelus	Pine Bluffs	Lagrange
Gothenburg	Loup City		

WYOMING DIVISION

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

KANSAS DIVISION

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

COLORADO DIVISION

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

- 1/3 Owned by U. S. Government.
 2/3 Owned by C. & S. Ry. but used jointly.
 3/3 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 trestle (1 track).....	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 80-ton pockets
		4 35-ton pockets
Valparaiso.....	Skip Hoist Type (2 track).....	50 tons
Lincoln.....	Coal platform.....	60 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
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 (5 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 (5 track).....	650 tons
Wamsutter.....	Conveyor type (3 track).....	450 tons
Bitter Creek.....	Conveyor type (3 track).....	2 100-ton pockets
Rock Springs.....	Skip Hoist Type (2 track).....	300 tons
Green River.....	Conveyor type (3 track).....	500 tons
Carters.....	Conveyor type (3 track).....	420 tons
Evanston.....	Skip Hoist Type (3 track).....	200 tons
Echo.....	Skip Hoist Type (2 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
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 (1M. L. & 1 Side Trk.).....	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.....		24,000 gallons Gas & Oil	Yes
Omaha.....	20,000 gallons	11,600 gallons Gas & Oil	Yes
North Platte.....	20,000 gallons	6,852 gallons	Yes
Columbus.....		Butane, Gas & Oil	Yes
Grand Island.....		27,566 gallons	Yes
Kearney.....		Butane, Gas & Oil	Yes
Lincoln.....		8,554 gallons	Yes
		Butane, Gas & Oil	Yes
		17,566 gallons Butane	Yes
WYOMING DIVISION			
Cheyenne.....	40,000 gallons		Yes
Rawlins.....	No		In Emergency
Green River.....	No		Yes
Ogden.....	20,000 gallons		No
KANSAS DIVISION			
Kansas City.....	20,000 gallons		Yes
Junction City.....	20,000 gallons	17,000 gallons Gas	Yes
Ellis.....	20,000 gallons		Yes
Salina.....		10,000 gallons Gas	Yes
St. Joseph.....		20,784 gallons Butane	Yes
Marysville.....		12,500 gallons Gas	Yes
		16,586 gallons Gas	Yes
COLORADO DIVISION			
Denver.....	20,000 gallons		Yes
Sharon Springs.....			Yes
Oakley.....		12,750 gallons Dist.	In Emergency
		5,000 gallons Gas	do
Hugo.....			do
Sterling.....			do

1 Diesel Switchers.

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...	City Water...			500,000	6
Omaha.....	do				2
South Omaha.....	do				1
Grand Island...	Well.....	Gas.....	250	200,000	3
	do	Electricity	800		
	do	Electricity	300	100,000	3
Fremont.....	do	Gas.....	250	65,000	2
North Bend.....	do	Electricity	150	50,000	2
Schuyler.....	do	do	440	350,000	2
Columbus.....	do	Gas.....	250	65,000	2
Silver Creek.....	do	Electricity	375	65,000	2
Central City.....	do				
Second Sub-Division:					
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.....	Well & City Water.....	do	250	65,000	2
Kearney:					
Coal Chute...	Well.....	Electricity	825	200,000	3
Elm Creek.....	do	Gas.....	135	65,000	2
Lexington.....	City Water...			200,000	2
Cozad.....	Well.....	Gas.....	175	65,000	2
Gothenburg.....	do	Electricity	450	125,000	2
				65,000	
Brady Island...	Well & City Water.....	Gas.....	250	65,000	1
Third Sub-Division:					
North Platte	North Platte			65,000	
Depot.....	River & City	Electricity	800	500,000	6
Stock Yards...	Well.....	do	100	50,000	
O'Fallons.....	do	Gas.....	200	65,000	2
Paxton.....	Wells & City...	do	165	65,000	2
Ogallala.....	Wells & City...	Electricity	800	200,000	2
Big Springs.....	Well & City...	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.....	Wells.....	Electricity	940	65,000	4
Potter.....	City.....			65,000	1
Kimball.....	Well & City...	Gas.....	225	65,000	2
Bushnell.....	do	do	165	65,000	1
Pine Bluffs.....	do	Electricity	450	65,000	3
Egbert.....	do	Gas.....	135	65,000	2
Hillsdale.....	do	Electricity	335	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.....	Well & City...	do	20	65,000	1
Beatrice.....	City Water...			65,000	2
Stromsburg Branch					
David City.....	City Water...				1
Stromsburg.....	City Water...				1
Norfolk Branch					
Humphrey.....	City Water...				1
Madison.....	City Water...				1
Norfolk.....	City Water...				1
Albion Branch					
Genoa.....	Well & City			65,000	1
	Water.....				
Albion.....	City Water...				1
Cedar Rapids Branch					
Cedar Rapids...	City Water...				1
Spalding.....	do			50,000	

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.....	Well & City..			1
	Scotia Junction..	Well.....	Windmill..	50	65,000
Loup City Branch.....	Boelus.....	City Water..			1
	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.....	Gas.....	50	50,400
	Callaway.....	City Water..			1
	Arnold.....	do			1
	Stapleton.....	do			1
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
	Hawk Springs...	do	do	150	50,000

Wyoming Division

Fifth Sub-Division: Cheyenne to Laramie.....	Cheyenne.....	City Water..			350,000	7
	Corlett.....	Clear Creek..	Oil.....	135	50,000	1
	Otto.....	Lone Tree Crk.	do	350	200,000	2
	Granite Canon..	Crow Creek & Springs.....	do	335	125,000 (Res.)	2
	Buford.....	Lone Tree Crk.	Oil.....	350	125,000 (Res.)	2
	Dale Creek.....	Dale Creek..	do	200	45,000	1
	Colores.....	Springs.....	Gravity..	150	200,000	2
	Red Buttes.....	Well.....	Gas.....			
		Springs.....	Gravity..		50,000	
Sixth Sub-Division: Laramie to Rawlins.....	Laramie.....	Springs.....	Gravity..		65,000	7
	Rock River.....	Rock Creek..	Gravity..		200,000	3
	Medicine Bow..	City Water..	do		500,000	2
	Hanna.....	U.P. Water Co.	do		65,000	3
	Ft. Steele.....	U.P. Water Co.			200,000	2
					65,000	
Seventh Sub-Division: Rawlins to Green River.....	Rawlins.....	U.P. Water Co.			500,000	5
	Riner.....	Wells.....	Steam...	100	500,000	2
	Wamsutter.....	do	do	400	350,000	2
					350,000	
	Bitter Creek...	Antelope Sprgs and Wells..	Gravity..	900	250,000	2
					100,000 (Cist-ern)	
	Point of Rocks..	Wells.....	Oil.....	300	350,000	3
	Rock Springs...	So. Wyo. Utilities Company			65,000	3
	do	do			350,000 (SWU Co.)	
	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.)
					400,000 (Res.)
	Leroy.....	do	do		50,000
	Spring Valley...	do	do		350,000
	Evanston.....	City Water..	Gravity....		65,000
	Wahsatch.....	Springs.....	Gravity....		50,000
	Castle Rock.....	Well.....	Oil.....		50,000
	(EBML)				65,000
	Castle Rock.....	do	do	300	50,000
	(WBML)				65,000
	Emory.....	Springs.....	Gravity....		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..	do		
	do	Auxiliary Plant	Electricity	1000	65,000
			Steam....		65,000
Superior Branch.....	Superior.....	U.P. Coal Co..	Gravity....		50,000
Park City Branch.....	Homer Spur....	Springs.....	Gravity....		25,000 (Res.)
	Park City.....	City Water..			

Kansas Division

Eastern Sub-Division: Kansas City to Junction City..	Kan. Cy., Kan... Lawrence.....	City Water..			200,000	3
		City Water and Wells...	Gas.....	300	(2)65,000	2
	Perry.....	Delaware Rvr. and Wells...	do	150	65,000	2
	Topeka (East)...	City Water..	do		65,000	1
	do (West).....	Well.....	Electricity	435	(2)65,000	2
	Rossville.....	Well.....	do	150	65,000	1
	Wamego.....	City Water..			65,000	2
	Manhattan.....	City Water..				
		and Wells...	Steam....	300	50,000	2
	Junction City...	City Water..			200,000	2
Western Sub-Division: Junction City to Ellis.....	Abilene.....	City Water..			65,000	2
	Salina.....	City Water..			65,000	2
	Kanopolis.....	City Water..				1
	Ellsworth.....	Well.....	Gas.....	196	65,000	1
	Dorrance.....	Wells.....	do	126	50,000	1
	Russell.....	City Water..			150	1
	Gorham.....	Well.....	Gas.....	150	65,000	1
	Hays.....	Big Creek..	do	150	65,000	1
	Ellis.....	do	Steam....	200	65,000	3
				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.....	650	116,000
	Marysville.....	do	Electricity	500	Stand-pipe
	do	do	Steam and Oil.....	650	100,000
	do	do	Electricity	500	50,000
	Hanover.....	Little Blue River & Well	Oil.....	225	50,000
	Fairbury.....	City Water.....	Oil.....	267	50,000
	Alexandria.....	Well.....	do	220	94,000
	Carleton.....	do	do	220	Stand-pipe
	Edgar.....	City Water.....	Electricity	1,000	100,000
	Hastings.....	City Water.....	do	1,000	500,000
Manhattan Branch	Garrison.....	Big Blue River & Well.....	Windmill & Steam..	233	65,000
	Blue Rapids.....	City Water.....	do	233	50,000
Junction City Branch	Wakefield.....	City Water.....	do	do	50,000
	Concordia.....	City Water.....	do	do	1
	Clay Center.....	do	do	do	25,000
Solomon Branch	Minneapolis.....	City Water.....	do	do	50,000
	Beloit.....	do	Windmill.....	50	50,000
McPherson Branch	McPherson.....	City Water.....	do	do	1
Plainville Branch	Beverly.....	Wells.....	Steam.....	183	50,000
	Sylvan Grove.....	do	Oil.....	150	65,000
	Paradise.....	do	Gas.....	147	50,000
	Plainville.....	City Water.....	Gas.....	150	50,000
	do	Well.....	Steam.....	240	do
	Palco.....	do	Windmill.....	3	10,000
	Bogue.....	City Water.....	do	50	65,000
	Morland.....	do	do	50	65,000
	Hoxie.....	City Water.....	do	15	50,000
	Menlo.....	Well.....	do	15	50,000
Highland Branch Topeka Sub-Division:	Colby.....	City Water.....	do	do	1
	Highland.....	City Water.....	do	do	1
	Emmett.....	Cross Creek.....	Windmill and Oil..	283	65,000
	Onaga.....	Vermillion River, Hise Creek, Well and City....	Oil and Steam...	343	65,000
	Frankfort.....	City Water and Well....	Windmill.....	50	65,000

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 Sps.	Wakeeney.....	City Water.....	do	50,000	1
	Winona.....	City Water.....	do	do	1
	Buffalo Park.....	Well.....	Windmill and Steam	10	65,000
	do	do	do	10	65,000
	Oakley.....	City Water.....	Gravity.....	do	3
Hugo Sub-Division: Sharon Springs to Hugo	Sharon Springs.....	Eagle Tail Creek.....	do	do	3
	Weskan.....	Well.....	Windmill.....	8	65,000
	Cheyenne Wells.....	City Water.....	do	60	65,000
	Kit Carson.....	Well.....	Oil.....	130	65,000
	Clifford.....	Well.....	Gas.....	130	65,000
Denver Sub-Division: Hugo to Denver.	Hugo.....	City Water.....	do	do	3
	Lake.....	Well.....	Gas.....	180	65,000
	Deer Trail.....	do	Electricity	200	50,000
	Strasburg.....	do	Gas, Oil.....	110	65,000
	Watkins.....	do	Oil.....	150	50,000
Northern Sub-Division: Denver to Cheyenne	Pullman.....	City Water.....	do	65,000	7
	Brighton.....	Well.....	Steam.....	150	65,000
	LaSalle.....	do	Electricity	165	65,000
	Greeley.....	City Water.....	do	65,000	2
	Pierce.....	Well.....	Electricity	180	65,000
	Carr.....	Well.....	Oil.....	180	65,000
	Speer.....	Well.....	Oil.....	55	65,000
Julesburg Sub-Division: Julesburg to Sterling	Sedgwick.....	City Water.....	do	65,000	1
	Crook.....	do	do	do	1
	Sterling.....	Well & City.....	do	65,000	3
Sterling Sub-Division: Sterling to LaSalle	Snyder.....	do	Windmill.....	50	65,000
	Ft. Morgan.....	City Water.....	do	do	1
	Orchard.....	Well.....	Windmill.....	do	1
	Hardin.....	do	do	do	1
Dent Sub-Division: Sand Creek Jct. to LaSalle	St. Vrain.....	Cistern (Water Hauled).....	Oil.....	245	65,000
	Dent.....	do	Electricity	300	50,000
Boulder Branch	Ara (C. & S. Ry.)..	City Water.....	do	50,000	1
Ft. Collins Branch	Ft. Collins.....	City Water.....	do	do	1
Greeley Branch	do	do	do	do	do

WATER SOFTENERS

Location	Kind	Capacity Gallons per Hour	Year Built
NEBRASKA DIVISION:			
Council Bluffs.....	International ...	50,000	1938
Omaha (Union Station).....	Treating Plant for Stream- liners.....		1938
Fremont.....	Zeolite.....	8,000	1929
Columbus.....	International.....	30,000	1927
Grand Island.....	2-Wayside Treat- ing Plants.....		1939
Kearney.....	Graver, Type K.....	25,000	1919
Gothenburg.....	Wayside Treat- ing Plant.....		1941
Ogallala.....	Inflico.....	50,000	1945
Julesburg.....	International.....	20,000	1920
Sidney.....	Inflico.....	50,000	1945
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.....		1934
Laramie.....	International.....	80,000	1940
Hanna.....	Inflico.....	50,000	1945
Rawlins.....	International.....	70,000	1940
Bitter Creek.....	Roberts.....	32,000	1928
Green River.....	International.....	70,000	1931
Granger.....	Graver, Type K.....	20,000	1923
Evanston.....	Wayside Treat- ing Plant.....		1941
Echo.....	International.....	30,000	1931
Ogden.....	Wayside Treat- ing Plant.....		1935
Superior.....	Wayside Treat- ing Plant.....		1944
KANSAS DIVISION			
Kansas City, Kan.....	Graver, Type K.....	30,000	1923
Lawrence.....	Inflico.....	12,000	1945
Topeka.....	International.....	24,000	1941
do.....	Wayside Treat- ing Plant.....		1941
Manhattan.....	Zeolite.....	8,000	1928
Junction City.....	International.....	20,000	1923
Salina.....	Inflico.....	12,000	1945
Ellsworth.....	American Water Softener.....	10,000	1938
Dorrance.....	Kennicott.....	10,000	1904
Ellis.....	Inflico.....	12,000	1945
Onaga.....	Graver, Type K.....	10,000	1920
Marysville.....	do.....	25,000	1924
St. Joseph.....	Wayside Treat- ing Plant.....		1941
COLORADO DIVISION			
Oakley.....	Wayside Treat- ing Plant.....		1941
Sharon Springs.....	International.....	10,000	1942
Kit Carson.....	Kennicott.....	10,000	1904
Denver.....	Wayside Treat- ing Plant.....		1933
do.....	Zeolite Plant.....		1937
Brighton.....	Wayside Treat- ing Plant.....		1939
La Salle.....	Graver Type K.....	15,000	1904
Ft. Morgan.....	Wayside Treat- ing Plant.....		1936

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
Hanna.....	100	50	Fairbanks	do
Rawlins.....	100	40	do	do
Rock Springs.....	150	50	do	do
Green River.....	150	50	Strait	do
Evanston.....	100	50	Fairbanks	do
Ogden—O. U. R. & D. Co.....	150	50	do	do
do do.....	100	50	do	do
Coalville.....	150	50	do	do
Gunn.....	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
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.....	125	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.
Foxley..... Neb.	4			1	13	13	Scale & Truck Chute.
South Omaha.... do							Union Stock Yard.
Gilmore..... do	2		1	1	10	10	Water.
Papillion..... do	3		1		13	13	Water.
Millard..... do	3		2		17	17	Water, Scales.
Elkhorn..... do	3			1	12	12	Water.
Valley..... do	72	22		10	72	166	Chutes, Scales, Water, Covered Pens, U. P. propy.
Fremont..... do							F. S. Y. & L. Co.
North Bend..... do			1		20	20	Water, Scales.
Schuyler(North)... do	18			2	26	26	Water, Scales.
Columbus(South)... do	4			2	15	15	Water.
Duncan..... do	2				10	10	Water, Scales.
Silver Creek..... do	4		2		25	25	Water, Scales.
Havens..... do	4		1		7	7	Water.
Clarks (East)..... do	2			1	15	15	Private Water.
Clarks (West)..... do	5			1	15	15	Water, Scales.
Central City..... do	3		1		18	18	Water, Scales, Truck Chute.
Paddock..... do	3			1	18	18	Water.
Chapman..... do	3			1	12	12	Water, Scales.
Grand Island (East)..... do	17	12		6	29	135	Water.
Grand Island (West)..... do	182	188		14	110	130	Water, Lights, Truck Chutes, Privately Owned Yards.
Grand Island..... do	16	16		6	28	180	Water, Lights, Truck Chutes, U. S. Yards of G. I. Ltd.

SECOND SUBDIVISION

Grand Island (East)..... Neb.	17	12		6	29	135	Water.
Grand Island (West)..... do	182	188		14	110	130	Water, Lights, Truck Chutes, Privately Owned Yards.
Grand Island..... do	16	16		6	28	180	Water, Lights, Truck Chutes, U. S. Yds. of G. I. Ltd.
Alda..... do	3			1	12	12	Water, Scales.
Wood River..... do	5		1	1	15	15	Water, Scales, Lights.
Shelton..... do	2			1	10	10	Water, Scales, Truck Chute
Gibbon..... do	7		1		42	42	Water, Scales.
Optic..... do	1		1		6	6	
Buda..... do	2			1	12	12	Water.
Kearney (East).... do	10			2	43	43	Water, Scales.
Kearney (West).... do	4			1	15	15	Water.
Odessa..... do	4		1		13	13	Water, Scales.
Elm Creek..... do	2		1		12	12	Water, Scales.
Overton..... do	6			1	21	21	Water, Scales.
Lexington..... do	13		1		40	40	Water, Scales.
Darr..... do	2			1	12	12	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
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	
Cozad..... Neb.	8			2	30	30	Water, Scales.
Willow Island.... do	4			2	18	18	Water.
Gothenburg..... do	6			1	20	20	Water, Private Scales.
Brady Island.... do	4		1		24	24	Water, Scales.
Maxwell..... do	4			1	21	21	Water, Scales.
Keith..... do	2		1		11	11	Scales.
North Platte.... do	38	39	6	8	92	273	Water, Feed, Scales.

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

Sidney..... Neb.	25	38		6	29	166	Water, Feed, Scales.
Brownson..... do	2		1		10	10	Water.
Potter..... do	4		1	1	28	28	Water.
Dix..... do	1		1		6	6	Water.
Owasco..... do	2			1	15	15	
Kimball..... do	5			1	14	14	Water, Scales.
Bushnell..... do	2		1		14	14	Water.
Pine Bluffs..... Wyo.	6		1	1	30	30	Water, Scales.
Egbert..... do	3		1		18	18	Water, Scales.
Burns..... do	2			1	13	13	Water, Scales.
Hillsdale..... do	3		1		13	13	Water.
Archer..... do		2	1		13	13	Water, Scales.
Cheyenne (West) do	29			10	103	103	Water, Scales.
Cheyenne (East) do	2			1	6	6	Water.

BEATRICE BRANCH

Valley..... Neb.	72	22		10	72	166	Chutes, Scales, Water, Covered Pens, U. P. Propy.
Wahoo..... do	2		1		7	7	
Valparaiso..... do	1		1		4	4	Water, Scales.
Pickrell..... do	2		1		12	12	Water, Scales.
Beatrice..... do	6		1	1	16	16	Water, Scales.

STROMSBURG BRANCH

Valparaiso..... Neb.	1		1		4	4	Water, Scales.
Hordville..... do	2			1	4	4	Water, Scales.
Heber..... do	3		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
NEBRASKA DIVISION—Continued
NORFOLK 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	
Columbus.....Neb.	4	.....	.....	2	15	15	Water.
Sheldonville....do	2	.....	1	.....	6	6	Water.
Tarnov.....do	1	.....	1	.....	3	3	Water.
Humphrey.....do	3	.....	.....	1	19	19	Water, Scales, Lights.
Madison.....do	7	.....	.....	1	14	14	Water, Scales.
Enola.....do	2	.....	.....	1	5	5	Water.
Norfolk.....do	2	.....	1	.....	12	12	Water, Scales.

ALBION BRANCH

Genoa.....Neb.	4	.....	2	.....	23	23	Water, Scales.
Woodville.....do	1	.....	1	.....	7	7	Water, Scales.
St. Edward.....do	2	.....	1	.....	13	13	Water, Scales.
Boone.....do	1	.....	1	.....	5	5	Water, Scales.
Albion.....do	4	.....	1	1	14	14	Water, Scales.

CEDAR RAPIDS BRANCH

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

ORD BRANCH

Grand Island (East.).....Neb.	17	12	.....	6	29	135	Water.
Grand Island (West).....do	182	188	.....	14	110	130	Water, Lights, Truck Chutes, Privately Owned Yards
Grand Island....do	16	16	.....	6	28	180	Water, Lights, Truck Chutes U. S. Yrds. of G. I. Ltd.
St. Libory.....do	2	.....	1	.....	10	10	Water, Scales.
St. Paul.....do	2	.....	1	.....	11	11	Water, Scales.
Cotesfield.....do	3	.....	1	.....	2	2	Water, Scales.
Week's Spur....do	2	.....	1	.....	9	9	Water, Scales.
Scotia.....do	3	.....	1	.....	11	11	Water, Scales.
North Loup....do	4	.....	1	.....	26	26	Water, Scales.
Ord.....do	7	.....	1	1	.....	.....	Water, Scales.

LOUP CITY BRANCH

St. Paul.....Neb.	2	.....	1	.....	11	11	Water, Scales.
Dannebrog.....do	2	.....	1	.....	12	12	Water, Scales.
Boelus.....do	1	.....	1	.....	5	5	Water, Scales.
Rockville.....do	2	.....	1	.....	13	13	Water.
Loup City.....do	5	.....	.....	1	15	15	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
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.	1	.....	1	.....	5	5	Water, Scales.
South Ravenna. do	2	.....	1	.....	10	10	Water, Scales.
Pleasanton.....do	2	.....	1	1	11	11	Water, Private Scales.

HASTINGS BRANCH

Gibbon.....Neb.	7	.....	1	1	42	42	Water, Scales.
Denman.....do	1	.....	.....	1	7	7	Water.
Hayland.....do	1	.....	.....	1	7	7	Water.

KEARNEY BRANCH

Kearney (East)....Neb.	10	.....	.....	2	43	43	Water, Scales.
Kearney (West)....do	4	.....	.....	1	15	15	Water.
Riverdale.....do	2	.....	.....	1	7	7	Water, Scales.
Amherst.....do	3	.....	1	.....	9	9	Water, Scales.
Miller.....do	4	.....	1	1	16	16	Water.
Sumner.....do	5	.....	.....	1	14	14	Water, Scales.
Eddyville.....do	3	.....	1	.....	13	13	Water, Scales.
Oconto.....do	4	.....	1	1	15	15	Water, Scales.
Lodi.....do	2	.....	1	.....	7	7	Water.
Callaway.....do	3	.....	1	.....	12	12	Water, Scales.
Milldale.....do	2	.....	1	.....	13	13	Water, Scales.
Finchville.....do	2	.....	.....	1	13	13	Water.
Arnold.....do	6	.....	1	1	24	24	Water, Scales.
Logan.....do	2	.....	.....	1	13	13	Water, Private Scales.
Hoagland.....do	2	.....	.....	1	13	13	Water, Scales.
Gandy.....do	2	.....	.....	1	13	13	Water, Scales.
Stapleton.....do	5	.....	1	1	25	25	Water, Scales.

NORTH PLATTE BRANCH

Coker.....Neb.	9	.....	1	1	24	24	Water, Scales.
Sarben.....do	3	.....	1	.....	11	11	Water, Scales.
Nevens.....do	3	.....	1	.....	20	20	Water.
Broganville.....do	5	.....	1	.....	17	17	Water, Scales.
Keystone.....do	7	.....	1	1	34	34	Water, Scales.
Kingsley.....do	4	.....	.....	1	17	17	.....
Martin.....do	6	.....	1	1	13	13	Water, Scales.
Lemoyne.....do	7	.....	1	1	19	19	Water, Scales.
Belmar.....do	5	.....	1	.....	12	12	Water, Scales.
Ruthton.....do	7	.....	2	.....	28	28	Water, Scales.
Lewellen.....do	8	.....	1	1	38	38	Water, Scales.
Oshkosh.....do	8	.....	1	1	20	20	Water, Scales.
Lytle.....do	1	.....	1	.....	7	7	Water.
Lisco.....do	5	.....	1	1	27	27	Water, Scales.
Finley.....do	2	.....	1	.....	13	13	Water.
Broadwater.....do	5	.....	1	1	27	27	Water, Scales.
Northport.....do	5	.....	1	1	26	26	Water, Scales.
Mohler.....do	2	.....	.....	1	5	5	Water, Scales.
South Bayard....do	4	.....	1	1	22	22	Water, Scales.
McGrew.....do	2	.....	.....	1	14	14	Water, Scales.
Melbeta.....do	2	.....	.....	2	35	35	Water, Scales.
Brockhoff.....do	2	.....	.....	1	4	4	.....
Gering (South)....do	26	7	.....	4	108	131	Water, Scales.
Gering (North)....do	7	.....	.....	2	30	30	Water, Private Scales.
Costin.....do	2	.....	.....	1	5	5	Water.
Haig.....do	5	.....	.....	2	32	32	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
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	Cattle or Horses	Sheep or Hogs	
South Mitchell...Neb.	5	.....	.....	2	25	25	Water, Scales.
South Morrill... do	2	.....	.....	1	12	12	Water, Scales.
Lyman... do	4	.....	.....	2	25	25	Water, Scales.
Lyman (G.W.S. Co.)... do	2	.....	.....	1	4	4	.....
Huntley... Wyo.	4	.....	1	1	14	14	Water, Scales.
Holly... do	3	.....	.....	1	8	8	.....
Yoder... do	3	.....	.....	1	12	12	Water.
Veteran... do	4	.....	1	.....	19	19	Water, Scales.
Heldt... do	2	.....	.....	1	6	6	.....
Cottier... do	3	.....	1	.....	12	12	Water.
South Torrington do	5	.....	.....	2	28	28	Water, Scales.

GERING BRANCH

Gering (South)... Neb.	26	7	.....	4	108	131	Water, Scales.
Gering (North)... do	7	.....	.....	2	30	30	Water, Private Scales.
Mathers... do	2	.....	.....	1	10	10	Water, Scales.
Hilliker... do	1	.....	.....	1	4	4	.....
Riford... do	3	.....	.....	1	14	14	Scales.

LYMAN BRANCH

Lyman... Neb.	4	.....	.....	2	25	25	Water, Scales.
Lyman (G. W. S. Co.)... do	2	.....	.....	1	4	4	.....
Sears... do	3	.....	.....	1	13	13	Scales.
Hartman... do	2	.....	.....	1	10	10	Water.
Stegall... do	3	.....	.....	1	5	5	Scales.

SEARS BRANCH

Sears... Neb.	3	.....	.....	1	13	13	Scales.
Janise... do	4	.....	.....	1	16	16	Water, Scales.

NORTH PLATTE CUT-OFF

Egbert... Wyo.	3	.....	1	.....	18	18	Water, Scales.
Lindbergh... do	2	.....	.....	1	5	5	Water, Scales.
Albin... do	5	.....	.....	1	13	13	Water, Scales.
Tremain... do	6	.....	.....	2	20	20	Water, Scales.
Lagrange... do	7	.....	.....	2	21	21	Water, Scales.
Wycross... do	5	.....	.....	1	16	16	Water, Scales.
Duroc... do	2	.....	.....	1	5	5	Water, Scales.
Hawk Springs... do	5	.....	.....	1	13	13	Water, Scales.
Fonda... do	2	.....	.....	1	5	5	Scales.
Yoder... do	3	.....	1	1	12	12	Water.

WYOMING DIVISION
FIFTH SUBDIVISION

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

SIXTH SUBDIVISION

Laramie... Wyo.	89	20	8	21	760	1046	Water, Scales.
Wyoming... do	4	.....	.....	1	30	30	.....
Bosler... do	9	.....	.....	2	25	25	Water, Scales.
Lookout... do	7	.....	.....	2	43	43	Water, Scales.
Rock River... do	12	.....	.....	2	74	74	Water, Scales.
Medicine Bow... do	19	10	.....	3	198	251	Water, Scales, Truck Chute.
Hanna... do	6	.....	.....	2	42	42	Water, Scales.
Walcott... do	4	2	.....	2	21	61	Scales.
Rawlins... do	44	4	.....	8	291	614	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
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	Cattle or Horses	Sheep or Hogs	
Rawlins... Wyo.	44	4	.....	8	291	614	Water, Scales.
Ferris... do	.....	2	.....	1	.....	.....	Not U. P. Property.
Daley's Ranch... do	3	.....	.....	1	7	7	.....
Riner... do	.....	.....	.....	1	46	85	Water, Scales.
Wamsutter... do	6	2	.....	2	47	93	Scales.
Bitter Creek... do	7	2	.....	2	13	13	.....
Point of Rocks... do	2	.....	.....	1	154	154	Water, Scales.
Rock Springs... do	18	.....	.....	2	245	245	Water, Scales.
Green River... do	47	.....	.....	6	.....	.....	.....

EIGHTH SUBDIVISION

Green River... Wyo.	47	.....	.....	6	245	245	Water, Scales.
Carter... do	8	1	.....	2	31	89	Water, Scales.
Altamont... do	4	4	.....	2	46	92	Water, Scales.
Evanston... do	3	.....	1	1	62	62	Water, Scales.
Almy Jet... do	4	.....	.....	1	11	11	Water, Scales.
Wahsatch... Utah	6	.....	.....	2	57	57	Water, Scales, Truck Chute.
Castle Rock... do	1	4	.....	1	4	57	Scales.
Emory... do	2	.....	.....	2	28	28	.....
Henefer... do	2	.....	.....	1	13	13	Scales.
Morgan... do	2	.....	.....	1	13	13	.....
Peterson... do	2	1	.....	1	15	24	.....
Ogden... do							Union Stock Yards.

SOUTH PASS BRANCH

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

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

ONTARIO BRANCH

Keetley... Utah	5			2	24	24	Scales, Truck Chute.
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KANSAS DIVISION
EASTERN SUBDIVISION

Kansas City (Union Stock Yards)... Kan.							Water, Scales.
Lenape... do	.....	1	.....	.....	6	6	Water.
Bismarck Grove... do	19	.....	5	1	60	60	Water, Feed.
Bismarck Grove... do	.....	16	.....	.....	.....	20	Privately Owned Yards.
Topeka... do	2	.....	1	.....	6	6	Scales.
							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, Scales.
Belvue..... do	2	.....	1	.....	10	10	Water, Private Scales.
Wamego..... do	2	.....	.....	1	11	11	Water, Scales.
Manhattan..... do	3	10	1	1	9	19	Water, Scales.
Ogdenburg..... do	3	.....	1	.....	18	18	Water, Scales.
Ft. Riley..... do	1	.....	1	.....	6	6	.....
Junction City... do	12	.....	.....	2	79	79	Water, Scales.

WESTERN SUBDIVISION

Junction City... Kan.	12	.....	.....	2	79	79	Water, Scales.
Chapman..... do	4	.....	1	.....	10	10	Water, Scales.
Detroit..... do	2	.....	1	.....	4	4	Water, Scales.
Abilene..... do	6	.....	.....	2	18	18	Water, Scales.
West Abilene... do	4	.....	.....	1	10	10	Water, Scales.
Solomon..... do	5	.....	.....	2	25	25	Water, Scales.
Salina..... do	4	.....	.....	2	25	25	Water, Scales.
Salina..... do	.....	6	.....	.....	5	5	Privately Leased Yards.
Bavaria..... do	3	.....	1	.....	11	11	Water.
Brookville..... do	7	.....	1	1	66	66	Water, Scales.
Terra Cotta... do	5	.....	.....	1	31	31	Water, Scales.
Carneiro..... do	4	.....	1	.....	18	18	Water, Scales.
Kanopolis..... do	5	.....	1	.....	24	24	Water, Scales.
Ellsworth..... do	5	.....	.....	1	37	37	Water, Scales.
Black Wolf.... do	4	.....	1	.....	27	27	Water.
Wilson..... do	6	.....	1	.....	20	20	Water, Scales.
Dorrance..... do	4	.....	1	.....	12	12	Water, Scales.
Bunker Hill... do	4	.....	1	.....	27	27	Water, Scales.
Russell..... do	7	.....	1	.....	18	18	Water, Scales, Truck Chute.
Gorham..... do	4	.....	1	.....	7	7	Water, Scales.
Walker..... do	5	.....	1	.....	10	10	Water.
Victoria..... do	3	.....	1	.....	8	8	Water.
Hays..... do	3	.....	.....	1	16	16	Water, Scales.
Yocemento..... do	2	.....	1	.....	12	12	Water.
Ellis..... do	15	.....	1	1	115	115	Water, Scales.

ST. JOSEPH SUBDIVISION

St. Joseph..... Mo.	.....	.....	.....	.....	.....	.....	St. Joseph Stk. Yds. Co.
St. Joseph..... do	1	.....	1	.....	1	.....	St. Jos. Term. R. R. Co.
Severance..... Kan.	1	.....	1	.....	8	8	Water, Scales.
Leona..... do	1	.....	1	.....	5	5	Water.
Robinson..... do	1	.....	1	.....	2	2	Water.
Hamlin..... do	2	.....	1	.....	4	4	Water.
Morrill..... do	2	.....	1	.....	9	9	Water.
Seneca..... do	2	.....	1	.....	7	7	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

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, Scales.
Hanover..... do	2	.....	1	.....	4	4	Water, Scales.
Hollenberg.... do	2	.....	1	.....	6	6	Water, Scales.
Fairbury..... Neb.	14	.....	2	1	23	23	Water, Feed, Scales.
Powell..... do	2	.....	1	.....	7	7	Water, Scales.
Belvidere..... do	1	.....	1	.....	3	3	Water, Scales.
Carleton..... do	4	.....	1	.....	14	14	Water, Scales.
Davenport.... do	4	.....	1	.....	10	10	Water, Scales.
Edger..... do	2	.....	1	.....	7	7	Water, Scales.
Fairfield..... do	1	.....	1	.....	4	4	Water, Scales.
Hastings (Old Yds) do	6	5	.....	1	10	13	Water, Scales.
Hastings (New Yds) do	5	.....	.....	1	15	15	Water.
Doniphan..... do	1	.....	.....	.....	6	6	Water, Scales.
River..... do	1	.....	1	.....	3	3	Water, Scales.
Grand Island... do	.....	.....	.....	.....	.....	.....	(See Nebraska Division, page 94)

LEAVENWORTH BRANCH

Bismarck Grove. Kan.	19	.....	5	1	60	60	Water, Feed.
Bismarck Grove. do	.....	16	.....	.....	.....	20	Privately Owned Yard Scales.

MANHATTAN BRANCH

Beatrice..... Neb.	6	.....	2	.....	16	16	Water, Scales.
Holmesville... do	4	.....	1	.....	7	7	Water, Scales.
Barneston.... do	2	.....	.....	.....	4	4	Water.
Marysville..... Kan.	124	.....	22	22	248	248	Water, Feed, Scales.
Blue Rapids... do	3	.....	1	.....	7	7	Water, Scales.
Irving..... do	2	.....	1	.....	2	2	Water.
Cleburne..... do	4	.....	1	.....	6	6	Water, Scales.
Randolph..... do	7	.....	1	.....	25	25	Water, Scales.
Stockdale.... do	3	.....	1	.....	10	10	Water, Scales.
Casement..... do	7	.....	1	.....	36	36	Water, Scales.
Manhattan..... do	3	10	1	1	9	19	Water, Scales.

JUNCTION CITY BRANCH

Junction City... Kan.	12	.....	.....	2	79	79	Water, Scales.
Alida..... do	1	.....	1	.....	1	1	Water.
Milford..... do	4	.....	1	.....	14	14	Water, Scales.
Wakefield.... do	3	.....	1	.....	8	8	Water.
Broughton.... do	4	.....	1	.....	11	11	Water, Scales.
Clay Center... do	7	.....	1	.....	18	18	Water, Scales.
Idana..... do	2	.....	1	.....	7	7	Water, Scales.
Miltonvale.... do	6	.....	1	.....	20	20	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

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, Scales.
Niles..... do	3	.....	1	.....	18	18	Water, Scales.
Bennington..... do	3	.....	1	.....	10	10	Water, Scales.
Lindsey..... do	2	.....	1	.....	4	4	Water.
Minneapolis—							
East Yards..... do	8	.....	1	.....	28	28	Water, Scales.
Summerville..... do	2	.....	1	.....	7	7	Water.
Delfos—							
West Yards..... do	4	.....	1	.....	8	8	Water, Scales.
Glasco..... do	4	.....	1	.....	12	12	Water, Scales.
Simpson..... do	4	.....	1	.....	18	18	Water, Scales.
Asherville..... do	3	.....	1	.....	17	17	Water, Scales.
Beloit..... do	5	.....	.....	.....	9	9	Water, Scales.

McPHERSON BRANCH

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

PLAINVILLE BRANCH

Salina..... Kan.	7	.....	.....	2	25	25	Water, Scales.
Salina..... do	6	.....	.....	.....	5	5	Privately Leased Yards.
Culver..... do	3	.....	1	.....	24	24	Water, Scales.
Tescott..... do	4	.....	1	.....	24	24	Water, Scales.
Beverly..... do	4	.....	1	.....	18	18	Water, Scales.
Shady Bend..... do	2	.....	1	.....	7	7	Scales.
Lincoln Center..... do	4	.....	1	.....	20	20	Water, Scales.
Vesper..... do	3	.....	2	.....	13	13	Water, Scales.
Sylvan Grove..... do	6	.....	1	.....	20	20	Water, Scales.
Lucas..... do	3	.....	1	.....	24	24	Water, Scales.
Luray..... do	6	.....	1	.....	16	16	Water, Scales.
Waldo..... do	5	.....	1	.....	11	11	Water, Scales.
Paradise..... do	4	.....	1	.....	16	16	Water, Scales.
Natoma..... do	3	.....	1	.....	14	14	Water, Scales.
Codell..... do	4	.....	1	.....	12	12	Water, Scales.
Plainville..... do	7	.....	1	.....	27	27	Water, Scales.
Zurich..... do	2	.....	1	.....	6	6	Water.
Palco..... do	4	.....	1	.....	10	10	Water, Scales.
Damar..... do	2	.....	1	.....	5	5	Water.
Bogue..... do	4	.....	1	.....	13	13	Water.
Hill City..... do	4	.....	1	.....	16	16	Water, Scales.
Penokee..... do	5	.....	1	.....	14	14	Water, Scales.
Morland..... do	6	.....	1	.....	15	15	Water, Scales.
Studley..... do	4	.....	.....	1	8	8	Water.
Tasco..... do	3	.....	1	.....	12	12	Water.
Hoxie..... do	8	.....	1	.....	15	15	Water, Scales.
Seguin..... do	1	.....	1	.....	6	6	Water.
Menlo..... do	5	.....	1	.....	18	18	Water, Scales.
Halford..... do	1	.....	1	.....	6	6	Water.
Colby..... do	7	.....	.....	2	62	62	Water, Scales.
Mingo..... do	2	.....	1	.....	5	5	.....
Spica..... do	.....	1	.....	1	.....	16	.....
Oakley (West)..... do	4	.....	.....	1	20	30	Water, Scales.
Oakley (East)..... do	.....	17	.....	1	.....	18	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

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	Scales.
Highland..... do	3	.....	.....	.....	9	9	Water, Scales.

TOPEKA BRANCH

Grove..... do	3	.....	1	.....	23	23	Water.
Emmett..... do	4	.....	1	.....	13	13	Water, Scales.
Aikins..... do	6	.....	1	.....	37	37	Water, Scales.
Onaga..... do	4	.....	1	.....	21	21	Water, Scales.
Lillis..... do	2	.....	1	.....	7	7	Water, Scales.
Frankfort..... do	7	.....	2	.....	27	27	Water, Scales.
Marysville..... do	124	.....	22	22	248	248	Water, Feed, Scales.

COLORADO DIVISION

ELLIS SUBDIVISION

Ellis..... Kan.	15	.....	1	1	115	115	Water, Scales.
Ogallah..... do	4	.....	1	.....	11	11	Water, Scales.
Wakeeney..... do	7	.....	.....	1	22	22	Water, Scales.
Voda..... do	2	.....	.....	.....	12	12	Water.
Collyer..... do	3	.....	1	.....	6	6	Water.
Quinter..... do	5	.....	.....	1	9	9	Water, Scales.
Buffalo Park..... do	2	.....	.....	1	13	13	Water.
Grainfield..... do	6	.....	1	.....	13	13	Water, Scales.
Grinnell..... do	5	.....	.....	1	25	25	Water, Scales.
Campus..... do	2	.....	1	.....	6	6	.....
Oakley (West)..... do	4	5	.....	1	20	30	Water, Scales.
Oakley (East)..... do	.....	17	.....	1	.....	18	Water, Scales.
Monument..... do	4	.....	1	.....	13	13	Water.
Page City..... do	4	.....	.....	1	14	14	Water, Scales.
Winona..... do	3	.....	.....	1	18	18	Water, Scales.
McAllaster..... do	3	.....	1	.....	6	6	.....
Wallace..... do	6	.....	1	1	48	48	Water, Scales.
Sharon Springs..... do	6	.....	.....	1	22	22	Water, Scales.

HUGO SUBDIVISION

Sharon Springs..... Kan.	6	.....	.....	1	22	22	Water, Scales.
Weskan..... do	4	.....	1	.....	13	13	Water, Scales.
Arapahoe..... Colo.	3	.....	.....	1	11	11	Water, Scales.
Cheyenne Wells..... do	4	.....	.....	1	35	35	Water, Scales.
First View..... do	1	.....	1	.....	7	7	Water.
Kit Carson..... do	4	.....	.....	1	23	23	Water, Scales.
Sorrento..... do	6	.....	1	.....	23	23	.....
Wild Horse..... do	1	.....	1	.....	6	6	.....
Aroya..... do	8	.....	.....	1	27	27	Water, Scales.
Boyero..... do	2	.....	.....	1	12	12	Scales.
Hugo..... do	6	.....	1	1	35	35	Water, Scales.

DENVER SUBDIVISION

Hugo..... Colo.	6	.....	1	1	35	35	Water, Scales.
Bagdad..... do	2	.....	.....	.....	13	13	.....
Limon..... do	6	.....	1	.....	26	26	Water, Scales.
River Bend..... do	5	.....	.....	1	40	40	Water, Scales.
Agate..... do	4	.....	.....	1	31	31	Water, Scales.
Deer Trail..... do	9	.....	.....	1	37	37	Water, 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	.....	Scales.
Denver Union Stock Yards..... do	.....	.....	.....	.....	.....	.....	.....

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		4	4	
Henderson..... do	2		1		12	12	Water.
Brighton..... do	3		1		15	15	Water, Scales.
Lupton..... do	3		1		14	14	Water, Scales.
Ione..... do	1		1		5	5	
Houston..... do	5		1		25	25	Water, Scales, Truck Chute.
Gilcrest..... do	3		1		8	8	Scales.
Peckham..... do	6		1		25	25	Water, Scales.
LaSalle (North)..... do	2		1		6	6	
LaSalle (West)..... do	2		1		25	25	Water, Scales.
Greeley..... do	4		1		14	14	Scales.
Greeley Jct..... do	5	3	1		25	38	Water, Scales.
Lucerne..... do	9		2		36	36	Water, Scales.
Eaton..... do	6		2		20	20	Water, Scales.
Ault..... do	2		1		11	11	
Pierce..... do	2		1		13	13	Water.
Nunn..... do	1		1		6	6	
Carr..... do	2	1			6	16	
Gleason..... do	29		10		103	103	Water, Feed, Scales.
Cheyenne..... Wyo.	2		1		6	6	Water.

JULESBURG SUBDIVISION

Julesburg..... Colo.	5		1		12	12	Water, Scales.
Ovid..... do	4		1		15	15	Water, Scales.
Sedgwick..... do	2		1		13	13	Water, Scales.
Dorsey..... do	2		1		5	5	Water, Scales.
Red Lion..... do	2		1		6	6	Water, Scales.
Marcott..... do	6		1		27	27	Water, Scales.
Crook..... do	4		1		12	12	Water, Scales.
Proctor..... do	4		1		25	25	Water, Scales.
Powell..... do	6		1		47	47	Water, Scales.
Iliff..... do	2		1		6	6	Scales.
Ford..... do	4	313	1		20	350	Water, Scales.
Sterling (E. Yds.)..... do	10		1		29	329	Water, Scales.

STERLING SUBDIVISION

Sterling (East Yards)..... Colo.	4	313	1	2	20	350	Water, Scales.
Sterling (West Yards)..... do	10		1	1	29	329	Water, Scales.
Hall..... do	4	1		1	19	2	Water, Scales.
Atwood..... do	3		1		21	21	Water, Scales.
Merino..... do	6		1		20	20	Water, Scales.
Balzac..... do	7		1		25	25	Water, Scales.
Snyder..... do	4		1		14	14	Water, Scales.
Dodd..... do	5		1		14	14	Water, Scales.
Fort Morgan..... do	1		1		3	3	
Narrows..... do	4		1		15	15	Water, Scales.
Weldona..... do	2		1		12	12	Water, Scales, Truck Chute.
Goodrich..... do	4		1		26	26	Water.
Orchard..... do	4		1		26	26	Water, Scales.
Masters..... do	4		1		51	51	Water, Scales.
Hardin..... do	2	2		1	10	18	Water, Scales.
Kersey..... do	6		1		25	25	Water, Scales.
LaSalle (North)..... do	2		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.
 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	Scales.
Gowanda..... do	2		1		7	7	
Wild Cat..... do	2		1		7	7	
LaSalle (North)..... do	6		1		25	25	Water, Scales.
LaSalle (West)..... do	2		1		6	6	

BOULDER BRANCH

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

FORT COLLINS BRANCH

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

GREELEY BRANCH

Greeley..... Colo.	4			1	25	25	Water, Scales.
Greeley Jct..... do	2			1	14	14	Scales.
Cloverly..... do	4			1	24	24	Water, Scales.
Gill..... do	6		1	1	28	28	Scales.
Barnesville..... do	2			1	5	5	
Briggsdale..... do	5		1	1	21	21	Scales.

PLEASANT VALLEY BRANCH

Cloverly..... Colo.	4			1	24	24	Water, Scales.
Galeton..... do	5			1	24	24	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.

HOG DRENCHING STATIONS

NEBRASKA DIVISION

Council Bluffs
Omaha
South Omaha
Valley

Columbus
Grand Island
Kearney
Gering

Gothenburg
North Platte
Julesburg
Sidney

WYOMING DIVISION

Cheyenne

Green River

Castle Rock

KANSAS DIVISION

Hastings
Carleton
Hanover
Marysville
Onaga
Severance

Topeka
Ellis
Ellsworth
Salina
Plainville
Kansas City

Junction City
Manhattan
Wamego
Perry
Lawrence
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	Paxton (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
Alda (2).....do	do	Lodge Pole (2).....do	do
Wood River.....do	Special	Sunol (2).....do	do
Wood River.....do	Barker	Lemoine.....do	do
Shelton (2).....do	do	Potter (2).....do	do
Gibbon (2).....do	do	Dix (2).....do	do
Odessa W. B.....do	do	Kimball (2).....do	do
Elm Creek (2).....do	do	Bushnell (2).....do	do
Overton (2).....do	do	Pine Bluffs (2).....Wyo.	do
Lexington (2).....do	do	Egbert (2).....do	do
Cozad (2).....do	do	Burns (2).....do	do
		Hillsdale (2).....do	do

WYOMING DIVISION

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

KANSAS DIVISION

Muncie (2).....Kan.	Barker	Chapman.....Kan.	Barker
Edwardsville (2).....do	do	Detroit.....do	do
Bonner Springs (2).....do	do	Solomon.....do	do
Loring (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	Ione..... Colo.	Barker
Wakeney..... do	do	Platteville..... do	do
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..... do	do	Firestone..... do	do
Lupton..... do	do	East Lake..... do	do

ICE HOUSES

LOCATION	Operated By	Interior Dimensions Feet	Capacity Tons
NEBRASKA DIVISION			
3 Council Bluffs { Ice Manufacturing Plant with Reserve Storage....	P. F. E.	133.0x198.0x35.0	21,405
3 North Platte { Ice Manufacturing Plant with Reserve Storage....	P. F. E.	.....	13,166
WYOMING DIVISION			
3 Cheyenne			
3 Laramie			
31 House (16 Rooms).....	P. F. E.	.....	71,200
31 House.....	U. P.	29.0x98.0x32.0	2,000
3 Green River.....	U. P.	14.0x26.0x18.0	145
3 Green River.....	P. F. E.	10.0x75.0x 8.0	60
KANSAS DIVISION			
3 Kansas City, Kan. (3 67 Car Platform).....		.....	.....
3 Salina (3 10 Car Platform).....		.....	.....
3 Ellis (5 Car Platform).....	U. P.	.....	.....
3 St. Joseph.....	St. J. T. R.	Ice secured commercially.	.....
3 Marysville.....	P. F. E.	10.0x 75.0x 8.0	60
COLORADO DIVISION			
3 Denver (3 40 Car Platform).....		.....	.....

3 Regular Icing Station—Westbound.

3 Regular Icing Station—East and Westbound.

3 Regular Icing Station East and Westbound (except eastbound fruits and vegetable billed "S. R." from Nov. 1, to Apr. 15).

3 Emergency Icing Station.

3 Not in use.

3 Ice furnished by outside parties on joint U. P.-P. F. E. contracts.

3 Owned by P. F. E. Company.

3 Owned by Western Light & Telephone Co.

STANDARD CLOCKS

Division	Station	Location
NEBRASKA	Council Bluffs.....	Freight Conductors' Register Room.
	Council Bluffs.....	Yardmen's Locker Room.
	Council Bluffs.....	Roundhouse.
	Council Bluffs.....	Passenger Depot Waiting Room.
	Council Bluffs.....	West Yard Yardmaster's Office.
	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.
	Omaha.....	Yardmen's Washroom—Davenport St.
	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.
	Grand Island.....	Enginemen's Washroom, Passenger Station.
	Kearney.....	Telegraph Office.
	Kearney.....	Engineers' Register Room.
	Valparaiso.....	Telegraph Office.
	Lincoln.....	Telegraph Office.
	Beatrice.....	Telegraph Office.
	Beatrice.....	Roundhouse.
	St. Paul.....	Telegraph Office.
	Norfolk.....	Telegraph Office.
	Stapleton.....	Telegraph Office.
	North Platte.....	Telegraph Office.
	North Platte.....	Yard Office.
	North Platte.....	Dispatcher's Office.
	North Platte.....	Engine Dispatcher's Office.
	North Platte.....	Enginemen's Washroom.
	Julesburg.....	Telegraph Office.
	Sidney.....	Telegraph Office.
	Sidney.....	Engineers' Locker Room.
	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.
	Laramie.....	Passenger Engineers' Locker Room.
	Laramie.....	Telegraph Office, Freight House.
	Hanna.....	Telegraph Office.
	Rawlins.....	Telegraph Office.
	Rawlins.....	Engine Dispatcher's Office.
	Rawlins.....	Yard 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.
	Green River.....	Switchman's Locker Room.
	Evanston.....	Telegraph Office.
	Evanston.....	Engine Dispatcher's Office.
	Ogden.....	Telegraph Office (Union Station)
	Ogden.....	Telegraph Office—Yard Office.
	Ogden.....	Engine Dispatcher's Office.
	Ogden.....	Passenger Enginemen's Washroom.
	Ogden.....	"RD" Telegraph Office, 28th Street.
KANSAS	Kansas City.....	Union Station.
	Kansas City.....	Dispatcher's Office.
	Armstrong.....	Yard Office.
	Armstrong.....	Roundhouse.
	Terminal Junction.....	Telegraph Office.
	Lawrence.....	Telegraph Office.
	Topeka.....	Telegraph Office.

Both Central and Mountain Time.

STANDARD CLOCKS—Concluded

Division	Station	Location
KANSAS —Concluded	Topeka.....	Engineer's Washroom.
	Topeka.....	Yard Office.
	Manhattan.....	Telegraph Office.
	Manhattan.....	Engineer's Washroom.
	Junction City.....	Telegraph Office.
	Junction City.....	Crew Dispatcher's Office.
	Salina.....	Dispatcher's Office.
	Salina.....	Union Station.
	Salina.....	Yard Office.
	Salina.....	Roundhouse.
	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.....	Dispatchers' Office.
	Marysville.....	Telegraph Office.
	Marysville.....	Roundhouse.
	Marysville.....	Yard Office.
	Fairbury.....	Telegraph Office.
	Hastings.....	Yard Office.
	Concordia.....	Telegraph Office.
COLORADO	Ellis.....	Telegraph Office.
	Oakley.....	Telegraph Office.
	Sharon Springs.....	Telegraph Office.
	Hugo.....	Telegraph Office.
	Limon.....	Telegraph Office.
	Denver.....	"U. D." Telegraph Office.
	Denver.....	Dispatchers' Office.
	Denver (3).....	Conductors' Register Room.
	Denver.....	29th St. Yard Office.
	Denver.....	38th St. Telegraph Office.
	Pullman.....	Engine Dispatchers' Office, Roundhouse.
	Pullman.....	Yard Office.
	Brighton.....	Telegraph Office.
	La Salle.....	Telegraph Office.
	Sterling.....	Telegraph Office.
	Julesburg.....	Telegraph Office.
	Greeley.....	Telegraph Office.
	Ft. Collins.....	Telegraph Office.
	Eaton.....	Telegraph Office.

Both Central and Mountain Time.

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.
L. M. EVANS.....	Gering, Neb.
W. M. GARING.....	Torrington, Wyo.
W. F. RAMSEL.....	Julesburg, Colo.
S. A. SHERRED & SON.....	Sidney, Neb.
J. BURRI JEWELRY CO.....	Cheyenne, Wyo.
O. C. DINELLY.....	Laramie, Wyo.
UNION PACIFIC COAL CO. STORE.....	Hanna, Wyo.
HARRIS JEWELRY CO.....	Rawlins, Wyo.
W. P. ADAMS.....	Rock Springs, Wyo.
C. D. ANDERSON JEWELRY CO.....	Gren River, Wyo.
P. J. TROYER, JEWELER.....	Evanston, Wyo.
ANDERSON JEWELRY CO.....	Ogden, Utah
MRS. C. V. HODGSON.....	Park City, Utah
J. H. MACE CO.....	Kansas City, Mo.
ZAJIC JEWELRY CO.....	No. Kansas City, Mo.
W. L. FOOTE.....	Kansas City, Kan.
J. FRED GAMBRILL.....	Kansas City, Kan.
MACE-JONES CO.....	Kansas City, Kan.
REYNOLDS JEWELRY CO.....	Kansas City, Kan.
JOHN E. MEDITZ.....	Kansas City, Kan.
E. W. PARSONS.....	Kansas City, Kan.
I. N. CASSETY.....	Lawrence, Kan.
MACE JEWELRY CO.....	Topeka, Kan.
R. C. SMITH.....	Topeka, Kan.
W. G. GLICK.....	Manhattan, Kan.
VERNON JEWELERS.....	Junction City, Kan.
RAPLEE JEWELRY CO.....	Salina, Kan.
VERN WEBSTER.....	Salina, Kan.
MULHEIMS.....	Hays, Kan.
H. G. MEREDITH.....	Ellis, Kan.
ERNEST H. NEWHOUSE.....	Plainville, Kan.
H. V. KELLER.....	Colby, Kan.
HANSEN & HANSEN, INC.....	Limon, Colo.
GUMM WATCH CO.....	Denver, Colo.
J. L. FAULKNER.....	Denver, Colo.
UTER JEWELRY CO.....	Brighton, Colo.
W. J. HEADRICK.....	Greeley, Colo.
ROMINGER JEWELRY CO., INC.....	Sterling, Colo.
J. W. CROWDER.....	Sterling, Colo.
C. W. HODGSON.....	Boulder, Colo.
SARTOR JEWELRY CO.....	Ft. Collins, Colo.
K. C. KOONS.....	Lincoln, Neb.
GILLESPIE BROS.....	Beatrice, Neb.
R. L. SCHUMACHER.....	Norfolk, Neb.
W. J. BRECKENRIDGE.....	St. Paul, Neb.
E. H. LAVERY JEWELRY CO.....	Hastings, Neb.
A. BUCHMANN, JR.....	Leavenworth, Kan.
PAUL LANGE.....	Clay Center, Kan.
A. C. WILSON.....	Miltonvale, Kan.
J. D. CRUM.....	Concordia, Kan.
H. ACKERMAN.....	Onaga, Kan.
E. C. MAXWELL.....	Marysville, Kan.
HAAS JEWELRY STORE.....	St. Joseph, Mo.
A. J. GEIGER.....	Hiawatha, Kan.
GEO. SHREVE.....	Sabetha, Kan.
JOHN MESING.....	Seneca, Kan.
A. D. ACKERMAN.....	Hanover, Kan.
M. L. JONES.....	Fairbury, Neb.
	Fairfield, Neb.

TELEGRAPH WRECKING BOXES

DIVISION	STATION	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

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

EMERGENCY HOSPITALS

Omaha Shops.....	Surgeons in charge
Armstrong Shops.....	Surgeons in charge
Denver Shops.....	Nurse in charge

SECTION HOUSES NEBRASKA DIVISION

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIRST SUBDIVISION	1	3 Council Bluffs.....	Yard Tracks
	2	3 Council Bluffs.....	2.42
	4	3 Council Bluffs.....	Yard Tracks
	5	3 Council Bluffs.....	do
	7	3 Omaha.....	do
	8	3 Omaha.....	do
	9	3 Omaha.....	do
	10	3 Omaha.....	4.67
	11	3 Omaha.....	3.66
	12	3 Omaha.....	6.90
	14	3 South Omaha.....	8.15
	15	Gilmore.....	15.00
	16	Papillion.....	25.65
	17	32nd Ave.....	9.50
	18	Seymour.....	14.00
	19	Lane.....	18.00
	20	Elkhorn.....	22.00
	21	Waterloo.....	26.00
	22	Valley.....	29.00
	23	Valley.....	33.00
	24	Merced(2).....	37.00
	25	Fremont.....	40.00
	26	Fremont.....	44.50
Main Line.....	27	Ames.....	49.00
	28	North Bend.....	53.50
	29	North Bend.....	57.50
	30	Rogers.....	62.00
	31	Schuyler.....	66.50
	32	Schuyler.....	70.50
	33	Richland.....	75.00
	34	Richland.....	79.50
	34½	3 Columbus.....	84.00
	35	3 Columbus.....	87.00
	41	Duncan.....	92.00
	42	Duncan.....	97.00
	43	Silver Creek.....	102.00
	44	Silver Creek.....	106.50
	45	Havens.....	111.00
	46	Clarks.....	116.00
	47	Clarks.....	121.00
	48	Central City.....	125.50
	49	Central City.....	130.50
	50	Chapman.....	135.50
	51	Chapman.....	140.00
	52	Grand Island.....	145.00
	53	Grand Island.....	146.50
	54	Grand Island.....	149.00
Beatrice Branch.....	85	Yutan.....	9.50
	86	Mead.....	17.00
	87	Wahoo.....	25.50
	88	Weston.....	35.00
	89	Valparaiso.....	41.00
	91	3 Raymond.....	52.00
	92	3 Lincoln.....	60.00
	93	3 Hanlon.....	70.00
	95	3 Cortland.....	81.00
	96	3 Pickrell.....	91.00
	97	3 Beatrice.....	97.54
Stromsburg Branch.....	102	3 Brainard.....	26.00
	105	3 Rising City.....	50.00
	110	Polk.....	74.88
	116	3 Platte Center.....	18.00
Norfolk Branch.....	118	3 Madison.....	35.50
	119	3 Norfolk.....	50.45
Albion Branch.....	126	3 Genoa.....	14.75
	128	3 Albion.....	34.63
Cedar Rapids Branch.....	135	3 Fullerton.....	24.50
	138	Spalding.....	44.54
	145	3 St. Libory.....	21.00
Ord Branch.....	146	3 St. Paul.....	42.00
	150	3 Ord.....	61.28
Loup City Branch.....	156	3 Boelus.....	20.00
	158	3 Loup City.....	39.59

3 Double Track Sections.
3 Location of section headquarters. No section house.

SECTION HOUSES—Continued NEBRASKA DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIRST SUBDIVISION —Concluded Pleasanton Branch.....	166	3 Poole.....	22.38
	55	Alda.....	154.00
SECOND-SUBDIVISION	56	Alda.....	158.50
	57	Wood River.....	163.50
	58	Shelton.....	168.50
	59	Shelton.....	173.00
	60	3 Gibbon.....	177.50
	61	3 Gibbon.....	182.00
	62	Buda.....	187.00
	65	Kearney.....	189.75
	66	Alfalfa Center.....	194.50
	67	Odessa.....	199.00
	68	3 Elm Creek.....	203.75
	69	3 Elm Creek.....	208.25
	69½	3 Overton.....	213.00
Main Line.....	70	3 Overton.....	217.75
	71	Josselyn.....	222.50
	72	3 Lexington.....	226.00
	73	3 Lexington.....	230.75
	74	Darr.....	235.25
	75	Cozad.....	239.00
	76	3 Cozad.....	243.00
	76½	3 Gothenburg.....	247.50
	77	3 Gothenburg.....	251.00
	78	3 Gothenburg.....	255.50
	79	Brady Island.....	259.75
	80	3 Brady Island.....	264.25
	81	Hindrey.....	268.75
	82	Maxwell.....	273.25
	83	Maxwell.....	277.75
	84	North Platte.....	282.50
Hastings Branch.....	172	3 Hayland.....	11.00
	173	Denman.....	19.00
	174	Gibbon.....	27.23
	175	3 Riverdale.....	21.00
Kearney Branch.....	177	3 Miller.....	41.00
	179	3 Oconto.....	61.00
	180	3 Callaway.....	82.00
	182	Stapleton.....	102.68
THIRD SUBDIVISION	3190	North Platte.....	285.00
	3191	3 North Platte.....	287.50
	3192	Birdwood.....	291.75
	3192½	3 Hershey.....	296.00
	3194	Hershey.....	300.25
	3195	3 Sutherland.....	304.25
	3196	Sutherland.....	308.50
	3198	3 Paxton.....	312.75
	3199	3 Paxton.....	316.75
	3200	Korty.....	321.00
	3201	Roscoe.....	325.25
	3202	Roscoe.....	329.50
	3203	3 Ogallala.....	333.75
Main Line.....	3204	Ogallala.....	337.50
	3205	Ogallala.....	341.75
	3206	3 Brule.....	345.75
	3206½	Brule.....	350.00
	3207	Big Springs.....	354.25
	3208	Big Springs.....	358.50
	3210	Julesburg.....	362.75
	3211	Julesburg.....	366.00
	3212	Julesburg.....	370.50
	3213	3 Chappell.....	375.00
	3214	3 Chappell.....	379.50
	3215	Chappell.....	384.00
	3217	Lodge Pole.....	388.50
	3218	Lodge Pole.....	392.75
	3219	Sunol.....	397.00
	3220	Colton.....	401.50
	3220½	3 Sidney.....	406.00

3 Double Track Sections.
3 Location of section headquarters. No section house.

SECTION HOUSES—Continued

NEBRASKA DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
THIRD SUBDIVISION—Concluded			
	301	Sarben.....	14.50
	302	Keystone.....	28.50
	303	Lemoine.....	42.50
	304	Lewellen.....	56.50
	304½	Oshkosh.....	69.50
	305	Lisco.....	84.50
	306	Broadwater.....	99.50
North Platte Branch.....			
	307		113.50
	312	Northport.....	124.50
	314	McGrew.....	139.50
	315	Gering.....	149.50
	316	Haig.....	163.50
	318	Lyman.....	173.50
	320	Yoder.....	187.50
	321	So. Torrington.....	200.70
FOURTH SUBDIVISION			
	3221	Sidney.....	409.00
	3222	3Sidney.....	413.50
	3223	Brownson.....	418.00
	3224	Brownson.....	422.50
	3225	Potter.....	427.00
	3226	Potter.....	431.50
	3227	Dix.....	436.00
	3228	Dix.....	440.50
	3229	Kimball.....	445.00
	3230	Kimball.....	449.50
	3231	Bushnell.....	454.00
Main Line.....			
	3232	Bushnell.....	458.50
	3233	Pine Bluffs.....	463.00
	3234	Pine Bluffs.....	467.50
	3234½	3Pine Bluffs.....	472.00
	3235	Egbert.....	476.50
	3236	Egbert.....	481.00
	3237	Burns.....	485.50
	3238	Hillsdale.....	490.00
	3239	3Hillsdale.....	494.50
	3240	Durham.....	499.25
	3241	Archer(2).....	504.00
	3242	3Cheyenne.....	508.50
North Platte Cut-Off.....			
	332	Lindbergh.....	17.00
	333	Albin.....	32.00
	335	Lagrange.....	47.00
	336	Hawk Springs.....	62.10

WYOMING DIVISION

	243	3Cheyenne.....	Yard Tracks
	244	3Cheyenne.....	511.00
	245	3Cheyenne.....	Yard Tracks
	246	Corlett.....	515.00
	247	Borie.....	519.00
	248	Otto.....	523.00
	249	Granite Canon.....	527.00
	250	3Ozone.....	531.00
FIFTH SUBDIVISION.....			
	251	Buford.....	535.00
	252	Buford.....	538.00
	253	Sherman.....	542.00
	254	Dale Creek.....	546.00
	255	Hermosa.....	550.00
	256	Red Buttes.....	559.00
	257	3Laramie.....	564.00
	258	3Laramie.....	566.20
	259	Colores.....	560.00

SECTION HOUSES—Continued

WYOMING DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
	261	Laramie.....	570.00
	262	Laramie.....	Yard Track
	263	Howell.....	574.00
	264	Wyoming.....	578.00
	265	Wyoming.....	582.00
	267	Bosler.....	586.00
	268	Cooper Lake.....	590.00
	269	Cooper Lake.....	593.50
	270	Lookout.....	597.50
	271	Harper.....	601.50
	272	Rock River.....	605.00
	273	Rock River.....	608.00
	274	Wilcox.....	611.50
	275	3Ridge.....	615.00
	276	3Ridge.....	618.50
SIXTH SUBDIVISION.....			
	277	Medicine Bow.....	622.50
	278	Medicine Bow.....	626.50
	279	Como.....	630.50
	280	Como.....	634.50
	281	Ramsey.....	638.50
	282	3Hanna.....	641.00
	283	3Hanna.....	644.50
	284	Percy.....	648.50
	285	Dana.....	652.50
	286	Edson.....	656.50
	287	Edson.....	660.50
	288	Walcott.....	664.50
	289	Ft. Steele.....	668.50
	290	Ft. Steele.....	673.00
	292	Sinclair.....	667.00
	293	Rawlins.....	681.00
	351	3Rawlins.....	683.00
	352	3Rawlins.....	685.50
	354	Ferris.....	689.50
	355	Knobs.....	693.50
	356	Daleys Ranch.....	697.50
	357	Riner.....	701.50
	358	Cherokee.....	705.00
	359	Cherokee.....	708.50
	360	Creston.....	712.00
	361	Creston.....	715.50
	362	Latham.....	719.50
	363	Wamsutter.....	724.00
	364	Wamsutter.....	728.00
	365	Frewen.....	732.00
	366	Red Desert.....	736.00
	367	Tipton.....	740.50
	368	Tipton.....	745.50
SEVENTH SUBDIVISION.....			
	369	Table Rock.....	749.50
	370	Monell.....	754.00
	371	Bitter Creek.....	757.50
	373	Bitter Creek.....	762.00
	375	Black Buttes.....	766.00
	376	Black Buttes.....	770.00
	377	Hallville.....	774.00
	378	3Point of Rocks.....	777.50
	379	3Point of Rocks.....	781.50
	381	Thayer Jct.....	784.50
	382	Salt Wells.....	788.50
	383	Salt Wells.....	793.00
	384	Baxter.....	797.00
	385	Baxter.....	800.00
	386	3Rock Springs.....	803.50
	387	Blairtown.....	807.00
	388	Kanda.....	811.50
	389	3Green River.....	815.75
Superior Branch.....			
	452	Superior.....	9.72
South Pass Branch.....			
	454	3Rock Springs.....	4.26
	455	Reliance Jct.....	9.47

3Double Track Sections.

3Includes Gunn Branch.

3Includes Lionkol Branch.

3Includes Reliance, Winton and Dines Branches.

3Location of section headquarters. No section house.

3Double Track Sections.

3Location of section headquarters. No section house.

SECTION HOUSES—Continued

WYOMING DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
EIGHTH SUBDIVISION.....	3390	3Green River.....	816.60
	3391	3Green River.....	817.25
	3392	3Green River.....	821.00
	3393	3Perru.....	825.50
	3394	3Bryan.....	830.00
	3395	3Bryan.....	834.50
	3397	3Marston.....	839.00
	3398	3Marston.....	843.50
	3399	3Granger.....	847.50
	3400	3Granger.....	851.50
	3401	3Verne.....	855.50
	3402	3Church Buttes.....	859.50
	3403	3Hampton.....	863.50
	3404	3Hampton.....	867.50
	3405	3Elkhurst.....	871.50
	3406	3Carter.....	875.25
	3407	3Carter.....	879.00
	3408	3Antelope.....	883.00
	3409	3Bridger.....	887.00
	3410	3Leroy.....	891.00
	3411	3Ragan.....	895.00
	3412	3Spring Valley.....	898.50
	3413	3Aspen.....	902.00
	3414	3Aspen.....	903.50
	3415	3Altamont.....	907.50
	3416	3Knight.....	911.50
	3417	3Millis.....	916.00
	3420	3Evanston.....	918.00
	3421	3Evanston.....	921.00
	3422	3Wyuta.....	925.00
	3423	3Wahsatch.....	928.00
	3424	3Wahsatch.....	931.50
	3425	3Castle Rock.....	935.50
	3426	3Castle Rock.....	939.50
	3427	3Emory.....	943.50
	3428	3Emory.....	947.50
	3429	3Echo.....	951.50
	3430	3Echo.....	955.50
	3431	3Henefer.....	959.50
	3432	3Devils Slide.....	963.50
	3433	3Morgan.....	967.50
	3434	3Morgan.....	971.50
	3435	3Peterson.....	976.00
	3436	3Strawberry.....	980.00
	3437	3Uintah.....	984.00
	3438	3Uintah.....	988.00
	3439	3Ogden.....	990.95
Park City Branch.....	462	3Coalville.....	8.00
	463	3Wanship.....	20.00
	3464	3Keetley Jct.....	25.00
	465	3Park City.....	28.43

KANSAS DIVISION

EASTERN SUBDIVISION	3498	3Kansas City, Kan.....	1.02
	3498½	3Armstrong.....	1.36
	3499	3Armstrong.....	2.00
	3500	3Fairfax.....	Yard Tracks
Main Line.....	3500½	3Fairfax.....	Yard Tracks
	3501	3Armstrong.....	3.31
	3502	3Terminal Jct.....	7.50
	3503	3Muncie.....	11.75
	3504	3Edwardsville.....	16.00
	3505	3Bonner Springs.....	20.25
	3506	3Loring.....	24.50
	3507	3Lenape.....	28.50
	3508	3Linwood.....	33.00
	3510	3Lawrence.....	38.00
	3511	3Lawrence.....	42.00
	3512	3Midland.....	46.50
	3513	3Williamstown.....	51.00

3Double Track Sections.

3Includes Ontario Branch.

3Location of section headquarters. No section house.

SECTION HOUSES—Continued

KANSAS DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
EASTERN SUBDIVISION—Concluded	3514	3Perry.....	56.00
	3516	3Grantville.....	61.00
	3518	3Topeka.....	66.00
	3521	3Topeka.....	70.00
Main Line.....	522	3Silver Lake.....	78.00
	523	3Rossville.....	86.00
	524	3St. Mary.....	94.00
	525	3Belvue.....	102.00
	526	3Wamego.....	110.00
	528	3St. George.....	119.00
	529	3Manhattan.....	125.00
	532	3Ogdenburg.....	132.00
	533	3Junction City.....	138.50
	535	3Junction City.....	143.50
Leavenworth Branch....	584	3Leavenworth.....	10.00
	582	3Tonganoxie.....	31.75
	811	3Grove.....	8.50
	812	3Delia.....	16.25
Topeka Subdivision.....	813	3Emmett.....	24.00
	814	3Emmett.....	32.00
	815	3Onaga.....	39.00
	816	3Duluth.....	46.00
	817	3Lillis.....	54.00
	818	3Frankfort.....	62.00
Manhattan Branch.....	819	3Winifred.....	70.20
	781	3Beatrice.....	106.50
	782	3Blue Springs.....	115.00
	783	3Barneston.....	124.00
	785	3Oketo.....	132.71
	787	3Blue Rapids.....	146.00
	790	3Irving.....	156.25
	791	3Randolph.....	167.50
	792	3Stockdale.....	178.00
	793	3Manhattan.....	189.10
St. Joseph Subdivision	901	3Wathena.....	7.40
	904	3Severance.....	23.00
	906	3Robinson.....	35.00
	907	3Hiawatha.....	46.00
	908	3Morrill.....	58.00
	910	3Sabetha.....	69.00
	912	3Seneca.....	80.00
	914	3Axtell.....	92.00
	916	3Beattie.....	104.00
	917	3Marysville.....	112.96
	918	3Marysville.....	115.00
	919	3Herkimer.....	123.00
	921	3Hanover.....	131.00
	922	3Hollenburg.....	139.00
	923	3Steele City.....	146.99
Grand Island Subdivision.....	925	3Fairbury.....	154.00
	926	3Fairbury.....	162.00
	927	3Alexandria.....	170.00
	928	3Belvidere.....	178.00
	929	3Carleton.....	186.00
	930	3Davenport.....	194.00
	931	3Edgar.....	202.00
	932	3Fairfield.....	210.00
	933	3Glenvil.....	218.00
	934	3Hastings.....	226.00
Junction City Branch..	935	3Hastings.....	229.00
	936	3Hastings.....	240.00
	938	3Doniphan.....	250.00
	797	3Wakefield.....	20.00
	799	3Clay Center.....	34.00
	803	3Miltonvale.....	52.12
	804	3Concordia.....	72.86
WESTERN SUBDIVISION	537	3Chapman.....	152.50
	538	3Detroit.....	160.50
	539	3Abilene.....	168.50
	540	3Solomon.....	176.50
	542	3New Cambria.....	184.50
	551	3Salina.....	187.00
	551½	3West Salina.....	194.00
	552	3Bavaria.....	201.00
	554	3Brookville.....	208.00

3Double Track Sections.

3Location of section headquarters. No section house.

SECTION HOUSES—Continued
KANSAS DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
WESTERN SUBDIVISION—Concluded	555	Carneiro.....	215.50
	556	Kanopolis.....	223.00
	557	Ellsworth.....	231.00
	560	Wilson.....	240.00
	561	Dorrance.....	248.00
	562	Bunker Hill.....	257.00
	564	Russell.....	265.00
	565	Gorham.....	273.00
	566	Victoria.....	281.00
	568	Hays.....	289.00
Main Line.....	569	Hays.....	297.00
	570	Ellis.....	303.91
	588	Bennington.....	15.00
	589	Minneapolis.....	29.00
	592	Glasco.....	43.00
	593	Beloit.....	57.88
	595	Salina.....	11.00
	597	Lindsborg.....	24.00
	598	McPherson.....	35.71
	601	Culver.....	11.25
Solomon Branch.....	603	Tescott.....	22.25
	604	Beverly.....	31.00
	605	Lincoln Center.....	41.50
	606	Sylvan Grove.....	52.00
	608	Lucas.....	62.50
	609	Luray.....	72.50
	611	Waldo.....	83.50
	612	Natoma.....	94.50
	614	Plainville.....	105.00
	727	Zurich.....	115.50
McPherson Branch.....	728	Damar.....	126.00
	729	Bogue.....	136.50
	731	Hill City.....	148.00
	732	Morland.....	159.50
	733	Hoxie.....	170.00
	734	Hoxie.....	181.00
	736	Menlo.....	192.25
	736½	East Colby.....	202.25
	737	West Colby.....	212.00
	738	Oakley.....	224.28
Plainville Branch.....			

COLORADO DIVISION

ELLIS SUBDIVISION.....	621	Ellis.....	311.00
	622	Ogallah.....	317.50
	623	Wakeeney.....	324.00
	624	Wakeeney.....	331.00
	625	Collyer.....	339.00
	626	Quinter.....	347.00
	627	Buffalo Park.....	355.00
	628	Grainfield.....	363.00
	629	Grinnell.....	371.50
	631	Oakley.....	378.50
HUGO SUBDIVISION.....	632	Oakley.....	385.50
	633	Monument.....	392.50
	634	Winona.....	399.50
	635	Winona.....	407.00
	636	McAllaster.....	414.50
	637	Wallace.....	422.00
	638	Sharon Springs.....	429.00
	639	Sharon Springs.....	436.00
	640	Weskan.....	445.50
	642	Arapahoe.....	454.50
ELLIS SUBDIVISION.....	643	Cheyenne Wells.....	463.50
	651	Cheyenne Wells.....	471.00
	652	First View.....	479.00
	653	Arena.....	487.00
	654	Kit Carson.....	495.00
	655	Wild Horse.....	503.00
	657	Aroya.....	511.00
	658	Bovero.....	519.00
	659	Clifford.....	527.00
	660	Hugo.....	535.50

SECTION HOUSES—Concluded
COLORADO DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
DENVER SUBDIVISION.....	661	Hugo.....	542.00
	662	Lake.....	549.00
	663	Limon.....	556.00
	664	River Bend.....	563.00
	665	Buick.....	569.00
	666	Agate.....	576.00
	667	Deer Trail.....	583.00
	668	Deer Trail.....	589.86
	669	Byers.....	597.00
	670	Strasburg.....	603.50
NORTHERN SUB-DIVISION.....	671	Bennett.....	610.00
	672	Bennett.....	617.80
	673	Watkins.....	628.20
	675	Pullman.....	637.62
	682	Pullman.....	638.19
	680	Denver - 21st St.....	0.85
	681	do 29th St.....	1.48
	682	Pullman.....	2.21
	683	Pullman.....	3.00
	684	Sand Creek.....	10.00
Boulder Branch.....	685	Henderson.....	17.00
	686	Brighton.....	24.00
	687	Lupton.....	31.00
	688	Platteville.....	38.00
	689	Gilcrest.....	45.00
	690	La Salle.....	50.50
	691	Greeley.....	57.00
	692	Eaton.....	65.00
	693	Pierce.....	73.00
	695	Dover.....	81.59
Greeley Branch.....	696	Carr.....	90.00
	698	Gleason.....	97.76
	699	Speer.....	103.95
	699	Speer (Speer to Borie).....	103.09
	761	St. Vrain.....	10.39
	762	State Mine Jet.....	14.80
	763	Erie.....	26.97
	771	Gill.....	28.43
	773	Greeley.....	10.00
	773	Greeley.....	5.48
Pleasant Valley Branch.....	701	Ovid.....	8.50
	702	Sedgwick.....	16.50
	703	Sedgwick.....	25.00
	705	Crook.....	34.00
	706	Proctor.....	42.00
	707	Iliff.....	51.50
	708	Sterling.....	58.00
	709	Sterling.....	65.00
	710	Merino.....	72.00
	711	Messex.....	79.00
JULESBURG SUB-DIVISION.....	712	Union.....	86.00
	713	Snyder.....	93.00
	714	Ft. Morgan.....	100.00
	715	Ft. Morgan.....	108.00
	716	Weldona.....	116.50
	717	Orchard.....	124.50
	718	Masters.....	132.50
	719	Hardin.....	141.00
	721	Kersey.....	150.00
	741	Quimby.....	13.50
STERLING SUBDIVISION.....	742	East Lake.....	23.00
	743	Frederick.....	28.00
	744	Gowanda.....	35.50
	745	Dent.....	43.00
	746	Dent.....	50.24
	751	Koenig.....	12.00
	752	Harmony.....	22.00
	753	Fort Collins.....	42.44
	753	Fort Collins.....	42.44
DENT SUBDIVISION.....			
Ft. Collins Branch.....			

Double Track Sections.

Location of section headquarters. No section house.

Location of section headquarters. No section house.

TUNNELS

No.	Location	Tunnel Section	Length (feet)	Lining
NEBRASKA DIVISION				
11	Near Albin..... M. P. 27.1	Single	565	Concrete
WYOMING DIVISION				
Main Line				
1	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
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 (Dbl. track)	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	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Walcott	Stock Yard Facilities
662	0.0	Walcott..... Wyo.	WA	FT X P	A	L	Yes
BE 669	6.6	Meads..... do			A		
BE 674	12.1	Overland..... do			A	L	Yes
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 692	29.5	Davis..... do			A	R	Yes
BE 694	31.5	Days..... do			A		
BE 696	34.1	Cow Creek..... do			A	R	Yes
BE 697	35.1	Rainbow..... do					
BE 701	39.2	Canyon..... do					Yes
BE 706	44.3	Encampment..... do		FT X	A	R	Yes

Joint U. P. R. Co.

OPERATED MILEAGE

	First Main Track	Add'l Main Track	Yard Tracks and Sidings
Walcott to Encampment.....	44.02		3.94

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.....	2	{ 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

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	.....	.....	1
Encampment.....	do	do	.....	.....	1

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	Scales
Davis..... do	1	.....	1	.....	3	3	.....
Cow Creek..... do	6	.....	.....	.....	14	14	.....
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	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Laramie	Stock Yard Facilities
566	0.0	Laramie..... Wyo.	.....	FTP	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	.....	P	A	R	Yes
36	35.6	Spring Creek..... do	.....	P	A	R	.....
40	40.4	Albany..... do	.....	P	A	R	.....
47	47.3	Lake..... do	.....	P	A	R	.....
55	54.6	Fox Park..... do	.....	FTXP	A	R	.....
58	57.5	Gramm..... do	.....	P	A	R	.....
64	63.9	Wyocelo..... do	.....	P	A	R	Yes
68	68.0	Porters Landing..... do	.....	P	A	R	.....
71	70.8	Camp..... Colo.	.....	P	A	R	Yes
74	73.8	Kings Canon..... do	.....	P	A	R	.....
80	79.8	Northgate..... do	.....	P	A	R	Yes
84	83.5	Cowdrey..... do	.....	P	A	R	Yes
88	88.2	Brownlee..... do	.....	P	A	R	.....
92	92.2	Walden..... do	.....	FTXP	A	R	Yes
97	96.6	Anderson..... do	.....	P	A	R	.....
101	100.7	Larand..... do	.....	P	A	R	Yes
108	107.6	Hebron..... do	.....	P	A	R	Yes
111	111.1	Coalmont..... do	.....	P	A	R	.....

OPERATED MILEAGE

	First Main Track	Second Main Track	Add'l Main Track
Laramie to Coalmont.....	111.35	.....	11.87

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	
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
2	Hatton.....	25
3	Centennial.....	37
4	Albany.....	47
5	Fox Park.....	58
6	Wyocelo.....	68
7	Kings Canon.....	78
8	Northgate.....	89
9	Walden.....	100
10	Coalmont.....	111.35

§Location of section headquarters. No section house.

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.	5			1	38	38	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			2	36	36	Scales
Larand..... do	1			1	39	39	
Hebron..... do	5			1	52	52	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 128 TO 199, INCLUSIVE
CONTAIN INFORMATION PERTAINING
TO
SOUTH-CENTRAL DISTRICT
UNION PACIFIC RAILROAD COMPANY

IDAHO DIVISION
FIRST SUBDIVISION
MAIN LINE—GRANGER TO MONTPELIER

Sta. No.	Dist. from Granger	STATION	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	L	
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	
886	39.0	East Kemmerer..... do		P	A	L	
887	39.7	Kemmerer..... do	Z	FT XP	A	R	
890	42.4	Moyer Jct..... do		P	A	L	
898	50.3	Fossil..... do	Fi	P	A	L	Yes
903	56.0	Nugget..... do		P	A	R	
907	59.6	Orr..... do		P	A		
910	63.1	Sage..... do	Su	P	A	L	Yes
915	67.3	Carlson..... do		P	A	L	
919	71.3	Beckwith..... do		P	A	R	
925	77.4	Pixley..... do		P	A	R	
931	83.5	Cokeville..... do	Ck	FT XP	A	L	Yes
935	88.2	Marse..... do		P	A		
939	92.1	Border..... do		P	A	L	Yes
939	92.2	Wyo.-Idaho State Line					
945	97.7	Pegram..... Idaho	Ra	P	A	R	Yes
950	102.9	Harer..... do		P	A		
955	108.0	Dingle..... do		P	A	L	Yes
962	115.0	Montpelier..... do	Mx	FT XP	A	R	Yes

KEMMERER BRANCH

Sta. No.	Dist. from Kemmerer	STATION	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	
OA 1	1.0	N. Kemmerer Jct..... do		P	A		
OA 2.4	2.4	North Kemmerer..... do			A		Yes
OA 5	5.1	Susie..... do			A		
OA 9	9.2	Quealy..... do			A		

CUMBERLAND BRANCH

Sta. No.	Dist. from Moyer Junction	STATION	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		
OB 13	13.0	Mine No. 8..... do			A		

On extension of Main Track classed as Side Track.

BLAZON BRANCH

Sta. No.	Dist. from Blazon Jct.	STATION	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	1.0	Blazon..... do			A		

IDAHO DIVISION—Continued
ELKOL BRANCH

Sta. No.	Dist. from Glencoe Jct.	STATION	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.	STATION	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		

SECOND SUBDIVISION
MAIN LINE—MONTPELIER TO POCA TELLO

Sta. No.	Dist. from Granger	STATION	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
974	126.8	Georgetown..... do		P	A	L	Yes
979	131.9	Cavanaugh..... do		P	A	L	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	Yes
1032	184.3	Topaz..... do		P	A	L	
1038	191.2	McCammon..... do	Mc	FT XP	A	L	Yes
	191.4	Jct. Switch Line to Ogden					
1044	197.1	Onyx (Spur)..... Idaho		P	A	R	
1049	201.9	Inkom..... do	Ko	FT XP	A	L	Yes
1055	207.7	Portneuf..... do			A		
1061	213.9	Pocatello Passenger St..... do	Ca	TP			
		Pocatello Bag..... Idaho		XP			
		Pocatello Disp'r..... do	H	P			
		Pocatello Store..... do		F			
		Pocatello Yard..... do	Po	P		R	Yes
		Pocatello Freight..... do		FP	A	L-SOE	
	214.0	Junction Switch Line to Silver Bow.					

GRACE BRANCH

Sta. No.	Dist. from Alexander	STATION	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	0.3	Alexander (Jct. H. B.)..... do			A	L	Yes
	6.0	Grace..... do	Ga	FT X			

IDAHO DIVISION—Continued
THIRD SUBDIVISION
MAIN LINE—POCATELLO TO GLENN'S FERRY

Sta. No.	Dist. from Granger	STATION	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	TP			
		Pocatello, Bag. do		XP			
		Pocatello, Disp'r. do	H	FP			
		Pocatello, Store. do		FP			
		Pocatello, Yard. do	Po	FP	A	R	Yes
		Pocatello, Freight. do				L-SOE	
	215.0	Gould St. do					
1067	219.6	Don. do			A	L	
	219.7	E. Line Ft. Hall Indian Reservation.					
1071	224.3	Michaud. Idaho	Ch	P	A	R	
1074	226.5	Schiller. do			A	L	
1077	230.1	Bannock. do		P	A	L	
	230.7	West Line Fort Hall Indian Reservation.					
1081	233.3	Igo. Idaho		P	A	R	
1086	238.5	American Falls. do	Af	FTXP	A	R-SOE	Yes
1090	242.3	Borah. do		P	A	L	
1094	247.1	Coolidge. do		P	A	L	
1097	250.1	Quigley. do		P	A	L	
1103	256.0	Wapi. do		P	A	L	
1107	259.8	DeWolf. do	W	P	A	L	
1111	264.1	Chybo. do		P	A	L	
1115	267.3	Hawley. do		P	A	L	
1120	272.4	Minidoka. do	Rt	FTXP	A	L	Yes
1122	274.6	Sears. do		P	A	L	
1123	276.2	Max. do		P	A	L	
1127	280.1	Cole. do		P	A	L	
1132	284.3	Adelaide. do		P	A	L	
1134	287.0	Vining. do		P	A	L	
1136	289.0	Kimama. do	Km	P	A	R	Yes
1143	295.7	Senter. do		P	A	R	
1147	299.3	Sid. do		P	A	R	
1151	303.5	Owinza. do		P	A	R	
1152	305.2	Rayle. do		P	A	L	
1157	309.3	Besslen. do		P	A	L	
1158	310.6	Clagett. do		P	A	L	
1161	313.9	Dietrich. do	Hd	FTXP	A	R	Yes
1165	317.9	Brady. do		P	A	L	
1169	321.6	Shoshone. do	X	FTXP	A	R	Yes
1173	325.8	Disney. do		P	A	L	
1178	330.8	Tunupa. do		P	A	L	
1185	337.5	Gooding. do	Gd	FTXP	A	L	Yes
1191	344.2	Fuller. do		P	C	L	
1198	350.5	Bliss. do	Is	FTXP	A	L	Yes
1205	357.3	Ticeska. do		P	A	L	
	358.2	Ticeska Wye. do		P	A	L	
1214	366.9	King Hill. do	Kh	P	A	R	Yes
1218	370.8	Sand Bank. do		P	A	L	
1221	373.8	Glenn's Ferry. do	Gf	FTXP	A	R	Yes

TWIN FALLS BRANCH

Sta. No.	Dist. from Minidoka	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1120	0.0	Minidoka. Idaho	Rt	FTX	A	L	Yes
OH 8	0.1	Minidoka (Jct. H. B.) do		P	A	L	Yes
OH 14	8.2	Acequia. do	Ms	FTXP	A	R	Yes
OH 17	13.5	Rupert. do		P	A	L	
OH 20	17.3	Amalg (Spur). do		P	A	L	
OH 22	19.6	Heyburn. do	Bu	FTXP	A	R	Yes
OH 26	21.7	Burley. do		P	A	L	
OH 26	25.8	Starr's Ferry. do		P	A	R	
OH 34	33.5	Milner. do		P	A	L	
OH 36	35.5	Parsons. do		P	A	L	
OH 41	41.4	Murtaugh. do	Mu	FTXP	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	FTXP	A	L	Yes
OH 52	52.1	Stowe (Spur). do		P	A	L	
OH 53	53.3	Kimberly. do	Ky	FTXP	A	L	Yes
OH 56	56.4	McMillan. do		P	A	L	

IDAHO DIVISION—Continued
TWIN FALLS BRANCH—Concluded

Sta. No.	Dist. from Minidoka	STATION	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	FTXP	A	R-E	Yes
OH 63	63.3	Curry. do		P	A	L	Yes
OH 66	65.9	Filer. do	Fr	FTXP	A	R	Yes
OH 69	68.5	Peavey. do		P	A	L	Yes
OH 71	71.3	Cedar. do		P	A	L	
OH 74	73.8	Buhl. do	Bo	FTXP	A	R-SE	Yes

OAKLEY BRANCH

Sta. No.	Dist. from Burley	STATION	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	FTP	A	L-E	Yes
OJ 3	3.1	Beetville. do		P	A	L	
OJ 5	5.2	Pella. do		P	A	L	
OJ 16	16.3	Trout. do		P	A	L	Yes
OJ 18	17.6	Marion. do		P	A	L	
OJ 19	19.4	Warr. do		P	A	L	
OJ 22	21.8	Oakley. do	Oa	FTX	A	L	Yes

WELLS BRANCH

Sta. No.	Dist. from Twin Falls	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OH 59	0.0	Twin Falls. Idaho	Na	FTP	A	R-E	Yes
	0.6	Twin Falls (Jct. H. B.) do		P	A	L	
OK 6	5.6	Knoll. do		P	A	L	
OK 7	7.0	Godwin. do		P	A	L	
OK 11	11.0	Berger. do		P	A	L	Yes
OK 19	19.4	Hollister. do		P	A	L	Yes
OK 23	23.2	Amsterdam (Spur). do		P	A	L	
OK 29	28.8	Rogerson. do	Rg	SFTXP	A	R	Yes
OK 39	38.7	Meteor. do		P	A	R	
OK 50	50.1	Idavada. do		P	A	R	
OK 50.4	50.4	Idaho-Nevada State Line					
OK 56	56.1	Delaplain. Nevada		P	A	L	
OK 61	60.7	San Jacinto. do	Cn	FTXP	A	L	Yes
OK 69	68.8	Contact. do		P	A	L	
OK 75	75.1	Henry. do		P	A	L	
OK 81	80.9	Hubbard. do		P	A	L	Yes
OK 87	86.7	Shores. do		P	A	L	
OK 94	93.6	Red Point. do		P	A	R	Yes
OK 97	97.3	Herrell. do		P	A	L	
OK 103	102.5	Summer Camp. do		P	A	L	
OK 109	108.9	Melanco. do		P	A	L	
OK 116	116.1	Town Creek. do		P	A	L	
OK 123	123.4	Wells (Freight Depot) do		FP	A	R	Yes
OK 124	123.6	Wells (Passenger Depot) do	Hu	TXP	A	L	

NORTH SIDE BRANCH

Sta. No.	Dist. from Rupert	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OH 14	0.0	Rupert. Idaho	Ms	FTP	A	R	Yes
	0.1	Rupert (Jct. H. B.) do		P	A	L	
OL 4	3.5	Travers. do		P	A	L	
OL 5	4.3	Myers. do	Dj	FTXP	A	L	Yes
OL 6	5.9	Paul. do		P	A	L	
OL 8	7.9	Budge. do		P	A	L	
OL 16	15.9	Schodde. do		P	A	L	
OL 20	19.8	McHenry. do		P	A	L	
OL 24	24.0	Hazelton. do	Az	FTX	A	L	Yes
OL 28	28.1	Eden. do	Dx	FTX	A	L	Yes
OL 32	31.6	Hunt. do		P	A	L	
OL 35	34.8	Perrine. do		P	A	L	
OL 38	38.3	Sugar Loaf. do		P	A	L	
OL 41	40.6	Falls City. do		P	A	L	
OL 43	42.6	Barrymore. do		P	A	L	Yes
OL 45	44.7	Haytown. do		P	A	L	
OL 46	45.8	Hydra. do		P	A	L	
OL 48	47.9	Jeroma. do	Jo	FT	A	R	Yes
OL 53	52.9	Appleton. do		P	A	R	Yes
OL 57	56.7	Wendell. do	Nd	FTX	A	R	Yes
OL 66	66.2	Tuttle. do		P	A	L	Yes
1198	73.6	Bliss. do	Is	FTXP	A	L	Yes

IDAHO DIVISION—Continued
RAFT RIVER BRANCH

Sta. No.	Dist. from Burley	STATION	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	FTXP	A	L-E	Yes
	0.0	Burley (Jct. H. B.)..... do					
OM 3	3.1	Unity..... do			A	L	
OM 6	6.0	Springdale..... do			A	L	
OM 9	8.9	Declo..... do		FTX	A	R	Yes
OM 11	11.0	Benning (Spur)..... do			A		

KETCHUM BRANCH

	Sho- shone							
1169	0.0	Shoshone.....	Idaho	X	FTXP	A	L	Yes
ON 11	10.9	Marley.....	do	Fk	FTXP	A	R	Yes
ON 15	15.3	Richfield.....	do			A	L	
ON 22	21.8	Pagari.....	do			A	L	
ON 30	29.7	Tikura.....	do			A	L	Yes
ON 34	33.9	Priest (Spur).....	do			A	L	
ON 37	37.4	Picabo.....	do	Xn	FTXP	A	L	Yes
ON 42	41.8	Hay.....	do			A	L	
ON 45	44.5	Gannett.....	do			A	L	Yes
ON 52	52.2	Bellevue.....	do	V	SFTX	A	L	Yes
ON 57	57.2	Hailey.....	do	Ri	FT	A	L	Yes
ON 63	63.4	Gimlet (Spur).....	do			A	R	
ON 68	67.8	Triumph.....	do			A		
ON 70	69.5	Ketchum.....	do	Ku	FTX	A	R	Yes

HILL CITY BRANCH

	Richfield	STATION						
Sta. No.	Dist. from Richfield	STATION	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities	Water	
ON 15	0.0	Richfield.....	Idaho	Fk	FTXP	A	R	Yes
	0.1	Richfield (Jct. H. B.).....	do			A		
OO 5	4.5	Rawson.....	do			A	R	Yes
OO 9	9.4	Burmah.....	do			A		
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	FTXP	A	R-E	Yes
OO 52	51.7	Corral.....	do			A	R	Yes
OO 58	57.8	Hill City.....	do	Hc	SFTXP	A	R-E	Yes

FOURTH SUBDIVISION
MAIN LINE—GLENN'S FERRY TO HUNTINGTON

		gor								
1221	373.8	(Glenns Ferry.... Idaho	Gf	FT XP	A	R	L	Yes		
1230	382.7	Hammett..... do	P	P	A	A	L	Yes		
1240	393.1	Reverse..... do	Rv	P	A	A	L			
1244	396.9	Slade..... Idaho		P	A	A				
1249	401.6	Mountain Home..... do	Mz	FT XP	A	A	L	Yes		
1255	407.5	Sebree..... do		P	A	A				
1260	412.7	Cleft..... do		P	A	A	R			
1266	418.5	Sunnyside..... do		P	A	A	R			
1270	423.0	Orchard..... do	Od	P	A	A	R	Yes		
1274	427.0	Hickey..... do		P	A	A	L			
1278	430.8	Ely..... do		P	A	A				
1282	434.7	Owyhee..... do		P	A	A				
1286	438.6	Kiesel..... do		P	A	A	R			
1290	442.6	Mora..... do		P	A	A	L			
1294	446.7	Kuna..... do	Ka	FT XP	A	A	R	Yes		
1299	451.8	Collopy..... do		P	A	A				
1304	456.3	Main Line Jct..... do								
1304	456.6	Nampa..... do	Au	FT XP	A	L-OE		Yes		
		Nampa Dispatcher..... do	D	P						
		Nampa Opr..... do	Q	P						
Automatic Block Signals										
Via Boise Main Line										
1270	423.0	Orchard..... do	Od	P	A	R		Yes		
Y 1278	423.0	Orchard (Jct. H.B.)..... do								
Y 1283	430.4	Leone..... do		P	A					
	435.9	Black's Creek..... do		P	A					

IDAHO DIVISION—Continued
FOURTH SUBDIVISION—Concluded
MAIN LINE—GLENN'S FERRY TO HUNTINGTON—Concluded

Sta. No.	Dist. from Granger	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
Y 1289	441.8	Shafer.....	Idaho	P	A		
Y 1292	445.1	Hillcrest.....	do	P	A		
Y 1296	448.5	Boise Passenger Sta.....	do	Bg	T P		
		Boise, City Ticket Office.....	do		T P		
		Boise, Freight.....	do	Bd	F P	A	L-SOE
Y 1298	450.8	Boise Jct.....	do		P		
Y 1299	451.3	Perkins.....	do		P	A	L
Y 1302	454.8	Beatty.....	do		P	A	L
Y 1305	457.3	Meridian.....	do	Md	F T X P	A	L
Y 1308	460.8	Sonna.....	do		P	A	L
Y 1312	465.0	Nampa Loop Jct.....	do		P		
Y 1314	467.7	Main Line Jct.....	do		P		
Y 1304	468.0	Nampa.....	do	Au	F T X P	A	L-OE
		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	F T X P	A	L-SOE
1316	469.2	Enrose.....	do		P	A	
1320	472.5	Notus.....	do	U	F T X P	A	R
1323	476.1	Tucker.....	do		P	A	R
1328	480.8	Parma.....	do	Ma	F T X P	A	R
1333	485.9	Apple Valley.....	do			A	
1334 7	487.5	Idaho-Ore. State Line.....	do				
1336	488.4	Nyssa.....	Ore.	Sy	F T X P	A	L
1339	491.7	Arcadia.....	do		P	A	L
	496.8	Malheur Jct.....	do		P	A	
1345	497.6	Ontario Stk. Yds.....	do				Yes
1346	498.7	Ontario.....	do	On	F T X P	A	R
1347 3	500.1	Ore-Idaho State Line.....	do				
1348	500.9	Washoe (Spur).....	Idaho			A	R
	502.1	Payette Jct.....	do		P		
1350	502.5	Payette.....	do	Ay	F T X P	A	R
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	F T X P	A	R-O
1369	522.0	Eaton.....	do		P	A	R
1373	525.7	Cobb.....	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.....	do				
1384	537.1	Blakes Jct.....	Ore.	Hu	P	C	R
1386	538.8	Huntington.....	do	Hn	F T X P	A	L
		Huntington Yard.....	do				Yes

NAMPA BRANCH

	Nampa							
1304	0.0	Nampa.....	Idaho	Au	F T X P	A	L-OE	Yes
		Nampa Disp'r.....	do	D	P			
		Nampa Opr.....	do	Q	P			
	0.3	Nampa (Jct. H. B.).....	do					
	0.7	Idaho Nor. Jct.....	do					
Y 1312	2.5	Nampa Loop Jct.....	do		P			

BOISE BRANCH

	Jct.							
Y 1298	0.0	Boise Jct. (H. B.).....	Idaho	.....	P	.....	.....	.....
OR 1	1.1	Fair Grounds.....	do	.....	.....	A	.....	Yes
OR 3	3.2	Boise Freight.....	do	Bd	FP	A	L-SOE	Yes
OR 5	5.0	Penitentiary (Spur).....	do	.....	.....	A	.....	.....
OR 6	6.3	Vernon.....	do	.....	.....	.....	L	.....
OR 8	8.4	Barber.....	do	.....	.....	A	.....	Yes

IDAHO DIVISION—Continued

MURPHY BRANCH

Sta. No.	Dist. from Nampa	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1304	0.0	Nampa..... Idaho	Au	FTXP	A	L-OE	Yes
		Nampa Disp'r..... do	D	P			
		Nampa Opr..... do	Q	P			
	0.1	Nampa (Jct. H. B.)..... do					
OS 4	4.4	Deal..... do			A		
OS 9	8.9	Bowmont..... do			A		
OS 12	11.6	Westma (Spur)..... do			A	L	
OS 15	14.6	Melba..... do		FX	A	L	
OS 17	17.1	Stoddard..... do			A		Yes
OS 30	29.8	Murphy..... do			A	R	Yes

IDAHO NORTHERN BRANCH

Sta. No.	Dist. from Nampa	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1304	0.0	Nampa..... Idaho	Au	FTXP	A	L-OE	Yes
		Nampa Disp'r..... do	D	P			
		Nampa Opr..... do	Q	P			
	0.7	Idaho Nor. (Jct. H. B.)..... do		P			
OT 2	2.4	Fischer..... do			A		
OT 6	6.1	Maddens (Spur)..... do			A	L	
OT 9	9.3	Middleton..... do			A		Yes
OT 19	18.9	Jenness..... do			A		
OT 22	22.2	Bramwell (Spur)..... do			A	L	
	26.4	Emmett (Jct. H. B.)..... do			A		
OT 27	27.0	Emmett..... do	Mf	FTXP	A	R	Yes
OT 32	31.8	Plaza..... do			A		
OT 33	33.0	Black Canyon (Spur)..... do		P	A		
OT 41	41.1	Montour..... do			A	R-E	Yes
OT 50	49.7	Horseshoe Bend..... do	Hb	FTXP	A	L	Yes
OT 55	55.1	Gardena..... do		P	A		
OT 64	64.1	Banks..... do	Ab	FTXP	A	L	Yes
OT 75	75.4	Big Eddy..... do		P	A		
OT 83	83.0	Smiths Ferry..... do	Sf	P	A	L	Yes
OT 93	92.7	Cabarton..... do		P	A	L	Yes
OT 96	95.5	Belvidere..... do			A	R	Yes
OT 99	99.2	Cascade..... do	Cd	FTXP	A	R	Yes
OT 108	108.1	Arling..... do			A		Yes
OT 115	115.3	Donnelly..... do	Fy	FTX	A	L	Yes
OT 121	120.6	Norwood..... do			A	R	Yes
OT 123	123.3	Archabal..... do			A		
OT 129	128.7	McCall..... do	Ne	FTXP	A	L	Yes

WILDER BRANCH

Sta. No.	Dist. from Caldwell	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1313	0.0	Caldwell..... Idaho	Cw	FTXP	A	L-SOE	Yes
	0.2	Caldwell (Jct. H. B.)..... do					
OU 3	2.5	Simplot (Siding)..... do			A		
OU 4	3.7	Shelp..... do			A		
OU 7	7.0	Greenleaf (Spur)..... do			A	R	Yes
OU 10	9.7	Allendale..... do			A		
OU 12	11.5	Wilder..... do		FTX	A	R	Yes

HOMEDALE BRANCH

Sta. No.	Dist. from Nyssa	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1336	0.0	Nyssa..... Ore.	Sy	FTXP	A	L	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					

IDAHO DIVISION—Continued

HOMEDALE BRANCH—Concluded

Sta. No.	Dist. from Nyssa	STATION	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	FTXP	A	L	Yes
OV 31	31.0	Claytonia..... do			A		
OV 33	33.1	Marsing..... do	Mr	FXP	A	R	Yes

OREGON EASTERN BRANCH

Sta. No.	Dist. from Ontario	STATION	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
	1.9	Malheur Junction..... do		P	A		
OW 4	3.8	Cairo..... do			A	R	
OW 7	6.9	Luse..... do			A		
OW 10	10.0	Mallett..... do			A	R	Yes
OW 16	15.5	Vale..... do	Va	FTXP	A	L	Yes
OW 24	23.5	Hope..... do			A		Yes
OW 35	34.8	Little Valley..... do			A		
OW 42	42.0	Harper..... do	Ha	FTXP	A	L	Yes
OW 48	48.0	Kime..... do			A		
OW 51	51.2	Namorf..... do			A		
OW 56	56.4	Bohna..... do			C	L	
OW 62	62.2	Jonesboro..... do			A		Yes
OW 74	73.6	Juntura..... do	Jn	FTXP	A	L	Yes
OW 87	86.6	Long..... do			A		
OW 93	92.7	Riverside..... do		P	A	L	Yes
OW 100	100.0	Fort..... do			A		
OW 103	102.8	Dunnean..... do			A		
OW 110	110.2	Venator..... do		P	A	L	Yes
OW 118	117.9	Circle Bar..... do			A		
OW 127	126.6	Crane..... do		P	A	L	Yes
OW 138	138.4	Lawen..... do			A	L	
OW 144	143.5	Redess..... do			A		Yes
OW 157	156.8	Burns..... do	Br	FTX	A	L	Yes

BROGAN BRANCH

Sta. No.	Dist. from Vale	STATION	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 17	0.1	Vale (Jct. H. B.)..... do			A	L	Yes
OX 23	23.3	Brogan..... do			A	L	Yes

PAYETTE BRANCH

Sta. No.	Dist. from Payette	STATION	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
	0.4	Payette (Jct. H. B.)..... do		P	A		
OY 3	3.3	Ingard..... do			A		
OY 4	3.9	Eiffie..... do			A		
OY 5	5.1	Fruitland..... do	Fu	FTXP	A	R	
OY 7	6.8	Buckingham..... do			A		
OY 11	11.1	New Plymouth..... do	Np	FTXP	A	L	Yes
OY 17	17.2	Falks (Spur)..... do			A		
OY 19	18.9	Little Rock..... do			A	L	Yes
OY 22	21.6	Letha..... do			A		
	29.1	Emmett (Jct. H. B.)..... do			A		
OT 27	29.7	Emmett..... do	Mf	FTXP	A	R	Yes

IDAHO DIVISION—Continued
HOMESTEAD BRANCH

Sta. No.	Dist. from Blakes Junction	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1384	0.0	Blakes Junction.(H.B.) Ore.	.....	P	C	R	.....
OZ 14	14.0	Home (Spur)..... do	.....	P	A	.....	.....
OZ 15	15.3	Mineral (Spur)..... do	.....	P	A	.....	.....
OZ 16	16.2	Still (Spur)..... do	.....	.....	.....	.....	.....
OZ 27	27.1	Sturgill (Spur)..... do	.....	.....	A	R	Yes
OZ 33	32.9	Robinette..... do	Rq	FTXP	A	R	Yes

Sta. No.	Dist. from Weiser	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1363	0.0	Weiser..... Idaho	Sr	FTXP	A	R-O	Yes
OP 6	6.0	Rebecca..... do	.....	P	A	.....	.....
OP 12	11.7	Presley..... do	.....	P	A	.....	.....
OP 19	19.1	Concrete..... do	.....	P	A	.....	.....
OP 27	26.7	Diamond (Spur)..... do	.....	FTXP	A	L	Yes
OP 32	31.8	Midvale..... do	Mi	FTXP	A	L	Yes
OP 41	40.5	Cambridge..... do	Ra	FTXP	A	L	Yes
OP 50	49.8	Goodrich..... do	.....	P	A	.....	.....
OP 57	56.6	Mesa..... do	.....	P	A	.....	.....
OP 60	60.2	Council..... do	Cn	FTXP	A	R	Yes
OP 62	61.6	Hoover..... do	.....	P	A	.....	.....
OP 67	66.5	Fruitvale..... do	.....	P	A	.....	Yes
OP 69	69.3	Starkey (Spur)..... do	.....	P	A	.....	Yes
OP 72	72.0	Glendale..... do	.....	P	A	.....	.....
OP 80	80.0	Woodland..... do	.....	P	A	.....	Yes
OP 82	81.9	Tamarack..... do	.....	P	A	.....	.....
OP 84	84.1	Rubicon..... do	.....	P	A	.....	.....
OP 90	89.7	New Meadows..... do	Ds	FTXP	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	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Ogden	Stock Yard Facilities
1061	133.9	Pocatello..... Idaho	Ca	TP	.....	.....	.....
.....	.....	Pocatello Baggage..... do	.....	XP	.....	.....	.....
.....	.....	Pocatello Dispr..... do	H	P	.....	.....	.....
.....	.....	Pocatello Store..... do	.....	F	.....	.....	.....
.....	.....	Pocatello Yard..... do	Po	P	.....	R	Yes
.....	.....	Pocatello Freight..... do	.....	FP	A	L-SOE	.....
.....	.....	Montana Jct..... do	.....	P	A	.....	.....
F 1131	136.7	Chubbuck..... do	.....	P	A	.....	.....
F 1133	138.2	Tyhee..... do	.....	P	A	R	Yes
.....	140.4	East Line Fort Hall Indian Reservation.	.....	.....	.....	.....	.....
.....	141.1	Fort Hall..... Idaho	Fh	FTXP	A	L	Yes
F 1138	151.0	Gibson..... do	.....	P	A	R	.....
F 1144	157.0	West Line Fort Hall Indian Reservation.	.....	.....	.....	.....	.....
.....	.....	Blackfoot..... Idaho	Bf	FTXP	A	L-OE	Yes
F 1151	158.1	Wapello..... do	.....	P	A	R	Yes
F 1157	163.9	Kimball..... do	.....	P	A	.....	.....
F 1159	166.6	Firth..... do	Fr	FTXP	A	L-E	Yes
F 1162	169.4	Goshen Jct..... do	.....	P	A	C	.....
F 1162	169.8	Monroe..... do	.....	P	A	.....	.....
F 1165	172.2	Shelley..... do	Sy	FTXP	A	L	Yes
F 1168	175.5	Mitchell..... do	.....	P	A	.....	.....
F 1170	176.9	Cotton..... do	.....	P	A	.....	.....
F 1172	179.3	Bach..... do	.....	P	A	.....	.....
F 1176	183.1	Idaho Falls..... do	Ak	FTXP	A	L-OE	Yes
F 1177	184.5	Idaho Falls, Baggage..... do	.....	P	A	L	Yes
.....	.....	Payne..... do	.....	P	A	L	.....
F 1184	191.2	Bassett..... do	.....	P	A	R	Yes
F 1189	196.5	Roberts..... do	Ar	FTXP	A	R	.....
F 1195	202.0	Tenno..... do	.....	P	A	.....	.....
F 1200	207.0	Hawgood..... do	.....	P	A	R	.....
F 1205	212.1	Hamer..... do	.....	P	A	L	Yes
F 1210	217.5	Camas..... do	.....	P	A	L	Yes
F 1216	223.1	Jones..... do	.....	P	A	L	.....
F 1221	228.2	Dubois..... do	Bo	FTXP	A	R	Yes
F 1228	234.9	High Bridge..... do	.....	P	A	L	.....
F 1236	242.9	Spencer..... do	Rc	FTXP	A	R	Yes
F 1241	248.5	Humphrey..... do	.....	P	A	L	.....
F 1251	258.0	Ida.-Mont. State Line	.....	.....	.....	.....	.....
F 1256.9	264.3	Monida..... Mont.	Mo	FTXP	A	R	Yes
F 1257	264.7	Snowline..... do	.....	P	A	R	Yes
F 1265	272.8	Lima..... do	Rd	FTXP	A	L	Yes
F 1273	279.9	.....	.....	.....	.....	.....	.....

MACKAY BRANCH

Sta. No.	Dist. from Blackfoot	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Ogden	Stock Yard Facilities
F 1151	0.0	Blackfoot..... Idaho	Bf	FTXP	A	L-OE	Yes
.....	0.0	Blackfoot (Jct. H. B.)..... do	.....	.....	.....	.....	.....
FL 2	2.1	Collins..... do	.....	P	A	.....	.....
FL 3	2.6	Gardner Jct..... do	.....	P	A	.....	.....
FL 4	3.7	Aiken..... do	.....	P	A	.....	Yes
FL 4	4.3	Clarkson..... do	.....	P	A	.....	.....
FL 5.7	5.7	Moreland..... do	.....	P	A	R	.....
FL 6	5.9	Thomas Jct..... do	.....	P	A	.....	.....
FL 7	7.1	Aberdeen Jct..... do	.....	P	A	R	.....
FL 20	20.1	Taber..... do	.....	P	A	.....	.....
FL 40	39.7	Scoville..... do	.....	P	A	.....	.....
FL 59	59.1	Arco..... do	Ro	FTXP	A	L	Yes
FL 67	66.7	Moore..... do	.....	P	A	L	Yes
FL 73	72.6	Darlington..... do	.....	P	A	L	Yes
FL 77	77.3	Leslie..... do	.....	P	A	L	Yes
FL 85	85.3	Mackay..... do	My	FTXP	A	R	Yes

IDAHO DIVISION—Continued

GARDNER BRANCH

Sta. No.	Dist. from Gardner Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
FL 3	0.0	Gardner Jct..... Idaho			C		
FM 3	3.2	Peterson..... do			A	L	

THOMAS BRANCH

Sta. No.	Dist. from Thomas Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform 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	L	

ABERDEEN BRANCH

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

GOSHEN BRANCH

Sta. No.	Dist. from Goshen Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
F 1162	0.0	Goshen Jct..... Idaho		P	C		
FK 3	3.2	Anton..... do			A	L	
FK 5	4.8	Goshen..... 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	L	
FK 18	18.1	Ammon (Spur)..... do			A		
FU 3	21.6	Lincoln Jct..... do			C		

EAST BELT BRANCH

Sta. No.	Dist. from Orvin	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
FR 3	0.0	Orvin..... Idaho		P	A	L	
FU 2	0.1	Orvin (Jct. H. B.)..... do		P	A		
FU 3	2.3	Lincoln..... do		P	C		
FU 6	3.1	Lincoln Jct..... do		P	A	L	
FU 6	5.7	Iona..... do		P	A		Yes
FU 16	16.4	Ririe..... do	Rk	FTXP	A	L-E	Yes
FU 21	21.4	Byrne..... do		P	A	R-E	Yes
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	R-E	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	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
FR 8	0.0	Ucon..... Idaho	Un	FTXP	A	R	Yes
	0.1	Ucon (Jct. H. B.)..... do			A		
FS 3	2.3	Coltman (Spur)..... do			A		
FS 5	4.8	Grant (Spur)..... do		P	A	R	
FS 7	7.0	Barlow (Spur)..... do			A		
FS 9	8.8	Lewisville..... do		P	A	R	Yes
FS 9	9.4	Midway (Spur)..... do			A		
FS 11	10.5	Menan..... do	Mn	FTXP	A	R	Yes
FS 12	11.5	Annis Jct..... do			A		
FS 25	25.0	Plano..... do			A	L	
FS 27	26.7	Edmonds..... do			A		Yes
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.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
FS 12	0.0	Annis Jct..... Idaho			C		
FT 1	0.5	Grays (Spur)..... do			A	R	
FT 3	2.6	Annis (Spur)..... do			A	L	

YELLOWSTONE BRANCH

Sta. No.	Dist. from Idaho Falls	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
F 1177	0.0	Idaho Falls..... Idaho	Ak	FTXP	A	L-OE	Yes
	1.0	Idaho Falls, Baggage..... do					
	2.9	Idaho Falls (Jct. H. B.)..... do					
	3.0	Orvin (Jct. H. B.)..... do					
FR 3	3.0	Orvin..... do		P	A	L	
FR 4	3.7	St. Leon (Spur)..... do			A	R	
	7.5	Ucon (Jct. H. B.)..... do			A		
FR 8	7.6	Ucon..... do	Un	FTXP	A	R	Yes
FR 14	13.8	Rigby..... do	Rg	FTXP	A	L-E	Yes
FR 18	18.1	Lorenzo..... do		P	A	L	
FR 21	20.7	Thornton..... do		P	A	R	Yes
FR 22	21.9	Mark..... do			A		
FR 26	26.0	Rexburg..... do			A		
FR 30	29.8	Sugar City..... do	Rx	FTXP	A	R-SE	Yes
FR 31	30.9	Hart..... do	Sc	FTXP	A	L	Yes
FR 33	32.9	Wilford (Spur)..... do		P	A		
FR 37	36.8	St. Anthony..... do	Sh	FTXP	A	R-SE	Yes
FR 38	38.3	Belt..... do		P	A		
FR 43	42.8	Chester..... do		P	A	L	
FR 51	51.0	Ashton..... do	Hn	FTXP	A	R&L-E	Yes
FR 58	58.2	Warm River..... do		P	A	R	
FR 67	66.9	Gerrit..... do		P	A	L	
FR 73	72.5	Pineview..... do		P	A	R	Yes
FR 76	75.7	Eccles..... do		P	A	R	
FR 81	80.6	Island Park..... do		P	A	L	Yes
FR 85	85.4	Trude..... do		P	A	L	
FR 91	90.7	Big Springs..... do		P	A	R	Yes
FR 97	97.2	Reas Pass..... do		P	A	R	
FR 97.7	97.7	Ida.-Mont. State Line					
FR 107	107.1	West Yellowstone..... Mont.	Ws	SP	A	L	

IDAHO DIVISION—Concluded
TETON VALLEY BRANCH

Sta. No.	Dist. from Ashton	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
FR 51	0.0	Ashton..... Idaho	Hn	FTXP	A	R&L-E	Yes
FV 2	0.1	Ashton (Jct. H. B.)..... do					
FV 6	1.8	Marysville..... do			A	L	
FV 9	6.0	Grainville..... do			A	A	
FV 13	8.6	Drummond..... do		P	A	R	Yes
FV 16	12.8	France..... do			A	L	
FV 22	15.8	Lamont..... do		P	A	L	Yes
FV 26	22.3	Judkins..... do			A	R	
FV 30	26.3	Felt..... do			A	L	
FV 33	30.3	Tetonia..... do	Na	FTXP	A	R	Yes
FV 37	32.7	Dwight..... do			A	L	
FV 42	37.2	Driggs..... do	Di	FTX	A	L	Yes
FV 46	42.3	Fox Creek..... do			A	R	
	45.6	Victor..... do	Vr	FTXP	A	R	Yes

SIXTH SUBDIVISION
MAIN LINE—LIMA TO MEADERVILLE

Sta. No.	Dist. from Ogden	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Ogden	Stock Yard Facilities
F 1273	279.9	Lima..... Mont.	Rd	FTXP	A	L	Yes
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	C	L	
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		P	A	R	Yes
F 1341	348.7	Navy..... do		P	A	R	
F 1344	351.7	Lavon..... do			A	L	
F 1352	358.9	Melrose..... do	Vi	FTXP	A	R	Yes
F 1358	364.9	Quinn..... do		P	A	L	
F 1359	366.0	Maiden Rock..... do		P	C	R	
F 1363	370.1	Divide..... do	J	FTXP	A	R	Yes
F 1367	374.3	Woodin..... do		P	A	L	
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	L	Yes
		Butte City (A) 2 No. Main St. do		T			
F 1390	396.9	Butte Union Depot..... do	By	TP		L	
F 1392	398.7	Butte Freight..... do		FP	A	L-OE	Yes
		Meaderville..... do					

UTAH DIVISION
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	461.5	Caliente Frt. and Tkt..... Nev.		FTP	A	R	Yes
B 1349	466.3	Caliente Telegraph..... do	Cs	P	A		
B 1345	470.4	Eccles..... do		P	A		
B 1341	474.3	Minto..... do		P	A		
B 1338	477.2	Spur..... do					
B 1334	480.6	Islen..... do	Sn	P	A	R	
B 1328	486.6	Barclay..... do		P	A	L	Yes
B 1324	491.3	Acoma..... do		P	A		Yes
B 1319	495.7	Brown..... do		P	A	L	
B 1315	499.8	Crestline..... do	Ne	P	A	L	
B1312.4	502.5	Lien..... do		P	A		
B 1312	503.2	Nev. Utah State Line..... Utah		P	A		
B 1307	507.9	Uvada..... do		P	A		
B 1303	511.8	Tomas..... do	Na	FTXP	A	R-O	Yes
B 1297	517.8	Modena..... do		P	A		
B 1292	523.1	Heist..... do		P	A	L	
B 1286	528.7	Yale..... do		P	A		
B 1281	533.5	Beryl..... do	By	P	A		
B 1277	538.4	Zane..... do		P	A		
B 1272	543.4	Ford..... do	Un	FTXP	A	R	Yes
B 1267	547.8	Lund..... do		P	A		
B 1262	552.5	Kerr..... do		P	A		
B 1258	556.9	Latimer..... do		P	A		
B 1251	563.6	Nada..... do		P	A	R	
B 1246	568.6	Thermo..... do	Mo	P	A	L	
B 1241	573.7	Laho..... do		P	A	R	
	578.8	Upton..... do		P	A	L	Yes
B 1236		Milford Freight..... do		F			
		Milford Ticket..... do	Fd	TP			
		Milford Telegraph..... do	Di	P			
		Milford Dispatcher..... do		P			

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	FTP	A	R	Yes
BM 6	0.2	Caliente (Jct. H. B.)..... do			C		
BM 15	6.0	Peck..... do			A		Yes
BM 20	14.4	Panaca..... do					
BM 21	20.4	Water Tank..... do			A		
BM 32	21.3	Delmaues..... do					
BM 33	32.4	Prince Jet..... do					
	32.7	Pioche..... do	Rm	FTXP	A	R	Yes

PRINCE BRANCH

Sta. No.	Dist. from Prince Jet.	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 Jet..... Nev.			A	R	
BY 3	2.6	Atlanta..... do			A		
BY 4	4.2	Mendha..... do			A		
BY 7	6.5	Casleton..... do			A		
BY 9	8.6	Prince..... do			A		

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	FTXP	A	R	Yes
BL 9	9.4	Avon..... do		P	A		
BL 21	20.3	Iron Springs (Jct. H. B.)..... do		FP	A	R	Yes
BL 25	21.0	Iron Springs..... do	Gs	P	A		
BL 30	25.2	Halivah..... do		P	A		Yes
BL 31	29.9	Stock Yards..... do					
	31.0	Power Plant Spur..... do		FP	A	R-O	
		Cedar City Freight..... do		TP			
BL 33	32.5	Cedar City Ticket..... do	Cd				

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	FP	A	R	Yes
	0.7	Iron Springs (Jct. H. B.)..... do			A		
BJ 15	15.4	Iron Mountain..... do	Mn	FP	A		

UTAH DIVISION—Continued

SECOND SUBDIVISION

MAIN LINE—MILFORD TO LYNNDYL

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 1236	578.8	Milford Freight..... Utah	.....	FP	A	L	Yes
.....	.....	Milford Ticket..... do	.....	TP	.....	.....	.....
B 1232	583.0	Milford Telegraph..... do	Fd	P	.....	.....	.....
B 1228	587.1	Opal..... do	.....	P	A	.....	.....
B 1223	591.7	Murdock..... do	.....	P	A	.....	.....
B 1218	596.7	Read..... do	.....	P	A	R	.....
B 1214	601.5	Malone..... do	.....	P	A	R	.....
B 1208	606.6	Black Rock..... do	Ko	FTXP	A	R	Yes
B 1203	611.6	Pumice..... do	.....	P	A	.....	.....
B 1198	616.6	Cruz..... do	.....	P	A	.....	.....
B 1192	623.0	Bloom..... do	Bo	P	A	.....	.....
B 1187	627.9	Borden..... do	.....	P	A	.....	.....
B 1182	633.0	Neels..... do	.....	P	A	.....	.....
B 1177	637.5	Clear Lake..... do	Ck	P	A	R	Yes
B 1173	641.9	Jerome..... do	.....	P	A	.....	.....
B 1169	646.4	Van..... do	.....	P	A	.....	.....
B 1164	651.4	Oasis..... do	.....	P	A	R-O	.....
B 1157	657.5	Delta..... do	Ak	FTXP	A	L-O	Yes
B 1153	662.3	Strong..... do	.....	P	A	.....	.....
B 1147	667.9	Cline..... do	Ny	FTXP	A	R	Yes
.....	.....	Lynndyl..... do	.....	.....	.....	.....	.....

FILLMORE BRANCH

Sta. No.	Dist. from Delta	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1164	0.1	Delta (Jct. H. B.)..... Utah	.....	FTXP	A	L	Yes
BI 22	0.0	Delta..... do	Ak	FTXP	A	R	Yes
BI 32	21.7	Greenwood..... do	.....	FX	A	R	Yes
BI 32	32.2	Fillmore..... do	Fi	FX	A	R	Yes

THIRD SUBDIVISION
MAIN LINE—LYNNDYL TO SALT LAKE VIA BOULTER

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 1147	667.9	Lynndyl..... Utah	Ny	FTXP	A	R	Yes
B 1142	673.0	Adams..... do	.....	P	A	R	Yes
B 1138	677.0	Champlin..... do	.....	P	A	.....	.....
B 1133	681.5	Dyer..... do	.....	P	A	.....	.....
B 1128	687.3	Jericho..... do	.....	P	A	.....	.....
B 1121	693.9	McIntyre..... do	.....	P	A	.....	Yes
B 1114	700.6	Tintie..... do	U	FTP	A	R	Yes
B 1109	706.2	Boulter..... do	.....	P	A	.....	.....
B 1103	712.0	Lofgreen..... do	.....	P	A	L	.....
B 1099	716.1	Dunbar..... do	.....	P	A	L	.....
B 1096	719.2	Pehrson..... do	.....	P	A	L	.....
B 1090	725.3	Faust..... do	Fa	P	A	L	Yes
B 1084	731.2	Ajax..... do	.....	P	A	L	.....
B 1081	733.7	Clover..... do	.....	P	A	L	.....
B 1077	738.1	St. John..... do	Sj	FTXP	A	L	Yes
B 1070	744.6	Stockton..... do	Kn	FTXP	A	R-O	.....
B 1068	746.8	Bauer..... do	Ba	FP	A	.....	.....
B 1065	750.2	Warner..... do	Du	FTP	A	R-O	Yes
B 1061	754.3	Shields..... do	.....	P	A	L	.....
B 1057	758.4	Erda..... do	.....	P	A	L	.....
B 1052	762.5	Morris..... do	.....	P	A	L	.....
B 1049	766.4	Lake Point..... do	Pn	P	A	.....	Yes
.....	769.1	B. & G. Crossing..... do	.....	.....	.....	.....	.....
B 1045	770.3	Garfield..... do	Gf	FTXP	A	R-O	Yes
B 1045	770.4	East Garfield..... do	.....	.....	.....	.....	.....
B 1039	775.7	Riter..... do	.....	P	A	.....	.....
B 1034	781.2	Buena Vista..... do	Bv	P	A	R	.....
.....	784.4	D. & R. G. W. Crossing..... do	.....	.....	.....	.....	.....
.....	784.5	D. & R. G. W. Crossing..... do	.....	.....	.....	.....	.....
.....	.....	Salt Lake "A" So. Tem. & Main..... do	.....	TP	.....	.....	.....
.....	.....	Salt Lake City S. P., 14 So. Main St..... do	.....	TP	.....	.....	.....

UTAH DIVISION—Continued

THIRD SUBDIVISION—Concluded

MAIN LINE—LYNNDYL 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
B 1029	786.0	Salt Lake City Un. Sta. Utah	.....	TP	.....	.....	.....
.....		Salt Lake City Baggage. do	.....	P	.....	.....	.....
.....		Salt Lake City Freight. do	.....	FP	A	R-SOE	.....
.....		Salt Lake City Telegraph. do	Vn	P	.....	.....	.....
.....		Salt Lake City Dispatcher do	Ds	P	.....	.....	.....

EUREKA BRANCH

Sta. No.	Dist. from Tintie	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1114	0.0	Tintie..... Utah	U	FTP	A	R	.....
.....	0.4	Tintie (Jct. H. B.)..... do	.....	.....	.....	.....	.....
BF 2	1.6	Mammoth Junction..... do	Rk	FTX	A	R	.....
BF 4	3.6	Eureka..... do	.....	.....	.....	.....	.....

SILVER CITY BRANCH

Sta. No.	Dist. from Tintie	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1114	0.0	Tintie..... Utah	U	FTP	A	L	.....
.....	0.4	Tintie (Jct. H. B.)..... do	.....	.....	.....	.....	.....
BG 2	2.4	Silver City..... do	.....	.....	A	R	.....

MAMMOTH BRANCH

Sta. No.	Dist. from Mammoth Jet.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
BF 2	0.0	Mammoth Junction..... Utah	.....	.....	.....	.....	.....
BH 2	1.6	Mammoth..... do	.....	.....	A	R	.....

PROVO SUBDIVISION
MAIN LINE—LYNNDYL TO SALT LAKE VIA PROVO

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 1147	667.9	Lynndyl..... Utah	Ny	FTXP	A	R	Yes
T 1159	671.9	Mack..... do	.....	P	A	R	Yes
T 1158	673.3	Leamington..... do	.....	P	A	.....	.....
T 1153	678.3	Uisco..... do	.....	P	A	.....	Yes
T 1150	681.0	Soma..... do	.....	P	A	.....	.....
T 1148	683.1	Parley..... do	.....	P	A	R	Yes
T 1140	691.3	Mills..... do	.....	P	A	R	Yes
T 1133	698.3	Juab..... do	.....	P	A	L	.....
T 1130	701.0	Levan..... do	.....	P	A	L	.....
T 1125	705.6	Sharp..... do	.....	P	A	.....	.....
T 1118	712.8	Nephi..... do	Ni	FTXP	A	R	Yes
T 1112	718.7	Burrington..... do	.....	P	A	.....	.....
T 1111	720.4	Mona..... do	.....	P	A	L	.....
T 1107	724.0	Starr..... do	.....	P	A	R	Yes
T 1101	730.0	York..... do	.....	P	A	.....	.....
T 1098	732.7	Santaquin..... do	.....	P	A	R	.....
T 1092	738.8	Payson..... do	Cn	FTXP	A	R	Yes
T 1090	741.2	Stearns-Beet Spur..... do	.....	P	A	L	.....
T 1087	743.6	Benjamin..... do	.....	P	A	L	.....
T 1085	746.4	Spanish Fork..... do	Sf	FTXP	A	R-O	Yes
T 1081	750.0	Springville..... do	.....	P	A	R	Yes
T 1076	754.7	Provo Union Depot..... do	Vo	TP	A	L-OE	Yes
.....	754.7	Provo Freight Depot..... do	De	FP	.....	.....	.....
.....	754.7	Provo Joint Yard..... do	Ur	P	.....	L	.....
T 1074	756.8	Provo-Cutting Spur..... do	.....	.....	A	.....	.....
.....	759.3	D. & R. G. W. Crossing..... do	.....	.....	.....	.....	.....
T 1072	760.0	Geneva..... do	.....	FP	A	.....	.....
T 1070	761.1	Vineyard..... do	.....	P	A	.....	.....
T 1067	763.8	Hardy..... do	.....	P	A	.....	.....
T 1065	765.5	Pleasant Grove..... do	Go	FTXP	A	R	.....
.....	768.0	S. L. & U. R. R. Co., Crossing..... do	.....	.....	.....	.....	.....
T 1062	768.5	American Fork..... do	Af	FTXP	A	L-O	.....
.....	771.1	Lehi-Sugar Spur..... do	.....	.....	.....	.....	.....
T 1059	771.5	Lehi..... do	Hi	FTXP	A	L-O	Yes
T 1058	773.0	Cutler..... do	.....	P	A	L	.....
T 1053	777.5	Mount..... do	.....	P	A	.....	.....
T 1051	780.0	Rideout..... do	.....	.....	A	.....	.....
T 1048	783.3	Mellen Sand Spur..... do	.....	.....	.....	.....	.....
T 1046	784.9	Draper..... do	A	FTXP	A	L	Yes
S 1042	789.4	Sandy..... do	.....	P	A	L-O	.....
.....	789.8	D. & R. G. W. Little Cottonwood Branch Crossing..... do	.....	.....	.....	.....	.....
S 1040.1	790.7	Midvale (on U. S. Smelter Spur) do	.....	FP	A	R	.....

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
S 1040	790.8	Cushing.....Utah		P	A	L	
S 1039	792.4	Atwoods.....do		P	B		
	792.5	Connection U. S. Smelter Spur do					
S 1037	794.1	Pallas.....do		P	B	R	
S 1036.2	794.7	Murray.....do	Fn	F X P	A	R-OE	Yes
S 1036	795.4	Fireclay.....do		A	A		
S 1035	796.0	Bentz.....do		A	A		
S 1034.1	797.2	Walton.....do		A	B		
S 1034	797.4	Huslers.....do		P	B	L	Yes
	798.6	D. & R. G. W. R. R. Park City Branch Crossing.....do					
S 1032	798.8	Burton.....do			B	R	Yes
S 1032	799.4	Officer.....do		P	A	R	
	799.9	S. L. & U. R. R. Crossing.....do					
		Salt Lake City, "A," So. Tem. & Main.....do		T P			
		Salt Lake City S. P., 14 So. Main St.....do		T P			
B 1029	802.0	Salt Lake City Union Station.....do		T P			
		Salt Lake City Baggage.....do		P			
		Salt Lake City Freight.....do		F P	A	R-SOE	
		Salt Lake City Headquarters.....do	Sa	P			
		Salt Lake City Dispatcher.....do	Ds	P			
		Salt Lake City, Telegraph.....do	Vn	P			

Sta. No.	Dist. from Provo	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
T 1076	0.0	Provo Union Depot.....Utah	Vo	T P		R	
	1.4	Provo (Jct. H. B.).....do					
TB 2	2.8	Ironton (Columbia Steel Plant) do			A	R	

Sta. No.	Dist. from Cutler	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
	0.2	Cutler (Jct. H. B.).....Utah					
T 1058	0.0	Cutler.....do		P	A	L	
	1.9	S. L. & U. Crossing.....do					
TA 5	4.9	Clinton.....do			A		
TA 13	12.7	Dahl (Spur).....do			A		
TA 17	17.4	Floyd.....do			A		
TA 20	20.3	Fairfield.....do			A	L	Yes
TA 24	23.6	Five Mile Pass.....do			A		

Sta. No.	Dist. from Ogden	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
		FAIRFIELD BRANCH					
		FOURTH SUBDIVISION					
		MAIN LINE—OGDEN TO SALT LAKE CITY					
		Ogden City, Ben Lomond Hotel Bldg....Utah		T P			
B 993	0.0	Ogden, Union Pass. Sta....do		T P			
		Ogden, Baggage.....do		P			
		Ogden, Freight.....do	Og	F T P	A	L-OE	Yes
		Ogden, Telegraph.....do	Yd	P			
		Ogden, Yard.....do		P			
	0.6	U. P. Crossing.....do					
B 994	1.0	Bridge Junction.....do		P	C	L	
B 999	6.1	Roy.....do		P	A	L	
B 1002	9.8	Clearfield.....do	Cf	F T X P	A	L	Yes
B 1007	14.5	Layton.....do	Ny	F T X P	A	L	Yes
B 1009	16.7	Kaysville.....do	K	F T X P	A	L	Yes
B 1014	21.3	Farmington.....do		X P	A	L	
B 1019	26.0	Centerville.....do			A	L	
B 1021	28.1	Woods Cross.....do	We	F T X P	A	L	
	31.0	B. R. R. Crossing.....do					
B 1024	31.1	North Salt Lake.....do		F P	A	L	Yes
B 1026	32.9	Becks.....do			A		
	33.7	North Yard.....do	C	P			
		Salt Lake City ("A") So. T. and Main.....do		T P			
		Salt Lake City S. P., 14 So. Main St.....do		T P			
B 1029	36.3	Salt Lake City Passenger Station.....do		T X P			
		Salt Lake Bag.....do		P			
		Salt Lake Freight.....do		F P	A	L-SOE	
		Salt Lake Headqtrs.....do	Sa	P			
		Salt Lake Disp'r.....do	Ds	P			
		Salt Lake City, Telegraph 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	F T X P	A	L	
	0.3	D. & R. G. W. Crossing.....do					
BD 1	1.0	Moberly (Spur).....do			A	R	
BD 2	2.1	Barnes (Spur).....do			A	L	
BD 3	3.2	Steed (Spur).....do			A	R	
BD 5	4.7	Syracuse.....do			A		

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
		Ogden City, Ben Lomond Hotel Bldg....Utah		T P			
B 993	0.0	Ogden, Un. Pas. Sta....do		T P			
		Ogden, Baggage.....do		P			
		Ogden, Freight.....do	Og	F T P	A	R-OE	Yes
		Ogden, Telegraph.....do	Yd	P			
		Ogden, Yard.....do		P			
	0.7	D. & R. G. W. Crag.....do					
F 994	1.6	S. P. Junction.....do		P		R	
F 995	2.7	Browning.....do					
	4.7	U. I. C. R. R. Crag.....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	L	
F 1010	17.2	Perry.....do		P	A	L	
F 1012	19.3	Bushnell.....do		P	A	L	
F 1014	21.1	Brigham.....do	Bm	F T X P	A	R-OE	Yes
F 1018	25.3	Bakers.....do		P	A	L	
F 1023	30.4	Honeyville.....do	Hx	F T X P	A	L	Yes
F 1025	32.5	Madsen.....do		P	A	R	
F 1029	35.9	Dewey.....do		P	A	R	
F 1033	40.1	Collinston.....do		P	A	R	Yes
F 1037	44.6	Wheelon.....do		P	A	L	
	45.2	Bear River Tunnel (Tunnel No. 15).....do		P			
F 1041	48.8	Cache Junction.....do	Cj	F T X P	A	R	Yes
F 1046	52.9	Hammond.....do		P	A	L	
F 1050	56.9	Trenton.....do	On	F T X P	A	L	Yes
F 1051	58.2	Morton.....do			A	L	
F 1053	60.6	Cornish.....do	Cg	F T X P	A	L	Yes
F 1055	62.4	Utida.....do		P	A	R	Yes
F 1055	62.4	Utah-Idaho St. Line					
F 1056	63.7	Anderson (Spur).....Idaho		P	A	R	
F 1058	65.1	Weston.....do	Wi	F T X P	A	L	Yes
F 1061	68.5	Thorensen (Spur).....do		P	B	L	
F 1064	71.0	Dayton.....do	Cn	F T X P	A	L	Yes
F 1065	72.4	Beers (Spur).....do			A	L	
F 1068	75.2	Clifton.....do		P	A	R	Yes
F 1071	78.3	Coulam.....do		P	A	R	Yes
F 1074	81.3	Oxford.....do		P	A	L	Yes
F 1077	84.7	Swan Lake.....do		P	A	L	Yes
F 1083	89.9	Zenda.....do		P	A	R	
F 1088	95.0	Downey.....do	Do	F T X P	A	L	Yes
F 1093	100.0	Virginia.....do		P	A	L	
F 1095	102.5	Marsh Valley (Spur).....do		P	A	L	
F 1097	104.7	Arimo.....do	A	F T X P	A	L	Yes
	111.2	McCammon.....do	Mc	F T X P	A	L	Yes
	111.4	Jet. Switch Line to Ogden					

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	F T X P	A	R-OE	Yes
BE 0.5	0.5	Globe Mills (Spur).....	do	do		A	L	Yes
BE 0.7	0.7	Evona.....	do	do		A	L	
BE 1	1.1	Relico.....	do	do		A	R	
.....	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	do		A	R	

		Dist. from Brig- ham	MALAD BRANCH					
F 1014	0.0	Brigham.....	Utah	Bm	F T X P	A	R-OE	Yes
FC 4	3.9	Corinne Junction.....	do			C	R	
FC 6	5.6	Corinne.....	do			A	R	Yes
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	F T X	A	R-O	Yes
FC 20	19.8	Garland.....	do	Aj	F T X	A	L	Yes
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	Yes
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						
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	F T X	A	R-OE	Yes

		Dist. from Tremonton	THATCHER BRANCH						
FC 18	0.0	Tremonton.....	Utah	Mu	FTX	A	R-O	Yes	
	0.4	Tremonton (Jct. H. B.).....	do						
FD 5	5.1	Sunset.....	do			A	R		
FD 6	5.6	Thatcher.....	do			A	R		

	Dist. from Gar- land	BEAR RIVER BRANCH						
FC 20	0.0	Garland.....	Utah	Aj	FT X	A	L	Yes
FE 1	0.2	Garland (Jct. H. B.).....	do			A	L	
FE 3	1.1	Garland Jct.....	do			A	L	
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	

	Dist. from Bakers	URBAN BRANCH						
F 1018	0.0	Bakers (Jct. H. B.).....	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 Jct.	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	F T X P	A	R	Yes
	0.2	Cache Junction (H. B.).....	do					
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	F T X	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	20.3	Holt (Spur).....	do			A	R	
FF 22	21.7	Sugar Factory Jct.....	do			A		
	23.7	Logan Jct.....	do					
FF 24	24.1	Logan.....	do	Q	F T	A	R	Yes
	24.4	Benson Jct.....	do					
FF 30	30.0	Cardon.....	do			B		
FF 32	31.5	Smithfield.....	do	Sm	F T X	A	R	Yes
FF 33	33.4	Baugh (Spur).....	do			A	R	
FF 37	36.5	Hodges (Spur).....	do			A	R	
FF 37	37.4	Richmond.....	do	Rn	F T X	A	R	
FF 40	39.6	Merrills.....	do			A		
	39.9	U. I. C. R. R. Under Grade	do					
		Crossing.....	do					
FF 41	40.9	Webster.....	do			A	L	
FF 42	41.5	Lewiston Sugar (Spur).....	do		S F	B	L	
FF 42.7	42.7	Utah-Idaho State Line						
FF 44	43.8	Franklin.....	Idaho	F	F T X	A	R	Yes
FF 48	48.0	Whitney.....	do			A	L	Yes
	50.6	U. I. C. R. R. Crossing.....	do					
FF 51	50.8	Preston.....	do	Pn	F T X	A	R-OE	Yes

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

	Dist. from Logan	BENSON BRANCH						
FF 24	0.0	Logan.....	Utah	Q	FT	A	R	Yes
FG 3	0.3	Benson Junction (H. B.).....	do			A	L	
FG 6	5.4	Benson.....	do			A	L	

		Dist. from Sugar Factory Jct.	LOGAN SUGAR FACTORY BRANCH						
FF	22	0.0	Sugar Factory Jct.....	Utah	.....		A		
FJ	1	0.8	Sugar Factory.....	do	.....		A	L	Yes
FJ	2	1.9	College Jct.....	do	.....		A		
FJ	3	2.5	Logan Jct.....	do	.....				

		Dist. from College Jct.	COLLEGE BRANCH						
FJ	2	0.0	College Jct.....	Utah			A		
FH	3	2.8	College (Spur).....	do			A	L	

LOS ANGELES DIVISION

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	TP			
		Los Angeles Freight—840 So. Alameda Street. do		FTP	A	{ R & L SOE }	
		Los Angeles, Jct. Station. do		TP			
		Los Angeles Baggage. do					
		Los Angeles Telegraph 2025 Hunter Street. do	Z	P			
		Los Angeles Dispatcher's Office 2025 Hunter Street. do	Ds	P			
B 1813	0.0	Los Angeles Union Passenger Terminal, 800 No. Alameda Street. Cal.	UD	TP			
	0.6	Mission Tower—A. T. & S. F. Ry. Crossing. do					
B 1812	0.8	Pasadena Jct. do					
	1.7	First Street. do		P			
	3.4	Ninth Street Jct. do		P			
B 1811	3.9	Soto Street Jct. do		P			
B 1810	4.6	Downey Road. do		P			
B 1809	5.6	East Yard. do		P			
	7.3	Telegraph Road. do	Rd	TP			
	7.5	East Los Angeles. do					
B 1804	10.3	Montebello. do	Mk	FTXP	A	L	
B 1803	12.1	Pico. do	K	FTXP	A	R	
B 1802	12.6	Whittier Junction. do		P	A		
B 1802	12.8	St. Helens Spur. do		P	A		
B 1799	15.4	Clayton. do	Bg	FP	A	R	
B 1796	18.7	Hillgrove. do		P			
B 1795	19.6	Hudson. do		P	A		
B 1793	21.6	Rowland. do		P			
B 1791	23.4	Fallon. do	Wa	FP	A	R	
B 1789	26.1	Walnut. do		P	A		
B 1786	28.7	Feed Spur. do		P	A		
B 1784	30.6	Spadra. do	Po	TP			
B 1781	33.8	Pomona Ticket. do		FP	A	R	
	34.7	Pomona Freight. do					
	34.7	Southern Pacific Crossing. do	Wo	P	A		
B 1779	35.8	W. O. Tower. do		P	A		
B 1777	37.3	San Antonio Meat Co. Spur. do		P	A		
B 1775	39.5	Sunsweet. do	Ra	FTP	A	L	
	39.9	Ontario. do		P	A		
B 1774	40.8	Southern Pacific Crossing. do		P	A		
B 1773	42.1	Cucamonga Co-op Winery. do		P	A		
B 1771	43.4	Ballou. do		P	A	L	
B 1769.4	45.4	Collins. do		P	A	L	
B 1767.3	47.4	Champagne. do	V	FPX	A		
B 1767	47.5	Mira Loma. do		P	A		
B 1765	50.0	Winery Spur Mira Loma. do	By	P	A		

CRESTMORE SPUR

Sta. No.	Dist. from Bly	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1765	0.0	Bly. Cal.	By	P	A		
BR 1	0.2	Setout Track. do					
BR 3	3.1	Ennis. do		P	A	R	
BR 4	3.9	Ormand. do		P	A		
BR 4	3.9	Ormand Quarry Track. do		P	A		
BS 4	6.5	Crestmore. do					
	6.9	Crestmore (Jct. H. B.). do					

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.		P	A		
B 1760	54.5	Arlington. do	AN	P	B		
B 1759	55.5	Streeter. do		P	C		
B 1758	56.8	Magnolia Ave. do		P	A		
	56.8	Pacific Electric Ry. Cross- ing. do					
	57.3	North Street. do					
B 1755	59.2	Riverside Freight. do	Vn	FP	A	R	Yes
B 1754	59.9	Riverside Depot Ticket. do		TP			
	59.9	Riverside Junction. do		P	C		
B 1752	62.4	S. P. and A. T. & S. F. Crossing. do		FTX	A	R	
	65.8	Highgrove. do					
B 1749	66.2	Southern Pacific Crossing. do		FTP	A	R	
	68.4	Colton. do					
		Pacific Electric Ry. Cross- ing. do					
B 1746	69.0	San Bernardino Freight. do		FP	A	RE	Yes
		San Bernardino Ticket. do		TP			
		San Bernardino Baggage. do		XP			
		San Bernardino Telegraph. do	B	P			
		San Bernardino Dispatcher. do	Sm	P			
B 1743	70.9	Highland Junction. do			C		
B 1740	74.3	Ono. do		P	A		
B 1737	76.8	Verdemon. do		P	A		
B 1735	79.3	Devore. do		P	A	L	
B 1730	84.0	Keenbrook. do		P	A	L	
B 1726	87.8	Cajon. do	Jo	FTXP	A	L	
B 1721	92.5	Alray Eastbound. do					
	96.3	Summit. do					
B 1724	90.6	Gish. do			A	R	Yes
B 1723	91.6	Dell. do			A		
B 1718	94.3	Summit. do	Su	FTXP	A	R	Yes
B 1712	101.8	Lugo. do		P	A		
B 1707	107.0	Hesperia. do		P	A	L	Yes
B 1703	111.1	Thorn. do		P	A		
B 1702	113.4	Frost. do		P	A		
B 1699	115.4	Victorville. do	Vr	FTXP	A	L	Yes
B 1697	116.9	Leon. do		P	A		
B 1693	120.5	Oro Grande. do		P	A	L	Yes
B 1688	125.9	Bryman. do		P	A		
B 1683	130.8	Helendale. do		P	A	R	
B 1679	135.1	Wild. do					
B 1674	140.0	Hodge. do		P	A	R	Yes
B 1668	145.9	Lenwood. do		P	A		
B 1663	151.8	Barstow Freight. do	Ba	FP	A	L	Yes
B 1658	156.9	Barstow Ticket. do		TP			
B 1654	160.6	Nebo. do			A		
B 1652	162.2	Daggett. do	H	FTXP	A	R	
B 1650	165.2	West Yermo. do					
		Yermo. do	Bn	FTXP	A	L	Yes

SAN PEDRO BRANCH

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
B 1810	0.0	Downey Road (Jct. HB). Cal.		P			
BW 0	0.3	Hobart. do	J	FP			
	0.3	A. T. & S. F. Crossing. do					
	0.4	A. T. & S. F. Interchange. do					
	0.5	Bandini Spur. do					
BW 1	0.7	Junction Station. do		FP			Yes
	0.8	La. Ang. Jct. Ry. Csg. do					
BW 1	0.9	Vernon Industrial Spur. do					
BW 1	1.4	Fruitland. do					
BW 2	1.8	Fruitland Ind. Spur. do					
BW 3	2.8	Huntington Park. do		TP	A	L	
	2.3	Bethlehem Steel Corp. do					
BW 3	2.3	Pacific Elect. Ry. Crag. do					
BW 4	2.6	Bell-Team Track. do					
	3.5	Bell Siding. 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—Continued

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
	4.0	Fiberboard Products Co..... Cal.					
	4.1	U.S.A. Salvage Segregation Center..... do					
BW 4	4.2	L. A. Chem. Prod. Co..... do					
BW 5	4.5	A. R. Maas. Chem. Co..... do					
	4.6	South Gate—Team Track..... do					
	4.6	So. Pac. Crossing..... do					
BW 5	4.9	Davenport Mfg. Co..... do			A		
	5.2	Purex Co..... do					
	5.3	Pacific Cast Iron Frgs. Co..... do					
BW 5	5.4	Pacific Saw Prod. Co..... do					
	5.4	P. Grassi Spur..... do					
BW 7	5.7	Flood Control Spur..... do					
BW 7	6.6	Workman..... do			A		Yes
BW 7	7.1	Rancho Los Amigos..... do			A		
BW 7	7.4	Dayton Foundry..... do					
BW 8	7.6	Waldrup Engineering Co..... do					
BW 7	7.6	Hollydale Spur..... do			A		
	7.8	Hardman Air Craft Corp..... do					
	8.4	Pac. Elect. Csg..... do					
BW 8	8.7	Macco Lumber Spur..... do					
BW 10	9.7	Hynes..... do	Hy	FTXP	A	L	Yes
BW 11	10.1	So. Cal. Edison Spur..... do					
BW 11	10.7	Export Petroleum Spur..... do					
	10.7	International Cementers..... do					
BW 11	11.0	Richfield Oil Co..... do		P			
	11.0	Dooley Wholesale Hdw. Cot Spur..... do					
	11.3	Exeter Refinery Co..... do					
BW 11	11.0	Rioco..... do		P	B		
	11.6	Operators Oil & Ref'g Spur..... do					
BW 12	11.8	Douglas Jct..... do		P			
BW 12	0.0	Douglas Jct..... Cal.		P			
BX 2	1.9	North Long Beach..... do		FP	A	L	
BX 2	2.2	Douglas Aircraft Spur..... do					
BX 3	2.5	Montana Ranch Spur..... do					
	2.5	City of Long Beach Spur..... do					
BX 3	2.6	Hancock Ref. Co. Spur..... do					
	Dist. from Downey Road						
BW 12	11.8	Douglas Jct..... Cal.		P			
BW 16	14.6	Cota (P-E Crossing)..... do					
BW 16	16.3	Manuel..... do		FP	B		
BW 19	18.7	Willow Jct..... do					
BW 19	18.9	So. Pac. Crag..... do					
BW 19	19.0	Therard..... do					
BW 19	19.1	Pac. Elect. Crag..... do					
BW 19	19.3	Mead Transfer..... do	Wi	P	A		
	Dist. from Mead Transfer						
BW 19	0.0	Mead Transfer..... Cal.	Wi	P	A		
BW 20	1.3	Mead So. Pac. Intchg..... do		FP	A		
	2.9	Long Beach, Frt..... do					
	Dist. from Downey Road						
BW 19	19.3	Mead Transfer..... Cal.	Wi	P	A		
	19.3	Ford Motor Co. Spur..... do					
	19.4	Oil Warehouse Spur..... do					
BW 20	19.6	Wilmington Team..... do					

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
	19.8	Henry Ford Ave. Crag. Trk..... Cal.					
	20.4	Henry Ford Ave. Draw Bdg..... do		P			
	20.6	Rohl-Connelly Spur..... do					
	20.6	West Long Beach Spur..... do					
	20.7	Spencer-Kellogg Spur..... do					
	20.7	Permanent Corp. Spur Csg..... do					
BW 21	21.4	Terminal Island..... do		P			
BW 23	23.1	East San Pedro (L.A. Harbor)..... do	Dn	FP	A	L	
	Dist. from Pasadena Jct.						
PASADENA BRANCH							
B 1812	0.0	Pasadena Jct..... Cal.					
	0.1	Alhambra Ave..... do					
	0.1	So. Pac. Crag..... do					
	0.5	L. A. Ry. Crag..... do					
BU 1	0.7	Glendale Jct..... do		P			
BU 2	1.8	Avenue 33..... do					
BU 4	4.4	Highland Park..... do			A		
BU 4	4.4	Baker Spur..... do					
BU 5	4.5	Team Track..... do					
	4.5	A. T. & S. F. Ry. Crag..... do					
	7.3	Muni. Lght. Plant Spur..... do					
BU 7	7.4	Raymond..... Cal.			A	R	
	7.4	Muni. Lght. Plant..... do					
	7.5	Pasadena Canning Co..... do					
	7.6	P. E. Ry. Crag..... do					
BU 9	8.5	St'd Bakeries Corp'n..... do					
BU 9	8.8	Pasadena Frt..... do		FP	A	R&LE	
	8.9	Pasadena Depot..... do	Fh	P			
	8.9	Pasadena City Tkt..... do		TP			
	8.9	Industrial Spur..... do					
	Dist. from Glendale Jct.						
GLENDALE BRANCH							
BU 1	0.0	Glendale Jct..... Cal.		P			
BV 1	0.4	Avenue 18..... do					
	0.9	Dayton Ave. Tower..... do					
	2.2	Taylor Mfg. Co. Spur..... do					
BV 3	3.0	Arroyo Jct..... do					
BV 3	3.4	Delay Drive..... do					
BV 4	3.6	Fletcher Drive..... do					
	3.8	Clifford Spur..... do			B		
BV 4	4.2	Forest Lawn..... do			A		
BV 6	6.3	Glendale Depot..... do		FP	A	RL&E	
		Glendale City Tkt..... do		TP			
		Glendale Baggage..... do					
	Dist. from Whittier Jct.						
ANAHEIM BRANCH							
B 1802	0.0	Whittier Jct..... Cal.		P			
BT 1	0.2	Gladning McBean Spur..... do					
BT 2	2.3	Whittier..... do	Wr	FT	A	L&E	
	6.8	Pac. Elec. Ry. Crag..... do					
BT 10	9.6	La Habra..... do	Ha	FT	A	L	
	10.5	Pac. Elect Ry. Crag..... do					
BT 14	13.8	Sunny Hills Spur..... do			A		
BT 14	13.9	Sunny Hills..... do					
	15.5	A. T. & S. F. Ry. Crag..... do					
BT 17	17.3	Fullerton..... do	Rn	FT	A	R&E	
	19.0	A. T. & S. F. Ry. Crag..... do					
BT 20	20.0	Anaheim..... do	Mn	FT	A	R&E	

LOS ANGELES DIVISION—Continued

CRESTMORE BRANCH

Sta. No.	Dist. from River-side 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.	P	C		
.....	0.1	Junction Switch Br. Line.....	do				
.....	0.4	S. P. Intehg.....	do				
BS 1	1.4	Alamo.....	do				Yes
.....	3.3	Riverside Portland Cement Co.....	do				
BS 4	3.6	Crestmore.....	do	P	A		
.....	3.7	Crestmore (Jct. H. B.).....	do				

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	165.2	Yermo.....	Cal.	Bn	FTXP	A	L	Yes
B 1645	170.3	Toomey.....	do			A		
B 1640	175.4	Harvard.....	do		P	A		
B 1635	179.9	Manix.....	do			A	L	
B 1631	184.4	Field.....	do		P	A		
B 1626	189.4	Dunn.....	do		P	A		
B 1625	190.6	Industry Track.....	do					
B 1621	193.6	Afton.....	do		P	A		
B 1617	198.4	Baxter Lime Spur.....	do					
B 1616	199.0	Baxter.....	do			A		
B 1609	206.4	Crucero.....	do		P	A		
B 1601	214.0	Balch.....	do		P	A		
B 1595	219.3	Sands.....	do		P	A		
B 1591	224.1	Glasgow.....	do		P	A		
B 1587	228.0	Kerens.....	do			C		
B 1582	232.7	Flynn.....	do		P	C		
B 1577	237.5	Kelso.....	do	Fo	FTXP	A	R	
B 1574	241.2	Hayden.....	do			A		
B 1570	245.5	Dawes.....	do			A	R	
B 1566	249.2	Elora.....	do		P	A		
B 1563	252.3	Chase.....	do			A		
B 1562	253.3	Water Track.....	do					
B 1559	256.2	Cima.....	do		P	A	L	Yes
B 1555	260.1	Joshua.....	do			A		
B 1550	265.0	Brant.....	do		P	A		
B 1545	269.5	Ivanpah.....	do		P	A		Yes
B 1541	274.2	Moore.....	do		P	A		
B 1535	279.6	Nipton.....	do	Ch	FTXP	A	R	Yes
B 1530	284.9	Desert.....	do		P	A		
B 1526	289.3	Calada.....	do			A		
B 1524.9	290.1	Cal.-Nev. State Line.....	do					
B 1521	293.8	Roach.....	Nev.		P	A	R	
B 1517	298.4	Borax.....	do			A		
B 1512	303.2	Jean.....	do	Je	FTXP	A	L	
B 1507	307.8	Sutor.....	do			A		
B 1504	311.3	Erie.....	do		P	A		
B 1498	317.1	Sloan.....	do	Sr	FTXP	A	R	
B 1491	323.9	Blue Diamond Spur.....	do					
B 1490	324.6	Arden.....	do	A	FTXP	A	R	
B 1486	329.2	Boulder Junction.....	do			A		
B 1484	331.4	Bracken.....	do		P	A		
		Las Vegas, Freight.....	do		FP	A	RE	Yes
B 1479	336.3	Las Vegas, Ticket.....	do		TP			
		Las Vegas, Baggage.....	do		P			
		Las Vegas, Telegraph.....	do	Vg	P			
		Las Vegas, Dispatcher.....	do	Do	P			

BOULDER CITY BRANCH

B 1486	0.0	Boulder Jct.....	Nev.	Rb	FP	A	L
BO 10	9.8	Henderson.....	do	Bc	FTXP	A	R
BO 22	22.4	Boulder City.....	do				

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	336.3	Las Vegas, Freight.....	Nev.	.....	F P	A	R	Yes
.....	.....	Las Vegas, Ticket.....	do	.....	T P	.....	.....	.....
.....	.....	Las Vegas, Telegraph.....	do	Vg	P	.....	.....	.....
.....	.....	Las Vegas, Dispatcher.....	do	Do	P	.....	.....	.....
B 1474	340.8	Wann.....	do	.....	.....	C	.....	.....
B 1470	344.6	Valley.....	do	.....	.....	A	.....	.....
.....	344.7	McCarran Spur.....	do	.....	.....	.....	.....	.....
BQ 3	346.1	McCarran.....	do	.....	.....	A	.....	.....
B 1468	346.6	Lovell.....	do	.....	.....	A	R	.....
B 1466	349.0	Dike.....	do	.....	.....	A	.....	.....
B 1461	354.0	Apex.....	do	.....	.....	A	.....	.....
B 1459	355.8	Arrolime.....	do	.....	.....	A	.....	.....
B 1455	359.5	Garnet.....	do	.....	P	A	.....	.....
B 1450	365.0	Dry Lake.....	do	.....	P	A	.....	.....
B 1444	370.5	Crystal.....	do	.....	.....	A	.....	.....
B 1439	375.5	Ute.....	do	.....	.....	A	.....	.....
B 1435	380.0	Byron.....	do	.....	P	A	.....	.....
B 1430	385.1	Moapa.....	do	Ma	F T X P	A	R	Yes
B 1425	390.1	Acton.....	do	.....	P	C	.....	.....
B 1420	395.4	Farrier.....	do	.....	.....	C	.....	.....
B 1415	399.9	Rox.....	do	.....	P	A	.....	.....
B 1411	403.7	Hoya Gravel Pit.....	do	.....	P	.....	.....	.....
B 1410	404.9	Hoya.....	do	.....	P	A	.....	.....
B 1404	410.4	Galt.....	do	.....	P	A	.....	.....
B 1399	415.4	Vigo.....	do	.....	.....	A	.....	.....
B 1394	421.1	Carp.....	do	.....	P	A	.....	Yes
B 1389	426.0	Cloud.....	do	.....	.....	A	.....	.....
B 1384	431.0	Leith.....	do	.....	P	A	.....	.....
B 1380	434.6	Quarry Spur.....	do	.....	.....	.....	.....	.....
B 1379	436.0	Kyle.....	do	.....	.....	A	.....	.....
B 1375	440.5	Elgin.....	do	.....	P	A	.....	.....
B 1368	446.9	Boyd.....	do	.....	.....	A	.....	.....
B 1363	451.5	Stine.....	do	.....	.....	A	.....	.....
B 1358	456.5	Etna.....	do	.....	F T	A	.....	.....
B 1353	461.5	Caliente, Freight and Ticket.....	do	Cs	P	.....	R	Yes
.....	.....	Caliente, Telegraph.....	do	.....	P	.....	.....	.....

ST. THOMAS BRANCH

B 1430	0.0	Moapa.....	Nev.	Ma	F T X P	A	R	Yes
BN 3	0.1	Moapa (Jct. H. B.).....	do			B-C		
BN 5	3.2	Glendale.....	do			A		
BN 8	5.1	Narrows.....	do			A		
BN 10	9.6	Amber.....	do			A		
BN 10	10.3	Logandale.....	do			A	L	
BN 13	12.8	Virgin.....	do			A	R	
BN 14	13.7	Glassand.....	do			A		
BN 15	14.9	Overton.....	do			A	R	
BN 17	16.9	Mead Lake.....	do			A		

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	19.59	
Second Subdivision Montpelier to Pocatello.....	98.97	42.50	
Third Subdivision...Pocatello to Glenns Ferry.....	159.84	36.89	
Fourth Subdivision Glenns Ferry to Huntington.....	165.41	19.31	
do Orchard to Nampa, via Boise.....	44.67		
Fifth Subdivision...Pocatello to Lima.....	145.74	2.42	
Sixth Subdivision...Lima to Butte.....	118.11	1.70	
Total.....	847.89	122.41	
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		
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 Benning.....	11.04		
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.....	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 Marsing.....	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 Peterson.....	3.37		
Thomas.....Thomas Jct. to Thomas.....	4.54		
Aberdeen.....Aberdeen Jct. to Aberdeen.....	28.44		
Goshen.....Goshen Jct. to Lincoln 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		
Annis.....Annis Jct. to Annis.....	2.72		
Teton Valley.....Ashton to Victor.....	45.79		
Total.....	1,389.46		
Total Idaho Division.....	2,237.35	122.41	

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.....	36.67	35.36	.54
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.....	609.58	35.36	.54
Branches—			
Cache Valley.....Cache Jct. to Preston.....	50.90		
Benson.....Benson Jct. to Benson.....	5.22		
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 Bradford.....	9.78		
Thatcher.....Tremonton to Thatcher.....	5.21		
Urban.....Bakers to Urban.....	4.95		
Evona.....Ogden to Sugar Works SW.....	1.60		
Syracuse.....Clearfield to Syracuse.....	4.80		
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.....	3.74		
Silver City.....Tintic to Silver City.....	1.94		
Fillmore.....Delta to Fillmore.....	32.34		
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.....	297.37		
Total Utah Division.....	906.95	35.36	.54

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	4.58	
do A. T. & S. F. Ry., Riverside Jct., to Daggett.....	101.38	99.83	1.48
do Daggett to Yermo.....	4.27	165.59	
Second Subdivision... Yermo to Las Vegas.....	171.17		
Third Subdivision... Las Vegas to Caliente.....	125.00		
Total.....	461.76	104.41	1.48
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.....	4.88		
do P. E. Ry. Co., L. A. Harbor.....	9.21	40.32	7.51
do Long Beach Jct. to Long Beach		3.18	
Pasadena..... Pasadena Jct. to Pasadena.....		10.84	.41
Glendale..... Glendale Jct., to Glendale.....		6.12	
Anaheim..... Whittier Jct., to Anaheim.....		20.27	
Crestmore..... 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..		22.67	
St Thomas..... Moapa to Mead Lake.....		17.15	
Total.....	134.57	10.28	
Total Los Angeles Division	596.33	114.69	1.48
Total Main Line.....	1,919.23	262.18	2.02
Total Branches.....	1,821.40	10.28	
Grand Total (Operated Mileage)....	3,740.63	272.46	2.02

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 128 to 153.

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

Trackage rights granted by S. F. Co.—but not used.

FIRST TRACK MILEAGE BY STATES

Wyoming.....	115.84	Brought forward.....	2,596.00
Idaho.....	1,728.10	Oregon.....	247.88
Nevada.....	366.86	Utah.....	753.28
California.....	385.20	Montana.....	143.47
Carried forward.....	2,596.00	Total.....	3,740.63

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 156.....	3,740.63	272.46	2.02	1,750.17	5,765.28
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		22.16	76.15
O. S. L. R. R. Co. tracks in Ogden Yard which are operated by O. U. R. & D. Co.....	1.67	.12		2.16	3.95
O. S. L. R. R. Co. track at Cushing, Utah which is operated by D. & R. G. W. R. R..				.18	.18
Total.....	3,794.59	274.28	2.02	1,774.67	5,845.56
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.....				.52	.52
Ogden Union Ry. & Depot Co. at Ogden.....	1.56	.10	.54		2.20
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			1.40	3.26
At Wells.....				2.07	2.07
Western Pacific R. R. Co. at Wells.....				1.46	1.46
Northern Pacific Ry. Co. at Butte.....				1.13	1.13
Oregon & Northwestern R. R. Co. at Burns..				.21	.21
O. S. L. R. R. Co. tracks leased to O. U. R. & D. Co.....	1.67	.12			1.79
O. S. L. R. R. Co. tracks leased to N. P. Ry. Co., Silver Bow to Butte.....	8.18	1.70		9.44	19.32
Butte, Anaconda & Pacific Ry. Co., at Silver Bow.....				.78	.78
(Trackage rights granted, L. A. & S. L.)					
A. T. & S. F. Ry. Co.—Coast Lines:					
Riverside Jct. to Daggett.....	101.38	99.83	1.48	129.77	332.46
Board of Harbor Commissioners, City of Long Beach.....	.72			5.39	6.11
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)....				.95	.95
Municipal Terminal R. R.:					
At Los Angeles Harbor.....	2.13	2.36		49.87	54.36
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.

Includes 1.67 miles O. S. L. R. R. first main track and includes .12 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.

Includes 8.18 miles of O. S. L. R. R. first main track includes 1.70 miles O. S. L. R. R. second main track and includes 9.53 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.....				.23	.23
At Los Angeles Harbor.....	9.21	7.51		6.64	23.36
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
At Los Angeles Harbor.....	4.88			16.29	21.17
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
Corinne to Dathol.....				5.03	5.03
Stokes to Rochefort.....				2.40	2.40
Western Pacific Ry. Co.					
At Garfield.....				.10	.10
Total to Deduct.....	146.49	111.62	2.02	253.01	513.14
Total Owned and Jointly Owned.....	3,648.10	162.66		1,521.66	5,332.42
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.....				1.83	1.83
At Layton.....				.74	.74
At North Salt Lake.....				1.67	1.67
At Pallas.....				1.17	1.17
At Midvale.....				.17	.17
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 Fullerton.....				.42	.42
At Los Angeles, East Yard.....				1.15	1.15
At Hobart.....				1.51	1.51
A. T. & S. F. Ry. Co. & So. Pac. Co.					
Los Angeles Union Passenger Term.....	.59	.58		8.39	9.56
Bingham & Garfield Ry. Co. at Garfield.....				.97	.97
D. & R. G. W. R. R. Co.:					
At Provo.....				.68	.68
At Ironton.....				2.42	3.02
Municipal Terminal R.R. at Mead Transfer.....	.60			.54	.54
Pacific Electric Ry. Co.:					
At La Habra.....				.04	.04
At Fruitland.....				.27	.27
Southern Pacific Co.:					
At Los Angeles.....				1.03	1.03
At South Gate.....				.92	.92
Utah Ry. Co. at Provo.....				4.34	4.34
Total to Deduct.....	1.20	.58		28.93	30.71
Balance Mileage Owned.....	3,646.90	162.08		1,492.73	5,301.71

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

Does not include .20 mile which is O. S. L. R. R. Co's proportion of .40 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.....	At Salt Lake City, Utah.....		.06
Bamberger R. R. Co.....			.86
Denver & Rio Grande West. R. R. Co.....	At Pallas, Utah.....		1.18
Denver & Rio Grande West. R. R. Co.....	At Evona, Utah.....		.12
Utah-Idaho Central R. R. Co.....	At Browning, Utah.....		.30
Utah-Idaho Central R. R. Co.....	At Dewey, Idaho.....		.01
Utah-Idaho Central R. R. Co.....	At Logan, Utah.....		.36
Utah-Idaho Central R. R. Co.....	At Richmond, Utah.....		.04
Utah-Idaho Central R. R. Co.....	At Lewiston, Utah.....		.27
Empire Copper Co. (non-carrier).....	At Mackay, Idaho.....		.28
Oregon & Northwestern R. R. Co.....	At Burns, Ore.....		.12
Butte, Anaconda & Pac. Ry. Co.....	At Silver Bow, Mont.....		.64
Southern Pacific Co.....	At Wells, Nev.....		.47
Western Pacific R. R. Co.....	At Wells, Nev.....	.59	.87
Boise-Payette Lumber Co.....	At New Meadows, Idaho.....	.71	1.95

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.....		3.66
Denver & Rio Grande West. R. R. Co.....	At Layton, Utah.....		1.49
Denver & Rio Grande West. R. R. Co.....	At No. Salt Lake, Utah.....		3.33
Denver & Rio Grande West. R. R. Co.....	At Pallas, Utah.....		2.33
Denver & Rio Grande West. R. R. Co.....	At Midvale, Utah.....		.34
Western Pacific R. R. Co.....	At Salt Lake, Utah.....		.29
Ore.-Wash. R. R. & N. Co.....	At Huntington, Ore.....		.40
Utah-Idaho Central R. R. Co.....	At Hyrum, Utah.....		.54
Chicago, Milwaukee, St. P. & P. R. R. Co.....	At Silver Bow.....		.12
Total.....			12.50

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

ALSO USED BY:			
A. T. & S. F. Ry. Co.—Coast Lines.....	Dagget to Yermo, Cal.....	1.76	.22
A. T. & S. F. Ry. Co.—Coast Lines.....	At Hobart.....		.17
A. T. & S. F. Ry. Co.—Coast Lines.....	Hobart to Fruitland, Cal.....		.25
A. T. & S. F. Ry. Co.—Coast Lines.....	At Los Angeles Harbor.....	2.32	13.60
Sou. Pac. Co.—Pacific Lines.....	Washington St. Jct. to Ave. 18.....	3.86	3.05
Sou. Pac. Co.—Pacific Lines.....	Hobart to Fruitland.....	.99	.25
Sou. Pac. Co.—Pacific Lines.....	Bridge Jct. to Hobart.....	1.32	1.14
Sou. Pac. Co.—Pacific Lines.....	At L. A. (Taylor Mill).....		.10
Sou. Pac. Co.—Pacific Lines.....	At Los Angeles Harbor.....	2.32	13.60
Sou. Pac. Co.—Pacific Lines.....	At Mead.....	.05	
Los Angeles Jct. Ry. Co.....	At Junction Sta., Los Angeles (Vernon).....		1.72
Pacific Electric Ry. Co.....	At Fruitland.....		.35
Pacific Electric Ry. Co.....	At La Habra.....		.12
Pacific Electric Ry. Co.....	At Los Angeles Harbor.....	2.32	13.60
Tooele Valley Ry. Co.....	At Warner.....		1.91
Western Pacific R. R. Co.....	At East Garfield.....		.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.....	At Boulder City.....	.31	4.43
Harbor Belt Line R. R.....	Mead Transfer to Terminal Island.....	2.42	4.93

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 Fullerton.....		.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.....		2.30
A. T. & S. F. Ry. Co.—Coast Lines....	At Hobart.....		3.02
A. T. & S. F. Ry. Co. and Sou. Pac. Co.	L. A. Union Pass. Term.	.76	10.89
Sou. Pac. Co.—Pacific Lines.....	At Los Angeles.....		2.06
Sou. Pac. Co.—Pacific Lines.....	At South Gate.....		1.83
Pacific Electric Ry. Co.....	At Fruitland.....		.54
Pacific Electric Ry. Co.....	At La Habra.....		.08
Municipal Terminal R. R.....	At Mead Transfer.....		1.08
Bingham & Garfield Ry. Co.....	At Garfield.....		1.94
Denver & Rio Grande Western R. R. Co.....	At Provo.....		1.36
Denver & Rio Grande Western R. R. Co.....	At Ironton.....	1.19	4.84
Utah Railway Co.....	At Provo.....		8.68
	Total.....	1.98	39.86

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	Track Con- nection
Brigham.....	Utah	Utah-Idaho Central R. R. Co. (Electric).....
Browning.....	do	do
Burns.....	Ore.	Oregon Northwestern R. R. Co.....
Butte.....	Mont.	Great Northern Ry. Co.....
do	do	Northern Pacific Ry. Co.....
do	do	Chicago, Milwaukee, St. Paul & Pacific R. R. Co.....
do	do	Butte, Anaconda & Pacific Ry. Co. (Electric).....
Barstow.....	Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....
Clearfield.....	Utah	Denver & Rio Grande Western R. R. Co.....
Colton.....	Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....
do	do	Pacific Electric Ry.....
do	do	Southern Pacific Company—P. L.....
Corinne.....	Utah	Southern Pacific Co.....
Corinne Jct.....	do	do
Dewey.....	do	Utah-Idaho Central R. R. Co. (Electric).....
Daggett.....	Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....
East Garfield.....	Utah	Western Pacific R. R.....
East San Pedro.....	Cal.	Municipal Terminal Railroad.....
East Yard.....	do	Atchison, Topeka & Santa Fe Ry.—CL.....
Eureka.....	Utah	Denver & Rio Grande Western R. R. Co.....
Fruitland.....	Cal.	Pacific Electric Ry.....
Fullerton.....	do	Atchison, Topeka & Santa Fe Ry.—CL.....
Fireclay.....	Utah	Denver & Rio Grande Western R. R. Co.....
Garfield.....	do	Bingham & Garfield Ry.....
do	do	Denver & Rio Grande Western R. R. Co.....
do	do	American Smelting & Refining Co.....
Geneva.....	do	Denver & Rio Grande Western R. R. Co.....
Highgrove.....	Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....
Highland Junction.....	do	Atchison, Topeka & Santa Fe Ry.—CL.....
Hobart.....	do	Atchison, Topeka & Santa Fe Ry.—CL.....
Harrisville.....	Utah	Utah-Idaho Central R. R. Co. (Electric).....
Hyrum.....	do	Utah-Idaho Central R. R. Co. (Electric).....
Ironton.....	do	Denver & Rio Grande Western R. R. Co.....
do	do	Salt Lake & Utah R. R. (Electric).....
do	do	Utah Railway.....
Junction Station, Los Angeles.....	Cal.	Los Angeles Junction Ry.....
La Habra.....	do	Pacific Electric Ry.....
Lake Point.....	Utah	American Smelting & Refining Co.....
do	do	Denver & Rio Grande Western R. R. Co.....
Lehi.....	do	Denver & Rio Grande Western R. R. Co.....
do	do	Salt Lake & Utah R. R. (Electric).....
Leon.....	Cal.	Mojave Northern R. R.....
Long Beach.....	do	Pacific Electric Ry.....
Los Angeles.....	do	Atchison, Topeka & Santa Fe Ry.—CL.....
do	do	Pacific Electric Ry.....
do	do	Southern Pacific—P. L.....
Layton.....	Utah	Denver & Rio Grande Western R. R. Co.....
Lewiston.....	do	Utah-Idaho Central R. R. Co. (Electric).....
Logan.....	do	do
Merrills.....	do	do
Midvale.....	do	Denver & Rio Grande Western R. R. Co.....
Mead (Thenard).....	Cal.	Southern Pacific—P. L.....
Nephi.....	Utah	Denver & Rio Grande Western R. R. Co.....
North Salt Lake.....	do	do
do	do	Bamberger R. R. Co.....
Ogden.....	do	Southern Pacific Co.....
do	do	Denver & Rio Grande Western R. R. Co.....
do	do	Utah-Idaho Central R. R. Co. (Electric).....
do	do	Bamberger R. R. Co.....
Pallas.....	Utah	Denver & Rio Grande Western R. R. Co.....
Pomona.....	Cal.	Southern Pacific Co.....
Preston.....	Idaho	Utah-Idaho Central R. R. Co. (Electric).....
Provo.....	Utah	Denver & Rio Grande Western R. R. Co.....
do	do	Utah Railway.....
do	do	Salt Lake & Utah R. R. (Electric).....
Riverside Jct.....	Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....
do	do	Southern Pacific—P. L.....
Richmond.....	Utah	Utah-Idaho Central R. R. Co. (Electric).....
Riter.....	do	Western Pacific R. R. Co.....
Salt Lake City.....	do	Bamberger R. R. Co.....
do	do	Denver & Rio Grande Western R. R. Co.....
do	do	Western Pacific R. R. Co.....

⌋Track Connections are made over tracks of another company.
 ⌋Track owned but not operated.

JUNCTION STATIONS AND CONNECTING LINES—Concluded

JUNCTION STATION	CONNECTING LINES	Track Connection
Sal Lake City.... Utah	Salt Lake, Garfield & Western Ry. Co. (Electric).....	Yes
do do	Salt Lake & Utah R. R. Co. (Electric).....	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
San Bernardino.... Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
do do	Pacific Electric Ry.....	Yes
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. Co.....	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

Y 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.	do	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	Nor. Pac. Ry.....	Main	{ Main & Side }	Under-grade	1.15 miles E. of depot	Yes

UTAH DIVISION

MAIN LINE

Main Line Via Boulder						
Warner..... Utah	West. Pac. R. R.....	Main	Main	Under-grade	{ 747.65 mi. E. Los Angeles.....	No
Garfield..... do	Bing. & Garf. Ry....	Side	do	Grade	{ 769.1 mi. E. Los Angeles.....	No
Salt Lake City do	West. Pac. R. R.....	Main	do	do	1st So. & 13th W. St.	Yes
Main Line Via Provo						
Payson..... Utah	D. & R. G. W. R. R....	Main	Main	Under-grade	{ 735.76 mi. E. Los Angeles.....	No
Provo..... do	D. & R. G. W. R. R....	Main	Side	Grade	6th S. St. near 1st W. St.	Yes
Ironton..... do	do	2 Main	Main	do	2.30 miles W. Provo..	Yes
Ironton Branch do	S. L. & Utah R. R.....	Main	do	do	2.39 do W. do	No
Geneva..... do	D. & R. G. W. R. R....	2 Main	do	do	{ 757.25 mi. E. Los Angeles.....	No
American Fork do	S. L. & Utah R. R.....	Main	do	do	W. of E. Main & S. 5th E. Sts.	No
Lehi Sugar Wks. do	do	Main	Side	do	.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.....	No
Burton..... do	do do	Main	Main	do	In Yard at M.P. 44.39	Yes
Salt Lake City. do	S. L. & U. R. R.....	Main	Main	do	.20 miles S. Sta. Sign.	No
do do	D. & R. G. W. R. R....	2 Main	Main	do	1st West & California Ave.	Yes
do do	do do	2 Main	Side	do	4th W. & 9th S. Sts.	No
do do	do do	2 Main	Main	do	4th W. Bet. 8th & 9th So. Sts.	No
do do	Utah L. & T. Co.....	Main	Side	do	5th W. & 9th S. Sts.	No
do do	D. & R. G. W. R. R....	Side	Side	At grade	3rd W. & 1st S. Sts.	No
do do	S. L. G. & W. Ry....	Main	Main	do	4th W. Bet. S. Tem. & 1st S. Sts.	No
do do	D. & R. G. W. R. R....	{ Main & Side }	Main	do	S. Tem. & 5th W. Sts.	Yes
do do	Western Pacific R. R.	Main	Side	do	S. Tem. & 6th W. Sts.	Yes
do do	Utah L. & T. Co.....	Main	Side	do	10th W. & 1st S. Sts.	Yes
do do	Bamberger R. R.....	Main	Side	do	5th N. & 4th W. Sts.	Yes
					16th N. & Hot Spgs. Sts.	Yes

Y See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Continued

UTAH DIVISION—Concluded

MAIN LINE—Concluded

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
North Salt Lake	D. & R. G. W. R. R....	Main	Side	At grade	.30 miles S. of depot.	Yes
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
Harrisville.... do	U. I. C. R. R.	Main	{ Main 3 Side }	do	.03 miles S. of Station Sign.....	No
do	do	{ Main & Side }	2 Side	do	.03 miles S. of Station Sign.....	No
Bushnell..... do	do	Main	Side	do	.81 miles E. Spur Sw.	No

FAIRFIELD BRANCH

Cutler..... Utah	D. & R. G. W. R. R....	Main	Main	{ Under-grade Grade }	1.60 mi. W. Cutler...	No
do	S. L. & Utah R. R.	do	do		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.	Yes
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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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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 Connection
		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	L. A. Ry.	2 Main	do	do	Santa Fe Ave. & Butte St.	No
do	Santa Fe Alley Spur (Jt. with S. P.)....	Side	do	do	{ Butte St. & Alley E. of Santa Fe Ave. ...	Yes
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	{ 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
North Alley Spur Los Angeles.... Cal.	do	Side	Side	do	E. of Butte St. & Santa Fe Ave.	No
do	do	2 Side	do	do	E. 15th St. near Santa Fe Alley....	No
do	do	2 Side	do	do	Sacramento St. & Santa Fe Alley....	No
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	2 Main	2 Main	Grade	Alhambra Ave. & E. Line L. A. River..	Yes
do	L. A. Ry.	2 Main	do	do	N. Main St. & E. Line L. A. River..	No
do	do	2 Main	3 Main	Under-grade	N. Broadway & E. Line L. A. River..	No
do	do	2 Main	Side	Grade	San Fernando Rd. & Humboldt St.	No
do	A. T. & S. F.—C. L.	Main	Main	Grade	Ave. 61 near No. Figueroa.....	No
Raymond..... do	P. E. Ry.	2 Main	do	Under-grade	Fair Oaks Ave. near Columbia St.	No
Pasadena..... do	do	2 Main	do	Grade	Fair Oaks Ave. near Arlington Drive....	No
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.	No
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.	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	P. E. Ry.	2 Main	do	do	21.92 do S. do	No

See Junction Stations and Connecting Lines.

In place but not used.

RAILROAD CROSSINGS—Concluded

LOS ANGELES DIVISION—Concluded

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
San Pedro Branch—Concluded						
Mead Transfer. Cal.	P. E. Ry.....	2 Main	Side	do	22.40 do S. do	No
do do	do	2 Main	do	do	22.56 do S. do	No
do do	Mun. Term. Ry.....	Main	2 Side	do	22.66 do S. do	No
Terminal Island do	P. E. Ry.....	3 Side	2 Main	do	23.62 do S. do	No
do do	do	Side	2 Main	do	23.65 do S. do	No
do do	do	do	2 Main	do	23.73 do S. do	No
do do	do	do	2 Main	do	23.84 do S. do	No
do do	do	do	2 Main	do	23.89 do S. do	No
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 miles S. Whittier Jct.....	No
La Habra..... do	do	Main	do	do	10.54 miles S. Whittier Jct.....	No
Viejo..... do	do	do	do	Under-grade	12.53 miles S. Whittier Jct.....	No
Sunny Hills	A. T. & S. F. Ry.—C. L.	Side	Side	Grade	.14 mile N. Sunny Hills.....	No
Spur..... do					.82 mile N. Sunny Hills.....	No
Sunny Hills	Pac. Elec. Ry.....	Main	do	do	15.02 miles S. Whittier Jct.....	No
Spur..... do	A. T. & S. F. Ry.—C. L.	Side	Main	O'Head	15.51 miles S. Whittier Jct.....	Yes
Fullerton..... do					19.02 miles S. Whittier Jct.....	No
do do	do	Main	do	Grade		
Anaheim..... do	do	Side	do	do		
Main Line—LA UPT to Riverside Jct.						
Los Angeles..... Cal.	A. T. & S. F.—C. L. Ry.	2 Main	Main	Grade	Mission Tower.....	No
do do	L. A. Ry.....	do	2 Main	Under-grade	Macy St. & E. Line L. A. River.....	No
do do	P. E. Ry.....	do	2 Main	do	Aliso St. & E. Line L. A. River.....	No
do do	L. A. Ry.....	do	2 Main	do	E. 1st St. & E. Line L. A. River.....	No
do do	do	do	2 Main	do	E. 4th St. & E. Line L. A. River.....	No
do do	do	do	2 Main	do	E. 7th St. & E. Line L. A. River.....	No
Pomona..... do	S. P.—P. L.....	Main	Main	Grade	32.97 miles E. Los Ang.	No
Ontario..... do	do	do	do	do	38.10 do E. do 1st St.	No
Magnolia Ave. do	Pac. Elec. Ry.....	do	do	do	55.19 do E. do do	No
Riverside Jct. do	S. P.—P. L.....	do	do	do	55.15 do E. do do	Yes
Crestmore Branch						
Crestmore..... do	Riverside Portland Cement Co. Trk...	do	do	do	3.26 mile N. Riverside Jct.....	Yes
Main Line E. of Riverside Jct.						
Highgrove..... Cal.	Pac. Elec. Ry.....	Main	do	O'Head	61.42 miles E. Los Ang.	No
Colton..... do	S. P.—P. L.....	do	Main	Grade	61.14 do E. do	Yes
do do	A. T. & S. F. Ry.—C. L.	do	Side	do	64.18 do E. do	Yes
do do	S. P.—P. L.....	do	do	do	6th St. & SP Co. Main Track.....	Yes
do do	Pac. Elec. Ry.....	do	do	do	9th St. & SP Co. Main Track.....	Yes
do do	do	do	do	do	9th & "K" Sts.....	Yes
do 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	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 Glenns Ferry.....	157.92	34.20		
Glenns 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	114.14		
Utah Division—				
Caliente to Milford.....	117.48			
Milford to Lynndyl.....	89.13			
Lynndyl to Salt Lake City.....	116.80			
Salt Lake City Lemington Cut-Off.....	.22			
Ogden to Salt Lake City.....	35.30	35.30		
Ogden to McCammon.....	110.65			
Total.....	469.58	35.30		
Los Angeles Division—				
Los Angeles to Riverside Junction.....	58.83	4.20		
Daggett to Las Vegas.....	175.69	.70		
Las Vegas to Caliente.....	126.98			
Riverside to Daggett.....	101.34	96.88		
Total.....	462.84	101.78		
Grand Total.....	1,573.07	251.22		

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.

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.

MILES OF TRACK PROTECTED BY CENTRALIZED TRAFFIC CONTROL

	Main Track
Los Angeles Division—	
Daggett to Las Vegas.....	175.69
Las Vegas to Caliente.....	124.92
Total.....	300.61

INTERLOCKING PLANTS

Location	Protection	Ownership
Idaho Division:		
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. R. R. Co.
Salt Lake City—W. P. Crossing.....	Crossing.....	L. A. & S. L. R. R. Co. 50%—W. P. Ry. 50%.
9th So. & 5th West Sta. Salt Lake.....	Crossing.....	O. S. L. R. R. Co. 50%—D. & R. G. W. R. R. Co. 50%.
Sandy.....	Crossing.....	O. S. L. R. R. Co.
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%.
Clearfield.....	Crossing.....	O. S. L. R. R. Co.
Harrisville.....	Crossing.....	Utah-Idaho Central R. R. Co.
Ogden, 21st & Wall Ave. Crossing.....	Crossing.....	O. S. L. 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.....	Drawbridge.....	Pac. Elec. Ry. Co. 50%—L. A. & S. L. R. R. Co.
Fullerton.....	Crossing.....	L. A. & S. L. R. R. Co.
Pomona.....	do.....	L. A. & S. L. R. R. Co.
Riverside (Magnolia).....	do.....	Pac. Elec. Ry. Co. 50%—L. A. & S. L. R. R. Co. 50%.
Riverside Junction.....	Crossing and Junction.....	A. T. & S. F. Ry. Co.
Colton.....	do.....	S. P. Co.—P. L. 33 $\frac{1}{3}$ %—A. T. & S. F. Ry. Co.—CL 33 $\frac{1}{3}$ %—L. A. & S. L. R. R. Co. 33 $\frac{1}{3}$ %.
W. San Bernardino.....	Yards.....	A. T. & S. F. Ry. Co.—C. L.
E. do.....	do.....	do
Daggett.....	do.....	do
Redondo Jct.....	Crossing.....	L. A. & S. L. R. R. Co.
Cota.....	Crossing.....	L. A. & S. L. R. R. Co.
Thenard.....	do.....	L. A. & S. L. R. R. Co. 25%—A. T. & S. F. Ry. Co.—CL 37.5% City of L. A. 37.5%

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. 9 88 ft. Mech. Dept.	100	(4)	Electricity
Montpelier.....	20	1 110 ft. Store Dept. 5 96 ft. Dept. 32 100 ft.	100	(4)	do
Pocatello.....	53	1 127 ft. 5 110 ft. 15 120 ft.	100	(4)	do
Minidoka.....	2	80 ft.			
Shoshone.....	6	112 ft. 6 in.			
Glenns Ferry.....	17	9 103 ft. 5 96 ft.	100	(4)	Electricity
Nampa.....	8	3 88 ft. 96 ft.	92	(2)	do
Twin Falls.....	4	90 ft.			
Boise Freight.....	4	86 ft.	65	(1)	Hand and Air
Weiser.....	33	75 ft.			
Banks.....			66	(1)	Hand
McCall.....	2	79 ft.	66	(1)	Hand
Robinette.....	2	108 ft.			
Blackfoot.....	4	86 ft.	80	(1)	Electricity
Idaho Falls.....	4	3 90 ft. 1 118 ft.			
Lima.....	2	121 ft.			
Butte.....	4	86 ft. 3 in.			
UTAH DIVISION:					
Caliente.....	14	105 ft.	126	(3)	Electricity
Lund.....	2	104 ft.			
Milford.....	10	6 105.5 ft. 4 88.3 ft.	100	(4)	Air
Lynndyl.....	18	8 85.8 ft. 10 90.9 ft.	75	(1)	Air
Tintie.....	3	81 ft.			
Provo.....	7	2 104 ft. 5 146 ft. 1 105 ft.	92	(2)	Electricity
Salt Lake City.....	32	5 96 ft. 2 85 ft. 18 110 ft. 6 117 ft.	100	(4)	Electricity
Cache Junction.....	3	78 ft.			
Iron Mountain.....	1	60.8 ft.			
Malad.....	2	85 ft.			
LOS ANGELES DIVISION:					
Los Angeles (East Yard).....	20	105.6 ft.	135	(5)	Electricity
do.....	38	105.6 ft.	75	(1)	Air
Anaheim.....	2	110 ft.			
San Bernardino.....	10	95.3 ft.	100	(4)	Electricity
Yermo.....	5	92.8 ft.			
Kelso.....	18	14 85 ft. 4 107 ft.	100	(4)	do
Las Vegas.....					

33-96 ft. and 4-110 ft. stalls have no track connections.
 32-100 ft. stalls used for office and tool room.
 31-88 ft. stall has no track connection.
 42 stalls used for machine shop.
 31 stall has no track connection.
 42 stalls used for machine shop.
 31 96 ft. stall used for office and tool room. 1-110 ft. stall used as magnaflux shop.
 3 Open air type.
 31 stall used for office.
 310 stalls used by Store Dept. 7 have no track connection.

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

WYES

IDAHO DIVISION

Granger	Summer Camp	Ticeska Wye	Council
Mine No. 8	Wells	Glenns Ferry	Homedale
Moyer Junction	Jerome	Reverse	Marsing
Fossil	Shoshone	Mountain Home	Malheur Junction
Montpelier	Richfield	Orchard	Vale
Soda Springs	Ketchum (Loop)	Boise	Juntura
Bancroft	Blackfoot	Nampa	Burns
Conda	Arco	Murphy	Brogan
McCammon	Scoville	Emmett	Payette
Pocatello	Mackay	Smith's Ferry	Weiser
Rupert	Aberdeen	Cascade	Huntington
Burley	Goshen Junction	Ashton	Victor
Minidoka	Idaho Falls	Big Springs	Camas
Twin Falls	Orvin	Reas Pass	Dubois
Buhl	Hart	West Yellowstone	Monida
Oakley	St. Anthony	Tetonia	Lima
Rogerson	Hill City	McCall	Navy
Red Point	Bliss	Nyssa	Silver Bow
			New Meadows

UTAH DIVISION

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

LOS ANGELES DIVISION

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

Owned by U. S. Government.

FUEL STATIONS

Location	Kind and Number of Tracks Served	Capacity
IDAHO DIVISION:		
Kemmerer	Balanced Bucket—3-Tracks	200 tons
Montpelier	Coal Trestle with Cable Hoist—2-Tracks	300 tons
Bancroft	Balanced Bucket—2-Tracks	150 tons
Pocatello	Conveyor—4-Tracks	900 tons
do	Underground Oil Tank	40,000 gallons
Minidoka	Balanced Bucket—2-Tracks	200 tons
do	Fuel Oil Tank	3,000 gallons
do	Gasoline Storage Tank (Underground)	1,350 gallons
Shoshone	Bal. Bucket—3-Tracks	150 tons
do	Fuel Oil Tank	3,000 gallons
Glenns Ferry	Skip Hoist—4-Tracks	550 tons
do	Facilities for Oiling Locomotives	Tank car
Orchard	Skip Hoist—3-Tracks	150 tons
Nampa	Coal Trestle with Cable Hoist—2-Tracks	200 tons
do	Facilities for Oiling Locomotives	Tank ear
do	Fuel Oil Storage Tank	65,000 gallons
Ontario	Skip Hoist—2-Tracks	350 tons
do	Distillate Storage Tank	12,500 gallons
do	Gasoline Tank	2,000 gallons
do	Facilities for Oiling Locomotives	Tank car
Jerome	Balanced Bucket—1-Track	150 tons
Twin Falls	do	150 tons
Red Point	Coal Platform Air Hoist—1-Track	40 tons
Burley	Platform, Air Hoist—1-Track	65 tons
Wells	Platform, Air Hoist—1-Track	50 tons
Emmett	Facilities for Oiling Locomotives	Tank car
Banks	Platform, Air Hoist—1-Track	70 tons
do	Facilities for Oiling Locomotives	Tank car
McCall	Platform, Air Hoist—1-Track	70 tons
do	Facilities for Oiling Locomotives	Tank car
Payette	Facilities for Oiling Locomotives	Tank car
Burns	Platform—1-Track	40 tons
do	Distillate Storage Tank (in concrete pit)	2,000 gallons
Weiser	Distillate Storage Tank	11,000 gallons
do	Gasoline Tank	2,900 gallons
do	Coal Dock	150 tons
do	Facilities for Oiling Locomotives	Tank car
do	Gasoline Storage Tank (underground)	2,940 gallons
Council	Fuel Oil Tank	21,500 gallons
do	Underground Fuel Oil Tank	12,500 gallons
Idaho Falls	Coal Trestle with Cable Hoist—2-Tracks	250 tons
do	Facilities for Oiling Locomotives	Tank car
Dubois	Coal Trestle with Cable Hoist—2-Tracks	200 tons
Lima	Coal Trestle with Cable Hoist—2-Tracks	250 tons
Dillon	Bal. Bucket—2-Tracks	150 tons
Melrose	Bal. Bucket—2-Tracks	150 tons
Ashton	Platform—1-Track	100 tons
do	Gravity Oil Tank	65,000 gallons
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
Caliente	Oil Underground Tank	1,200 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
Milford	Oil Storage Tank (Steel)	118,000 do
Lynnndyl	Oil Storage Tank (Steel)	15,000 do
Lynnndyl	Oil Delivery Tank (Steel)	467 do
Lynnndyl	Oil Storage Tank (Steel)	118,000 do
Tintie	Oil Storage Tank (Steel)	15,000 do
Tintie	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
Salt Lake City	Coal—Cable Hoist	500 tons

FUEL STATIONS—Concluded

Location	Kind and Number of Tracks Served	Capacity
UTAH DIVISION:		
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
Cache Junction.....	Gasoline Storage Tank (underground).....	1,350 gallons
Preston.....	Platform.....	100 tons
LOS ANGELES DIVISION:		
Los Angeles (East Yard).....	Oil Storage Tank (Steel).....	12,000 bbls.
Los Angeles (East Yard).....	Oil Delivery Tank (Steel)—10-Trks.	1,500 do
Crestmore.....	Oil Storage Tank (Steel)—1-Track.	476 do
San Bernardino.....	Oil Delivery Tank (Steel)—2-Trks.	297 bbls.
San Bernardino.....	Oil Storage Tank (Steel).....	1,323 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 Storage Tank (Steel).....	38,500 bbls. ea.
San Bernardino (A. T. & S. F. Ry. Co.—C. L.).....	Oil Delivery Tank (Steel)—2-Trks.	465 do
San Bernardino (A. T. & S. F. Ry. Co.—C. L.).....	Oil Delivery Tank (Steel)—2-Trks.	1,000 do
Victorville (A. T. & S. F. Ry. Co.—C. L.).....	Oil Delivery Tank (Steel).....	476 do
Yermo.....	Oil Storage Reservoir (Earth).....	50,000 do
Yermo.....	2 Oil Delivery Tanks (Steel)—5 Tracks.....	465 do ea.
Yermo.....	Oil Storage Reservoir (Concrete).....	310 bbls.
Kelso.....	Oil Storage Reservoir (Earth).....	60,000 do
Kelso.....	Oil Delivery Tank (Steel)—3-Trks.	465 do
Desert.....	Oil Delivery Tank (Galv. Iron)—1-Track.....	158 do
Desert.....	Oil Storage Tank (Underground Wood Stave).....	722 do
Las Vegas.....	Oil Storage Tank (Steel).....	30,000 do
Las Vegas.....	Oil Delivery Tank (Steel)—2-Trks.	465 do
Las Vegas.....	Oil Delivery Tank (Steel)—2-Trks.	475 do
Carp.....	Oil Delivery Tank (Steel)—2-Trks.	310 do
Carp.....	Oil Storage Tank (Steel).....	298 do
Carp.....	Oil Storage Tank (Steel).....	238 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.. }	Yes
Shoshone.....		{ 3,250 gal. Distillate Tank.. 1,200 gal. Gasoline Tank.. }	Yes
Ontario.....		{ 1,200 gal. Distillate Tank.. 1,200 gal. Gasoline Tank.. }	Yes
Weiser.....		11,000 gal. Gasoline Tank...	Yes
UTAH DIVISION:			
Caliente.....			Yes
Milford.....			Yes
Salt Lake City.....		{ 3,500 gal. Distillate Tank.. 12,000 gal. Gasoline Tank.. 12,500 gal. Distillate Tank (underground)..... }	Yes
Iron Mountain.....			No
Malad.....			Yes
Cache Jct.....		{ 3,250 gal. Distillate Tank.. 1 000 gal Gasoline Tank.. }	Yes
LOS ANGELES DIVISION:			
Los Angeles.....	{ 20,000 gal. underground tank 24,000 gal. 2 tanks underground }		Yes
Las Vegas.....			Yes

} Diesel Switcher.

WATER STATIONS

IDAHO DIVISION

Location		Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns	
			Power	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.....			200,000		
					50,000		
	Fossil.....	Creek.....	Gravity.....	57	50,000		
	Nugget.....	Creek.....	Gravity.....	14	65,000		
	Cokeville.....	City Water.....	Gravity.....		50,000		
	Pegram.....	Well.....	Gas.....	117	65,000		
	Montpelier.....	City Water.....	Gravity.....		350,000		
Second Sub-Division: Montpelier to Pocatello.....	Georgetown.....	Spring.....	Gravity.....	102	50,000	1	
	Soda Springs.....	Creek.....	Gravity.....	191	50,000		
	do.....	Water Co.....	Gravity.....		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			
	McCammon.....	River.....	Gravity.....	208	350,000		3
	Inkom.....	Creek.....	Gravity.....	63	65,000		
	Pocatello.....				20,000		8
	do.....	Springs.....	Electricity.....	3300	65,000		
	do.....	Creek.....	Gravity.....	150	65,000		
Third Sub-Division: Pocatello to Glens Ferry...	American Falls..	City Water.....			50,000	2	
					50,000		
	Wapi.....	Deep Well.....	Gas.....	42	150,000	1	
	Minidoka.....	Deep Well.....	Electricity.....	150	350,000		
	do.....	Deep Well.....	do.....	100		3	
	Kimama.....	Deep Well.....	Gas.....	67	150,000		
	Owinza.....	Deep Well.....	Gas.....	75	50,000	2	
	Shoshone.....	City Water.....			200,000		
	Gooding.....	City Water.....			50,000	2	
	Bliss.....	Deep Well.....	Electricity.....	67	350,000		
	do.....	Deep Well.....	Electricity.....	60		1	
	do.....	Deep Well.....	Electricity.....	167			
	King Hill.....	River.....	Electricity.....	200	50,000	1	
	Glens Ferry....	River.....	Electricity.....	1800	200,000		
	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		
North Side Branch.....	Buhl.....	City Water.....	Gravity.....		50,000	1	
	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		Capacity of Tank Gals.	No. of Water Columns
			Power	Capacity 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	50,000	1
Hill City Branch	Magie.....	Spring.....	Gas.....	67	50,000	.....
	Fairfield.....	Flowing Well.....	Gas.....	33	50,000	.....
	Hill City.....	Deep Well.....	Gas.....	20	50,000	1
Fourth Sub-Division: Glens Ferry to Huntington.	Hammett.....	Well.....	Electricity.....	63	200,000	1
	Mountain Home.....	Well.....	do.....	93	50,000	1
	Cleft.....	Deep Well.....	Gas.....	100	350,000	1
	Orchard.....	Deep Well.....	Electricity.....	100	200,000	2
	do.....	Deep Well.....	do.....	100	200,000	2
	Boise (B.M.L.).....	Boise Wtr. Co.....	do.....	42	350,000	1
	Owyhee.....	Deep Well.....	Steam.....	200	65,000	6
	Nampa.....	Deep Well.....	Electricity.....	85	65,000	1
	do.....	Deep Well.....	Steam.....	85	65,000	1
	Caldwell.....	City Water.....	Electricity.....	113	65,000	1
	Nyssa.....	River.....	Electricity.....	200	65,000	1
	Payette.....	River.....	Electricity.....	142	50,000	2
	Weiser.....	River.....	Electricity.....	87	125,000	2
	Olds Ferry.....	Well.....	Steam.....	700	200,000	2
	Huntington.....	Burnt River.....	Electricity.....	40,000	200,000	2
		(OWRR&NCo.)				
Murphy Branch	Murphy.....	Flowing Well.....	Electricity.....	109	50,000	.....
Boise Branch	Boise (Freight).....	Flowing Well.....	Electricity.....	117	65,000	1
Idaho Northern Branch	Emmett.....	Deep Well.....	Electricity.....	117	50,000	.....
	Banks.....	River.....	Gas.....	117	50,000	.....
	Big Eddy.....	River.....	Gas.....	133	50,000	.....
	Mill Post 80.....	Creek.....	Gravity.....	25	6,000	.....
	Belvidere.....	Creek.....	Gravity.....	25	50,000	.....
	Donnelly.....	Well.....	Gas.....	117	50,000	.....
	McCall.....	City Water.....	do.....	50,000	50,000	1
Homedale Branch	Homedale.....	Deep Well.....	Gas.....	55	50,000	.....
Oregon Eastern Branch	Ontario.....	City Water.....	do.....	.....	.....	1
	Vale.....	Well.....	Oil.....	217	50,000	1
	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	1
Brogan Branch	Brogan.....	Well.....	Gas.....	100	50,000	.....
Homestead Branch	Mineral.....	River.....	Steam.....	100	50,000	.....
New Meadows Branch	Diamond.....	Spring.....	Gravity.....	200	50,000	.....
	Goodrich.....	Creek.....	do.....	50	20,000	.....
	Council.....	City Water.....	do.....	.....	.....	1
	Starkey.....	Spring.....	Gravity.....	6	10,000	1
	Woodland.....	Creek.....	do.....	200	25,000	1
	New Meadows.....	Sump.....	Electricity.....	50	20,000	.....
Fifth Sub-Division: Pocatello to Lima.	Fort Hall.....	Deep Well.....	Steam.....	33	50,000	1
	Blackfoot.....	Deep Well.....	Electricity.....	155	200,000	3
	Firth.....	Well.....	Steam.....	150	50,000	.....
	Idaho Falls.....	City Water.....	do.....	.....	200,000	3
	Roberts.....	Well.....	Electricity.....	150	50,000	.....
	Dubois.....	Deep Well.....	Electricity.....	150	50,000	3
	Spencer.....	Creek.....	Gravity.....	100	50,000	.....
	Humphrey.....	Creek.....	Gravity.....	33	50,000	.....
	Snow Line.....	Spring.....	Gravity.....	90	50,000	.....
	Lima.....	Spring.....	Gravity.....	312	65,000	2

Contract with Burnt River Irrigation District grants use.
Water also furnished by Boise Payette Lumber Co.

WATER STATIONS—Continued
IDAHO DIVISION—Concluded

Location		Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
			Power	Capacity Gals. per Min.		
Mackay Branch	Taber.....	Deep Well.....	Gas.....	46	50,000	.....
	Arco.....	City Water.....	do.....	.....	20,000	.....
Aberdeen Branch	Mackay.....	Idaho Improvement Co.....	Gravity.....	.....	45,000	.....
Yellowstone Branch	Aberdeen.....	City Water.....	Gravity.....	.....	.....	1
East Belt Branch	Ucon.....	Deep Well.....	Electricity.....	50	50,000	1
	Lorenzo.....	Well.....	Steam.....	167	50,000	.....
	St. Anthony.....	City Water.....	do.....	.....	50,000	.....
	Ashton.....	Deep Well.....	Steam.....	108	50,000	1
	Big Springs.....	Spring.....	Gravity.....	58	50,000	.....
	West Yellowstone.....	Wells.....	Electricity.....	200	65,000	1
West Belt Branch	Ririe.....	City Water.....	do.....	.....	50,000	.....
Teton Valley Branch	Plano.....	Deep Well.....	Gas.....	67	50,000	.....
Sixth Sub-Division: Lima to Butte.	Drummond.....	Deep Well.....	Gas.....	50	50,000	.....
	Tetonia.....	Deep Well.....	Gas.....	50	50,000	.....
	Victor.....	City Water.....	do.....	.....	50,000	.....
First Sub-Division: Caliente to Milford.	Red Rock.....	Well.....	Steam.....	167	50,000	.....
	Dillon.....	City Water.....	do.....	.....	50,000	1
	Melrose.....	Well.....	Electricity.....	200	50,000	1
	Silver Bow.....	Well.....	Electricity.....	320	50,000	.....
	do.....	Well.....	Electricity.....	.....	59,500	2
	(N.P.Ry.Co.)					
Butte.	Butte.....	City Water.....	do.....	.....	.....	.....

UTAH DIVISION

First Sub-Division: Caliente to Milford.	Caliente.....	Well.....	Air Lift.....	100	200,000	4
		Well.....	Electricity.....	420	200,000	
		Well.....	Electricity.....	575	70,000	
		City Water.....	do.....	.....	126,000	
Big Springs.	Big Springs.....	Springs.....	Gravity.....		3,375	1
					Res'rv.	
	Acoma.....	Well.....	Gas Eng.....	200	70,000	
		Well.....	Gas Eng.....	250	70,000	
Modena.	Modena.....	Springs.....	Gravity.....		125,000	2
					70,000	
		Well.....	Gas Eng.....	50	.....	
		Well.....	Gas Eng.....	30	.....	
Beryl.	Beryl.....	Well.....	Gas Eng.....	25		
		Well.....	Gas Eng.....	200	70,000	
	Lund.....	Well.....	Gas Eng.....	165	70,000	
		Well.....	Gas Eng.....	350	65,000	
Thermo.	Thermo.....	Well.....	Gas Eng.....	250	70,000	2
					70,000	
Pioche Branch.	Water Tank.....	Spring.....	Gravity.....		10,000	
	Pioche.....	City Water.....	do.....	.....	32,000	
	Iron Springs.....	Well.....	Electricity.....	50	30,000	
Cedar City Branch.	Cedar City.....	City Water.....	do.....		30,000	1
						
Second Sub-Division: Milford to Lynndyl.	Milford.....	Well.....	Electricity.....	500	70,000	
		Well.....	do.....	400	126,000	
	Black Rock.....	Spring.....	Gravity.....	.....	70,000	
	Delta.....	Well.....	Electricity.....	200	70,000	
Fillmore Branch.	Fillmore.....	City Water.....	do.....		32,000	
						
Prince Branch.	Casleton.....	Combined Metals Reduction Co.....	do.....			1
						

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 Boulder:	Lynndyl.....	Well.....	Electricity.	204	70,000
		Well.....	Electricity.	245	125,000
		Well.....	Electricity.	165	65,000
	Jericho.....	Springs.....	Gravity.....	48,000	
	Tintic.....	Well.....	Steam.....	60	48,000
		Well.....	Electricity.	200	
	Lofgreen.....	Spring.....	Gravity.....		150,000
			Res'rv.		70,000
	Faust.....	Spring.....	Gravity.....		150,000
			Res'rv.		500,000
Mammoth Branch:	Stockton.....	Springs.....	Gravity.....		Res'rv. 500,000
					Res'rv. 65,000
	Erda.....	Spring.....	Gravity.....		75,000
			Res'rv.		70,000
	Garfield.....	City Water.....			
Provo Sub-Division: Lynndyl to Salt Lake City Via Provo	Mammoth.....	Mammoth Mining Co.			
	Mills.....	Well.....	Oil Engine	160	50,000
	Nephi.....	City Water.....			30,000
	Starr.....	Well.....	Artesian	230 Flow	48,000
	Payson.....	Well.....	Electricity.		70,000
	Provo (Joint Yard).....	Well.....	Steam.....	575	70,000
	Provo.....	City Water.....			30,000
	Cutler.....	City of Lehi.....	Electricity.	80	70,000
	Draper.....	Draper Irrigation Co.	Gravity.....		70,000
	Pallas (OSLRR).....	City of Murray.....			50,000
Fourth Sub-Division: Salt Lake City to Ogden.....	Salt Lake City.....	City Water.....			200,000
	Farmington.....	Farmington Com. & Mfg. Co.			
		Gravity.....	33	65,000	2
	Ogden (OUR & D).....	River (Weber) Canyon.....	Electricity.	1000	50,000
	do.....	City Water.....	Gravity.....		
	do.....				
Fifth Sub-Division: Ogden to McCammon.....	Brigham.....	City Water.....	Gravity.....		50,000
	Dewey.....	Spring.....	Gravity.....	43	50,000
	Cache Jct.....	River.....	Electricity	258	200,000
	Clifton.....	Well.....	Electricity.	180	65,000
	Swan Lake.....	Creek.....	Gravity.....	67	50,000
	Downey.....	Springs.....	Gravity.....	33	65,000
Malad Branch:	Garland.....	Well & Canal.....	Steam.....	117	50,000
	Malad.....	City of Malad.....			50,000
Cache Valley Branch:	Wellsville.....	City Water.....	Gravity.....		50,000
	Logan.....	City Water.....	Gravity.....		
	Richmond.....	Spring.....	Gravity.....	39	50,000
	Preston.....	City Water.....	Gravity.....		50,000

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	
	East Yard.....	Well.....	Electricity.	400	201,778
		Well.....	Electricity.	300	236,000
		City Water.....			
	Hillgrove.....	Well.....	Electricity.	150	65,000
	Pomona.....	City Water.....			70,000
	Ontario.....	City Water.....			65,000
	Riverside.....	City Water.....			
	San Bernardino.....	City Water.....			42,000
San Pedro Branch:	San Bernardino.....	Well.....	Gas Eng.		4
	Cajon.....	Well.....	Steam.....		2
	Victorville.....	Wells.....	Electricity.		2
	Hodge.....	Well.....	Electricity.		3
	Barstow.....	City Water.....			1
					2
Pasadena Branch:	Fruitland.....	Federal Refrigerating Co.	Electricity.		15,000
	E. San Pedro.....	City Water.....		40,000	2
Anaheim Branch:	Wilmington.....	do			1
Crestmore Branch:	Los Angeles-No. Spring St.	City Water.....			1
Second Sub-Division: Yermo to Las Vegas.....	Anaheim.....	City Water.....			1
	Crestmore.....	Riverside Portland Cem. Co.			
		Well.....	Electricity.	600	
	Yermo.....	Air Lift.....	250	70,000	4
		Well.....	Air Lift.....	200	143,000
	Harvard.....	Well.....	Gasoline.....	40	70,000
		Well.....	Gasoline.....	150	
	Sands.....	Well.....	Air Lift.....	55	65,000
		Well.....	Gas Engine	200	
Third Sub-Division: Las Vegas to Caliente:	Well.....	Air Lift.....	55	60,000	1
	Springs.....	Gravity.....		1,000,000	
				Rsrv.	
	Well.....	Air Lift.....	60	70,000	
	Well.....	Air Lift.....	20	70,000	
	Well.....	Air Lift.....	20	500,000	4
	Well.....	Air Lift.....	70		
	Well.....	Electricity.	220		
	Well.....	Air Lift.....	125		
	Well.....	Air Lift.....	150		
Fourth Sub-Division: Las Vegas to Caliente:	Chase.....	Train Haul.....	Gravity.....		100,000
					Rsrv. 70,000
	Ivanpah.....	Well.....	Air Lift.....	200	260,000
		Well.....	Air Lift.....	300	
		Well.....	Gas Engine	250	
	Desert.....	Well.....	Gas Engine	250	200,000
		Well.....	Air Lift.....	110	52,000
	Arden.....	Spring.....	Gravity.....		70,000
	Las Vegas.....	12 Flow g Wells	Grav. & El.	13,855	2,500,000
		3 Springs.....	Nat'l Flow	985	Rsrv. 70,000
Fifth Sub-Division: Las Vegas to Caliente:	Boulder City.....	Train Haul.....	Gravity.....		37,874
					4 tanks
	Dry Lake.....	Well.....	Steam.....	205	70,000
		Well.....	Steam.....	205	
	Moapa.....	River.....	Oil Engine	200	70,000
	Rox.....	Well.....	Oil Engine	400	70,000
	Carp.....	Well.....	Steam.....	240	150,000
					Rsrv. 70,000
	Elgin.....	Well.....	Oil Engine	156	70,000

Owned by A. T. & S. F. Ry.—C. L.

WATER SOFTENERS

Location	Kind	Capacity Gallons per Hour	Year Built
IDAHO DIVISION:			
Kemmerer.....	Graver.....	15,000	1935
Cokeville.....	International..	8,500	1930
Montpelier.....	International..	18,000	1930
Bancroft.....	Wayside Treat- ing Plant.....		
McCammon.....	International..	18,000	1941
Pocatello.....	Wayside Treat- ing Plant.....		1929
Minidoka.....	do.....		1936
Shoshone.....	International..	18,000	1930
King Hill.....	International..	18,000	1931
Glenns Ferry.....	International..	50,000	1929
Hammett.....	International..	10,000	1927
Nyssa.....	International..	18,000	1926
Idaho Falls.....	International..	18,000	1929
Twin Falls.....	Wayside Treat- ing Plant.....		1931
Buhl.....	do.....		1931
UTAH DIVISION:			
Caliente.....	International..	33,000	1928
Modena.....	do.....	15,000	1928
Lund.....	International..	18,000	1931
Milford.....	Wayside Treat- ing Plant.....		1941
Black Rock.....	do.....		1942
Lynndyl.....	Graver.....	18,000	1926
Tintic.....	Inflico.....	10,000	1944
Erda.....	Zeolite.....	6,500	1929
Salt Lake City.....	International..	60,000	1927
Nephi.....	do.....	6,500	1923
Cache Junction.....	International..	18,000	1929
LOS ANGELES DIVISION:			
Los Angeles.....	Wayside Treat- ing Plant.....		1937
Los Angeles.....	Graver.....	42,000	1924
Pomona.....	Wayside Treat- ing Plant.....		1941
Kelso.....	Inflico.....	2,500	1943
Desert.....	Reservoir.....	20,000	1925
Arden.....	Graver.....	15,000	1924
Las Vegas.....	do.....	10,000	1923
Dry Lake.....	do.....	25,000	1924
Moapa.....	Reservoir.....	10,000	1925
Rox.....	Graver.....	10,000	1923
Carp.....	International..	15,000	1929

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
Pocatello (Store Dept.).....	100	50	do	do
Twin Falls.....	100	50	do	do
Nampa.....	100	50	do	do
Boise.....	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 (North Yards).....	150	63	do	do
Ogden (U. P. Yard).....	150	50	do	do
Ogden (Town Track).....	100	50	do	do
Cache Jet.....	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
East San Pedro.....	150	50	do	do
Crestmore.....	80	48	do	do
Las Vegas.....	100	56	do	do

Scale owned by Riverside Portland Cement Co.

STOCK YARDS—IDAHO 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	
Granger.....	4	.....	1	.....	23	23	.....
Opal.....	18	.....	.....	3	95	95	Water, Scales.
Fossil.....	3	.....	.....	2	28	28	Scales.
Sage.....	6	.....	.....	1	31	31	Scales.
Cokeville.....	4	2	.....	2	29	53	Water, Scales
Border.....	3	.....	.....	2	26	26	Private Scales (sheep only).
Pegram.....	3	.....	1	.....	14	14	Private Scales (sheep only).
Dingle.....	3	.....	1	.....	28	28	.....
Montpelier.....	14	10	.....	6	401	441	Water, Lights. Over 300 acres pasture adjoining stock yards fenced with woven wire. Scales.

SECOND SUBDIVISION

Montpelier.....	14	10	.....	6	401	441	Water, Lights. Over 300 acres pasture adjoining stock yards fenced with woven wire. Scales.
Pescadero.....	2	.....	.....	1	10	10	.....
Georgetown.....	2	.....	1	.....	5	5	.....
Cavanaugh.....	1	.....	1	.....	1	1	.....
Manson.....	1	.....	1	.....	7	7	(Pen privately owned.)
Soda Springs.....	8	.....	.....	4	84	84	Water, Lights, Private Scales.
Alexander.....	1	3	1	.....	5	35	.....
Bancroft.....	2	.....	.....	1	25	25	Water, Private Scales.
Pebble.....	5	4	.....	1	25	50	Water, Scales.
Lava Hot Springs	4	.....	.....	1	10	10	.....
McCammon.....	4	.....	.....	1	43	43	Water, Scales, Truck Chute.
Inkom.....	2	1	1	.....	2	12	.....
Pocatello.....	20	8	.....	6	232	252	Water, Lights. Private Scales, 8 covered hog pens with capacity of 20 decks included.

THIRD SUBDIVISION

Pocatello.....	20	8	.....	6	232	252	Water, Lights, Scales, 8 covered hog pens with capacity of 20 decks included.
American Falls...	3	.....	1	.....	20	20	Water, Scales.
Minidoka.....	3	.....	.....	1	8	8	Water.
Kimama.....	2	.....	.....	1	13	13	Water.
Dietrich.....	1	.....	1	.....	4	4	Private Scales.
Shoshone.....	4	.....	2	.....	38	38	Water, Private Scales.
Gooding.....	5	2	.....	2	20	39	Water, Lights, Private Scales.
Bliss.....	3	.....	.....	1	23	23	Water.
King Hill.....	2	.....	.....	1	12	12	Water.
Glenns Ferry.....	8	.....	6	.....	50	50	Water, Lights.

FOURTH SUBDIVISION

Glenns Ferry.....	8	.....	6	.....	50	50	Water, Lights.
Hammett.....	2	.....	.....	1	6	6	Water.
Mountain Home..	6	3	.....	2	75	260	Water, Lights, Private Scales.
Orchard.....	1	.....	.....	1	5	5	Water.
Meridian.....	5	.....	.....	2	16	16	Water, Scales.
Meridian.....	6	.....	1	.....	25	17	Water, Scales (pvt. yard).
Kuna.....	4	.....	.....	1	5	5	.....
Nampa.....	20	16	.....	6	130	350	Water, Lights, Private 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 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	
Caldwell.....	42	.....	.....	16	260	260	Water, Lights, Private Scales (U. S. Y. Co.).
Parma.....	5	.....	.....	1	16	16	Water, Scales.
Nyssa.....	4	.....	.....	1	14	14	Water, Scales.
Nyssa (Sugar Factory).....	3	.....	.....	1	16	16	Water, Lights, Scales.
Arcadia.....	2	.....	1	.....	17	17	.....
Ontario.....	7	.....	1	1	36	36	Water, Lights, Private Scales.
Payette.....	9	.....	1	1	28	28	Water, Lights, Private Scales.
Crystal.....	1	.....	1	.....	2	2	.....
Weiser.....	12	.....	1	1	29	29	Water, Lights, Private Scales.
Huntington.....	50	.....	4	2	173	173	Water, Lights, Private Scales.

FIFTH SUBDIVISION

Pocatello.....	20	8	.....	6	232	252	Water, Lights, Scales, 8 covered hog pens with capacity of 20 decks included.
Tyhee.....	1	.....	1	.....	4	4	.....
Fort Hall.....	8	.....	.....	1	26	26	Water, Lights, Private Scales.
Blackfoot.....	6	.....	.....	2	21	21	Water, Lights.
Wapello.....	2	.....	.....	1	10	10	.....
Firth.....	3	1	.....	.....	16	16	Water, Private Scales.
Shelley.....	4	.....	1	.....	18	18	Water, Private Scales.
Idaho Falls.....	31	20	.....	6	128	164	Water, Scales.
Idaho Falls.....	6	.....	.....	2	24	24	Water, Scales (Private Yards).
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, Lights, Scales.
Spencer.....	6	.....	.....	2	89	89	Private Scales, Lights.
Monida.....	9	.....	.....	2	6	6	Water, Scales.
Snowline.....	1	.....	1	.....	2	2	.....
Lima.....	5	.....	.....	2	86	86	Water, Lights.

SIXTH SUBDIVISION

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

KEMMERER BRANCH

Susie.....	3	3		1	9	31	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—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, Lights, Scales.
Burley.....	4	3		2	12	120	Water, Lights.
Parsons.....	2		1		10	10	
Murtaugh.....	2			1	10	10	Water.
Hansen.....	3			1	18	18	Water, Lights.
Kimberly.....	5			2	33	33	Water, Lights, Private Scales.
McMillan.....	3			1	10	10	Scales.
Twin Falls.....	30	5		4	98	190	Water, Lights, Scales.
Curry.....	2			1	5	5	
Filer.....	5		2	1	17	17	Water, Scales.
Peavey.....	2			1	8	8	
Buhl.....	9			2	45	45	Water, Lights, Scales.

OAKLEY BRANCH

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

WELLS BRANCH

Twin Falls.....	30	5		4	98	190	Water, Lights, Scales.
Berger.....			1				Chute only.
Hollister.....			1				Chute only.
Rogerson.....	4	6		2	27	145	Water, Private Scales.
San Jacinto.....	4			2	21	21	Water.
Hubbard.....	2			1	13	13	
Red Point.....	2			1	11	11	Water.
Wells.....	7			2	55	55	Water, Scales. S. P. Yard.

NORTH SIDE BRANCH

Rupert.....	3	5	1	2	12	52	Water, Lights, Scales.
Paul.....	5	2		1	15	85	Water, Lights, Scales.
Hazelton.....	2		1		12	12	Water.
Eden.....	4			1	48	48	Water, Lights, Private Scales.
Falls City.....	2			1	6	6	
Barrymore.....			1				Chute only.
Jerome.....	4			1	16	16	Water, Lights, Private Scales.
Appleton.....			1				Chute only.
Wendell.....	2			2	17	17	Water, Private 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, Lights, Scales.
Declo.....	2			1	13	13	

KETCHUM BRANCH

Shoshone.....	4			2	38	38	Water, Scales.
Richfield.....	2			1	12	12	Water, Private 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, Private 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	Private Scales.
Macon.....	4			1	26	26	
Fairfield.....	6			1	49	49	Water, Scales.
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		
Barber.....	4			1	11	11	Water.

MURPHY BRANCH

Nampa.....	20	16		6	130	350	Water, Lights, Private Scales.
Stoddard.....	2		1		18	18	
Murphy.....	8	5	2	1	46	132	Water, Private Scales.

IDAHO NORTHERN BRANCH

Nampa.....	20	16		6	130	350	Water, Lights, Private Scales.
Middleton.....	2		1		4	4	
Emmett.....	4			1	30	30	Water, Scales.
Montour.....	4		1		27	27	Water.
Horseshoe Bend.....	3		1		36	36	
Banks.....	4		1		11	11	Water.
Smiths Ferry.....	3	6		2	15	106	Private Scales.
Belvidere.....	3			2	20	20	Water.
Cascade.....	5		2		26	26	Water.
Arling.....	3			2	13	13	Water, Scales.
Donnelly.....	2			1	12	12	Water, Scales.
Norwood.....	2	2		1	5	9	Water, Scales.
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, Lights, Scales (U. S. Y. Co.)
Greenleaf.....	1		1		1	1	
Wilder.....	4			1	11	11	Water, Private Scales.

HOMEDALE BRANCH

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

OREGON EASTERN BRANCH

Ontario.....	7		1	1	36	36	Water, Private Scales.
Mallett.....			1				Chute only.
Vale.....	3		1		21	21	Water, Private Scales.
Hope.....	2		1		11	11	Water, Private Scales.
Harper.....	4	2		1	18	41	Water, Private Scales.
Jonesboro.....	1		1		5	5	
Juntura.....	6		1		26	26	Water, Private Scales.
Riverside.....	4			1	18	18	Water, Private Scales.
Venator.....	4			1	16	16	Water, Private Scales.
Crane.....	8		1	1	63	63	Water, Scales.
Redess.....	3		1		38	38	Privately Owned.
Burns.....	11			2	59	59	Water, Lights, Private Scales.

BROGAN BRANCH

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

PAYETTE BRANCH

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

NEW MEADOWS BRANCH

Weiser.....	12		1	1	29	29	Water, Lights, Private Scales.
Midvale.....	5		1		10	10	Water.
Cambridge.....	6		1		12	12	Water, Private Scales.
Council.....	3			1	16	16	Water, Scales.
Fruitvale.....	1		1		2	2	
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.

¹For 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, Scales.
Clarkson.....	4			1	11	11	Scales.
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, Private Scales.

ABERDEEN BRANCH

Springfield.....	1			1	6	6	
Sterling.....	2		1		12	12	Private Scales.
Aberdeen.....	3			1	20	20	Water, Scales.

YELLOWSTONE BRANCH

Idaho Falls.....	31	20		6	128	164	Water, Scales.
Idaho Falls.....	6			2	24	24	Water, Scales (Private Yards).
Ucon.....	1		1		4	4	Water.
Rigby.....	1			1	4	4	Water, Scales.
Thornton.....	2			1	6	6	
Rexburg.....	4		2		20	20	Water, Scales.
Sugar City.....	2			1	14	14	Water.
St. Anthony.....	3			1	21	21	Water, Scales.
Ashton.....	8		1	1	27	27	Water, Private Scales.
Pineview.....	2			1	36	36	Scales.
Island Park.....	5			1	22	22	Scales.
Big Springs.....	6			2	39	39	Scales.

WEST BELT BRANCH

Ucon.....	1		1		4	4	Water.
Lewisville.....	2			1	16	16	Scales.
Menan.....	2			1	11	11	Water.
Edmonds.....	2			1	6	6	
Parker.....	1		1		4	4	
St. Anthony.....	3			1	21	21	Water, Scales.

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, Scales.

TETON VALLEY BRANCH

Ashton.....	8		1	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, Scales.
Victor.....	13			2	257	257	Water, Private Scales.

¹For 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.
²Pens furnished by Forest Department.

STOCK YARDS—UTAH 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	
Caliente.....	11			2	72	72	Water, Lights, Feed.
Barclay.....	3		1		24	46	Enclosed Field, Water, Private Scales.
Acoma.....		1				8	Portable Chute.
Modena.....	4	3		1	23	46	Water, Scales.
Lund.....	3			1	33	33	Water, Feed, Scales.
Milford.....	8	4		2	40	76	Water, Lights, Feed, Scales Shearing Pen.

SECOND SUBDIVISION

Black Rock.....	6			2	40	40	Water, Feed Dipping Vat, Shearing Pen.
Clear Lake.....			1				
Delta.....	6	3		1	40	98	Water, Lights, Feed, Scales.
Lynndyl.....	1			1	6	6	

THIRD SUBDIVISION

Jericho.....		2		1		38	Shearing Facilities (Privately Owned).
McIntyre.....	1		1		2	2	
Faust.....	2			1	22	36	Water.
St. John.....	1	2		2	6	40	Scales.
Warner.....	1	3		2	5	38	
Lake Point.....		2		1		43	
Garfield.....	2			1	21	21	Water.

PROVO SUBDIVISION

Leamington.....	2			1	2	2	
Soma.....				1			
Mills.....	2			1	8	8	
Juab.....	2			1	11	11	
Nephi.....	4		1		18	18	Water, Feed, Private Scales.
Starr.....	1		1		3	3	
Payson.....	3			1	29	29	Water, Feed, Scales.
Spanish Fork.....	37			1	16	16	Water, Feed, Private Scales.
Springville.....	2			1	4	4	Water, Scales.
Provo.....	2		1		13	13	Water, Feed.
Lehi.....	6	1		1	16	21	
Draper.....	3	3		1	18	54	Water, Feed.
Sandy.....	1	2		1	4	26	Water.
Murray.....	2			1	5	5	Water.
Huslers.....	1		1		2	2	
Burton.....	2		2		6	6	

FOURTH SUBDIVISION

North Salt Lake.....							Union Stockyards.
Kaysville.....	4			1	18	18	Water, Private Scales.
Layton.....	4			1	15	15	
Ogden.....							Union Stock Yards.

§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.

§Includes 2 privately owned pens.

STOCK YARDS—UTAH DIVISION—Continued

FIFTH 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	
Ogden.....							Union Stock Yards.
Brigham.....	4			1	18	18	Water, Scales.
Honeyville.....	2	1		1	7	12	Water, Lights, Scales.
Dewey.....	3			1	10	10	Water.
Collinston.....	2		1		12	12	
Cache Jct.....	2			1	7	7	Water.
Trenton.....	1	1		1	5	22	
Cornish.....	35			1	22	22	Water, Private Scales.
Utida.....	2		1		12	12	
Weston.....	3			1	16	16	Scales.
Clifton.....	2			1	11	11	Scales.
Dayton.....	1			1	6	6	
Coulam.....	1		1		5	5	
Oxford.....	1		1		6	6	
Swan Lake.....	1		1		6	6	
Downey.....	5		1		1	14	Water, Scales.
Arimo.....	2				11	11	
McCammon.....	4			1	43	43	Water, Scales.

PIOCHE BRANCH

Caliente.....	11			2	72	72	Water, Lights, Feed.
Panaca.....		2		1		46	
Pioche.....	2		1		13	13	Water.

CEDAR CITY BRANCH

Lund.....	3			1	32	32	Water, Feed.
Iron Springs.....	5			1	33	33	Water.
Stock Yards.....	14	2		3	80	155	Water, Feed, Lights, Private Scales.

FILLMORE BRANCH

Delta.....	6	3		1	40	98	Water, Lights, Feed, Scales.
Greenwood.....	2			1	10	10	
Fillmore.....	4			1	23	23	Water, Feed.

FAIRFIELD BRANCH

Fairfield.....		2		1		32	
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MALAD BRANCH

Brigham.....	3			1	18	18	Water, Scales.
Corinne.....	3	1		1	8	35	Scales, Truck Chute.
Cropley.....	3			1	11	11	Scales.
Tremonton.....	2		1		10	10	
Garland.....	6	1			33	53	Water, Scales.
Fielding.....	2		1		7	7	
Halbert.....			1				
Washakie.....			1				
Portage.....	2		1		?	7	Private Scales.
Malad.....	4			1	16	16	Water, Private 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.

§Includes 2 privately owned pens.

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	
Cache Jet.....	4			1	7	7	Water.
Mendon.....	1		1		7	7	
Wellsville.....	2		1		9	9	Water.
Hyrum.....	1	2		1	5	36	Water.
Logan.....	3		1		8	8	Water, Scales.
Smithfield.....	3		1		10	10	Water.
Lewiston.....	3		1		32	32	(Joint with U. I. C.).
Franklin.....	1		1		5	5	
Whitney.....	3		1		6	6	Scales.
Preston.....	3			1	7	7	Water, Scales.

LOGAN SUGAR FACTORY BRANCH

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

Ogden.....							Union Stock Yards.
Evona.....				2			Private Yards.
Sugar Works.....				2			Private Yards.

LOS ANGELES DIVISION

FIRST SUBDIVISION

Los Angeles (U. S. Yds.).....	1						
Riverside.....	40			1	2	2	
San Bernardino.....	1			22	76	72	Water.
Summit.....	4		1		11	11	Water.
Hesperia.....	2				12	12	
Victorville.....	4		1		12	12	
Oro Grande.....	3		1		2	2	Water.
Hodge.....			1				
Barstow.....	24			2	58	58	Water, Feed.

SECOND SUBDIVISION

Yermo.....	2			1	7	7	Water, Feed, Lights.
Cima.....	3			1	14	14	
Ivanpah.....	4			1	14	14	Water, Feed.
Nipton.....	2		1		13	13	
Las Vegas.....	62	44	7	8	118	274	Water, Feed, Lights.

THIRD SUBDIVISION

Moapa.....	2			1	12	12	Water.
Carp.....	2			1	2	2	
Caliente.....	11			2	74	74	Water, Lights, Feed.

SAN PEDRO BRANCH

Junction Station.....							Union Stock Yards
Workman.....	1			1	1	1	
Hynes (M. P. 9.0).....				1			
Hynes.....	4		2		13	13	Water, Scales.

CRESTMORE BRANCH

Alamo.....			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	Nampa
Alexander	Twin Falls	Jerome	Caldwell
McCammon	Butte	Shoshone	Robinette
Pocatello	Buhl	Glenns Ferry	Nyssa
Minidoka	Rogerson	Orchard	Payette
Rupert	Henry	Wendell	Weiser
	Filer	Parma	Idaho Falls

UTAH DIVISION

Cache Junction	Caliente	Ogden
North Salt Lake	Milford	U. S. Stock Yards
		Garland

LOS ANGELES DIVISION

San Bernardino	Sands	Las Vegas
Yermo	Desert	Rox

MAIL CRANES

IDAHO DIVISION

Location	Kind	Location	Kind
Opal.....	Wyo. U. P. Standard	Dietrich.....	Idaho Barker
Fossil.....	do	Gooding.....	do
Sage.....	do	Bliss.....	do
Pegram.....	Idaho do	Milner.....	do
Soda Springs.....	do	King Hill.....	do
Alexander.....	do	Hammett.....	do
Bancroft.....	do	Orchard.....	do
Lava Hot Springs.....	do	Notus.....	do
Inkom (2).....	do	Parma.....	do
American Falls.....	do	Fort Hall.....	U. P. Standard
Acequia.....	do	Camas.....	do
	Barker	Basalt (MP 170.7 ML).....	Barker
	U. P. Standard	Chester.....	U. P. Standard

UTAH DIVISION

No. S. Lake.....	Utah U. P. Standard	Modena.....	Utah U. P. Standard
Woods Cross.....	Barker	Black Rock.....	do
Centerville.....	do	Oasis.....	do
Farmington.....	do	Stockton.....	Barker
Kaysville (2).....	do	Collinston.....	do
Layton (2).....	do	Trenton.....	do
Clearfield.....	do	Cornish.....	do
Roy (2).....	do	Virginia.....	Idaho do
Willard.....	do	Dayton.....	do
Belmont.....	U. P. Standard	Oxford.....	do
Fielding.....	do	Swan Lake.....	do
Plymouth.....	do	Beryl.....	U. P. Standard
Honeyville.....	Barker	Arimo.....	Barker
Barclay.....	Nev. U. P. Standard		

LOS ANGELES DIVISION

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

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.	Ice Manufacturing Plant with reserve storage 55 Car Platform	8734
Minidoka.....			
Shoshone.....	U. P.	18 x 22 x 12	100
Glenns Ferry.....	do	30 x 45 x 18	500
Nampa.....	do	32 x 60 x 22	1000
Nampa.....	P. F. E.	Ice Manufacturing Plant with reserve storage. 55 Car Platform	23500
Blackfoot.....			
Idaho Falls.....	U. P.	22 x 30 x 30	400
Ashton.....	do	22 x 30 x 30	400
Lima.....	do	24 x 30 x 20	350
West Yellowstone.....	do	23 x 44 x 32	700
Dubois.....	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
Cedar City, 4 Car Platform.....	P. F. E.		
Milford, 23 Car Platform.....	do	38 x 62.8 x 19.5	1000
Milford, 3 Stored in Cars.....	P. F. E.		
Lynnndyl.....	U. P.	18 x 44 x 29	500
Salt Lake City, 11 Car Platform.....	do		Ice secured commercially.
Salt Lake City, 13 Car Platform.....	P. F. E.		
Ogden.....	P. F. E.		
Brigham.....	U. P.	30 x 45 x 20	21257
Cache Junction.....	do	30 x 45 x 18	500
LOS ANGELES DIVISION:			
Los Angeles East Yard, 10 Car Platform.....	P. F. E.		
Colton.....	P. F. E.		500 Daily
Colton.....		Ice Manufacturing Plant Reserve Storage	30,000
Colton.....		37 Car Platform	
Colton.....		40 Car Platform	
Yermo.....	U. P.	14 x 14 x 18	100
Kelso.....	do	12 x 12 x 16	42
Las Vegas.....	P. F. E.		100 Daily
Las Vegas.....		Ice Manufacturing Plant Reserve Storage	6,500
Las Vegas.....		34 Car Platform	

Regular icing station—East and Westbound.

Supply shipped from Las Vegas and Salt Lake City.

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.

No reserve. Supply shipped from Los Angeles or Colton.

STANDARD CLOCKS

Division	Station	Location
IDAHO	Kemmerer.....	Telegraph Office.
	Montpelier.....	Dispatcher's Office.
	Montpelier.....	Engineer's Register Room.
	Montpelier.....	Telegraph Office.
	Pocatello.....	East Whiskers Yard Office.
	Pocatello.....	East End Yardmaster's Office.
	Pocatello.....	Dispatcher's Office.
	Pocatello.....	Passenger Conductor's Register Room.
	Pocatello.....	Passenger Station.
	Pocatello.....	Yard Office.
	Pocatello.....	Switchmen's Locker Room.
	Pocatello.....	Engine Crew Dispatcher's Office.
	Pocatello.....	Train Crew Dispatcher's Office.
	Pocatello.....	Storage Yard Office.
	Pocatello.....	West End Yardmaster's Office, Gould Street.
	Minidoka.....	Telegraph Office.
	Shoshone.....	Telegraph Office.
	Bliss.....	Telegraph Office.
	Glenns Ferry.....	Telegraph Office.
	Glenns Ferry.....	Roundhouse Register Room.
	Glenns Ferry.....	Yard Office.
	Nampa.....	Telegraph Office.
	Nampa.....	Yard Office.
	Nampa.....	Roundhouse Office.
	Nampa.....	Dispatcher's Office.
	Nampa.....	East End Switch Shanty.
	Nampa.....	West End Switch Shanty.
	Nampa.....	Ice House Switch Shanty.
	Nyssa.....	Telegraph Office.
	Ontario.....	Telegraph Office.
	Payette.....	Telegraph Office.
	Weiser.....	Telegraph Office.
	Huntington.....	Telegraph Office.
	Huntington.....	Yard Office.
	Boise Freight.....	Yard Telegraph Office.
	Boise Freight.....	Roundhouse Office.
	Burley.....	Telegraph Office.
	Twin Falls.....	Telegraph Office.
	Twin Falls.....	Freight Office.
	Buhl.....	Telegraph Office.
	Wells.....	Telegraph Office.
	Ketchum.....	Telegraph Office.
	Emmett.....	Telegraph Office.
	McCall.....	Telegraph Office.
	Burns.....	Telegraph Office.
	Council.....	Telegraph Office.
	New Meadows.....	Telegraph Office.
	Blackfoot.....	Telegraph Office.
	Idaho Falls.....	Telegraph Office.
	Idaho Falls.....	Yard Office.
	Idaho Falls.....	Enginemen's Register Room.
	Lima.....	Telegraph Office.
	Silver Bow.....	Telegraph Office.
	Ashton.....	Telegraph Office.
	West Yellowstone.....	Telegraph Office. (Summer only).
UTAH	Caliente.....	Enginemen's Register Room.
	Caliente.....	Depot Register Room.
	Caliente.....	Telegraph Office.
	Cedar City.....	Telegraph Office.
	Modena.....	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. Switchman's Shanty.
	Salt Lake City.....	North Yard Telegraph Office.
	Salt Lake City.....	South Yard Office 1st North St.
	Salt Lake City.....	Yard Master's Office 13th North St.
	Ogden.....	Union Station Telegraph Office.
	Ogden.....	Freight Yard Telegraph Office.
	Ogden.....	Engine Dispatcher's Office, Roundhouse.
	Ogden.....	28th St. Telegraph Office.

Both Mountain and Pacific Time.

STANDARD CLOCKS—Concluded

Division	Station	Location
UTAH.....	Ogden.....	Enginemen's Wash Room.
	Brigham.....	Telegraph Office.
	Malad.....	Telegraph Office.
	Cache Junction.....	Telegraph Office.
	Preston.....	Telegraph Office.
LOS ANGELES.....	Los Angeles.....	Union Station, Telegraph Office.
	Los Angeles.....	Union Station Enginemen's Locker Room.
	Los Angeles.....	Dispatcher's Office.
	Los Angeles.....	Enginemen's Locker Room.
	East Yard.....	Telegraph Office.
	East Yard.....	Roundhouse.
	San Bernardino.....	Telegraph Office.
	Yermo.....	Enginemen's Locker Room.
	Yermo.....	Yard Office.
	Yermo.....	Telegraph Office.
	Kelso.....	Enginemen's Locker Room.
	Las Vegas.....	Freight Enginemen's Locker Room.
	Las Vegas.....	Passenger Enginemen's Locker Room.
	Las Vegas.....	Conductors' Register Room.
	Las Vegas.....	Yard Office.
	Las Vegas.....	Dispatcher's Office.

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. Merril.....	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.
C. D. Anderson Jewelry Co.....	Green River, Wyo.
S. G. Davis.....	Jerome, Ida.
D. W. Martin.....	Glenns Ferry, Ida.
Strait Jewelry Co.....	Gooding, Ida.
Lester Hamilton, Jeweler.....	Caldwell, Ida.
Bullock Jewelry Store.....	Nampa, Ida.
Lester Hamilton, Jeweler.....	Nampa, Ida.
Wright & Glover.....	Boise, Ida.
F. Earl Wyckoff.....	Ontario, Ore.
Ginzel Jewelry Shop.....	Ontario, Ore.
H. O. Zernaski.....	Weiser, Ida.
Paulus Jewelry Co.....	Nyssa, Ore.
G. H. Scholer.....	Burley, Ida.
Scholer Jewelry Store.....	Rupert, Ida.
R. L. Roberts.....	Twin Falls, Ida.
Harry Wilson.....	Buhl, Ida.
Smith Jewelry Co.....	Emmett, Ida.
Rolf Bellingmo.....	Blackfoot, Ida.
C. F. Ames.....	Idaho Falls, Ida.
Ashcraft Jewelry Co.....	St. Anthony, Ida.
S. & S. Jewelry Co.....	Butte, Mont.
G. D. Davidson.....	Los Angeles, Cal.
M. D. Dooley.....	Los Angeles, Cal.
Roy Blake.....	Los Angeles, Cal.
H. S. Downs.....	Los Angeles, Cal.
Baehr & Bakula, Inc.....	Los Angeles, Cal.
H. E. Wellman.....	Alhambra, Cal.
James Podmore.....	Huntington Park, Cal.
Arnold's Jewelry Co.....	Pasadena, Cal.
Boyson Jewelry Co.....	Long Beach, Cal.
A. J. Bryngelson.....	San Pedro, Cal.
J. L. Swanson.....	Riverside, Cal.
M. G. Hale.....	San Bernardino, Cal.
M. J. Christensen.....	Las Vegas, Nev.
J. G. Morris.....	Caliente, Nev.
E. N. Webb.....	Lehi, Utah
W. E. Mitchell.....	Provo, Utah
Eldridge Jewelry Co.....	Milford, Utah
W. F. Mullet.....	Cedar City, Utah

TELEPHONE EMERGENCY BOXES

Division	Station	Location
LOS ANGELES.....	Las Vegas.....	Nev. Derrick
	Los Angeles.....	Cal. do
UTAH.....	Caliente.....	Nev. do
	Lynnndyl.....	Utah do
	Salt Lake City.....	do do

TELEGRAPH WRECKING BOXES

Division	Station	Box No.	Location
IDAHO.....	Glenns Ferry.....	Idaho.....	Derrick
	Pocatello.....	do.....	do
	Nampa.....	do.....	do

HOSPITALS

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

(FOR EMERGENCIES ONLY)

San Bernardino, Cal.....	ST. BERNARDINE'S HOSPITAL
Caliente, Nev.....	LINCOLN COUNTY HOSPITAL
Cedar City, Utah.....	IRON COUNTY HOSPITAL
Milford, Utah.....	MILFORD HOSPITAL
Provo, Utah.....	UTAH VALLEY HOSPITAL

EMERGENCY HOSPITALS

(Located in Yards)

Pocatello, Idaho.....	Day and Night Nurse on Duty
Glenns Ferry, Idaho.....	Surgeon and Nurse in Charge
Salt Lake City, Utah.....	Day Nurse on Duty
Los Angeles, Cal. (East Yard).....	Surgeon in Charge
Ogden, Utah (Southern Pacific Emergency Hospital).....	Day and Night Nursing Service
Kelso, Cal.....	First Aid Station

SECTION HOUSES
IDAHO DIVISION

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIRST SUBDIVISION:	202	Granger.....	8.0
	203	Nutria.....	16.25
	204	Opal.....	24.5
	205	Opal.....	32.0
	206	Waterfall.....	38.97
	207	Kemmerer.....	41.0
	208	Tunnel.....	45.0
	209	Fossil.....	50.0
	210	Fossil.....	56.0
	211	Sage.....	63.0
	212	Sage.....	70.0
	214	Beckwith.....	77.0
	215	Cokeville.....	84.0
	361	Elkol Branch.....	3.45
		Moyer Cumberland Brch.....	9.26
		Jet. Glencoe Branch.....	2.30
Cumberland Branch.....	216	Cokeville.....	92.0
	217	Pegram.....	100.0
	218	Dingle.....	109.0
	219	Montpelier.....	114.0
	220	Montpelier.....	116.0
	221	Montpelier.....	120.5
	222	Pescadero.....	127.0
	223	Georgetown.....	136.0
	226	Soda Springs.....	145.0
	227	Soda Springs.....	151.0
	228	Alexander, inc. 6.6 mi. Grace Br.....	157.0
	239	Bancroft.....	164.0
	240	Bancroft.....	173.0
	241	Blaser.....	180.0
	243	Topaz.....	186.0
SECOND SUBDIVISION:	244	McCammon.....	191.5
	245	McCammon.....	196.0
	247	Onyx.....	201.0
	248	Inkom.....	207.0
	250	Pocatello.....	213.25
	251	Pocatello.....	Yards
	253	Pocatello.....	136.7
	254	Pocatello.....	217.0
	255	Pocatello.....	136.7
	271	Pocatello.....	222.5
	272	Michaud.....	230.5
	274	American Falls.....	240.0
	275	American Falls.....	250.5
	277	Wapi.....	261.0
	278	Minidoka.....	271.5
THIRD SUBDIVISION:	291	Kimama.....	286.0
	292	Kimama.....	296.0
	294	Owinza.....	306.0
	295	Dietrich.....	315.0
	296	Dietrich.....	320.6
	297	Shoshone.....	322.0
	298	Shoshone.....	331.0
	299	Gooding.....	339.0
	300	Gooding.....	348.0
	301	Bliss.....	356.25
	391	Minidoka, inc. 5.9 mi. Twin Falls Br.....	276.0
	392	Rupert.....	19.0
	411	Rupert.....	15.0
	412	Eden.....	30.0
	413	Jerome.....	45.0
Twin Falls Branch.....	414	Jerome.....	57.0
	415	Wendell.....	72.58
	394	Burley.....	35.0
	396	Murtaugh.....	47.0
	397	Twin Falls.....	58.0
	398	Twin Falls.....	63.0
	399	Buhl.....	74.3
	421	Burley, Inc. 10.6 mi. R. R. Br.....	23.0
	431	Burley.....	22.1
	441	Twin Falls.....	21.0
	443	Rogerson.....	41.0
	444	Delaplain.....	63.0
	446	Henry.....	85.0
	448	Summer Camp.....	105.0
	449	Wells.....	123.5

Double track sections.

Location of section headquarters. No section house.

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 SUBDIVISION: Concluded Ketchum Branch.....	451	Richfield.....	15.0
	452	Richfield.....	30.0
	453	Picabo.....	45.0
	454	Bellevue.....	60.0
	455	Ketchum.....	69.8
	462	Magic.....	22.0
	463	Fairfield.....	43.0
	464	Hill City.....	58.3
	303	King Hill.....	362.0
	304	King Hill.....	367.0
	305	Glenns Ferry.....	372.75
	306	Glenns Ferry.....	375.0
	310	Hammett.....	381.0
	311	Hammett.....	387.0
	313	Reverse.....	393.3
Hill City Branch.....	314	Mountain Home.....	403.5
	315	Mountain Home.....	414.0
	318	Orchard.....	424.0
	319	Owyhee.....	436.0
	321	Kuna.....	447.0
	322	Nampa, inc. 5.2 mi. Boise M. L.....	454.5
	323	Orchard.....	B-434.0
	324	Boise.....	B-444.0
	325	Boise.....	B-454.0
	326	Meridian Inc. 1.3 mi. Nampa Br.....	B-464.0
	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.....	475.5
	335	Parna.....	485.0
	337	Nysa.....	493.0
Boise Main Line.....	338	Ontario, inc. 1.9 mi. Ore. E. Branch.....	502.0
	339	Payette.....	511.0
	341	Weiser.....	520.0
	342	Weiser.....	529.0
	343	Olds Ferry.....	538.5
	481	Boise.....	8.4
	471	Nampa.....	30.2
	491	Middleton.....	20.0
	492	Emmett.....	38.0
	493	Montour.....	57.0
	494	Banks.....	73.0
	495	Smiths Ferry.....	87.0
	496	Cascade.....	101.0
	497	Donnelly.....	116.0
	498	McCall.....	129.5
Payette Branch.....	501	New Plymouth.....	16.0
	502	Emmett.....	29.0
	511	Homedale.....	33.5
	551	Weiser.....	15.0
	552	Midvale.....	30.0
	553	Cambridge.....	45.0
	554	Council.....	60.0
	555	Council.....	75.0
	556	New Meadows.....	89.7
	521	Vale, inc. 4.4 mi. Brogan Br.....	16.8
	522	Vale.....	36.0
	523	Harper.....	55.0
	524	Juntura.....	74.0
	525	Riverside.....	92.0
Ore. Eastern Branch.....	526	Riverside.....	110.0
	527	Crane.....	127.0
	528	Crane.....	142.0
	529	Burns.....	157.2
	541	Mineral.....	33.2
	531	Brogan.....	23.9
	72	Fort Hall.....	147.0
	73	Blackfoot.....	157.0
	74	Blackfoot.....	165.0
	75	Firth.....	175.0
	76	Shelley.....	183.5
	FIFTH SUBDIVISION:		

Double track sections.

Location of section headquarters. No section house.

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 SUBDIVISION: Concluded	80	Idaho Falls (Inc. 1.0 mile.... Yellowstone Br.	186.0
	81	Idaho Falls.....	195.5
	82	Roberts.....	205.0
	83	Roberts.....	213.0
	84	Hamer.....	222.5
	86	Camas.....	232.0
	87	Dubois.....	242.0
	89	Spencer.....	252.0
	91	Humphrey.....	261.0
	98	Monida.....	270.0
	141	Blackfoot { Inc. 3.4 Gardner Branch..... Inc. 4.5 Thomas Branch.....	14.0
	142	Taber.....	32.0
	143	Cerro Grande.....	50.0
	145	Arco.....	68.0
Aberdeen Branch.....	147	Mackay.....	86.1
	148	Pingree.....	15.0
	149	Aberdeen.....	28.4
	150	Goshen.....	21.6
Goshen Branch.....	151	Ucon.....	13.0
	152	3 Rigby.....	24.0
Yellowstone Branch.....	154	Rexburg.....	34.0
	181	Menan, Inc., 2.7 mi. Annis Br.	19.0
West Belt Branch.....	182	Parker.....	38.0
	100	Lima.....	279.0
SIXTH SUBDIVISION:	101	Lima.....	288.0
	102	Dell.....	296.5
	103	Red Rock.....	305.0
	104	Armstead.....	314.0
	106	Barratts.....	323.0
	107	Dillon.....	330.0
	108	Dillon.....	340.0
	110	Navy.....	350.0
	111	Melrose.....	360.0
	112	3 Melrose.....	369.0
	113	Divide.....	380.0
	116	Silver Bow.....	390.0
	155	St. Anthony.....	45.0
	157	Ashton, inc. 2.0 mi. Teton Valley Branch.....	56.0
Yellowstone Branch.....	158	Warm River.....	68.0
	159	Pineview.....	81.0
	161	Big Springs.....	95.0
	162	West Yellowstone.....	107.2
East Belt Branch.....	172	Iona.....	22.0
	174	Newdale.....	44.3
	191	Drummond.....	17.0
Teton Valley Branch.....	193	Tetonia.....	32.0
	194	Victor.....	45.8

UTAH DIVISION

FIRST SUBDIVISION:	52	Caliente.....	458.75
	53	Eccles.....	460.80
	54	Minto.....	468.00
	55	Islen.....	474.50
	56	Acoma.....	482.50
	58	Crestline.....	490.50
	59	Uvada.....	498.25
	60	Modena.....	507.00
	61	Beryl.....	515.00
	62	Zane.....	525.00
	62½	Lund.....	533.00
	63	Lund.....	541.50
	64	Nada.....	549.50
	65	Thermo.....	558.00
Pioche Branch.....	66	Milford.....	567.00
	67	Milford.....	576.00
	52	Caliente.....	4.00
	217	Peck.....	22.00
Prince Branch.....	219	Pioche.....	32.94
	219	Pioche.....	0.60
Cedar City Branch.....	62½	Lund.....	8.62
	220	Avon.....	12.00
	221	Iron Springs.....	22.00
	222	Cedar City.....	33.17

SECTION HOUSES—Continued

UTAH DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIRST SUBDIVISION: Concluded Iron Mountain Branch.....	222	Iron Springs.....	3.0
	223	Iron Mountain.....	15.10
	67½	Milford.....	578.50
	68	Read.....	587.00
	69	Black Rock.....	595.50
	70	Pumice.....	604.00
	71	Bloom.....	612.50
	72	Borden.....	620.50
	73	Clear Lake.....	629.00
	74	Oasis.....	637.50
SECOND SUBDIVISION:	75	Delta.....	646.50
	76	Cline.....	655.00
	77	Lynndyl.....	664.00
	77	Lynndyl (Provo Sub.).....	665.67
	225	Delta.....	32.24
	78	Adams.....	667.00
	79	Champlin.....	675.00
	80	Jericho.....	683.00
	81	McIntyre.....	691.00
	82	Tintic.....	698.00
THIRD SUBDIVISION:	83	Lofgreen.....	705.00
	84	Dunbar.....	713.00
	85	Faust.....	722.00
	86	Ajax.....	731.00
	87	Stockton.....	740.00
	89	Warner.....	747.00
	90	Erda.....	755.00
	92	Garfield.....	764.00
	94	Buena Vista.....	773.00
	94	Buena Vista (Freight Line).....	779.16
Eureka Branch..... Silver City Branch..... Mammoth Branch.....	15	Salt Lake.....	42.50
	16	Murray.....	49.98
	230	Tintic.....	3.66
	230	Tintic.....	2.42
	230	Tintic.....	5.21
	95	Leamington.....	666.70
	97	Mills.....	679.00
	98	Juab.....	690.00
	99	3 Nephi.....	702.00
	101	Starr.....	714.00
PROVO SUBDIVISION:	103	Payson.....	726.00
	104	Spanish Fork.....	737.00
	105	3 Provo.....	Yards
	106	Provo.....	748.00
	107	3 Pleasant Grove.....	758.00
	108	Cutler.....	768.00
	109	3 Draper.....	777.00
	105	Provo.....	1.87
	234	Cutler.....	23.86
	2	Roy.....	1.08
Irontron Branch..... Fairfield Branch.....	3	Clearfield.....	7.00
	3	Syracuse Branch.....	4.78
	5	Layton.....	11.50
	6	3 Kaysville.....	16.00
	7	Farmington.....	21.24
	9	Woods Cross.....	27.00
	10	Salt Lake City.....	32.84
	11	Salt Lake City.....	34.62
	12	Salt Lake City.....	35.29
	13	Salt Lake City.....	36.20
FOURTH SUBDIVISION:	13	Salt Lake City Frt. Line.....	1.23
	42	S. P. Jct.....	10.00
	43	Willard.....	17.50
	44	Brigham.....	22.40
	44	Brigham.....	1.50
	120	Corinne.....	16.00
	121	Garland.....	20.00
	121	Bear River Branch.....	9.95
	121	Thatcher Branch.....	5.63
	123	Portage.....	37.00
MALAD BRANCH.....	124	Malad.....	52.16
	54	Urban Branch.....	4.95
	54	Honeyville.....	31.00
	55	Collinston.....	41.50

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

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

3 Double Track Sections. 3 Maintains yard trackage only.

3 Location of section headquarters. No section house.

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

3 Location of section headquarters. No section house.

SECTION HOUSES—Concluded

UTAH DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIFTH SUBDIVISION: Concluded	58	Cache Jct.	50.50
		Cache Valley Branch	1.00
	59	Trenton	61.00
	60	Utida	71.50
	62	Oxford	81.50
	63	Swan Lake	91.50
	64	Downey	101.00
	66	Arimo	110.31
	132	Wellsville	18.00
	134	Logan	25.00
	134	Logan Sug. Fac. Br.	2.46
	134	College Branch	2.80
	134	Benson Branch	5.22
Cache Valley Branch	136	Richmond	38.50
	137	Preston	51.08

LOS ANGELES DIVISION

FIRST SUBDIVISION:	1	East Yard	Yards
	2	East Yard	Yards
	3	Montebello	2.87
	4	Rowland	11.00
	5	Walnut	19.00
	6	Pomona	26.50
	7	Ontario	34.50
	8	Mira Loma	42.50
	10	Riverside	50.50
	200	1st St. Los Angeles	.86
	202	do	.86
	204	Hobart	7.43
San Pedro Branch	206	Hynes	17.37
	207	Mead Transfer	23.63
Pasadena Branch	200	Los Angeles 1st St.	1.65
	209	do Ave. 33	9.87
Glendale Branch	200	Los Angeles 1st St.	1.96
	209	do Ave. 33	8.17
Anaheim Branch	210	La Habra	20.27
	212	Riverside	6.89
	212	Riverside	4.24
	11	West Yermo	158.82
SECOND SUBDIVISION:	12	Yermo	161.50
	13	Harvard	169.00
	14	Field	177.00
	15	Afton	185.00
	16	Baxter	193.00
	17	Crucero	201.00
	18	Balch	209.00
	19	Glasgow	217.00
	20	Flynn	225.00
	21	Kelso	233.00
	23	Elora	238.50
	24	Cima	249.00
	25	Brant	257.00
	26	Moore	266.00
	28	Desert	275.00
	29	Desert	284.00
	30	Jean	293.00
	31	Erie	302.00
	32	Sloan	311.00
	33	Arden	319.00
	34	Bracken	324.00
	35	Las Vegas	333.00
Boulder City Branch	214	Boulder City	22.69
	36	Wann	335.00
	38	Garnet	344.00
	39	Dry Lake	354.00
	40	Crystal	363.50
	41	Byron	372.50
	42	Acton	381.50
	43	Rox	390.00
	44	Hoya	399.00
	45	Galt	408.00
	46	Carp	417.00
	47	Leith	425.00
THIRD SUBDIVISION:	48	Elgin	433.00
	49	Elgin	441.00
	50	Etna	449.00
	215	Logandale	17.18

Location of section headquarters. No section house.

TUNNELS

No.	Location	Tunnel Section	Length (feet)	Lining
IDAHO DIVISION				
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	Double Trk.	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	Double Trk.	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	Alray, A. T. & S. F. Jnt.			
	Line E. B. Track # 2. M. P. 91.25	do	468	Concrete.
1	Alray, A. T. & S. F. Jnt.			
	Line E. B. Track # 1. M. P. 91.57	do	379	do
4	Kyle..... M. P. 433.67	Double Trk.	1226	Concrete.
5	Elgin..... M. P. 441.95	Single Trk.	600	do
6	Stine..... M. P. 449.05	Double Trk.	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 202 TO 247, INCLUSIVE
 CONTAIN INFORMATION PERTAINING
 TO
 NORTHWESTERN DISTRICT
 UNION PACIFIC RAILROAD COMPANY

CAMAS PRAIRIE RAILROAD COMPANY

**OREGON DIVISION
FIFTH SUBDIVISION
MAIN LINE—NORTH PORTLAND JCT. TO SEATTLE**

Sta. No.	Dist. from Portland	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1778	6.8	North Portland Jet. Ore.	Kd	P			
1778	6.8	No. Portland Stock					
1778	7.3	Yards..... do		FTP	A		
1779.3	8.6	North Portland..... do					
1780	8.7	Ore.-Wash. State Line					
		Vancouver					
		"Depot"..... Wash.	Mx	TP			
		Vancouver					
		"Freight"..... do		FP	A	R	
1783	11.8	Vancouver Jct..... do		P			
1786	14.6	Felida..... do			A	L	
1789	17.9	Knapp..... do			A	R	Yes
1794	23.1	Ridgefield..... do	Rg	FTXP	A	R	Yes
1799	28.5	Woodland..... do	Wd	FTXP	A	R	Yes
1809	37.6	Kalama..... do	Ka	FTXP	A	L	Yes
1813	42.0	Carrolls..... do			A	RL	
1815	44.2	Longview Jct..... do		P			
Q1819		Longview..... do	Vw	FTP	A		
1819	47.7	Kelso..... do	Ks	FTP	A	R	Yes
1820	49.4	Rocky Point..... do			A		
1822	51.4	Ostrander..... do		X	A	R	
1828	57.7	Castle Rock..... do	Ca	FTXP	A	L	Yes
1835	64.6	Olequa..... do			A		
1837	66.1	Vader Jct..... do			A		
1838	67.3	Vader..... do	Pn	FTXP	A	R	Yes
1845	73.8	Winlock..... do	Wi	FTXP	A	R	Yes
1848	76.8	Evaline..... do			A	L	
1851	80.0	Napavine..... do	Na	FTXP	A	L	Yes
1858	87.4	Chehalis..... do	Ch	FTP	A	R	Yes
1862	91.1	Centralia..... do	Ds	FTP	A	L	Yes
1863	92.1	Centralia Jct..... do			A		
1864	93.3	Wabash (Jct. H. B.)..... do		P	A		
1869	98.4	Bucoda..... do	Bu	FTXP	A	L	
1872	101.6	Tenino Jct..... do			A		
1873	102.1	Tenino..... do	No	FTXP	A	LS	Yes
1879	107.6	Plumb..... do			B		
	110.0	East Olympia					
		(Jct. H. B.)..... do		P	A	L	
1881	110.2	East Olympia..... do			A		
1886	115.3	Kyro..... do			A	C	B
	116.9	St. Clair..... do			B		
1890	118.9	Olegard..... do					
	120.6	Nisqually					
		(Jct. H. B.)..... do					
1892	120.7	Nisqually..... do	Nu	FTXP	A		Yes
1898	127.4	Ketron..... do			A	C	B
1900	129.4	Steilacoom..... do	Uo	FTXP	A	B	
1901	130.7	West Tacoma..... do			A		
	130.7	Cascade Paper Spur..... do			A		
	131.1	Gravel Center..... do			A		
1903	132.0	Pioneer..... do			A		
1906	135.4	Sixth Ave..... do	Sx	FP	A		
1914	142.3	McCarver St..... do	Nx	TP			
1916	145.1	Tacoma "Depot"..... do	Mn	TP	A	RLSE	Yes
		Tacoma "Baggage"..... do		FP			
		Tacoma "Freight"..... do		TP			
		Tacoma "City"..... do					
1917	146.8	Reservation..... do	Rn	P			
1918	147.5	Tacoma Junction..... do	Jn	P			
1922	151.5	Hughes Spur..... do			B	RO	
1924	153.0	North Puyallup..... do	Fx	FTXP	A	R	
1925	154.7	Sumner..... do	Ux	FTXP	A	B	
1928	157.2	Benroy..... do			A		
1933	161.8	Auburn..... do	Br	FTXP	A	RS	Yes
1936	165.1	Thomas..... do			A		
1938	166.9	Kent..... do	K	FTXP	A	RS	
1945	170.8	Black River Jct..... do	Bi	P	A		
1951	180.1	Argo..... do	G	P	A		
1954	183.2	Seattle "Depot"..... do	Ow	TP			
		Seattle "Baggage"..... do		P			
		Seattle "Freight"..... do		FP	A	RLSE	
		Seattle "Wharf"..... do		P	A	RL	
		Seattle "City"..... do		TP			Yes

3On Spur Track Longview Jct. to Longview.

OREGON DIVISION—Continued

GRAYS HARBOR BRANCH

Sta. No.	Dist. from Centralia	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1862	0.0	Centralia..... Wash.	Ds	FTP	A	L	Yes
1863	1.0	Centralia Jct..... do					
NN 2	2.4	Blakeslee Jct..... do		P			
NN 3	3.3	Raisch..... do			A		
NN 5	5.0	Galvin..... do		P	A	L	
NN 12	12.2	Helsing Jct..... do		P	A	R	
NN 14	13.7	Independence..... do	Nd	P	A	L	
NN 18	18.3	Balch..... do		P	A	R	
NN 22	22.2	Cedarville..... do		P	A	R	
NN 26	26.3	Lankner..... do		P	A	R	Yes
NN 29	28.9	Rony..... do			B		
NN 31	30.8	Seginaw..... do			A		
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		P	A	R	
NN 44	43.8	Melbourne..... do		P	A	R	
NN 45	44.7	Law..... do		P	A	R	
NN 47	46.6	Preacher's Slough..... do		P	A	R	
	50.4	North River Jct..... do		P	A	R	
NN 51	51.2	Cosmopolis..... do					
NN 54	53.9	Aberdeen "Depot"..... Wash.	Sa	TP			
		Aberdeen "Freight"..... do		FP			
NN 58	57.5	Hoquiam..... do	Ho	FTP	A	RSOE	

MONTESANO BRANCH

NN 42	0.1	South Montesano					
		(Jct. H. B.)..... Wash.					
NN 42	0.0	South Montesano..... do		P	A	L	
NO 2	1.4	Montesano..... do	Mo	FTP	A	LS	

TONO BRANCH

1864	0.0	Wabash (Jct. H. B.)..... Wash.					
NR 6	0.2	Wabash..... do		P	A	L	
	5.7	Tono..... do		P	A		

OLYMPIA BRANCH

1881	0.0	East Olympia..... Wash.		P	A	L	
	0.1	East Olympia					
		(Jct. H. B.)..... do					
NS 5	5.4	Olympia Brewery..... do					Yes
NS 7	7.6	Olympia..... do	Oa	FTP	A	RLS	

AMERICAN LAKE BRANCH

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

OREGON DIVISION—Continued
FOURTH SUBDIVISION
MAIN LINE—PORTLAND TO THE DALLES

Sta. No.	Dist. from Portland	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
W 1775	0.0	Portland-Pittock Blk. Ore. do	P	P			
		Portland "City" do		TP			
		Portland "U. D." do	Vo	TP			
		Portland "Baggage" do		P			
		Portland "B. & O. T. Co." do					
		Portland "Freight" do		FP	A	RLSE	
	0.5	East Portland (Jct. H. B.) do		FP	B	R	
V 1781	0.6	East Portland do		FP	B	R	
W 1773	1.9	Bruun do		P			
W 1771	4.4	Graham do		P			
W 1770	5.4	Montavilla do		P	B	L	
W 1769	6.7	Quarry do		P	B	L	
W 1768	7.7	Clarnie do		P	B	L	
W 1762	13.2	Fairview do	Fa	FTXP	A	RL	
W 1760	15.6	Troutdale do	Sn	FTXP	A	RL	
W 1756	19.1	Taylor do		P			
W 1755	20.4	Corbett do		P	C	R	
W 1753	22.4	Rooster Rock do		P	C	R	
W 1751	23.9	Latourell do		P	C	R	
W 1749	26.3	Bridal Veil do	Ju	FTXP	A	R	
W 1746	29.6	Multnomah Falls do		P	A	R	
W 1744	31.4	Oneonta do		P	A	R	
W 1741	34.1	Dodson do		P	A	R	
W 1737	38.8	Bonneville do	Mu	FTXP	A	RS	
W 1733	42.8	Cascade Locks do		P	A	R	
W 1729	46.7	Farley do		P	A	R	
W 1726	49.6	Wyeth do	We	P	A	R	
W 1723	52.8	Lindsey do		P	A	R	
W 1716	59.0	Meno do		P	A	R	
W 1712	63.1	Hood River do	Ki	FTP	A	RS	
W 1706	69.1	Mosier do	H	P	A	R	
W 1703	72.4	Chatfield do		P	A	R	
W 1700	76.0	Rowena do		P	A	R	
W 1694	81.6	Crates do		P	A	R	
W 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. do	Vo	TP			
		Portland "U. D." do		TP			
		Portland "Baggage" do		P			
		Portland "B. & O. T. Co." do					
		Portland "Freight" do		FP	A	RLSE	
V 1781	0.6	East Portland (Jct. H. B.) do		FP	B	R	
V 1780	1.6	Albina do	Jn	P			
V 1778	4.2	St. Johns Jct. do		P			
W 1776	5.6	Peninsula Jct. do		P			
W 1778	6.8	North Portland Jct. do	Kd	P			

MAIN LINE—PENINSULA JCT. TO TROUTDALE

1776	5.6	Peninsula Jct. Ore. do	Kn	P	A	L	Yes
1775	6.8	Kenton do		FP			
1772	9.5	Champ do		P			
1769	12.3	Fir do	Fr	FP	A	LSE	
1768	14.2	Ward do		P	A		
1765	17.0	Hemlock do		P	A		
1760	22.1	Troutdale (Jct. H. B.) do					

OREGON DIVISION—Continued

ST. JOHNS BRANCH

Sta. No.	Dist. from St. Johns Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
V 1778	0.0	St. Johns Jct. Ore. do		P			
NV 1	1.3	Portsmouth do					
NV 2	1.7	Peninsula Lumber Co. do					
NV 3	2.5	Wakefield do					
NV 3	2.8	Veneering Factory do					
NV 3	3.0	St. Johns do		F	B		
NV 3	3.3	Portland Woolen Mills do		P			
NV 4	4.2	Oil Track do		P			
NV 5	4.8	Portland Municipal Terminal No. 4 do		F	A	RL	
NV 6	6.3	Barnes do		P			
1776	7.7	Peninsula Jct. do		P			

THIRD SUBDIVISION
MAIN LINE—THE DALLES TO RIETH

1691	84.0	The Dalles Ore. do	Wh	FTP	A	RS	Yes
1688	87.5	Seufert do		P	A	L	
1684	91.5	Dune do		P	A		
1682	93.2	Dillon do	Vo	P			
1680	95.1	Oregon Trunk Jct. do		P			
1679	96.3	Cello do		P	A	L	
1675	100.7	Miller do	Bx	FTXP	A	R	Yes
1672	103.7	Biggs Ore. do		P	A		
	103.9	Biggs (Jct. H. B.) do		P	A		
1669	106.5	Grant do		P	A	R	
1666	109.2	Rufus do		P	A		
1663	111.9	Day do		P	A		
1661	114.8	Goff do		P	A		
1657	118.7	Hook do	Qn	P	A	L	Yes
1652	123.1	Quinton do		P	A		
1650	125.5	Ramsay do		P	A	R	Yes
1646	129.4	Blalock do		P	A		
1641	133.9	Gilmore do	Mx	FTXP	A	RSO	Yes
1638	137.6	Arlington do		P			
	137.9	Arlington (Jct. H. B.) do		P			
1633	142.2	Silco do		P	A	L	
1629	146.6	Willows do		P	A		
	148.0	Heppner Junction (Jct. H. B.) do		P	A	R	
1627	148.1	Heppner Junction do	Wi	P	A		
1623	152.1	Boulder do		P	A	L	
1617	157.9	Castle do		P	A	R	
1614	161.8	Peters do		P	A	RS	Yes
1612	163.6	Boardman do		P	A		
1610	165.4	Messner do	Fc	FXP	A	R	
		Via Umatilla					
X 1613	165.6	Messner (Jct. H. B.) do		P	A	L	
X 1609	171.7	Judson do		P	A		
X 1606	175.5	Irrigon do	Ce	P	A	LS	Yes
X 1602	178.6	Bailey do	Uy	FTXP	A		
	182.8	Umatilla do		P	A		
X 1601	183.8	Umatilla (Jct. H. B.) do		P	A		
X 1595	183.8	Gravel Pit Spur do	Mn	FTXP	A	RS	Yes
1591	189.3	Hermiston do	Uk	P	A		
	193.3	Hinkle (Jct. H. B.) do		P	A		
1610	165.4	Messner do	Fc	FXP	A		
	165.6	Messner (Jct. H. B.) do		P	A		
1605	169.9	Clarke do		P	B	L	
1600	175.8	Munley do	Rn	FTXP	A		
1597	178.2	Ordinance do		P	A		
1595	180.6	Westland do		P	A		
1591	184.0	Hinkle (Jct. H. B.) do	Uk	P	A		
1587	188.6	Stanfield do	Nd	FTXP	A	L	Yes
1583	191.9	Echo do	Hi	FTXP	A	L	Yes
1577	198.4	Nolin do		P	A	L	Yes
1574	201.5	Yoakum do		P	A		
1572	203.3	Campbell do		P	A	L	Yes
1567	208.2	Barnhart do		P	A		
	211.3	Rieth (Jct. H. B.) do		P	A		
1564	211.8	Rieth do	Ri	FTP	A	R	Yes

OREGON DIVISION—Continued

BEND BRANCH

Sta. No.	Dist. from Oregon Trunk Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1680	0.0	Oregon Trunk Jct.....	Ore				
NB 5	4.5	Moody.....	do		A		
NB 10	10.4	Kloan.....	do		A		
NB 17	17.2	Lockit.....	do		A		
NB 26	25.6	Dike.....	do		A		
NB 29	29.4	Sinamox.....	do		A		Yes
NB 39	39.1	Oakbrook.....	do		A		
NB 47	46.7	Sherar.....	do		A	L	Yes
NB 50	49.9	Tuskan.....	do		A		
NB 54	53.7	Maupin.....	Hf	FTP	A	RS	Yes
NB 54	54.4	Cambrai.....	do		A		
NB 63	62.8	Nena.....	do		A		Yes
NB 67	66.6	Frieda.....	do		A		
NB 73	72.7	Dant.....	do		A		Yes
NB 74	74.4	Davidson.....	Jn	P	A	L	
NB 80	79.6	Kaskela.....	do		A	R	Yes
.....	82.2	Axford.....	do		A		
.....	83.3	Jersey Wye.....	do		A		
NB 85	85.0	South Junction.....	do	P	A	R	Yes
NB 93	93.3	Gateway.....	Gw	F	A	R	Yes
NB 99	98.8	Paxton.....	do		A	L	
NB 104	104.4	Madras.....	Md	FT	A	LS	Yes
NB 107	106.8	Agency.....	do		A		
NB 109	109.4	Metolius.....	Ms		A	L	Yes
NB 114	114.1	Culver.....	do		A	L	Yes
NB 121	121.3	Opal City.....	do		A	L	
NB 129	128.8	Terrebonne.....	do		A	L	Yes
NB 132	131.6	Prineville Jct.....	Xn	F	A	L	
NB 134	134.3	Redmond.....	Rd	FTX	A	R	Yes
NB 143	143.3	Des Chutes.....	do		A		Yes
NB 151	150.7	Bend.....	Nd	FT	A	LS	Yes

GRASS VALLEY BRANCH

Sta. No.	Dist. from Biggs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1672	0.0	Biggs.....	Ore	Bx	FTXP	A	R
NC 5	0.2	Biggs (Jct. H. B.).....	do		A	L	Yes
NC 8	5.3	Thornberry.....	do		A	L	
NC 10	9.7	Wasco.....	do	Wa	FXP	A	LS
NC 14	14.2	Klondike.....	do		A	L	Yes
NC 16	15.6	Sandon.....	do		A		
NC 19	19.2	Hay Canyon.....	do		B		
NC 20	20.0	Niah.....	do		A	L	
NC 24	23.9	De Moss.....	do		A	L	
NC 27	27.0	Moro.....	do	Mr	FX	A	R
NC 31	31.2	Erskine.....	do		A	L	Yes
NC 39	38.5	Grass Valley.....	do	Vy	FTXP	A	L
NC 43	42.6	Eakin.....	do		A	L	Yes
NC 46	45.8	Bourbon.....	do		A	L	
NC 53	52.5	Kent.....	do		A	R	Yes

CONDON BRANCH

Sta. No.	Dist. from Arlington	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1638	0.0	Arlington.....	Ore	Mx	FTXP	A	RSO
ND 8	0.3	Arlington (Jct. H. B.).....	do		A	L	Yes
ND 16	7.6	Shutler.....	do		A		
ND 18	16.3	Rock Creek.....	do		P	L	Yes
ND 20	19.9	Barnett.....	do		A		
ND 25	24.6	Mikkalo.....	do		P	L	
ND 29	28.9	Clem.....	do		A	L	
ND 33	32.6	Speece.....	do		A	L	
ND 37	36.6	Gwendolen.....	do		A	L	Yes
ND 45	44.8	Condon.....	Cd	FXP	A	RS	Yes

OREGON DIVISION—Continued

HEPPNER BRANCH

Sta. No.	Dist. from Heppner Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
.....	0.1	Heppner Jct. (Jct. H. B.).....	Ore				
1627	0.0	Heppner Junction.....	do	Wi	P	A	L
NE 14	14.4	Cecil.....	do		A	R	
NE 20	19.7	Morgan.....	do		A	L	
NE 25	25.1	McNab.....	do		A		
NE 28	28.2	Ione.....	do	On	FXP	A	R
NE 31	30.9	Jordan.....	do		A		Yes
NE 36	36.2	Lexington.....	do		P	A	R
NE 45	45.1	Heppner.....	do	Hr	FTXP	A	R

PILOT ROCK BRANCH

Sta. No.	Dist. from Rieth	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1564	0.0	Rieth.....	Ore	Ri	FTP	A	R
.....	0.7	Rieth (Jct. H. B.).....	do		P	A	Yes
NF 3	2.8	McBee.....	do		A		
NF 7	6.7	Sparks.....	do		A		
NF 11	11.2	Lens.....	do		A		
NF 15	14.9	Pilot Rock.....	do	Ro	FX	A	R

SECOND SUBDIVISION
MAIN LINE—RIETH TO LA GRANDE

Sta. No.	Dist. from Portland	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1564	211.8	Rieth.....	Ore	Ri	FTP	A	R
1562	213.5	Pendair.....	do		A	B	Yes
1560	215.5	Pendleton.....	do	Fd	FTP	A	LSOE
.....	216.2	Pendleton (Jct. H. B.).....	do				
1557	218.7	Munra.....	do				
1555	220.7	Mission.....	do			A	R
1551	224.5	Minthorn.....	do			A	
1548	226.9	Cayuse.....	do		P	A	R
1546	229.3	Homly.....	do				
1543	231.9	Thorn Hollow.....	do		P	A	L
1541	234.3	Tumia.....	do				
1538	236.9	Gibbon.....	do		P	A	L
1536	239.3	Bonifer.....	do				Yes
1530	245.1	Sloan.....	do			B	
1527	248.0	Duncan.....	do		P	A	R
1524	251.4	North Fork.....	do			C	R
1522	253.6	Camp.....	do				
1518	257.3	Huron.....	Ore		P	A	
1515	260.5	Porter.....	do		P	A	
1511	264.8	Meacham.....	do		P	A	L
1507	268.0	Ross.....	do				Yes
1504	270.9	Kamela.....	do	S	FXP	A	R
1504	271.8	Norden.....	do				
1500	275.7	Motanie.....	do				
1497	278.1	Glover.....	do			A	R
1494	281.8	Hilgard.....	do		P	A	L
1490	285.7	Perry.....	do		P	A	L
1486	289.8	La Grande.....	do	Ra	FTP	A	RS

OREGON DIVISION—Concluded

FIRST SUBDIVISION

MAIN LINE—LA GRANDE TO HUNTINGTON

Sta. No.	Dist. from Portland	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	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		P	A	R	Yes
1473	302.2	Union Jct.....do	Un	FTP	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	Be	FTP	A	LSE	Yes
1428	347.4	Quartz.....do		P	A	L	Yes
1424	351.8	Encina.....do	Na	P	A	L	Yes
1420	355.3	Pleasant Valley.....do		P	A	L	Yes
1417	358.5	Hindman.....do		P	A	L	Yes
1414	361.6	Oxman.....do	On	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	L	Yes
1398	377.1	Weatherby.....do	Wx	P	A	L	Yes
1395	380.7	Jett.....do		P	A	L	Yes
1391	384.5	Lime.....do	By	FP	A	L	Yes
1386	389.3	Huntington.....do	Hu	FTXP	A	R	Yes
.....	.....	Huntington Yard.....do	Hn	P			Yes

JOSEPH BRANCH

Sta. No.	Dist. from La-Grande	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1486	0.0	La Grande.....Ore.	Ra	FTP	A	R	Yes
NM 3	0.3	La Grande (Jct. H. B.)..do		P	A	R	Yes
NM 6	2.6	Island City.....do		P	A	R	Yes
NM 8	5.9	Conley.....do		P	A	R	Yes
NM 12	8.4	Alicel.....do		P	A	R	Yes
NM 21	12.3	Imbler.....do	Br	FTXP	A	R	Yes
NM 25	20.9	Elgin.....do	Gn	FTXP	A	R	Yes
NM 34	25.1	Gulling.....do		P	A	L	Yes
NM 37	33.5	Looking Glass.....do		P	A	L	Yes
NM 41	37.5	Rondowa.....do		P	A	L	Yes
NM 47	40.6	Vincent.....do		P	A	L	Yes
NM 57	47.1	Minam.....do		P	A	L	Yes
NM 60	57.1	Sevier.....do		P	A	L	Yes
NM 68	60.0	Wallowa.....do	Wo	FTXP	A	RS	Yes
NM 78	67.8	Lostine.....do		P	A	L	Yes
NM 84	78.0	Enterprise.....do	Ra	FTX	A	LSE	Yes
.....	83.8	Joseph.....do	J	FTX	A	RS	Yes

WASHINGTON DIVISION

SIXTH SUBDIVISION

MAIN LINE—UMATILLA TO SPOKANE

Sta. No.	Dist. from Portland	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
X 1602	182.8	Umatilla.....Ore.	Cs	FTXP	A	RL	Yes
.....	183.2	Umatilla (Jct. H. B.)..do		P	A	L	Yes
G 1609	190.4	Riverview.....do		P	A	L	Yes
G 1613	193.8	Cold Springs.....do		P	A	L	Yes
G 1616	197.0	Sand.....do		P	A	L	Yes
G 1621	202.2	Juniper.....do		P	A	L	Yes
G 1622.8	203.8	Ore.-Wash. State Line					
.....	209.9	Wallula (Jct. H. B.)..Wash.	Jn	FTXP	A	L	Yes
G 1629	210.2	Wallula.....do		P	A	L	Yes
G 1632	212.6	Attalia (Jct. H. B.)..do		P	A	L	Yes
G 1639	219.5	Humorist.....do		P	A	L	Yes
G 1645	225.5	Ash.....do		P	A	L	Yes
G 1652	233.1	Page.....do	Ms	P	A	L	Yes
G 1660	240.6	Simmons.....do		P	A	L	Yes
G 1661	241.9	Sheffer.....do		P	A	L	Yes
.....	243.3	Walker Pit.....do	Kr	P	A	L	Yes
G 1663	243.7	Walker.....do		P	A	L	Yes
G 1669	249.6	Scott.....do		P	A	L	Yes
G 1672	253.1	Matthew.....do		P	A	L	Yes
G 1676	257.2	Ruxby.....do		P	A	L	Yes
G 1677	258.4	Magallon.....do	Jd	FTXP	A	L	Yes
G 1682	263.4	Ayer.....do		P	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	292.8	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	RL	Yes
G 1729	310.4	Teske.....do		P	A	L	Yes
G 1732	312.9	Emden.....do		P	A	L	Yes
G 1736	317.1	Ashby.....do		P	A	L	Yes
G 1741	322.3	Palm Lake.....do		P	A	L	Yes
G 1748	328.9	Wells.....do		P	A	L	Yes
G 1752	332.9	Croskey.....do	Ck	P	A	L	Yes
G 1759	340.3	Mason.....do		P	A	L	Yes
G 1764	345.3	Geib.....do		P	A	L	Yes
G 1770	350.5	Cheney.....do	Cy	FTXP	A	LS	Yes
G 1777	357.8	Marshall.....do		P	A	L	Yes
G 1781	362.0	Cowles.....do		P	A	L	Yes
G 1785	365.6	West Spokane.....do		P	A	L	Yes
G 1786	367.3	Spokane "Union Station".....do	Au	TP	A	LS	Yes
.....	.....	Spokane "Freight".....do		F	A	RSE	Yes
.....	.....	Spokane "City".....do		T	A	RSE	Yes

Umatilla station belongs to Oregon Division.

WALLULA BRANCH

Sta. No.	Dist. from Wallula	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
G 1629	0.0	Wallula.....Wash.	Jn	FTXP	A	R	Yes
GA 8	0.2	Wallula (Jct. H. B.)..do		P	A	L	Yes
GA 15	7.7	Reese.....do		P	A	L	Yes
GA 20	15.2	Touchet.....do	Ch	FTXP	A	R	Yes
GA 24	19.6	Lowden.....do		P	A	L	Yes
GA 29	24.2	Whitman.....do		P	A	L	Yes
GA 29	28.6	Auker.....do		P	A	L	Yes
.....	29.1	Artesia.....do		P	A	L	Yes
.....	31.0	Walla Walla (Jct. H. B.)..do	Bu	TP	A	LS	Yes
NG 47	31.1	Walla Walla "Depot".....do		F	A	RSE	Yes
.....	.....	Walla Walla "Freight".....do		T	A	RSE	Yes

WASHINGTON DIVISION—Continued

YAKIMA BRANCH

Sta. No.	Dist. from Attalia	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
.....	0.1	Attalia (Jct. H. B.).... Wash.	.....	P	A	R	.....
GB 1632	0.0	Attalia..... do	.....	P	A	L	.....
GB 6	6.4	Villard..... do	.....	P	A	L	.....
GB 9	8.5	Hedges..... do	.....	Kn	FTXP	LS	Yes
GB 21	13.0	Kennewick..... do	.....	.....	A	R	.....
GB 28	20.5	Leslie..... do	.....	.....	A	R	.....
GB 31	27.9	Grosscup..... do	.....	.....	A	L	.....
GB 36	31.2	Acton..... do	.....	Bc	FTXP	R	.....
GB 39	36.4	Benton City..... do	.....	.....	A	L	.....
GB 42	39.1	Corral..... do	.....	.....	A	.....	.....
GB 45	42.9	Chaffee..... do	.....	.....	A	.....	.....
GB 48	45.3	Meek..... do	.....	.....	A	.....	.....
GB 51	48.2	Biggam..... do	.....	.....	A	R	.....
GB 55	50.7	North Prosser..... do	.....	.....	A	L	.....
GB 58	54.7	Capp..... do	.....	.....	A	.....	.....
GB 64	57.6	Grandview..... do	.....	Gw	FTXP	LO	.....
GB 67	63.4	Midvale (Jct. H. B.).... do	.....	.....	A	R	.....
GB 73	63.5	Midvale..... do	.....	P	A	R	.....
GB 78	67.0	Emerald..... do	.....	.....	A	R	Yes
GB 82	73.2	Granger..... do	.....	.....	A	R	.....
GB 84	78.4	Zillah..... do	.....	Ah	FTXP	L	.....
GB 88	81.5	Buena..... do	.....	BA	FTXP	L	.....
GB 84	83.5	Flint..... do	.....	.....	A	L	.....
GB 84	84.4	Sawyer..... do	.....	Sr	SFXP	R	.....
GB 87	86.7	Donald..... do	.....	.....	A	L	.....
GB 91	90.6	Parker..... do	.....	.....	A	L	.....
GB 95	95.0	Union Gap..... do	.....	.....	A	R	.....
GB 98	97.9	Yakima..... do	.....	Ny	FTP	LSE	Yes

SUNNYSIDE BRANCH

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

BRANCH LINE—PENDLETON TO TUCANNON

Sta. No.	Dist. from Pendleton	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1560	0.0	Pendleton..... Ore.	.....	Fd	FTP	LSOE	.....
.....	0.7	Pendleton (Jct. H. B.).... do	.....	.....	P	.....	.....
NG 5	4.7	Saxe..... do	.....	.....	A	R	.....
NG 8	7.6	Havanna..... do	.....	.....	A	R	.....
NG 11	10.7	Blakeley..... do	.....	.....	A	R	.....
NG 13	13.3	Adams..... do	.....	.....	A	R	.....
NG 18	17.9	Athens..... do	.....	Cn	SFX	RSE	Yes
NG 22	21.6	Weston..... do	.....	.....	A	R	.....
NG 24	24.1	Downing..... do	.....	.....	A	R	.....
NG 27	27.4	Blue Mountain..... do	.....	.....	A	R	.....
NG 31	30.9	Bade..... do	.....	.....	A	R	.....
NG 34	33.8	Barrett..... do	.....	.....	A	R	Yes
NG 35	34.9	Prunedale..... do	.....	.....	A	R	.....
NG 37	36.9	Milton (Freewater)..... do	.....	Co	FTXP	RS	Yes
NG 41	40.6	Spofford..... do	.....	.....	A	L	.....
NG 42	42.4	State Line..... do	.....	.....	A	R	.....
NG 42.5	42.5	Ore.-Wash. State Line	.....	.....	.....	.....	.....
NG 44	44.3	Langdon..... Wash.	.....	.....	B	.....	.....
NG 47	46.8	Walla Walla "Depot"..... do	.....	Bu	TP	.....	.....
.....	46.9	Walla Walla "Freight"..... do	.....	.....	FP	RSE	Yes
.....	46.9	Walla Walla (Jct. H. B.).... do	.....	Z	.....	.....	.....
NG 53	52.5	Russell..... do	.....	.....	A	R	.....
NG 54	54.3	Valley Grove..... do	.....	.....	A	L	.....
NG 57	57.2	Hadley..... do	.....	.....	A	L	.....

↳Pendleton station belongs to Oregon Division.

WASHINGTON DIVISION—Continued

BRANCH LINE—PENDLETON TO TUCANNON—Continued

Sta. No.	Dist. from Pendleton	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
NG 61	60.5	Berryman..... Wash.	.....	.....	A	R	.....
NG 62	61.6	Ennis..... do	.....	.....	A	L	.....
NG 67	67.4	Prescott..... do	Sy	FTX	A	LO	Yes
NG 72	72.0	Bolles..... do	.....	P	A	R	.....
.....	72.1	Bolles (Jct. H. B.).... do	.....	.....	A	L	.....
NG 76	76.2	Menoken..... do	.....	.....	A	L	.....
NG 79	79.3	McKay..... do	.....	.....	A	L	.....
NG 84	83.8	Alto..... do	.....	.....	A	L	.....
NG 89	89.4	Relief..... do	.....	.....	A	L	.....
NG 95	94.9	Starbuck..... do	Sa	FXP	A	L	Yes
.....	95.0	Starbuck (Jct. H. B.).... do	.....	.....	A	L	.....
NG 97	96.6	Powers..... do	.....	.....	B	.....	.....
GE 12	98.6	Tucannon..... do	.....	P	A	L	.....
.....	98.7	Tucannon (Jct. H. B.).... do	.....	.....	A	L	.....

DAYTON BRANCH

Sta. No.	Dist. from Bolles	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
NG 72	0.0	Bolles..... Wash.	.....	P	A	R	.....
.....	0.1	Bolles (Jct. H. B.).... do	.....	.....	A	R	.....
NK 4	3.6	Waitsburg..... do	Bg	FTXP	A	R	Yes
NK 4	4.2	Loyd..... do	.....	.....	A	.....	.....
NK 5	5.2	Waitsburg Jct..... do	.....	.....	A	L	.....
NK 6	6.1	Huntsville..... do	.....	.....	A	R	.....
NK 8	8.5	Dumas..... do	.....	.....	B	.....	.....
NK 10	9.7	Long..... do	.....	.....	A	R	.....
.....	13.0	Dayton Jct..... do	.....	.....	A	RE	.....
NK 13	13.2	Dayton..... do	Da	FTX	A	RE	Yes
NK 19	19.4	Ronan..... do	.....	.....	A	.....	.....
NK 23	22.8	Whetstone..... do	.....	.....	A	L	.....
NK 25	24.9	Turner..... do	.....	.....	A	L	.....

POMEROY BRANCH

Sta. No.	Dist. from Starbuck	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
NG 95	0.0	Starbuck..... Wash.	Sa	FXP	A	L	Yes
.....	0.1	Starbuck (Jct. H. B.).... do	.....	.....	A	L	.....
NL 8	8.0	Delaney..... do	.....	.....	A	L	.....
NL 11	11.4	Jackson..... do	.....	.....	A	L	Yes
NL 15	14.5	Chard..... do	.....	.....	A	L	.....
NL 16	16.4	Dodge..... do	.....	.....	A	L	Yes
NL 19	19.1	Houser..... do	.....	.....	A	R	.....
NL 25	24.5	Zumwalt..... do	.....	.....	A	L	Yes
NL 29	28.9	Pomeroy..... do	Py	FTXP	A	LOE	Yes

WASHINGTON DIVISION—Continued

BRANCH LINE—AYER TO TEKOA

Sta. No.	Dist. from Ayer	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
G 1682	0.0	Ayer.....Wash.	Jd	FTXP	A	L	
GE 3	0.5	Ayer(Jct. H. B.).....do			A	L	Yes
GE 12	2.7	Rifton.....do			B	L	
GE 12	11.6	Pataha.....do		P	A	R	
GE 12	12.4	Tucannon.....do					
GE 12	12.5	Tucannon (Jct. H. B.).....do					
GE 17	17.3	Riparia (Jct. H. B.).....do	Xs	FTXP	A	R	
GE 17	17.4	Riparia.....do			A	L	
GE 22	21.9	Canyon.....do		P	A	R	Yes
GE 30	30.0	Hay.....do			B	L	
GE 32	31.7	Schreck.....do			A	L	
GE 36	35.6	Jerita.....do			A	L	
GE 41	41.3	La Crosse.....do	Ja	FTXP	A	L	Yes
GE 48	41.4	La Crosse(Jct. H. B.).....do					
GE 48	47.9	Sutton.....do			B	R	
GE 52	51.8	Winona(Jct. H.B.).....do					
GE 52	51.9	Winona.....do	Wa	FTX	A	L	Yes
GE 53	57.7	Endicott.....do	Di	FTX	A	RS	Yes
GE 65	64.6	Thera.....do			A	R	
GE 68	68.3	Diamond.....do			A	R	
GE 72	72.3	Mockonema.....do			A	R	
GE 75	74.7	Crest.....do		P	A	R	
GE 77	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 90	89.5	Elberton.....do		P	A	L	Yes
GE 95	94.9	Garfield.....do	Gr	FT	A	RS	
GE 98	98.4	Walters.....do			B	L	
GE 104	104.3	Farmington.....do	Fm	FX	A	RS	
GE 110	110.2	Seltice (Jct. H. B.).....do					
GE 110	110.2	Seltice.....do		P	A	L	
GE 116	115.9	Tekoa.....Wash.-Ida.	K	FTXP	A	RS	

BRANCH LINE—TEKOA TO SPOKANE

Sta. No.	Dist. from Ayer	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
GE 116	115.9	Tekoa.....Wash.-Idaho	K	FTXP	A	RS	
GE 116	116.0	Tekoa (Jct. H. B.).....Wash.					
GJ 123	123.1	Latah.....do		SFP	A	L	
GJ 126	126.4	Rahm.....do			B	R	
GJ 132	131.5	Fairfield.....do	G	FTXP	A	R	
GJ 135	134.9	Darknell.....do			A	L	
GJ 138	138.2	Rockford.....do	Rd	FXP	A	RS	
GJ 142	142.2	Coeys.....do			B	L	
GJ 143	143.4	Manito.....do	Mu	FTX	C	R	
GE 147	143.5	Manito(Jct. H.B.).....do					
GJ 147	146.7	Freeman.....do		P	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		P	A	L	
GJ 159	158.7	Dishman.....do	Sp	FTXP	A	RS	
GJ 161	161.1	Hill.....do					
GJ 163	162.5	East Spokane.....do					Yes
G 1786	165.2	Spokane, "Union Stat'n".....do	Au	TP			
		Spokane "Freight".....do		F	A		
		Spokane "City".....do		T			

WASHINGTON DIVISION—Continued

CONNELL BRANCH

Sta. No.	Dist. from La-Crosse	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	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	
GF 8	4.5	Pampa.....do			A	L	Yes
GF 8	8.1	Gordon.....do			A	L	Yes
GF 15	14.6	Hooper.....do		P	A	L	Yes
G 1704	15.6	Hooper Jct.....do	Hr	P	A		
GF 23	23.4	Washtucna.....do	Fn	FX	A	R	
GF 29	29.2	McAdam.....do			A	L	
GF 34	34.0	Wacota.....do			A	R	
GF 37	37.3	Kahlotus.....do	Ho	F	A	L	
GF 42	42.2	Estes.....do			A	R	
GF 46	46.0	Sulphur.....do			A	R	
GF 51	51.0	Curry.....do			A	R	
GF 53	52.8	Connell.....do		SFX	A	R	Yes

PLEASANT VALLEY BRANCH

Sta. No.	Dist. from Winona	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
GE 52	0.1	Winona (Jct. H. B.).....Wash.	Wa	FTX	A	R	Yes
GG 4	0.0	Winona.....do			B	R	
GG 12	4.4	Gravel Pit.....do			A	L	
GG 12	11.5	Willada.....do			A	L	Yes
GG 18	18.2	St. John.....do	Sj	FXP	A	L	
GG 21	20.8	Juno.....do			B	R	
GG 23	22.5	Huntley.....do			B	R	
GG 25	25.3	Sunset.....do		P	A	L	
GG 31	31.1	Thornton.....do			A	L	Yes
GG 39	39.1	Oakesdale.....do	On	FX	A	L	
GG 42	42.4	Fletcher.....do			A	R	
GG 45	45.2	Warner.....do			A	L	
GE 110	47.9	Seltice (Jct. H. B.).....do					
	47.9	Seltice.....do		P	A	L	

MOSCOW BRANCH

Sta. No.	Dist. from Colfax	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
GE 77	0.0	Colfax.....Wash.	Ca	FTP	A	LS	
GH 5	0.2	Colfax (Jct. H. B.).....do			A	R	
GH 8	4.7	Risbeck.....do			A	R	
GH 8	8.0	Parvin.....do			A	R	
GH 10	9.9	Shawnee.....do		P	A	R	Yes
GH 13	12.9	Albion.....do			A	L	
GH 16	15.9	Armstrong.....do			A	R	
GH 19	18.9	Pullman.....do	Xn	FTXP	A	RO	
GH 21	20.7	Whitlow.....do			A	R	
GH 22	21.6	Holland.....do			A	R	
GH 24	24.3	Garrison.....do			A	R	
GH 26	26.4	Wash.-Idaho State Line.....do					
GH 28	28.3	Moscow.....Idaho	Mo	FTXP	A	RS	

WALLACE BRANCH

Sta. No.	Dist. from Tekoa	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
GE 116	0.0	Tekoa.....Wash.	K	FTXP	A	RS	
GM 2	0.1	Tekoa(Jct. H.B.).....do				R	
GM 2.3	2.2	Tilma.....do					
GM 7	2.2	Wash.-Idaho State Line.....do					
GM 12	7.0	Lovell.....Idaho			A	R	
GM 12	12.2	Watt.....do			A	R	
GM 15	15.4	Plummer.....do	Mr	FTXP	A	L	
GM 23	22.8	Chatcolet.....do		P	A	L	
GM 26	26.4	O'Gara.....do			A	R	

WASHINGTON DIVISION—Concluded

WALLACE BRANCH—Concluded

Sta. No.	Dist. from Tekoa	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
GM 31	30.6	Harrison.....	Idaho		A	R	
GM 34	34.1	Springston.....	do	Re	A	R	
GM 38	38.4	Black Lake.....	do	FT	C	R	
GM 41	41.4	Medimont.....	do		A	L	
GM 45	45.4	Lane.....	do		A	L	
GM 49	49.2	Rose Lake.....	do		A	R	
GM 52	52.1	Dudley.....	do		A	R	
GM 58	57.8	Cataldo.....	do	P	A	R	
GM 63	62.6	Enaville.....	do		A	L	
GM 64	64.2	Pine Creek.....	do		A	L	
GM 66	66.4	Smelterville.....	do		A	L	
GM 67	67.3	Bradley.....	do		A	L	
GM 69	67.4	Bradley(Jct. H. B.).....	do		A	R	
GM 73	72.9	Shont.....	Da	FT X	A	R	
GM 76	75.9	Osburn.....	do		A	L	
GM 80	80.3	Wallace.....	do	We	A	R	
GM 84	84.2	Gem.....	do	FT	A	L	
GM 85	84.5	Frisco.....	do		A	L	
GM 85	85.3	Dorn.....	do		B	L	
GM 87	87.0	Burke.....	do	B	A	R	

SIERRA NEVADA BRANCH

Sta. No.	Dist. from Bradley	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
GM 67	0.0	Bradley (Jct. H. B.).....	Idaho		A		
GP 1	1.3	Silver King.....	do				

OPERATED MILEAGE

	First Main Track	Second Main Track	Add'l Main Track
OREGON DIVISION			
Main Line—			
Fifth Subdivision.... No. Port. Jct. to Seattle.....	176.30		
do Tacoma Freight Line.....	1.67	177.97	143.07
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	27.84	155.62	
Second Subdivision.... Rieth to La Grande.....		78.07	3.86
First Subdivision.... La Grande to Huntington.....		99.11	.62
Total.....		617.44	172.83
Branches—			
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.....		6.21	
Olympia..... East Olympia to Olympia.....		7.43	
American Lake..... Nisqually to Fort Lewis.....		5.92	
Bend..... Oregon Trunk Jct. to Bend....		151.47	
Grass Valley..... Biggs to Kent.....		52.61	
Condon..... Arlington to Condon.....		44.83	
Heppner..... Heppner Junction to Heppner		45.43	
Pilot Rock..... Rieth to Pilot Rock.....		14.25	
Joseph..... La Grande to Joseph.....		83.58	
Total.....		480.52	2.89
Total Oregon Division....		1,097.96	175.72
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
Dayton..... Bolles to Turner.....	25.03		
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.....	3.19		
Total.....	671.83		1.63
Total Washington Division	856.13		3.48
Total Main Line.....	801.74		174.68
Total Branches.....	1,152.35		4.52
Camas Prairie R. R. Co.....	9 257.79		
Grand Total (operated mileage)	2,211.88		179.20
FIRST TRACK MILEAGE BY STATES—			
Oregon.....	903.44		
Washington.....	1,030.54		
Idaho.....	277.90		
Total.....	2,211.88		

See page 219 for explanation of symbols.

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 202 to 214.

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.....	2,211.88	179.20	847.39	3,238.47
Add mileage owned but leased to other companies:				
Northern Pacific Terminal Co. of Ore., Portland, Ore.....			2.23	2.23
Y. V. T. Co., at Yakima, Wash.....			1.19	1.19
Pacific Fruit Express Co. at Albina, Ore.....			.20	.20
Add Mileage owned but not operated:				
At Portland, Ore. (Leased to various Ind.).....			.33	.33
At Portland, Ore. (Operated by N. P. T. Co. of Ore.).....			.04	.04
Add mileage trackage rights granted by other companies but not operated:				
W. W. V. Ry. Co., Langdon to Tausick, Wash.....	1.56		.31	1.87
Total.....	2,213.44	179.20	851.69	3,244.33
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		3.75	27.75
At Bend, Ore.....			2.76	2.76
Northern Pacific Terminal Co. of Ore.:				
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.....	137.98	137.94	69.32	345.24
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	14.29	19.04
At Zillah, Wash.....			1.57	1.57
At Walla Walla, Wash.....			.02	.02
At Spokane, Wash.....			.51	.51
At Dorn, Idaho.....			.03	.03
Nisqually to Fort Lewis, Wash.....	5.92		7.57	13.49
Lewiston to Grangeville, Idaho.....	79.67		25.14	104.81
Spalding to Stites, Idaho.....	66.02		10.18	76.20
Orofino to Headquarters, Idaho.....	40.64		8.99	49.63
Oregon Trunk Ry.:				
Oregon Trunk Jct. to South Junction, Ore.....	84.59		9.64	94.23
Metolius to Bend, Ore.....	42.63		15.99	58.62
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	.30	3.63
At Tacoma, Wash.....			.89	.89
At Hoquiam, Wash.....			.02	.02
G. N. Ry. Co.—At Spokane, Wash.....			.31	.31
Pacific Coast R. R. Co.—At Black River Jct., Wn.....		.03		.03
S. P. & S. Ry. Co.—At East Portland, Ore.....			.20	.20
Condon, Kinzua & Southern R. R. Co.—At Condon, Ore.....			.17	.17
Total.....	498.31	143.96	177.32	819.59
Total Owned and Jointly Owned.....	1,715.13	35.24	674.37	2,424.74

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.....	13.17		4.45	17.62
At Seattle, Wash.....			.10	.10
Helsing Jct. to Hoquiam, Wash.....	22.25	.19	5.89	28.33
So. Montesano to Montesano, Wash.....	.80		.35	1.15
At Spokane, Wash.....	.28	.28	1.27	1.83
At East Spokane, Wash.....			.40	.40
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.....			20.77	20.77
At Longview Jct., Wash.....			.94	.94
At Vader Jct., Wash.....			.33	.33
At Seattle, Wash.....			16.73	16.73
C. M. St. P. & P. R. R. Co. and N. P. Ry. Co.:				
At Hoquiam, Wash.....			.39	.39
C. M. St. P. & P. R. R. Co. & Saginaw Logging Co.:				
At Preachers Slough, Wash.....			.08	.08
Great Northern Ry. Co.:				
At Seattle, Wash.....			2.05	2.05
At Spokane, Wash.....			.46	.46
At Oakesdale, 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.....			.17	.17
At Seattle, Wash.....			2.00	2.00
At Fort Lewis, Wash.....			.09	.09
At Walla Walla, Wash.....			.42	.42
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.....			1.27	1.27
At Portland, Ore.....	.15	.15		.30
Spokane, Portland and Seattle Ry. Co.:				
At Portland, Ore.....			.01	.01
Walla Walla Valley Ry. Co.:				
At Milton, Ore.....			.39	.39
At Walla Walla, Wash.....			.13	.13
Total to Deduct.....	36.84	.62	62.76	100.22
Total Mileage Owned.....	1,678.29	34.62	611.61	2,324.52

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 Siding
	Miles	Miles	Miles
TRACKS OWNED OR LEASED BY O.-W. R. R. & N. Co.			
ALSO USED BY:			
Bunker Hill & Sullivan Mining & Concentrating Co.....	Bradley, Idaho.....	.38	.08
C. M. St. P. & P. R. R. Co.....	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	7.26
do	Spokane to Marengo, Wash.....	60.54	8.89
C. M. St. P. & P. R. R. Co. and Northern Pacific Ry. Co.....	At Aberdeen, Wash.....		.10
do	At Seattle, Wash.....	.71	.38
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	.61
do	At Walla Walla, Wash.....		.02
do	At Moscow, Idaho.....	.01	.10
do	At Wallula, Wash.....		.84
do	Riparia, Wash., to Lewiston, Idaho.....	71.46	9.58
do	At Seattle, Wash.....		.08
do	At Huntsville, Wash.....		.20
do	At Olympia, Wash.....		2.74
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	1.12
do	At Portland, Ore.....	.07	1.69
Yakima Valley Transp. Co.....	At Yakima, Wash.....		.98
Spokane International R. R. Co. Union Railroad of Oregon.....	At Spokane, Wash.....	1.92	.87
Mt. Hood R. R. Co.....	At Union Jet., Ore.....		.30
Sumpter Valley Ry. Co.....	At Hood River, Ore.....	.46	2.27
Oregon Trunk Ry. & G. N. Ry. Co.....	At Baker, Ore.....		.34
Condon, Kinzua & Southern R. R. Co.....	So. Jet. to Metolius, Ore.....	24.00	3.75
Southern Pacific Co.....	At Condon, Ore.....	.47	.92
S. P. Co. and S. P. & S. Ry. Co.....	At Portland, Ore.....	.35	.49
N. P. Ry. Co. & G. N. Ry. Co.....	At Ridgefield, Wash.....		.04
	At Ridgefield, Wash.....		.54
Total		193.61	48.85

TRACKS OWNED JOINTLY WITH OTHER COMPANIES

C. M. St. P. & P. R. R. Co.....	Tacoma Jct. to Black River Jct., Wash.....	26.33			\$ 8.91
do	At Seattle, Wash.....				.20
do	Helsing Jct. to Hoquiam, Wash.....	44.50	.39		11.78
do	S. Montesano to Montesano, Wash.....	1.60			.70
do	At Spokane, Wash.....	.56	.56		2.54
do	At East Spokane, Wash.....				.81
Great Northern Ry. Co.....	At Seattle, Wash.....				4.10
do	At Spokane, Wash.....				.91
do	At Oakesdale, Wash.....				.07
Northern Pacific Ry. Co.....	At Seattle, Wash.....				4.60
do	At Walla Walla, Wash.....				.85
do	At Pendleton, Ore.....				.34
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

See page 219 for explanation of Symbols.

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.....			.58
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.....			22.30
do	At Longview, Wash.....			26.78
do	At Longview Jct., Wash.....			2.00
do	At Vader Jct., Wash.....			2.44
C. M. St. P. & P. R. R. Co. & Saginaw Logging Co.....	At Preachers Slough, Wash....			.11
Southern Pacific Co.....	At Portland, Ore.....	31	30	2.54
do	At East Portland, Ore.....			.40
Oregon Short Line R. R. Co.....	At Huntington, Ore.....			.80
N. P. Ry. Co., Peninsula Term. Co. & S. P. & S. Ry. Co.....	At No. Portland Jct., Ore.....			.78
W. W. V. Ry. Co.....	At Milton, Ore.....			.25
do	At Walla Walla, Wash.....			
	Total.....	73.68	1.25	98.02

CAMAS PRAIRIE RAILROAD CO.

»Riparia Wn. to Grangeville, Idaho	151.13		34.72
»Spalding to Stites, Idaho.....	66.02		10.18
»Orofino to Headquarters, Idaho.....	40.64		8.99
Total.....	257.79		53.89

3Operated for O.-W. R. R. & N. Co. and N. P. Ry. Co. by Camas Prairie R. R. Co.
 3Also used by Spokane International Ry. Co.
 3Includes 3.98 mi. used also by G. N. Ry. Co. and C. M. St. P. & P. R. R. Co.
 3Includes 2.91 mi. main track, .39 mi. second track, and 3.24 mi. yard tracks and sidings
 used also by N. P. Ry. Co. and .11 mi. used also by Saginaw Logging Co.
 3Includes .81 mile yard tracks and sidings used also by N. P. Ry. Co. and .59 mi. used also
 by G. N. Ry. Co.
 3Also used by S. P. & S. Ry. Co.
 3Includes 13.01 mi. used also by L. P. & N. Ry. Co.
 3Includes .02 mi. used also by L. P. & N. Ry. Co.
 3Includes .44 mi. used also by L. P. & N. Ry. Co.
 3Leased from the Des Chutes R. R. Co.
 3Does not include .20 mi. which is O.-W. R. R. & N. Co.'s proportion of .40 mi. owned
 jointly with the O. S. L. R. R. Co. all of which is included in mileage of Northwestern Dis-
 trict.

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
Athens..... 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. (Narrow Gauge).....	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.....	No
	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.	Great Northern 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
East Olympia..... 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
	Great Northern 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
	Mt. Hood R. R. Co.....	Yes
Hood River..... Ore.	Northern Pacific Ry. Co.....	Yes
Hoquiam..... Wash.	So. Cent. Dist.....	Yes
Huntington..... Ore.	Spokane, Portland & Seattle Ry. Co.....	Yes
Kahlotus..... Wash.	Bunker Hill & Sullivan M. & C. Co.....	Yes
Kellogg-Wardner. Idaho	Northern Pacific Ry. Co.....	Yes
Kennewick..... Wash.	Longview, Portland & Northern Ry. Co.....	Yes
Longview Jct. Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
Manito..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
Marengo..... Wash.	Northern Pacific Ry. Co.....	No
Marshall..... Wash.	Spokane, Portland & Seattle Ry. Co.....	No
	Walla Walla Valley Ry. Co.....	Yes
Milton..... Ore.	Northern Pacific Ry. Co.....	Yes
Montesano..... Wash.	Northern Pacific Ry. Co.....	Yes
Moscow..... Idaho	Great Northern Ry. Co.....	Yes
	Newaukum Valley R. R. Co.....	Yes
Napavine..... Wash.	Spokane, Portland & Seattle Ry. Co.....	Yes
North Portland..... Ore.	Great Northern Ry. Co.....	Yes
	Northern Pacific Ry. Co.....	Yes
Oakesdale..... Wash.	Northern Pacific Ry. Co.....	No
	Great Northern Ry. Co.....	Yes
Olympia..... Wash.	Northern Pacific Ry. Co.....	Yes
Oregon Trunk Jct. Ore.	Oregon Trunk Ry.....	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

3Track connections are made over the tracks of another company.

3Track 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
	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
Tekoa..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	No
Tolocaset..... Ore.	Big Creek & Telocaset R. R. Co.....	Yes
W. Tenino..... Wash.	Northern Pacific Ry. Co.....	Yes
	Great Northern Ry. Co.....	No
Thornton..... Wash.	Union R. R. of Oregon.....	Yes
Union Jct. Ore.	Longview, Portland & Northern Ry. Co.....	Yes
Vader Jct. Wash.	Northern Pacific Ry. Co.....	Yes
Vancouver Jct. Wash.	Spokane, Portland & Seattle Ry. Co.....	Yes
Vancouver..... Wash.	Northern Pacific Ry. Co.....	No
Villard..... Wash.	Northern Pacific Ry. Co.....	Yes
Wabash..... Wash.	Northern Pacific Ry. Co.....	Yes
Waitsburg Jct. Wash.	Northern Pacific Ry. Co.....	Yes
Wallace..... Idaho	Northern Pacific Ry. Co.....	Yes
Walla Walla..... Wash.	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

3Track 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.	Portland Trac. Co...	2 Main	Main	Undergrade	Grand Ave.	No
Oregon Trunk						
Jet..... do	Oregon Trunk Ry...	Main	2 Main	do	.42 miles E. of station	Yes
Portland..... do	Portland Trac. Co...	2 Side	2 Side	At grade	East Morrison St.	No
do do	do	2 Main	do	do	do	No
do do	S. P. & S. Ry. Co...	Side	2 Side	do	1.62 miles E. station	No
do do	Portland Trac. Co...	do	2 Side	Undergrade	E. End Steel Bridge	No
St. Johns Jet. do	S. P. & S. Ry. Co...	Main	Main	do	2.12 miles E. station	No
Barnes..... 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	do	Yes
do do	Ostrander Ry. &	do	do	Over grade	At station	No
do do	Timber Co.....	do	do	do	.30 miles E. station	No
Castle Rock.. do	Silver Lake Lbr. Co.	Main	do	do	.54 do E. do	No
E. Olympia... do	Skookumchuck R.R.	do	Main	Over grade	1.50 do W. do	No
Blakeslee Jet. do	N. P. Ry. Co.....	do	do	At grade	At station	Yes
do do	C.M.St.P. & P.R.R.	do	do	do	do	Yes
Saginaw..... do	Co.....	do	Side	do	.02 miles W. station	No
Melbourne... do	Schafer Bros. Log. Co.	do	Main	do	.71 do W. do	No
Preacher's	Clemons Log. Co....	do	do	Undergrade	.23 do E. do	No
Slough..... do	Saginaw Log. Co....	do	do	do	At Station	Yes
Aberdeen... do	Northern Pac. Ry.	Main	do	At grade	.61 miles E. station	Yes
Plumb..... do	Co.....	do	do	do	do	Yes
Olympia..... do	C.M.St.P. & P.R.R.	Main	2 Main	Over grade	2.00 do W. do	No
do do	Co.....	do	do	Undergrade	.68 do E. do	No
do do	Nor. Pac. Ry. Co...	Side	do	At Grade	.20 do E. do	Yes
Tacoma..... do	do	Main	do	do	.30 do E. do	No
do do	do	Side	do	At grade	.30 do E. do	No
Reservation. do	do	Main	do	do	.26 do W. do	No
do do	do	Side	do	do	.11 do W. do	Yes
do do	do	do	do	do	.11 do E. do	Yes
do do	C.M.St.P. & P.R.R.	do	do	do	do	Yes
Black River	Co.....	Main	Main	Undergrade	.17 do E. do	No
Jet..... do	Pac.Coast R.R.Co...	2 Main	Main	At Grade	At station	Yes
do do	Nor. Pac. Ry. Co...	do	do	do	.44 miles E. station	No
Seattle..... do	Pac.Coast R. R. Co...	2 Main	2 Side	do	At Argo	No
do do	Nor. Pac. Ry. Co...	do	do	do	do	No
do do	do	Side	2 Main	do	do	No
do do	C.M.St.P. & P.R.R.	do	do	do	do	No
do do	Co.....	do	3 Side	do	1.25 miles W. Argo	Yes
do do	Nor. Pac. Ry. Co...	do	Side	do	1.70 do W. do	No
do do	do	do	do	do	1.40 do W. do	Yes
do do	do	do	do	do	2.46 do W. do	No
do do	C.M.St.P. & P.R.R.	do	do	do	do	No
do do	Co.....	do	do	do	2.46 do W. do	No
do do	Nor. Pac. Ry. Co...	do	do	do	2.47 do W. do	No
do do	do	do	do	do	2.57 do W. do	No
do do	do	2 Side	do	do	2.72 do W. do	No
do do	Pac.Coast R.R.Co...	3 Side	do	do	2.73 do W. do	No
do do	C.M.St.P. & P.R.R.	do	do	do	do	No
do do	Co.....	Side	do	do	2.75 do W. do	No
do do	Nor. Pac. Ry. Co...	do	do	do	2.47 do W. do	Yes
do do	do	do	do	do	2.57 do W. do	No
do do	Nor. Pac. Ry. Co...	do	do	do	2.72 miles W. Argo	No
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	do	No
do do	Coast R. R. Co....	do	do	do	2.84 do W. do	Yes
do do	do	do	do	do	2.87 do W. do	Yes

)See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Continued

OREGON DIVISION—Concluded

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Seattle..... Wash	Pac. Coast R. R. Co.	Side	Side	At Grade	3.09 miles W. Argo	No
do do	do	do	do	do	3.35 do W. do	No
do do	do	do	do	do	3.40 do W. do	No
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	3.55 do W. do	No
Baker..... Ore	Sumpter Val. Ry.Co.	Main	do	do	On Wye	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			
Wallula.....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	Yes
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	do	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	do	Finch St.	No
Walla Walla..do	do do	do	do	do	Cherry St.	No
do do	do do	3 Side	do	do	North 13th St.	Yes
Langdon.....do	Nor. Pac. Ry. Co....	Main	do	do	1.03 miles E. station	Yes
Milton.....Ore.	Walla Walla Val. Ry. Co.....	do	do	do	.58 do E. do	No
do do	do do	do	1 Main	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	do	do	do	.08 miles W. station	Yes
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. Co.	do	do	do	.83 do W. do	No
do do	do do	Side	Side	At grade	.20 miles E. station	Yes
Cheney.....do	S. P. & S. Ry. Co....	Main	do	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	Gt. Nor. Ry. Co....	do	1 Main	At grade	.06 do W. do	No
Pullman.....do	Nor. Pac. Ry. Co....	do	do	do	.60 do E. do	Yes
Garfield.....do	Gt. Nor. Ry. Co....	do	do	Undergrade	.42 do W. do	No
do do	do do	do	do	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	Gt. Nor. 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	Under grade	.43 do E. do	No
Dishman...do	Gt. Nor. Ry. Co....	do	4 Side	Overgrade	.09 do E. do	No
Spokane...do	Nor. Pac. Ry. Co....	2 Main	Main	At grade	Near Lee Street	Yes
do do	Gt. Nor. Ry. Co....	Side	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	do do	2 Main	2 Main	Overgrade	Near Erie St.	No
do do	do do	2 Side	do	do	Near Napa St.	Yes
do do	S.F. & N.(G.N. Ry. Co.)	Side	1 Main	do	Pearl St.	Yes
do do	do do	do	do	do	Near Cedar St.....	Yes
do do	Gt. Nor. Ry. Co....	do	Side	do	Near Division St.	Yes
do do	Spokane Int. Ry. Co.	do	do	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	Longview Jet.	Pendleton	Joseph
Bend	Longview	Gibbon	Union Jet.
Kent	Centralia	Duncan	Telocaset
Condon	South Montesano	Kamela	Baker
Heppner	Cosmopolis	Hilgard	Encina
Ordinance (U.S.A.)	Hoquiam	La Grande	Pleasant Valley
Messner	Olympia	Elgin	Durkee
Umatilla	Fort Lewis	Wallowa	Huntington
Peninsula Jet.	Argo (Loop)		

WASHINGTON DIVISION

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

MILES OF TRACK PROTECTED BY AUTOMATIC BLOCK SIGNALS

	First Main Track	Second Main Track
OREGON DIVISION—		
East Portland to The Dalles.....	83.08	2.56
The Dalles to Rieth.....	126.15	18.02
Rieth to La Grande.....	80.58	5.46
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.....	1.81	
Vancouver to Tenino.....	92.99	92.99
Tacoma to Reservation.....	1.07	1.07
Reservation to Tacoma Junction.....	.70	
Tacoma Junction to Black River Junction.....	26.35	
Black River Junction to Seattle.....	9.42	3.34
Helsing Jet. to Independence.....	1.60	
Total.....	550.87	126.25
WASHINGTON DIVISION—		
Umatilla to Spokane.....	182.22	1.42
Parker.....	1.13	
Colfax to Crest.....	2.20	
Coey to Spokane.....	21.74	
N. P. Crossing to Union Depot, Spokane.....	1.62	1.52
Total.....	208.81	2.94
Grand Total.....	759.68	129.19

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

MILES OF TRACK PROTECTED BY CENTRALIZED TRAFFIC CONTROL

	First Main Track	Second Main Track
OREGON DIVISION—		
Pendleton to La Grande.....	73.66	3.88

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 Jet., 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 Jet., Wash...	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 Jet., 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.
Parker, Wash.....	Gauntlet.....	O-W. R. R. & N. Co. 50% Nor. Pac. Ry. Co. 50%
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% G. N. 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:					
The Dalles.....	12	{ 3-101 ft. 9-97 ft. }	92	(3)	Electricity
Metolius (O. T. Ry.).....	4	{ 2-90 ft. 2-110 ft. }	80	(1)	Hand
Bend (O. T. Ry.).....					
Arlington.....	1	66 ft.	66	(1)	Hand
Heppner.....	8	96 ft.	80	(1)	Air
Umatilla.....		18-66 ft.			
Albina.....	40	{ 20-88 ft. 2-128 ft. }	92	(3)	Electricity
Centralia (N. P.).....	20	{ 15-90 ft. 5-116 ft. }	80	(1)	Electricity
Hoquiam (N. P.).....			85	(1)	do
Argo.....	9	74 ft.	80	(1)	Electricity
Rieth.....	10	{ 6-97 ft. 4-114 ft. }	92	(3)	Electricity
La Grande.....	29	{ 13-85 ft. 5-96 ft. }	100	(4)	Electricity
Huntington.....	16	{ 11-110 ft. 7-97 ft. }	100	(4)	do
Tacoma (G. N.).....		9-120 ft.	80	(4)	Gas Engine
WASHINGTON DIVISION:					
Yakima.....	4	85 ft.	80	(1)	Hand
Walla Walla.....	10	96 ft.	80	(1)	Electricity
Turner.....			60	(1)	Hand
Pomeroy.....			60	(1)	do
Moscow.....	2	79 ft.	80	(1)	Air
Tekoa.....	36	{ 2-73 ft. 4-93 ft. }	80	(1)	Electricity
Spokane.....	11	{ 7-96 ft. 4-122 ft. }	110	(2)	do
Chatcolet.....			60	(1)	Hand
Wallace.....	36	85 ft.	80	(1)	Electricity

34-66 ft. stalls used as work shop.
 31-73 ft. stall used as through track to back shop.
 31-122 ft. stall used as through track to back shop.
 31-stall used as office and machine shop.

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

FUEL STATIONS

Location	Kind and Number of Tracks Served	Capacity
OREGON DIVISION:		
Albina.....	Steel Oil Storage Tank.....	5,000 barrels.
do.....	Steel Oil Delivery Tank..... (3).....	680 barrels.
The Dalles.....	Steel Oil Storage Tank.....	30,000 barrels.
do.....	Steel Oil Delivery Tank..... (2).....	680 barrels.
Arlington.....	Steel Oil Storage Tank..... (1).....	5,000 barrels.
do.....	Steel Oil Delivery Tank..... (1).....	680 barrels.
Umatilla.....	Steel Oil Storage Tank.....	5,000 barrels.
do.....	Steel Oil Delivery Tank..... (1).....	680 barrels.
Heppner.....	Steel Oil Storage Tank..... (1).....	5,000 barrels.
do.....	Steel Oil Delivery Tank..... (1).....	680 barrels.
Centralia (N. P.).....	Timber Chute with Trestle..... (2).....	450 tons.
Argo.....	2 Steel Oil Storage Tanks..... (2).....	570 barrels.
St. Johns.....	Steel Oil Storage Tank.....	55,000 barrels.
do.....	Steel Oil Storage Tank.....	57,000 barrels.
Rieth.....	Steel Oil Storage Tank..... (2).....	10,000 barrels.
do.....	Steel Oil Storage Tank.....	130,000 barrels.
do.....	Steel Oil Delivery Tank..... (2).....	680 barrels.
Kamela.....	Steel Oil Delivery Tank..... (2).....	680 barrels.
do.....	Steel Oil Storage Tank.....	4,000 barrels.
La Grande.....	Timber Coal Chute; Balanced Bucket Type..... (2).....	5-100 ton pockets.
do.....	Steel Oil Delivery Tank..... (2).....	680 barrels.
do.....	Steel Oil Storage Tank.....	5,000 barrels.
La Grande.....	Steel Oil Storage Tank.....	64,000 barrels.
do.....	Gasoline Storage Tank.....	2125 Gallons.
Telocaset.....	Steel Oil Delivery Tank..... (1).....	680 barrels.
do.....	Steel Oil Storage Tank..... (2).....	2,000 barrels.
Baker.....	Steel Oil Delivery Tank..... (1).....	1,000 barrels.
Durkee.....	Steel Oil Delivery Tank..... (2).....	680 barrels.
do.....	Steel Oil Storage Tank.....	3,000 barrels.
Huntington.....	Timber Coal Chute; Balanced Bucket Type..... (2).....	5-100 ton pockets.
do.....	Steel Oil Delivery Tank..... (1).....	680 barrels.
Huntington.....	Steel Oil Storage Tank.....	80,000 barrels.
Tacoma.....	Steel Oil Delivery Tank..... (1).....	450 barrels.
Bend (O. T. Ry.).....	Concrete Sump..... (1).....	737 barrels.
WASHINGTON DIVISION:		
Wallula.....	Steel Oil Delivery Tank..... (3).....	1,500 barrels.
Ayer.....	Steel Oil Storage Tank.....	2,000 barrels.
do.....	Steel Oil Delivery Tank..... (1).....	1,000 barrels.
Marengo.....	Steel Oil Delivery Tank..... (1).....	450 barrels.
Spokane.....	Steel Oil Delivery Tank..... (2).....	3,000 barrels.
do.....	Steel Oil Delivery Tank.....	1,500 barrels.
Walla Walla.....	Steel Oil Delivery Tank..... (2).....	1,500 barrels.
Yakima.....	Steel Oil Delivery Tank..... (1).....	1,500 barrels.
La Crosse.....	Steel Oil Delivery Tank..... (1).....	450 barrels.
Colfax.....	Steel Oil Delivery Tank..... (1).....	450 barrels.
Tekoa.....	Steel Oil Delivery Tank..... (2).....	1,500 barrels.
Wallace.....	Steel Oil Delivery Tank..... (2).....	1,000 barrels.

FUEL OIL AND WATER STATIONS

STREAMLINE AND MOTOR TRAINS

Location	FUEL OIL		Water
	Streamline Trains	Motor Trains	
OREGON DIVISION:			
Albina.....	28,725 gals.....		Yes.
Pendleton.....			Yes.
Huntington.....	Tank Car.....		Yes.
Argo.....		Tank Wagon.....	Yes.
Hoquiam.....		Tank Wagon.....	Yes.
WASHINGTON DIVISION:			
Spokane.....		12,500 gal. Distillate Tank.	Yes.
do.....		12,500 gal. Gasoline Tank.	Yes.
Yakima.....		10,000 gal. Distillate Tank.	Yes.
do.....		600 gal. Gasoline Tank....	

WATER STATIONS OREGON DIVISION

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Fifth Sub-Division: Portland to Seattle.....	Vancouver.....	City Water.....		50,000	
	Felida.....	Spring.....		20,000	
	Ridgefield.....	Creek.....		100,000	1
	Kalama.....	River.....		48,000	2
	Castle Rock.....	Creek.....		100,000	2
	Yader.....	do.....		100,000	2
	Chehalis.....	City Water.....		5,000	
	Centralia.....	River.....		100,000	2
	do.....	do.....		48,000	2
	Tenino.....	Spring.....		100,000	2
	Kyro.....	Well.....		100,000	2
	Ketron (N. P.).....	Spring.....		100,000	2
	Tacoma.....	City Water.....		2	
	Sumner.....	do.....		24,000	1
Olympia Bch.	Argo.....	do.....		65,000	2
	Seattle.....	do.....			1
	Olympia.....	Well.....	Electricity	70	30,000
	City Water.....				
Grays Harbor Branch	Independence.....	Well.....	Gas.....	150	50,000
	South Elma.....	do.....	do.....	150	50,000
	M. P. 37.....	Spring.....	Gravity.....	8,000	
	Cosmopolis.....	City Water.....		20,000	1
	Aberdeen (N. P.).....	do.....			1
	Hoquiam (N. P.).....	do.....		10,000	
Fourth Sub-Division: Portland to The Dalles.....	Albina.....	City Water.....		50,000	1
	Albina.....	Willamette Riv.....	Electricity	2400	65,000
	Graham.....	City Water.....			1
	Kenton.....	do.....			1
	Troutdale.....	Spring.....	Electricity	200	65,000
	Bonneville.....	Creek.....	Gravity.....	50,000	1
	Wye.....	Spring.....	do.....	50,000	
	Hood River.....	City Water.....		65,000	2
	The Dalles.....	Well and City.....	Steam.....	150	65,000
	do do.....	City Water.....		65,000	2
St. Johns Branch	Oil Track.....	City Water.....		4,065	
Third Sub-Division: The Dalles to Umatilla.....	M. P. 101.7.....	Creek.....	Gravity.....	50,000	1
	Day.....	do.....	do.....	50,000	
	Blalock.....	Well.....	Windmill & Steam.....	50	50,000
	Arlington.....	City Water.....		65,000	1
	Messner.....	Well.....	Gas.....	150	65,000
	Umatilla.....	River and Well.....	Electricity	120	50,000
	Munley.....	Well.....	Electricity	50	48,000
	Echo.....	do.....	Gas & Electricity	200	48,000
	Rieth.....	do.....	Electricity	150	48,000
			Electricity	1000	65,000
Bend Branch	Dike.....	River.....	Gas.....	150	100,000
	Tuskan.....	Spring.....	Gravity.....	60,000	1
	Nena.....	River.....	Gas.....	150	50,000
	South Jet.....	Well.....	Gas.....	200	65,000
	Gateway.....	do.....	do.....	200	65,000
	Madras.....	do.....	do.....		65,000
	Metolius.....	City Water.....		100,000	3
	Opal City.....	Well.....	Gas.....	50,000	1
	Redmond.....	City Water.....		50,000	1
	Bend.....	do.....		50,000	
Grass Valley Branch	Biggs.....	Spring.....	Gravity.....	4,500	
	Wasco.....	City Water.....		4,500	
	Grass Valley.....	Well.....	Gas.....	70	20,000

U. S. Gov't pump in R. R. Co. Well (supplies R. R. and Air Base).

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.		
Condon Branch	Rock Creek.....	Well.....	Gas.....	60	50,000
	Mikkalo.....	do.....	do.....	50	50,000
	Condon.....	City Water.....			1
Heppner Branch	Cecil.....	Well.....	Windmill & Gas.....	60	50,000
	Ione.....	do.....	do.....	60	50,000
	Heppner.....	City Water.....			1
Pilot Rock Branch	Pilot Rock.....	Spring.....	Gravity.....	6,000	
Second Sub-Division: Rieth to La Grande.....	Pendleton.....	City Supply.....		65,000	3
	Cayuse.....	River.....	Gas.....	150	48,000
	Gibbon.....	Creek.....	Gravity.....	150	65,000
	Duncan.....	do.....	do.....	150	65,000
	Camp.....	do.....	Gas.....	420	90,000
	Huron.....	Spring.....	Gravity.....	65	
	Meacham.....	Creek.....	do.....	250	65,000
	do.....	Well.....	Gas.....	220	65,000
	Kamela.....	Well.....	Steam.....	150	65,000
	MP 275-2.....	Creek.....	Gravity.....	50	65,000
	Hilgard.....	do.....	do.....	150	65,000
	La Grande.....	Well.....	Electricity	1000	65,000
First Sub-Division: La Grande to Huntington.....	do.....	City Water.....			4
	Union Jet.....	Spring.....	Gravity.....	50	48,000
	Telocaset.....	Well.....	Electricity	100	65,000
	North Powder.....	City Water.....			48,000
	Baker.....	do.....			65,000
	Pleasant Valley.....	Well.....	Electricity	70	48,000
	Durkee.....	Creek.....	Gas.....	150	65,000
	Burnt River.....	do.....	Electricity	250	65,500
	Weatherby.....	Spring.....	do.....	35	48,000
	Huntington.....	Burnt River.....	Electricity	700	200,000
Joseph Branch	Elgin.....	City Water.....		40,000	2
	Looking Glass.....	Creek.....	Gravity.....	15	48,000
	Minam.....	Spring.....	do.....	6,000	
	Wallowa.....	City Water.....	do.....	6,000	
	Enterprise.....	do.....			1
	Joseph.....	do.....			1

WASHINGTON DIVISION

Sixth Sub-Division: Umatilla to Spokane.....	Wallula.....	Well.....	Electricity	300	50,000	2
	Page.....	do.....	Steam.....	200	50,000	
	Walker Pit.....	River.....	Steam.....	50	50,000	1
	Ayer.....	do & Well.....	Gas.....	120	65,000	
	Hooper Jct.....	Artesian Well.....	Gas.....	60	65,000	1
	Marengo.....	Well.....	Gas.....	105	65,000	1
	do.....	Deep Well.....	Gas.....	200		
	Croskey.....	do.....	do.....	65	65,000	
	Cheney.....	City Water.....	do.....	65	65,000	
	Spokane.....	do.....			65,000	1
	do.....	do.....			50,000	
Yakima Branch	Kennewick.....	City Water.....			50,000	1
	Benton City.....	River.....	Gas.....	150	50,000	
	Grandview.....	City Water.....			50,000	1
	Granger.....	Well.....	Gas.....	60	50,000	
Wallula Branch	Yakima.....	City Water.....			15,000	
	Touchet.....	Well.....	Electricity	75	50,000	

Contract with Burnt River Irrigation District grants use.

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	Athens.....	City Water.....			45,000	
	Milton.....	do.....			50,000	1
	Walla Walla.....	do.....			50,000	
	Bolles.....	River.....	Steam.....	200	50,000	
	Starbuck.....	Creek.....	Gravity.....	120	50,000	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.....	do.....	do.....	100	65,000	
	Winona.....	do.....	do.....	80	50,000	
	Colfax.....	City Water.....			50,000	
	Garfield.....	do.....				1
	Farmington.....	Well.....	Electricity.....	25	50,000	
Spokane Tekoa Branch	Tekoa.....	do.....	do.....	110	50,000	
	Fairfield.....	Well.....	Electricity.....	50	50,000	
Connell Branch	Washtucna.....	City Water.....			15,000	
	Connell.....	N. P. Ry. Co.....				1
	Hooper.....	Artesian Well.....	Gravity.....	150		
Pleasant Valley Branch	St. John.....	Well & City.....	Gas.....	85	65,000	
	Oakesdale.....	City Water.....				1
Moscow Branch	Armstrong.....	Spring.....	Gravity.....	40	50,000	
	Moscow.....	City Water.....			50	50,000
Wallace Branch	Chatcolet.....	Lake.....	Gas.....	90	50,000	
	Harrison.....	City Water.....	do.....	110	50,000	
	Bradley.....	Spring.....	Gravity.....		50,000	
	Wallace.....	Creek and City Water.....			50,000	
	Burke.....	City Water.....				1

WATER SOFTENERS

Location	Kind	Capacity Gallons Per Hour	Year Built
Rieth.....	Wayside Treating Plant.....		1940
Huntington.....	Inflico.....	25,000	1945
Durkee.....	do.....	12,000	1944
Spokane.....	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	do	do
The Dalles.....	100	50	do	do
Bend (O. T. Ry.-Joint).....	125	50	do	do
Vancouver (S. P. & S. Ry. Co.-Joint).....	150	50	Strait	do
Centralia (N. P. Ry. Co.-Joint).....	125	50	Fairbanks	do
Prineville (O. T. Ry.-Joint).....	150	60	do	do
Aberdeen (C.M.St.P.&P.R.R.Co.-Joint).....	100	60	do	do
Hoquiam (N. P. Ry. Co.-Joint).....	125	50	do	do
Olympia.....	125	56	do	do
Tacoma.....	100	50	do	do
Seattle (Local Frt. Yard).....	150	50	do	do
Seattle (Argo).....	100	50	do	do
Pendleton.....	100	50	do	do
La Grande.....	100	50	do	do
Baker.....	100	50	do	do
Huntington.....	100	50	do	do
WASHINGTON DIVISION:				
Walla Walla.....	100	50	Fairbanks	Type Register
Yakima.....	100	60	do	do
Tekoa.....	100	50	do	do
Spokane (Old Yard).....	125	56	do	do
Spokane (New Yard).....	150	50	do	do
Wallace.....	100	50	do	do
Wallace (N. P. Ry. Co.-Joint).....	80	60	do	do

STOCK YARDS
OREGON DIVISION
FIFTH 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	
Knapp.....Wash.	1			1	1	1	Water.
Ridgefield.....do	2			1	3	3	Water.
Woodland.....do	1			1	1	1	Water.
Kalama.....do	1			1	3	3	Water.
Kelso.....do	2			2	4	4	Water.
Castle Rock.....do	1			1	4	4	Water.
Vader.....do	1			1	5	5	Water.
Winlock.....do	2			1	3	3	Water.
Napavine.....do				1			Water, Scales.
Chehalis.....do	4			1	24	24	Water.
Centralia.....do	2			1	10	10	Water.
Tenino.....do	1			1	4	4	Water.
Nisqually.....do	1			1	3	3	Water, Private Scales, Feed, Truck Chute.
3 Tacoma.....do	31			8	74	119	Water, Private Scales, Feed, Truck Chute, Union Stock Yds.
Auburn.....do	94			2	96	96	Water, Scales, Feed, Truck Chute.
Seattle.....do							Union Stock Yds.

GRAYS HARBOR BRANCH

Lankner.....Wash.	1		1		1	1	
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OLYMPIA BRANCH

Olympia Brewery.....Wash.				1			
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FOURTH SUBDIVISION

The Dalles.....Ore.	21		3	2	50	50	Water, Private Scales, Feed, Truck Chute.
Kenton.....do	1			1	3	3	

THIRD SUBDIVISION

Biggs.....Ore.	2		1		19	19	Truck Chute.
Quinton.....do	2			1	6	6	Water, Truck Chute.
Blalock.....do	1		1		11	11	Water.
Arlington.....do	4			2	24	24	Water.
Boardman.....do	2			1	10	10	Water.
Umatilla.....do	8			2	18	18	Water, Lights.
Stanfield.....do	6			2	22	22	Water.
Echo.....do	5			2	37	37	Water.
Nolin.....do				1			
Barnhart.....do			1				
Rieth.....do	11	4		4	45	61	Water, Feed, Lights.
Hermiston.....do	2			1	7	7	Water.

BEND BRANCH

Sinamox.....Ore.	1			1	3	3	Water.
Sherar.....do	2			1	8	8	Water, Private Scales.
Maupin.....do	4			1	13	13	Water.
Nena.....do	2			1	5	5	Water.
Dant.....do	1			1	2	2	Water.
Kaskela.....do	1			1	2	2	Water.
South Jet.....do	4	1		1	21	63	Water, Private Scales.
Gateway.....do	5		1	1	13	13	Water.
Madras.....do	4			1	16	16	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.
 Tacoma has 7 pens Double Deck.

STOCK YARDS—Continued
OREGON DIVISION—Continued
BEND 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	
Metolius.....Ore.	1			1	4	4	Water.
Culver.....do	2			1	8	8	Water.
Terrebonne.....do	4			1	17	17	Water.
Redmond.....do	10			2	49	49	Water, Private Scales.
Des Chutes.....do	2			1	8	8	Water.
Bend.....do	7	2		2	31	51	Water, Private Scales.

GRASS VALLEY BRANCH

Wasco.....Ore.	1		1		3	3	Water.
Moro.....do	1		1		4	4	Water.
Grass Valley.....do	3			1	11	11	Water.
Kent.....do	1			1	8	8	Water.

CONDON BRANCH

Rock Creek.....Ore.	2		1		3	3	Water.
Gwendolen.....do	1		1		3	3	Water.
Condon.....do	10		1	1	46	46	Water, Private Scales, Truck Chute.

HEPPNER BRANCH

Ione.....Ore.	2			1	5	5	Water.
Lexington.....do	1			1	4	4	Water, Private Scales.
Heppner.....do	10	2		2	48	68	Water, Scales, Lights, Truck Chute.

PILOT ROCK BRANCH

Pilot Rock.....Ore.	9	1		1	44	60	Water, Private Scales, Truck Chute.
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SECOND SUBDIVISION

Gibbon.....Ore.	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, Private Scales.
La Grande.....do	22			4	72	72	Water, Truck Chute for Hogs, Feed.

FIRST SUBDIVISION

Hot Lake.....Ore.	3			1	8	8	Truck Chute.
Union Junction.....do	3	1		1	50	62	Water, Private Scales, Truck Chute.
North Powder.....do	4			1	16	16	Water, Scales, Truck Chute.
Haines.....do	7			1	20	20	Water, Private Scales, Truck Chute.
Baker.....do	8	1		2	33	57	Water, Scales, Truck 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.

STOCK YARDS—Continued
OREGON DIVISION—Concluded
JOSEPH 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	
Island City.....Ore.	2	1	.....	1	5	9	Water—Hd. Pump, Truck Chute.
Imbler..... do	4	1	.....	1	10	20	Water, Truck Chute.
Elgin..... do	4	.....	.....	1	17	17	Water, Scales, Truck Chute.
Looking Glass.... do	3	2	.....	1	30	70	Private Scales, Water, Private Scales, Truck Chute.
Wallowa..... do	5	2	.....	2	17	25	Truck Chute.
Lostine..... do	5	.....	.....	1	12	12	Water, Private Scales, Truck Chute.
Enterprise..... do	13	.....	.....	2	53	53	Truck Chute.
Joseph..... do	9	.....	.....	3	35	35	Water, Private Scales, Truck Chute.

WASHINGTON DIVISION
SIXTH SUBDIVISION

Wallula..... Wash.	2	.....	1	.....	8	8	Water.
Marengo..... do	3	.....	1	.....	10	10	Water.
Emden..... do	2	.....	1	1	10	10	Water.

WALLULA BRANCH

Reese..... Wash.	1	.....	1	.....	2	2	.....
Touchet..... do	2	.....	1	.....	10	10	Water.

YAKIMA BRANCH

Kennewick..... Wash.	2	.....	1	.....	3	3	Water.
Granger..... do	1	.....	1	.....	1	1	Water.
Yakima..... do	4		1	1	20	20	Water, Truck Chute.

SUNNYSIDE BRANCH

Sunnyside..... Wash.	4		1	1	6	6	Water.
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TUCANNON PENDLETON BRANCH

Adams..... Ore.	2		2		4	4	Water, Truck Chute.
Barrett..... do	2		1		4	4	Water.
Milton..... do	2	2	1	1	3	12	Water, Scales.
Walla Walla..... Wash.	9	.....	.....	1	16	16	Water, Truck Chute.
Prescott..... do	2	.....	1	.....	4	4	Water.
Starbuck..... do	1	.....	1	.....	4	4	Water, Truck Chute.

DAYTON BRANCH

Waiteburg..... Wash.	2	.....	1	.....	3	3	Water.
Dayton..... do	2	.....	.....	1	3	3	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
POMEROY 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	
Dodge..... Wash.	2	.....	1	1	5	5	.....
Pomeroy..... do	4	.....	1	1	17	17	Water, Truck Chute.
Jackson..... do	.....	.....	1	.....	.....	.....	.....
Zumwalt..... do	.....	.....	1	.....	.....	.....	.....

TEKOA-AYER BRANCH

Ayer to Tekoa:	.....	.....	.....	.....	.....	.....	.....
Rifton..... Wash.	.....	.....	1	1	1	1	.....
Hay..... do	1	.....	1	1	7	7	Water.
La Crosse..... do	3	.....	1	1	2	2	Water.
Winona..... do	1	.....	1	1	2	4	Water.
Endicott..... do	1	1	.....	1	2	2	Water.
Glenwood..... do	.....	.....	1	1	2	2	Water.
Elberton..... do	2	.....	.....	1	2	2	Water.

SPOKANE-TEKOA BRANCH

Tekoa to Spokane:	.....	.....	.....	.....	.....	.....	.....
East Spokane... Wash.	4	.....	1	1	8	8	Water.

CONNELL BRANCH

Gordon..... Wash.	1	.....	.....	1	2	2	.....
Hooper..... do	2	.....	.....	1	9	9	Water.
Connell..... do	1	.....	1	.....	2	2	Water.

PLEASANT VALLEY BRANCH

Willada..... Wash.	1		1		1	1	
Thornton..... do	1		1		1	1	Water.

MOSCOW BRANCH

Albion..... Wash.	1		1		3	3	
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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

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(2).....Wash.	Barker
Troutdale.....do	do	Buoda(2).....do	do
Corbett.....do	do	East Olympia(2).....do	do
Latourell.....do	do	Tenino.....do	do
Bridal Veil.....do	do	Steilacoom(2).....do	do
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
Miller(2).....do	do	Stanfield.....Ore.	do
Rufus.....do	do	Echo.....do	do
Blalock.....do	do	Cayuse.....do	do
Boardman.....do	do	Gibbon.....do	do
Irrigon.....do	do	Duncan.....do	do
Carrolls(2).....Wash.	do	Meacham.....do	do
Ostrander(2).....do	do	Hot Lake.....do	do
Winlock(2).....do	do	Union Jet.....do	do
Ridgefield(2).....do	do	Tolocaset.....do	do
Woodland(2).....do	do	North Powder.....do	do
Kalema(2).....do	do	Haines.....do	do
Castle Rock.....do	do	Pleasant Valley.....do	do
Vader(2).....do	do	Durkee.....do	do
		Lime.....do	do

WASHINGTON DIVISION

Freeman.....Wash.	Barker	Wallace Branch MP 78.44	
		Idaho	Barker

ICE HOUSES

Location	Operated By	Interior Dimensions Feet	Capacity Tons
OREGON DIVISION:			
3 Hood River, 10-car platform.....	PFE	39.0 x 99.0 x 29.3	2,500
The Dalles.....	UP	20.0 x 20.0 x 9.0	60
3 Albina, 8-car platform.....	PFE	8.0 x 14.0 x 36.0	30
3 Argo, 5-car platform.....	PFE	18.8 x 38.9 x 8.0	70
3 Rieth, 25-car platform.....	PFE	11.5 x 22.0 x 8.8	100
La Grande.....	UP	15.0 x 18.5 x 10.5	80
3 La Grande, 25-car platform.....	PFE	13.0 x 20.0 x 8.0	65
WASHINGTON DIVISION:			
3 Wallula, 15-car platform.....	PFE	30.0 x 100.0 x 32.0	7,000
Walla Walla.....	UP	10 x 14 x 10	26
3 Yakima, 44-car platform.....	PFE		Ice secured commercially.
3 Grandview, 5-car platform.....	PFE		do
3 Spokane, 10-car platform.....	PFE	39.0 x 23.5 x 8.5	80
Spokane.....	UP	18 x 18 x 8	50
Ayer.....	UP	12.0 x 24.0 x 9.0	50
Tekoa.....	UP	41 x 9 x 9	50

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

3 Owned by P. F. E. Company.

STANDARD CLOCKS

Division	Station	Location
OREGON.....	Portland.....	Telegraph Office, N. P. T. Co.
	Albina.....	Enginemen's Reg. Room, Dispatcher's Office and Yard Telegraph Office.
	Hood River.....	Telegraph Office.
	The Dalles.....	"DK" Telegraph Office & "WH" Telegraph Office.
	Heppner.....	Telegraph Office.
	Umatilla.....	Telegraph Office & Enginemen's Reg. Room.
	Bend.....	Telegraph Office, O. T. Ry.
	Grass Valley.....	Telegraph Office.
	Condon.....	Telegraph Office.
	Centralia.....	Telegraph Office, N. P. Ry.
	Tacoma.....	Yard Office.
	Seattle.....	Telegraph Office, Union Station.
	Argo.....	Yard Office & Enginemen's Register Room.
	Olympia.....	Telegraph Office.
	Aberdeen.....	Telegraph Office.
	Hoquiam.....	Telegraph Office, N. P. Ry.
	3 Huntington.....	West Yard Telegraph Office, Depot Telegraph Office, Enginemen's Register Room & Depot Yard Office.
	Baker.....	Telegraph Office.
	La Grande.....	Disp's. Office, Depot Tel. Office and Yard Office.
	Kamela.....	Telegraph Office.
WASHINGTON.	Pendleton.....	Telegraph Office.
	Rieth.....	Telegraph Office and Enginemen's Reg. Room.
	Spokane.....	Dispatcher's Office & Telegraph Office.
	West Spokane.....	Enginemen's Register 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-Wardner.....	Telegraph Office.
	Wallace.....	Telegraph Office & Enginemen's Reg. Room.

3 Both Mountain and Pacific Time.

LICENSED WATCH INSPECTORS

R. V. OWENS, General Supervisor of Time Service.....	Omaha, Neb.
WHITAMAKI JEWELRY CO.....	Aberdeen, Wash.
GROWS JEWELRY STORE.....	Baker, Ore.
C. R. AHERN.....	Centralia, Wash.
KINCADE & WILSON.....	Colfax, Wash.
A. W. BEHRMAN.....	Hermiston, Ore.
J. O. PETERSON.....	Heppner, Ore.
KNEIPPS JEWELRY CO.....	Hoquiam, Wash.
R. J. COATS.....	Kellogg, Ida.
J. H. PEARCE & SON.....	La Grande, Ore.
T. E. DEAN.....	Lewiston, Ida.
GEM SHOP.....	Moscow, Ida.
TALBOTT BROS., INC.....	Olympia, Wash.
C. A. TITUS JEWELRY CO.....	Pendleton, Ore.
L. T. CHRISTOPHERSON.....	Pomeroy, Wash.
N. L. NEILSON.....	Portland, Ore.
ROY & MOLIN.....	Portland, Ore.
DILLON ROGERS.....	Portland, Ore.
BENN TIPP.....	Seattle, Wash.
E. LE MAY.....	Argo, Wash.
NELSON JEWELRY CO.....	Spokane, Wash.
MIEROW'S.....	Tacoma, Wash.
O. O. GOSSETT.....	Tekoa, Wash.
N. E. POTTER.....	The Dalles, Ore.
H. M. HUEMAN.....	Walla Walla, Ida.
MARTIN JEWELRY CO.....	Walla Walla, Wash.
CARSON & STEDMAN.....	Yakima, Wash.

TELEGRAPH WRECKING BOXES

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

HOSPITALS

La Grande, Ore.....	GRAND RONDE
La Grande, Ore.....	ST. JOSEPH
The Dalles, Ore.....	THE DALLES
Portland, Ore.....	ST. VINCENT'S
Yakima, Wash.....	ST. ELIZABETH'S
Pendleton, Ore.....	ST. ANTHONY'S
Seattle, Wash.....	PROVIDENCE
Spokane, Wash.....	SACRED HEART
Spokane, Wash.....	ST. LUKE'S
Walla Walla, Wash.....	ST. MARY'S

SECTION HOUSES

OREGON DIVISION

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIFTH SUBDIVISION	67	Vancouver to Tacoma (Maintained by N. P. Ry. Co.)	Yards
	64	Tacoma.....	183.22
	65	Argo.....	Yards
	63	do.....	Yards
	63	do.....	182.00
Grays Harbor Branch	70	Calvin, Inc., Tono Branch.....	16.00
	72	Lankner.....	28.00
	73	South Elma.....	40.00
	74	Cosmopolis, Inc. - Montesano Br.....	51.00
	77	Aberdeen.....	56.69
Olympia Branch.....	69	Olympia.....	7.43
FOURTH SUBDIVISION	100	Albina Yard.....	Yards
	101	Albina.....	0.79
	1	East Portland.....	0.26
	2	Clarnie.....	3.49
	3	Troutdale.....	10.50
	4	Rooster Rock.....	16.81
	5	Bridal Veil.....	23.25
	6	Oneonta.....	29.25
	7	Bonneville.....	35.50
	8	Cascade Locks.....	42.50
	10	Viento.....	50.60
	11	Hood River.....	59.35
	12	Mosier.....	66.46
	13	Rowena.....	73.50
	14	The Dalles.....	81.50
St. Johns Branch	15	do.....	86.50
	33	Peninsula Jet.....	6.79
	34	Kenton.....	7.50
	35	Hemlock.....	13.00
	32	St. Johns.....	4.14
	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
THIRD SUBDIVISION	29	Hermiston.....	185.00
	201	Messner.....	165.91
	203	Stanfield.....	178.00
	207	Echo.....	190.00
	211	Barnhart.....	200.00
	212	Rieth.....	210.00
	49	Wasco.....	0.36
	51	Moro.....	24.00
	54	Arlington.....	0.25
	55	Rock Creek.....	14.00
Condon Branch	57	Condon.....	33.00
	59	Rhea.....	0.00
	60	Ione.....	17.00
Heppner Branch	61	Heppner.....	32.00
	213	Pilot Rock.....	14.25

Double track sections.

Location of section headquarters. No section house.

SECTION HOUSES—Continued

OREGON DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
SECOND SUBDIVISION	215	Pendleton.....	214.00
	217	Cayuse.....	220.00
	219	Thorn Hollow.....	228.00
	220	Gibbon.....	236.00
	221	Duncan.....	243.00
	224	Huron.....	250.50
	225	Porter.....	258.00
	226	Meacham.....	264.00
	227	Kamela.....	270.00
	229	Hilgard.....	275.00
	230	Perry.....	283.00
	233	La Grande.....	288.93
	250	La Grande.....	291.00
	252	Union Junction.....	297.00
	253	Union Junction.....	303.00
FIRST SUBDIVISION	254	Telocaset.....	308.00
	255	Telocaset.....	313.00
	256	North Powder.....	319.00
	257	Haines.....	325.00
	258	Haines.....	331.00
	262	Baker.....	337.00
	263	Baker.....	343.00
	264	Pleasant Valley.....	349.00
	267	Oxman.....	356.20
	268	Durkee.....	362.50
	269	Durkee.....	369.50
	270	Weatherby.....	376.00
	271	Lime.....	382.00
	272	Huntington.....	388.00
Joseph Branch	237	La Grande.....	0.00
	237-A	Imbler.....	9.00
	238	Elgin.....	19.50
	240	Looking Glass.....	32.00
	241	Minam.....	45.00
	243	Wallowa.....	57.00
	246	Enterprise.....	70.00
WASHINGTON DIVISION			
SIXTH SUBDIVISION	301	Umatilla.....	184.03
	303	Juniper.....	194.50
	304	Wallula.....	204.00
	305	Humorist.....	211.33
	306	Ash.....	220.57
	307	Page.....	228.50
	308	Sheffler.....	237.00
	309	Scott.....	245.50
	310	Ruxby.....	254.00
	325	Ayer.....	262.50
	326	Ayer.....	264.15
	327	Tunnel No. 14.....	274.50
	328	Hooper Junction.....	284.83
	329	Mack.....	294.50
	330	Marengo.....	304.00
	332	Emden.....	312.50
	333	Wells.....	322.00
	334	Croskey.....	331.60
	335	Geib.....	339.60
Wallula Branch	336	Cheney.....	347.60
	337	West Spokane.....	357.60
	338	Spokane.....	365.88
	323	Wallula.....	9.00
	324	Touchet.....	22.00
	392	Walla Walla.....	30.76
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
	321	Donald.....	84.00
	322	Yakima.....	94.34

Double track sections.

Location of section headquarters. No section house.

SECTION HOUSES—Concluded

WASHINGTON DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
Tucannon-Pendleton Branch	387	Pendleton.....	0.00
	388	Adams.....	10.00
	389	Weston.....	20.00
	391	Milton.....	30.00
	393	Walla Walla.....	41.00
	394	Valley Grove.....	47.50
	395	Prescott.....	57.00
	396	Bolles.....	67.00
	397	Alto.....	74.00
	399	Starbuck.....	94.00
Dayton Branch	396	Bolles.....	0.00-5.15
	402	Dayton.....	12.89-25.03
Pomeroy Branch	399	Starbuck.....	0.00
	404	Pomeroy.....	12.00
Tekoa-Ayer Branch	325	Ayer.....	0.67
	400	Riparia.....	6.00
	366	Riparia.....	17.71
	367	Hay.....	28.00
	368	La Crosse.....	39.00
	370	Winona.....	51.00
	372	Diamond.....	62.00
	374	Colfax.....	73.00
	375	Elberton.....	83.00
	377	Farmington.....	94.00
Spokane-Tekoa Branch	378	Seltice.....	106.00
	378	Seltice.....	116.69
	344	Tekoa.....	115.00
	345	Latah.....	118.00
	347	Rockford.....	129.00
	348	Freeman.....	140.00
Connell Branch	349	Chester.....	149.00
	350	East Spokane.....	158.00
	338	Spokane.....	163.48
	368	La Crosse.....	0.02
Pleasant Valley Branch	340	La Crosse.....	14.00
	341	Washuena.....	31.00
	343	Kahlotus.....	53.06
	370	Winona.....	0.00
Moscow Branch	380	Willada.....	1.00
	381	Sunset.....	13.00
	382	Thornton.....	25.50
	383	Oakesdale.....	37.00
Wallace Branch	373	Colfax.....	0.00
	384	Albion.....	8.00
	386	Pullman.....	18.00
	344	Tekoa.....	8.00
Sierra Nevada Branch	353	Plummer.....	19.00
	355	Harrison.....	29.00
	356	Springston.....	39.00
	357	Lane.....	48.50
	358	Cataldo.....	58.00
	359	Enaville.....	67.00
	361	Kellogg-Wardner.....	72.00
	362	Wallace.....	80.41
	363	Burke.....	87.27
	361	Kellogg-Wardner.....	3.19

Location of section headquarters. No section house.

TUNNELS

No.	Location	Tunnel Section	Length (feet)	Lining
OREGON DIVISION				
Main Line				
1	Corbett..... M. P. 21.1	Double Trk.	654	Concrete
1 1/4	Bonneville..... M. P. 39.6	do do	635	do —Tooth Rock Tunnel
1 1/2	Mosier..... M. P. 66.9	do do	478	Concrete
2	do..... M. P. 71.4	Single do	294	Timber
3	Rowena..... M. P. 74.1	Double do	558	Concrete
3 1/2	Campbell..... M. P. 204.1	Single do	591	Timber
6	Weatherby..... M. P. 378.7	do do	518	Concrete
18	Penninsula Jct..... M. P. 4.5	do do	5436	do
N.P.	Ostrander..... M. P. 50.0	Double do	1165	do
N.P.#2	Ruston..... M. P. 138.8	do do	4391	do —Nelson Bennett
N.P.#1	do..... M. P. 139.9	do do	323	Concrete
Bend Branch				
O.T.#1	Moody..... M. P. 3.2	Single Trk.	782	Unlined
O.T.#2	Sherar..... M. P. 43.4	do do	800	Lined
O.T.#3	Frieda..... M. P. 66.1	do do	519	Concrete
O.T.#4	Davidson..... M. P. 74.9	do do	584	102' Concrete 173' Timber
24	Gateway..... M. P. 91.3	do do	543	Unlined
Olympia Branch				
25	Olympia..... M. P. 5.2	Single Trk.	108	Concrete
26	do..... M. P. 5.8	do do	650	Timber—Gunite Cover
WASHINGTON DIVISION				
Main Line				
7	Page..... M. P. 229.5	Single Trk.	623	Timber
8	do..... M. P. 235.0	do do	1013	do
9	Simmons..... M. P. 242.4	do do	435	do
10	Joso..... M. P. 275.1	do do	993	Unlined
11	do..... M. P. 275.5	do do	1760	do
12	do..... M. P. 276.0	do do	494	do
13	do..... M. P. 276.2	do do	958	28' Concrete 932' Unlined
14	do..... M. P. 276.5	do do	593	28' Concrete 567' Unlined
15	Park..... M. P. 281.3	do do	909	32' Timber 877' Unlined
16	Ankeny..... M. P. 292.1	do do	667	Concrete
17	do..... M. P. 294.4	do do	426	Unlined

ⓓContains one track.

SNOW SHEDS

Location	Length	Construction
NONE		

CAMAS PRAIRIE RAILROAD COMPANY

THIRD SUBDIVISION—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		P	A		Yes
CP 15	14.5	Central Ferry..... do		P	A		
CP 16	15.9	Peyton..... do			A	R	
CP 19	18.9	Purrrington..... do			A		
CP 22	22.4	Penawawa Spur..... do			B		
CP 24	24.1	Penawawa..... do		P	A	L	
CP 29	29.3	Swift..... do			A		
CP 32	32.2	Schultz..... do		P	A		
CP 36	36.0	Almota..... do			A	R	Yes
CP 38	38.1	Boyart..... do			A		
CP 40	39.7	Crampton..... do					
CP 43	42.9	Wawawai..... do		P	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		
CP 71	70.5	Wash.-Idaho State Line					
CP 72	71.0	Transfer..... Idaho					
CP 71	72.0	Lewiston, "Depot"..... Idaho	Wn	TP			
CP 72		Lewiston, "Freight"..... do		F	A	RS	Yes

FIRST SUBDIVISION—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			
CP 72	73.5	Lewiston, "Freight"..... do		F	A	RS	Yes
CP 72	75.0	East Lewiston..... do	Fy	P			
CP 82	81.4	Forebay..... do		P			
CP 83	82.3	North Lapwai..... do		P	A	R	Yes
CS 3	85.5	Spalding..... do		P			
CS 7	89.0	Arrow..... do	Rw	FTXP	A	L	
CS 9	91.3	Myrtle..... do			C		
CS 15	97.2	Cherry Lane..... do			A	L	
CS 17	98.9	Agatha..... do			A	L	
CS 23	105.8	Lenore..... do	Ln	FTX	A	L	Yes
CS 28	110.8	Peck..... do	Pk	FTX	A	L	Yes
CS 32	114.5	Ahsahka..... do			A	L	
CS 35	117.3	Orofino..... do	Of	FTXP	A	L	Yes
CS 36	118.8	Jordan..... do			B	L	
CS 40	122.8	Penoyer..... do			B	L	
CS 41	123.7	Greer..... do	Gr	FTX	A	L	Yes
CS 47	129.8	Chapin..... do			A	L	
CS 49	131.2	Pardee..... do			A	L	Yes
CS 55	137.0	Tramway..... do			A	L	
CS 63	145.0	Kamiah..... do	Ka	FTX	A	R	Yes
CS 66	148.2	Kooskia..... do	Ko	FTX	A	L	Yes
CS 66		Stites..... do	St	FTX	A	L	Yes

FOURTH SUBDIVISION — OROFINO TO HEADQUARTERS

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		P		L	
CH 10	9.6	Cedar Canyon.....do				R	
CH 11	11.2	Lime Mountain.....do				R	
CH 15	14.7	Rudo.....do		P	A	R	
CH 19	19.2	Omill.....do			A	R	
CH 20	19.5	Haley.....do				R	
CH 21	21.6	Poorman.....do				R	
CH 22	22.0	Placer.....do				R	
CH 25	25.1	Rooney.....do				L	
CH 26	26.4	Quartz.....do				L	
CH 28	27.9	Nelson.....do				R	
CH 29	28.8	Jayne.....do		P	A	R	
CH 30	29.9	Reyling.....do			A	R	Yes
CH 31	31.2	Helphrey.....do				R	
CH 34	34.2	Summit.....do		P	A	L	
CH 36	35.9	Gravel Spur.....do				L	
CH 38	38.0	Deer Creek.....do		P		R	
CH 40	40.0	Headquarters.....do	Hq	FP	A	L	

	Dist. from Spalding	SECOND SUBDIVISION—SPALDING TO GRANGEVILLE					
CP 83	0.0	Spalding.....Idaho		P	C	L	
CP 86	3.3	Fort Lapwai.....do	Fi	FTX	A	R	Yes
CP 88	5.3	Sweetwater.....do			A	R	
CP 91	8.0	Bundy.....do			A	R	
CP 92	9.7	Jacques.....do			A	L	
CP 94	12.1	Culdesac.....do	Cu	FTX	A	L	Yes
CP 102	19.5	Nucrag.....do		P			
CP 109	26.1	Reubens.....do	Ru	FTXP	A	L	Yes
CP 112	29.6	Clicks.....do			A	R	
CP 113	29.9	Craig Junction.....do		P	A	R	
CP 117	34.4	Craigmont.....do	Vo	FTX	A	L	Yes
CP 125	42.3	Ferdinand.....do	Rg	FTX	A	L	Yes
CP 128	45.7	Sand Spur.....do			A		
CP 133	51.0	Cottonwood.....do	Co	FTX	A	L	Yes
CP 142	59.5	Fenn.....do	Fh	FTX	A	L	Yes
CP 149	66.5	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
Arrow.....Idaho	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 Spalding Stites Headquarters
Jaype Reubens Grangeville

FUEL STATIONS

Riparia Headquarters Lewiston Grangeville Orofino

WATER TANKS

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

TRACK SCALES

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

STANDARD CLOCKS

Lewiston Orofino Stites East Lewiston

LICENSED WATCH INSPECTORS

T. E. Dean.....Lewiston, Idaho
J. R. Hughes.....Orofino, Idaho

HOG DRENCHING STATIONS

Lewiston Culdesac

HOSPITALS

Lewiston, Idaho White's

PAGES 251 TO 347, 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 or numeral 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 "S" indicate types of Standard Stokers.

STEAM LOCOMOTIVES

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tender	
								Driving Wheel Centers	Total		Ft.In.	Ft.In.
LA&SL		59	1	Lima	Jan. 1902	DS-33-3-13/13-147	26,900	32 2	32 2	11 10 4	
do		61	1	do	Mar. 1907	DT-36-3-13 1/2/15-200	35,100	32 2	32 2	12 7 3	
UP		105	1	UPRR	Dec. 1894	C-51-20/24-140	28,800	15 5	23 0	17 3 3	
do		113	1	Brooks	Oct. 1908	do	28,800	15 5	23 0	17 3 3	
do		117	1	do	Nov. 1908	do	28,800	15 5	23 0	17 3 3	
do		155	1	Baldwin	Oct. 1902	C-57-22/30-184	43,305	15 8	24 4	21 0	
do		158	1	do	do	do	43,305	15 8	24 4	21 0	
do		201	1	do	Jan. 1906	C-57-22/30-191	43,305	15 8	24 4	21 0	
do		202	1	do	do	do	43,305	15 8	24 4	18 10	
do		203	1	do	do	do	43,305	15 8	24 4	21 0	
do		206	1	do	do	do	43,305	15 8	24 4	21 0	
do		207	1	do	do	do	43,305	15 8	24 4	18 10	
do		208	1	do	do	do	43,305	15 8	24 4	21 0	
do		211	1	do	do	do	43,305	15 8	24 4	18 10	
do		213	1	do	do	do	43,305	15 8	24 4	18 10	
do		214	1	do	do	do	43,305	15 8	24 4	21 0	
do		216	1	do	do	do	43,305	15 8	24 4	23 6	
do		217	1	do	do	do	43,305	15 8	24 4	23 6	
do		219	1	do	do	do	43,305	15 8	24 4	21 0	
do		220	1	do	do	do	43,305	15 8	24 4	23 6	
do		221	1	do	do	do	43,305	15 8	24 4	18 10	
do		223	1	do	do	do	43,305	15 8	24 4	21 0	
do		224	1	do	do	do	43,305	15 8	24 4	21 0	
do		227	1	do	Sept. 1906	do	43,305	15 8	24 4	18 10	
do	228	229	2	do	do	do	43,305	15 8	24 4	21 0	
do		230	1	do	do	do	43,305	15 8	24 4	21 0	
do		231	1	do	do	do	43,305	15 8	24 4	21 0	
do		233	1	do	do	do	43,305	15 8	24 4	21 0	
do		234	1	do	do	do	43,305	15 8	24 4	21 0	
do		235	1	do	do	do	43,305	15 8	24 4	18 10	
do		236	1	do	do	do	43,305	15 8	24 4	21 0	
do		237	1	do	do	do	43,305	15 8	24 4	21 0	
do		238	1	do	Oct. 1906	do	43,305	15 8	24 4	23 6	
do		239	1	do	do	do	43,305	15 8	24 4	18 10	
do		241	1	do	do	do	43,305	15 8	24 4	21 0	
do		242	1	do	do	do	43,305	15 8	24 4	21 0	
do		243	1	do	do	do	43,305	15 8	24 4	18 10	
do		244	1	do	do	do	43,305	15 8	24 4	18 10	
do		245	1	do	do	do	43,305	15 8	24 4	21 0	
do		247	1	do	do	do	43,305	15 8	24 4	18 10	
do		248	1	do	do	do	43,305	15 8	24 4	18 10	
do		249	1	do	do	do	43,305	15 8	24 4	18 10	
do		250	1	do	do	do	43,305	15 8	24 4	21 0	
do		251	1	do	do	do	43,305	15 8	24 4	21 0	
do		252	1	do	Feb. 1907	do	43,305	15 8	24 4	23 6	
do		253	1	do	do	do	43,305	15 8	24 4	18 10	
do		254	1	do	do	do	43,305	15 8	24 4	18 10	
do	255	256	2	do	do	do	43,305	15 8	24 4	18 10	
do		258	1	do	Mar. 1907	do	43,305	15 8	24 4	21 6	
do		260	1	do	do	do	43,305	15 8	24 4	21 0	
do		262	1	do	do	do	43,305	15 8	24 4	23 6	
do		264	1	do	do	do	43,305	15 8	24 4	18 10	
do		266	1	do	do	do	43,305	15 8	24 4	21 0	
do		267	1	do	do	do	43,305	15 8	24 4	18 10	
do	268	269	2	do	do	do	43,305	15 8	24 4	21 0	
do		271	1	do	do	do	43,305	15 8	24 4	18 10	
do		272	1	do	do	do	43,305	15 8	24 4	21 0	
do		273	1	do	do	do	43,305	15 8	24 4	18 10	
do		274	1	do	do	do	43,305	15 8	24 4	21 0	
do		275	1	do	do	do	43,305	15 8	24 4	18 10	

UNION PACIFIC RAILROAD COMPANY

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.	Shay do	
44	0½	54	7½	146,800	.....	3,000	.....	1,349	181,800		
44	0½	53	5½	200,100	.....	3,500	.....	1,366	200,100		
51	0¼	59	7½	159,200	46,900	124,880	6,000	14	284,080		
51	0¼	59	7½	159,200	46,900	124,880	6,000	14	284,080		
51	0¼	59	7½	159,200	46,900	124,880	6,000	14	284,080		
56	11¾	65	1¼	207,000	49,870	136,200	7,000	14	343,200		
56	11¾	65	1¼	207,000	49,870	136,200	7,000	14	343,200		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
61	9½	72	9½	212,800	65,500	170,500	9,000	15	383,300		
61	9½	72	9½	212,800	56,600	159,600	9,000	14	372,400		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
61	9½	72	9½	212,800	56,600	159,600	9,000	14	372,400		
57	1½	67	5½	212,800	66,500	168,500	9,000	14	376,300		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	170,500	9,000	15	383,300		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
57	1½	67	5½	212,800	73,280	171,570	9,000	.....	2,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
59	3¾	69	2½	212,800	49,870	132,200	7,000	12	345,000		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
61	9½	72	9½	212,800	56,600	159,600	9,000	14	372,400		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½	212,800	66,500	163,500	9,000	14	376,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
58	5½	67	2½	212,800	46,740	133,050	7,000	14	345,850		
57	1½	67	5½	212,800	65,500	170,500	9,000	15	383,300		
58	5½	67	2½	212,800	48,340	120,650	7,000	7	333,450		
57	1½	67	5½								

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tender	
								Driving Wheel Centers	Total		
UP		276	1	Baldwin	Mar. 1907	C-57-22/30-191	Lbs. 43,305	Ft.In. 15 8	Ft.In. 24 4	Ft.In. 18 10	
do		279	1	do	do	do	43,305	15 8	24 4	21 0	
do		282	1	do	July 1907	do	43,305	15 8	24 4	23 6	
do		283	1	do	do	do	43,305	15 8	24 4	....	
do		284	1	do	do	do	43,305	15 8	24 4	18 10	
do		285	1	do	do	do	43,305	15 8	24 4	18 10	
do		286	1	do	do	do	43,305	15 8	24 4	21 0	
do		290	1	do	do	do	43,305	15 8	24 4	18 10	
do		291	1	do	do	do	43,305	15 8	24 4	21 0	
do		295	1	do	do	do	43,305	15 8	24 4	21 0-	
do		296	1	do	do	do	43,305	15 8	24 4	18 10	
do		298	1	do	do	do	43,305	15 8	24 4	21 0	
do		299	1	do	do	do	43,305	15 8	24 4	21 0	
do		301	1	do	do	do	43,305	15 8	24 4	21 6	
do		302	1	do	do	do	43,305	15 8	24 4	18 10	
do		304	1	do	do	do	43,305	15 8	24 4	21 0	
do		305	1	do	do	do	43,305	15 8	24 4	21 6	
do		306	1	do	do	do	43,305	15 8	24 4	18 10	
do		308	1	do	do	do	43,305	15 8	24 4	21 0	
do		309	1	do	do	do	43,305	15 8	24 4	18 10	
do		310	1	do	do	do	43,305	15 8	24 4	21 0	
do		312	1	American	Feb. 1908	do	43,305	15 8	24 4	19 10	
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	18 10	
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	21 0	
do		321	1	do	do	do	43,305	15 8	24 4	21 0	
do		322	1	do	do	do	43,305	15 8	24 4	21 0	
do		324	1	do	Mar. 1908	do	43,305	15 8	24 4	23 6	
do	325	326	2	do	do	do	43,305	15 8	24 4	23 6	
do		328	1	do	do	do	43,305	15 8	24 4	21 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	23 6	
do		332	1	Baldwin	Aug. 1905	do	43,305	15 8	24 4	23 6	
do		350	1	do	Mar. 1904	do	43,305	15 8	24 4	21 0	
do		351	1	do	do	do	43,305	15 8	24 4	18 10	
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	21 6	
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	1	Baldwin	Aug. 1900	C-57-21/30-163	39,458	15 3	23 11	21 0	
do		401	1	do	do	do	39,458	15 3	23 11	21 6	
do		402	1	do	do	C-57-21/30-162	39,458	15 3	23 11	21 0	
do		403	1	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	411	2	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	437	2	do	do	do	39,458	15 3	23 11	21 0	
do		438	1	do	do	do	39,458	15 3	23 11	21 0	

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.	
57 1%	67 5%	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
61 9%	72 9%	212,800	56,600	159,600	9,000	14	.....	372,400	
57 1%	67 5%	212,800	73,280	171,570	9,000	.....	2,850	384,370	
57 1%	67 5%	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
57 1%	67 5%	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
57 1%	67 5%	212,800	73,280	171,570	9,000	.....	2,850	384,370	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
59 3%	69 2%	212,800	49,870	132,200	7,000	12	.....	345,000	
57 1%	67 5%	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
57 1%	67 5%	212,800	73,280	171,570	9,000	.....	2,850	384,370	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
57 1%	67 5%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5%	67 2%	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5%	67 2%	212,800	65,500	170,500					

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
UP		440	1	Baldwin	Jan. 1901	C-57-21/30-163	Lbs. 39,458	Ft.In. 15 3	Ft.In. 23 11	Ft.In. 21 0	
do		441	1	do	do	do	39,458	15 3	23 11	21 6	
do		442	2	do	do	do	39,458	15 3	23 11	21 0	
do		443	1	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 6	
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	1	do	do	do	39,458	15 3	23 11	21 0	
do		459	1	do	do	do	39,458	15 3	23 11	21 6	
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 6	
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	1	do	do	do	39,458	15 3	23 11	21 0	
do		476	1	do	do	do	39,458	15 3	23 11	21 6	
do		477	1	do	do	do	39,458	15 3	23 11	21 6	
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	do	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	1	do	do	do	39,458	15 3	23 11	21 0	
do		494	1	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	
do		524	1	do	Mar. 1901	do	38,848	15 3	24 0	18 1	
do		525	1	do	Feb. 1903	C-57-21/30-174	39,290	15 3	24 0	21 6	
do		526	1	do	do	do	41,360	15 3	24 0	18 6	
do		527	1	do	do	do	39,290	15 3	24 0	21 6	
do		528	1	do	do	do	41,360	15 3	24 0	18 0	
do	529	531	3	do	Mar. 1903	do	41,360	15 3	24 0	18 10	
do		532	1	do	do	do	39,290	15 3	24 0	23 6	
do	533	534	2	do	do	do	39,290	15 3	24 0	18 0	
do		535	1	do	do	do	39,290	15 3	24 0	23 6	
do		536	1	do	do	do	39,290	15 3	24 0	21 6	
do	537	538	2	do	do	do	41,360	15 3	24 0	18 10	
do		539	1	do	do	do	39,290	15 3	24 0	23 6	
do		560	1	do	Jan. 1904	C-57-22/30-191	43,305	15 8	24 4	23 6	
do		561	1	do	do	do	43,305	15 8	24 4	18 0	
do		562	1	do	Feb. 1904	do	43,305	15 8	24 4	18 10	
do		563	1	do	Jan. 1904	do	43,305	15 8	24 4	18 0	
do		565	1	do	do	do	43,305	15 8	24 4	18 0	
do		566	1	do	Feb. 1904	do	43,305	15 8	24 4	18 10	
do		567	1	do	do	do	43,305	15 8	24 4	18 0	
do		568	1	do	do	do	43,305	15 8	24 4	23 6	
do		569	1	do	do	do	43,305	15 8	24 4	18 0	
do		570	1	do	do	do	43,305	15 8	24 4	23 6	

UNION PACIFIC RAILROAD COMPANY

BASE		Length Over All	Engine in Work- ing Order	WEIGHT						Engine and Tender Loaded	Remarks
Engine and Tender	Empty			Loaded	Capacity						
					Water	Coal	Oil				
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.		
57	10%	66	5%	187,900	46,740	133,050	7,000	14	320,950		
58	9%	68	5%	187,900	49,870	136,200	7,000	14	324,100		
57	10%	66	5%	187,900	46,740	133,050	7,000	14	320,950		
57	10%	66	5%	187,900	46,740	133,050	7,000	14	320,950		
61	2%	72	2%	187,900	56,600	159,600	9,000	14	347,500		
57	10%	66	5%	187,900	46,740	133,050	7,000	14	320,950		
58	9%	68	5%	187,900	49,870	132,200	7,000	12	320,100		
58	5%	67	2%	187,900	48,340	120,650	7,000	7	308,550		
57	10%	66	5%	187,900	46,740	133,050	7,000	14	320,950		
57	10%	66	5%	187,900	46,740	133,050	7,000	14	320,950		
58	9%	68	5%	187,900	49,870	136,200	7,000	14	324,100		
57	10%	66	5%	187,900	46,740	133,050	7,000	14	320,950		
58	9%	68	5%	187,900	49,870	132,200	7,000	12	320,100		
57	10%	66	5%	187,900	46,740	133,050	7,000	14	320,950		
61	2%	72	2%	187,900	56,600	159,600	9,000	14	347,500		
58	9%	68	5%	187,900	49,870	136,200	7,000	14	324,100		
57	10%	66	5%	187,900	46,740	133,050	7,000	14	320,950		
58	9%	68	5%	187,900	49,870	132,200	7,000	12	320,100		
57	10%	66	5%	187,900	46,740	133,050	7,000	14	320,950		
58	9%	68	5%	187,900	49,870	132,200	7,000	12	320,100		
61	2%	72	2%	187,900	56,600	159,600	9,000	14	347,500		
58	5%	67	2%	187,900	48,340	120,650	7,000	7	308,550		
57	10%	66	5%	187,900	46,740	133,050	7,000	14	320,950		
57	10%	66	5%	187,900	46,740	133,050	7,000	14	320,950		
58	9%	68	5%	187,900	49,870	132,200	7,000	12	320,100		
58	9%	68	5%	187,900	49,870	132,200	7,000	12	320,100		
61	2%	72	0%	195,270	56,100	159,100	9,000	14	354,370		
57	10%	66	5%	195,270	46,740	133,050	7,000	14	328,320		
57	10%	66	5%	195,270	46,740	133,050	7,000	14	328,320		
57	10%	66	5%	195,270	46,740	133,050	7,000	14	328,320		
61	2%	72	0%	195,270	56,100	159,100	9,000	14	354,370		
57	10%	66	5%	195,270	46,740	133,050	7,000	14	328,320		
57	10%	66	5%	195,270	46,740	133,050	7,000	14	328,320		
58	9%	68	5%	195,270	49,870	132,200	7,000	12	327,470		
57	10%	66	5%	195,270	46,740	133,050	7,000	14	328,320		
57	10%	66	5%	195,270	46,740	133,050	7,000	14	328,320		
61	2%	72	0%	195,270	56,100	159,100	9,000	14	354,370		
57	10%	66	5%	195,270	46,740	133,050	7,000	14	328,320		
58	9%	68	5%	195,270	49,870	132,200	7,000	12	327,470		
54	7%	63	10%	191,200	46,900	120,880	6,000	12	312,080		
54	7%	63	10%	191,200	46,900	120,880	6,000	12	312,080		
54	7%	63	10%	191,200	46,900	120,880	6,000	12	312,080		
54	7%	63	10%	191,200	46,900	120,880	6,000	12	312,080		
59	1%	68	5%	197,300	49,870	132,200	7,000	12	329,500		
56	11%	68	9%	197,300	54,850	133,600	7,000	14	330,900		
59	1%	68	5%	197,300	49,870	132,200	7,000	12	329,500		
56	11%	66	9%	197,300	48,720	135,050	7,000	14	332,350		
56	11%	66	11%	197,300	73,280	174,430	9,000	14	371,730		
61	7%	72	3%	197,300	56,600	159,600	9,000	14	356,900		
56	1%	66	9%	197,300	48,720	135,050	7,000	14	332,350		
61	7%	72	3%	197,300	56,600	159,600	9,000	14	356,900		
59	1%	68	5%	197,300	49,870	132,200	7,000	12	329,500		
56	11%	66	11%	197,300	73,280	174,430	9,000	14	371,730		
61	7%	72	3%	197,300	56,600	159,600	9,000	14	356,900		
64	6%	72	6%	212,800	56,600	161,600	9,000	15	374,400		
56	3%	67	2%	212,800	48,720	135,050	7,000	14	347,850		
57	1%	67	5%	212,800	65,500	170,500	9,000	15	383,300		
56	3%	67	2%	212,800	48,720	135,050	7,000	14	347,850		
56	3%	67	2%	212,800	48,720	135,050	7,000	14	347,850		
57	1%	67	5%	212,800	65,500	170,500	9,000	15	383,300		
56	3%	67	2%	212,800	48,720	135,050	7,000	14	347,850		
64	6%	72	6%	212,800	56,600	159,600	9,000	14	372,400		
56	3%	67	2%	212,800	48,720	135,050	7,000	14	347,850		
64	6%	72	6%	212,800	56,600	159,600	9,000	14	372,400		

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
OSL	...	573	1	Baldwin	Dec. 1905	C-57-22/30-191	Lbs. 43,305	Ft.In. 15 8	Ft.In. 24 4	Ft.In. 18 0	
do	576	577	2	do	do	do	43,305	15 8	24 4	23 6	
do	...	579	1	do	Jan. 1906	do	43,305	15 8	24 4	23 6	
do	...	580	1	do	do	do	43,305	15 8	24 4	23 6	
do	...	581	1	do	do	do	43,305	15 8	24 4	18 0	
do	...	582	1	do	do	do	43,305	15 8	24 4	18 0	
do	...	583	1	do	Sept. 1906	do	43,305	15 8	24 4	18 0	
do	...	584	1	do	Aug. 1906	do	43,305	15 8	24 4	18 0	
do	...	585	1	do	do	do	43,305	15 8	24 4	21 0	
do	...	587	1	do	do	do	43,305	15 8	24 4	18 10	
do	...	588	1	do	do	do	41,140	15 8	24 4	18 0	
do	...	590	1	do	do	do	43,305	15 8	24 4	23 6	
do	...	591	1	do	do	do	43,305	15 8	24 4	18 0	
do	...	592	1	do	do	do	43,305	15 8	24 4	18 10	
do	...	593	1	do	do	do	43,305	15 8	24 4	23 6	
do	...	594	1	do	Feb. 1907	do	43,305	15 8	24 4	23 6	
do	...	595	1	do	do	do	43,305	15 8	24 4	18 10	
do	...	596	1	do	do	do	43,305	15 8	24 4	23 6	
do	...	598	1	do	do	do	43,305	15 8	24 4	18 10	
do	...	599	1	do	July 1906	do	43,305	15 8	24 4	23 6	
do	...	600	1	do	Feb. 1907	do	43,305	15 8	24 4	18 10	
do	...	602	1	do	do	do	43,305	15 8	24 4	23 6	
do	...	603	1	do	do	do	43,305	15 8	24 4	18 0	
do	...	604	1	do	May 1907	do	43,305	15 8	24 4	18 10	
do	...	605	1	do	do	do	43,305	15 8	24 4	18 0	
do	...	607	1	do	do	do	43,305	15 8	24 4	18 0	
do	...	608	1	do	do	do	43,305	15 8	24 4	18 10	
do	610	611	2	do	do	do	43,305	15 8	24 4	18 0	
do	...	612	1	do	do	do	43,305	15 8	24 4	23 6	
do	...	613	1	do	do	do	43,305	15 8	24 4	18 10	
do	...	614	1	do	July 1907	do	43,305	15 8	24 4	18 0	
do	...	616	1	do	do	do	43,305	15 8	24 4	18 10	
do	...	617	1	do	do	do	43,305	15 8	24 4	18 0	
do	...	618	1	do	do	do	43,305	15 8	24 4	18 10	
do	...	619	1	American	Jan. 1908	do	43,305	15 8	24 4	23 6	
do	...	620	1	do	do	do	43,305	15 8	24 4	18 10	
do	...	621	1	do	do	do	43,305	15 8	24 4	18 10	
do	...	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	
do	...	707	1	Brooks	Nov. 1898	C-55-19/30-149	33,474	14 6	23 2	15 3	
do	...	710	1	Baldwin	July 1901	C-57-20 1/2/30-167	37,600	15 3	23 11	15 10	
do	...	715	1	do	Aug. 1901	do	37,600	15 3	23 11	15 10	
do	...	718	1	do	do	do	37,600	15 3	23 11	15 10	
do	...	719	1	do	Mar. 1903	C-57-20 1/2/30-172	37,600	15 3	23 11	15 10	
do	...	721	1	do	do	do	37,600	15 3	23 11	21 0	
do	...	730	1	do	Mar. 1905	C-57-22/30-190	43,305	15 8	24 4	18 10	
do	...	731	1	do	do	C-57-22/30-187	43,305	15 8	24 4	21 0	
do	...	732	1	do	do	C-57-22/30-190	43,305	15 8	24 4	18 10	
do	...	733	1	do	do	do	43,305	15 8	24 4	18 10	
do	735	737	3	do	Jan. 1906	do	43,305	15 8	24 4	18 10	
do	...	738	1	do	do	C-57-22/30-187	43,305	15 8	24 4	18 10	
do	...	739	1	do	do	C-57-22/30-190	43,305	15 8	24 4	18 10	
do	...	740	1	do	do	do	43,305	15 8	24 4	18 10	
do	...	742	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	1	do	do	C-57-22/30-190	43,305	15 8	24 4	18 10	
do	...	749	1	do	do	do	43,305	15 8	24 4	18 10	

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.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
61	9%	72	0%	212,800	69,360	174,360	9,000	15	.....	387,160
61	9%	72	0%	212,800	69,360	174,360	9,000	15	.....	387,160
64	6%	72	0%	212,800	56,600	159,600	9,000	14	.....	372,400
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
58	5%	67	2%	212,800	48,340	120,650	7,000	7	.....	333,450
57	1%	67	5%	212,800	65,500	170,500	9,000	15	.....	383,300
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
61	9%	72	0%	212,800	56,600	159,600	9,000	15	.....	372,400
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
57	1%	67	5%	212,800	65,500	170,500	9,000	15	.....	383,300
61	9%	72	0%	212,800	69,360	174,360	9,000	15	.....	387,160
61	9%	72	0%	212,800	56,600	159,600	9,000	14	.....	372,400
57	1%	67	5%	212,800	65,500	170,500	9,000	15	.....	383,300
61	9%	72	0%	212,800	56,600	165,600	9,000	17	.....	378,400
57	1%	67	5%	212,800	65,500	168,500	9,000	14	.....	381,300
61	9%	72	0%	212,800	69,360	174,360	9,000	15	.....	387,160
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
57	1%	67	2%	212,800	73,280	174,430	9,000	.....	3,200	387,230
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
57	1%	67	2%	212,800	69,360	174,360	9,000	15	.....	387,160
57	1%	67	2%	212,800	65,500	170,500	9,000	15	.....	383,300
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
57	1%	67	2%	212,800	69,360	174,360	9,000	15	.....	387,160
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
57	1%	67	2%	212,800	69,360	174,360	9,000	15	.....	387,160
61	9%	72	0%	212,800	65,500	170,500	9,000	15	.....	383,300
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
57	1%	67	2%	212,800	65,500	168,500	9,000	14	.....	381,300
56	3%	67	2%	212,800	48,720	135,050	7,000	14	.....	347,850
57	1%	67	2%	212,800	65,500	170,500	9,000	15	.....	383,300
61	9%	72	0%	212,800	69,360	174,360	9,000	15	.....	387,160
57	1%	67	5%	212,800	65,500	168,500	9,000	14	.....	381,300
57	1%	67	5%	212,800	65,500	170,500	9,000	15	.....	383,300
61	9%	72	0%	212,800	69,360	174,360	9,000	15	.....	387,160
52	8 1/2	60	11	155,000	52,600	125,150	6,000	.....	2,760	280,150
51	0 1/2	59	9 3/4	163,440	55,600	130,450	6,000	.....	3,040	293,890
53	2	59	9 1/2	190,200	58,900	133,750	6,000	.....	3,040	323,950
53	3	58	9 1/2	190,200	58,900	132,350	6,000	.....	2,870	322,550
53	3	58	10 1/2	190,200	58,900	132,350	6,000	.....	2,870	322,550
53	3	59	10 1/2	192,760	58,900	132,350	6,000	.....	2,870	322,550
57	8 1/4	64	2 1/4	192,760	54,850	135,800	7,000	.....	2,767	328,560
57	1%	67	5%	213,350	73,280	177,530	9,000	.....	3,579	390,880
58	5%	67	2%	209,900	54,850	137,200	7,000	.....	2,940	347,100
57	1%	67	5%	213,350	73,280	172,630	9,000	.....	2,980	385,980
57	1%	67	5%	213,350	73,280	177,530	9,000	.....	3,579	390,880
57	1%	67	5%	213,350	73,280	177,530	9,000	.....	3,579	390,880
57	1%	67	5%	213,350	73,280	172,630	9,000	.....	2,980	385,980
57	1%	67	5%	213,350	73,280	177,530	9,000	.....	3,579	390,880
57	1%	67	5%	209,900	73,280	169,200	9,000	.....	2,560	379,100
57	1%	67	5%	213,350	73,280	177,530	9,000	.....	3,579	390,880
57	1%	67	5%	213,350	73,280	177,530	9,000	.....	3,579	390,880
57	1%	67	5%	213,350	73,280	172,630	9,000	.....	2,980	385,980
57	1%	67	5%	213,350	73,280	177,530	9,000	.....	3,579	390,880
57	1%	67	5%	213,350	73,280	172,630	9,000	.....	2,980	385,980
57	1%	67	5%	213,350	73,280	172,630	9,000	.....	2,980	385,980
58	5%	67	2%	209,900	54,850	137,200	7,000	.....	2,940	347,100
57	1%	67	5%	213,350	73,280	177,530	9,000	.....	3,579	390,880
57	1%	67	5%	213,350	73,280	172,630	9,000	.....	2,980	385,980

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
OWR&N	750	1	Baldwin	Mar. 1907	C-57-22/30-190	Lbs. 43,305	Ft.In. 15 8	Ft.In. 24 4	Ft.In. 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	21 0		
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	21 0		
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-77-241/32-270-BK }	63,500	21 6	49 3	33 5		
do	801	2	do	Sept. 1937		63,500	21 6	49 3	33 5		
do	803	2	do	Aug. 1937		63,500	21 6	49 3	33 5		
do	805	3	do	Sept. 1937		63,500	21 6	49 3	33 5		
do	808	1	do	Aug. 1937		63,500	21 6	49 3	33 5		
do	809	2	do	Sept. 1937	do	63,500	21 6	49 3	33 5		
do	811	2	do	Aug. 1937	do	63,500	21 6	49 3	33 5		
do	813	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		
do	816	4	do	Sept. 1937	do	63,500	21 6	49 3	33 5		
do	820	5	do	Aug. 1939	{ FEF-80-25/32-270-BK }	63,800	22 0	50 11	32 8		
do	825	7	do	Sept. 1939		63,800	22 0	50 11	32 8		
do	832	3	do	Oct. 1939		63,800	22 0	50 11	32 8		
do	835	4	do	Dec. 1944		63,800	22 0	50 11	32 8		
do	1242	2	Cooke	Dec. 1890		T-57-19/24-114	21,318	13 0	23 9½	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-57-19/26-94	22,680	11 4	22 2	17 8½		
do	1585	1	do	1917	T-61-17/24-81	17,460	11 0	21 3	15 8		
do	1586	1	do	1919	T-57-19/26-94	22,680	11 4	22 2	17 8½		
do	1587	1	do	1919	do	22,680	11 4	22 2	17 8½		
OWR&N	1715	1	Cooke	Jan. 1891	T-63-20/24-113	22,666	13 0	23 10	15 10		
do	1730	1	Baldwin	July 1901	T-64-22/26-145	33,426	14 6	26 9	15 10		
do	1731	1	do	do	do	33,426	14 6	26 9	15 10		
do	1734	1	Cooke	Oct. 1895	T-57-20/26-119	27,916	13 0	23 9½	15 10		
do	1738	1	do	Dec. 1897	T-57-20/26-126	29,466	13 0	23 9½	15 10		
do	1739	1	do	do	do	29,466	13 0	23 9½	15 10		
do	1740	1	do	do	do	29,466	13 0	23 9½	15 10		
do	1741	1	do	do	do	29,466	13 0	23 9½	15 10		
do	1745	1	Baldwin	Sept. 1909	T-69-22/28-161	33,390	14 3	26 3	23 6		
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	23 6		
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	23 6		
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	23 6		
do	1760	1	do	do	do	36,570	13 10	25 10	21 0		

UNION PACIFIC RAILROAD COMPANY

[illegible]

STEAM LOCOMOTIVES—Continued

Initials	Num- bers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	WHEEL			
	From	To		By Whom	Date			Engine			Tend- er
								Driving Wheel Centers	Total		
UP	1900	1	1	Baldwin	Apr. 1911	MacA-57-231/30-206	Lbs. 47,945	Ft. In. 16 0	Ft. In. 34 8	Ft. In. 18 10	
do	1901	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1902	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1903	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1904	1	1	do	do	do	47,945	16 0	34 8	23 6	
do	1905	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1906	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1907	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1908	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1909	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1910	1	1	do	June 1911	do	47,945	16 0	34 8	18 10	
do	1911	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1912	1	1	do	May 1911	MacA-57-231/30-206	47,945	16 0	34 8	23 6	
do	1913	1	1	do	June 1911	MacA-57-231/30-210-D	47,945	16 0	34 8	18 10	
do	1914	1	1	do	do	MacA-57-231/30-206	47,945	16 0	34 8	18 10	
do	1915	1	1	do	do	MacA-57 231/30-210-D	47,945	16 0	34 8	18 10	
do	1916	1	1	do	do	MacA-57-231/30-206	47,945	16 0	34 8	18 10	
do	1917	1	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	18 10	
do	1918	1	1	do	do	MacA-57-231/30-206	47,945	16 0	34 8	18 10	
do	1919	1	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	18 10	
do	1920	3	3	do	May 1911	MacA-57-231/30-206	47,945	16 0	34 8	18 10	
do	1923	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1924	1	1	do	June 1911	do	47,945	16 0	34 8	18 10	
do	1925	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1926	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1927	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1928	1	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	18 10	
do	1929	1	1	do	do	MacA-57-231/30-206	47,945	16 0	34 8	18 10	
do	1930	1	1	do	Oct. 1912	MacA-57-231/30-210-D	47,945	10 0	34 8	18 10	
do	1931	1	1	do	do	MacA-57-231/30-206	47,945	16 0	34 8	18 10	
do	1932	1	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	18 10	
do	1933	2	2	do	do	do	47,945	16 0	34 8	18 10	
do	1935	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1936	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1937	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1938	1	1	do	do	MacA-57-231/30-206	47,945	16 0	34 8	18 10	
do	1939	1	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	18 10	
do	1940	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1941	1	1	do	Nov. 1912	do	47,945	16 0	34 8	18 10	
do	1942	1	1	do	Oct. 1912	do	47,945	16 0	34 8	18 10	
do	1943	1	1	do	do	do	47,945	16 0	34 8	23 6	
do	1944	1	1	do	Nov. 1912	do	47,945	16 0	34 8	18 10	
do	1945	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1946	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1947	1	1	do	do	MacA-57-231/30-206	47,945	16 0	34 8	18 10	
do	1948	1	1	do	do	do	47,945	16 0	34 8	18 10	
do	1949	1	1	do	do	do	47,945	16 0	34 8	18 10	
OSL	2000	1	1	do	Apr. 1911	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6	
do	2001	1	1	do	do	MacA-57-231/30-208	47,945	16 0	34 8	23 6	
do	2002	1	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6	
do	2003	1	1	do	do	do	47,945	16 0	34 8	23 6	
do	2004	1	1	do	do	MacA-57-231/30-208	47,945	16 0	34 8	23 6	
do	2005	1	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6	
do	2006	1	1	do	do	do	47,945	16 0	34 8	23 6	
do	2007	1	1	do	do	do	47,945	16 0	34 8	23 6	
do	2008	1	1	do	do	MacA-57-231/30-208	47,945	16 0	34 8	23 6	
do	2009	1	1	do	do	do	47,945	16 0	34 8	23 6	

UNION PACIFIC RAILROAD COMPANY

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 1/2	74	10 3/8	265,600	73,280	172,380	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	15	.....	436,100
64	7 1/2	74	10 3/8	265,600	66,500	163,500	9,000	11	.....	429,100
64	7 1/2	74	10 3/8	265,600	66,500	163,500	9,000	11	.....	429,100
69	3 1/2	79	11 1/8	265,600	56,600	159,600	9,000	14	.....	430,000
64	7 1/2	74	10 3/8	265,600	66,500	163,500	9,000	11	.....	429,100
64	7 1/2	74	10 3/8	265,600	66,500	163,500	9,000	11	.....	429,100
64	7 1/2	74	10 3/8	265,600	66,500	163,500	9,000	11	.....	429,100
64	7 1/2	74	10 3/8	265,600	66,500	163,500	9,000	11	.....	429,100
64	7 1/2	74	10 3/8	265,600	66,500	163,500	9,000	11	.....	429,100
64	7 1/2	74	10 3/8	265,600	66,500	163,500	9,000	11	.....	429,100
69	3 1/2	80	2 1/2	265,600	60,110	159,100	9,000	.....	2,940	424,700
64	7 1/2	74	10 3/8	270,400	66,240	170,500	9,000	15	.....	440,900
64	7 1/2	74	10 3/8	265,600	66,500	163,500	9,000	11	.....	429,100
64	7 1/2	74	10 3/8	270,400	66,240	170,500	9,000	15	.....	440,900
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	15	.....	436,100
64	7 1/2	74	10 3/8	270,400	66,240	170,500	9,000	15	.....	440,900
64	7 1/2	74	10 3/8	265,600	66,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	437,980
64	7 1/2	74	10 3/8	265,600	65,500	170,500	9,000	.....	2,950	

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	WHEEL		
	From	To		By Whom	Date			Engine		Tend- er
								Driving Wheel Centers	Total	
OSL	2010	2011	2	Baldwin	Mar. 1911	MacA-57-231/30-208	Lbs. 47,945	Ft.In. 16 0	Ft.In. 34 8	Ft.In. 23 6
do		2012	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6
do		2013	1	do	do	MacA-57-231/30-208	47,945	16 0	34 8	23 6
do		2014	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6
do		2015	1	do	Oct. 1912	MacA-57-231/30-208	47,945	16 0	34 8	23 6
do		2016	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6
do		2017	1	do	do	MacA-57-231/30-208	47,945	16 0	34 8	23 6
do		2018	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6
do		2019	1	do	do	do	47,945	16 0	34 8	23 6
do		2020	1	do	do	MacA-57-231/30-208	47,945	16 0	34 8	23 6
do		2021	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6
do		2022	2	do	do	MacA-57-231/30-208	47,945	16 0	34 8	23 6
do		2023	1	do	do	do	47,945	16 0	34 8	23 6
do		2024	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6
do		2025	1	do	do	do	47,945	16 0	34 8	23 6
do		2026	3	do	do	MacA-57-231/30-208	47,945	16 0	34 8	23 6
do		2029	1	do	do	do	47,945	16 0	34 8	23 6
do		2030	1	do	Nov. 1912	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6
do		2031	1	do	do	do	47,945	16 0	24 8	23 6
do		2032	2	do	do	do	47,945	16 0	34 8	23 6
do		2034	1	do	do	do	47,945	16 0	34 8	23 6
OWR&N		2100	1	do	Aug. 1910	MacA-57-231/30-208	50,468	16 0	34 8	18 10
do		2101	1	do	Mar. 1911	do	50,468	16 0	34 8	18 10
do		2102	1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10
do		2103	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10
do		2104	1	do	do	do	50,468	16 0	34 8	18 10
do		2105	1	do	do	do	50,468	16 0	34 8	18 10
do		2106	1	do	do	do	50,468	16 0	34 8	18 10
do		2107	1	do	Apr. 1911	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10
do		2108	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10
do		2109	1	do	do	do	50,468	16 0	34 8	18 10
do		2110	1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10
do		2111	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	23 6
do		2112	1	do	do	do	50,468	16 0	34 8	18 10
do		2113	1	do	do	do	50,468	16 0	34 8	23 6
do		2114	1	do	do	do	50,468	16 0	34 8	18 10
do		2115	1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10
do		2116	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10
do		2117	1	do	do	do	50,468	16 0	34 8	18 10
do		2118	1	do	do	do	50,468	16 0	34 8	18 10
do		2119	1	do	do	do	50,468	16 0	34 8	23 6
do		2120	1	do	do	do	50,468	16 0	34 8	18 10
do		2121	1	do	Mar. 1911	do	50,468	16 0	34 8	18 10
do		2122	2	do	do	do	50,468	16 0	34 8	23 6
do		2124	1	do	do	do	50,468	16 0	34 8	18 10
do		2125	1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10
do		2126	1	do	do	do	50,468	16 0	34 8	18 10
do		2127	1	do	do	do	50,468	16 0	34 8	18 10
do		2128	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	23 6
do		2129	1	do	Apr. 1911	do	50,468	16 0	34 8	18 10
do		2130	2	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10
do		2132	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10
do		2133	1	do	do	do	50,468	16 0	34 8	23 6
do		2134	1	do	do	do	50,468	16 0	34 8	18 10
do		2135	1	do	do	do	50,468	16 0	34 8	18 10
do		2136	1	do	do	do	50,468	16 0	34 8	23 6
do		2137	1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10
do		2138	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	23 6

UNION PACIFIC RAILROAD COMPANY

BASE			WEIGHT							Remarks	
			Length Over All	Engine in Working Order	Tender						Engine and Tender Loaded
					Empty	Loaded	Capacity				
Engine and Tender						Water	Coal	Oil			
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
69	3 3/8	80	2 1/2	267,850	56,600	165,600	9,000	17	.....	433,450	
69	3 3/8	80	2 1/2	270,400	64,500	166,500	8,150	17	.....	436,900	
69	3 3/8	80	2 1/2	267,850	60,110	159,100	9,000	.....	2,940	426,950	
69	3 3/8	80	2 1/2	270,400	64,500	166,500	8,150	17	.....	436,900	
69	3 3/8	80	2 1/2	267,850	56,600	165,600	9,000	17	.....	433,450	
69	3 3/8	80	2 1/2	270,400	64,500	166,500	8,150	17	.....	436,900	
69	3 3/8	80	2 1/2	267,850	60,110	159,100	9,000	.....	2,948	426,950	
69	3 3/8	80	2 1/2	270,400	64,500	166,500	8,150	17	.....	436,900	
69	3 3/8	80	2 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
69	3 3/8	80	2 1/2	270,400	64,500	166,500	8,150	17	.....	436,900	
69	3 3/8	80	2 1/2	270,400	64,500	166,500	8,150	17	.....	436,900	
69	3 3/8	80	2 1/2	267,850	56,600	159,500	9,000	.....	2,948	426,950	
69	3 3/8	80	2 1/2	270,400	64,500	166,500	8,150	17	.....	436,900	
69	3 3/8	80	2 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
69	3 3/8	80	2 1/2	267,850	56,600	165,500	9,000	17	.....	433,350	
69	3 3/8	80	2 1/2	270,400	64,500	166,500	8,150	17	.....	436,900	
69	3 3/8	80	2 1/2	267,950	56,600	159,500	9,000	14	.....	427,450	
69	3 3/8	80	2 1/2	267,850	56,600	165,500	9,000	17	.....	436,450	
69	3 3/8	80	2 1/2	270,400	64,500	162,500	8,150	15	.....	432,900	
69	3 3/8	80	2 1/2	270,400	64,500	160,500	8,150	14	.....	430,900	
69	3 3/8	80	2 1/2	270,400	64,500	166,500	8,150	17	.....	436,900	
69	3 3/8	80	2 1/2	270,400	64,500	166,500	8,150	17	.....	436,900	
64	7 1/2	74	10 3/4	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64	7 1/2	74	10 3/4	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64	7 1/2	74	10 3/4	270,350	66,240	183,240	9,000	21	.....	453,590	
64	7 1/2	74	10 3/4	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64	7 1/2	74	10 3/4	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64	7 1/2	74	10 3/4	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64	7 1/2	74	10 3/4	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64	7 1/2	74	10 3/4	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7 1/2	74	10 3/4	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64	7 1/2	74	10 3/4	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64	7 1/2	74	10 3/4	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64	7 1/2	74	10 3/4	270,350	66,240	183,240	9,000	21	.....	453,590	
69	3 3/8	79	11 1/2	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64	7 1/2	74	10 3/4	267,850	73,280	172,650	9,000	.....	2,980	440,500	
69	3 3/8	79	11 1/2	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64	7 1/2	74	10 3/4	267,850	73,280	172,650	9,000	.....	2,980	440,500	
69	3 3/8	79	11 1/2	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64	7 1/2	74	10 3/4	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64	7 1/2	74	10 3/4	267,850	66,500	163,500	9,000	11	.....	431,350	
64	7 1/2	74	10 3/4	267,850	73,280	172,650	9,000	.....	2,980	440,500	
69	3 3/8	79	11 1/2	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64	7 1/2	74	10 3/4	270,350	66,240	175,240	9,000	17	.....	445,590	
64	7 1/2	74	10 3/4	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64	7 1/2	74	10 3/4	267,850	66,500	163,500	9,000	11	.....	431,350	
69	3 3/8	79	11 1/2	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64	7 1/2	74	10 3/4	270,350	66,240	169,240	9,000	14	.....	439,590	
64	7 1/2	74	10 3/4	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7 1/2	74	10 3/4	270,350	66,240	175,240	9,000	17	.....	445,590	
69	3 3/8	79	11 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
64	7 1/2	74	10 3/4	267,850	65,500	168,500	9,000	14	.....	436,350	
64	7 1/2	74	10 3/4	270,350	66,240	169,240	9,000	14	.....	439,590	
64	7 1/2	74	10 3/4	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7 1/2	74	10 3/4	270,350	66,240	175,240	9,000	17	.....	445,590	
69	3 3/8	79	11 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
64	7 1/2	74	10 3/4	267,850	65,500	168,500	9,000	14	.....	436,350	
64	7 1/2	74	10 3/4	270,350	66,240	169,240	9,000	14	.....	439,590	
64	7 1/2	74	10 3/4	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7 1/2	74	10 3/4	270,350	66,240	175,240	9,000	17	.....	445,590	
69	3 3/8	79	11 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
64	7 1/2	74	10 3/4	267,850	65,500	168,500	9,000	14	.....	436,350	
64	7 1/2	74	10 3/4	270,350	66,240	169,240	9,000	14	.....	439,590	
64	7 1/2	74	10 3/4	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7 1/2	74	10 3/4	270,350	66,240	175,240	9,000	17	.....	445,590	
69	3 3/8	79	11 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
64	7 1/2	74	10 3/4	267,850	65,500	168,500	9,000	14	.....	436,350	
64	7 1/2	74	10 3/4	270,350	66,240	169,240	9,000	14	.....	439,590	
64	7 1/2	74	10 3/4	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7 1/2	74	10 3/4	270,350	66,240	175,240	9,000	17	.....	445,590	
69	3 3/8	79	11 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
64	7 1/2	74	10 3/4	267,850	65,500	168,500	9,000	14	.....	436,350	
64	7 1/2	74	10 3/4	270,350	66,240	169,240	9,000	14	.....	439,590	
64	7 1/2	74	10 3/4	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7 1/2	74	10 3/4	270,350	66,240	175,240	9,000	17	.....	445,590	
69	3 3/8	79	11 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
64	7 1/2	74	10 3/4	267,850	65,500	168,500	9,000	14	.....	436,350	
64	7 1/2	74	10 3/4	270,350	66,240	169,240	9,000	14	.....	439,590	
64	7 1/2	74	10 3/4	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7 1/2	74	10 3/4	270,350	66,240	175,240	9,000	17	.....	445,590	
69	3 3/8	79	11 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
64	7 1/2	74	10 3/4	267,850	65,500	168,500	9,000	14	.....	436,350	
64	7 1/2	74	10 3/4	270,350	66,240	169,240	9,000	14	.....	439,590	
64	7 1/2	74	10 3/4	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7 1/2	74	10 3/4	270,350	66,240	175,240	9,000	17	.....	445,590	
69	3 3/8	79	11 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
64	7 1/2	74	10 3/4	267,850	65,500	168,500	9,000	14	.....	436,350	
64	7 1/2	74	10 3/4	270,350	66,240	169,240	9,000	14	.....	439,590	
64	7 1/2	74	10 3/4	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7 1/2	74	10 3/4	270,350	66,240	175,240	9,000	17	.....	445,590	
69	3 3/8	79	11 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
64	7 1/2	74	10 3/4	267,850	65,500	168,500	9,000	14	.....	436,350	
64	7 1/2	74	10 3/4	270,350	66,240	169,240	9,000	14	.....	439,590	
64	7 1/2	74	10 3/4	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7 1/2	74	10 3/4	270,350	66,240	175,240	9,000	17	.....	445,590	
69	3 3/8	79	11 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
64	7 1/2	74	10 3/4	267,850	65,500	168,500	9,000	14	.....	436,350	
64	7 1/2	74	10 3/4	270,350	66,240	169,240	9,000	14	.....	439,590	
64	7 1/2	74	10 3/4	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7 1/2	74	10 3/4	270,350	66,240	175,240	9,000	17	.....	445,590	
69	3 3/8	79	11 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
64	7 1/2	74	10 3/4	267,850	65,500	168,500	9,000	14	.....	436,350	
64	7 1/2	74	10 3/4	270,350	66,240	169,240	9,000	14	.....	439,590	
64	7 1/2	74	10 3/4	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7 1/2	74	10 3/4	270,350	66,240	175,240	9,000	17	.....	445,590	
69	3 3/8	79	11 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
64	7 1/2	74	10 3/4	267,850	65,500	168,500	9,000	14	.....	436,350	
64	7 1/2	74	10 3/4	270,350	66,240	169,240	9,000	14	.....	439,590	
64	7 1/2	74	10 3/4	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7 1/2	74	10 3/4	270,350	66,240	175,240	9,000	17		445,590	
69	3 3/8	79	11 1/2	267,850	56,600	159,600	9,000	14		427,450	
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STEAM LOCOMOTIVES—Continued

Initials	Num- bers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
OWR&N do do		2139	1	Baldwin	Apr. 1911	MacA-57-231/30-208	Lbs. 50,468	Ft.In. 16 0	Ft.In. 34 8	Ft.In. 18 10	
		2140	1	do	do	do	50,468	16 0	34 8	23 6	
		2141	1	do	Sept. 1912	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10	
do		2142	1	do	do	do	50,468	16 0	34 8	18 10	
do		2143	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10	
do		2144	1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10	
do		2145	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10	
do		2146	1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10	
do		2147	1	do	do	MacA-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	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10	
do		2159	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10	
do		2160	1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10	
do		2161	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10	
do		2162	1	do	do	do	50,468	16 0	34 8	23 6	
do		2163	1	do	do	do	50,468	16 0	34 8	18 10	
do		2164	1	do	do	do	50,468	16 0	34 8	18 10	
do		2165	1	do	do	do	50,468	16 0	34 8	18 10	
do		2166	1	do	Sept. 1918	MacA-63-26/28-209	53,628	16 6	35 2	23 6	
do		2167	1	do	do	do	53,628	16 6	35 2	23 6	
do		2168	1	do	do	do	53,628	16 6	35 2	23 6	
do		2169	1	do	Oct. 1918	do	53,628	16 6	35 2	23 6	
do		2170	1	do	do	do	53,628	16 6	35 2	23 6	
do		2171	1	do	do	do	53,628	16 6	35 2	23 6	
UP do do do do		2200	1	do	June 1911	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do		2201	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do		2202	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do		2203	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do		2204	1	do	do	do	53,628	16 6	35 2	23 6	
do		2205	1	do	do	do	53,628	16 6	35 2	23 6	
do		2206	1	do	do	do	53,628	16 6	35 2	23 6	
do		2207	1	do	do	do	53,628	16 6	35 2	23 6	
do		2208	1	do	do	do	53,628	16 6	35 2	23 6	
do		2209	1	do	July 1911	do	53,628	16 6	35 2	23 6	
do		2210	1	American	Sept. 1912	do	53,628	16 6	35 2	23 6	
do		2211	1	do	do	do	53,628	16 6	35 2	23 6	

UNION PACIFIC RAILROAD COMPANY

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	66,500	163,500	9,000	11	.....	431,350	
69	3%	79	11%	267,850	60,110	159,100	9,000	22	2,940	426,950	
64	7%	74	10%	270,350	66,240	185,240	9,000	.....	.....	455,590	
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	169,240	9,000	14	.....	439,590	
64	7%	74	10%	267,850	73,280	172,650	9,000	20	2,980	440,500	
64	7%	74	10%	270,350	66,240	181,240	9,000	.....	.....	451,590	
69	3%	79	11%	267,850	60,110	159,100	9,000		2,940	426,950	Automatic Train Control
64	7%	74	10%	267,850	73,280	177,500	9,000		3,579	445,350	Automatic Train Control
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	Automatic Train Control
64	7%	74	10%	267,850	73,280	177,500	9,000	.....	3,579	445,350	
69	3%	79	11%	267,850	60,110	165,750	9,000		3,750	433,600	do
64	7%	74	10%	267,850	73,280	172,650	9,000		2,980	440,500	Automatic Train Control
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		3,479	445,350	Automatic Train Control
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%	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7%	74	10%	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64	7%	74	10%	270,350	66,240	171,240	9,000	15	.....	441,590	
64	7%	74	10%	267,850	73,280	177,500	9,000		3,579	445,350	
69	3%	79	11%	267,850	58,600	159,600	9,000	14	.....	427,450	
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	Automatic Train Control
70	9½	81	9½	273,000	77,060	192,850	10,000	.....	3,650	465,850	
70	9½	81	8¾	273,000	86,900	202,200	10,000		3,650	475,200	do
70	10¼	81	6¾	273,000	68,980	174,600	9,000		3,750	447,600	do
70	10¼	81	6¾	273,000	68,980	174,600	9,000		3,750	447,600	do
70	9½	81	8¾	273,000	77,060	192,850	10,000		3,650	465,850	do
70	9½	81	8¾	273,000	77,060	192,850	10,000		3,650	465,850	do
69	9%	80	4%	288,700	69,360	172,360	9,000	14		461,060	Locomotive Bed—Automatic Train Control
69	9%	80	4%	286,120	60,110	165,750	9,000	.....	3,750	451,870	
69	9%	80	4%	288,700	69,360	172,360	9,000	14	.....	461,060	
69	9%	80	4%	286,120	68,980	174,600	9,000	.....	3,750	460,720	
69	8%	80	6%	286,120	77,060	192,850	10,000		3,650	478,970	Automatic Train Control
69	8%	80	6%	286,120	86,900	202,200	10,000		3,665	488,320	do
69	8%	80	6%	286,120	77,060	192,850	10,000		3,650	478,970	do
69	8%	80	6%	286,120	77,060	192,850	10,000		3,650	478,970	Locomotive Bed—Automatic Train Control
69	8%	80	6%	286,120	86,900	202,200	10,000		3,665	488,320	Automatic Train Control
69	9%	80	4%	286,120	60,110	165,750	9,000		3,750	451,870	Locomotive Bed—Automatic Train Control
69	9%	80	4%	286,120	69,980	174,600	9,000		3,750	460,720	Locomotive Bed
69	9%	80	4%	286,120	60,110	165,750	9,000	.....	3,750	451,870	

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
UP	...	2212	1	American	Sept. 1912	MacA-63-26/28-216-D	Lbs. 53,628	Ft.In. 16 6	Ft.In. 35 2	Ft.In. 25 8	
do	...	2213	1	do	do	do	53,628	16 6	35 2	23 6	
do	...	2216	1	do	do	do	53,628	16 6	35 2	25 8	
do	...	2219	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do	...	2221	1	Baldwin	Apr. 1913	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do	...	2222	1	do	May 1913	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do	...	2223	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do	...	2226	1	do	do	do	53,628	16 6	35 2	25 8	
do	...	2227	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do	...	2229	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	25 8	
do	...	2230	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do	...	2231	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do	...	2232	1	do	do	do	53,628	16 6	35 2	23 6	
do	...	2234	1	do	do	do	53,628	16 6	35 2	25 8	
do	...	2235	1	do	do	do	53,628	16 6	35 2	23 6	
do	...	2236	1	do	do	do	53,628	16 6	35 2	23 6	
do	...	2237	1	do	do	do	53,628	16 6	35 2	23 6	
do	...	2238	1	do	do	do	53,628	16 6	35 2	23 6	
do	...	2239	1	do	do	do	53,628	16 6	35 2	25 8	
do	...	2240	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do	...	2242	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do	...	2243	1	do	do	do	53,628	16 6	35 2	23 6	
do	...	2244	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do	...	2245	1	Lima	Oct. 1914	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do	...	2247	1	do	do	do	53,628	16 6	35 2	25 8	
do	...	2248	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do	...	2249	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do	...	2250	1	do	do	do	53,628	16 6	35 2	23 6	
do	...	2251	1	do	do	do	53,628	16 6	35 2	25 8	
do	...	2252	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do	...	2253	1	do	do	do	53,628	16 6	35 2	23 6	
do	...	2255	1	do	Nov. 1914	do	53,628	16 6	35 2	23 6	
do	...	2256	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do	...	2257	1	do	do	do	53,628	16 6	35 2	23 6	
do	...	2259	1	do	do	do	53,628	16 6	35 2	23 6	
do	...	2260	1	Baldwin	July 1917	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do	...	2261	1	do	do	do	53,628	16 6	35 2	23 6	
do	...	2262	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do	...	2263	1	do	do	do	53,628	16 6	35 2	23 6	
do	...	2264	1	do	Aug. 1917	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do	...	2265	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	25 8	
do	...	2267	1	do	do	do	53,628	16 6	35 2	25 8	
do	...	2269	1	do	Sept. 1917	do	53,628	16 6	35 2	23 6	
do	...	2270	1	do	do	do	53,628	16 6	35 2	25 8	
do	...	2271	1	do	do	do	53,628	16 6	35 2	23 6	
do	...	2272	1	do	do	do	53,628	16 6	35 2	25 8	
do	...	2273	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do	...	2274	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	25 8	
do	...	2276	1	do	do	do	53,628	16 6	35 2	25 8	
do	...	2279	1	do	Oct. 1917	do	53,628	16 6	35 2	25 8	
do	...	2280	1	do	Apr. 1918	MacA-63-26/28-212	53,628	16 6	35 2	23 6	
do	...	2281	1	do	do	MacA-63-26/28-214-D	53,628	16 6	35 2	23 6	
do	2282	2284	3	do	do	do	53,628	16 6	35 2	23 6	

UNION PACIFIC RAILROAD COMPANY

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.		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Locomotive Bed	
69	9 1/2	80	4 1/2	288,700	66,440	169,440	9,000	14	458,140		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800		
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	66,400	171,440	9,000	16	460,140	Automatic Cab Signals	
69	9 1/2	80	4 1/2	286,120	60,110	166,750	9,000		3,750		451,870
69	9 1/2	80	4 1/2	288,700	69,360	178,360	9,000	17	467,060		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
69	9 1/2	80	4 1/2	286,120	60,110	165,750	9,000		3,750		451,870
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,100	20	506,800		
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	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	9,000	20	506,800		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	213,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	66,440	169,440	9,000	14	458,140		
71	8 1/2	82	5 1/2	288,700	78,100	219,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2	288,700	78,100	218,100	12,000	20	506,800	Automatic Cab Signals	
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	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300	Automatic Cab Signals	
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
69	9 1/2	80	4 1/2	288,700	56,600	159,600	9,000	14	448,300		
71	8 1/2	82	5 1/2								

STEAM LOCOMOTIVES—Continued

Initials	Num- bers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
UP		2285	1	Baldwin	May 1918	MacA-63-26/28-214-D	Lbs. 53,628	Ft.In. 16 6	Ft.In. 35 2	Ft.In. 23 6	
do		2286	1	do	do	do	53,628	16 6	35 2	23 6	
do		2287	1	do	do	do	53,628	16 6	35 2	23 6	
do		2288	1	do	do	do	53,628	16 6	35 2	23 6	
do		2289	1	do	do	do	53,628	16 6	35 2	23 6	
do		2290	1	do	do	MacA-63-26/28-212	53,628	16 6	35 2	23 6	
do		2291	1	do	June 1918	MacA-63-26/28-214-D	53,628	16 6	35 2	23 6	
do		2292	1	do	do	do	53,628	16 6	35 2	23 6	
do		2293	1	do	do	MacA-63-26/28-212	53,628	16 6	35 2	23 6	
do		2294	1	do	do	MacA-63-26/28-214-D	53,628	16 6	35 2	23 6	
do		2295	1	American	July 1920	MacA-63-26/28-228-D	53,628	16 6	35 2	23 6	
do		2296	1	do	do	do	53,628	16 6	35 2	23 6	
do		2297	1	do	do	do	53,628	16 6	35 2	23 6	
do		2298	1	do	do	do	53,628	16 6	35 2	23 6	
do		2299	1	do	do	do	53,628	16 6	35 2	23 6	
do	2300	2303	4	do	do	do	53,628	16 6	35 2	23 6	
do		2304	1	do	do	do	53,628	16 6	35 2	23 6	
do		2305	1	do	do	do	53,628	16 6	35 2	23 6	
do	2306	2307	2	do	do	do	53,628	16 6	35 2	25 8	
do		2308	1	do	do	do	53,628	16 6	35 2	25 8	
do	2309	2310	2	do	do	do	53,628	16 6	35 2	25 8	
do		2311	1	Baldwin	July 1918	MacA-63-26/28-214-D	53,628	16 6	35 2	23 6	
do		2312	1	do	Aug. 1918	do	53,628	16 6	35 2	23 6	
do		2313	1	do	do	MacA-63-26/28-212	53,628	16 6	35 2	23 6	
do	2314	2316	3	do	do	MacA-63-26/28-214-D	53,628	16 6	35 2	23 6	
do		2317	1	do	do	do	53,628	16 6	35 2	23 6	
do		2318	1	do	Sept. 1918	do	53,628	16 6	35 2	23 6	
do		2319	1	do	do	MacA-63-26/28-212	53,628	16 6	35 2	23 6	
do		2320	1	do	do	MacA-63-26/28-214-D	53,628	16 6	35 2	23 6	
do	2480	2499	20	American	do	MacA-63-26/30-222-D	54,700	16 9	36 1	23 6	
OSL		2504	1	Baldwin	May 1913	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do	2506	2507	2	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do		2508	1	do	June 1913	MacA-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	2513	2	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do		2515	1	American	Sept. 1912	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do		2516	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do		2517	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do		2518	1	do	do	MacA-63-26/28-216-D	53,628	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	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do		2521	1	do	do	do	53,628	16 6	35 2	23 6	
do	2522	2524	3	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do		2525	1	Lima	Oct. 1914	MacA-63-26/28-214	53,628	16 6	35 2	23 6	
do		2526	1	do	Nov. 1914	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6	
do		2527	1	Lima	do	do	53,628	16 6	35 2	23 6	
do		2528	1	Baldwin	Aug. 1917	MacA-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	

UNION PACIFIC RAILROAD COMPANY

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.	
70	9 1/2	81	8 7/8	291,400	70,160	187,460	10,000	17		478,860	
70	9 1/2	81	8 7/8	291,400	70,160	187,460	10,000	17		478,860	
70	9 1/2	81	8 7/8	291,400	70,160	187,460	10,000	17		478,860	
70	9 1/2	81	8 7/8	291,400	70,160	187,460	10,000	17		478,860	
70	9 1/2	81	8 7/8	291,400	70,160	187,460	10,000	17		478,860	
69	9 1/2	80	4 3/4	288,750	60,110	165,750	9,000		3,750	454,500	
70	9 1/2	81	8 7/8	291,400	70,160	187,460	10,000	17		478,860	
70	9 1/2	81	8 7/8	291,400	70,160	187,460	10,000	17		478,860	
70	9 1/2	81	8 7/8	288,750	83,650	181,800	9,000		3,200	470,550	
69	9 1/2	80	4 3/4	291,400	69,360	172,360	9,000	14		463,760	
70	9 1/2	81	9 1/4	300,000	80,000	197,300	10,000	17		497,300	
70	9 1/2	81	9 1/4	300,000	80,000	197,300	10,000	17		497,300	
70	9 1/2	81	9 1/4	300,000	80,000	197,300	10,000	17		497,300	
70	9 1/2	81	9 1/4	300,000	70,160	187,460	10,000	17		487,460	
70	9 1/2	81	9 1/4	300,000	80,000	197,300	10,000	17		497,300	
70	9 1/2	81	9 1/4	300,000	80,000	197,300	10,000	17		497,300	
70	9 1/2	81	9 1/4	300,000	80,000	197,300	10,000	17		497,300	
72	9 1/2	83	7 1/4	300,000	78,100	218,100	12,000	20		519,100	
72	9 1/2	83	7 1/4	300,000	78,100	218,100	12,000	20		518,100	
72	9 1/2	83	7 1/4	300,000	78,100	218,100	12,000	20		518,100	
70	9 1/2	81	8 7/8	291,400	70,160	187,460	10,000	17		478,860	
70	9 1/2	81	8 7/8	291,400	79,300	196,600	10,000	17		488,000	
70	9 1/2	81	8 7/8	288,750	77,060	192,850	10,000		3,650	481,600	
70	9 1/2	81	8 7/8	291,400	70,160	187,460	10,000	17		478,860	
70	9 1/2	81	8 7/8	291,400	79,300	196,600	10,000	17		488,000	
70	9 1/2	81	8 7/8	291,400	79,300	196,600	10,000	17		488,000	
71	4 1/2	81	11 1/8	290,800	73,000	188,300	10,000	16		479,100	
69	9 1/2	80	4 3/4	286,120	73,870	175,020	9,000		3,200	461,140	
69	8 1/2	80	6 1/8	288,700	79,300	196,600	10,000	17		485,300	
69	9 1/2	80	4 3/4	286,120	60,110	165,750	9,000		3,750	451,870	
69	9 1/2	80	4 3/4	286,120	68,980	174,600	9,000		3,750	460,720	
69	9 1/2	80	4 3/4	286,120	60,110	165,750	9,000		3,750	451,870	
69	9 1/2	80	4 3/4	288,700	56,600	165,600	9,000	17		454,300	
69	9 1/2	80	4 3/4	286,120	68,980	174,600	9,000		3,750	460,720	
69	9 1/2	80	4 3/4	288,700	56,600	159,600	9,000	14		448,300	
69	9 1/2	80	4 3/4	286,120	60,110	165,750	9,000		3,750	451,870	
69	9 1/2	80	4 3/4	288,700	56,600	165,600	9,000	17		454,300	
69	9 1/2	80	4 3/4	286,120	68,980	174,600	9,000		3,750	460,720	
69	9 1/2	80	4 3/4	286,120	60,110	165,750	9,000		3,750	451,870	
69	9 1/2	80	4 3/4	288,700	56,600	165,600	9,000	17		454,300	
69	9 1/2	80	4 3/4	286,120	60,110	165,750	9,000		3,750	451,870	
69	9 1/2	80	4 3/4	288,700	66,440	169,440	9,000	14		458,140	
69	9 1/2	80	4 3/4	288,700	66,440	175,440	9,000	17		464,140	
69	9 1/2	80	4 3/4	286,120	68,980	174,600	9,000		3,750	460,720	
69	8 1/2	80	6 1/8	286,120	86,900	202,200	10,000		3,665	488,320	
69	9 1/2	80	4 3/4	286,120	73,870	175,020	9,000		3,200	461,140	

STEAM LOCOMOTIVES—Continued

Initials	Num- bers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
OSL	2531	1	Baldwin	Sept. 1917	MacA-63-26/28-216-D	Lbs. 53,628	Ft.In. 16 6	Ft.In. 35 2	Ft.In. 23 6		
do	2532	1	do	do	do	53,628	16 6	35 2	23 6		
do	2535	5	American	Dec. 1918	MacA-63-26/30-220-D	54,700	16 9	36 1	23 6		
do	2540	15	do	Jan. 1919	do	54,700	16 9	36 1	23 6		
do	2555	3	do	Feb. 1921	MacA-63-26/28-228-D	53,628	16 6	35 2	23 6		
do	2558	2	do	do	do	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	MacA-63-26/28-218	53,628	16 6	35 2	23 6		
do	2702	1	do	do	do	53,628	16 6	35 2	23 6		
do	2703	1	do	do	do	53,628	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	53,628	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	MacA-63-26/28-212	53,628	16 6	35 2	23 6		
do	2709	1	Lima	Nov. 1917	MacA-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	53,628	16 6	35 2	23 6		
do	2713	1	do	do	do	53,628	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	53,628	16 6	35 2	23 6		
do	2726	1	Baldwin	Nov. 1913	MacA-63-26/28-218	53,628	16 6	35 2	23 6		
do	2727	1	do	do	do	53,628	16 6	35 2	23 6		
do	2728	1	do	do	do	53,628	15 6	35 2	23 6		
OSL	2729	1	do	do	do	53,628	16 6	35 2	23 6		
do	2730	1	do	do	do	53,628	16 6	35 2	23 6		
do	2731	1	do	do	do	53,628	16 6	35 2	23 6		
do	2732	1	do	do	do	53,628	16 6	35 2	23 6		
co	2733	1	Lima	Sept. 1917	MacA-63-26/28-214	53,628	16 6	35 2	23 6		
do	2734	2	do	do	do	53,628	16 6	35 2	23 6		
UP	2819	1	Baldwin	Aug. 1906	P-77-22/28-149	29,920	13 4	33 4	23 6		
do	2824	1	do	Sept. 1906	do	29,920	13 4	33 4	18 10		
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	3	do	do	do	29,920	13 4	33 4	23 6		
do	2854	1	do	do	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	1	do	do	do	29,920	13 4	33 4	23 6		
do	2857	1	do	do	do	29,920	13 4	33 4	23 6		
do	2858	1	do	Mar. 1911	do	29,920	13 4	33 4	23 6		
do	2859	1	do	do	do	29,920	13 4	33 4	23 6		
do	2860	1	American	Aug. 1912	P-77-25/28-184-D	42,500	13 4	35 8	23 6		
do	2861	1	do	do	do	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	do	42,500	13 4	35 8	23 6		
do	2864	2	do	do	do	42,500	13 4	35 8	25 2		
do	2866	1	do	do	do	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		

UNION PACIFIC RAILROAD COMPANY

BASE		Length Over All	WEIGHT							Engine and Tender Loaded	Remarks
Engine and Tender	Engine in Work- ing Order		Tender				Capacity				
			Empty	Loaded	Capacity						
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Tons	Gals.	Lbs.		
69	9 1/16	80	4 3/16	288,700	66,440	169,440	9,000	14	458,140		
69	9 9/16	80	4 3/16	288,700	66,440	169,440	9,000	14	458,140		
71	4 1/2	81	11 1/16	292,000	73,000	196,300	10,000	18	484,300		
71	4 1/2	81	11 1/16	292,000	73,000	196,300	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	70,160	187,460	10,000	17	487,460		
69	9 9/16	80	4 3/16	285,100	60,110	159,140	9,000	2,940	444,240		Automatic Train Control
69	9 9/16	80	4 3/16	285,100	60,110	159,140	9,000	2,940	444,240		Automatic Train Control
69	9 9/16	80	4 3/16	285,100	68,980	174,600	9,000	3,750	459,700		do
69	9 9/16	80	4 3/16	285,100	83,650	184,800	9,000	3,200	469,900		
69	9 9/16	80	4 3/16	285,100	73,870	175,020	9,000	3,200	460,120		
69	9 9/16	80	4 3/16	285,100	60,110	159,140	9,000	2,940	444,240		
69	9 9/16	80	4 3/16	282,500	83,650	182,650	9,000	2,940	465,150		
69	9 9/16	80	4 3/16	286,120	73,870	175,020	9,000	3,200	461,140		
69	9 9/16	80	4 3/16	286,120	60,110	165,750	9,000	3,750	451,870		
69	9 9/16	80	4 3/16	286,120	73,870	175,020	9,000	3,200	461,140		
69	9 9/16	80	4 3/16	286,120	60,110	165,750	9,000	3,750	451,870		
69	9 9/16	80	4 3/16	286,120	73,870	175,020	9,000	3,200	461,140		
69	9 9/16	80	4 3/16	286,120	69,980	174,600	9,000	3,750	460,720		Locomotive Bed
69	9 9/16	80	4 3/16	285,100	60,110	159,140	9,000	2,940	444,240		
69	9 9/16	80	4 3/16	285,100	83,650	184,800	9,000	3,200	469,900		Locomotive Bed
69	9 9/16	80	4 3/16	285,100	73,870	175,020	9,000	3,200	460,120		
69	9 9/16	80	4 3/16	285,100	73,870	175,020	9,000	3,200	460,120		
69	9 9/16	80	4 3/16	285,100	60,110	165,750	9,000	3,750	450,850		Locomotive Bed
69	9 9/16	80	4 3/16	285,100	60,110	159,140	9,000	2,940	444,240		
69	9 9/16	80	4 3/16	286,120	83,650	181,800	9,000	3,200	467,920		
69	9 9/16	80	4 3/16	286,120	60,110	159,140	9,000	2,940	445,260		
68	6 1/16	78	11 1/16	230,500	79,200	182,200	9,000	14	412,700		
63	11 1/16	73	9 9/16	230,500	73,280	172,120	9,000		2,980	402,620	
68	6 1/16	78	11 1/16	230,500	66,440	169,440	9,000	14	399,940		
68	6 1/16	78	11 1/16	230,500	79,200	182,200	9,000	14	412,700		
65	2 3/16	73	5 1/16	230,500	54,850	135,800	7,000		2,760	366,300	
68	6 1/16	78	11 1/16	238,825	66,440	175,440	9,000	14	414,265		
68	6 1/16	78	11 1/16	238,825	66,440	175,440	9,000	14	414,265		Automatic Cab Signals
68	6 1/16	78	11 1/16	238,825	79,200	182,200	9,000	14	421,025		
68	6 1/16	78	11 1/16	238,825	66,440	175,440	9,000	14	414,265		
68	6 1/16	78	11 1/16	238,825	66,440	175,440	9,000	14	414,265		Automatic Cab Signals
68	6 1/16	78	11 1/16	238,825	66,440	175,440	9,000	14	414,265		
68	6 1/16	78	11 1/16	238,825	66,440	175,440	9,000	14	414,265		
70	3 3/16	80	11 1/16	293,100	79,200	182,200	9,000	14	475,300		Locomotive Bed
72	5 1/16	83	0 1/16	293,100	100,900	237,800	12,000	20	530,900		Locomotive Bed—Automatic Cab Signals
70	2 3/16	81	1 1/16	293,100	79,300	196,600	10,000	17	489,700		
70	3 3/16	80	11 1/16	293,100	79,200	182,200	9,000	14	475,300		Automatic Cab Signals
72	5 1/16	83	0 1/16	293,100	100,900	237,800	12,000	20	530,900		Locomotive Bed—Automatic Cab Signals
70	3 3/16	80	11 1/16	293,100	79,200	182,200	9,000	14	475,300		Locomotive Bed—Automatic Cab Signals
72	5 1/16	83	0 1/16	292,900	100,900	237,800	12,000	20	530,700		Automatic Cab Signals

STEAM LOCOMOTIVES—Continued

Initials	Num- bers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
UP		2868	1	American	Aug. 1912	P-77-25/28-184-D	Lbs. 42,500	Ft.In. 13 4	Ft.In. 35 8	Ft.In. 23 6	
do		2869	1	do	do	do	42,500	13 4	35 8	25 2	
do		2870	1	do	May 1913	do	42,500	13 4	35 8	25 2	
do		2871	1	do	do	do	42,500	13 4	35 8	23 6	
do		2872	1	do	do	do	42,500	13 4	35 8	25 2	
do		2873	1	do	do	do	42,500	13 4	35 8	25 2	
do		2874	1	do	do	do	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	23 6	
do		2877	1	do	do	do	42,500	13 4	35 8	23 6	
do		2878	1	do	do	do	42,500	13 4	35 8	23 6	
do		2879	1	do	do	do	42,500	13 4	35 8	25 2	
do		2880	1	Lima	Sept. 1914	do	42,500	13 4	35 8	23 6	
do		2881	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2882	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6	
do		2883	1	do	do	do	42,500	13 4	35 8	25 2	
do		2884	1	do	do	do	42,500	13 4	35 8	23 6	
do		2885	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2886	1	do	do	do	42,500	13 4	35 8	23 6	
do		2887	1	do	do	do	42,500	13 4	35 8	23 6	
do		2888	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6	
do		2889	1	do	do	do	42,500	13 4	35 8	23 6	
do		2890	1	do	Oct. 1914	do	42,500	13 4	35 8	25 2	
do		2891	1	do	do	do	42,500	13 4	35 8	23 6	
do		2892	1	do	do	do	42,500	13 4	35 8	23 6	
do		2893	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do		2894	1	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	do	42,500	13 4	35 8	23 6	
do		2898	1	do	do	do	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	25 2	
do		2901	1	do	do	do	42,500	13 4	35 8	23 6	
do		2902	1	do	do	do	42,500	13 4	35 8	23 6	
do		2903	1	do	do	do	42,500	13 4	35 8	23 6	
do		2904	1	do	do	do	42,500	13 4	35 8	25 2	
do		2905	1	do	Oct. 1920	do	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	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6	
do		2908	1	do	do	do	42,500	13 4	35 8	23 6	
do		2909	1	do	do	do	42,500	13 4	35 8	23 6	
do		2910	1	American	May 1913	do	42,500	13 4	35 8	25 2	
do		2911	1	do	Oct. 1914	do	42,500	13 4	35 8	25 2	

UNION PACIFIC RAILROAD COMPANY

BASE		WEIGHT							Engine and Tender Loaded	Remarks	
Engine and Tender	Length Over All	Engine in Working Order	Tender								
			Empty	Loaded	Capacity						
					Water	Coal	Oil				
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
70	3 3/4	80	11 1/2	293,100	79,200	182,200	9,000	23	.....	475,300	Automatic Cab Signals
72	5 1/2	83	0 3/4	293,100	100,900	237,800	12,000	20	.....	530,900	
72	5 1/2	83	0 3/4	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
72	5 1/2	83	0 3/4	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed—Automatic Cab Signals
72	5 1/2	83	0 3/4	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed—Automatic Cab Signals
70	3 3/4	80	11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300	Locomotive Bed
70	3 3/4	80	11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300	Locomotive Bed
70	3 3/4	80	11 1/2	293,100	66,400	169,440	9,000	14	.....	462,540	Locomotive Bed
70	3 3/4	80	11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300	
70	3 3/4	80	11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300	Locomotive Bed
72	5 1/2	83	0 3/4	293,100	100,900	237,800	12,000	20	.....	530,900	
72	5 1/2	83	0 3/4	293,100	79,200	182,200	9,000	14	.....	475,300	Automatic Cab Signals
70	3 3/4	80	11 1/2	278,000	68,980	174,600	9,000	.....	3,748	452,600	
70	3 3/4	80	11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300	Automatic Train Control
72	5 1/2	83	0 3/4	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed—Automatic Cab Signals
70	3 3/4	80	11 1/2	293,100	56,600	165,600	9,000	17	.....	458,700	Automatic Cab Signals
70	3 3/4	80	11 1/2	278,000	83,650	182,650	9,000	.....	2,940	460,650	
70	2 3/4	81	1 1/2	278,000	86,900	202,480	10,000	.....	3,950	480,480	
70	3 3/4	80	11 1/2	278,000	83,650	182,650	9,000	.....	2,940	460,650	
70	3 3/4	80	11 1/2	293,100	66,440	169,440	9,000	14	.....	462,540	Locomotive Bed—Automatic Cab Signals
70	3 3/4	80	11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300	
72	5 1/2	83	0 3/4	293,100	100,900	237,800	12,000	20	.....	530,900	
70	3 3/4	80	11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300	
70	3 3/4	80	11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300	Automatic Train Control
70	2 3/4	81	1 1/2	278,000	86,900	202,480	10,000	.....	3,950	480,480	
70	3 3/4	80	11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300	do Automatic Cab Signals
72	5 1/2	83	0 3/4	293,100	100,900	237,800	12,000	20	.....	530,900	
70	3 3/4	80	11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300	Automatic Cab Signals
72	5 1/2	83	0 3/4	293,100	100,900	237,800	12,000	20	.....	530,900	do
70	2 3/4	80	10 3/4	293,100	80,200	183,200	9,000	14	.....	476,300	do
70	2 3/4	80	10 3/4	293,100	80,200	183,200	9,000	14	.....	476,300	do
70	2 3/4	80	10 3/4	293,100	80,200	183,200	9,000	14	.....	476,300	Automatic Cab Signals
72	5 1/2	83	0 3/4	293,100	100,900	237,800	12,000	20	.....	530,900	Automatic Cab Signals
72	5 1/2	83	0 10 3/4	298,400	114,000	250,670	12,000	20	.....	549,070	
70	2 3/4	80	10 3/4	293,100	80,200	183,200	9,000	14	.....	476,300	
70	2 3/4	80	10 3/4	293,100	80,200	183,200	9,000	14	.....	476,300	
70	2 3/4	80	10 3/4	293,100	80,200	183,200	9,000	14	.....	476,300	do
72	5 1/2	83	0 3/4	293,100	100,900	237,800	12,000	20	.....	530,900	do
72	5 1/2	83	0 3/4	293,100	100,900	237,800	12,000	20	.....	530,900	

STEAM LOCOMOTIVES—Continued

Initials	Num- bers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
OSL	3100	3105	1	Baldwin	Jan. 1906	P-77-25/28-184-D	Lbs. 29,920	Ft.In. 13 4	Ft.In. 35 8	Ft.In. 21 0	
do	3104	3105	2	do	Jan. 1911	do	29,920	13 4	35 8	21 0	
do	3108	3109	1	do	do	do	29,920	13 4	35 8	23 6	
do	3110	3111	1	do	do	do	29,920	13 4	35 8	21 0	
do	3111	3112	1	do	do	do	29,920	13 4	35 8	21 0	
do	3113	3113	1	do	do	do	29,920	13 4	35 8	23 6	
do	3114	3115	1	American	July 1912	P-77-25/28-181-BK	42,500	13 4	35 8	25 2	
do	3115	3116	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6	
do	3116	3117	1	do	do	do	42,500	13 4	35 8	23 6	
do	3117	3118	1	do	do	do	42,500	13 4	35 8	23 6	
do	3119	3120	1	do	do	do	42,500	13 4	35 8	23 6	
do	3120	3121	1	do	Aug. 1912	do	42,500	13 4	35 8	23 6	
do	3121	3122	1	do	do	do	42,500	13 4	35 8	25 2	
do	3122	3123	1	do	do	P-77-25/28-181-BK	42,500	13 4	35 8	25 2	
do	3123	3124	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6	
do	3125	3126	1	do	May 1913	do	42,500	13 4	35 8	23 6	
do	3126	3127	1	do	do	do	42,500	13 4	35 8	23 6	
do	3127	3128	1	do	do	do	42,500	13 4	35 8	23 6	
do	3128	3129	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do	3129	3130	1	Lima	Oct. 1914	P-77-25/28-184-D	42,500	13 4	35 8	23 6	
do	3131	3132	1	do	do	do	42,500	13 4	35 8	25 2	
do	3132	3133	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do	3133	3134	1	do	do	do	42,500	13 4	35 8	23 6	
do	3134	3138	5	Baldwin	Mar. 1919	P-69-25/28-163	43,120	13 4	35 8	23 6	
LA&SL	3160	3161	1	do	Mar. 1904	P-77-22/28-150	29,920	13 4	33 4	23 6	
do	3176	3177	2	American	Apr. 1912	P-77-25/28-165	42,500	13 4	35 8	23 6	
do	3178	3179	2	do	do	do	42,500	13 4	35 8	23 6	
do	3180	3181	1	do	do	do	42,500	13 4	35 8	23 6	
do	3181	3182	1	do	do	do	42,500	13 4	35 8	23 6	
OWR&N	3202	3203	1	Baldwin	June 1905	P-77-22/28-143	29,920	13 4	33 6	18 10	
do	3203	3204	1	do	do	do	29,920	13 4	33 6	23 6	
do	3204	3205	2	American	Sept. 1904	P-77-22/28-149	29,920	13 4	33 4	21 0	
do	3206	3207	1	do	do	P-77-22/28-135	29,920	13 4	33 4	23 6	
do	3208	3209	1	Baldwin	July 1906	P-77-22/28-149	29,920	13 4	33 4	23 6	
do	3212	3213	1	do	Feb. 1911	do	29,920	13 4	33 4	23 6	
do	3213	3214	1	do	do	do	29,920	13 4	33 4	23 6	
do	3215	3216	1	do	do	do	29,920	13 4	33 4	23 6	
do	3217	3218	1	do	do	do	29,920	13 4	33 4	23 6	
do	3218	3219	2	do	Apr. 1911	P-77-25/28-167	42,500	13 4	35 8	25 2	
do	3220	3221	1	American	Apr. 1913	do	42,500	13 4	35 8	23 6	
do	3221	3222	1	do	do	do	42,500	13 4	35 8	23 6	
do	3222	3225	4	do	do	do	42,500	13 4	35 8	25 2	
do	3226	3227	1	Baldwin	Mar. 1919	P-77-25/28-178	42,500	13 4	35 8	23 6	
do	3227	3228	1	do	Apr. 1919	do	42,500	13 4	35 8	23 6	
UP	3500	3501	1	American	May 1918	23-23					
do	3501	3502	1	do	do	SA-C-59- 30 -471	99,840	15-6 & 15-6	50 6	26 8	
do	3502	3503	2	do	do	do	99,840	15-6 & 15-6	50 6	25 8	
do	3504	3505	1	do	do	SA-C-59- 30 -471	99,840	15-6 & 15-6	50 6	25 8	
do	3505	3506	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8	
do	3506	3507	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8	
do	3507	3508	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8	
do	3508	3509	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8	

UNION PACIFIC RAILROAD COMPANY

BASE		WEIGHT								Remarks	
		Length Over All	Engine in Work- ing Order	Tender					Engine and Tender Loaded		
				Capacity			Water	Coal			Oil
				Empty	Loaded						
Engine and Tender											
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
65	2 3/4	73	5 1/2	230,500	59,700	146,030	7,000	14	.....	376,530	
65	2 3/4	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	175,440	9,000	17	.....	405,940	
65	2 3/4	73	5 1/2	230,500	46,740	133,050	7,000	14	.....	363,550	
65	2 3/4	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	
72	5 1/2	83	0 1/2	292,900	100,900	237,800	12,000	20	.....	530,700	
70	3 3/8	80	11 1/2	293,100	79,200	188,200	9,000	17	.....	481,300	
70	3 3/8	80	11 1/2	293,100	66,440	169,440	9,000	14	.....	462,540	
70	3 3/8	80	11 1/2	293,100	79,200	188,200	9,000	17	.....	481,300	
70	3 3/8	80	11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300	
70	2 1/2	81	1 1/2	293,100	79,300	196,600	10,000	17	.....	489,700	
70	3 3/8	80	11 1/2	293,100	66,440	175,440	9,000	17	.....	468,540	
72	5 1/2	83	0 1/2	293,100	100,900	237,800	12,000	20	.....	530,900	
72	5 1/2	83	0 1/2	292,900	100,900	237,800	12,000	20	.....	530,700	
70	2 1/2	81	1 1/2	293,100	79,300	196,600	10,000	17	.....	489,700	
70	3 3/8	80	11 1/2	293,100	79,200	188,200	9,000	17	.....	481,300	
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	3 3/8	80	11 1/2	278,000	83,650	190,900	9,000	.....	3,950	468,900	
70	3 3/8	80	11 1/2	293,100	79,200	182,200	9,000	14	.....	475,300	
72	5 1/2	83	0 1/2	293,100	100,900	237,800	12,000	20	.....	530,900	
70	2 1/2	81	1 1/2	278,000	86,900	202,200	10,000	.....	3,730	480,200	
70	3 3/8	80	11 1/2	278,000	83,650	182,650	9,000	.....	2,940	460,650	
70	3 3/8	80	11 1/2	272,150	83,650	191,050	9,000	.....	3,964	463,200	
68	6 1/2	78	10 1/2	231,500	68,980	168,000	9,000	.....	2,940	399,500	
70	3 3/8	80	11 1/2	275,720	68,980	175,650	9,000	.....	3,875	451,370	
70	2 1/2	83	0 1/2	275,720	86,900	202,200	10,000	.....	3,665	477,920	
68	6 1/2	78	10 1/2	275,720	68,980	168,000	9,000	.....	2,940	443,720	
70	2 1/2	83	0 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	
66	4 1/2	78	11 1/2	241,180	68,980	168,000	9,000	.....	2,940	409,180	
65	2 3/4	73	5 1/2	235,940	54,850	136,700	7,000	.....	2,980	372,640	
68	6 1/2	78	11 1/2	220,300	83,650	182,650	9,000	.....	2,940	402,950	
68	6 1/2	78	11 1/2	235,940	83,650	182,650	9,000	.....	2,940	418,590	
68	6 1/2	78	11 1/2	235,940	83,650	182,650	9,000	.....	2,940	418,590	
68	6 1/2	78	11 1/2	235,940	60,110	158,630	9,000	.....	2,940	394,570	
68	6 1/2	78	11 1/2	235,940	60,110	158,630	9,000	.....	2,940	394,570	
68	6 1/2	78	11 1/2	235,940	83,650	182,650	9,000	.....	2,940	418,590	
72	5 1/2	83	0 1/2	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	3 3/8	80	11 1/2	278,000	68,980	174,600	9,000	.....	3,748	452,600	
72	5 1/2	83	0 1/2	278,000	115,000	248,600	12,000	.....	5,200	526,600	
78	3 3/8	80	11 1/2	270,800	68,980	174,600	9,000	.....	3,748	445,400	
70	2 1/2	81	1 1/2	270,800	86,900	202,200	10,000	.....	3,730	473,000	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 3/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
87	10 3/4	98	9 3/8	505,480	82,400	236,500	13,500	20	.....	741,980	
87	10 3/4	98	9 3/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 3/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
87	10 3/4	98	9 3/8	501,480	88,500	246,030	13,500	.....	5,480	747,510	
87	10 3/4	98	9 3/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	

STEAM LOCOMOTIVES—Continued

Initials	Num- bers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
							Lbs.	Ft.In.	Ft.In.	Ft.In.	
UP	3509	1	American	June 1918	23-23 SA-C-59- 30 -471	99,840	15-6 & 15-6	50 6	25 8		
do	3510	2	do	do	23-23 SA-C-59- 30 -475-D	99,840	15-6 & 15-6	50 6	25 8		
do	3512	1	do	do	23-23 SA-C-59- 30 -471	99,840	15-6 & 15-6	50 6	26 8		
do	3513	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3514	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3515	1	do	July 1918	do	99,480	15-6 & 15-6	50 6	25 8		
do	3516	1	do	July 1920	23-23 SA-C-59, 30 -475-D	99,840	15-6 & 15-6	50 6	25 8		
do	3517	1	do	Aug. 1920	23-23 SA-C-59- 30 -471	99,840	15-6 & 15-6	50 6	26 8		
do	3518	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3519	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3520	4	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3524	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3528	4	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3529	1	do	do	do	99,840	15-6 & 15-6	50 6	31 6		
do	3530	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3531	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3532	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3533	1	do	Sept. 1920	do	99,840	15-6 & 15-6	50 6	25 8		
do	3534	2	do	Apr. 1923	do	99,840	15-6 & 15-6	50 6	25 8		
do	3536	2	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3538	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3539	1	do	Sept. 1923	do	99,840	15-6 & 15-6	50 6	25 8		
do	3540	1	do	do	23-23 SA-C-59- 30 -475-D	99,840	15-6 & 15-6	50 6	25 8		
do	3541	1	do	do	23-23 SA-C-59- 30 -471	99,840	15-6 & 15-6	50 6	25 8		
do	3542	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3543	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3544	1	do	June 1918	do	99,840	15-6 & 15-6	50 6	25 8		
do	3545	1	do	July 1924	do	99,840	15-6 & 15-6	50 6	25 8		
do	3546	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3547	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3548	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3549	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3550	2	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3552	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3553	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3554	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3555	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3556	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3557	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3558	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3559	1	do	Aug. 1924	do	99,840	15-6 & 15-6	50 6	26 8		
do	3560	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3561	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3562	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3563	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
do	3564	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
OSL	3565	1	do	Jan. 1923	do	99,840	15-6 & 15-6	50 6	25 8		
do	3566	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8		
OWR&N	3567	1	do	Mar. 1923	do	99,840	15-6 & 15-6	50 6	25 8		

UNION PACIFIC RAILROAD COMPANY

BASE		Length Over All	Engine in Work- ing Order	WEIGHT					Engine and Tender Loaded	Remarks	
Engine and Tender	Tender				Capacity						
	Empty			Loaded		Water	Coal	Oil			
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
87	10 3/4	98	9 1/8	501,480	88,500	246,030	13,500	.....	5,480	747,510	
87	10 3/4	98	9 1/8	505,480	82,400	236,500	13,500	20	.....	741,980	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	88,500	246,030	13,500	.....	5,480	747,510	
87	10 3/4	98	9 1/8	505,480	82,400	236,500	13,500	20	.....	741,980	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87	10 3/4	98	9 1/8	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89	7 3/4	101	3 3/8	501,480	12						

STEAM LOCOMOTIVES—Continued

Initials	Num- bers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
							Lbs.	Ft.In.	Ft.In.	Ft.In.	
OWR&N do	....	3568	1	American	Mar. 1923	23-23 SA-C-59 30 -471	99,840	15-6 & 15-6	50 6	26 8	
	....	3569	1	do	Apr. 1923	do	99,840	15-6 & 15-6	50 6	26 8	
UP	....	3570	1	do	1924	23-23 SA-57- 32 -493-D	113,595	15-9 & 15-9	58 1	36 1	
do	....	3571	1	do	1923	do	113,595	15-9 & 15-9	58 1	36 1	
do	3572	3573	2	do	1924	do	113,595	15-9 & 15-9	58 1	36 1	
do	....	3574	1	do	do	do	113,595	15-9 & 15-9	58 1	36 1	
do	3575	3577	3	do	do	do	113,595	15-9 & 15-9	58 1	36 1	
do	3578	3579	2	do	do	do	113,595	15-9 & 15-9	58 1	36 1	
do											
do	....	3580	1	do	do	do	113,595	15-9 & 15-9	58 1	36 1	
do	....	3581	1	do	do	do	113,595	15-9 & 15-9	58 1	36 1	
do	....	3582	1	do	do	do	113,595	15-9 & 15-9	58 1	36 1	
do	3583	3584	2	do	do	do	113,595	15-9 & 15-9	58 1	36 1	
do	....	3585	1	do	do	do	113,595	15-9 & 15-9	58 1	36 1	
do											
do	3586	3588	3	do	do	do	113,595	15-9 & 15-9	58 1	36 1	
do											
do	3589	3590	2	Baldwin	1926	23-23 SA-57- 32 -494-D	113,595	15-9 & 15-9	58 1	36 1	
do	3591	3592	2	do	do	do	113,595	15-9 & 15-9	58 1	36 1	
do											
do	....	3593	1	do	do	23-23 SA-57- 32 -505-S	113,595	15-9 & 15-9	58 1	36 1	
do	3594	3597	4	do	do	do	113,595	15-9 & 15-9	58 1	36 1	
do											
do	....	3598	1	do	do	do	113,595	15-9 & 15-9	58 1	36 1	
do	....	3599	1	do	do	do	113,595	15-9 & 15-9	58 1	36 1	
do											
do	3670	3674	5	American	1919	25-39 MC-57- 32 -485-D	114,154	15-9 & 15-9	58 0	31 11½	
do											
do	3800	3809	10	do	Aug. 1936	22-22 CSA-69- 32 -400	97,400	12-2 & 12-2	59 11	26 10	
do											
do	3810	3814	5	do	do	22-22 CSA-69- 32 -394	97,400	12-2 & 12-2	59 11	26 10	
do											
do	....	3815	1	do	July 1937	22-22 CSA-69- 32 -407	97,400	12-2 & 12-2	59 11	26 10	
do											
do	....	3816	1	do	June 1937	22-22 CSA-69- 32 -407	97,400	12-2 & 12-2	59 11	26 10	
do	....	3817	1	do	do	do	97,400	12-2 & 12-2	59 11	26 10	
do											
do	3818	3819	2	do	July 1937	do	97,400	12-2 & 12-2	59 11	26 10	
do	3820	3826	7	do	do	do	97,400	12-2 & 12-2	59 11	26 10	
do											
do	....	3827	1	do	do	do	97,400	12-2 & 12-2	59 11	26 10	
do											
do	....	3828	1	do	do	do	97,400	12-2 & 12-2	59 11	26 10	
do	....	3829	1	do	do	do	97,400	12-2 & 12-2	59 11	26 10	
do											
do	3830	3835	6	do	Aug. 1937	do	97,400	12-2 & 12-2	59 11	26 10	
do	3836	3837	2	do	do	do	97,400	12-2 & 12-2	59 11	26 10	
do											
do	3838	3839	2	do	Sept. 1937	do	97,400	12-2 & 12-2	59 11	26 10	
do											
do						21-21					
do	3930	3932	3	do	Aug. 1944	4-6-6-4-5-69 32 -406-MB	97,350	12-2 & 12-2	60 4½	20 0	
do	3933	3940	8	do	Sept. 1944	do	97,350	12-2 & 12-2	60 4½	20 0	
do	3941	3949	9	do	Oct. 1944	do	97,350	12-2 & 12-2	60 4½	20 0	

UNION PACIFIC RAILROAD COMPANY

BASE		Length Over All	Engine in Work- ing Order	WEIGHT						Engine and Tender Loaded	Remarks
Engine and Tender	Tender										
	Empty			Loaded	Capacity						
Water		Coal	Oil								
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
89	7 ³ / ₄	101	3 ³ / ₄	501,480	129,300	322,000	18,000	.....	6,010	823,480	
89	7 ³ / ₄	101	3 ³ / ₄	501,480	129,300	322,000	18,000	.....	6,010	823,480	
106	11 ¹ / ₄	119	0	567,500	151,300	376,340	21,000	25	.....	943,840	Purchased from Chesapeake & Ohio Ry. Co. in 1945
106	11 ¹ / ₄	119	0	567,500	151,300	376,340	21,000	25	.....	943,840	do
106	11 ¹ / ₄	119	0	567,500	158,000	402,640	25,000	25	.....	920,140	do
106	11 ¹ / ₄	119	0	567,500	155,400	396,550	23,000	25	.....	964,050	do
106	11 ¹ / ₄	119	0	567,500	151,300	376,340	21,000	25	.....	943,840	do
106	11 ¹ / ₄	119	0	567,500	155,400	396,550	23,000	25	.....	964,050	do
106	11 ¹ / ₄	119	0	567,500	151,300	376,340	21,000	25	.....	943,840	do
106	11 ¹ / ₄	119	0	567,500	155,400	396,550	23,000	25	.....	964,050	do
106	11 ¹ / ₄	119	0	567,500	151,300	376,340	21,000	25	.....	943,840	do
106	11 ¹ / ₄	119	0	567,500	155,400	396,550	23,000	25	.....	964,050	do
106	11 ¹ / ₄	119	0	567,500	158,000	402,640	25,000	25	.....	970,140	do
106	11 ¹ / ₄	119	0	567,500	155,400	396,550	23,000	25	.....	964,050	do
106	11 ¹ / ₄	119	0	567,500	151,300	376,340	21,000	25	.....	943,840	do
106	11 ¹ / ₄	119	0	572,330	151,300	376,340	21,000	25	.....	948,670	do
106	11 ¹ / ₄	119	0	572,330	158,000	402,640	25,000	25	.....	974,970	do
106	11 ¹ / ₄	119	0	584,600	151,300	376,340	21,000	25	.....	960,940	do
106	11 ¹ / ₄	119	0	584,600	158,000	402,640	25,000	25	.....	987,240	do
106	11 ¹ / ₄	119	0	584,600	151,300	376,340	21,000	25	.....	960,940	do
106	11 ¹ / ₄	119	0	584,600	158,000	402,640	25,000	25	.....	987,240	do
98	2 ³ / ₄	108	1	539,000	107,200	286,533	16,000	23	.....	825,533	Purchased from Nor- folk & Western Ry. Co. in 1945
97	10 ¹ / ₂	110	7 ¹ / ₈	568,950	123,100	322,600	18,106	.....	6,000	891,550	
97	10 ¹ / ₂	110	7 ¹ / ₈	563,950	123,100	322,600	18,106	.....	6,000	886,500	
97	10 ¹ / ₂	110	7 ¹ / ₈	584,950	123,100	322,600	18,106	.....	6,000	886,500	
97	10 ¹ / ₂	110	7 ¹ / ₈	584,950	123,100	322,600	18,106	.....	6,000	886,500	
97	10 ¹ / ₂	110	7 ¹ / ₈	584,950	123,100	322,600	18,106	.....	6,000	886,500	Automatic Train Control do
97	10 ¹ / ₂	110	7 ¹ / ₈	584,950	123,100	322,600	18,106	.....	6,000	886,500	Automatic Train Control
97	10 ¹ / ₂	110	7 ¹ / ₈	584,950	123,100	322,600	18,106	.....	6,000	886,500	Automatic Train Control
97	10 ¹ / ₂	110	7 ¹ / ₈	584,950	123,100	322,600	18,106	.....	6,000	886,500	Automatic Train Control
97	10 ¹ / ₂	110	7 ¹ / ₈	584,950	123,100	322,600	18,106	.....	6,000	886,500	Automatic Train Control
97	10 ¹ / ₂	110	7 ¹ / ₈	584,950	123,100	322,600	18,106	.....	6,000	886,500	Automatic Train Control
97	10 ¹ / ₂	110	7 ¹ / ₈	584,950	123,100	322,600	18,106	.....	6,000	886,500	Automatic Train Control
106	8	121	10 ⁵ / ₈	635,500	172,300	436,500	25,000	28	.....	1,071,000	
106	8	121	10 ⁵ / ₈	635,500	172,300	436,500	25,000	28	.....	1,071,000	
106	8	121	10 ⁵ / ₈	635,500	172,300	436,500	25,000	28	.....	1,071,000	

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tender	
								Driving Wheel Centers	Total		
UP	3950	3954	5	American	May 1942	21-21 4-6-6-4-3-69-32-404-MB	Lbs. 97,350	Ft.In. 12-2 & 12-2	Ft.In. 60 41	Ft.In. 20 0	
do	3955	3963	9	do	June 1942	do	97,350	12-2 & 12-2	60 41	20 0	
do	3964	3969	6	do	July 1942	do	97,350	12-2 & 12-2	60 41	20 0	
do	3975	3979	5	do	June 1943	21-21 4-6-6-4-69-32-404	97,350	12-2 & 12-2	60 41	20 0	
do	....	3980	1	do	July 1943	do	97,350	12-2 & 12-2	60 41	20 0	
do	3981	3986	6	do	do	21-21 4-6-6-4-69-32-407-MB	97,350	12-2 & 12-2	60 41	20 0	
do	3987	3995	9	do	Aug. 1943	do	97,350	12-2 & 12-2	60 41	20 0	
do	3996	3999	4	do	Sept. 1943	do	97,350	12-2 & 12-2	60 41	20 0	
do	4000	4016	17	do	Dec. 1941	231-231 4-8-8-4-1-68-32-540-MB	135,375	18-3 & 18-3	72 54	20 0	
do	4017	4019	3	do	Jan. 1942	do	135,375	18-3 & 18-3	72 54	20 0	
do	4020	4024	5	do	Nov. 1944	231-231 4-8-8-4-2-68-32-545-MB	135,375	18-3 & 18-3	72 54	20 0	
LA&SL	....	4230	1	Baldwin	Jan. 1905	S-57-20/26-150	27,915	11 4	11 4	16 6	
do	4233	4234	2	do	do	do	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	16 6	
do	4238	4239	2	do	do	do	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	1	do	Mar. 1921	S-51-19/26-157	38,220	11 0	11 0	16 6	
do	....	4244	1	do	do	do	34,400	11 0	11 0	16 6	
do	4245	4246	2	do	do	do	38,220	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	do	31,290	11 0	11 0	16 6	
do	4410	4411	2	do	do	do	31,290	11 0	11 0	18 0	
do	....	4412	1	do	do	do	31,290	11 0	11 0	16 6	
do	....	4413	1	do	Apr. 1913	S-51-19/26-155	31,290	11 0	11 0	16 6	
do	....	4414	1	do	do	do	31,290	11 0	11 0	18 0	
do	....	4415	1	do	do	do	31,290	11 0	11 0	16 6	
do	....	4416	1	Lima	Aug. 1914	do	31,290	11 0	11 0	16 6	
do	....	4417	1	do	do	do	31,290	11 0	11 0	18 0	
do	....	4419	1	do	do	do	31,290	11 0	11 0	16 6	
do	....	4420	1	do	do	do	31,290	11 0	11 0	16 6	
do	4421	4428	8	Baldwin	July 1916	S-51-21/26-156	38,220	11 0	11 0	16 6	
do	....	4430	1	do	Aug. 1916	do	38,220	11 0	11 0	16 6	
do	4431	4433	3	do	Mar. 1918	do	38,220	11 0	11 0	16 6	
do	....	4434	1	do	do	do	39,220	11 0	11 0	23 6	
do	....	4435	1	do	do	do	39,220	11 0	11 0	18 0	
do	....	4436	1	do	do	do	39,220	11 0	11 0	18 0	
do	....	4437	1	do	do	do	39,220	11 0	11 0	16 6	
do	....	4438	1	do	do	do	39,220	11 0	11 0	16 6	
do	....	4439	1	do	do	do	34,400	11 0	11 0	18 0	
do	4440	4442	3	do	do	do	38,220	11 0	11 0	16 6	
do	....	4443	1	do	May 1919	do	39,220	11 0	11 0	18 0	
do	4444	4450	7	do	do	do	39,220	11 0	11 0	16 6	
do	4451	4453	3	Lima	Oct. 1920	S-51-21/26-159	38,220	11 0	11 0	16 6	
do	....	4454	1	do	do	do	38,220	11 0	11 0	16 6	
do	4455	4458	4	do	do	do	38,220	11 0	11 0	16 6	
do	....	4459	1	do	do	do	38,220	11 0	11 0	21 0	
do	4460	4463	4	do	do	do	38,220	11 0	11 0	16 6	
do	....	4464	1	do	do	do	38,220	11 0	11 0	16 6	
do	4465	4467	3	do	do	do	38,220	11 0	11 0	16 6	
do	....	4468	1	do	do	do	34,400	11 0	11 0	16 6	
do	4469	4479	11	do	do	do	38,220	11 0	11 0	16 6	

UNION PACIFIC RAILROAD COMPANY

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.
106	8	121	10 $\frac{7}{8}$	627,000	172,300	436,500	25,000	28	.....	1,063,500
106	8	121	10 $\frac{7}{8}$	627,000	172,300	436,500	25,000	28	.....	1,063,500
106	8	121	10 $\frac{7}{8}$	627,000	172,300	436,500	25,000	28	.....	1,063,500
106	8	121	10 $\frac{7}{8}$	627,900	184,600	441,900	25,000	.....	5,945	1,069,800
106	8	121	10 $\frac{7}{8}$	627,900	184,600	441,900	25,000	.....	5,945	1,069,800
106	8	121	10 $\frac{7}{8}$	633,500	172,300	436,500	25,000	28	.....	1,070,000
106	8	121	10 $\frac{7}{8}$	633,500	172,300	436,500	25,000	28	.....	1,070,000
106	8	121	10 $\frac{7}{8}$	633,500	172,300	436,500	25,000	28	.....	1,070,000
117	7	132	9 $\frac{7}{8}$	762,000	171,500	427,500	24,000	28	.....	1,189,500
117	7	132	9 $\frac{7}{8}$	762,000	171,500	427,500	24,000	28	.....	1,189,500
117	7	132	9 $\frac{7}{8}$	772,250	172,300	436,500	25,000	28	.....	1,208,750
42	9	58	10 $\frac{7}{8}$	150,000	43,550	85,040	4,000	.....	1,020	235,040
42	9	58	10 $\frac{7}{8}$	150,000	43,550	85,040	4,000	.....	1,020	235,040
42	8 $\frac{1}{2}$	59	0 $\frac{7}{8}$	140,000	43,550	85,040	4,000	.....	1,020	225,040
42	8 $\frac{1}{2}$	59	0 $\frac{7}{8}$	140,000	43,550	85,040	4,000	.....	1,020	225,040
42	8 $\frac{1}{2}$	59	0 $\frac{7}{8}$	145,000	43,550	85,040	4,000	.....	1,020	230,040
42	2 $\frac{1}{2}$	58	7	157,500	40,200	90,560	4,500	.....	1,620	248,060
42	2 $\frac{1}{2}$	58	7	157,500	40,200	90,560	4,500	.....	1,620	248,060
42	2 $\frac{1}{2}$	58	7	157,500	40,200	90,560	4,500	.....	1,620	248,060
42	8 $\frac{1}{2}$	59	0 $\frac{7}{8}$	154,680	39,400	84,700	4,000	6	.....	239,380
42	8 $\frac{1}{2}$	59	0 $\frac{7}{8}$	154,680	39,400	84,700	4,000	.....	1,020	239,720
44	3 $\frac{3}{4}$	61	1 $\frac{1}{4}$	154,680	54,850	137,200	7,000	.....	2,940	291,880
44	3 $\frac{3}{4}$	61	1 $\frac{1}{4}$	154,680	54,850	89,600	4,000	.....	1,620	248,060
42	8 $\frac{1}{2}$	59	0 $\frac{7}{8}$	154,680	39,400	84,700	4,000	6	.....	239,380
44	3 $\frac{3}{4}$	61	1 $\frac{1}{4}$	154,680	54,850	137,200	7,000	.....	2,940	291,880
42	8 $\frac{1}{2}$	59	0 $\frac{7}{8}$	154,680	40,200	89,600	4,500	6	.....	244,280
42	8 $\frac{1}{2}$	59	0 $\frac{7}{8}$	154,680	40,200	89,600	4,500	6	.....	244,280
42	8 $\frac{1}{2}$	59	0 $\frac{7}{8}$	154,680	40,200	89,600	4,500	6	.....	244,280
42	2	58	6 $\frac{3}{8}$	156,000	40,200	89,600	4,500	6	.....	245,600
42	2	58	6 $\frac{3}{8}$	156,000	40,200	89,600	4,500	6	.....	245,600
42	2	58	6 $\frac{3}{8}$	156,000	40,200	89,600	4,500	6	.....	245,600
49	2 $\frac{1}{2}$	66	1 $\frac{1}{2}$	156,000	60,110	158,630	9,000	.....	2,940	314,630
43	10 $\frac{3}{4}$	60	7 $\frac{1}{4}$	156,000	54,840	125,000	6,340	.....	2,118	281,000
43	8 $\frac{3}{4}$	60	8	156,000	54,840	137,200	7,000	.....	2,940	293,200
42	2	58	6 $\frac{3}{8}$	156,000	40,200	89,600	4,500	6	.....	245,600
42	2	58	6 $\frac{3}{8}$	156,000	40,200	90,560	4,500	.....	1,620	250,240
43	8 $\frac{3}{4}$	60	8	156,000	54,840	137,200	7,000	.....	2,940	293,200
42	2	58	6 $\frac{3}{8}$	156,000	40,200	89,600	4,500	6	.....	245,600
43	8 $\frac{3}{4}$	60	8	156,000	54,840	137,200	7,000	.....	2,940	293,200
42	2	58	6 $\frac{3}{8}$	156,000	40,200	89,600	4,500	6	.....	245,600
42	2 $\frac{1}{2}$	58	7	159,000	43,400	92,800	4,500	6	.....	251,800
42	2 $\frac{1}{2}$	58	7	159,000	43,400	91,240	4,500	.....	1,776	250,240
42	2 $\frac{1}{2}$	58	7	159,000	43,400	92,800	4,500	6	.....	251,800
42	2 $\frac{1}{2}$	58	7	159,000	43,400	92,800	4,500	6	.....	251,800
46	0 $\frac{3}{4}$	60	10	159,000	54,850	135,800	7,000	.....	2,760	294,800
42	2 $\frac{1}{2}$	58	7	159,000	43,400	92,800	4,500	6	.....	251,800
42	2 $\frac{1}{2}$	58	7	159,000	43,400	91,240	4,500	.....	1,776	250,240
42	2 $\frac{1}{2}$	58	7	159,000	43,400	92,800	4,500	6	.....	251,800
42	2 $\frac{1}{2}$	58	7	159,000	43,400	91,240	4,500	.....	1,776	250,240
42	2 $\frac{1}{2}$	58	7	159,000	43,400	92,800	4,500	6	.....	251,800

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tend- er	
								Driving Wheel Centers	Total		
UP		4480	1	Lima	Nov. 1920	S-51-21/26-159	38,220	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	4609	10	American	Dec. 1918	S-51-21/28-165	39,100	11 0	11 0	21 8	
OSL		4703	1	do	Feb. 1918	S-51-19/26-143	27,376	11 0	11 0	16 6	
do		4707	1	do	Apr. 1908	do	27,376	11 0	11 0	16 6	
do		4731	1	Baldwin	Feb. 1904	S-57-20/26-150	27,915	11 4	11 4	16 6	
do		4736	1	do	Aug. 1912	S-51-19/26-143	31,290	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	do	31,290	11 0	11 0	16 6	
do		4742	1	do	do	do	31,290	11 0	11 0	16 6	
do		4743	1	do	do	do	31,290	11 0	11 0	16 6	
do		4744	1	do	do	do	31,290	11 0	11 0	16 6	
do		4748	1	Baldwin	June 1918	S-51-21/26-156	38,220	11 0	11 0	16 6	
do		4749	1	do	do	do	34,400	11 0	11 0	16 6	
do		4750	1	do	do	do	38,220	11 0	11 0	16 6	
do		4751	1	do	do	do	38,220	11 0	11 0	16 6	
do		4752	1	do	July 1918	do	38,220	11 0	11 0	16 6	
do	4753	4754	2	American	Jan. 1919	S-51-21/28-165	39,100	11 0	11 0	21 8	
do		4756	1	do	Feb. 1919	do	39,100	11 0	11 0	21 8	
OWR&N		4909	1	Baldwin	May 1911	S-51-19/26-140	27,376	11 0	11 0	16 6	
do		4912	1	do	do	do	27,376	11 0	11 0	16 6	
do		4913	1	do	do	do	27,376	11 0	11 0	16 6	
do		4914	1	do	do	do	27,376	11 0	11 0	16 6	
do		4915	1	do	do	do	27,376	11 0	11 0	16 6	
do		4916	1	do	do	do	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	do	27,376	11 0	11 0	17 7	
do		4919	1	do	do	do	27,376	11 0	11 0	17 7	
do	4920	4921	2	do	do	do	27,376	11 0	11 0	16 6	
do		4922	1	do	do	do	27,376	11 0	11 0	16 6	
do	4923	4924	2	Lima	Aug. 1914	S-51-19/26-155	31,290	11 0	11 0	16 6	
do	4925	4926	2	do	do	do	31,290	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	do	27,915	11 4	11 4	16 6	
UP		5000	1	do	July 1917	TTT-63-294/30-291	70,450	22 6	41 5	25 8	
do		5001	1	do	do	do	70,450	22 6	41 5	26 8	
do		5002	1	do	do	do	70,450	22 6	41 5	31 6	
do		5003	1	do	do	do	70,450	22 6	41 5	25 8	
do		5004	1	do	do	do	70,450	22 6	41 5	31 6	
do		5005	1	do	Aug. 1917	do	70,450	22 6	41 5	31 6	
do		5006	1	do	Sept. 1917	do	70,450	22 6	41 5	25 8	
do		5008	1	do	do	TTT-63-294/30-290	70,450	22 6	41 5	31 6	
do		5009	1	do	Oct. 1917	TTT-63-294/30-291	70,450	22 6	41 5	25 8	
do		5014	1	do	June 1919	TTT-63-294/30-290	70,450	22 6	41 5	25 8	
do	5015	5016	2	do	Sept. 1920	TTT-63-294/30-286-D	70,450	22 6	41 5	25 8	
do		5017	1	do	do	do	70,450	22 6	41 5	25 8	
do		5018	1	do	do	do	70,450	22 6	41 5	25 8	
do		5019	1	do	do	do	70,450	22 6	41 5	25 8	
do	5020	5021	2	do	do	do	70,450	22 6	41 5	25 8	
do		5022	1	do	do	do	70,450	22 6	41 5	25 8	
do	5023	5024	2	do	do	TTT-63-294/30-284	70,450	22 6	41 5	25 8	
do		5025	1	do	do	TTT-63-294/30-286-D	70,450	22 6	41 5	25 8	
do		5026	1	do	do	TTT-63-294/30-284	70,450	22 6	41 5	26 8	
do		5027	1	do	Oct. 1920	TTT-63-294/30-286-D	70,450	22 6	41 5	25 8	
do	5028	5029	2	do	do	do	70,450	22 6	41 5	25 8	
do	5030	5034	5	do	do	do	70,450	22 6	41 5	25 8	
do		5035	1	do	Nov. 1920	TTT-63-294/30-284	70,450	22 6	41 5	25 8	
do		5036	1	do	do	TTT-63-294/30-286-D	70,450	22 6	41 5	25 8	

UNION PACIFIC RAILROAD COMPANY

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.	
42	2 1/2	58	7	159,000	43,400	92,800	4,500	6	251,800	
44	9 1/2	61	7 1/2	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	43,550	89,320	4,000	1,522	244,000	
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	43,550	89,320	4,000	1,522	244,000	
42	2	58	6 1/2	156,000	40,200	90,560	4,500	1,620	246,560	
42	2	58	6 1/2	156,000	40,200	90,560	4,500	6	245,600	
42	2	58	6 1/2	156,000	40,200	90,560	4,500	1,620	246,560	
42	2	58	6 1/2	156,000	40,200	90,560	4,500	1,620	246,560	
49	9 1/2	66	8 1/2	165,000	69,000	159,700	8,000	12	324,700	
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	140,000	43,550	85,040	4,000	1,020	225,040	
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	85,040	4,000	1,020	225,040	
42	8 1/2	59	0 1/2	145,000	43,550	89,320	4,000	1,522	229,320	
42	8 1/2	59	0 1/2	145,000	50,160	103,950	4,000	2,556	248,950	
42	8 1/2	59	0 1/2	145,000	50,160	103,950	4,000	2,556	248,950	
42	8 1/2	59	0 1/2	145,000	43,550	89,320	4,000	1,522	229,320	
42	8 1/2	59	0 1/2	145,000	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	1,020	225,040	
42	8 1/2	59	0 1/2	154,680	43,550	89,320	4,000	1,522	244,000	
42	8 1/2	59	0 1/2	154,680	43,550	85,040	4,000	1,020	239,720	
42	9	59	10 1/2	146,400	43,550	89,320	4,000	1,522	233,720	
42	9	59	10 1/2	146,400	39,400	88,700	4,000	8	235,100	
80	4 1/4	91	2	361,500	88,500	246,030	13,500	5,480	607,530	
82	1 1/2	93	8 1/4	361,500	129,300	322,000	18,000	6,010	683,500	
86	11 1/4	97	6	361,500	126,040	294,740	15,000	5,480	656,240	
80	4 1/4	91	2	361,500	88,500	246,030	13,500	5,480	607,530	
86	11 1/4	97	6	361,500	126,040	294,740	15,000	5,480	656,240	
86	11 1/4	97	6	361,500	126,040	294,740	15,000	5,480	656,240	
80	4 1/4	91	2	361,500	88,500	246,030	13,500	5,480	607,530	
86	11 1/4	97	6	375,100	126,040	294,740	15,000	5,480	669,840	Locomotive Bed
80	4 1/4	91	2	361,500	88,500	246,030	13,500	5,480	607,530	
80	4 1/4	91	2	375,100	88,500	246,030	13,500	5,480	621,130	Locomotive Bed
80	4 1/4	91	2	382,100	78,100	218,100	12,000	20	600,200	Automatic Cab Signals
80	4 1/4	91	2	382,100	82,400	236,500	13,500	20	618,600	
80	4 1/4	91	2	382,100	78,100	218,100	12,000	20	600,200	do
80	4 1/4	91	2	382,100	82,400	236,500	13,500	20	618,600	do
80	4 1/4	91	2	382,100	78,100	218,100	12,000	20	600,200	do
80	4 1/4	91	2	382,100	82,400	236,500	13,500	20	618,600	do
80	4 1/4	91	2	377,500	88,500	246,030	13,500	5,480	623,530	
80	4 1/4	91	2	382,100	78,100	218,100	12,000	20	600,200	
82	1 1/2	93	8 1/4	377,500	129,300	322,000	18,000	6,010	699,500	
80	4 1/4	91	2	382,100	78,100	218,100	12,000	20	600,200	
80	4 1/4	91	2	382,100	82,400	236,500	13,500	20	618,600	
80	4 1/4	91	2	382,100	78,100	218,100	12,000	20	600,200	
80	4 1/4	91	2	377,500	88,500	246,030	13,500	5,480	623,530	
80	4 1/4	91	2	382,100	78,100	218,100	12,000	20	600,200	

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	WHEEL			
	From	To		By Whom	Date			Engine			Tend- er
								Driving Wheel Centers	Total		
UP	5037	1	Baldwin	Nov. 1920	TTT-63-294/30-284	Lbs. 70,450	Ft.In. 22 6	Ft.In. 41 5	Ft.In. 31 6		
do	5038	1	do	do	TTT-63-294/30-286-D	70,450	22 6	41 5	25 8		
do	5039	1	do	do	do	70,450	22 6	41 5	25 8		
do	5040	1	American	Aug. 1923	TTT-63-294/30-308-BK	70,450	22 6	41 5	26 8		
do	5041	1	do	do	do	70,450	22 6	41 5	25 8		
do	5042	1	do	do	do	70,450	22 6	41 5	26 8		
do	5043	1	do	do	do	70,450	22 6	41 5	26 8		
do	5044	1	do	do	do	70,450	22 6	41 5	25 8		
do	5045	1	do	do	do	70,450	22 6	41 5	26 8		
do	5046	1	do	do	do	70,450	22 6	41 5	25 8		
do	5047	1	do	do	do	70,450	22 6	41 5	25 8		
do	5048	1	do	Sept. 1923	do	70,450	22 6	41 5	26 8		
do	5049	1	do	do	TTT-63-294/30-311-BK	70,450	22 6	41 5	25 8		
do	5050	1	Baldwin	Aug. 1923	do	70,450	22 6	41 5	25 8		
do	5051	1	do	do	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 1922	TTT-63-294/30-309-BK	70,450	22 6	41 5	25 8		
do	5054	1	do	do	TTT-63-294/30-308-D	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-63-294/30-311-D	70,450	22 6	41 5	25 8		
do	5057	1	do	do	TTT-63-294/30-309-BK	70,450	22 6	41 5	25 8		
do	5058	1	do	July 1923	TTT-63-294/30-311-D	70,450	22 6	41 5	25 8		
do	5059	10	do	do	do	70,450	22 6	41 5	25 8		
do	5069	1	do	do	TTT-63-294/30-309-D	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-63-294/30-309-BK	70,450	22 6	41 5	26 8		
do	5072	1	do	do	do	70,450	22 6	41 5	26 8		
do	5073	4	do	do	TTT-63-294/30-309-D	70,450	22 6	41 5	25 8		
do	5077	1	do	do	do	70,450	22 6	41 5	25 8		
do	5078	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	1	do	do	TTT-63-294/30-309-D	70,450	22 6	41 5	25 8		
do	5085	1	do	do	do	70,450	22 6	41 5	25 8		
do	5086	2	do	do	do	70,450	22 6	41 5	25 8		
do	5088	2	do	Oct. 1923	do	70,450	22 6	41 5	25 8		
LA&SL	5090	1	American	May 1925	FTT-63-27/32-307	72,400	22 6	44 1	26 8		
do	5091	9	do	June 1926	do	72,400	22 6	44 1	26 8		
OSL	5300	6	Baldwin	Feb. 1918	TTT-63-294/30-286-D	70,450	22 6	41 5	25 8		
UP	5306	8	American	July 1923	TTT-63-294/30-308-D	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	2	do	Apr. 1923	do	70,450	22 6	41 5	25 8		
do	5318	1	do	do	TTT-63-294/30-304-D	70,450	22 6	41 5	25 8		
OWR&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 8		
do	5402	2	do	do	TTT-63-294/30-291	70,450	22 6	41 5	25 8		
do	5404	1	do	Mar. 1923	do	70,450	22 6	41 5	25 2		
do	5405	3	do	do	do	70,450	22 6	41 5	25 8		
do	5408	1	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	12	do	Sept. 1923	TTT-63-294/30-298	70,450	22 6	41 5	25 8		
do	5512	1	do	do	do	70,450	22 6	41 5	31 6		
do	5513	2	do	Oct. 1923	do	70,450	22 6	41 5	25 8		
do	5515	6	do	July 1942	do	70,450	22 6	41 5	25 8		

UNION PACIFIC RAILROAD COMPANY

BASE		Length Over All	Engine in Work- ing Order	WEIGHT						Engine and Tender Loaded	Remarks	
Engine and Tender	Tender					Capacity						
	Empty			Loaded				Water	Coal			Oil
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.		
86 11 1/4	97 6	377,500		126,040	294,740	15,000		20	5,480	672,240		
80 4 1/4	91 2	382,100		78,100	218,100	12,000		20		600,200		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20		633,600		
82 1 1/4	93 8 1/4	397,100		122,900	310,500	18,000		22		707,600		
80 4 1/4	91 2	397,100		82,400	236,500	13,500		20				

STEAM LOCOMOTIVES—Continued

Initials	Num- bers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	WHEEL		
	From	To		By Whom	Date			Engine		Tend- er
								Driving Wheel Centers	Total	
UP do LA&SL	5521 5525	5522 5524 5525	2 2 1	Baldwin do do	July 1942 Aug. 1924 do	TTT-63-29 1/30-298 do TTT-63-29 1/30-290	Lbs. 70,450 70,450	Ft.In. 22 6 22 6	Ft.In. 41 5 41 5	Ft.In. 25 8 31 6 25 8
do		5526	1	do	May 1919	do	70,450	22 6	41 5	31 6
do		5527	1	do	do	do	70,450	22 6	41 5	25 8
do		5528	1	do	June 1919	do	70,450	22 6	41 5	26 8
do		5529	1	do	do	do	70,450	22 6	41 5	25 8
do		6001	1	do	Jan. 1904	C-57-21/30-176	39,458	15 8	24 4	18 0
do		6002	1	do	do	do	39,458	15 8	24 4	23 6
do		6003	1	do	do	do	39,458	15 8	24 4	23 6
do		6007	1	do	do	do	39,458	15 8	24 4	23 6
do		6008	1	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	23 6
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	18 0
do		6033	1	do	do	do	43,305	15 8	24 4	23 6
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	23 6
do	6049	6050	2	do	do	do	43,305	15 8	24 4	23 6
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	18 0
do		6059	1	do	do	do	43,305	15 8	24 4	23 6
do		6061	1	American	Feb. 1908	do	43,305	15 8	24 4	18 0
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	23 6
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-73-29/28-256-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-73-29/28-261-D	54,838	19 6	41 3	26 8
do		7003	1	do	do	MT-73-29/28-256-D	54,838	19 6	41 3	25 2
do		7004	1	do	do	do	54,838	19 6	41 3	26 8
do		7005	1	do	do	do	54,838	19 6	41 3	26 8
do		7006	1	do	do	do	54,838	19 6	41 3	26 8
do		7007	1	do	do	do	54,838	19 6	41 3	26 8
do		7008	1	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	7017	8	do	do	MT-73-29/29-256	54,838	19 6	41 3	25 2
do		7018	1	do	do	do	54,838	19 6	41 3	31 6
do		7019	1	do	do	do	54,838	19 6	41 3	31 6
do		7020	1	do	do	MT-73-29/29-256-D	54,838	19 6	41 3	25 2
do		7021	1	do	do	MT-73-29/28-256	54,838	19 6	41 3	31 6

UNION PACIFIC RAILROAD COMPANY

BASE			WEIGHT							Remarks	
			Length Over All	Engine in Work- ing Order	Tender						Engine and Tender Loaded
					Empty	Loaded	Capacity				
						Water	Coal	Oil			
Ft.	In.		Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.		
80	4 1/4	91 2	383,000	85,680	230,480	12,000	.....	5,480	613,480		
86	11 1/4	97 6	383,000	126,040	294,740	15,000	.....	5,480	677,740		
80	4 1/4	91 2	375,100	88,500	246,030	13,500	.....	5,480	621,130		
86	11 1/4	97 6	375,100	126,040	294,740	15,000	.....	5,480	669,840		
80	4 1/4	91 2	375,100	85,680	230,480	12,000	.....	5,480	605,580		
82	1 1/4	93 8 1/4	375,100	122,900	322,000	18,000	.....	6,010	697,100		
80	4 1/4	91 2	375,100	85,680	230,480	12,000	.....	5,480	605,580		
55	6 1/4	66 3 1/4	196,400	54,840	125,000	6,340	.....	2,118	321,400		
61	9 1/4	72 8 1/4	196,400	60,110	158,630	9,000	.....	2,940	355,030		
61	9 1/4	72 8 1/4	196,400	60,110	158,630	9,000	.....	2,940	355,030		
61	9 1/4	72 8 1/4	196,400	60,110	158,630	9,000	.....	2,940	355,030		
61	9 1/4	72 8 1/4	196,400	60,110	158,630	9,000	.....	2,940	355,030		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
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56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
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56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
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56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
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56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
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56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
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56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
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56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000	.....	2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
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56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340		2,118	345,500		
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61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
61	9 1/4	72 8 1/4	220,500	60,110	158,630	9,000		2,940	379,130		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
56	3 1/4	67 0 1/4	220,500	54,840	125,000	6,340	.....	2,118	345,500		
61	9 1/4	72 8 1/4	220,500	60,110	158,						

STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tender	
								Driving Wheel Centers	Total		
UP	....	7022	1	American	Dec. 1922	MT-73-29/28-256-D	Lbs. 54,838	Ft.In. 19 6	Ft.In. 41 3	Ft.In. 25 2	
do	....	7023	1	do	do	MT-73-29/28-256	54,838	19 6	41 3	31 6	
do	....	7024	1	do	do	do	54,838	19 6	41 3	25 2	
do	7025	7039	15	do	do	MT-73-29/28-256-D	54,838	19 6	41 3	25 2	
LA&SL	7850	7852	3	do	Jan. 1923	MT-73-29/28-256	54,838	19 6	41 3	31 6	
do	....	7853	1	do	do	do	54,838	19 6	41 3	25 2	
do	7854	7858	5	do	do	do	54,838	19 6	41 3	31 6	
do	....	7859	1	do	do	do	54,838	19 6	41 3	25 2	
do	....	7860	1	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	....	7862	1	do	do	do	54,838	19 6	41 3	25 2	
do	....	7863	1	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	1	do	do	do	54,838	19 6	41 3	25 2	
do	....	7869	1	do	do	do	54,838	19 6	41 3	25 2	
do	....	9000	1	do	Mar. 1926	UP-67- 27-31-32 -368-BK	96,650	30 8	52 4	26 8	
do	9001	9011	11	do	Aug. 1926	do	96,650	30 8	52 4	26 8	
do	9012	9014	3	do	Sept. 1926	do	96,650	30 8	52 4	26 8	
do	9015	9018	4	do	June 1928	UP-67- 27-31-32 -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	1	do	July 1929	UP-67- 27-31-32 -370-BK	96,650	30 8	52 4	26 8	
do	....	9031	1	do	do	do	96,650	30 8	52 4	26 8	
do	9032	9033	2	do	Aug. 1929	do	96,650	30 8	52 4	26 8	
do	....	9034	1	do	do	do	96,650	30 8	52 4	26 8	
do	9035	9042	8	do	do	do	96,650	30 8	52 4	26 8	
do	....	9043	1	do	do	do	96,650	30 8	52 4	26 8	
do	9044	9045	2	do	do	do	96,650	30 8	52 4	26 8	
do	....	9046	1	do	do	do	96,650	30 8	52 4	26 8	
do	....	9047	1	do	Sept. 1929	do	96,650	30 8	52 4	26 8	
do	9048	9049	2	do	do	do	96,650	30 8	52 4	26 8	
do	9050	9052	3	do	do	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	9056	2	do	July 1928	UP-67- 27-31-32 -369-BK	96,650	30 8	52 4	26 8	
do	9057	9058	2	do	do	do	96,650	30 8	52 4	26 8	
do	....	9059	1	do	do	do	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- 27-31-32 -372-BK	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	UP-67- 27-31-32 -372-BK	96,650	30 8	52 4	26 8	

UNION PACIFIC RAILROAD COMPANY

[illegible]

UNION PACIFIC RAILROAD COMPANY
STEAM LOCOMOTIVES—WHEEL ARRANGEMENT

Ownership	Type	Class	Series	Wheel Arrangement	Whyte Symbol	Number Owned	Owned by Class
LA&SL.....	S	Switch	4230-4246	┘ 000	0-6-0	13	.....
UP.....	S	do	4405-4480	do	do	71	.....
do.....	S	do	4600-4609	do	do	10	.....
OSL.....	S	do	4703-4756	do	do	17	.....
OWR&N.....	S	do	4907-4929	do	do	18	.....
UP.....	S	do	4500	┘ 0000	0-8-0	1	130
do.....	T	Ten Wheel	1242-1243	┘ 0000	4-6-0	2	.....
OSL.....	T	do	1573-1587	do	do	10	.....
OWR&N.....	T	do	1715-1760	do	do	17	29
UP.....	C	Consolidation	105-498	┘ 0000	2-8-0	172	.....
OSL.....	C	do	512-622	do	do	70	.....
OWR&N.....	C	do	705-768	do	do	41	.....
LA&SL.....	C	do	6001-6085	do	do	36	319
UP.....	P	Light-Pacific	2819-2859	┘ 00000	4-6-2	14	.....
OSL.....	P	do	3100-3113	do	do	8	.....
LA&SL.....	P	do	3160	do	do	1	.....
OWR&N.....	P	do	3200-3217	do	do	10	33
UP.....	P	Heavy-Pacific	2860-2911	do	do	52	.....
OSL.....	P	do	3114-3138	do	do	23	.....
LA&SL.....	P	do	3176-3181	do	do	6	.....
OWR&N.....	P	do	3218-3227	do	do	10	91
UP.....	MacA	Light-MacArthur	1900-1949	┘ 00000	2-8-2	50	.....
OSL.....	MacA	do	2000-2034	do	do	35	.....
OWR&N.....	MacA	do	2100-2165	do	do	66	151
do.....	MacA	Heavy-MacArthur	2166-2171	do	do	6	.....
UP.....	MacA	do	2200-2320	do	do	103	.....
OSL.....	MacA	do	2504-2534	do	do	26	.....
do.....	MacA	do	2555-2564	do	do	10	.....
LA&SL.....	MacA	do	2700-2735	do	do	25	170
UP.....	MacA	Spec-MacArthur	2480-2499	do	do	20	.....
OSL.....	MacA	do	2535-2554	do	do	20	40
UP.....	MT	Mountain	7000-7039	┘ 000000	4-8-2	40	.....
LA&SL.....	MT	do	7850-7864	do	do	15	.....
UP.....	MT	do	7865-7869	do	do	5	60
do.....	FEF	Four-Eight-Four	800-844	┘ 0000000	4-8-4	45	45
do.....	TTT	Two-Ten-Two	5000-5089	┘ 0000000	2-10-2	85	.....
OSL.....	TTT	do	5300-5305	do	do	6	.....
UP.....	TTT	do	5306-5313	do	do	8	.....
OSL.....	TTT	do	5315-5318	do	do	4	.....
OWR&N.....	TTT	do	5400-5414	do	do	11	.....
UP.....	TTT	do	5500-5524	do	do	25	.....
LA&SL.....	TTT	do	5525-5529	do	do	5	144
do.....	FTT	Four-Ten-Two	5090-5099	┘ 0000000	4-10-2	10	10
UP.....	UP	Union Pacific	9000-9087	┘ 00000000	4-12-2	73	.....
OSL.....	UP	do	9500-9514	do	do	15	88
UP.....	SA-C	Mallet SA	3500-3564	┘ 00000-0000	2-8-8-0	65	.....
OSL.....	SA-C	do	3565-3566	do	do	2	.....
OWR&N.....	SA-C	do	3567-3569	do	do	3	70
UP.....	SA-C	do	3570-3599	┘ 00000-0000	2-8-8-2	30	30
do.....	MC	Mallet MC	3670-3674	do	do	5	5
do.....	CS-A	Challenger	3800-3839	┘ 00000-0000	4-6-6-4	40	.....
do.....	4-6-6-4	4-6-6-4	3930-3999	do	do	65	105
do.....	4-8-8-4	4-8-8-4	4000-4024	┘ 000000-0000	4-8-8-4	25	25
LA&SL.....	DS	Shay	59	.....	.....	1	.....
do.....	DT	do	61	.....	.....	1	2

UNION PACIFIC RAILROAD COMPANY

DIESEL LOCOMOTIVES

Numbers	Number 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	87600	1
CD-06A, B & C.....	1	3600	36	644480	644480	87600	1
CD-07A, B & C.....	1	3600	36	638140	638140	87600	1
LA-1-2-3.....	1	5400	36	592504	592504	129000	1
SF-1-2-3.....	1	5400	36	595792	595792	129000	1
5-M-1A & 5-M-2B.....	1	4000	36	413493	413493	98000	1
7-M-1A & 2A.....	1	4000	36	422863	422863	98000	2
8-M-1A & 2A.....	1	4000	36	423943	423943	98000	2
9-M-1A & 2A.....	1	4000	36	424324	424324	98000	2
LA-4-5-6.....	1	6000	36	638349	638349	147000	1
SF-4-5-6.....	1	6000	36	636058	636058	147000	1
DS-1000 to DS-1035.....	36	1000	40	248721	248721	29800	.....
DS-1100 to DS-1149.....	50	1000	40	230000	230000	28000	.....
DS-1200 to DS-1205.....	6	1000	40	240700	240700	28300	.....
DS-1300.....	1	1000	40	244000	244000	29600	.....
Total.....	105						15

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	Aux.-Bag.	.....	CD-11	1	A	78	0	75	10	75	1½	56	0½	.....
do	do	do	.....	CD-12	1	A	78	0	75	10	75	1½	56	1½	.....
do	do	do	.....	CD-13	1	A	78	0	75	10	75	1½	54	2½	.....
MB	do	Bag.-Mail	CD-30	CD-31	2	A	78	0	75	10	75	1½	14	1½	60 5½
PB	do	Coach-Artic.	.....	CD-40	1	A	669	6	67	6	63	5½	.....	.....	.....
do	do	do	.....	CD-41	1	A	669	6	67	6	63	5½	.....	.....	.....
do	do	do	.....	CD-42	1	A	669	6	67	6	63	5½	.....	.....	.....
do	do	do	.....	CD-43	1	A	669	6	67	6	63	5½	.....	.....	.....
DA	do	Diner	CD-60	CD-61	2	A	78	0	75	10	75	1½	.....	.....	.....
PDS	do	Dorm.-Club	CD-70	CD-71	2	A	78	0	75	10	75	1½	.....	.....	.....
CSB	do	{Bag.-Auxil.-Dorm.}	.....	LA-101	1	A	84	6	82	4	81	7½	23	8	.....
do	UP-C&NW-SP	do	.....	SF-101	1	A	84	6	82	4	81	7½	23	8	.....
do	UP	{Aux.-Bag.-Dorm.}	.....	CP-102	1	A	78	0	75	10	75	1½	26	4½	.....
CSB	UP-C&NW	Bag.-Dorm.	.....	LA-103	1	A	84	6	82	4	81	8	35	7½	.....
do	UP-C&NW-SP	do	.....	SF-104	1	A	84	6	82	4	81	8	35	7½	.....
PB	UP-C&NW	Chair-Artic.	.....	LA-401	1	A	672	0	70	0	66	0	.....	.....	.....
do	UP-C&NW-SP	Chair	.....	SF-401	1	A	84	6	82	4	78	4	.....	.....	.....
do	UP-C&NW	Chair-Artic.	.....	LA-402	1	A	672	0	70	0	66	0	.....	.....	.....
do	UP	do	.....	CP-403	1	A	669	5	67	4	66	8	.....	.....	.....
do	do	do	.....	CP-404	1	A	664	0	62	2	61	6	.....	.....	.....
do	UP-C&NW	Chair	.....	LA-405	1	A	84	9	82	7	78	3	.....	.....	.....
do	do	do	.....	LA-406	1	A	84	9	82	7	78	3	.....	.....	.....
do	UP-C&NW-SP	do	.....	SF-407	1	A	664	0	62	2	61	6	.....	.....	.....
do	UP	Coach-Artic.	.....	CP-408	1	A	664	0	62	2	61	6	.....	.....	.....
DA	UP	{Diner-Kit.-Artic.}	.....	CP-603	1	A	664	0	62	2	61	6	.....	.....	.....
do	UP	Diner-Artic.	.....	CP-604	1	A	664	0	62	2	61	6	.....	.....	.....
DA	UP-C&NW-SP	{Diner-Kit.-Artic.}	.....	SF-605	1	A	672	0	70	0	69	2	.....	.....	.....
do	do	Diner-Artic.	.....	SF-606	1	A	672	0	70	0	69	2	.....	.....	.....
do	UP-C&NW	Diner	.....	LA-607	1	A	84	6	82	4	81	6	.....	.....	.....
do	do	do	.....	LA-608	1	A	84	6	82	4	81	6	.....	.....	.....
do	UP-C&NW-SP	{Diner-Kit.-Artic.}	.....	SF-609	1	A	72	0	70	0	68	11	.....	.....	.....
do	do	Diner-Artic.	.....	SF-610	1	A	72	0	70	0	68	11	.....	.....	.....
DPA	UP-C&NW	Cafe-Lounge	.....	LA-611	1	A	84	6	82	4	81	7	.....	.....	.....
do	do	do	.....	LA-612	1	A	84	6	82	4	81	7	.....	.....	.....
PDS	do	Dorm.-Club	.....	LA-701	1	A	84	6	82	4	81	8	.....	.....	.....
do	UP-C&NW-SP	do	.....	SF-702	1	A	84	6	82	4	81	6	.....	.....	.....
PL	UP-C&NW	Club	.....	LA-703	1	A	84	9	82	7	78	3	.....	.....	.....
do	UP-C&NW-SP	do	.....	SF-704	1	A	84	9	82	7	78	2	.....	.....	.....

Explanatory notes on page 296.

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								Electric
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 Conductor's Desk.			
46 2			10 6¾	12 8	4 S	5x9 6½x12	P	✓	✓	✓	1 2	2 48				
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 48				
46 2			10 6¾	12 8	4 S	5x9 6½x12	do	✓	✓	✓	1 2	2 50	Conductor's Desk.			
32 0½			10 6¾	12 8	4 S	6x11	do	✓	✓	✓		40	{ 2 Large Side Doors.			
34 3¾		26 2	10 6½	12 8	4 S	5x9 6x11	do	✓	✓	✓	3 2	29				
.....	30 2	27 2½	10 6¾	13 11	6 S	6½x12	do	✓	✓	✓	3 2	.....				
.....	30 2	27 2½	10 6¾	13 11	6 S	6½x12	do	✓	✓	✓	3 2	.....				
.....	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	WP	✓	✓	✓	4 2		do			
47 6		45 11	10 6¾	13 6	4 S	6x11 6x11 6x11	do	✓	✓	✓	4 2		do			
50 11½			10 6¾	13 6	4 S	6x11	P	✓	✓	✓	1 2	2 54	Conductor's Desk.			
47 6			10 6¾	13 6	4 S	6x11	WP	✓	✓	✓	1 2	2 52				
33 11			10 2½	11 4½	4 S	5x9 6x11	P	✓	✓	✓	1 3	2 38				
38 3¾			10 2½	11 4½	4 S	6x11	do	✓	✓	✓	1 2	2 48				
44 0½			10 6¾	13 6	4 S	6x11	WP	✓	✓	✓	1 2	2 48	Conductor's Desk.			
44 0½			10 6¾	13 6	4 S	6x11	do	✓	✓	✓	1 2	2 48				
38 5½			10 6¾	13 6	4 S	6x11	do	✓	✓	✓	1 2	2 48				
38 5½			10 2½	11 4½	4 S	6x11	P	✓	✓	✓	1 2	2 48				
27 0¼			10 2½	11 4½	4 S	6x11 6½x12 6½x12 6x11	do	✓	✓	✓		2 32	Conductor's Desk.			
51 2¾				11 4½	4 S	6½x12 6½x12 6x11	do	✓	✓	✓	.....	2 60				
26 7½			10 6¾	13 6	4 S	6½x12 6½x12 6x11	do	✓	✓	✓	.....	1 32				
57 8			10 6¾	13 6	4 S	6½x12 6x11	do	✓	✓	✓	.....	1 64				
44 3			10 6¾	13 6	4 S	6x11	WP	✓	✓	✓		2 56	Conductor's Desk.			
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	Conductor's Desk.			
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	Conductor's Desk.			
51 6			10 6¾	13 6	4 S	6x11	do	✓	✓	✓	1 2	2 35				

Explanatory notes on page 296.

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		
PL	UP-C&NW	Obs.-Lounge	.....	LA-901	1	A	Ft. In. 83 11½	Ft. In. 82 4	Ft. In. 81 4		.....	.....		
do	UP-C&NW-SP	do	.....	SF-901	1	A	83 11½	82 4	81 4		.....	.....		
do	UP	{Obs.-L'ge.-Artic. Diner-L'ge.-Artic.}	.....	CP-902	1	A	87 7	75 10	74 5½		.....	.....		
DPA	do	{Diner-L'ge.-Artic.}	.....	M-10301	1	A	86 4	62 2	61 6		.....	.....		

Notes—

① Pulling Face of Coupler to Center Line Articulation.
 ② Truck Centers Articulated.

Make of Air Conditioning—
 P—Pullman.
 WP—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 6¾	Ft. In. 13 6	4 S	6x11	WP	✓	✓	✓	✓	2 2	36	
50 8	.....	.....	10 6¾	13 6	4 S	6x11	do	✓	✓	✓	✓	2 2	36	
48 0¾	.....	.....	10 2½	11 4½	4 S	6x11	P	✓	✓	✓	✓	1 2	41	
51 2¼	.....	.....	.....	11 4½	4 S	6x11	do	✓	✓	✓	✓	2	57	

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	(a) Mail End (b) Smoking Room		Passenger				
											Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft.	In.
ED...	UP.....	Motor.....		M-16	1	S											
do..	do.....	do.....		M-21	1	z											
do..	do.....	do.....		M-23	1	z											
do..	do.....	do.....		M-24	1	z											
do..	do.....	do.....		M-29	2	z											
do..	do.....	do.....		M-30	2	z											
do..	do.....	do.....		M-31	1	z											
do..	do.....	do.....		M-32	1	z											
do..	do.....	do.....		M-33	2	z											
do..	do.....	do.....		M-34	1	z											
do..	do.....	do.....		M-35	1	z											
do..	do.....	do.....		M-36	1	z											
do..	do.....	do.....		M-37	2	z											
do..	do.....	do.....		M-38	2	z											
do..	do.....	do.....		M-39	2	z											
do..	do.....	do.....		M-40	2	z											
do..	OSL.....	do.....		M-65	1	S											
do..	do.....	do.....		M-66	1	S											
do..	do.....	do.....		M-67	1	S											
do..	do.....	do.....		M-68	1	S											
do..	do.....	do.....		M-69	2	S											
do..	OWR&N.	do.....		M-98	1	S											
do..	do.....	do.....		M-99	1	S											
MB..	UP.....	Motor Trlr..	T-10	T-15	6	z											
do..	do.....	do.....	T-16	T-17	2	z											
PB..	do.....	do.....	T-18	T-19	2	z											
BA..	OSL.....	do.....	T-51	T-52	1	z											
do..	do.....	do.....	T-53	T-54	2	z											

UNION PACIFIC RAILROAD COMPANY

Width over Side Sills		Height Over Roof		Trucks	Journals	Average Light Weight	Heat		Light						Vesti- bule	Seating Capacity	End Doors	Mechanical Electric	Drive	H.P. of Eng. in 100's		Fuel									
Ft.	In.	Ft.	In.	No of Wheels	Steel or Wood		Large	Small	Steam	Heater	Stove	Electric	Pintsch	Acetylene	Gas Tanks					Air System	Oil	Old Cables	Stg. Batt.	Open Plat.	Wide	Narrow	Toilets	Seating	End Doors	Electric	Slide Doors	Butane	Distillate	Gasoline
9	8	11	9 1/4	4	S	8	0	86,800	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	250	50	✓	✓	2 1/4	2	✓	✓	✓
9	8	11	9 1/4	4	S	8	0	107,200	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	240	✓	✓	✓	2 1/4	✓	✓	✓	✓
9	8	11	9 1/4	4	S	8	0	101,800	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	244	1	✓	✓	2 1/4	✓	✓	✓	✓
9	8	11	9 1/4	4	S	8	0	96,400	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	266	1	✓	✓	2 1/4	✓	✓	✓	✓
9	9 1/2	12	4 3/4	4	S	8	0	105,440	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	266	1	✓	✓	2 1/4	✓	✓	✓	✓
9	9 1/2	12	4 3/4	4	S	8	0	105,080	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	266	1	✓	✓	2 1/4	✓	✓	✓	✓
9	9 1/2	12	4 3/4	4	S	8	0	103,000	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	266	1	✓	✓	2 1/4	✓	✓	✓	✓
9	9 1/2	12	4 3/4	4	S	8	0	114,300	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	258	1	✓	✓	2 1/4	✓	✓	✓	✓
9	9 1/2	12	9 4	4	S	8	0	123,400	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	255	1	✓	✓	2 1/4	✓	✓	✓	✓
9	9 1/2	12	9 4	4	S	8	0	111,250	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	255	1	✓	✓	2 1/4	✓	✓	✓	✓
9	9 1/2	12	9 4	4	S	8	0	120,000	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	255	1	✓	✓	2 1/4	✓	✓	✓	✓
9	6	12	8 4	4	S	8	0	120,000	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	240	1	✓	✓	2 1/4	✓	✓	✓	✓
9	9 1/2	12	4 3/4	4	S	8	0	111,840	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	324	1	✓	✓	2 1/4	✓	✓	✓	✓
9	9 1/2	12	4 3/4	4	S	8	0	112,100	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	324	1	✓	✓	2 1/4	✓	✓	✓	✓
9	9 1/2	12	4 3/4	4	S	8	0	107,160	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	324	1	✓	✓	2 1/4	✓	✓	✓	✓
9	9 1/2	12	4 3/4	4	S	8	0	107,880	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	324	1	✓	✓	2 1/4	✓	✓	✓	✓
9	6	12	8 4	4	S	8	0	114,650	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	270	1	✓	✓	3	2	✓	✓	✓
9	9 1/2	12	5 3/4	4	S	8	0	115,780	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	320	1	✓	✓	2 1/4	✓	✓	✓	✓
9	9 1/2	12	4 3/4	4	S	8	0	112,880	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	236	1	✓	✓	2 1/4	✓	✓	✓	✓
9	9 1/2	12	9 4	4	S	8	0	76,460	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	✓	✓	2	✓	✓	✓	✓
9	9 1/2	12	9 4	4	S	8	0	76,750	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	✓	✓	2	✓	✓	✓	✓
9	8	12	2 4	4	S	8	0	50,820	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	249	1	✓	✓	2	✓	✓	✓	✓
9	8	12	3 4	4	S	0	8	25,100	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	✓	✓	2	✓	✓	✓	✓
9	8	12	8 4	4	S	8	0	40,900	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	✓	✓	2	✓	✓	✓	✓
9	9 1/2	12	9 4	4	S	8	0	76,700	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	✓	✓	2	✓	✓	✓	✓

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									(a) Baggage End	(b) Mail End		
																(c) Passenger End	(d) Smoking Room
Over Buffers	Over End Sills	Inside	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.						
PB	UP	Chair	402	415	14	6	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
do	do	do	416	421	6	6	79	3	70	0	69	7 1/4	9	9 9/8	9	9 9/8
do	do	do	424	424	1	1	79	3	70	0	69	7 1/4	9	9 9/8	9	9 9/8
do	do	do	426	427	2	2	79	3	70	0	69	7 1/4	9	9 9/8	9	9 9/8
do	do	do	429	429	1	1	79	3	70	0	69	7 1/4	9	9 9/8	9	9 9/8
do	do	do	432	434	3	3	79	3	70	0	69	7 1/4	9	9 9/8	9	9 9/8
do	do	do	436	436	1	1	79	3	70	0	69	7 1/4	9	9 9/8	9	9 9/8
do	do	do	437	441	5	5	79	3	70	0	69	7 1/4	9	9 9/8	9	9 9/8
do	do	do	500	505	6	6	82	11 1/2	73	8 1/2	73	3 3/4	9	9 9/8	9	9 9/8
do	do	do	507	523	17	17	82	11 1/2	73	8 1/2	73	3 3/4	9	9 9/8	9	9 9/8
OSL	Coach	do	554	554	1	1	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	556	557	2	2	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	558	558	1	1	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	559	569	11	11	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	570	570	1	1	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	571	581	11	11	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	582	582	1	1	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	583	584	2	2	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	585	585	1	1	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	586	588	3	3	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	589	589	1	1	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	590	590	1	1	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	592	592	1	1	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	593	593	1	1	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	594	595	2	2	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	596	596	1	1	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	597	700	4	4	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	701	701	1	1	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	702	702	1	1	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	703	706	4	4	67	8 3/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	Chair	707	711	5	5	79	3	70	0	69	7 1/4	9	9 9/8	9	9 9/8
OWR&N	Coach	do	848	848	1	1	67	11 3/4	60	0	59	4 1/2	(d) 17	6		
do	do	do	861	869	9	9	68	0 1/4	59	10	59	5 3/8	(d) 11	6 1/2		
do	do	do	870	870	1	1	68	0 1/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	872	873	2	2	68	0 1/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	875	885	11	11	68	0 1/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	886	887	2	2	68	0 1/4	59	10	59	5 3/8	(d) 17	5 1/2		
do	do	do	888	891	4	4	68	0 1/4	59	10	59	5 3/8	(d) 11	6 1/2		
do	do	do	892	892	1	1	68	0 1/4	59	10	59	5 3/8	(d) 17	5 1/2		
do	do	do	893	917	25	25	68	0 1/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	918	920	3	3	68	0 1/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	921	921	1	1	68	0 1/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	923	923	1	1	68	0 1/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	926	927	2	2	68	0 1/4	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	980	981	2	2	78	5 1/2	70	0	69	7 1/4	(d) 18	5		
do	do	do	983	984	2	2	78	5 1/2	70	0	69	7 1/4	(d) 6	8 1/4		
PC	do	do	993	993	1	1	83	8	75	0 3/4	71	6	(d) 16	2		
do	do	do	994	994	1	1	83	8	75	0 3/4	71	6	(d) 16	2		
do	do	do	995	996	2	2	77	11	70	0	69	7 1/4	9	9 9/8	9	9 9/8
PB	UP	Chair	1000	1004	5	5	81	6 3/4	72	6	68	9 3/4	9	9 9/8	9	9 9/8
do	do	do	1006	1006	1	1	81	6 3/4	72	6	68	9 3/4	9	9 9/8	9	9 9/8
OWR&N	UP	do	1007	1008	2	2	81	6 3/4	72	6	68	9 3/4	9	9 9/8	9	9 9/8
do	do	do	1055	1055	1	1	68	3 1/2	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	1061	1061	1	1	68	3 1/2	59	10	59	5 3/8	9	9 9/8	9	9 9/8
do	do	do	1063	1063	1	1	68	3 1/2	59	10	59	5 3/8	(d) 6	9		
do	do	do	1072	1072	1	1	68	3 1/2	59	10	59	5 3/8	(d) 6	9		
do	do	do	1074	1074	1	1	68	3 1/2	59	10	59	5 3/8	(d) 6	9		
do	do	do	1076	1080	4	4	68	3 1/2	59	10	59	5 3/8	(d) 6	9		
do	do	do	1083	1089	7	7	68	3 1/2	59	10	59	5 3/8	(d) 6	9		
do	do	do	1090	1092	3	3	68	3 1/2	59	10	59	5 3/8	(d) 7	6		
do	do	do	1094	1099	6	6	68	3 1/2	59	10	59	5 3/8	(d) 7	6		
do	do	do	1100	1100	1	1	68	3 1/2	59	10	59	5 3/8	(d) 7	6		
do	do	do	1101	1101	1	1	68	3 1/2	59	10	59	5 3/8	(d) 7	6		
do	do	do	1102	1102	1	1	68	3 1/2	59	10	59	5 3/8	(d) 7	6		
do	do	do	1103	1103	1	1	68	3 1/2	59	10	59	5 3/8	(d) 7	6		
do	do	do	1104	1105	2	2	68	3 1/2	59	10	59	5 3/8	(d) 7	6		
do	do	do	1106	1107	2	2	68	3 1/2	59	10	59	5 3/8	(d) 7	6		
do	do	do	1108	1108	1	1	68	3 1/2	59	10	59	5 3/8	(d) 7	6		

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks		Make of Air Conditioning	Heat		Light			Vestibule	Seating Capacity		Average Light Weight	Remarks		
	No. of Wheels S. or W.	Journal		Steam Heater	Stove	Electric Pintsch Gas Generator	Oil	Elec. Train Line Cells-Sig. Batt.		Open Platform	Toilets			Main Compartments	Smoking Room
14 0	6	5x9	P	✓	✓	✓	✓	✓	✓	32	2	52	154,500		
14 0	6	5x9	do	✓	✓	✓	✓	✓	✓	32	2	50	156,800		
	6	5x9	C	✓	✓	✓	✓	✓	✓	32	2	51	165,200		
	6	5x9	do	✓	✓	✓	✓	✓	✓	32	2	51	165,900		
	6	5x9	do	✓	✓	✓	✓	✓	✓	32	2	51	165,400		
	6	5x9	do	✓	✓	✓	✓	✓	✓	32	2	51	162,200		
	6	5x9	do	✓	✓	✓	✓	✓	✓	32	2	51	165,200		
14 0	6	5x9	GE	✓	✓	✓	✓	✓	✓	32	2	50	163,000		
14 0	6	5x9	P	✓	✓	✓	✓	✓	✓	32	2	44	156,300		
	4	5x9	do	✓	✓	✓	✓	✓	✓	32	2	44	155,300		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	96,700		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	91,700		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	90,100		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	93,200		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	98,000		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	97,500		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	98,200		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	96,900		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	96,300		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	96,300		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	97,600		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	96,300		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	96,300		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	100,600		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	95,900		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	96,300		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	96,500		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	98,200		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	100,000		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	98,000		
14 0	6	5x9	GE	✓	✓	✓	✓	✓	✓	32	2	50	162,700		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	44	24	44	92,500		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	95,500		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	52	16	52	97,100		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	98,600		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	98,000		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	44	24	44	100,000		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	52	16	52	97,200		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	44	24	44	97,300		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	104,500		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	105,500		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	108,600		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	105,300		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	68	2	68	107,400		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	24	24	24	133,700		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	56	24	56	134,100		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	71	8	71	134,100		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	22	12	22	139,300		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	22	12	22	134,300		
14 0	6	5x9	GE	✓	✓	✓	✓	✓	✓	28	70	28	149,800		
14 8 3/4	6	5x9	✓	✓	✓	✓	✓	✓	✓	1	1	1	136,300		
14 8 3/4	6	5x9	✓	✓	✓	✓	✓	✓	✓	1	1	1	136,500		
14 8 3/4	6	5x9	✓	✓	✓	✓	✓	✓	✓	1	1	1	134,400		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	60	60	60	93,400		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	60	60	60	98,600		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	48	48	48	98,300		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	48	48	48	101,600		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	48	48	48	101,400		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	48	48	48	98,200		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	48	48	48	98,400		
	4	5x9	✓	✓	✓	✓	✓	✓	✓	48	48	48	105,300		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	48	48	48	104,300		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	48	48	48	106,500		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	48	48	48	103,300		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	48	48	48	107,300		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	48	48	48	103,700		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	48	48	48	106,000		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	48	48	48	105,700		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	48	48	48	108,300		

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			
PB	UP	Chair	1109	1114	6	S	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
do	do	do	1115	1116	2	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	do	do	1117	1119	2	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	do	do	1120	1122	3	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	do	do	.....	1123	1	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	do	do	1124	1129	6	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	do	do	1200	1202	2	S	78	5 1/2	70	0	69	7 1/4	(d)	7	5 1/4		9	9 5/8
do	do	do	1203	1204	2	S	78	5 1/2	70	0	69	7 1/4	(d)	7	5 1/4		9	9 5/8
do	do	do	.....	1205	1	S	78	5 1/2	70	0	69	7 1/4	(d)	7	5 1/4		9	9 5/8
do	do	do	.....	1206	1	S	78	5 1/2	70	0	69	7 1/4	(d)	7	5 1/4		9	9 5/8
do	do	do	1207	1208	2	S	78	5 1/2	70	0	69	7 1/4	(d)	7	5 1/4		9	9 5/8
do	do	do	1220	1231	12	S	79	3	70	0	69	7 1/4	(d)	7	5 1/4		9	9 5/8
do	do	do	.....	1232	1	S	79	3	70	0	69	7 1/4	(d)	7	5 1/4		9	9 5/8
do	do	do	1234	1248	15	S	79	3	70	0	69	7 1/4	(d)	7	5 1/4		9	9 5/8
do	do	do	1249	1259	11	S	79	3	70	0	69	7 1/4	(d)	7	5 1/4		9	9 5/8
do	do	do	1260	1269	10	S	82	11 1/8	73	11 1/8	73	3 3/4	(d)	14	10 1/2		9	9 5/8
do	OSL	do	1327	1328	2	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	do	do	1329	1330	2	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	do	do	1331	1333	3	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	do	do	.....	1334	1	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	do	do	.....	1335	1	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	do	do	.....	1336	1	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	do	do	1337	1338	2	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	do	do	1339	1340	2	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	do	do	1341	1343	3	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	OWR&N	do	1405	1406	2	S	68	3 1/2	59	10	59	5 3/8	(d)	7	6		9	9 5/8
do	UP	Cafe-Obs.	.....	1505	1	S	81	6 3/8	72	6	68	9 3/4	(d)	6	9		9	9 5/8
PL	do	(Clb)-Lge.	1524	1525	2	S	81	11 1/8	75	5	78	2 1/2	(a)	60	1 3/8		9	9 5/8
do	do	do	.....	1527	1	S	81	11 1/8	75	5	78	2 1/2	(a)	60	1 3/8		9	9 5/8
do	do	do	.....	1529	1	S	81	11 1/8	75	5	78	2 1/2	(a)	60	1 3/8		9	9 5/8
do	do	do	.....	1535	1	S	81	11 1/8	75	5	78	2 1/2	(a)	60	1 3/8		9	9 5/8
do	do	do	1537	1538	2	S	81	11 1/8	75	5	78	2 1/2	(a)	60	1 3/8		9	9 5/8
PO	do	Obs.	.....	1539	1	S	81	11 1/8	75	5	71	10 1/2	(d)	25	2 3/8		9	9 5/8
PL	do	(Clb)-Lge.	1540	1549	10	S	82	11 1/8	79	8 1/2	79	2 1/4	(d)	14	2 1/8		9	9 5/8
do	do	do	.....	1550	1	S	82	11 1/8	76	5 3/8	79	3 3/8	(a)	60	1 3/8		9	9 5/8
do	do	do	1556	1557	2	S	82	11 1/8	76	5 3/8	79	3 3/8	(a)	60	1 3/8		9	9 5/8
BE	do	Baggage	1650	1655	6	S	63	6 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8		9	9 5/8
do	do	do	.....	1700	1	S	63	6 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8		9	9 5/8
do	do	do	1701	1706	6	S	63	6 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8		9	9 5/8
MR	do	Po'l-Str'g.	1707	1725	19	S	63	6 1/2	60	1 1/2	60	1 3/8	(b)	60	1 3/8		9	9 5/8
do	do	do	1729	1730	2	S	63	6 1/2	60	1 1/2	60	1 3/8	(b)	60	1 3/8		9	9 5/8
BE	do	Baggage	1734	1737	4	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4		9	9 5/8
do	do	do	1738	1758	21	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4		9	9 5/8
BH	do	{ (Horse Bag-Auto)	1759	1768	10	S	77	7 1/8	74	2 1/8	73	10 5/8	(a)	73	10 5/8		9	9 5/8
BE	do	Baggage	1769	1775	7	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4		9	9 5/8
do	do	do	1777	1783	7	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4		9	9 5/8
BH	do	{ (Horse Bag-Auto)	1784	1785	2	S	77	7 1/8	74	2 1/8	73	10 5/8	(a)	73	10 5/8		9	9 5/8
do	do	do	.....	1786	1	S	77	7 1/8	74	2 1/8	73	10 5/8	(a)	73	10 5/8		9	9 5/8
do	do	do	1787	1788	2	S	77	7 1/8	74	2 1/8	73	10 5/8	(a)	73	10 5/8		9	9 5/8
do	do	do	1789	1793	5	S	77	7 1/8	74	2 1/8	73	10 5/8	(a)	73	10 5/8		9	9 5/8
do	do	do	1794	1798	5	S	77	7 1/8	74	2 1/8	73	10 5/8	(a)	73	10 5/8		9	9 5/8
BE	OSL	Baggage	.....	1827	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8		9	9 5/8
do	do	do	.....	1828	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8		9	9 5/8
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 5/8
do	do	do	.....	1835	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8		9	9 5/8
do	do	do	.....	1836	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8		9	9 5/8
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 5/8
do	do	do	.....	1839	1	S	63	6 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8		9	9 5/8

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	Pintech Gas Generator	Oil	Elec. Train Line		Cells-Stg. Batt.	Open Platform	Wide			Toilets	Mair	Compartments	Smoking Room
Ft. In.																				
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	48	8	106,200				
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	48	8	105,900				
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	48	8	103,700				
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	48	8	107,600				
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	48	8	108,800				
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	48	8	105,800				
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	60	8	135,600				
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	60	8	139,900				
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	60	8	138,500				
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	60	8	135,600				
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	60	8	136,300				
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	48	162,800					
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	44	162,500					
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	44	160,700					
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	44	153,500					
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	62	10 161,000					
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	56	99,300					
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	56	98,500					
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	56	116,200					
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	56	102,500					
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	56	102,500					
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	56	102,500					
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	48	8 104,000					
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	48	8 105,300					
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	2	48	8 100,200					
14 8 3/4	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1 3/4	1 3/4	222 3/5	144,500					
14 10	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	44	164,400					
14 10	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	44	165,400					
14 10	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	44	166,000					
14 10	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	44	164,500					
14 8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	48	162,000					
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	16	23 153,200					
14 10 3/4	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	2 3/4	2 3/4	9	166,100					
14 0 3/4	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1 3/4	1 3/4	245	167,900					
14 0 3/4	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1 3/4	1 3/4	220	169,300					
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	222	109,800		4 Large Side Doors Stripped for Magazine Shipments.			
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	103,800		4 Large Side Doors.			
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	93,200		do			
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	109,300		do			
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	108,500		do			
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	125,500		2 Large and 2 Large Double Side Doors.			
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	120,900		do			
14 3	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	133,300		6 Large Side Doors, 1 Large End Door, 24 Removable Stalls.			
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	125,300		2 Large and 2 Large Double Side Doors.			
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	126,000		do			
14 3	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	133,700		6 Large Side Doors, 1 Large End Door, 24 Removable Stalls.			
14 3	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	135,700		do			
14 3	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	131,200		do			
14 3	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	133,100		do			
14 3	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	137,800		do			
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	85,600		4 Large Side Doors.			
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	85,600		do			
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	90,700		do			
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	88,600		do			
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	104,600		do			
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	89,200		do			
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	1	109,600		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		(a) Baggage End	(b) Mail End	(c) Passenger End	(d) Smoking Room		
BE	OSL	Baggage	1840	1840	1	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1841	1841	1	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1842	1842	1	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1843	1845	3	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1846	1846	1	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1847	1847	1	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1848	1848	1	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1849	1849	1	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1850	1850	1	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1851	1851	1	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1852	1852	1	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
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 5/8	
do	do	do	1856	1856	1	S	63	61 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 5/8	
do	do	do	1857	1857	1	S	63	61 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 5/8	
do	do	do	1858	1859	2	S	63	61 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 5/8	
do	do	do	1891	1891	1	S	63	61 1/2	60	1 1/2	60	0 1/2	(a)	60	0 1/2	9	9 5/8	
do	do	do	1893	1895	3	S	63	61 1/2	60	1 1/2	60	0 1/2	(a)	60	0 1/2	9	9 5/8	
do	do	do	1897	1897	1	S	63	61 1/2	60	1 1/2	60	0 1/2	(a)	60	0 1/2	9	9 5/8	
do	OW&N	do	1919	1922	4	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1923	1923	1	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1924	1925	2	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1926	1926	1	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1927	1934	8	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1935	1935	1	S	63	61 1/2	60	1 1/2	60	0 7/8	(a)	60	0 7/8	9	9 5/8	
do	do	do	1936	1937	2	S	63	61 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 5/8	
do	do	do	1938	1938	1	S	63	61 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 5/8	
do	do	do	1939	1942	4	S	63	61 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 5/8	
do	do	do	1943	1943	1	S	63	61 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 5/8	
do	do	do	1944	1944	1	S	63	61 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 5/8	
do	do	do	1945	1945	1	S	63	61 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 5/8	
do	do	do	1946	1946	1	S	63	61 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8	9	9 5/8	
do	do	do	1947	1948	2	S	63	3 1/2	60	1 1/2	60	0 1/2	(a)	60	0 1/2	9	9 5/8	
do	do	do	1949	1951	3	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	60	0 3/4	9	9 5/8	
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 5/8	
MA	do	Postal	2021	2021	1	S	43	6	40	1	40	0	(b)	40	0	9	9 5/8	
MR	Po'l-Str'g.	do	2030	2035	6	S	63	61 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 5/8	
do	do	do	2037	2046	10	S	63	61 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 5/8	
do	do	do	2048	2054	7	S	63	61 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 5/8	
do	do	do	2055	2055	1	S	63	61 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 5/8	
do	do	do	2056	2059	4	S	63	61 1/2	60	1 1/2	60	1	(b)	60	1	9	9 5/8	
MA	do	Postal	2060	2064	5	S	63	61 1/2	60	1 1/2	60	1	(b)	60	1	9	9 5/8	
do	do	do	2065	2070	6	S	63	61 1/2	60	1 1/2	60	1	(b)	60	1	9	9 5/8	
MR	OSL	Po'l-Str'g.	2116	2116	1	S	63	61 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 5/8	
do	do	do	2119	2119	1	S	63	61 1/2	60	1 1/2	60	1	(b)	60	1	9	9 5/8	
do	do	do	2120	2122	3	S	63	61 1/2	60	1 1/2	60	1	(b)	60	1	9	9 5/8	
do	OW&N	do	2151	2152	2	S	63	3 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 5/8	
do	do	do	2154	2154	1	S	63	3 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 5/8	
do	do	do	2157	2157	1	S	63	61 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 5/8	
do	do	do	2158	2158	1	S	63	61 1/2	60	1 1/2	60	0 1/2	(b)	60	0 1/2	9	9 5/8	
do	do	do	2159	2160	2	S	63	61 1/2	60	1 1/2	60	1	(b)	60	1	9	9 5/8	
do	UP	do	2230	2230	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(b)	69	0 3/4	9	9 5/8	
do	do	do	2232	2233	2	S	72	5 7/8	69	0 7/8	69	0 3/4	(b)	69	0 3/4	9	9 5/8	
MB	do	Bag.-Po'l	2234	2241	8	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	39	0	9	9 5/8	
do	do	do	2242	2242	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(b)	30	0	9	9 5/8	
do	do	do	2243	2243	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	38	1 1/4	9	9 5/8	
do	do	do	2244	2245	2	S	72	5 7/8	69	0 7/8	69	0 3/4	(b)	30	0 3/4	9	9 5/8	
do	do	do	2246	2246	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	38	1 1/4	9	9 5/8	
do	do	do	2247	2251	5	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	53	1 1/2	9	9 5/8	
do	do	do	2252	2252	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(b)	15	1	9	9 5/8	
do	do	do											(h)	15	1	9	9 5/8	

Explanatory notes on page 310.

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks		Make of Air Conditioning	Heat		Light				Vestibule	Seating Capacity		Average Light Weight	Remarks				
	No. of Wheels S. or W.	Journal		Steam	Heater Stove	Electric	Pintch Gas Generator	Oil	Elec. Train Line		Cells-Stg. Batt.	Open Platform			Wide	Toilets	Main Compartments	Smoking Room
Ft. In.																		
14 0	4	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	84,500	4 Large Side Doors.		
14 0	4	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	96,400	do		
14 0	4	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	92,800	do		
14 0	4	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	93,600	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	112,500	do		
14 0	4	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	93,500	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	110,500	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	95,300	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	110,600	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	103,000	do		
14 0	4	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	85,600	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	125,400	2 Large and 2 Large Double Side Doors.		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	87,300	4 Large Side Doors.		
14 0	4	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	89,100	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	106,300	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	106,700	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	100,400	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	101,800	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	105,400	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	104,600	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	103,900	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	101,200	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	107,700	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	104,500	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	112,400	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	112,300	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	112,000	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	116,000	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	115,100	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	116,100	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	113,000	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	106,300	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	130,400	2 Large and 2 Large Double Side Doors.		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	105,400	4 Small Side Doors.		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	77,700	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	105,000	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	105,100	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	104,900	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	107,600	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	109,900	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	121,600	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	122,700	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	110,200	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	105,500	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	109,000	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	105,400	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	103,600	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	110,300	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	109,000	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	110,800	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	117,500	2 Large and 2 Small Side Doors.		
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	✓	✓	2	✓	✓	116,100	do		
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	✓	✓	2	✓	✓	127,000	do		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	✓	✓	126,900	do		
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	✓	✓	2	✓	✓	126,700	do		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	✓	✓	127,900	do		
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	✓	✓	2	✓	✓	130,700	do		
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	✓	✓	2	✓	✓	128,400	do		
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	2	✓	✓	129,700	do		

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	Pintsch Gas Generator	Oil	Elec. Train Line Cells-Sig. Batt.		Open Platform	Wide			Toilets	Main Compartments	Smoking Room
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2			129,900	2 Large and 2 Small Side Doors.	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2			129,500		do
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2			132,900		do
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2			135,900	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			119,800	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2			120,100	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2			128,000	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2			127,300	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2			124,200	do	
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2			101,800	do	
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓				99,100	do	
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓				94,400	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2			126,400	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2			126,600	do	
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1	2	36	102,700	2 Small Side Doors.	
	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2	3	30	95,900	2 Large Side Doors.	
	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2	2	30	96,500	do	
	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2	3	30	99,700	do	
	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2	3	30	98,300	do	
	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2	3	30	93,800	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1	1		129,200	do	
14 3	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	3			133,500	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2	4	43	147,800		
13 11 ⁷ / ₈	6 S	5x9	WC	✓	✓	✓	✓	✓	✓	✓	2	5	30	161,400		
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	2	4	40	149,800		
13 11 ⁷ / ₈	6 S	5x9	WC	✓	✓	✓	✓	✓	✓	✓	2	5	30	161,300		
13 11 ⁷ / ₈	6 S	5x9	do	✓	✓	✓	✓	✓	✓	✓	2	5	22	161,500		
14 0	6 S	5x9	P	✓	✓	✓	✓	✓	✓	✓	1	3	24	184,400		
	4 W	5x9		1	1	✓	✓	✓	✓	✓	2	42	8	78,900	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			106,800	4 Large Side Doors.	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			105,300	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			92,600	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			108,200	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			89,300	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			105,500	do	
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			88,800	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			102,500	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			105,200	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			104,100	do	
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			90,200	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			107,500	do	
14 0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			90,200	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			105,100	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			108,500	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			106,100	do	
14 0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	1			124,900	do	

Explanatory notes on page 310.

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	
							Ft.	In.	Ft.	In.						
BE	UP	Bag.-DC'H-Su.	3029	1	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	Baggage	3030	1	1	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3031	1	4	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3033	1	4	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	Bag.-DC'H-Su.	3037	1	4	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	Baggage	3038	3	2	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3041	3	2	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3043	1	7	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3044	1	7	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3051	1	1	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3053	11	1	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3063	1	1	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3064	1	1	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3065	1	1	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3066	1	1	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3067	5	1	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3072	2	2	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3073	2	2	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3074	2	2	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3075	2	2	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	3076	10	2	70	6	69	0 3/4	(a)	69	0 3/4	9	9 5/8		
do	OSL	do	3101	12	2	60	1 1/2	60	1 1/8	(d)	14	3 3/8	9	9 5/8		
PC	UP	Parlor	3200	1	S	80	1	72	1	71	0 9/8					
PL	do	Lounge	3580	9	S	78	5 1/2	70	0	65	0 9/8				9	9 5/8
DA	do	Diner	3600	2	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3602	3	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3604	6	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3605	6	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3611	1	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3612	3	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3615	5	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3624	10	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3625	5	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3629	5	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	LA&SL	do	3630	5	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	UP	do	3667	1	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3668	2	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3670	1	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3671	1	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3672	1	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3673	1	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3674	1	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3675	1	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3676	7	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3682	6	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3683	6	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3688	3	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3690	3	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3692	5	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	do	do	3693	5	S	82	11 1/2	79	6 1/2	79	3 1/8				9	9 5/8
do	OSL	do	4018	2	S	80	11 1/2	72	6	72	1 1/4				9	9 5/8
do	UP	do	4043	2	S	80	11 1/2	72	6	72	1 1/4				9	9 5/8
do	do	do	4045	1	S	80	11 1/2	72	6	72	1 1/4				9	9 5/8
do	do	do	4046	3	S	80	11 1/2	72	6	72	1 1/4				9	9 5/8
do	do	do	4048	1	S	80	11 1/2	72	6	74	7				9	9 5/8
do	do	do	4049	3	S	80	11 1/2	72	6	74	7				9	9 5/8
do	do	do	4050	1	S	80	11 1/2	72	6	74	7				9	9 5/8
do	do	do	4052	3	S	80	11 1/2	72	6	72	1 1/4				9	9 5/8
do	do	do	4053	1	S	80	11 1/2	72	6	74	7				9	9 5/8
do	do	do	4054	2	S	80	11 1/2	72	6	74	7				9	9 5/8
do	do	do	4057	2	S	80	11 1/2	72	6	72	1 1/4				9	9 5/8
do	do	do	4058	1	S	80	11 1/2	72	6	71	1 1/4				9	9 5/8
do	do	do	4059	1	S	80	11 1/2	72	6	74	7				9	9 5/8
do	do	do	4060	1	S	80	11 1/2	72	6	74	7				9	9 5/8
do	do	do	4061	3	S	80	11 1/2	72	6	71	1 1/4				9	9 5/8
do	do	do	4062	2	S	80	11 1/2	72	6	71	1 1/4				9	9 5/8
do	do	do	4065	2	S	80	11 1/2	72	6	71	1 1/4				9	9 5/8
do	do	do	4066	2	S	80	11 1/2	72	6	71	1 1/4				9	9 5/8
do	do	do	4067	2	S	80	11 1/2	72	6	72	1 1/4				9	9 5/8
PB	OW&N	Chair	4140	3	S	79	3	70	0	69	7 1/4				9	9 5/8
do	LA&SL	do	4143	1	S	79	3	70	0	69	7 1/4				9	9 5/8
do	do	do	4144	1	S	79	3	70	0	69	7 1/4				9	9 5/8
do	UP	Chr-Wo'n	4200	4	S	82	11 1/2	73	8 1/2	73	3 3/4				9	9 5/8
do	do	do	4204	12	S	82	11 1/2	73	8 1/2	73	3 3/4				9	9 5/8
do	do	do	4215	5	S	79	3	70	0	69	7 1/4				9	9 5/8
do	LA&SL	Chair	4300	5	S	79	3	70	0	69	7 1/4				9	9 5/8
do	do	Baggage	4450	2	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4	9	9 5/8
do	do	do	4466	3	S	63	6 1/2	60	1 1/2	60	1 1/8	(a)	60	1 1/8	9	9 5/8

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Height Over All		Trucks		No. of Wheels S. or W.	Journal	Make of Air Conditioning	Heat		Light				Vestibule	Seating Capacity		Average Light Weight	Remarks	
		Steam	Heater				Electric	Pintich Gas	Generator	Oil	Elec. Train Line	Cells-Sig. Batt.		Open Platform	Wide			Toilets	Main Compartments	Smoking Room
Ft.	In.																	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	122,300	4 Large Side Doors.	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	123,500	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	124,200	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	120,100	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	129,300	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	124,700	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	127,400	2 Large and 2 Large Double Side Doors.	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	125,000	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	125,400	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	126,400	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	128,100	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	128,500	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	128,700	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	128,700	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	127,800	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	128,100	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	127,400	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	131,500	do	
14	0	6 S	5x9	✓	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	105,300	4 Large Side Doors.	
14	8 1/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	22	11	135,400	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	154,900	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	172,300	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	180,200	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	175,900	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	175,300	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	176,900	
15	2 1/2	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	169,100	
15	2 1/2	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	173,500	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	175,800	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	173,600	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	173,700	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	178,200	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	176,200	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	172,000	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	173,400	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	172,000	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	178,100	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	173,200	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	174,500	
15	4 3/8	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	36	✓	173,300	
16	0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	155,000	
16	0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	150,100	
16	0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	151,800	
16	0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	149,800	
15	2 1/2	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	165,600	
15	2 1/2	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	158,500	
16	0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	157,200	
15	2 1/2	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	165,000	
16	0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	152,600	
15	2 1/2	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	31	40	✓	157,200	
15	2 1/2	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	31	40	✓	164,500	
15	2 1/2	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	31	40	✓	156,800	
15	2 1/2	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	31	40	✓	152,700	
15	2 1/2	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	31	40	✓	158,400	
16	0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	155,000	
14	0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	50	✓	167,900	
14	0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	50	✓	164,700	
14	0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	50	✓	167,600	
14	0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	54	✓	157,600	
14	0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	54	✓	160,600	
14	0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	48	✓	159,600	
14	0	6 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	1	✓	124,000	2 Large and 2 Large Double Side Doors.
14	0	4 S	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	✓	✓	93,900	4 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	(a) Baggage End	(b) Mail End	(c) Passenger End	(d) Smoking Room			
							Ft.	In.	Ft.	In.						Ft.			In.	Ft.	In.
BE	LA&SL	Baggage	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	2	S	72	5½	69	0½	69	0¾	(a)	69	0¾	9	9½	
MR	do	Pol'l-Str'g.	4654	4655	2	S	63	6½	.....	60	0½	(a)	60	0½	9	9½		
MB	do	Bag-Pol'l.	4754	4755	2	S	72	5½	69	0½	69	0¾	(a)	38	11½	9	9½	
CO	do	{ Bag-M'l-Pass. }	.....	4800	1	S	75	1	69	10	68	7	(b)	30	1	9	10	
do	do		do	.....	4801	1	S	75	5¼	70	0	.....	(b)	14	10			
do	do	do	.....	4801	1	S	75	5¼	70	0	.....	(c)	15	0				
DD	UP	D'y-Kit.	5100	5104	5	A	140	4½	68	0	67	3	.....	.....	.....	10	0%	
do	do	Diner	5100	5104														
PB	do	Ch'r-Wo'n	5200	5202	3	A	81	4¼	75	5	74	10	.....	.....	.....	10	0%	
PBA	do	Ch'r-Lge.	.....	5203	1	A	81	4¼	75	5	74	10	.....	.....	.....	10	0%	
PB	do	Ch'r-Wo'n	5204	5211	8	A	81	4¼	75	5	74	10	.....	.....	.....	10	0%	
do	do	Chair	5300	5327	28	A	81	4¼	75	5	74	10	.....	.....	.....	10	0%	
do	do	do	5331	5345	15	S	85	0½	78	11	78	2	.....	.....	.....	10	0	
do	do	do	5351	5365	15	S	85	0½	78	11	78	2	.....	.....	.....	10	0	
BE	do	Baggage	5601	5630	30	S	84	9½	81	9½	80	11½	(a)	80	11½	10	0	
MB	do	Bag-Pol'l	5801	5810	10	S	84	9½	81	9½	80	11½	(a)	50	9¾	10	0	
													(b)	30	1			

Notes—

↳ Toilet 1 Side of Both Ends.

3)Locker 1 Side of 1 End.

Cafe.

Bar Section.

Lounge.

With Dormitories.

Make of Air Conditioning.

P—Pullman.

GE—General Electric.

C—Carrier.

AC—Air Temp.—Carrier.

WC—Waukesha—Carrier.

WY—Waukesha—York.

Y—York.

WP—Waukesha—Pullman.

UNION PACIFIC RAILROAD COMPANY

Height Over All		Trucks		Maks of Air Conditioning	Heat			Light			Vest-ibule	Seating Capacity		Average Light Weight	Remarks
		No. of Wheels S. or W.	Journal		Steam	Heater	Stove	Pintch Gas Generator	Electric Oil	Elec. Train Line Cells-Sig. Batt.		Open Platform	Wide			Toilets	Main Compartments	Smoking Room
Ft.	In.														
14	0	6 S	5x9	....	✓	1	✓	✓	✓	✓	....	1	....	133,000	2 Large and 2 Large Double Side Doors.
14	0	6 S	5x9	....	✓	1	✓	✓	✓	✓	....	1	....	127,700	do
14	0	6 S	5x9	....	✓	1	✓	✓	✓	✓	....	1	....	123,100	do
14	0	6 S	5x9	....	✓	1	✓	✓	✓	✓	....	1	....	102,700	4 Small Side Doors.
14	0	6 S	5x9	....	✓	1	✓	✓	✓	✓	....	2	....	129,900	2 Large and 2 Small Side Doors.
15	3	6 S	5x9	....	✓	1	1	✓	✓	✓	1	2	18	122,100	do
14	0	6 S	5x9	....	✓	1	2	✓	✓	✓	1	2	16	121,800	do
15	1½	4 S	6½ x12	} P	✓	✓	✓	✓	✓	✓	1	....	....	217,200	Temporary Service-Streamline Train.
		6 S	6½ x12		✓	✓	✓	✓	✓	✓	1	....	....		
14	9½	4 S	6½ x12	do	✓	✓	✓	✓	✓	✓	68	....	....		
13	6	4 S	6x11	do	✓	✓	✓	✓	✓	✓	1	3	56	113,400	
13	6	4 S	6x11	do	✓	✓	✓	✓	✓	✓	1	2	24	122,000	
13	6	4 S	6x11	do	✓	✓	✓	✓	✓	✓	1	3	56	113,800	
13	6	4 S	6x11	do	✓	✓	✓	✓	✓	✓	1	2	48	111,400	
13	8¼	4 S	6x11	WP	✓	✓	✓	✓	✓	✓	1	2	48	139,400	
13	8¼	4 S	6x11	do	✓	✓	✓	✓	✓	✓	1	2	48	138,000	
13	8¼	6 S	6x11	....	✓	✓	✓	✓	✓	✓	1	....	....	134,700	
13	8¼	6 S	6x11	....	✓	✓	✓	✓	✓	✓	1	....	....	138,900	

FREIGHT EQUIPMENT

KIND OF CARS				DIMENSIONS									
A. A. R. Designation	Initials	Class	Numbers	Inside						Outside			
				Length	Width	Height		Length Over End Sills	Width at Eaves or Plat- form				
TM...	UP.....	Tank.....	4000 to 4099	Ft. 33	In. 1½	Ft. 6	In. 6	Ft.	In.	Ft. 36	In. 0	Ft. 8	In. 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	.....	.....
BX...	UP.....	Box, Steel, Staggered Doors.....	9100 to 9199	40	6¾	9	2½	8	6¾	40	8¼	9 11 9 4¾	9 4¾
BX...	UP.....	Box, Steel, Staggered Doors.....	9200 to 9229	40	6¾	9	2½	8	6¾	40	8¼	9 11 9 4¾	9 4¾
XM...	OWR&N.	Box, Steel Underframe.	10300 to 10999	40	4¾	8	6½	8	0¼	41	10	9	4¾
XM...	OWR&N.	Box, Steel Underframe.	11000 to 12499	40	4¾	8	6½	8	0¼	41	10	9	4¾
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	4¾
XM...	OWR&N.	Box, Steel Underframe.	13698 to 15847	40	3¾	9	2	9	2¼	41	1½	10	0
XM...	OSL.....	Box, Steel Underframe.	17246 to 17738	40	4¾	8	6½	8	0¼	41	10	9	4¾
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
GS...	UP.....	Gondola, Steel, Drop Bottom.....	20500 to 20649	40	4	9	4¾	4	6	41	10	9	11½
GS...	UP.....	Gondola, Steel, Drop Bottom.....	20650 to 20849	40	4	9	4¾	4	6	42	3½	10	3¾
GS...	UP.....	Gondola, Steel, Drop Bottom.....	20850 to 20949	40	4	9	4¾	4	6	41	10	9	11½
GS...	UP.....	Gondola, Steel, Drop Bottom.....	20950 to 21949	40	4	9	4¾	4	6	41	2½	10	3¾
GA...	UP.....	Gondola, Steel, Drop Bottom.....	21955	40	4	9	4¾	4	6	41	10	10	4¾
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	5½	4	0	42	7½	10	0
GB...	OSL.....	Gondola, Steel, Drop Bottom.....	24297 to 24892	41	9	9	5½	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
GS...	OSL.....	Gondola, Steel, Drop Bottom.....	26900 to 27293	40	4	9	4¾	4	6	41	10	9	11½
GA...	UP.....	Gondola, Steel, Drop Bottom.....	27294 to 27543	40	4	9	4¾	4	6	41	10	9	11½
GA...	OSL.....	Gondola, Steel, Drop Bottom.....	28000 to 28099	41	9	9	5½	4	0	42	7½	9	11½
GA...	OSL.....	Gondola, Steel, Drop Bottom.....	28100	41	9	9	4¾	4	0	43	3	10	1
GA...	OSL.....	Gondola, Steel, Drop Bottom.....	28101 to 28199	41	9	9	5½	4	0	42	7½	9	11½
Forward													

Explanatory notes on pages 324 and 325.

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. 8000 gal.	84		
9	9½			3	8¾	14	5								100000 lb. 12500 gal.	97		
10	6			4	1½	14	10¼								100000 lb. 12500 gal.	188		
9	9½			3	8¾	14	5								100000 lb. 12500 gal.	247		
9	3½			3	7¾	14	11								100000 lb. 12500 gal.	248		
9	0½			3	11½	12	10								100000 lb. 7000 gal.	16		
8	10¾			4	6	12	5½								100000 lb. 7105 gal.	9		
9	5½	11	7	12	3	13	9	5	6	6	5	2	6	3	4	1893	60000 lb.	2
10	7¾	11 10¾ 12 4¾		13	1¾	13	1¾	12	0	7	11¾					3180	100000 lb.	98
10	7¾	11 10¾ 12 3¾		13	1¾	13	1¾	12	0	7	11¾	1	6	1	0	3180	100000 lb.	30
10	2¼	12 1½	12 11½	13	5¼	6	0	7	6½	2	2½	2	7½	2	7½	2745	100000 lb.	159
10	2¼	12 1½	12 11½	13	5¼	6	0	7	6½	2	2½	2	7½	2	7½	2745	100000 lb.	359
10	6	13 4¾	14 2¾	14	10¼	6	0	8	8½	2	2½	2	7½	2	7½	3384	100000 lb.	144
10	2¼	12 1½	12 11½	13	5¼	6	0	7	6½	2	2½	2	7½	2	7½	2745	100000 lb.	121
10	6	13 4¾	14 2¾	14	10¼	6	0	8	8½	2	2½	2	7½	2	7½	3384	100000 lb.	489
10	2¼	12 1½	12 11½	13	5¼	6	0	7	6½	2	2½	2	7½	2	7½	2745	100000 lb.	121
10	6	13 3¾	14 1¾	14	7¾	6	0	8	8½	2	2½	2	7½	2	7½	3384	100000 lb.	71
10	6	13 4¾	14 2¾	14	10¼	6	0	8	8½	2	2½	2	7½	2	7½	3384	100000 lb.	292
10	0			7	8½	8	4¾								1581	100000 lb.	1	
10	4¾			8	0¾	8	0¾								1705	100000 lb.	115	
10	4¾			8	2¾	8	2¾								1710	100000 lb.	106	
10	4¾			8	0¾	8	0¾								1705	100000 lb.	77	
10	4¾			8	3¾	8	3¾								1710	100000 lb.	973	
				8	0¾	8	0¾								1705	100000 lb.	1	
10	0			7	8½	8	4¾								1581	100000 lb.	290	
10	4¾			8	0¾	8	0¾								1705	100000 lb.	35	
10	0			7	8½	8	4¾								1581	100000 lb.	99	
10	0			7	8½	8	4¾								1581	100000 lb.	238	
10	0¾			7	6¼	8	2¾								1570	100000 lb.	70	
10	0			7	8½	8	4¾								1581	100000 lb.	1	
10	4¾			8	0¾	8	0¾								1705	100000 lb.	614	
10	4¾			8	0¾	8	0¾								1705	100000 lb.	197	
10	4¾			8	0¾	8	0¾								1705	100000 lb.	187	
10	0			7	8½	8	4¾								1581	100000 lb.	42	
10	0¾			7	6¼	8	2¾								1570	100000 lb.	1	
10	0			7	8½	8	4¾								1581	100000 lb.	33	
																	5855	

Explanatory notes on pages 324 and 325.

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.	
GB...	Brought Forward											
GB...	UP.	Gondola, Steel	28200 to 28499	41	9	9	5½	4	0	42	7½	11½
GB...	OSL.	Gondola, Steel	28500 to 28892	41	9	9	5½	4	0	42	7½	9 11½
HM...	OSL.	Hopper Bottom, Coal, Steel	30586 to 30683	30	0¼	9	6	35	9¼	31	6	10 1½
HM...	OSL.	Hopper Bottom, Coal, Steel	30684 to 30883	33	4	9	6	35	9¼	34	9¼	10 1½
HM...	UP.	Hopper Bottom, Coal, Steel	32000 to 32219	30	0¼	9	6	35	9¼	31	6	10 1½
HMA	UP.	Hopper Bottom, Coal, Steel	32200 to 33219	30	0	9	6	36	5¼	31	2½	10 1½
HM	OWR&N.	Hopper Bottom, Coal, Steel	34000 to 34049	30	0¼	9	6	35	9¼	31	6	10 1½
SC...	OSL.	Stock, Steel Underframe	35215 to 35802	36	6	8	9½	7	7	36	7½	9 9½
SC...	OSL.	Stock, Steel Underframe	35803 to 35952	36	6½	8	5½	8	0¼	37	10	9 11½
SC...	OSL.	Stock, Steel Underframe	35953 to 36252	36	6	8	5½	8	0	37	10	9 11½
SC...	OSL.	Stock, Steel Underframe	36253 to 36601	36	6½	8	5½	8	0¼	37	10	9 11½
SC...	OSL.	Stock, Steel Underframe	36602 to 36751	36	6½	8	5½	8	0¼	37	10	9 11½
SC...	OSL.	Stock, Steel Underframe	36753 to 38149	36	6½	8	5½	8	0¼	36	7½	9 11½
SM...	OSL.	Stock, Steel Underframe	39000 to 39349	40	7½	8	10	9	4¼	40	7½	9 10
SM...	OSL.	Stock, Steel Underframe	39400 to 39420	40	3½	8	10	8	10½	40	8½	10 0½
SC...	OWR&N.	Stock, Steel Underframe	40000 to 40198	36	6½	8	5½	8	0¼	37	10	9 11½
SC...	OWR&N.	Stock, Steel Underframe	40199 to 40298	36	6½	8	5½	8	0¼	37	10	9 11½
SC...	OWR&N.	Stock, Steel Underframe	40299 to 40398	36	6½	8	5½	8	0¼	37	10	9 11½
SC...	OWR&N.	Stock, Steel Underframe	40399 to 40548	36	6½	8	5½	8	0¼	36	7½	9 11½
SC...	UP.	Stock, Steel Underframe	41000 to 41999	36	6	8	5½	8	0	36	8½	9 11½
SC...	LA&SL.	Stock, Steel Underframe	42000 to 42192	36	6	8	5½	8	0	37	10	9 11½
SC...	UP.	Stock, Steel Underframe	44000 to 44249	36	6	8	9¼	7	7	36	7½	9 9½
SC...	UP.	Stock, Steel Underframe	44250 to 44497	36	6	8	9¼	7	7	36	7½	9 9½
SC...	UP.	Stock, Steel Underframe	44500 to 44549	36	6½	8	5½	8	0¼	37	10	9 11½
SC...	UP.	Stock, Steel Underframe	44550 to 44807	36	6½	8	5½	8	0¼	37	10	9 11½
SC...	UP.	Stock, Steel Underframe	44810 to 44909	36	6½	8	5½	8	0¼	36	7½	9 11½
SC...	UP.	Stock, Steel Underframe	44910 to 45359	36	6½	8	5½	8	0¼	36	7½	9 11½
SC...	UP.	Stock, Steel Underframe	45360 to 45759	36	6½	8	5½	8	0¼	36	7½	9 11½
SC...	UP.	Stock, Steel Underframe	45760 to 46759	36	6	8	5½	8	0	36	8½	9 11½
SC...	OSL.	Stock, Steel Underframe	48000 to 48349	40	7½	8	10	9	4¼	40	8½	9 10
SM...	UP.	Stock, Steel Underframe	49000 to 49049	40	7½	8	10	9	4¼	41	1½	9 10
SM...	UP.	Stock, Steel Underframe	49100 to 49415	40	6	8	10	9	4¼	41	1½	9 10
SC...	UP.	Stock, Steel Underframe	49416 to 49418	40	6	8	10	9	4¼	41	1½	9 10
SM...	UP.	Stock, Steel Underframe	49417 to 49599	40	6	8	10	9	4¼	41	1½	9 10
SM...	UP.	Stock, Steel Underframe	49700 to 49720	40	3½	8	10	8	10½	40	8½	10 0½
FM...	OWR&N.	Flat, Steel Underframe	50000 to 50099	40	10	9	4½	.....	.....	41	10	9 4½
	Forward											

Explanatory notes on pages 324 and 325.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS															No. Owned
Outside						Doors				CAPACITY					
Ex-treme Width Over All	Height From Rail			To Top of Sides Plat- form or Run- ning Board	To Over All	Side		End		Cubic Feet Level Full	Pounds or Gallons				
	To Eaves					Width	Height	Width	Height						
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.						
10 0			7 8½	8 4¾							1581	100000 lb.	5855		
10 0			7 8½	8 4¾							1581	100000 lb.	3		
			10 0¾	10 0¾							1650	100000 lb.	34		
10 5½			10 0¾	10 0¾							1820	100000 lb.	116		
10 1½			10 0¾	10 0¾							1650	100000 lb.	117		
10 5¾			10 6	11 3½							1859	100000 lb.	995		
10 1½			10 0¾	10 0¾							1650	100000 lb.	35		
10 2½	12 4½		13 1½	13 1½		4 9	7 7	2 5	3 7		2409	60000 lb.	114		
10 3¾	12 3¾		12 11¼	13 6¾		5 0	7 10	2 0	3 1		2596	80000 lb.	113		
10 3¾	12 3¾		12 11¼	13 6¾		5 0	7 10	2 0	3 1		2582	80000 lb.	192		
10 3¾	12 3¾		12 11¼	13 6¾		5 0	7 10	2 0	3 1		2596	80000 lb.	258		
10 3¾	12 3¾		12 11¼	13 6¾		5 0	7 10	2 0	3 1		2596	80000 lb.	113		
10 1½	12 4¾		13 0¾	13 7¾		5 0	7 9¾	1 10 2 0 3 1	3 1 3 1 3 1		2596	80000 lb.	1343		
10 4¾	13 3¾		14 1½	14 1½		6 0	8 10½	1 6½	1 0		3292	80000 lb.	50		
10 4¾	13 3¾		14 3¼	14 3¼		6 0	8 9½				3263	80000 lb.	21		
10 3¾	12 3¾		12 11¼	13 6¾		5 0	7 10	2 0	3 1		2596	80000 lb.	140		
10 3¾	12 3¾		12 11¼	13 6¾		5 0	7 10	2 0	3 1		2596	80000 lb.	86		
10 3¾	12 3¾		12 11¼	13 6¾		5 0	7 10	2 0	3 1		2596	80000 lb.	86		
10 1½	12 4¾		13 0¾	13 7¾		5 0	7 9¾	2 0	3 1		2596	80000 lb.	146		
10 3¾	12 4¾		13 0¾	13 7¾		5 0	7 9¾	1 10 2 0 3 1	3 1 3 1 3 1		2596	80000 lb.	599		
10 3¾	12 3¾		12 11¼	13 6¾		5 0	7 10	2 0	3 1		2582	80000 lb.	139		
10 2¾	12 4½		13 1½	12 5¼		4 9	7 7	2 0	3 1		2409	60000 lb.	61		
10 2¾	12 4½		13 1½	12 5¼		4 9	7 7	2 0	3 1		2409	60000 lb.	57		
10 3¾	12 3¾		12 11¼	13 6¾		5 0	7 10	2 0	3 1		2596	80000 lb.	45		
10 3¾	12 3¾		12 11¼	13 6¾		5 0	7 10	2 0	3 1		2596	80000 lb.	217		
10 1½	12 4¾		13 0¾	13 7¾		5 0	7 9¾	1 10 2 0 3 1	3 1 3 1 3 1		2596	80000 lb.	98		
10 1½	12 4¾		13 0¾	13 7¾		5 0	7 9¾	1 10 2 0 3 1	3 1 3 1 3 1		2596	80000 lb.	435		
10 1½	12 4¾		13 0¾	13 7¾		5 0	7 9¾	1 10 2 0 3 1	3 1 3 1 3 1		2596	80000 lb.	387		
10 3¾	12 4¾		13 0¾	13 7¾		5 0	7 9¾	1 10 2 0 3 1	3 1 3 1 3 1		2596	80000 lb.	381		
10 4¾	13 3¾		14 1½	14 1½		6 0	8 10½	1 6½	1 0		3292	80000 lb.	299		
10 4¾	13 3¾		14 1½	14 1½		6 0	8 10½	1 6	1 0		3292	80000 lb.	49		
10 4¾	13 3¾		14 1½	14 1½		6 0	8 10½	1 6	1 0		3279	80000 lb.	313		
10 4¾	13 3¾		14 1½	14 1½		6 0	8 10½	1 6	1 0		3279	80000 lb.	1		
10 4¾	13 3¾		14 1½	14 1½		6 0	8 10½	1 6	1 0		3279	80000 lb.	181		
10 4¾	13 3¾		14 3¼	14 3¼		6 0	8 9½				3263	80000 lb.	11		
9 9½			3 8½	6 9½								100000 lb.	34		
			3 9½												
														13127	

Explanatory notes on pages 324 and 325.

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.		
FM...	Brought Forward.....	Flat, Steel Underframe.	50100 to 50149	40	10	9	4½			41	10	9	4½
FM...	OWR&N.	Flat, Steel Underframe.	50150 to 50329	40	10	9	4½			41	2¼	9	4½
FM...	OWR&N.	Flat, Steel Underframe.	50330 to 50580	40	10	9	4½			41	10	9	4½
FM...	LA&SL.	Flat, Steel Underframe.	52000 to 52199	40	10	9	4½			41	10	9	4½
FL...	OWR&N.	Flat, Log Wood Underframe.....	53500 to 53599	41	0	9	6					9	6
FM...	OWR&N.	Flat, Steel Underframe.	53824 to 53872	36	4½	8	9			37	8½	8	9
FM...	UP.....	Flat, Steel Underframe.	54001 to 54199	39	0	9	5¼			40	0	9	5¼
FM...	UP.....	Flat, Steel Underframe.	54200 to 54650	40	10	9	4½			41	10	9	4½
FM...	UP.....	Flat, Steel Underframe.	54651 to 54805	40	10	9	4½			41	2¼	9	4½
FM...	UP.....	Flat, Steel Underframe.	54806 to 55305	40	10	9	4½			41	2¼	9	4½
FM...	UP.....	Flat, Steel Underframe.	55306 to 55805	40	10	9	4½			41	2¼	9	4½
FM...	UP.....	Flat, Steel Underframe.	55806 to 56305	40	10	9	4½			41	1½	9	4½
FM...	UP.....	Flat, Steel Underframe.	56400 to 56699	52	8½	10	8			52	8½	10	8
FM...	UP.....	Flat, Steel Underframe.	56700 to 56999	52	8½	10	8			52	8½	10	8
FM...	UP.....	Flat, Steel Underframe.	57000 to 57299	53	6	10	8			53	6	10	8
FM...	OSL.....	Flat, Steel Underframe.	58000 to 58099	39	0	9	5¾			40	0	9	5¾
FM...	OSL.....	Flat, Steel Underframe.	58100 to 58164	40	10	9	4½			41	2¼	9	4½
FM...	OSL.....	Flat, Steel Underframe.	59800 to 59899	40	10	9	4½			41	10	9	4½
GS...	UP.....	Gondola, Steel, Drop Bottom	62000 to 63999	41	6	9	6	4	7¾	42	8¾	10	3¾
GS...	UP.....	Gondola, Steel Underframe, Drop Bottom	64000 to 64999	41	0	9	1¾	5	0	41	8		
XM...	OWR&N.	Box, Steel Underframe.	68000 to 68004	40	0	9	2	9	2¼	41	1½	10	0
XM...	OSL.....	Box, Steel Underframe.	68020 to 68022	40	0	9	2	9	2¼	41	1½	10	0
XM...	OSL.....	Box, Steel Underframe.	68023 to 68049	40	6¼	9	2	9	4¼	41	1½	9	10
XM...	UP.....	Box, Steel Underframe.	68050 to 68057	40	0	9	2	9	2¼	41	1½	10	0
XM...	UP.....	Box, Steel Underframe.	68058	40	6¼	9	2	9	4¼	41	1½	9	10
XM...	UP.....	Box, Steel Underframe.	68059 to 68071	40	6¼	9	2	9	4¼	41	1½	9	10
XM...	OSL.....	Box, Steel Underframe.	68080 to 68149	40	6¼	9	2	9	4¼	41	1½	9	10
XM...	UP.....	Box, Steel Underframe.	68150 to 68151	40	6¼	9	2	9	4¼	40	8½	9	10
XM...	OSL.....	Box, Steel Underframe.	68152	40	6¼	9	2	9	4¼	40	8½	9	10
TM...	UP.....	Tank, Steel.....	69000 to 69199	39	2½	7	5½			41	5	9	10
TM...	LA&SL.	Tank, Steel.....	69531 to 69702	39	0	7	5¼			41	10	8	5½
XM...	UP.....	Box, Steel Underframe.	70000 to 72849	40	4¾	8	6½	8	0¼	41	10	9	4½
XM...	UP.....	Box, Steel Underframe.	72877 to 73326	40	4¾	8	6½	8	0¼	41	10	9	4½
XM...	UP.....	Box, Steel Underframe.	73327 to 74402	40	3¾	9	2	9	2¼	41	1½	10	0
XM...	UP.....	Box, Steel Underframe, Steel Ends.....	75000 to 75397	40	5½	9	0	9	11½	41	1½	9	10½
XM...	UP.....	Box, Steel Underframe, Steel Ends.....	75500 to 75598	40	6¾	9	1½	10	2½	41	1½	10	1½
XM...	UP.....	Box, Steel Underframe.	77000 to 79500	40	3¾	9	2	9	2¼	41	1½	10	0
MWB.	UP.....	Ballast (Rodgers) Steel Underframe	80000 to 80299	40	0	8	8	3	0	41	6	9	10
MWB.	UP.....	Ballast (Rodgers) Steel Underframe	80935 to 80949	40	0	8	8	3	0	41	6	9	10
MWB.	UP.....	Ballast (Rodgers) Steel Underframe	80950 to 80999	40	0	8	8	3	0	41	6	9	10
MWB.	UP.....	Ballast (Rodgers) Steel Underframe	83200 to 84199	40	0	8	8	3	0	41	6	9	10
GRA.	UP.....	Gondola, Coal, Steel	84200 to 84899	40	0	9	6	4	3	41	4¾	9	9
HK.	UP.....	Hopper, Steel.....	85000 to 85499	33	1½	10	1	5	11	33	0½	10	2¾
HK.	UP.....	Hopper, Steel.....	85500 to 85999	33	0	10	1	5	10	33	0½	10	2¾
HK.	UP.....	Hopper, Steel.....	86000 to 86999	33	4½	10	1	5	10¼	33	5¼	10	2¼
HK.	UP.....	Hopper, Steel.....	87000 to 87999	33	4½	10	1	5	10¼	33	5¼	10	2¼
HK.	UP.....	Hopper, Steel Underframe.....	88000 to 88899	33	0	9	6¼	5	10¼	33	0½		
	Forward												

Explanatory notes on pages 324 and 325.

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.			
9	9½		{ 3 8¾ 3 9¾	6	9½								100000 lb.	13127 21
9	9½		{ 3 10¾ 3 8¾	6	9½								100000 lb. 100000 lb.	113 104
9	9½		{ 3 9¾ 3 9¾	6	9½								100000 lb.	79
9	6		3 6	5	8								70000 lb.	4
9	4½		4 0										80000 lb.	11
10	0		3 11¾	6	11¾								100000 lb.	15
9	9½		{ 3 8¾ 3 9¾	6	9½								100000 lb.	181
9	9½		{ 3 10¾ 3 10¾	6	9½								100000 lb. 100000 lb.	106 441
9	9¾		3 10¾	6	9½								100000 lb.	497
9	10¼		3 10¾	5 11¼									100000 lb.	499
9	11½		3 10¾	5 6¾									100000 lb.	298
10	8		3 10¾	5 11									100000 lb.	300
10	8		3 10¾	5 11									100000 lb.	300
10	8		3 7¼	4 10¼									100000 lb.	68
10	0		3 11¾	6 11¾									100000 lb.	34
9	9½		3 10¾	6 9½									80000 lb.	81
9	9½		{ 3 8¾ 3 9¾	6	9½									
10	5½		9 0½	9 0½								1776	100000 lb.	1983
10	5		9 3¾	9 3¾								1874	100000 lb.	1000
10	6	13 4¾	14 2¾	14 10¼	6 0	8 8¾						2730	100000 lb.	5
10	6	13 4¾	14 2¾	14 10¼	6 0	8 8¾						2730	100000 lb.	3
10	6	13 3¾	14 1¾	14 9	6 0	8 8¾						3500	100000 lb.	27
10	6	13 4¾	14 2¾	14 10¼	6 0	8 8¾						2730	100000 lb.	7
10	6	13 3¾	14 1¾	14 9	6 0	8 8¾						3500	100000 lb.	1
10	6	13 3¾	14 1¾	14 9	6 0	8 8¾						3500	100000 lb.	13
10	6	13 3¾	14 1¾	14 9	6 0	8 8¾						3500	100000 lb.	68
10	6	13 3¾	14 1¾	14 9	6 0	8 8¾						3500	100000 lb.	2
10	6	13 3¾	14 1¾	14 9	6 0	8 8¾						3500	100000 lb.	1
10	3½		3 11¼	13 10½									100000 lb. 12500 gal.	200
9	8		3 11¼	12 11½									100000 lb. 12500 gal.	7
10	2¼	12 1½	12 11½	113 5¼	6 0	7 6¾	1 6	1 0	2745	100000 lb.			761	
10	2¼	12 1½	12 11½	113 5¼	6 0	7 6¾	1 6	1 0	2745	100000 lb.			149	
10	6	13 4¾	14 2¾	14 10¼	6 0	8 8¾	1 6	1 0	3384	100000 lb.			275	
10	7½	14 0¾	15 0¾	15 0¾	6 1¼	9 4¾				3610	100000 lb.			293
10	7½	14 0¾	14 11¾	14 11¾	6 1¼	9 4¾				3780	100000 lb.			97
10	6	13 4¾	14 2¾	14 10¼	6 0	8 8¾	1 6	1 0	3384	100000 lb.			639	
9	10		7 5							1040	100000 lb.			133
10	5		7 5½	8 4¾						1040	100000 lb.			11
9	10		7 5							1040	100000 lb.			20
10	5		7 5½	8 4¾						1040	100000 lb.			581
10	0½		8 7¾	9 3¾						1825	100000 lb.			404
10	2½		10 8	10 8						1982	100000 lb.			498
10	2½		10 8	10 8						1951	100000 lb.			498
10	2¼		10 8	10 8						1970	100000 lb.			998
10	3¾		10 8	10 8						1970	100000 lb.			1000
10	5		10 8	10 8						1792	100000 lb.			899
														26855

Explanatory notes on pages 324 and 325

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.
HK...	Brought forward	OWR&N. Hopper, Steel Underframe.	88900 to 88999	33	0	9	6¼	5	10¼	33	0½
MWB	OSL.....	Ballast, Steel Underframe 2.....	89000 to 89099	40	0	8	8	3	0	41	6
MWB	OWR&N.	Ballast (Rodgers) Steel Underframe 3.....	91000 to 91099	40	0.	8	8	3	0	41	6
MWB	OWR&N.	Ballast (Rodgers) Steel Underframe 3.....	91150 to 91299	39	1	8	8	3	6	41	6
HMA	OWR&N.	Ore, Steel.....	91320 to 91339	28	0	9	6	5	1½	38	3
MWD	UP.....	Ballast, Steel (Air Dump).	91500 to 91544	31	1½	9	1½	2	10½	37	7
LO...	UP.....	Covered Hopper, Steel.	92000 to 92099	29	3	9	5½	7	0½	34	3
XF...	UP.....	Furniture, Steel Underframe Staggered Doors	95350 to 95599	40	0½	9	0½	10	0¼	41	10
GB...	UP.....	Gondola, Steel.....	96000 to 96999	34	6	9	4½	4	0	36	0
GB...	UP.....	Gondola, Steel.....	98000 to 98049	65	6	7	9	3	5½	67	4½
GB...	UP.....	Gondola, Steel.....	99500 to 99999	48	6	9	0	3	6	50	2½
XM...	UP.....	Box, Steel Underframe.	100100	40	6	8	7¾	8	7¾	41	2½
XM...	UP.....	Box, Steel Underframe.	122000 to 122473	40	7½	9	2	9	4¼	41	1½
XM...	UP.....	Box, Steel Underframe.	124000 to 125899	40	7½	9	2	9	4¼	41	1½
XM...	UP.....	Box, Steel Underframe.	125900 to 127899	40	6¼	9	1½	9	2	41	1½
XM...	LA&SL...	Box, Steel Underframe.	132000 to 132292	40	3½	9	2	9	2¼	41	10
XM...	OSL.....	Box, Steel Underframe.	135000 to 138525	40	7½	9	2	9	4¼	41	1½
XA...	UP.....	Box, Automobile, Staggered Doors, End Doors, Steel.....	150000	50	0½	9	2	10	0½	50	9½
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	150001 to 151000	50	3½	8 8	9 2	10	0½	50	9½
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	151001 to 152000	50	3½	8 8	9 2	10	0¼	50	9½
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	152001 to 152500	50	3½	8 8	9 2	10	0¼	50	9½
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	154100 to 154199	50	7½	9 4¼	11 2½	50	10	50	10
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	154200 to 154399	50	7½	9 4¼	10 6	50	10	50	10
XAP	UP.....	Box, Automobile, Staggered Doors, Steel.....	155000	50	7½	9 4¼	10 6	50	10	50	10
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	156100 to 156199	50	7½	9 4¼	11 2½	50	10	50	10
XA...	OSL.....	Box, Automobile, Staggered Doors, End Doors, Steel.....	160001 to 160600	50	0½	9 2	10 0½	50	9½	50	9½
XA...	UP.....	Box, Automobile, Staggered Doors, End Doors, Steel.....	161000 to 161099	50	6½	9 4¼	10 6	50	10	50	10
XA...	UP.....	Box, Automobile, Staggered Doors, End Doors, Steel.....	161100 to 161199	50	6½	9 4¼	10 6	50	10	50	10
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	161200 to 161499	50	6¼	9 4¼	10 6	50	11½	50	11½
XA...	LA&SL...	Box, Automobile, Staggered Doors, End Doors, Steel.....	169000 to 169199	50	0½	9 2	10 0½	50	9½	50	9½
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	171500 to 172999	40	6¼	9 1½	9 10½	41	1½	50	10½
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	175000 to 175399	50	3½	9 2	10 0½	50	6	50	9 7
Forward.											

Explanatory notes on pages 324 and 325.

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	5		10	8	10	8				1792	100000 lb.		26852	
10	5		7	5½	8	4¾				1040	100000 lb.		100	
9	10		7	5						1040	100000 lb.		58	
10	4		7	3						1023	100000 lb.		47	
10	2½		10	0	10	0				1360	140000 lb.		28	
10	2		8	7½	8	7½				810	100000 lb.		20	
10	0½	11	9	12	9½	12	9½			1958	140000 lb.		45	
10	5½	14	1½	15	0½	15	7¼	8	0	9	6¾	3629	60000 lb.	100
10	3		7	6¼						1252	80000 lb.		3	
8	11½		6	11¾	8	6½				1777	140000 lb.		137	
9	11		7	5½	7	5½				1528	100000 lb.		50	
10	1½	12	1	13	3¾	14	0¾	6	0	8	1½	2825	100000 lb.	499
10	6	13	3¾	14	1½	14	9	6	0	8	8½	1	6	3500
10	6	13	3¾	14	1½	14	9	6	0	8	8½	1	6	3500
10	5½	13	3¾	14	2½	14	10¾	6	0	8	8½	1	6	3412
10	6	13	4¾	14	2¾	14	10¼	6	0	8	8½	2	3	3384
10	6	13	3¾	14	1½	14	9	6	0	8	8½	1	6½	3500
10	5¾	13	11½	14	10½	15	5½	9	9¾	9	4¾	8	6¼	4598
10	6½	13	10¾	14	9¾	15	5½	9	9¾	9	4¾	1	6	4370
10	5¾	13	10¾	14	9¾	15	5½	12	0	9	5½	1	6	4370
10	6½	13	10¾	14	9¾	14	9¾	12	0	9	5½	1	6	4370
10	8	14	4¾	15	1	15	1	15	0¼	9	11½			4974
10	8	14	4¾	15	1	15	1	15	0¼	9	11½			4974
10	8	14	4¾	15	1	15	1	15	0¼	9	11½			4906
10	8	14	4¾	15	1	15	1	15	0¼	9	11½			4974
10	5¾	13	11½	14	10½	15	5½	9	9¾	9	4¾	8	6¼	4598
10	8	14	4¾	15	1	15	1	15	0¼	9	11½	9	4¾	4961
10	8	14	4¾	15	1	15	1	15	0¼	9	11½	9	4¾	4961
10	8	14	4¾	15	1	15	1	15	0¼	9	10¾			4964
10	5¾	13	11½	14	10½	15	5½	9	9¾	9	4¾	8	6¼	4598
10	7¾	14	2¾	14	11½	15	7¾	9	8¾	9	5¼	1	6½	3681
10	6½	14	4¾	14	11½	14	11½	9	11½	9	6¾	1	6	4626
														30537

Explanatory notes on pages 324 and 325.

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.	Ft.	In.		
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	2½	8	11	10	0¼ (10 0½)	50	9½	9	7½
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	177000 to 177387	50	2	8	11	10	0½ (10 6½)	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	5¾
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	0 ²¹ / ₃₂	40	8¼	9	10½
XM...	UP.....	Box, Steel.....	185950 to 185999	40	6½	9	2½	10	0 ²¹ / ₃₂	40	8¼	9	10½
XM...	UP.....	Box, Steel.....	186000 to 186024	40	6½	9	2½	10	0¾	41	10½	9	5¾
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...	UP.....	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...	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
XM...	UP.....	Box, Steel.....	193000 to 193748	40	6¼	9	2½	10	6½	40	9¾	9	10½
XM...	UP.....	Box, Steel.....	195000 to 195499	40	6¼	9	2½	10	3¾	40	8¾	9	10½
XM...	UP.....	Box, Steel.....	195500 to 195596	40	6¼	9	2½	10	3¾	40	9	9	10½
XM...	UP.....	Box, Steel.....	196000 to 196999	40	6¼	9	2½	10	3¾	40	9	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	9¾	9	7½
XAP...	UP.....	Box, Automobile, Steel.....	252001 to 252999	50	3¾	9	2	10	0¼	50	9¾	9	7½
XAP...	UP.....	Box, Automobile, Steel.....	254200 to 254399	50	7¾	9	3	10	6½	50	10	9	11½
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	261100 to 261199	50	6¾	9	4¼	11	7¾	50	10	10	0¾
XM...	UP.....	Box, Steel Underframe.....	300000 to 300299	40	6¼	9	2	9	4¼	41	1¾	9	10
XM...	OSL.....	Box, Steel Underframe.....	300500 to 300999	40	6¼	9	2	9	4¼	41	1¾	9	10
XM...	OWR&N.	Box, Steel Underframe, Steel Ends.....	301000 to 301113	40	3¾	9	2	9	2¼	41	1¾	10	0
XM...	OWR&N.	Box, Steel Underframe, Steel Ends.....	301320 to 301633	40	3¾	9	2	9	2¼	41	1¾	10	0
XM...	OSL.....	Box, Steel Underframe, Steel Ends.....	302300 to 302530	40	3¾	9	2	9	2¼	41	1¾	10	0
XM...	UP.....	Box, Steel Underframe, Steel Ends.....	303000 to 303193	40	3¾	9	2	9	2¼	41	1¾	10	0
	Forward.....												

Explanatory notes on pages 324 and 325

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS															No. Owned		
Outside						Doors								CAPACITY			
Ex-treme Width Over All	Height From Rail				To Top of Sides Plat-form or Run-ning Board	To Over All	Side				End					Cubic Feet Level Full	Pounds or Gallons
	To Eaves						Width	Height	Width	Height	Width	Height	Width	Height			
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.				
10	6½	13 10½	14 1½	14	9¾	14	9¾	12	0	9	5¾	.....	.....	4493	100000 lb.	367	
10	5¾	13 10½	14 9¾	15	5¾	12	0	9	5¾	.....	.....	.....	.....	4493	100000 lb.	91	
10	5½	14 1½	14 9¾	15	5¾	12	1½	9	4¾	.....	.....	.....	.....	4489	100000 lb.	2	
10	7¾	12 10¼	14 1	14	1	8	6½	8	8¾	.....	.....	.....	.....	3466	100000 lb.	2319	
10	3¼	13 5½	13 10¾	13	10¾	6	0	8	8¾	.....	.....	.....	.....	3314	100000 lb.	1	
10	8	13 2½	14 7¾	14	7¾	6	0	9	5¾	.....	.....	.....	.....	3727	100000 lb.	1176	
10	7¾	13 11½	14 7¾	14	7¾	6	0	9	5¾	.....	.....	.....	.....	3730	100000 lb.	1875	
10	7¾	13 11½	14 7¾	14	7¾	6	0	9	5¾	.....	.....	.....	.....	3735	100000 lb.	49	
10	7¾	13 9¾	14 7¾	14	7¾	6	0	9	5¾	.....	.....	.....	.....	3735	100000 lb.	50	
10	4¾	13 9¾	14 5½	14	5½	6	0	9	4¾	.....	.....	.....	.....	3730	100000 lb.	25	
10	4¾	13 10¾	14 6½	14	6½	6	0	9	4¾	.....	.....	.....	.....	3730	100000 lb.	25	
10	7¾	13 11½	14 7¾	14	7¾	6	0	9	5¾	.....	.....	.....	.....	3730	100000 lb.	1189	
10	7¾	13 9¾	14 7¾	14	7¾	6	0	9	5¾	.....	.....	.....	.....	3730	100000 lb.	696	
10	7¾	13 9¾	14 7¾	14	7¾	6	0	9	5¾	.....	.....	.....	.....	3730	100000 lb.	300	
10	7¾	13 9¾	14 7¾	14	7¾	6	0	9	5¾	.....	.....	.....	.....	3730	100000 lb.	498	
10	7¾	13 9¾	14 7¾	14	7¾	6	0	9	5¾	.....	.....	.....	.....	3730	100000 lb.	696	
10	7¾	13 10¾	15 0¾	15	0¾	6	0	9	11¾	.....	.....	.....	.....	3920	100000 lb.	1993	
10	7¾	14 5½	15 0¾	15	0¾	6	0	9	11¾	.....	.....	.....	.....	3920	100000 lb.	748	
10	7¾	13 11	15 0¾	15	0¾	6	0	9	8¾	.....	.....	.....	.....	3835	100000 lb.	498	
10	7¾	14 5½	15 0¾	15	0¾	6	0	9	8¾	.....	.....	.....	.....	3835	100000 lb.	97	
10	4¾	.....	8 0¾	8	0¾	.....	.....	.....	.....	.....	.....	.....	.....	1705	100000 lb.	137	
10	2¼	.....	8 11¼	9	8¾	.....	.....	.....	.....	.....	.....	.....	.....	1715	100000 lb.	99	
10	5¾	13 10¾	14 9¾	15	5¾	6	1¼	9	5¾	.....	.....	.....	.....	4622	100000 lb.	.....	
10	5¾	14 1¾	14 9¾	14	9¾	6	1¼	9	5¾	.....	.....	.....	.....	4622	100000 lb.	.....	
10	8	13 10¾	15 1	15	1	7	0¾	9	11¾	.....	.....	.....	.....	4919	100000 lb.	15	
10	8	14 1¾	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
10	8	15 0¾	16 2¾	16	2¾	15	0¼	9	10¾	9	4¼	11	3	5492	100000 lb.	29	
10	6	13 3¾	14 1¾	14	9	6	0	8	8¾	.....	.....	.....	.....	3500	100000 lb.	161	
10	6	13 3¾	14 1¾	14	9	6	0	8	8¾	.....	.....	.....	.....	3500	100000 lb.	341	
10	6	13 4¾	14 2¾	14	10¼	6	0	8	8¾	.....	.....	.....	.....	3384	100000 lb.	103	
10	6	13 4¾	14 2¾	14	10¼	6	0	8	8¾	.....	.....	.....	.....	3384	100000 lb.	289	
10	6	13 4¾	14 2¾	14	10¼	6	0	8	8¾	.....	.....	.....	.....	3384	100000 lb.	214	
10	6	13 4¾	14 2¾	14	10¼	6	0	8	8¾	.....	.....	.....	.....	3384	100000 lb.	131	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44751	

Explanatory notes on pages 324 and 325

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS									
A. A. R. Designation	Initials	Class		Inside			Outside						
				Length	Width	Height	Length at Over End Sills	Width at Eaves or Plat- form					
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.		
XM...	Brought forward.....	Box, Steel Underframe, Steel Ends.....	303501 to 303835	40	3 3/8	9	2	9	2 1/4	41	1 1/2	10	0
XM...	LA&SL.....	Box, Steel Underframe, Steel Ends.....	304800 to 304871	40	3 3/8	9	2	9	2 1/4	41	1 1/2	10	0
XM...	UP.....	Box, Steel Underframe, Steel Ends.....	305000 to 305169	40	7 7/8	9	2	9	2 1/4	41	1 1/2	9	10
XM...	UP.....	Box, Steel Underframe, Steel Ends.....	306000 to 306299	40	7 7/8	9	2	9	2 1/4	41	1 1/2	9	10
XM...	OSL.....	Box, Steel Underframe, Steel Ends.....	307000 to 308199	40	7 7/8	9	2	9	2 1/4	41	1 1/2	9	10
XM...	UP.....	Box, Steel.....	350000 to 350499	50	2 1/2	8	7 1/2	10	0 7/8	50	9 1/2	9	7 1/2
XM...	UP.....	Box, Steel.....	350500 to 350885	50	2 1/2	8	11	10	0 7/8	50	9 1/2	9	7 1/2
XM...	UP.....	Box, Steel.....	350886	50	2 1/2	8	11	10	0 7/8	51	4	9	9
XM...	UP.....	Box, Steel.....	351000 to 351105	50	2 1/2	8	11	10	0 1/4	50	9 1/2	9	7 1/2
XM...	UP.....	Box, Steel.....	351200 to 351706	50	2 1/2	8	11	10	0 1/4	50	9 1/2	9	7 1/2
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel....	361000 to 361099	50	6 1/8	9	4 1/4	10	7 1/2	50	10	10	0 1/2
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel....	361100 to 361199	50	6 1/8	9	4 1/4	11	7 1/2	50	10	10	0 1/2
XAR	UP.....	Box, Automobile, Stag- gered Doors, Steel....	450597	50	3 3/8	9	2	10	4 1/4	50	9 1/2	9	7 1/2
XAR	UP.....	Box, Automobile, Stag- gered Doors, Steel....	454000 to 454099	50	7 1/2	9	4 1/4	11	2 1/2	50	10	9	11 1/2
XAR	UP.....	Box, Automobile, Stag- gered Doors, Steel....	454400 to 454799	50	7 1/2	9	4 1/4	10	6 1/2	50	10	9	11 1/2
XAR.	UP.....	Box, Automobile, Stag- gered Doors, Steel....	471000 to 471750	40	6 1/4	9	2	10	2	41	1 1/2	9	10 1/2
XAR.	UP.....	Box, Automobile, Stag- gered Doors, Steel....	473000 to 473750	40	6 1/4	9	2	10	4	41	1 1/2	9	10 1/2
XAR.	UP.....	Box, Automobile, Stag- gered Doors, Steel....	474000 to 474499	40	6 1/4	9	2 1/2	11	0 1/2	41	1 1/2	9	10 1/2
XAR.	UP.....	Box, Automobile, Stag- gered Doors, Steel....	474500 to 474749	40	6 1/4	9	2	11	0 1/2	41	1 1/2	9	10 1/2
XAP.	UP.....	Box, Automobile, Stag- gered Doors, Steel....	541100 to 541199	50	7 1/2	9	4 1/4	11	0 1/2	50	10	9	11 1/2
XAP.	UP.....	Box, Automobile, Stag- gered Doors, Steel....	541200 to 541399	50	7 1/2	9	4 1/4	10	6 1/2	50	10	9	11 1/2
XAP.	UP.....	Box, Automobile, Steel.	554300 to 554399	50	7 1/2	9	3	10	6 1/2	50	10	9	11 1/2
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel....	561100 to 561199	50	6 1/2	9	4 1/4	12	4 1/2	50	10	10	0 1/2
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel....	562000 to 562099	50	6 1/2	9	5 1/2	12	4	50	10	9	6 1/2
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel....	562100 to 562199	50	6 1/2	9	5 1/2	12	4	50	10	9	6 1/2
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel....	563000 to 563099	50	6 1/2	9	5 1/2	12	4	50	10	9	6 1/2
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel....	563100 to 563199	50	6 1/2	9	5 1/2	12	4	50	10	9	6 1/2
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel....	564000 to 564099	50	6 1/2	9	5 1/2	12	4	50	10	9	6 1/2
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel....	564100 to 564199	50	6 1/2	9	5 1/2	12	4	50	10	9	6 1/2
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel....	565000 to 565099	50	6 1/2	9	5 1/2	12	4	50	10	9	6 1/2
	Forward.....												

Explanatory notes on pages 324 and 325.

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 6	13 4½	14 2¾	14 10¼	6 0	8 8½			3384	100000 lb.	308				
10 6	13 4½	14 2¾	14 10¼	6 0	8 8½			3384	100000 lb.	35				
10 6	13 3¾	14 1½	14 9	6 0	8 8½			3500	100000 lb.	148				
10 6	13 3¾	14 1½	14 9	6 0	8 8½			3500	100000 lb.	255				
10 6	13 3¾	14 1½	14 9	6 0	8 8½			3500	100000 lb.	1056				
10 5½	13 10½	14 9½	15 5½	6 0½	9 3½			4303	100000 lb.	486				
40 5½	14 1½	14 9½	15 5½	6 1½	9 4½			4508	100000 lb.	377				
10 7	14 2	14 10	14 10	6 0	9 5			4484	100000 lb.	1				
10 5½	13 10½	14 9½	14 9½	6 0½	9 5½			4475	100000 lb.	99				
10 5½	13 10½	14 9½	14 9½	6 0½	9 5½			4475	100000 lb.	503				
10 8	15 6¼	16 2¾	16 2¾	15 0¼	9 10½	9 4¼	11 3	5492	100000 lb.	5				
10 8	15 6¼	16 2¾	16 2¾	15 0¼	9 10½	9 4¼	11 3	5492	100000 lb.	10				
10 5½	14 4½	15 0¾	15 0¾	15 0	9 4½	1 6½	1 0	4766 (4575) (4974)	100000 lb.	1				
10 8	14 4½	15 1	15 1	15 0¼	9 11½			4575	100000 lb.	100				
10 8	14 4½	15 1	15 1	15 0¼	9 11½			4575	100000 lb.	400				
10 7½	13 8½	14 11	14 11	12 6	9 6½			(3604) (3838) (3604)	100000 lb.	248				
10 7½	13 10½	15 1	15 1	12 6	9 8½			(3838) (3511)	100000 lb.	497				
10 7½	13 8½	15 1	15 1	12 0	9 10½			(3916) (3619)	100000 lb.	497				
10 7½	14 6¼	15 1	15 1	12 6	9 6½			(3899)	100000 lb.	250				
10 8	14 2½	15 1	15 1	15 0¼	9 11½			4974	100000 lb.	11				
10 8	14 4½	15 1	15 1	15 0¼	9 11½			4974	100000 lb.	27				
10 8	14 4½	15 1	15 1	7 0½	9 11½			4919	100000 lb.	10				
10 8	16 0½	16 0½	16 11½	15 0¼	9 11½	9 4¼	11 11½	5837	100000 lb.	1				
10 8	16 0½	16 0½	16 11½	15 0¼	9 11½	9 4¼	11 11½	5837	100000 lb.	12				
10 8	16 0½	16 0½	16 11½	15 0¼	9 11½	9 4¼	11 11½	5837	100000 lb.	7				
10 8	16 0½	16 0½	16 11½	15 0¼	9 11½	9 4¼	11 11½	5837	100000 lb.	6				
10 8	16 0½	16 0½	16 11½	15 0¼	9 11½	9 4¼	11 11½	5837	100000 lb.	2				
10 8	16 0½	16 0½	16 11½	15 0¼	9 11½	9 4¼	11 11½	5837	100000 lb.	3				
10 8	16 0½	16 0½	16 11½	15 0¼	9 11½	9 4¼	11 11½	5837	100000 lb.	1				
										50107				

Explanatory notes on pages 324 and 325.

FREIGHT EQUIPMENT—Concluded

KIND OF CARS			Numbers	DIMENSIONS									
A. A. R. Designation	Initials	Class		Inside			Outside		Length Over End Sills	Width at Eaves or Plat- form			
				Length	Width	Height	Length	Width					
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.		
	Brought forward.....												
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	565100 to 565199	50	6%	9	5%	12	4	50	10	9	6%
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	654180 to 654199	50	7%	9	4¼	10	6	50	10	9	11%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	751000 to 752000	50	3¾	9	2	10	0¼	50	4¾	9	7%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	754200 to 754399	50	7%	9	3	10	6%	50	10	9	11%
XA...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	761100 to 761199	50	6%	9	4¼	11	6%	50	10	10	0%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	844000 to 844099	50	7%	9	4¼	10	6¼	50	10	9	11%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	844200 to 844399	50	7%	9	4¼	10	6%	50	10	9	11%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	851001 to 852000	50	3¾	9	2	10	0¼	50	9½	9	7%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	852001 to 853000	50	3¾	9	2	10	0¼	50	9½	9	7%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	853001 to 854000	50	3¾	9	2	10	0¼	50	9½	9	7%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	854100 to 854199	50	7%	9	3	10	6	50	10	9	11%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	854200 to 854399	50	7%	9	3	10	6%	50	10	9	11%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, End Doors, Steel.....	861000 to 861199	50	6½	9	3	10	6	50	10	9	11%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	864200 to 864399	50	7%	9	3	10	6%	50	10	9	11%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	871000 to 872000	50	3¾	9	2	10	0¼	50	9½	9	7%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	874200 to 874399	50	7%	9	3	10	6%	50	10	9	11%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	951000 to 951999	50	3¾	9	2	10	0¼	50	9½	9	7%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	952001 to 953000	50	3¾	9	2	10	0¼	50	9½	9	7%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	953001 to 953999	50	3¾	9	2	10	0¼	50	9½	9	7%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	954100 to 954199	50	7%	9	3	10	6	50	10	9	11%
XAP...	UP.....	Box, Automobile, Stag- gered Doors, Steel.....	954200 to 954399	50	7%	9	3	10	6%	50	10	9	11%
	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:—

- 1 On cars not equipped with power hand brake.
 2 UP cars 20500 to 21949 and OSL 27294 to 27543 are equipped with 8 Door Enterprise dumping device.
 3 Average height.
 4 UP cars 62000 to 63999 are equipped with 16 Door Enterprise dumping device.
 5 Cars equipped with Dreadnaught Steel Ends have inside length 41 ft. 5 in., cubic feet capacity 1571.

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.							
										50107				
10 8	12 11½ 16 0½ 13 11½	16 0½	16 11½	15 0¼	9 11½	9 4¼	11 11¾	5837	100000 lb.	8				
10 8	13 11½ 14 4¾	15 1	15 1	15 0¼	9 11½			4974	100000 lb.	20				
10 5¾	13 10½ 13 11½ 14 4¾	14 9½	15 5½	12 0	9 5½	1 6	1 0	4622	100000 lb.					
10 8	14 4¾ 15 0½ 15 6¼	15 1	15 1	7 0¾	9 11½			4906	100000 lb.	24				
10 8	15 6¼ 13 11½ 14 4¾	16 2½	16 2½	15 0¼	9 10½	9 4¼	11 3	5492	100000 lb.	21				
10 8	13 11½ 14 4¾	15 1	15 1	15 0¼	9 11½			4974	100000 lb.	18				
10 8	13 11½ 14 4¾	15 1	15 1	15 0¼	9 11½			4974	100000 lb.					
10 5¾	13 10½ 14 1½	14 9½	15 5½	12 0	9 5½			4622	100000 lb.					
10 6½	13 10½ 14 1½	14 9½	14 9½	12 0	9 5½			4622	100000 lb.	10				
10 5¾	13 10½ 14 1½	14 9½	15 5½	12 0	9 5½			4370	100000 lb.	9				
10 8	13 11½ 14 4¾	15 1	15 1	7 0¾	9 11½			4906	100000 lb.	21				
10 8	13 11½ 14 4¾	15 1	15 1	7 0¾	9 11½			4906	100000 lb.	25				
10 8	13 11½ 14 4¾	15 1	15 1	7 0¾	9 11½	9 4¼	10 1¾	4906	100000 lb.	6				
10 8	13 11½ 14 4¾	15 1	15 1	7 0¾	9 11½			4919	100000 lb.	7				
10 5¾	13 10½ 14 1½	14 9½	15 5½	12 0	9 5½			4622	100000 lb.	16				
10 8	13 11½ 14 4¾	15 1	15 1	7 0¾	9 11½			4919	100000 lb.	1				
10 5¾	13 10½ 14 1½	14 9½	15 5½	12 0	9 5½			4622	100000 lb.					
10 6½	13 10½ 14 1½	14 9½	14 9½	6 1¼	9 5½			4622	100000 lb.	6				
10 5¾	13 10½ 14 1½	14 9½	14 9½	6 1¼	9 5½			4622	100000 lb.	56				
10 8	13 11½ 14 4¾	15 1	15 1	7 0¾	9 11½			4906	100000 lb.	10				
10 8	13 11½ 14 4¾	15 1	15 1	7 0¾	9 11½			4906	100000 lb.	10				
										50375				

ROUTE CARS

10	2 $\frac{1}{4}$	8 11 $\frac{1}{4}$	9 8 $\frac{3}{4}$							1715	100000 lb.	1971
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52346

NOTES:—

1 Hart Convertible—When used as hopper the length and height inside, capacity is as follows:
 Length 30 ft., 0 in., height 3 ft., 6 $\frac{1}{2}$ in., cubic capacity 928 feet.

2 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:				
O.-W. R. & N.	Ballast Spreader—Jordan		01	35' 1½"	30,000 lbs.
do	do		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 lbs.
do	do		03131		
L. A. & S. L.	do		010532		100,000 lbs.
do	do		010533	35' 6"	
O. S. L.	Jordan Spreader	02060	02062	35'	100,000 lbs.
do	Ballast Spreader		02063	35'	100,000 do
U. P.	Ballast Plow		03139	32'	
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		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		0579	45' to 70'	Various
do	do		0588	41'	100,000 lbs.
do	do		0595	72' 6"	
do	do		0600	41'	100,000 lbs.
do	do		0605	41'	100,000 do
do	do		0606	41'	100,000 do
do	do		0615	41'	100,000 do
do	do		0621	41'	100,000 do
do	do		0626	41'	100,000 lbs.
do	do		0646	34'	
do	do		0650	41'	100,000 lbs.
do	do		0690	41'	100,000 do
do	do		0700	41' 6"	100,000 do
do	do		0850	41' 10"	100,000 lbs.
do	do		0933	33' 8" to 40' 6"	Various
do	do		01000	41' 10"	100,000 lbs.
do	do		01072	34' 0" to 40' 6"	Various
do	do		01204	50' 9" to 60' 8"	do
do	do		01210	41' 2"	do
do	do		01220	50' 11"	
do	do		01222	60'	
do	do		01228	46' 0" to 60' 0"	Various
do	do		01254	41' 10"	100,000 lbs.
do	do		01260	42' 2"	80,000 lbs.
do	do		01261	53' 0" to 72' 0"	Various
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		01516	41' 10"	100,000 do
do	do		01521	41' 10"	100,000 do
do	do		01603	41' 10"	100,000 do
do	do		01636	31' 4"	
do	do		01828		
do	do		02370	41' 10"	100,000 lbs.
do	do		02430	45' 7"	60,000 do
do	do		02454	60'	60,000 do
do	do		02637	41' 10"	100,000 do
do	do		02752	51' 7" to 60' 10"	Various
do	do		02789	34' 0" to 41' 10"	do
U. P.	do		04301	40' 0" to 41' 0"	100,000 lbs.
do	do		04315	61' 4"	
do	do		04322	60'	
do	do		04327	72' 5" to 79' 9"	Various
do	do		04329	41'	100,000 lbs.
do	do		04339	41'	100,000 do
do	do		04340	72' 6"	
do	do		04376	41'	100,000 lbs.
do	do		04427	34'	60,000 do

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
72,000	1		All Steel
80,800	1		do
71,600	1		do
69,600	1		do
35,000	1		do
137,500	1		Steel Underframe
85,000	1		All Steel
72,000	1		do
70,100	1		do
85,000	1		Steel
70,000	3		do
135,000	1		do
31,880	1	16	Steel Underframe
62,300	1		do
34,500	1		do
38,400	1		do
25,700	1		do
44,700	1		do
33,800	1		do
36,100	3		do
81,600	3		Wooden—Old Passenger Cars
46,600	7		Steel Underframe
156,200	1		do
54,900	3		do
22,600	1		do
51,500	8		do
48,900	5		do
47,000	4		do
47,000	1		do
24,300	1		Wooden
50,400	8		Steel Underframe
40,300	8		do
45,700	100		do
46,400	24		do
25,000	2		Wooden
48,900	51		Steel Underframe
33,300	4		Wooden
75,500	2		Wooden—Old Passenger Cars
45,900	2		Steel Underframe—Old Passenger Cars
97,700	1		Wooden—Old Passenger Car
	1		Steel Underframe—Old Passenger Car
75,800	11		Wooden—Old Passenger Cars
49,500	1		Steel Underframe
47,200	1		Steel Underframe
87,800	4		Wooden—Old Passenger Cars
49,800	6		Steel Underframe
129,100	4		do
44,700	9		do
52,000	8		do
46,900	15		do
46,500	4		Steel Underframe
46,500	17		do
49,500	16		do
27,200	1		Wooden—Old Passenger Car
106,600	1		Steel Underframe
48,600	4		do
51,800	1		Wooden—Old Passenger Car
80,900	1		do
47,300	1		Steel Underframe
73,500	2		Wooden—Old Passenger Cars
48,100	7		Steel Underframe
48,300	8		do
117,600	1		do
	1		—Old Passenger Car
113,800	3		Wooden—Old Passenger Car
47,300	5		Wooden—Old Passenger Cars
47,780	1		Steel Underframe
121,000	1		do
46,300	15		Wooden—Old Passenger Car
31,000	1		Steel Underframe
			Wooden

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
U. P.	Boarding	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	04512	04542	41' 10"	100,000 do
do	do		04551	38'	60,000 do
do	do		04554	34'	60,000 do
do	do	04585	04591	38' 0" to 51' 0"	Various
do	do	04592	04599	40'	100,000 lbs.
do	do	04600	04624	40' to 41'	do
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		04736	41' 10"	do
do	do	04745	04748	41'	80,000 do
do	do	04749	04799	40'	100,000 do
do	do	04800	04830	50' 6"	80,000 do
do	do	04835	04849	41' 10"	100,000 do
do	do	04850	04880	50' 6"	80,000 do
do	do	04881	04890	50' 6"	80,000 do
do	do	04891	04899	50' 6"	80,000 do
do	do	05883	05992	34'	60,000 do
do	do		06016	41' 10"	do
do	do	06103	06111	41' 6"	80,000 lbs.
do	do	06113	06115	41' 10"	60,000 do
do	do		06118	50' 6"	80,000 do
do	do	06138	06292	41' 6" to 41' 10"	Various
do	do		06300	72' 6"	80,000 lbs.
do	do	06301	06319	50' 6"	80,000 do
do	do	06350	06368	50' 6"	60,000 lbs.
do	do	06403	06775	34'	80,000 do
do	do	06930	06983	41' 6"	80,000 do
do	do	06985	06994	70'	80,000 lbs.
do	do	07500	07595	50' 6"	100,000 lbs.
do	do	09500	09976	40' 0" to 41' 6"	80,000 do
do	do		09977	50' 6"	100,000 do
do	do		09978	41' 10"	80,000 do
do	do		09979	50' 6"	64,500 do
do	do	09979	09982	41' 10"	46,700 do
L. A. & S. L.	do	010100	010120	41' 6"	47,500 do
do	do		010121	41' 10"	48,800 do
do	do		010122	41' 10"	43,100 do
do	do		010150	41' 10"	48,500 do
do	do		010214	40'	47,400 do
do	do		010225	41' 10"	50,200 do
do	do		010250	63'	48,800 do
do	do		010252	41' 10"	52,600 do
do	do		010265	41' 10"	50,000 do
do	do		010280	41'	122,040 do
do	do			40'	45,800 do
do	do		010309	77' 5"	34,300 do
do	do	010311	010321	40'	56,400 do
do	do	010322	010327	38' 11" to 38' 8"	45,700 do
do	do		010330	41' 10"	113,200 do
do	do		010341	40'	39,500 do
do	do		010343	77' 5"	47,700 do
do	do		010350	40'	44,200 do
do	do			41' 10"	47,500 do
do	do	010390	010394	40'	115,000 do
do	do	010395	010449	41' 10"	
do	do	010450	010452		

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
126,600	3		Steel Underframe—Old Passenger Cars
43,800	8		do
120,000	6		Steel Underframe—Old Passenger Cars
38,400	1		do
115,300	10		do —Old Passenger Cars
48,500	18		do
100,600	2		do —Old Passenger Cars
48,400	16		do
54,000	1		do
50,000	20		Steel Underframe
43,400	1		do
31,600	1		Wooden
44,800	6		Steel Underframe
53,500	8		do
51,100	23		do
41,900	1		do
51,900	5		do
54,700	1		do
55,900	1		do
51,000	1		do
54,600	1		do
51,700	8		do
50,700	1		do
50,300	6		do
49,400	32		do
50,800	1		Steel Underframe
47,600	3		do
49,500	49		do
58,700	31		do
50,000	14		do
59,300	31		do
62,300	10		do
66,600	9		do
32,500	2		Wooden
46,400	1		Steel Underframe
42,600	6		do
42,000	2		do
65,800	1		do
42,900	102		do
109,500	1		Wooden—Old Passenger Car
60,300	19		Steel Underframe
59,700	19		do
33,500	5		Wooden
42,300	33		Steel Underframe
123,000	2		Wooden—Old Passenger Cars
61,100	96		Steel Underframe
46,300	462		do
64,200	1		do
49,300	1		do
64,500	4		do
46,700	20		do
47,500	1		do
47,500	27		do
48,800	71		do
43,100	1		Wooden
48,500	24		Steel Underframe
47,400	2		Steel Underframe—Old Passenger Cars
50,200	10		do
48,800	3		do
52,600	4		do
50,000	1		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
113,200	5		do —Old Passenger Cars
39,500	21		Wooden
47,700	1		Steel Underframe
44,200	4		do
47,500	53		do
115,000	2		do —Old Passenger Cars

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
L. A. & S. L....	Boarding.....	010453	010472	41' 10"	100,000 lbs.
do	do	010473	010476	41' 6"	60,000 do
do	do	010477	010483	41'	100,000 do
do	do	010484	010493	41'	do
do	do	010494	010498	41'	do
O. S. L.....	do	011101	011108	41'	do
do	do	do	011114	67' 6"	80,000 lbs.
do	do	do	011115	41'	100,000 do
do	do	do	011118	do	do
do	do	do	011119	76' 10"	60,000 lbs.
do	do	011120	011128	41'	100,000 do
do	do	011129	011132	41' 10"	100,000 do
do	do	011133	011136	41'	100,000 do
do	do	do	011251	51'	50,000 do
do	do	do	011255	70'	60,000 do
do	do	011270	011272	60' 3"	80,000 lbs.
do	do	011277	011278	72' 6"	do
do	do	011280	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'	51,400 do
do	do	do	011328	41' 10"	46,000 do
do	do	011330	011331	72' 6"	50,300 do
do	do	do	011332	41' 10"	126,800 do
do	do	do	011336	41' 10"	43,700 do
do	do	do	011403	41' 10"	50,100 do
do	do	011410	011407	41'	48,600 do
do	do	do	011420	41'	50,000 do
do	do	do	011432	70'	28,080 do
do	do	011547	011554	41' 10"	45,400 do
U. P.....	Business.....	do	99	73' 6"	202,100 do
do	do	do	100	73' 10"	199,000 do
do	do	do	101	73' 6"	192,300 do
do	do	do	102	74' 8"	201,700 do
do	do	do	103	75' 0 3/4"	179,500 do
do	do	do	104	65'	147,900 do
do	do	do	110	51' 8"	82,400 do
do	do	do	116	59' 10"	136,700 do
do	do	do	117	do	174,200 do
do	do	do	118	do	175,100 do
do	do	do	119	do	191,500 do
L. A. & S. L....	do	do	120	76' 5 3/8"	183,100 do
do	do	do	121	76' 5 3/8"	184,000 do
do	do	do	122	76' 5 3/8"	184,200 do
do	do	do	123	76' 5 3/8"	185,000 do
do	do	do	124	76' 5 3/8"	184,000 do
do	do	do	144	65'	149,300 do
O. S. L.....	do	do	153	60'	129,100 do
do	do	do	157	75'	116,900 do
O. W. R. & N....	do	do	186	59' 10"	142,600 do
do	Derrick.....	do	0305	24' 2"	155,500 do
do	do	do	0306	24' 2"	154,000 do
do	do	do	0307	26' 2"	214,500 do
do	do	do	0308	26' 2"	216,000 do
do	do	do	0309	27' 4"	249,340 do
O. S. L.....	do	do	02001	26' 1 1/2"	136,200 do
do	do	do	02002	26' 1 1/2"	122,800 do
do	do	do	02003	26' 1 1/2"	149,900 do
do	do	do	02004	26' 1 1/2"	217,500 do
do	do	do	02005	26' 1 1/2"	200,000 do
do	do	do	02006	do	208,400 do
U. P.....	do	03035	03038	26' 2"	208,000 do
do	do	03039	03040	26' 2"	217,000 do
do	do	do	03041	26' 10"	226,400 do
do	do	do	03042	36' 4"	345,100 do
do	do	do	03043	36'	377,800 do
do	do	do	03044	do	356,700 do
do	do	do	03045	24' 2"	160,000 do
do	do	do	03046	24' 2"	167,800 do
do	do	do	03047	24' 2"	154,000 do
do	do	do	03048	24' 6"	160,000 do
do	do	do	03050	24' 2"	141,200 do

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
46,700	19	.....	Steel Underframe
45,100	4	.....	do
50,300	7	.....	do
46,000	10	.....	do
47,200	5	.....	do
55,300	2	.....	do
79,900	1	.....	Wooden—Old Passenger Cars
46,000	1	.....	Steel Underframe
45,700	1	.....	do
97,900	1	.....	Wooden—Old Passenger Car
50,900	7	.....	Steel Underframe
46,000	4	.....	do
49,100	4	.....	do
27,200	1	.....	Wooden—Old Passenger Cars
92,700	1	.....	do —Old Passenger Car
85,000	2	.....	Wooden—Old Passenger Cars
114,500	2	.....	Steel Underframe—Old Passenger Cars
48,200	2	.....	do
97,900	2	.....	do
51,400	6	.....	do —Old Passenger Cars
46,000	6	.....	do
50,300	1	.....	do
126,800	2	.....	do
43,700	1	.....	do
50,100	1	.....	do
48,600	3	.....	Steel Underframe
50,000	11	.....	do
28,080	1	.....	do
45,400	2	1854	Wooden—Old Passenger Car
202,100	1	.....	Steel Underframe
199,000	1	.....	All Steel
192,300	1	.....	do
201,700	1	.....	do
179,500	1	.....	do
147,900	1	.....	Steel Underframe
82,400	1	.....	do
136,700	1	.....	All Steel
174,200	1	.....	do
175,100	1	.....	do
191,500	1	.....	do
183,100	1	.....	do
184,000	1	.....	do
184,200	1	.....	do
185,000	1	.....	do
184,000	1	.....	do
149,300	1	.....	do
129,100	1	.....	do
116,900	1	.....	do
142,600	1	20	do
155,500	1	.....	All Steel
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
217,500	1	.....	do
200,000	1	.....	do
208,400	1	.....	do
208,000	1	.....	All Steel—Wrecking Crane
217,000	2	.....	do
226,400	1	.....	do
345,100	1	.....	do
377,800	1	.....	do
356,700	1	.....	do
160,000	1	.....	Steel Underframe—Wrecking Crane
167,800	1	.....	do
154,000	1	.....	do
160,000	1	.....	do
141,200	1	.....	do

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
U. P.	Derrick		03051	24' 2"	40 tons
do	do		03052	24' 2"	40 do
do	do		03053	24' 2"	40 do
do	do		03054	24' 2"	40 do
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		010005		250 do
O.-W. R. & N.	Instruction		08	59' 10"	
do	Examination		09	60'	
O. S. L.	Instruction		01854	72' 6"	
do	do		01855		
St. J. & G. I.	Pile Driver		1	45' 2"	
O.-W. R. & N.	do		0319	45' 2"	
do	do		0320	45' 2"	
do	do		0321		
O. S. L.	Pile Driver		02081		
do	do		02082	45' 2"	
U. P.	do	03110	03111	40'	
do	do		03112	45'	
do	do		03113		
do	do		03114		
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	01415	36' 6"	80,000 do
O. S. L.	do	01890	01895	31'	80,000 do
do	do	02321	02326	31'	80,000 do
L. A. & S. L.	do	010900	010904	31' 7"	80,000 do
O. S. L.	Roadway Ballast	011800	011859	41' 10"	100,000 do
do	Cinder	01681	01782	40'	100,000 do
U. P.	do	08016	08325	40'	100,000 do
O.-W. R. & N.	Side Dump		5061	42'	60,000 do
U. P.	Dump	09000	09023	29' 5½"	80,000 do
O. S. L.	Roadway Box		01975	41' 9"	60,000 do
do	do		02332	34'	60,000 do
do	do	02334	02337	41' 10"	100,000 do
U. P.	do	07058	07070	34'	60,000 do
do	do	07219	07236	41' 6"	80,000 do
do	do		07407	40'	100,000 do
St. J. & G. I.	Roadway Flat	0402	0403	37' 8" to 40'	Various
O. W. R. & N.	do		0510	41' 2¼"	100,000 lbs.
do	do		0511	41' 0"	70,000 do
do	do		0512	41' 10"	100,000 do
do	do		0513	40' 3¾"	100,000 do
do	do		0514	41' 10"	100,000 do
do	do		0515	41' 0"	70,000 do
do	do	0516	0525	42' 0"	80,000 do
do	do	0526	0545	37' 8" to 40' 0"	80,000 do
do	do		0549	41' 10"	100,000 do
do	do		0552	40' 6"	80,000 do
do	do	0556	0562		Various
O. S. L.	do	01923	01930	40' 0" to 40' 10"	do
do	do	02300	02319	34' 4" to 41' 0"	do
U. P.	do	05203	05204	Various	do
do	do	05205	05208	41' 10"	100,000 lbs.
do	do		05209	41' 2¼"	100,000 do
do	do		05212	37'	60,000 do
do	do		05224		
St. J. & G. I.	do		05317	34'	50,000 lbs.
U. P.	do	05350	05352	Various	60,000 do
do	do	05453	05457	40'	100,000 do
do	do	05476	05488	Various	30,900 do
do	do	05500	05565	do	32,300 do
do	do		05566	40'	30,000 do
do	do	05567	05590	Various	31,400 do
do	do		05592	37'	24,600 do
St. J. & G. I.	do		08244	38'	39,600 do
L. A. & S. L.	do	010015	010594	Various	38,200 do
do	do	010615	010694	40' 10"	38,900 do
O. S. L.	Roadway Gondola		02100	Various	100,000 do

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
146,200	1		Steel Underframe—Wrecking Crane
140,000	1		do do
149,000	1		do do
138,000	1		do do
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
	1	36	do do
104,900	1		Steel
100,400	1		Wooden
141,800	1		Steel Underframe
140,600	1	4	do do
163,200	1		All Steel
170,600	1		do do
166,000	1		do do
224,200	1		do do
166,000	1		All Steel
166,000	1		do do
181,500	2		do do
178,500	1		do do
204,300	1		do do
	1	12	do do
177,200	1		Steel Underframe
47,000	9		All Steel
77,100	5		do do
55,900	6		do do
56,200	6		do do
55,400	5		do do
49,200	58		do do
38,500	6		do do
37,200	28		do do
34,000	1		Wooden
54,400	24	148	All Steel
45,000	1		Steel Underframe
28,100	1		Wooden
43,200	2		Steel Underframe
31,800	2		Wooden
41,700	8		Steel Underframe
39,700	1	15	All Steel
35,900	2		Steel Underframe
	1		do do
	1		Wooden
	1		Steel Underframe
46,600	1		do do
36,000	1		do do
	1		Wooden
	9		do do
32,500	7		Steel Underframe
36,800	1		do do
39,900	3		do do
33,800	6		do do
31,200	6		do do
26,300	9		do do
	2		do do
	4		do do
	1		do do
24,900	1		Wooden
30,000	1		Steel Underframe
26,100	1		do do
30,600	3		do do
30,500	4		do do
30,900	12		do do
32,300	21		do do
30,000	1		Wooden
31,400	18		Steel Underframe
24,600	1		Wooden
39,600	1		Steel Underframe
38,200	7		do do
38,900	5	132	Steel Underframe
38,400	1		All Steel

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
O. S. L.....	Roadway Gondola.....		02107	41' 10"	100,000 lbs.
do	do		02108	43' 3"	100,000 do
do	do	02111	02126	36'	80,000 do
do	do	02151	02152	36'	80,000 do
do	do		02181	41'	60,000 do
do	do		02199	39' 10"	100,000 do
U. P.....	do	08708	08854	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. L.....	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		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'	7,000 do
do	do		0437	27' 8"	7,000 do
do	do		0459		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		02216	27' 6"	7,000 do
do	do		02224	34'	2,500 do
do	do		02231	41' 10"	12,500 do
do	do		02239	23' 6"	4,500 do
do	do		02241	23' 5"	4,000 do
do	do	02254	02255	23' 5"	4,000 do
do	do		02256	23' 10"	5,000 do
do	do	02259	02260	23' 6"	4,500 do
do	do	02267	02269	23' 8"	4,000 do
do	do		02271		
U. P.....	do	04900	04908	41' 10"	12,950 gals.
do	do	04909	04918	41' 10"	12,500 do
do	do	04939	04939	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		07830	41' 10"	
do	do		07832	20' 6"	4,000 do
do	do		07844	21' 8"	6,000 do
do	do	07846	07847	Various	Various
do	do	07851	07858	do	6,000 gals.
do	do		07891	22' 4"	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. L.....	do		08234	38'	80,000 lbs.
L. A. & S. L.....	do	010818	010821	Various	9,000 gals.
do	do	010861	do	Various	do
do	do		010867	40' 10"	
do	do	010869	010875	41' 0"	12,420 gals.
do	do		010876	40' 10"	
do	do	010877	010899	41' 10"	12,420 gals.
O.-W. R. & N.....	Snow Flows.....		059	30' 4"	
do	do		060	29' 11"	
do	do		061	32' 9 3/8"	
do	do		062	33' 2"	

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
35,400	1		Steel Underframe
37,500	1		All Steel
36,900	2		do
31,400	2		do
33,400	1		Steel Underframe
32,400	1		do
31,700	88		All Steel
39,200	4		do
34,300	1		do
37,700	25		do
39,400	163	290	do
42,000	1		do
64,920	1		All Steel—Old Engine Tender
52,300	3		do —Old Tank
35,200	1		Wooden
51,300	1		All Steel—Old Tank
65,100	1		do —Old Engine Tender
51,600	3		do —Old Tank
34,900	1		do
68,300	1		—Old Engine Tender
64,920	1		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
48,700	3		do —Old Tank
44,200	1		do do
51,400	1		do do
51,400	1		do do
29,200	1		Wooden
50,900	1		All Steel—Old Tank
46,900	1		do do
46,900	1		Steel Underframe—Old Engine Tender
37,800	2		do do
45,300	1		All Steel—Old Engine Tender
44,300	2		do do
38,800	2		do do
48,400	7		All Steel
48,800	8		do
47,900	20		do
39,400	1		Wooden
43,800	1		do
22,400	1		do
32,500	1		All Steel
43,400	1		Steel Underframe
45,900	1		do
48,400	1		Wooden—Old Engine Tank
31,000	2		do do
48,400	2		Steel Underframe
43,800	1		Wooden—Old Engine Tank
45,500	23		Steel Underframe—Old Engine Tank
40,000	1		do Various
48,300	2		All Steel
46,000	6		Steel Underframe—Old Engine Tank
48,400	2		All Steel
54,200	39		Steel Underframe—Old Engine Tank
37,400	1		All Steel
48,700	4		Steel Underframe
49,000	19		All Steel—Old Engine Tank
46,000	1		do
48,000	6		Steel Underframe
49,600	1		All Steel
47,400	9	202	Steel Underframe
116,500	1		All Steel
164,300	1		Steel Underframe—Rotary
200,000	1		do do
190,700	1		do do

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
St. J. & G. I.	Snow Plows		0330	32' 10"	
do	do		0331	39' 9"	
O. S. L.	do		02010	38'	
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.
St. J. & G. I.	Tool		0138	40' 9"	100,000 lbs.
O. W. R. & N.	do		0146	41' 10"	100,000 do
do	do		0332	41' 10"	100,000 do
do	do	0342	0347	34' 0" to 34' 8"	Various
do	do	0356	0358	37' 8½" to 41' 10"	do
do	do	0359	0360	72' 6"	Various
do	do	0361	0363	41' 10"	100,000 lbs.
St. J. & G. I.	do		0600	34' 2"	50,000 do
do	do		0603	34' 2½"	do
O. S. L.	do	01900	01903	Various	Various
do	do	01905	01922	do	do
do	do	01951	01956	do	do
do	do	01958	01959	do	60,000 lbs.
do	do		01960	40' 10"	100,000 do
do	do		01988	40'	80,000 do
do	do	01991	01998	41' 10"	100,000 do
do	do		01999	40' 8"	100,000 do
do	do		02311	50' 6"	80,000 do
U. P.	do	03193	03195	Various	do
do	do	05033	05198	34' to 44' 3½"	do
L. A. & S. L.	do	010021	010633	41' 10"	100,000 lbs.
O. S. L.	do	011000	011008	41' 10"	100,000 do
do	do		011011	50' 4½"	100,000 do
do	do		011012	40' 8½"	100,000 do
do	do		011013	40' 8½"	100,000 do
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		0101		
O. S. L.	do		0102	18' 6"	
do	do	02026	02027	40' 10"	100,000 lbs.
do	do		02028	22' 2"	25 tons
L. A. & S. L.	do		010517	26' 10"	Various
O. S. L.	Gas Transport	01870	01874	26' 3" to 41'	Various
U. P.	do		03152	41'	43,000
L. A. & S. L.	Ice Car	010647	010658	41' 10"	100,000 lbs.
U. P.	do	03188	03189	41' 10"	100,000 do
St. J. & G. I.	Locomotive Crane		3	22'	15 tons
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' 7½"	10 do
do	do		0297	20' 6½"	12 do
do	do		0298	13' 11½"	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
do	do		02044		25 do
do	do	02045	02046		25 do

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
94,200	1		Wooden
92,200	1		do
137,300	1		Steel Underframe—Rotary
181,000	1		do do
252,100	1		All Steel do
213,100	1		do do
31,700	1		Steel Underframe
173,500	6		do —Rotary
91,500	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
44,200	1		Steel Underframe
	1		do
34,000	2		do
21,400	2		Wooden
46,400	3		Steel Underframe
110,700	2		Steel Underframe—Old Passenger Cars
47,300	2		do
42,300	1		do
38,500	2		do
28,300	3		Wooden
27,300	11		Steel Underframe
44,800	4		do
27,400	2		Wooden
41,300	1		Steel Underframe
34,800	7		do
43,300	1		do
46,000	1		do
	3		do
37,600	88		73 Steel Underframe, 2 Wood, 13 All Steel
50,700	18		15 Steel Underframe, 3 Wood
44,100	8		Steel Underframe
	1		All Steel
	1		Steel Underframe
36,300	1	165	do
	4		Steel Underframe
46,800	1		All Steel
101,800	1		do —Gasoline Electric
206,300	1		do
54,000	1		do
32,600	2		Steel Underframe
130,500	1		All Steel
153,500	1		do —Oil Burning
37,800	4		Steel Underframe
43,000	1		do
55,100	8		do
52,200	2		do
106,000	1		All Steel
97,500	1		do
103,800	1		do —Oil Burning
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 —Oil Burning
144,900	1		do
134,700	1		do
80,000	2		do
95,000	1		do
80,000	1		do —Oil Burning
72,000	1		do
160,000	1		do
170,000	1		do
52,400	1		do —Oil Burning
53,100	1		do
139,000	1		do
144,500	1		do
	1		do
	2		do

ROADWAY EQUIPMENT—Concluded

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
U. P.	Locomotive Crane		03049		25 Tons
do	do		03057		25 do
do	do		03058		20 do
do	do		03059	23' 7"	15 do
do	do		03060	24'	40 do
do	do		03061		20 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
do	do	03105	03106		25 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		15 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.
U. P.	Scale Test		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"	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.
do	do		0147		
O. S. L.	do		01859	41' 10"	100,000 lbs.
do	do		01861	40' 5"	60,000 do
do	do	01862	01866	40' 11"	100,000 do
do	do		01867		2,540 gals.
U. P.	do	03180	03187	Various	
do	do		03190	22'	100,000 lbs.
L. A. & S. L.	do	010566	010567	41' 10"	100,000 do
do	do		010568	41' 10"	100,000 do
do	do	010658	010659	41' 10"	100,000 do
do	do	010661	010663	37' 3"	12,500 gals.
do	do	010667	010669	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	
149,200	1	1	All Steel
126,000	1	1	do —Gasoline
140,000	1	1	do —Oil Burning
251,100	1	1	do
114,000	1	1	do
117,200	1	1	do
90,000	1	1	do
85,000	1	1	do
78,000	1	1	do
96,800	1	1	do
117,500	1	1	do —Oil Burning
99,400	1	1	do —Oil Burning
125,000	1	1	do
125,000	1	1	do
100,000	1	1	do —Oil Burning
125,000	1	1	do
125,000	1	1	do
77,400	1	1	do —Oil Burning
109,800	1	1	do —Oil Burning
109,800	1	1	do
110,000	1	1	do
109,000	1	1	do
109,000	1	1	do
107,400	1	1	do
106,000	1	1	do
110,000	1	1	do —Oil Burning
110,000	1	1	do —Oil Burning
128,575	1	1	do
128,575	1	1	do
110,880	1	1	do —Oil Burning
110,880	1	1	do —Oil Burning
110,880	1	1	do —Oil Burning
100,000	1	1	do
110,000	1	1	do —Oil Burning
113,400	1	1	do
128,240	1	1	do
85,000	2	1	do
140,300	1	1	do
132,600	1	1	do —Oil Burning
46,000	1	1	do —Oil Burning
91,000	1	1	do —Gas-Electric
146,300	1	1	do —Steel Underframe—Oil Burning
107,100	1	1	All Steel—Gasoline
65,900	1	1	Steel Underframe
80,000	1	1	All Steel
80,000	1	1	do
21,800	1	1	do
57,300	1	1	Steel Underframe
55,700	1	1	do
47,400	1	1	do
47,300	5	1	do
51,100	1	1	do
43,800	1	1	All Steel
41,300	1	1	Steel Underframe
45,000	2	1	do
36,900	1	1	do
43,500	7	1	All Steel
52,000	1	1	Steel Underframe
52,000	2	1	All Steel
47,900	1	1	Steel Underframe
55,900	2	1	do
60,200	3	1	All Steel
47,300	3	1	Steel Underframe
43,200	2	1	do
89,200	1	1	Wooden
14,800	1	1	All Steel
33,800	1	142	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	Four Eight Four	24½x32	77	20
do	820	do	25 x32	80	15
do	830	do	25 x32	80	10
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	1
do	1700	do	22 x26	64	2
do	1700	do	20 x26	57	5
do	1700	do	22 x28	69	5
do	1700	do	22 x28	63	4
U. P.....	1900	MacArthur....	23½x30	57	50
O. S. L.....	2000	do	23½x30	57	35
O. W. R. & N.....	2100	do	23½x30	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	20
L. A. & S. L.....	2700	do	26 x28	63	25
U. P.....	2800	Pacific.....	22 x28	77	14
do	2860	do	25 x28	77	52
O. S. L.....	3100	do	22 x28	77	8
do	3114	do	25 x28	77	18
do	3134	do	25 x28	69	5
L. A. & S. L.....	3160	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 30	59	65
O. S. L.....	3500	do do	23-23 30	59	2
O. W. R. & N.....	3500	do do	23-23 30	59	3
U. P.....	3570	do do	23-23 32	57	30
do	3670	Mallet-Compound	25-39 32	57	5
do	3800	Simple-Articulated	22-22 32	69	40
do	3930	4-6-6-4	21-21 32	69	65
do	4000	4-8-8-4	23¾-23¾ 32	68	25
L. A. & S. L.....	4230	Switch.....	20 x26	57	3
do	4235	do	19 x26	51	6
do	4243	do	21 x26	51	4

RECAPITULATION OF LOCOMOTIVES—Concluded

Road	Class	Type	Cylinder	Diameter of Drivers over New Tires (Inches)	Total Number
UP.....	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	4736	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	16
do	4928	do	20 x26	57	2
U. P.....	5000	Two Ten Two	29½x30	63	118
O. S. L.....	5300	do	29½x30	63	10
O. W. R. & N.....	5400	do	29½x30	63	11
L. A. & S. L.....	5500	do	29½x30	63	5
do	5090	4-10-2	27 x32	63	10
do	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
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					1547

Steam Locomotives Owned—Leased to Others—Included in Above

Road	Class	Type	Leased To	Total Number
U. P.....	201	Consolidation	Ogden Union Railway & Depot	10
O. S. L.....	568	do	do	1
U. P.....	1230	10-Wheel.....	Saratoga & Encampment Valley R. R.	1
O. W. R. & N.....	1751	do	Camas Prairie R. R. Co.	1
do	2100	Lt. MacArthur	Ogden Union Railway & Depot	1
do	2100	do	Camas Prairie R. R. Co.	7
U. P.....	2800	Lt. Pacific.....	do	2
L. A. & S. L.....	4235	Switch.....	Harbor Belt Line	3
U. P.....	4400	do	Ogden Union Railway & Depot	4
do	4421	do	do	5
O. S. L.....	4735	do	do	1
O. W. R. & N.....	4900	do	Camas Prairie R. R. Co.	1
Total Locomotives Leased.....				37
Total Steam Locomotives.....				1547
Total Diesel Road Locomotives.....				12
Total Diesel Switch Locomotives.....				93
Total Locomotives Owned.....				1652
Total Steam Locomotives Leased.....				37
Total Locomotives on Property.....				1615

RECAPITULATION OF PASSENGER EQUIPMENT

Classification of Cars	Road	Kind				Total
		Alum- inum	Steel	Steel Under- frame	Wood	
Baggage.....	U. P.....		197			197
do	O. S. L.....		39			39
do	O. W. R. & N.....		33			33
do	L. A. & S. L.....		14			14
do	Total.....		283			283
Baggage-Mail.....	U. P.....		47			47
do	O. S. L.....		17			17
do	O. W. R. & N.....		12			12
do	L. A. & S. L.....		2			2
do	St. J. & G. I.....			1		1
do	Total.....		78	1		79
Baggage-Passenger.....	U. P.....		25			25
do	O. W. R. & N.....				1	1
do	Total.....		25		1	26
Baggage-Mail-Passenger.....	L. A. & S. L.....		2			2
Baggage-Dormitory.....	U. P.....		7			7
Coach-Dormitory.....	U. P.....		1			1
Coach-Sleeper.....	U. P.....		6			6
Chair.....	U. P.....	40	199			239
do	O. S. L.....		22			22
do	O. W. R. & N.....		4			4
do	L. A. & S. L.....		10			10
do	Total.....	40	235			275
Coach.....	U. P.....		23			23
do	O. S. L.....		51			51
do	O. W. R. & N.....		66		1	67
do	Total.....		140		1	141
Diner.....	U. P.....		84			84
do	O. S. L.....		2			2
do	O. W. R. & N.....		2			2
do	L. A. & S. L.....		5			5
do	Total.....		93			93
Dormitory-Kitchen-Diner- Articulated.....	U. P.....	5				5
Club Dormitory.....	U. P.-C. & N. W.....		4			4
Club-Lounge.....	U. P.....		20			20
Lounge.....	U. P.....		9			9
Observation.....	U. P.....		1			1
Cafe-Observation.....	U. P.....		1			1
Parlor.....	U. P.....			1		1
do	O. W. R. & N.....		4			4
do	Total.....		4	1		5
Postal.....	U. P.....		12			12
Postal-Storage.....	U. P.....		57			57
do	O. S. L.....		5			5
do	O. W. R. & N.....		10			10
do	L. A. & S. L.....		2			2
do	Total.....		74			74
Motor.....	U. P.....		17			17
do	O. S. L.....		6			6
do	O. W. R. & N.....		2			2
do	Total.....		25			25

RECAPITULATION OF PASSENGER EQUIPMENT—Concluded

Classification of Cars	Road	Kind				Total
		Alum- inum	Steel	Steel Under- frame	Wood	
Motor Trailer.....	U. P.....		10			10
do	O. S. L.....		4			4
do	Total.....		14			14
Streamlined Equipment						
Auxiliary-Baggage- Dormitory.....	U. P.....	1				1
Auxiliary-Baggage- Dormitory.....	U. P.-C. & N. W.....	3				3
Baggage-Auxiliary- Dormitory.....	U. P.-C. & N. W.....	1				1
Baggage-Auxiliary- Dormitory.....	U. P.-C. & N. W.- S. P.....	1				1
Baggage-Dormitory.....	U. P.-C. & N. W.....	1				1
do	U. P.-C. & N. W.- S. P.....	1				1
Baggage-Mail.....	U. P.-C. & N. W.....	2				2
Cafe-Lounge.....	U. P.-C. & N. W.....	2				2
Chair.....	U. P.-C. & N. W.....	2				2
do	U. P.-C. & N. W.- S. P.....	2				2
Chair-Articulated.....	U. P.....	2				2
do	U. P.-C. & N. W.....	2				2
Club.....	U. P.-C. & N. W.....	1				1
do	U. P.-C. & N. W.- S. P.....	1				1
Coach-Articulated.....	U. P.....	1				1
do	U. P.-C. & N. W.....	4				4
Diner.....	U. P.-C. & N. W.....	4				4
Diner-Articulated.....	U. P.....	1				1
do	U. P.-C. & N. W.- S. P.....	2				2
Diner-Kitchen-Articulated.....	U. P.....	1				1
do	U. P.-C. & N. W.- S. P.....	2				2
Diner-Lounge-Articulated.....	U. P.....	1				1
Dormitory-Club.....	U. P.-C. & N. W.....	3				3
do	U. P.-C. & N. W.- S. P.....	1				1
Observation-Lounge.....	U. P.-C. & N. W.....	1				1
do	U. P.-C. & N. W.- S. P.....	1				1
Observation-Lounge- Articulated.....	U. P.....	1				1
Total.....	Total.....	45				45
Total.....	U. P.....	53	716	1		770
do	U. P.-C. & N. W.....	26	4			30
do	U. P.-C. & N. W.- S. P.....	11				11
do	O. S. L.....		146			146
do	O. W. R. & N.....		133		2	135
do	L. A. & S. L.....		35			35
do	St. J. & G. I.....			1		1
do	Total.....	90	1034	2	2	1128

RECAPITULATION OF FREIGHT EQUIPMENT

Class	Road	Kind			Total
		Steel	Steel Under-frame	Wood	
Ballast.....	U. P.....	45	745		790
do	O. S. L.....		58		58
do	O. W. R. & N.....		75		75
do	Total.....	45	878		923
Box.....	U. P.....	12,335	3,279		15,614
do	O. S. L.....	498	3,234		3,732
do	O. W. R. & N.....	996	1,669		2,665
do	L. A. & S. L.....		97		97
do	St. J. & G. I.....		2		2
do	Total.....	13,829	8,281		22,110
Box-Automobile.....	U. P.....	3,722	123		3,845
do	O. S. L.....	331			331
do	L. A. & S. L.....	141			141
do	Total.....	4,194	123		4,317
Box-Caboose.....	U. P.....	200	230	208	638
do	O. S. L.....		43	55	98
do	O. W. R. & N.....		44	60	104
do	L. A. & S. L.....		77	4	81
do	St. J. & G. I.....		18	4	22
do	Total.....	200	412	331	943
Flat.....	U. P.....		2,637		2,637
do	O. S. L.....		183		183
do	O. W. R. & N.....		283		283
do	L. A. & S. L.....		79		79
do	Total.....		3,182		3,182
Furniture.....	U. P.....		3		3
Gondola.....	U. P.....	979			979
do	O. S. L.....	340			340
do	Total.....	1,319			1,319
Gondola-Drop Bottom.....	U. P.....	3,702	1,000		4,702
do	O. S. L.....	1,103			1,103
do	O. W. R. & N.....	35			35
do	L. A. & S. L.....	2,207			2,207
do	Total.....	7,047	1,000		8,047
Gondola-Hopper Bottom.....	U. P.....	4,206	899		5,105
do	O. S. L.....	150			150
do	O. W. R. & N.....	55	100		155
do	Total.....	4,411	999		5,410
Logging.....	O. W. R. & N.....			4	4
Stock.....	U. P.....		2,835		2,835
do	O. S. L.....		2,503		2,503
do	O. W. R. & N.....		458		458
do	L. A. & S. L.....		139		139
do	Total.....		5,935		5,935
Tank.....	U. P.....	1,089			1,089
do	L. A. & S. L.....	7			7
do	Total.....	1,096			1,096
Total.....	U. P.....	26,278	11,751	208	38,237
do	O. S. L.....	2,422	6,021	55	8,498
do	O. W. R. & N.....	1,086	2,629	64	3,779
do	L. A. & S. L.....	2,355	392	4	2,751
do	St. J. & G. I.....		20	4	24
do	Total.....	32,141	20,813	335	53,289

⌘Not included in "Freight Equipment" as shown on statement of Freight Equipment.

⌘Includes 1971 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.....	5	5	3	2	1	16
Boarding.....	1122	135	281	307	9	1,854
Business.....	11	2	1	6		20
Derrick.....	19	6	5	6		36
Instruction.....		2	2			4
Pile Drivers.....	5	2	3	1	1	12
Roadway Ballast.....	52	76	15	5		148
Roadway Box.....	11	4				15
Roadway Flat.....	69	15	32	12	4	132
Roadway Gondola.....	93	172		25		290
Roadway Water.....	121	18	21	40	2	202
Snow Plows.....	24	5	4	1	2	36
Tool.....	91	41	11	18	4	165
Miscellaneous (Other Roadway Cars).....	53	33	23	30	3	142
Shop Switch Locomotives.....				1		1
Total.....	1,676	516	401	454	26	3,073

LARAMIE, NORTH PARK & WESTERN RAILROAD COMPANY

LOCOMOTIVES

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Power	WHEEL			
	From	To		By Whom	Date			Engine		Tender	
								Driving Wheel	Centers		Total
LNP&W do	4	7 8	3 1	Baldwin do	1911 1917	MacA-48 20/28-138 MacA-48 20/28-141	35,700 35,700	13 1 13 1	28 0 28 2	15 10 20 2	
		Total	4								

FREIGHT EQUIPMENT

Kind of Cars			Numbers	DIMENSIONS		
				Inside		
AAR Designation	Initials	Class		Length	Width	Height
FM	L. N. P. & W.	Flat.....	501 to 503, 508 to 513, 515, 516, 519 to 522, 524	Ft. In. 40 10	Ft. In. 8 6	Ft. In.
FM GB	do do	do Coal.....	529 518, 523, 525	40 10 37 3	9 4½ 8 2	 4 1½
Total			1			
Total						

ROADWAY EQUIPMENT

Initials	Classification	Numbers		Average Light Weight	No. of Cars		Remarks
		From	To		Each Size	Each Class	
LNP&W	Business.....	.....	600	30,000	1	1	Wooden
do	Roadway Box.....	.....	0601	.....	1	1	do
do	Snow Plow.....	.....	098	.....	1	.....	Steel Underframe—Rotary
do	do	.....	099	33,000	1	2	do
	Total.....	.....	.....	.....	.....	4	

LARAMIE, NORTH PARK & WESTERN RAILROAD COMPANY

LOCOMOTIVES

[illegible]

FREIGHT EQUIPMENT

DIMENSIONS										Capacity		Number Owned
Outside			Height from Rail			Doors						
Length Over End Sills	Width at Eaves or Platform	Extreme 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	16
41 10	9 4½	9 4½	.....	3 9½	6 9½	.....	.....	.....	.....	.....	100,000	1
40 10	9 2	9 2	.....	.....	7 10	.....	.....	.....	.....	1,255	100,000	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21

