

Form 70

27

UNION PACIFIC RAILROAD COMPANY
INCLUDING ITS LEASED LINES



LIST OF
AGENCIES, STATIONS,
EQUIPMENT, ETC.

No. 65

JANUARY 1, 1951

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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259-17	Springfield.....	Idaho	Aberdeen	172
345-34	Springston.....	Idaho	Wallace	185
9-0898	Spring Valley.....	Wyo.	Main	54
5-1081	Springville.....	Utah	Main	128
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1587	Stanfield.....	Ore.	Main	175
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11-102	Stapleton.....	Neb.	Kearney	44
350-04	Starbuck.....	Wash.	Tucannon	182
5-1107	Starr.....	Utah	Main	128
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9-1157	Strong.....	Utah	Main	125
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1872	Tenino Jct.....	Wash. Oregon	Main.....	170
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9-1312	Uvada.....	Utah Utah	Main.....	126
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1837	Vader Jct.....	Wash. Oregon	Main.....	178
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9-1474	Wann..... Nev.	Utah	Main	126
126-13	Wanship..... Utah	Wyoming	Park City	55
99-164	Wapello..... Idaho	Idaho	Main	170
1103	Wapi..... Idaho	Idaho	Main	163
1768	Ward..... Ore.	Oregon	Kenton Line	179
26-058	Warm River..... Idaho	Idaho	Yellowstone	172
9-1065	Warner..... Utah	Utah	Main	125
344-45	Warner..... Wash.	Oregon	Pleasant Valley	184
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881	Waterfall..... Wyo.	Idaho	Main	162
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1799	Woodland..... Wash.	Oregon	Main	178
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JOINT AGENCIES

Stations at which the agents of the Operating Company also act as agents for the Tenant Lines.

Agency	Division or Carrier	Tenant Lines	Operating Company
Aberdeen, Wash. (Frt.)	Oregon	C. M. St. P. & P.	U. P.
Aberdeen, Wash. (Tkt.)	Oregon	N. P.	U. P.
Arrow, Idaho	Camas Prairie	C. M. St. P. & P.	Camas Prairie
Atwood, Colo.	Nebraska	N. P.—U. P.	U. P.
Auburn, Wash.	Oregon	C. B. & Q.	C. M. St. P. & P.
Barstow, Cal. (Tkt. & Frt.)	California	U. P.	A. T. S. F.
Bend, Ore. (Tkt.)	Oregon	U. P.	Oregon Trunk
Bend, Ore. (Frt.)	Oregon	G. N.—U. P.	Oregon Trunk
Boulder, Colo. (Frt.)	Wyoming	U. P.	C. & S.
Bremerton, Wash. (Tkt.)	P. S. Nav. Co.	C. M. St. P. & P.—G. N.—N. P.	U. P.
Bucoda, Wash.	Oregon	G. N.—U. P.	N. P.
Butte, Mont. (U. D. Tkt.)	Idaho	U. P.	N. P.
Butte, Mont. (Cons. City Tkt.)	Idaho	G. N.—N. P.	U. P.
Cajon, Cal.	California	U. P.	A. T. S. F.
Castle Rock, Wash.	Oregon	G. N.—U. P.	N. P.
Centralia, Wash. (Tkt. & Frt.)	Oregon	G. N.—U. P.	N. P.
Chehalis, Wash.	Oregon	G. N.—U. P.	N. P.
Cheney, Wash.	Oregon	C. M. St. P. & P.	U. P.
Chicago, Ill. "U."	C. & N. W.	C. & N. W.	U. P.
Colton, Cal. (S. P.)	California	U. P.	S. P. Co.
Colton, Cal. (A. T. S. F.)	California	U. P.	A. T. S. F.
Cottonwood, Idaho	Camas Prairie	N. P.—U. P.	Camas Prairie
Council Bluffs, Iowa (Union Pacific Transfer)	Nebraska	C. B. & Q.—C. & N. W.—Wabash	U. P.
Craigmont, Idaho	Camas Prairie	N. P.—U. P.	Camas Prairie
Culdesac, Idaho	Camas Prairie	N. P.—U. P.	Camas Prairie
Daggett, Cal.	California	U. P.	A. T. S. F.
Davenport, Neb.	Kansas	U. P.	C. & N. W.
Denver, Colo. (Union Depot)	Wyoming	A. T. S. F.—C. B. & Q.—C. R. I. & P.—C. & S.—D. & R. G. W.—U. P.	Denver Union Terminal Ry. Co.
Denver, Colo. (U. S. Yards)	Wyoming	A. T. S. F.—C. B. & Q.—C. R. I. & P.—D. & R. G. W.—U. P.	C. & S.
Dishman, Wash.	Oregon	C. M. St. P. & P.	U. P.
East Portland, Ore.	Oregon	S. P. Co.—U. P.	East Portland Frt. Terminal
Fenn, Idaho	Camas Prairie	N. P.—U. P.	Camas Prairie
Ferdinand, Idaho	Camas Prairie	N. P.—U. P.	Camas Prairie
Fort Lewis, Wash.	Oregon	U. P.	N. P.
Fremont, Neb. (Tkt.)	Nebraska	C. & N. W.	U. P.
Grangeville, Idaho	Camas Prairie	N. P.—U. P.	Camas Prairie
Greeley, Colo. (Frt.)	Wyoming	C. & S.	U. P.
Greer, Idaho	Camas Prairie	N. P.—U. P.	Camas Prairie
Headquarters, Idaho	Camas Prairie	N. P.—U. P.	Camas Prairie
Hiawatha, Kan.	Kansas	M. P.	U. P.
Highgrove, Cal.	California	U. P.	A. T. S. F.
Hoquiam, Wash. (Frt.)	Oregon	C. M. St. P. & P.—U. P.	N. P.
Hoquiam, Wash. (Tkt.)	Oregon	U. P.	N. P.
Kalama, Wash.	Oregon	G. N.—U. P.	N. P.
Kamiah, Idaho	Camas Prairie	N. P.—U. P.	Camas Prairie
Kansas City, Kan. (City Tkt.)	Kansas	A. T. S. F.—C. G. W.—C. R. I. & P.—M. P.—U. P.	K. C. Terminal Ry.
Kansas City, Kan. (7th St.)	Kansas	C. R. I. & P.—U. P.	K. C. Terminal Ry.
Kansas City, Mo. Un. Depot (Tkt. & Baggage)	Kansas	G. M. & O.—A. T. & S. F.—C. B. & Q.—C. G. W.—C. M. St. P. & P.—C. R. I. & P.—K. C. S.—M. P.—St. L. & S. F.—M. K. & T.—Wabash—U. P.	K. C. Terminal Ry.
Kelso, Wash. (Tkt. & Frt.)	Oregon	G. N.—U. P.	N. P.
Kent, Wash.	Oregon	U. P.	C. M. St. P. & P.
Kooskia, Idaho	Camas Prairie	N. P.—U. P.	Camas Prairie

3C. M. St. P. & P. effective September 1, 1951.

JOINT AGENCIES—Continued

Stations at which the agents of the Operating Company also act as agents for the Tenant Lines.

Agency	Division or Carrier	Tenant Lines	Operating Company
Lapwai, Idaho	Camas Prairie	N. P.—U. P.	Camas Prairie
Lawrence, Kan. (Tkt.)	Kansas	C. R. I. & P.	U. P.
Leavenworth, Kan. (Frt.)	Kansas	U. P.	M. P.
Leavenworth, Kan. (Tkt.)	Kansas	C. R. I. & P.—M. P.—U. P.	Leavenworth Depot & R. R. Co.
Lenore, Idaho	Camas Prairie	N. P.—U. P.	Camas Prairie
Lewiston Idaho (Tkt. & Frt.)	Camas Prairie	N. P.—U. P.	Camas Prairie
Limon, Colo.	Kansas	U. P.	C. R. I. & P.
Lincoln, Neb. (Un. Depot)	Nebraska	U. P.	C. B. & Q.
Longview, Wash. (City Tkt.)	Oregon	G. N.—U. P.	N. P.
Longview, Wash. (Frt.)	Oregon	G. N.—C. M. St. P. & P.—U. P.	N. P.
Los Angeles Harbor, Cal.	California	A. T. S. F.—P. E. Co.—S. P. Co.—U. P.	Harbor Belt Line
Los Angeles, Cal. Un. Depot (Baggage)	California	A. T. S. F.—S. P. Co.—U. P.	L. A. Union Pass. Terminal
Madras, Ore.	Oregon	U. P.	Oregon Trunk
Marengo, Wash.	Oregon	C. M. St. P. & P.	U. P.
Maupin, Ore.	Oregon	U. P.	Oregon Trunk
Merino, Colo.	Nebraska	C. B. & Q.	U. P.
Metolius, Ore.	Oregon	U. P.	Oregon Trunk
Montesano, Wash.	Oregon	C. M. St. P. & P.	U. P.
Moscow, Idaho	Oregon	U. P. or N. P.	U. P.
Napavine, Wash.	Oregon	G. N.—C. M. St. P. & P.—U. P.	N. P.
Nephi, Utah	Utah	D. & R. G. W.	U. P.
Nisqually, Wash.	Oregon	U. P.	N. P.
Norfolk, Neb.	Nebraska	C. St. P. M. & O.	U. P.
No. Portland, Ore. (Stk. Yds.)	Oregon	G. N.—N. P.—S. P. & S.—U. P.	U. P.—S. P. & S.
Omaha, Neb. (Frt.)	Nebraska	C. M. St. P. & P.—Wabash	U. P.
Omaha, Neb. Union Depot (Tkt. & Bge.)	Nebraska	C. & N. W.—C. M. St. P. & P.—C. R. I. & P.—M. P.—Wabash	U. P.
Omaha, Neb. (City Tkt.)	Nebraska	C. & N. W.—Wabash	U. P.
Omaha, Neb. "H" Office	Nebraska	C. & N. W.—Wabash	U. P.
Ogden, Utah (Frt.)	Utah	S. P. Co.—U. P.	O. U. R. & D. Co.
Ogden, Utah Un. Depot (Tkt. & Bge.)	Utah	D. & R. G. W.—S. P. Co.—U. P.	O. U. R. & D. Co.
Orofino, Idaho	Camas Prairie	N. P.—U. P.	Camas Prairie
Oro Grande, Cal.	California	U. P.	A. T. & S. F.
Portland, Ore., Union Depot (Tkt. & Bge.)	Oregon	G. N.—N. P.—S. P. Co.—S. P. & S.—U. P.	N. P. Terminal
Portland, Ore. Term. No. 4	Oregon	S. P. & S.	U. P.
Prineville Jet., Ore.	Oregon	U. P.—O. T. Ry.	City of Prineville Ry.
Provo, Utah (Tkt.)	Utah	U. P.	D. & R. G. W.
Redmond, Ore.	Oregon	U. P.	Oregon Trunk
Reubens, Idaho	Camas Prairie	N. P.—U. P.	Camas Prairie
Ridgefield, Wash.	Oregon	G. N.—U. P.	N. P.
Riparia, Wash.	Camas Prairie	N. P.—U. P.	Camas Prairie
St. Joseph, Mo. (Frt.)	Kansas	A. T. S. F.—U. P.	St. Joseph Term. Co.
St. Joseph, Mo. (Un. Depot)	Kansas	A. T. S. F.—C. B. & Q.—C. G. W.—C. R. I. & P.—M. P.—U. P.	St. Joseph Union Depot Co.
Salina, Kan. Un. Depot (Tkt. & Bge.)	Kansas	A. T. S. F.—C. R. I. & P.—M. P.	U. P.
Salt Lake City, Utah (S. P. Tkt.)	Utah	U. P.	S. P. Co.
San Bernardino, Cal. (Frt., Tkt. & Bge.)	California	U. P.	A. T. S. F.
San Francisco, Cal. (City Tkt.)	S. P.	S. P. Co.	U. P.
Seattle, Wash. Union Depot (Tkt. & Bge.)	Oregon	C. M. St. P. & P.	U. P.
Silver Bow, Mont.	Idaho	U. P.	N. P.
So. Omaha, Neb. (Local Frt.)	Nebraska	C. & N. W.—C. M. St. P. & P.	U. P.

3Operated by each company in alternate years.

JOINT AGENCIES—Concluded

Stations at which the agents of the Operating Company also act as agents for the Tenant Lines.

Agency	Division or Carrier	Tenant Lines	Operating Company
So. Omaha, Neb. (Un. Stock Yards).....	Nebraska.....	C.&N.W.—C.M.St. P.&P.—C.St.P. M.&O.—C.R.I.&P. —So.OmahaTerm. —I.C.—Wabash....	U. P.
Spokane, Wash. Union Depot (Tkt. & Bge.).....	Oregon.....	C.M.St.P.&P.—Spokane International —U. P.	Spokane Union Station
Steilacoom, Wash.....	Oregon.....	U. P.	N. P.
Sterling, Colo. (Tkt. & Frt.)..	Nebraska.....	C. B. & Q.	U. P.
Stites, Idaho.....	Camas Prairie.	N. P.—U. P.	Camas Prairie
Summit, Cal.....	California.....	U. P.	A. T. S. F.
Sumner, Wash.....	Oregon.....	U. P.	C. M. St. P. & P.
Tacoma, Wash. Union Depot (Tkt. & Bge.).....	Oregon.....	G. N.—U. P.	N. P.
Tenino, Wash.....	Oregon.....	U. P.	N. P.
Titlow, Wash.....	Oregon.....	U. P.	N. P.
Topeka, Kan. Union Depot (Tkt. & Bge.).....	Kansas.....	C. R. I. & P.	U. P.
Troy, Kan.....	Kansas.....	U. P.	C. R. I. & P.
Union, Colo.....	Nebraska.....	C. B. & Q.	U. P.
Vader, Wash.....	Oregon.....	C.M.St.P.&P.— G.N.—U.P.	N. P.
Vancouver, Wash. (Tkt. & Frt.)	Oregon.....	G.N.—N.P.—U.P.	S. P. & S.
Victorville, Cal.....	California.....	U. P.	A. T. S. F.
Wallula, Wash.....	Oregon.....	N. P.	U. P.
Wathena, Kan.....	Kansas.....	C. R. I. & P.	U. P.
Wells, Nev.....	Idaho.....	U. P.	S. P. Co.
Winlock, Wash.....	Oregon.....	C.M.St.P.&P.— G. N.—U. P.	N. P.
Woodland, Wash.....	Oregon.....	G. N.—U. P.	N. P.

ALPHABETICAL LIST OF BRANCHES AND DIVISIONS WITH STATION No. PREFIXES

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Leavenworth Branch.....	128	Wells Branch.....	23
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EXPLANATION OF LETTERS AND CHARACTERS SHOWN IN LIST OF STATIONS

DISTANCES—

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

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, Menoken, Granger, Salt Lake, Pocatello and Hinkle.

L—Left side of unloading track going from Council Bluffs, Kansas City, Menoken, Granger, Salt Lake, Pocatello and Hinkle.

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 90 to 100, inclusive.

South-Central District, see pages 153 to 155, inclusive.

Northwestern District, see pages 210 to 220, inclusive.

**PAGES 40 TO 120, INCLUSIVE
CONTAIN INFORMATION PERTAINING
TO
EASTERN DISTRICT
UNION PACIFIC RAILROAD COMPANY**

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

NEBRASKA DIVISION
FIRST SUBDIVISION
MAIN LINE—COUNCIL BLUFFS TO NORTH PLATTE

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
0	0.0	Co. Bluffs Union Depot..... Iowa		T			
		Co. Bluffs, 10th Ave.. do		F	A		
	2.2	Co. Bluffs Transfer.. do		P	A		Yes-Feed
	2.4	Iowa-Neb. State Line.. do					
		C. B. & Q. Crossing. Neb.					
		Omaha City, 1614					
		Farnam St..... do		T			
		Omaha, Gen. Agt.					
		Frt. Dept..... do		P			
3	2.8	Omaha, Un. Pass. Sta. do		TP			
	2.8	Omaha, Baggage..... do					
3		Omaha, Freight, Jones and 9th Sts... do		FP	A		
		Omaha Hdqtrs.					
		Ticket Office..... do		TP			
		Omaha, Headqtrs.					
		Tel..... do	U	P			
		Omaha, Supt. Office.. do	Fr	P			
		Omaha, Dispatcher... do	Rh	P			
		Omaha, Bdg. Dist.					
		Disp'r..... do	Ws	P			
		Omaha, Store..... do		P			
		Omaha, Tel. (Union Sta.)..... do	Yd	P			
5	5.2	Summit (Tower)..... do	Su	P			
	5.6	I. C. Cross.— M. P. Cross..... do					
7	6.9	Foxley..... do		P	A		Yes
	8.0	C. & N. W. Cross... do					
	8.3	M. P. Cross..... do					
9	8.5	Seymour Spur..... do		P	A		
14	13.6	Sarpy..... do		P			
17	17.1	Lane..... do	Cj	P			
		Auto. Blk. & Cab Signals					
		Via Old Line—Summit to Lane					
5	5.2	Summit (Tower)..... do	Su	P			
	5.3	C. B. & Q. Cross... do					
100-06	6.4	So. Omaha..... do		FP	A	L-E	
100-06	6.5	So. Omaha U. S. Yds..... do		FP	A		Yes
100-10	10.2	Avery..... do		P	A		
	10.9	Gilmore Tower..... do	Jn	P	A	L	
100-12	11.9	Gilmore..... do		P	A		
	13.4	C. R. I. & P. Cross do		FXP	A	L	Yes
100-17	16.8	Papillion..... do	Po	P			
100-19	19.2	Portal—M. P. Cross. do		P			
	20.0	C. B. & Q. Cross... do		FXP	A	L	Yes
100-23	22.5	Millard..... do	Md	P			
17	26.1	Lane..... do	Cj	P			
		Auto. Block and Cab Signals					
22	21.7	Elkhorn..... do	Kh	FTXP	A	L-O	
25	24.5	Waterloo..... do	Wo	FTXP	A	R	
28	28.0	Valley..... do	V	FTXP	A	L-S	Yes-Feed
34	34.3	Mercer..... do		P	A		
	38.2	C. & N. W. Cross. do					
	39.3	Fremont, Un. Pass. Sta..... do	Fn	TP	A	R-OE	Yes
39		Fremont, Freight.. do		FP			
	40.0	C. B. & Q. Cross... do		P			
	44.8	C. & N. W. Cross... do		P			
46	46.3	Ames..... do		P	A	R	
54	54.4	North Bend..... do	Nb	FTXP	A	R	Yes
61	61.4	Rogers..... do	Dj	FTXP	A	R	
69	68.7	Schuyler..... do	Sc	FTXP	A	L-O	Yes
77	76.9	Richland..... do	Bz	FTXP	A	L	

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—Continued
FIRST SUBDIVISION—Concluded
MAIN LINE—COUNCIL BLUFFS TO NORTH PLATTE—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
	83.8	C. B. & Q. Cross... Neb.)		P			
85	84.5	Columbus, Pass... do	C	TP			
		Columbus, Baggage do		X			
		Columbus, Frt..... do		FP	A	RL-SOE	Yes
	92	Duncan..... do	Dq	FTXP	A	L-S	Yes
	97	Gardiner..... do		P	A		
	102	Silver Creek..... do	Si	FTXP	A	L	Yes
	108	Havens..... do		P	A		
	114	Clarks..... do	Cx	FTXP	A	R	Yes
		C. B. & Q. Cross... do		P			
	125	Central City..... do	Ci	FTP	A	L-SE	Yes
	129	Paddock..... do		P	A		Yes
	135	Chapman..... do	Cp	FTXP	A	L	Yes
		C. B. & Q. Cross... do		P			
		Grand Island, Pass. do		TP			
		Grand Island, Frt.. do		FP	A	RL-RE	Yes-Feed
		Grand Island, Bge.. do		XP			
		Grand Island, Tele. do	Ge	P			
		Grand Island, Disp'r do	H				
		Grand Island, Yard					
		Tel..... do	Gd	P			
	148.5	Sugar Factory Spur do		P			
	149.0	Stock Yards Sdg... do					Yes
	155	Ala..... do		P	A	R	
	162	Wood River..... do	Wr	FTXP	A	R-O	Yes
	170	Shelton..... do	St	FTXP	A	L-S	Yes
	176	Gibbon..... do	Gb	FTXP	A	R-O	Yes
	180	Optic..... do		P	A		
	184	Buda..... do		P	A	L	
	186	Kearney Air Base... do					
	189	Kearney, Pass... do	Kr	TP			
		Kearney, Frt..... do		FP	A	RL-SOE	Yes
194	194.1	Alfalfa Center..... do		P	A		
198	198.3	Odessa..... do	Dz	FTXP	A	R	Yes
205	204.6	Elm Creek..... do	Qr	FTXP	A	L-O	Yes
213	213.3	Overton..... do	Ov	FTXP	A	R-O	Yes
218	217.9	Josselyn..... do		P	A		
224	224.4	Lexington..... do	Um	FTXP	A	L-S	Yes
233	232.5	Darr..... do		FTXP	A	R	Yes
238	238.2	Cozad..... do	Co	FTXP	A	R-S	Yes
243	243.2	Willow Island..... do		FXP	A	L	Yes
249	248.8	Gothenburg..... do	Bu	FTXP	A	R-O	Yes
255	254.5	Vroman..... do		P	A		
262	261.5	Brady Island..... do	Bi	FTXP	A	L-O	Yes
271	270.6	Maxwell..... do	Mx	FTXP	A	L	Yes
275	274.6	Keith..... do			A		Yes
279	278.5	Gannett..... do		P	A		
281	280.5	Beck..... do			A		
284	284.1	North Platte, Pass.. do		TP			
		North Platte, Frt... do		FP	A	LR-R	Yes-Feed
		North Platte, Bge.. do		XP			
		North Platte, Tele.. do	No	P			
		North Platte, Op'r. do		P			
		North Platte, Disp. do	Rn	P			
		North Platte Yard. do	Ny	P			

Emergency Feed.

NEBRASKA DIVISION—Continued

BEATRICE BRANCH

Sta. No.	Dist. from Valley	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
28	0.0	Valley.....Neb.	V	FTXP	A	L-S	Yes-Feed
	0.1	Valley (Jct. H. B.)...do					
	0.9	Consumers Sand Co. Spur.....do					
	1.7	Davis-Hadden Spur.....do			A		
	5.8	C. B. & Q. Cross.....do					
101-06	6.3	Yutan.....do	Yn	FXP	A	R	
101-12	11.6	Mead.....do	Ad	FXP	A	R-S	
101-19	18.9	Wahoo.....do	W	FP	A	R-S	Yes
	19.6	C. & N. W. Cross.....do					
	19.6	C. B. & Q. Cross.....do					
101-26	26.3	Weston.....do	Wn	FXP	A	R-L	
101-33	33.2	Touhy.....do		P			
101-37	37.3	Valparaiso.....do	Vo	FTXP	A	R	
101-42	41.8	Agnew.....do		P			
101-47	46.5	Raymond.....do	Rm	FTXP	A	L	
101-53	52.7	Garratt.....do		P			
101-55	55.3	West Lincoln.....do			A		
	56.5	C. B. & Q. Cross.....do					
		Lincoln City, 130 So. 13th St.....do					
101-57	57.2	Lincoln, Pass.....do	Ni	TP			
101-57	57.1	Lincoln, Frt.....do	Sn	FP	A	RL-S	
		Lincoln, Bge.....do					
	57.4	C. B. & Q. Cross.....do					
	59.0	C. B. & Q. Cross.....do					
	62.0	C. R. I. & P. Cross.....do					
101-65	65.4	Jamaica.....do		P	A	R	
101-68	68.2	Hanlon.....do		P	A		
	69.5	Mo. Pac. Cross.....do					
101-75	74.7	Princeton.....do		P	A		
101-80	79.5	Cortland.....do	Rd	FXP	A	L	
101-89	88.9	Pickrell.....do	Ik	FXP	A	R	
	96.0	Kilpatrick Bros. Spur.....do					
101-97	96.8	Beatrice.....do	Bz	FTP	A	R-S	Yes

STROMSBURG BRANCH

Sta. No.	Dist. from Valparaiso	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
101-37	0.1	Valparaiso (Jct. H. B.)...Neb.	Vo	FTXP	A	R	
102-07	0.0	Valparaiso.....do					
102-14	7.4	Loma.....do	Bd	FTX	A	R-O	
	13.5	Brainard.....do					
	22.7	Power House Spur.....do					
102-23	23.2	David City.....do	Dv	FTX	A	L-O	
	23.5	C. B. & Q. Cross.....do					
102-33	33.3	Rising City.....do	Rn	FTX	A	R	
102-40	40.1	Shelby.....do	Sh	FTX	A	R	
102-48	47.5	Osceola.....do	Oz	FTX	A	R-S	
102-53	52.9	Stromsburg.....do	S	FTX	A	L-S	
102-57	56.8	Durant.....do					
102-63	63.0	Polk.....do	Pk	FTX	A	L	
102-69	68.5	Hordville.....do	Hv	FTX	A	R	Yes
	73.3	Sand Spur.....do					
102-74	73.8	Heber.....do					Yes
	75.3	C. B. & Q. Cross.....do		P			
125	75.9	Central City.....do	Ci	FTP	A	L-SE	

NEBRASKA DIVISION—Continued

NORFOLK BRANCH

Sta. No.	Dist. from Columbus	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
85	0.0	Columbus, Pass.....Neb.	C	TP			
		Columbus, Baggage.....do		XP			
		Columbus, Frt.....do		FP	A	RL-SOE	Yes
	1.0	Columbus (Jct. H. B.)...do					
103-04	4.2	Sheldonville.....do			A		
103-09	9.4	Oconee (Spur).....do		P	A		
103-15	14.7	Platte Center.....do	Pc	FTXP	A	R	
103-20	20.3	Tarnov.....do			A		
	25.1	C. & N. W. Cross.....do					
103-26	25.7	Humphrey.....do	Hx	FTX	A	R-O	Yes
103-29	29.1	Peck (Spur).....do			A		
103-35	35.4	Madison.....do	Ma	FTX	A	R-SE	
103-41	40.9	Enola.....do			A		
	48.7	C. & N. W. Cross.....do					
	50.2	Creighton Branch, C. & N. W. Cross.....do					
103-50	50.4	Norfolk.....do	Kn	FTP	A	RL-R	Yes

ALBION BRANCH

Sta. No.	Dist. from Oconee	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
103-09	0.0	Oconee.....Neb.		P	A		
	0.1	Oconee (Jct. H. B.)...do					
	2.0	Mill Spur.....do					
104-04	4.3	Monroe.....do	Mn	FTX	A	R-L	
104-11	11.3	Genoa.....do	Gn	FTXP	A	RL-R	Yes
104-19	18.8	Woodville (Spur).....do			A		Yes
104-22	22.3	St. Edward.....do	St	FTX	A	R-O	Yes
104-34	33.7	Albion.....do	A	FTX	A	L-O	Yes

CEDAR RAPIDS BRANCH

Sta. No.	Dist. from Genoa	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
104-11	0.0	Genoa.....Neb.	G	FTXP	A	RL-R	Yes
	0.1	Genoa (Jct. H. B.)...do					Yes
105-05	5.3	Kent.....do			A		
105-09	9.3	Merchiston.....do			A	R	Yes
105-14	13.7	Fullerton.....do	Fu	FTX	A	L-O	Yes
105-22	22.2	Stock Yard Siding.....do			A		
105-23	23.1	Belgrade.....do	Bl	FTX	A	L	Yes
105-30	30.3	Cedar Rapids.....do	Cd	FTX	A	R	Yes
105-37	36.6	Primrose.....do	P	FTX	A	R	Yes
105-44	44.3	Spalding.....do	Sg	FTX	A	R-S	Yes

ORD BRANCH

Sta. No.	Dist. from Grand Island	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
147	0.0	Grand Island, Pass.....Neb.		TP			
		Grand Island, Frt.....do		FP	A	RL-RE	Yes-Feed
		Grand Island, Bge.....do		XP			
		Grand Island, Tele.....do	Ge	P			
		Grand Island, Dispr.....do	Hd	P			
	0.4	Grand Island, Yard Tele do	Gd	P			
	0.5	C. B. & Q. Cross.....do					
	2.5	Grand Island (Jct. H. B.) do			A		
106-03	3.7	Carey.....do					
		Grand Island Airport Spur.....do					
106-11	11.1	St. Libory.....do	Ry	FTX	A	L	Yes
106-22	21.9	St. Paul.....do	Sp	FTX	A	L-O	
	22.2	C. B. & Q. Cross.....do					
106-31	30.7	Elba.....do	Eb	FTX	A	L-S	
106-37	36.8	Cotesfield.....do			A	R	Yes
106-43	43.1	Week's Spur.....do			A		Yes
106-45	44.5	Scotia Junction.....do					
106-46	45.7	Scotia (Scotia Branch)...do	Sk	FTX	A	L-O	Yes
106-49	48.8	North Loup.....do	Nu	FTX	A	L-S	Yes
106-58	58.4	Saunders (Spur).....do			A		
	60.7	C. B. & Q. Cross.....do					
106-61	61.0	Ord.....do	Rd	FTX	A	L-O	Yes

NEBRASKA DIVISION—Continued

LOUP CITY BRANCH

Sta. No.	Dist. from St. Paul	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
106-22	0.0	St. Paul.....Neb.	Sp	FTX	A	L-O	
107-08	8.3	Dannebrog (Spur).....do	Db	FTX	A	R	Yes
107-19	18.6	Boelus.....do	Hw	FTX	A	R	Yes
107-26	25.8	Rockville.....do		X	A		
107-39	39.0	Loup City.....do	Op	FTX	A	R-S	Yes

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
17-283	1.1	Gibbon (Jct. H. B.).....do		P	B	L	
17-275	7.5	Denman.....do		P	A	R	
17-270	15.4	Hayland.....do	Ha	FXP	A	L	
17-262	20.8	Newmarch.....do		P	A		
	28.1	Hastings.....do	W	FTP	A		
		Hastings Yard.....do	An	P			

Note—Hastings station belongs to Kansas Division (page 62).

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		RL-SOE	Yes
		Kearney, Frt.....do		FP	A		
	0.5	Kearney (Jct. H. B.).....do					
11-006	5.5	Glenwood Park (Spur).....do			A		
11-010	10.1	Riverdale.....do		FXTP	A	R	
11-017	16.8	Amherst.....do	Hr	FTXP	A	R	Yes
11-023	22.7	Watertown.....do			A	R	
11-026	26.3	Miller.....do	Mr	FTXP	A	L	Yes
11-033	32.5	Sumner.....do	Su	FTXP	A	L	Yes
11-040	40.4	Eddyville.....do	Vd	FTXP	A	R	Yes
11-052	52.1	Oconto.....do	Bs	FTX	A	R	Yes
11-059	59.1	Lodi.....do			A	L	Yes
11-066	65.5	Callaway.....do	Ca	FTXP	A	L	Yes
11-076	75.8	Finchville (Spur).....do			A		Yes
11-083	83.1	Arnold.....do	Ad	FTXP	A	L-S	Yes
11-091	90.6	Logan (Spur).....do			A		Yes
11-095	94.6	Hoagland.....do			A	R	Yes
11-099	99.2	Gandy.....do		P			Yes
11-102	102.4	Stapleton.....do	Sn	FTXP	A	R-O	Yes

NEBRASKA DIVISION—Continued

SECOND SUBDIVISION
MAIN LINE—NORTH PLATTE 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
284	284.1	(North Platte, Pass., Neb.)		TP			
		North Platte, Frt.....do		FP	A	LR-R	Yes-Feed
		North Platte, Bge.....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		P	A	L	
297	296.9	Hershey.....do	Of	FTXP	A	R-S	Yes
301	300.7	O'Fallons.....do	Fa	P	A		
302	301.8	Varner.....do			A		
303	303.4	Sutherland.....do	Su	FTXP	A	R-O	Yes
308	307.9	Dexter.....do		P	A		
316	315.5	Paxton.....do	Pn	FTXP	A	R-S	Yes
322	321.7	Korty (Spur).....do		P	A		
328	327.7	Roscoe.....do	Ro	FTXP	A	R	
335	334.8	Ogallala.....do	Gt	FTXP	A	R-S	Yes
344	343.9	Brule.....do	Ru	FTXP	A	R	Yes
349	349.1	Megeath.....do			A		Yes
354	353.9	Big Springs.....do	Gs	FTXP	A	R-S	Yes
359	359.3	Barton.....do		P	A		Yes
	363.3	Neb.-Colo. State Line.					
365	365.3	Julesburg.....Colo.	Jb	FTXP	A	R-S	Yes
371	370.6	Weir.....do		P	A		
	372.2	Colo.-Neb. State Line.					
380	380.3	Chappell.....Neb.	Cq	FTXP	A	R-O	Yes
390	389.7	Lodge Pole.....do	Gp	FTXP	A	R-O	Yes
396	396.3	Sunol.....do	Un	FTXP	A	R-S	Yes
401	401.0	Colton.....do		P	A	L-S	Yes
	406.7	C. B. & Q. Cross.....do					
408	407.5	Sidney, Pass.....do		TP			
		Sidney, Frt.....do		FP	A	RL-RE	Yes-Feed
		Sidney, Tele.....do	Cd	P			
416	415.5	Brownson.....do		P	A	L	Yes
426	426.4	Potter.....do	Pr	FTXP	A	R-S	Yes
431	430.9	Jacinto (Spur).....do			A		
435	435.4	Dix.....do	Dx	FTXP	A	R-S	Yes
440	439.9	Owasco.....do		P	A	R	Yes
445	444.5	Kimball.....do	Kb	FTXP	A	LOE	Yes
451	451.1	Oliver (Spur).....do			A		
457	456.6	Bushnell.....do	Bn	FTXP	A	L-S	Yes
	465.7	Neb.-Wyo. State Line.					
467	466.7	Pine Bluffs.....Wyo.	Uf	FTXP	A	L-S	Yes
472	472.0	Tracy (Spur).....do			A		
478	477.5	Egbert.....do	Gx	FTXP	A	R	Yes
483	483.2	Burns.....do	Ux	FTXP	A	L	Yes
490	489.7	Hillsdale.....do		P	A	R	Yes
496	495.9	Durham.....do		P	A	L	Yes
501	501.2	Archer.....do		P	A	L	Yes
	506.3	C. B. & Q. Cross.....do					
		Cheyenne City, 120.....do					
510	509.5	Cheyenne, Pass.....do		TP			
		Cheyenne, Frt.....do		F	A	R-SE	Yes-Feed
		Cheyenne, Bge.....do		P			
		Cheyenne, Tele.....do	N	P			
		Cheyenne, Yard.....do					
		Telegraph Office.....do	Cy	P			
		Cheyenne, Disp'r.....do	Di	P			

Note—Cheyenne belongs to Wyoming Division.

NEBRASKA DIVISION—Continued
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
.....	0.2	O'Fallons (Jct. H. B.)..... Neb.					
301	0.0	O'Fallons..... do	Fa	P	A		
12-003	2.8	Coker..... do					Yes
12-013	12.8	Sarben..... do	Ak	FTXP	A	L	Yes
12-020	19.6	Nevens..... do			A	L	Yes
12-025	24.8	Broganville..... do			A	R	Yes
12-028	28.4	Keystone..... do		P	A	L	Yes
12-031	30.7	Kingsley..... do			A		Yes
12-035	34.9	Martin..... do	Sa	FTXP	A	L	Yes
12-041	41.2	Lemoine..... do		P	A	L	Yes
12-047	46.8	Belmar..... do			A	L	Yes
12-052	51.7	Ruthon..... do			A	L	Yes
12-059	59.3	Lewellen..... do	W	FTXP	A	L-O	Yes
12-071	70.8	Oshkosh..... do	Ox	FTXP	A	L-O	Yes
12-086	86.4	Lisco..... do	Co	FTXP	A	L-O	Yes
12-095	95.4	Finley..... do			A	R	Yes
12-100	100.4	Broadwater..... do	Br	FTX	A	R-L	Yes
12-110	109.6	Towers..... do			A		
12-114	114.1	Northport..... do	Np	FTXP	A	R-S	Yes
12-115	115.3	Burlington Jct..... do					
.....	115.5	C. B. & Q. Crossing..... do					
12-122	121.8	Mohler..... do			A		
12-127	126.7	South Bayard..... do	Cr	FTXP	A	L-S	Yes
12-132	132.1	McGrew..... do	Mc	FTX	A	R	Yes
12-138	137.9	Melbeta..... do	Mb	FTXP	A	L-O	Yes
12-145	145.0	Gering Br. (Jct. H.B.)..... do					Yes-Feed
12-146	145.9	Gering..... do	G	FTXP	A	L-S	
12-151	150.5	Costin..... do			A		
12-152	152.3	Haig..... do	Ha	FTX	A	L	Yes
12-156	155.8	South Mitchell..... do	Mi	FTXP	A	L-S	Yes
12-157	157.1	Pelton (Spur)..... do			A		
12-160	159.5	Baileyvue..... do			A		
12-162	162.1	South Morrill..... do	Mo	FTXP	A	L-O	Yes
12-164	164.2	Joyce..... do			A		
12-167	167.4	Lyman Branch Jct..... do					
12-168	167.9	Lyman..... do	Mu	FTXP	A	L	Yes
.....	168.5	Nebraska-Wyoming State Line.....					
12-170	170.1	Canal (Spur)..... Wyo.			A		
12-173	172.8	Stebbins..... do			A		
12-174	173.7	Huntley..... do	Hu	FTXP	A	L	Yes
12-177	177.0	Holly..... do			A		Yes
12-182	181.6	Yoder..... do	Dr	FTXP	A	L-O	Yes
.....	182.1	North Platte Cut-Off Jct. do					
12-188	188.1	Veteran..... do	Vn	FTXP	A	R-O	Yes
12-192	191.5	Heldt..... do			A		Yes
12-196	195.7	Cottier..... do			A		
12-201	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
12-146	0.0	Gering..... Neb.	G	FTXP	A	R-S	Yes-Feed
12-145	0.9	Gering (Jct. H. B.)..... do					
109-05	5.4	Mathers (Spur)..... do			B		Yes
109-06	6.1	Moon..... do			B		
109-07	7.1	Roubadeau..... do			B		
109-08	8.4	Hilliker..... do			B		Yes
109-10	9.8	Riford..... do			B		

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
12-168	0.0	Lyman..... Neb.	Mu	FTXP	A	L	Yes
.....	0.4	Lyman (Jct. H. B.)..... do					
112-03	2.8	Sears..... do			B		Yes
.....	3.3	Siding No. 1..... do					
112-05	4.6	Hartman..... do			B		
112-06	6.4	Stegall..... do			B		Yes

Yes Privately Owned.

NEBRASKA DIVISION—Continued
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
112-03	0.0	Sears..... Neb.					
113-01	1.2	Bellinger (Spur)..... do			B		Yes
113-03	2.8	Janise..... do			B		Yes

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
.....	0.2	Egbert (Jct. H. B.)..... Wyo.					
478	0.0	Egbert..... do	Gx	FTXP	A	R	Yes
114-15	14.6	Lindbergh..... do			A	L	
114-22	21.8	Albin..... do	Ab	FTX	A	R-SE	Yes
114-34	33.6	Treman..... do			A		Yes
114-41	40.5	Lagrange..... do	Ga	FTX	A	R-SE	Yes
114-44	43.5	Wycross..... do			A		Yes
114-50	49.6	Duroc..... do			A		
114-52	51.9	Hawk Springs..... do	Hk	FTX	A	L-OE	Yes
114-57	56.7	Fonda..... do			B		Yes
114-59	58.9	Goodland..... do			B		
114-62	62.1	North Platte Cut-Off Jct..... do					
12-182	62.7	Yoder..... do	Dr	FTXP	A		Yes

THIRD SUBDIVISION
MAIN LINE—JULESBURG TO LASALLE

Sta. No.	Dist. from Bluffs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
365	365.3	Julesburg..... Colo.	Jb	FTXP	A	R-O	Yes
19-372	372.4	Ovid..... do	Vi	FTXP	A	R-S	Yes
19-380	379.9	Sedgwick..... do	Zd	FTXP	A	L-S	Yes
19-384	384.3	Dorsey..... do		P	A	R	Yes
19-388	388.2	Red Lion..... do		P	A	R	Yes
19-391	391.1	Marcott..... do		P	A		Yes
19-395	395.4	Crook..... do	Ck	FTXP	A	L-S	Yes
19-399	399.4	Tobin..... do			A		
19-404	404.1	Proctor..... do		P	A	R	Yes
19-406	406.3	Powell..... do		P	A	L	Yes
19-408	407.5	Griff..... do			A		
19-411	410.9	Iliff..... do	F	FTXP	A	L	Yes
19-415	415.4	Ford..... do			A	R	Yes
19-419	418.7	Hayford..... do		P	A	L	
.....	422.5	C. B. & Q. Cross..... do					
19-423	422.8	Sterling..... do	St	FTP	A	R-SE	Yes
.....	424.1	Sterling, Passenger..... do		TP			
19-424	424.1	Beet Sugar Fct. Spur..... do		P			
19-427	426.9	Hall..... do			A	R	Yes
19-429	429.3	Atwood..... do	Od	FTXP	A	L	Yes
19-432	432.1	Beetland..... do			A		
19-436	435.5	Merino..... do	Mi	FTXP	A	L	Yes
19-437	437.3	Beta..... do			A	R	
19-441	441.2	Messex..... do		P	A	R	
19-444	443.7	Balzac..... do			A	R	Yes
19-446	446.3	Union..... do	Un	FTXP	A	R	
19-448	448.1	Cooper..... do			A	L	
19-452	452.3	Snyder..... do	Sn	FTXP	A	R	Yes
19-459	459.1	Dodd..... do		P	A	L	Yes
19-462	462.1	Hurley..... do			A		
19-464	463.9	Fort Morgan..... do	Fx	FTP	A	R	Yes
19-471	471.3	Narrows..... do		P	A	L	Yes
19-474	474.3	Weldona..... do	Dn	FTXP	A	R	Yes
19-480	479.5	Goodrich..... do		P	A	L	Yes
19-483	482.9	Orchard..... do		P	A	L	Yes

Yes Platform locations for shipments via Yoder.

Yes Emergency Feed.

NEBRASKA DIVISION—Concluded
THIRD SUBDIVISION—Concluded
MAIN LINE—JULESBURG TO LASALLE—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
19-487	486.7	Sublette..... Colo.		P	A	R	
19-490	490.1	Masters..... do		P	A	R	Yes
19-496	495.5	Canton..... do		P	A	R	
19-501	500.6	Hardin..... do		P	A	R	Yes
19-504	504.4	Kuner..... do		P	A	L	
19-508	508.4	Kersey..... do	Kr	FTXP	A	L	Yes
19-512	512.4	Auburn..... do		P	A	R	
19-515	515.3	Beet Spur..... do		P	A	R	
14-687	516.3	La Salle..... do	Sa	FTXP	A	R	Yes
14-684	519.2	Hambert (Spur)..... do		P	A	R	
14-683	520.3	Peckham..... do		P	A	L	Yes
14-680	522.5	Gilcrest..... do	Gi	FTXP	A	L	Yes
14-678	524.7	Houston..... do		P	A	R	
14-677	526.3	Vasquez..... do	Pa	FTXP	A	R	
14-675	527.7	Platteville..... do		P	A	R	
14-674	529.2	Maddux (Spur)..... do		P	A	L	Yes
14-671	532.4	Ione..... do		P	A	R	Yes
14-666	536.7	Lupton..... do	Up	FTXP	A	R	Yes
14-663	539.7	Powars..... do		P	A	R	Yes
14-659	543.4	Brighton..... do	Bi	FTXP	A	R	Yes
14-657	546.5	Northway..... do		P	A	L	Yes
14-655	548.4	Henderson..... do		P	A	L	Yes
14-652	551.2	Hazeltine..... do		P	A	L	
14-650	552.5	Rolla..... do		P	A	L	
14-648	554.4	Dupont..... do		P	A	L	
14-646	556.4	Adams (Spur)..... do		P	A	L	
14-645	557.5	Sand Creek Jct..... Colo.	Sk	P	A	L	
	557.6	C. B. & Q. Crs..... do		P	A	L	
14-638	560.3	Pullman..... do	Ra	P	A	L	
	560.7	Pullman, 36th St..... do		P	A	L	
		Denver City, 535 17th St..... do	Del. Track	TP			
14-640	562.5	Denver, Un. Dpt..... do		TP			
14-640		Denver, Baggage..... Colo.		FTP	A	RL-SOE	
		Denver, Freight..... do		FTP	A		Yes
		Denver, Un. Sk. Yds..... do		FTP	A		
		Denver, Gen. Agt's..... do	Cg	P			
		Tele..... do	De	P			
		Denver, Dispatcher..... do		P			
		Denver, Tel. (Freight House)..... do	Ud	P			

Note—LaSalle to Denver belongs to the Wyoming Division, First Subdivision.

WYOMING DIVISION
FIRST SUBDIVISION
MAIN LINE—DENVER TO CHEYENNE

Sta. No.	Dist. from Kansas City ³	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Denver ³	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		Yes
		Denver City, 535 17th St..... do		TP			
14-640	640.3	Denver, Freight..... do		FTP	A	RL-SOE	
14-640	640.4	Denver, Union Depot..... do		TP			
	638.6	Pullman, 36th St..... do	Ra	P			
14-638	638.2	Pullman..... do		P			
	644.7	Mt. States Mixed Feed Co. Spur..... do		P			
	645.2	C. B. & Q. Cross..... do		P			
14-645	645.4	Sand Creek Jct..... do	Sk		A	R	
14-646	646.4	Adams (Spur)..... do		P	A	L	
14-648	648.4	Dupont..... do		P	A	R	
14-650	650.3	Rolla..... do		P	A	R	
14-652	651.7	Hazeltine..... do		P	A	R	Yes
	654.5	Henderson..... do		P	A	R	
14-657	656.3	Northway..... do		P	A	L	Yes
14-659	659.4	Brighton..... do	Bi	FTXP	A	L	Yes
14-663	663.2	Powars..... do		P	A	L	Yes
14-666	666.1	Lupton..... do	Up	FTXP	A	L	Yes
14-671	670.5	Ione..... do		P	A	L	
14-674	673.7	Maddux (Spur)..... do		P	A	L	
14-675	675.2	Platteville..... do	Pa	FTXP	A	L	
14-677	676.6	Vasquez..... do		P	A	R	Yes
14-678	678.2	Houston..... do		P	A	R	Yes
14-680	680.3	Gilcrest..... do	Gi	FTXP	A	R	Yes
14-683	682.6	Peckham..... do		P	A	R	
14-684	683.7	Hambert (Spur)..... do		P	A	L	Yes
14-687	686.5	La Salle..... do	Sa	FTXP	A	L	Yes
14-689	688.6	Evans..... do		P	A	R	Yes
14-692	692.1	Greeley, Freight..... do	Hg	TP	A	R-OE	Yes
		Greeley, Passenger..... do		P	A		Yes
14-694	694.4	Greeley Jct..... do		P	A	L	Yes
14-696	696.2	Lucerne..... do		P	A	L	Yes
14-700	699.6	Eaton..... do	Ur	FTXP	A	L-O	Yes
14-703	703.4	G. W. Ry. Cross..... do		P	A	L-O	Yes
14-705	705.3	Ault..... do		P	A	R	Yes
14-707	707.3	Stage (Spur)..... do	Bu	FTXP	A	L-O	Yes
14-712	712.3	Pierce..... do	Nu	FTXP	A	L	Yes
14-717	717.4	Nunn..... do		P	A	L	
14-722	722.3	Dover..... do		P	A	L	
14-726	726.4	Decker..... do		P	A	R	Yes
14-731	730.3	Carr..... do	Cr	FTXP	A	R	
	734.0	Warren..... do		P	A		
		Colo.-Wyo. State Line do					
14-735	734.7	Gleason..... Wyo.		P	A	R	Yes
	738.1	C. & S. Cross..... do		P	A	L	
14-738	738.2	Speer..... do	S	P	A		
14-738	738.2	Speer..... Wyo.		P	A	L	
	743.5	Borie Jct. (Tower)..... do	Bo	P	A		
519	743.9	Borie..... do		P	A		
514	741.9	Corlett Jct..... Wyo.		P	A		
	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	L-SE	Yes-Feed
		Cheyenne, Baggage..... do		P			
		Cheyenne, Tele..... do	N	P			
		Cheyenne, Yd. Tel. Office..... do		P			
		Cheyenne, Disp'r..... do	Cy	P			
			Di	P			

³Distances via Denver and Brighton.

³Considered as on reverse side for cars from stations between Kansas City and Pullman.

WYOMING DIVISION—Continued

MAIN LINE—SAND CREEK JCT. TO LA SALLE—VIA DENT 3

Sta. No.	Dist. from Kansas City ³	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Lo- cation of Frt. Plat- form from Denver ³	Stock Yard Facilities
14-645	645.4	(Sand Creek Jct..... Colo.	Sk	P	A	R	
20-648	648.6	Welby Spur..... do		P	A	L	
20-650	650.2	Quimby..... do		P	A	R	
20-654	654.2	East Lake..... do		P	A	R	Yes
20-658	658.4	Darlow..... do		P	A	R	Yes
20-663	662.6	St. Vrain..... do	Vs	FTXP	A	R	
	662.6	Boulder Br. Cross..... do					
20-664	664.7	Graden..... do			A		
20-666	666.5	Frederick..... do	Fr	FTXP	A	R	
20-668	667.8	Firestone..... do		P	A	R	Yes
20-671	670.5	Harney..... do		P	A	R	
20-675	675.0	Gowanda..... do		P	A	R	Yes
20-679	678.7	Wild Cat..... do		P	A	R	Yes
20-683	683.2	Dent..... do	Fd	P	A	L	
20-691	690.8	La Salle Jct..... do		P			
14-687	691.0	La Salle..... do	Sa	FTXP	A	L	Yes

3Operated as Dent Branch.

3Distances via Denver Union Station.

3Considered as on reverse side for cars from stations between Kansas City and Pullman.

FORT COLLINS BRANCH

	Dist. from Dent							
FORT COLLINS BRANCH								
20-683	0.0	Dent.....	Colo.		P	A	L	
	0.0	Dent (Jct. H. B.).....	do					
138-02	1.7	Milliken.....	do		F T X P	A	L	Yes
	2.0	G. W. Cross.....	do					
138-07	7.3	Koenig.....	do		P	A	R	Yes
	9.0	G. W. Cross.....	do					
138-09	9.1	Kelim.....	do		P	A	R	
138-14	13.5	Boyd Lake.....	do			A	R	
138-16	16.4	Redmond.....	do			A	R	Yes
138-20	19.5	Harmony.....	do		P	A	L	Yes
		Ft. Collins, Freight.....	do	Fe	F P	A	L-SE	Yes
138-25	25.0	Ft. Collins, Passenger.....	do		T P			
	25.2	C. & S. Cross.....	do					
	25.3	C. & S. Cross.....	do					
	25.6	Industry Spur.....	do					
	26.0	Stock Yards and Industry Siding.....	do		P	A		Yes
138-28	27.9	Poudre Spur.....	do		P	A		Yes
138-30	30.0	Boettcher.....	do		P	A		Yes
	30.4	Colo. Port. Cem't Co. Spur.....	do					
138-39	38.5	Ripple Spur.....	do		P	A		Yes
138-42	41.4	Buckeye Stock Yard Spur.....	do			A		Yes
138-42	41.9	Buckeye Beet Loading Spur.....	do					

WYOMING DIVISION—Continued

BOULDER BRANCH

Sta. No.	Dist. from Brighton	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Denver ³	Stock Yard Facilities	
14-659	0.0	Brighton.....	Colo.	Bi	F T X P	A	R	Yes
136-04	4.2	Yoxall.....	do		P	A	L	Yes
136-07	7.1	Dick.....	do		A	A		
20-663	8.1	St. Vrain.....	do	Vs	F T X P	A	L	
	8.1	Dent Subdivision Cross.....	do		P	A		
136-10	10.0	National (Spur).....	do		P	A		
136-11	10.9	State Coal Mine Jct.....	do		P	A		
136-11	11.4	Parkdale Junction.....	do		P	A		
136-15	15.1	Erie.....	do		P	A	R	
	15.1	C. B. & Q. Cross.....	do					
136-16	16.4	Tabor.....	do			A	L	Yes
136-18	17.8	Leyner.....	do			A		
136-20	19.6	Liggett.....	do			A	L	Yes
136-24	24.0	Valmont.....	do		F P	A	L	
	26.0	C. & S. Cross.....	do					
136-26	26.1	Ara.....	do					
136-28	27.6	Boulder.....	do	Br	F P	A	R	

PURITAN BRANCH

	Dist. from Park- dale Jct.	PURITAN BRANCH						
136-11	0.0	Parkdale Junction.....	Colo.	.....	.....	A	.....	.....
137-02	1.9	Puritan.....	do	.....	.....	A	.....	.....

GREELEY BRANCH

	Dist. from Greeley							
14-692	0.0	Greeley, Freight.....	Colo.	Hg	FP	A	R-OE	Yes
		Greeley, Passenger.....	do		TP	A		Yes
14-694	2.3	Greeley Jct. (H. B.).....	do		P	A	R	Yes
139-06	6.0	Cloverly.....	do		P	B	L	
139-06	6.2	Cloverly Jct.....	do			B	L	
139-08	8.4	Alden.....	do			B	R	Yes
139-10	10.4	Gill.....	do	Gi	FP	B	L	Yes
139-14	13.8	Matthews (Spur).....	do			B	L	Yes
139-15	14.5	Barnesville.....	do			B	R-OE	Yes
139-28	28.1	Briggsdale.....	do			B		Yes

PLEASANT VALLEY BRANCH

	Dist. from Cloverly							
139-06	0.0	Cloverly.....	Colo.		P	B	R	Yes
139-06	0.2	Cloverly (Jct H. B.).....	do			B	L	
150-03	3.1	Lowe.....	do			B	L	
150-05	5.1	Galeton.....	do	Gn	FP	B	L	Yes

3Considered as on reverse side for cars from stations between Kansas City and Pullman.

WYOMING DIVISION—Continued
SECOND 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. Platform from Co. B.	Stock Yard Facilities
.....	.....	(Cheyenne, East Yard..... Wyo.)	Wy	P	.....	.....	.....
.....	.....	Cheyenne City, 120 W. 16th St..... do	.....	T P	.....	.....	.....
510	509.5	Cheyenne, Pass..... do	.....	T	.....	.....	.....
.....	.....	Cheyenne, Freight..... do	.....	F	A	R-SE	Yes-Feed
.....	.....	Cheyenne, Baggage..... do	.....	P	.....	.....	.....
.....	.....	Cheyenne, Tele..... do	N	P	.....	.....	.....
.....	.....	Cheyenne, Yard Tele. Off..... do	Cy	P	.....	.....	.....
.....	.....	Cheyenne, Dispatcher..... do	Di	.....	.....	.....	.....
.....	.....	Cheyenne(Tower A)..... do	Ay	P	.....	.....	.....
.....	510.9	C. & S. Ry. Cross..... do	.....	.....	.....	.....	.....
514	514.0	Corlett Junction..... do	.....	P	A	.....	.....
515	514.9	Corlett..... do	.....	P	A	.....	.....
519	519.0	Borie (Tower)..... do	Bo	P	A	.....	.....
524	524.0	Otto..... do	.....	P	A	.....	.....
529	528.6	Granite Canon..... do	Ca	FT X P	A	R	Yes
537	536.5	Buford..... do	.....	P	A	.....	.....
540	540.4	Sherman..... do	S	FP	A	.....	.....
543	543.0	Dale Creek..... Wyo.)	.....	P	A	R	Yes
548	548.4	Hermosa..... do	Hm	FT X P	A	L	Yes
552	551.7	Heard..... do	.....	P	A	.....	.....
554	554.2	Colores..... do	.....	P	A	.....	.....
562	562.0	Forelle..... do	.....	P	A	L	.....
565	565.5	Plaster Spur..... do	.....	.....	.....	.....	.....
566	566.0	Laramie, Pass..... do	Ki	T P	.....	.....	.....
.....	.....	Laramie, Bge..... do	.....	X P	.....	.....	.....
.....	.....	Laramie, Frt..... do	.....	FP	A	R-SO	Yes-Feed
.....	.....	Laramie, Telegraph..... do	K	P	.....	.....	.....
548	548.4	Hermosa..... Wyo.)	Hm	FT X P	A	L	Yes
557	557.0	Red Buttes..... do	.....	P	A	.....	Yes
566	566.3	Laramie..... do	.....	FT X P	A	R-SO	Yes-Feed

THIRD SUBDIVISION
MAIN LINE—LARAMIE TO GREEN RIVER

566	566.0	Laramie, Pass..... Wyo.)	Ki	T P	.....	.....	.....
.....	.....	Laramie, Bge..... do	.....	X P	.....	.....	.....
.....	.....	Laramie, Frt..... do	.....	FP	A	R-SO	Yes-Feed
.....	.....	Laramie, Telegraph..... do	K	P	.....	.....	.....
574	574.1	Howell..... do	.....	P	A	R	.....
578	577.7	Wyoming..... do	.....	P	A	.....	.....
585	585.3	Bosler..... do	Fy	FT X P	A	R-L	Yes
591	590.6	Cooper Lake..... do	.....	P	A	.....	.....
594	593.9	Lookout..... do	.....	P	A	L	Yes
599	598.9	Harper..... do	.....	P	A	L	.....
.....	603.8	Illinois Pipeline Co. Spur..... do	.....	.....	.....	.....	.....
.....	605.3	Rock River..... do	Ck	FT X P	A	R-S	Yes
609	609.0	Wilcox..... do	.....	P	A	R	.....
617	616.8	Ridge..... do	.....	P	A	.....	.....
623	622.9	Medicine Bow..... do	Mb	FT X P	A	R	Yes
633	632.6	Como..... do	.....	P	A	L	.....

Distance given for Laramie is via the Eastbound (short) track. Distance via Westbound track is 0.29 mile longer than the Eastbound track.

WYOMING DIVISION—Continued
THIRD SUBDIVISION—Concluded
MAIN LINE—LARAMIE TO GREEN RIVER—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
639	638.7	Ramsey..... Wyo.)	.....	P	A	.....	.....
643	643.1	Hanna..... do	Hn	FT X P	A	R	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	FT X P	A	R-O	Yes
.....	666.9	Carbon Timber Co. Spur..... do	.....	.....	.....	.....	.....
668	667.6	Fort Steele..... do	.....	P	B	.....	.....
676	676.2	Sinclair..... do	Gv	FT X P	A	R	.....
683	682.7	Rawlins..... do	.....	FT P	A	R-SOE	Yes-Feed
.....	.....	Rawlins, Bge..... do	.....	X P	.....	.....	.....
.....	.....	Rawlins, Telegraph..... do	Rs	P	.....	.....	.....
686	685.9	Ferris..... do	.....	P	A	.....	.....
690	689.7	Hadsell..... do	.....	P	A	.....	Stk Chute
693	692.9	Knobs..... do	.....	P	A	.....	.....
697	696.9	Daley's Ranch..... do	.....	P	A	.....	Yes
701	700.6	Riner..... do	.....	P	A	.....	Stock Chute
705	705.2	Cherokee..... do	.....	P	A	L	.....
712	711.9	Creston..... do	.....	P	A	L	Yes
716	715.9	Latham..... do	.....	P	A	L	.....
724	724.1	Fremont..... do	Wm	FT X P	A	L	Yes
729	729.0	Wamsutter..... do	.....	P	A	.....	.....
733	732.7	Red Desert..... do	.....	P	A	R	.....
740	739.9	Tipton..... do	.....	P	A	L	.....
743	743.3	Robinson..... do	.....	P	A	.....	.....
747	746.6	Table Rock..... do	.....	P	A	R	.....
752	751.6	Monell..... do	.....	P	A	.....	.....
757	756.6	Bitter Creek..... do	Bk	FT X P	A	R	Yes
766	766.2	Black Buttes..... do	.....	P	A	R	.....
771	771.1	Hallville..... do	.....	P	A	.....	.....
777	777.0	Point of Rocks..... do	Ro	FT X P	A	R	Yes
784	784.3	Thayer Junction..... do	.....	P	A	R	.....
789	788.1	Salt Wells..... do	.....	P	A	L	.....
796	795.2	Baxter..... do	.....	P	A	.....	.....
802	801.6	Rock Springs, Pass..... do	.....	T P	.....	.....	.....
.....	.....	Rock Springs, Bge..... do	.....	X P	.....	.....	.....
.....	.....	Rock Springs, Frt..... do	.....	FP	A	L-SE	Yes
.....	.....	Rock Springs, Tele..... do	Sg	P	.....	.....	.....
803	802.7	Blairtown..... do	.....	P	A	.....	.....
809	808.5	Kanda..... do	.....	P	A	.....	.....
817	816.5	Green River..... do	.....	FT	A	R	Yes-Feed
.....	.....	Green River, Bge..... do	.....	X	.....	.....	.....
.....	.....	Green River, Tele..... do	Gr	P	.....	.....	.....
.....	.....	Green River, Disp'r..... do	D	.....	.....	.....	.....
.....	.....	Green River, East End..... do	Gy	P	.....	.....	.....

SUPERIOR BRANCH

784	0.0	Thayer Jct..... Wyo.)	.....	P	A	R	.....
115-08	7.8	Superior..... do	Su	FT X P	A	R	.....

WYOMING DIVISION—Continued

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-SE	Yes
117-03	3.4	Lionkol Jct. do		P			
117-06	5.5	Reliance Jct. do		P			
117-08	7.9	Stansbury Jct. do		P			
117-10	9.5	Winton Jct. do					Yes

RELiance BRANCH

117-06	0.0	Reliance Jct. Wyo.		P			
118-02	1.7	Reliance Mine. do			A		

STANSBURY BRANCH

117-08	0.0	Stansbury Jct. Wyo.					
119-02	1.9	Stansbury Mine. do			A		

LIONKOL BRANCH

117-03	0.0	Lionkol Jct. Wyo.		P			
123-02	2.0	Lionkol. do			A		

WINTON BRANCH

117-10	0.0	Winton Jct. Wyo.		P			Yes
124-02	2.4	Hay. do			A		
124-05	5.0	Winton. do			A		

DINES BRANCH

124-02	0.0	Hay. Wyo.			A		
125-02	1.5	Dines. do					

FOURTH 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	816.5	Green River. Wyo.		FT	A	R	Yes-Feed
		Green River, Bge. do		X			
		Green River, Tele. do	Gr	P			
		Green River, Disp'r do	D	P			
		Green River, Yard. do	Gy	P			
821	820.6	Review. do		P	A		
825	824.3	Peru. do		P	A		
830	829.7	Bryan. do		P	A	L	
838	837.3	Westvaco. do		P	A	R	
847	846.7	Granger. do	Gn	FTXP	A	RL	Yes
9-0854	853.5	Verne. do		P	A		
9-0859	858.2	Church Buttes. do		P	A		
9-0866	865.4	Hampton. do		P	A	L	
9-0870	869.2	Elkhurst. do		P	A		
9-0875	874.9	Carter. do	Q	FTXP	A	R	Yes
9-0881	880.4	Antelope. do		P	A		
9-0886	885.2	Bridger. do		P	A		
9-0891	890.1	Leroy. do		P	A		
9-0895	894.3	Ragan. do		P	A		
9-0898	897.1	Spring Valley. do		P	A		
9-0902	901.3	Aspen. do		P	A	R	
9-0904	903.0	Altamont. do	Ap	FTXP	A	R	Yes

) Located on OSLRR track.

WYOMING DIVISION—Concluded

FOURTH 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
9-0909	908.1	(Knight. Wyo.)		P	A	L	
9-0913	912.3	Millis. do		P	A		
9-0917	916.6	Evanston. do	Na	FTXP	A	L-S	Yes
		Evanston, Tele. do		P			
9-0918	917.8	Almy Jct. do					Yes
9-0922	921.1	Wyuta. do		P	C		
	922.2	Wyo.-Utah State Line.					
9-0928	927.0	Wahsatch. Utah	Wh	FTXP	A	L	Yes
9-0933	932.0	Curvo. do		P			
9-0936	935.7	Castle Rock. do		P	A		Yes
9-0943	942.2	Emory. do		P	A		Yes
9-0948	947.6	Baskin Spur. do		P	A		
9-0952	952.1	Echo. do	Ho	FTXP	A	R	
9-0952	952.3	Park City Br. Jct. do					
9-0957	955.9	Henefer. do		P	A	L	Yes
9-0961	960.0	Devil's Slide. do	Cn	FTXP	A	R	
9-0968	967.4	Morgan. do	Wb	FTXP	A	R-S	Yes
9-0971	970.0	Stoddard. do			A		
9-0976	975.5	Peterson. do		P	A	R	Yes
9-0978	977.1	Strawberry. do		P	A		
9-0980	979.5	Gateway Spur. do		P	A		
9-0985	984.5	Uintah. do		P	A	R	
9-0990	989.3	Riverdale. do		P	A		
	990.8	B. R. R. Crossing. do					
		Ogden City, Ben Lomond Hotel Bldg. do		T			
9-0993	992.0	Ogden, Un. Depot. do		TP			
		Ogden, Baggage. do					
		Ogden, Freight. do		FTP	A	R	Yes-Feed
		Ogden, Tele. do	Og	P			
		Ogden, Yard, Tele. do	Yd	P			
		Ogden Yard (Browning). do		P			

PARK CITY BRANCH

	0.2	Echo (Jct. H. B.). Utah					
9-0953	0.0	Echo. do	Ho	FTXP	A	R	
126-06	5.7	Coalville. do	Ve	FTXP	A	L	Yes
126-13	13.4	Wanship. do		P	A		Yes
126-20	20.3	Atkinson. do		P	A		Yes
126-25	24.5	Keetley Junction. do		P	A		
126-27	27.2	Broadwater Spur. do					
126-27	27.4	Freight Yard Jct. do					
126-28	28.4	Park City. do	Kd	FTXP	A	L	Yes

ONTARIO BRANCH

126-25	0.0	Keetley Junction. Utah		P	A		
127-05	5.2	Keetley. do		P	A		Yes
127-07	7.0	Crammer. do					

KANSAS DIVISION
FIRST SUBDIVISION
MAIN LINE—KANSAS CITY TO SALINA

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
14-000	0.0	Kansas City, City (Pass. Dept.) Waldheim Bldg. Mo.	Fy	TP			
		Kansas City, City (Frt. Dept.) Waldheim Bldg. do		FP			
		Kansas City (Union Depot) do		TP			
		Kansas City, bge. do		P			
		Kansas City, Frt. do		FP	A		
		Kansas City, Tel. (Un. Depot) do	Us	P			
		Kan. City, Dispr. do	Ds	P			
		Kan. City, Superintendent's Office. do	Gn	P			
		Kansas City, U. S. Yds. do		TP			Yes
		Mo.-Kan. State Line					
		Kansas City, U. S. Yards. Kan.					Yes
		Kan. City (Un. Cy. Tkt. Ofce.) 541 Minnesota Ave. do		TP			
		Kan. City, Frt. (12th & Liberty Sts.) do		F	A	RL-SOE	
		Kan. City (Fairfax Frt. Depot) do		P			
14-003	2.5	Kan. City (7th St. Station) do		TXP			
	3.3	K. C. T. Conn. do	Jc	P			
	3.3	Terminal Jet. do		P			
14-004	4.2	C. R. I. & P. Jet. do		P			
	5.0	K. & M. Ry. & T. Co. Cross. do		P			
	5.1	Kaw Jet. do	Kw	P	A	R	
	9.5	Muncie. do		P			
	9.7	Muncie Sand Co. Spur. do		P	A	R	
14-014	14.0	Edwardsville. do		P	A	R	
	14.8	Welch Sandler Sand Spur. do		P	A	L	
14-015	15.0	Forest Lake (Spur) do		P	A	R-S	
14-017	16.7	Sunflower. do	Bw	FTXP	A		
14-018	17.5	Bonner Springs. do	Bn	P	A		
	18.0	A. T. & S. F. Cross. do		P	A		
14-021	20.7	Loring. do		P	A		
	22.3	Loring Quarry Spur. do		P	A		
14-024	23.4	Lenape. do		P	A	R	
14-028	28.3	Linwood. do		P	A	R	
	35.9	K. C. K. V. R. R. Inc. Cross. (Overhead) do		P	A	R	Yes-Feed
14-038	38.2	Bismarck Grove. do		FTP	A	L-SE	
14-040	39.6	Lawrence Depot. do	Da	P	A		
		Lawrence, Tele. do		P	A		
14-043	43.2	Midland. do		P	A	R	
14-046	45.8	Buck Creek. do		P	A	R	
14-049	48.8	Williamstown. do		P	A	R	
14-052	52.1	Perry. do	Ky	FTXP	A	R	
14-054	53.6	Medina. do		P	A	R	
14-056	55.8	Newman. do		P	A	R	
14-061	61.9	Grantville. do		P	A	L	
	67.5	A. T. & S. F. Cross. do	X	P			
14-068	68.0	Topeka, Pass. do	Ot	XP			
		Topeka, Baggage. do		FP	A	R-SOE	Yes-Feed
		Topeka, Freight. do		P			
	68.1	Topeka, Yard. do					
	68.1	C. R. I. & P. Jet. do					
	68.2	C. R. I. & P. Cross. do					
	68.9	West Topeka. do	Ch	P			
14-073	72.9	Menoken. do	Mx	P	A	R	

3C. T. C. now being installed, will be placed in operation in 1951.

KANSAS DIVISION—Continued
FIRST SUBDIVISION—Concluded
MAIN LINE—KANSAS CITY TO SALINA—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
14-075	75.2	(Kiro. Kan.		P	A		
14-079	78.7	Silver Lake. do	Si	FTXP	A	L	
14-084	84.0	Rossville. do	Rv	FTXP	A	R-O	
14-092	91.6	St. Marys. do	Sy	FTXP	A	R-O	Yes
14-098	97.8	Belvue. do	Bv	FTXP	A	R	Yes
14-105	104.7	Wamego. do	Wa	FTXP	A	L	Yes
14-112	111.5	St. George. do		P	A	R	
14-115	114.9	Swamp Angel (Spur) do			A		
14-119	119.3	Manhattan, Pass. do	Mh	TP			
		Manhattan, Frt. do		FP	A	R-SOE	Yes
	119.4	C. R. I. & P. Cross. do					
14-126	125.9	Eureka Lake. do		P	A	L	
14-130	130.3	Ogdensburg. do		P	A		
14-132	131.6	East Funston. do		P	A	R-E	
14-134	133.6	Funston. do		P	A	R	Yes
14-136	135.7	Ft. Riley. do	Ft	FTXP	A		
14-140	139.5	Junction City, Pass. do		T	A	R-SE	Yes-Feed
		Junction City, Frt. do		F			
		Junction City, Tele. do	Jn	P	A		
14-146	146.4	Kansas Falls. do		P	A	L	
14-152	152.3	Chapman. do	Cm	FTXP	A	R-O	
14-158	158.3	Enterprise Spur. do		P	A		
14-159	158.5	Detroit. do	Dr	FTXP	A	R-O	
14-164	163.7	Abilene. do	Ab	FTP	A	L-SOE	Yes
	164.5	A. T. & S. F. Cross. do					
14-165	164.7	West Abilene. do					
14-168	168.1	Sand Spring. do		P	A	R	
14-172	172.3	Solomon. do	Sk	FTXP	A	L	Yes
14-180	179.9	New Cambria. do		P	A		
14-185	184.6	East Salina. do		P			
14-187	186.6	Salina, Un. Pass. Sta. do		TP			
		Salina, Baggage. do		X			
		Salina, Freight. do		F	A	L-SOE	Yes-Feed
		Salina, Telegraph. do	Sc	P			
		Salina, Dispatcher. do	Di	P			
		Salina, Chf. Dspchr. do	A	P			
LEAVENWORTH BRANCH							
	Dist. from Lawrence						
14-040	0.2	Lawrence (Jet. H. B.) Kan.					
	0.0	Lawrence Depot. do		FTP	A	L-SE	
128-01	1.4	Bismarck Telegraph. do	Da	P	A	R	Yes-Feed
128-03	2.8	Rex. do		P	A		
128-13	13.1	Tonganoxie. do	Nx	FX	A	R	
	26.4	A. T. & S. F. Cross. do					
128-29	28.9	Lansing. do			A	R	
128-30	30.1	Alfa (Spur) do					
128-30	30.3	Cochrane. do					
128-31	31.4	Military Home. do					
	33.3	South Leavenworth. do					
	34.2	C. G. W. Cross. do					
	34.2	L. T. & B. Co. Cross. do					
128-34	34.3	Leavenworth, Union Depot. do		T			
		Leavenworth, Frt. do		FT	A	L	
		Leavenworth, Telegraph (Union Depot) do	Rh				
	35.8	Corral. do			A	R	
	37.4	Knox. do			A	R	

KANSAS DIVISION—Continued MANHATTAN BRANCH

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
14-119	0.0	Manhattan, Pass	Kan.	Mh	TP		
		Manhattan, Frt.	do		FP	A	R-SOE
		Manhattan (Jct. H. B.)	do				Yes
133-04	4.2	Casement	do			A	L
133-11	10.6	Stockdale	do			A	L
133-17	16.5	Garrison	do			A	L-S
133-22	21.8	Randolph	do	Fh	FTX	A	L
133-29	28.7	Claburne	do			A	R
133-33	33.1	Florena	do				
	36.7	Mo. P. Cross.	do				
133-38	38.2	Irving	do	Vn	FX	A	L-S
133-40	40.4	Brisco	do				
133-43	42.7	Blue Rapids	do	Pd	FTX	A	L-SE
133-44	43.5	Plaster Spur	do				
17-148	55.2	Marysville	do	Ms	FTXP	A	R-S
133-64	63.5	Marietta	do		P	B	R
133-65	65.1	Oketo	do	Kt	FXP	A	L
	67.9	Kan.-Neb. State Line	do				
133-71	71.4	Barneston	Neb.	Nr	FTXP	A	R
133-75	75.1	Badger	do		P	A	R
	76.3	C. B. & Q. Cross.	do				
133-79	79.1	Blue Springs	do	Bs	FXP	A	L
133-84	83.8	Holmesville	do		P	A	R
	92.2	C. R. I. & P. Cross.	do				
101-97	92.6	Beatrice	do	Bx	FTP	A	R

Note—Beatrice Station belongs to Beatrice Branch.

JUNCTION CITY BRANCH

Sta. No.	Dist. from Junction City	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
14-140	0.0	Junction City, Pass	Kan.		T		
		Junction City, Frt.	do	Jn	F	A	R-SE
		Junction City, Tele.	do		P		Yes
134-08	8.1	Alida (Spur)	do			A	L
134-14	13.6	Milford	do	Mr	FTX	A	R
134-19	19.4	Wakefield	do	Wf	FTX	A	L-S
134-28	27.9	Broughton	do			A	R
134-33	33.4	Clay Center	do	Ca	FT	A	L-S
134-34	34.2	Dehyd (Spur)	do				
134-41	41.1	Idana	do	Dy		A	R-O
134-46	46.0	Browndale	do			A	R
134-52	51.9	Miltonvale	do	Mv	FTX	A	R-O
134-52	52.1	M. V. Junction	do				
134-72	72.1	C. O. Junction	do				
134-73	72.5	Concordia	do	Nd	FTX	A	L-SOE
134-73	73.1	C. B. & Q. Cross	do				

SOLOMON BRANCH

Sta. No.	Dist. from Solomon	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
14-172	0.0	Solomon	Kan.	Sk	FTXP	A	L
	0.8	Solomon (Jct. H. B.)	do				
129-07	6.5	Niles	do	Xn	FTX	A	R
129-09	9.2	Verdi	do			A	R
129-15	14.7	Bennington	do	Bn	FTX	A	R-O
129-21	20.9	Lindsey	do			A	R
129-23	23.3	Minneapolis	do	Mi	FTX	A	R-S
	23.7	A. T. & S. F. Cross.	do				
129-24	24.4	Alfml (Spur)	do				
129-29	29.1	Summerville	do			A	R
129-34	34.0	Stock Yard Siding	do	Df	FTX	A	R-O
129-35	34.7	Delphos	do			A	L-O
129-42	41.6	Glasco	do			A	R
129-47	46.8	Simpson	do	Be	FTX	A	R
129-50	49.8	Asherville	do			A	R
	57.2	Mo. Pac. Cross.	do				
129-57	57.4	Beloit	do	Bl	FT	A	R-OE

KANSAS DIVISION—Continued McPHERSON 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
14-187	0.0	Salina, Un. Pass. Sta.	Kan.		TP		
		Salina, Baggage	do		X		
		Salina, Freight	do		F	A	L-SOE
		Salina, Telegraph	do	Sc	P		Yes
		Salina, Dispatcher	do	A	P		
		Salina, Chief Dispatcher	do	Cd	P		
	0.3	Salina (Jct. H. B.)	do				
	0.5	A. T. & S. F. Cross.	do				
	0.6	C. R. I. & P. Cross.	do				
	0.6	Mo. Pac. Cross.	do				
130-03	2.9	Wesleyan (Spur)	do			A	R
130-08	8.0	Mentor	do			A	R
130-12	12.2	Assaria	do	Ri	FTX	A	L
130-16	15.9	Bridgeport	do			A	
	20.7	Mo. Pac. Cross.	do				
130-21	20.9	Lindsborg	do	Dn	FTX	A	R-OE
130-27	26.7	Johnstown	do			A	R
130-30	30.3	Hilton	do			A	R
	35.1	A. T. & S. F. Cross.	do				
130-35	35.4	McPherson	do	Mf	FT	A	R-SE

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
14-187	0.0	Salina, Un. Pass.	Kan.		TP		
		Salina, Baggage	do		X		
		Salina, Freight	do		F	A	L-SOE
		Salina, Telegraph	do	Sc	P		Yes
		Salina, Dispatcher	do	A	P		
		Salina, Chief Dispatcher	do	Cd	P		
	0.0	Salina (Jct. H. B.)	do				
16-003	3.4	Trenton	do			A	R
16-006	6.0	Shipton	do			A	L
16-009	9.0	Marydel	do			A	L
16-012	11.5	Culver	do	Cu	FTX	A	R
16-019	13.5	Tescott	do	Sx	FTX	A	R-S
16-024	26.4	Beverly	do	Vy	FTX	A	R-S
16-026	26.4	Shady Bend	do			A	L
16-033	32.9	Quartzite (Spur)	do			A	
	33.8	A. T. & S. F. Cross.	do				
16-034	34.1	Lincoln Center	do	Nc	FTX	A	L-OE
16-041	40.7	Vesper	do	Vs	FTX	A	R
16-047	46.9	Sylvan Grove	do	Yg	FTX	A	R-S
16-052	52.4	Wolf Creek	do				
16-056	56.0	Lucas	do	Qs	FTX	A	R-S
16-065	65.4	Luray	do	Au	FTX	A	R-S
16-072	71.5	Waldo	do	Ow	FTX	A	R
16-079	79.2	Paradise	do	Vm	FTX	A	R-O
16-087	87.0	Nakoma	do	No	FTX	A	R-S
16-095	95.1	Codell	do			A	R
16-104	103.5	Plainville	do	Vn	FT	A	R-O
16-110	110.4	Zurich	do	Zu	FTX	A	R-S
16-118	117.8	Palco	do	Po	FTX	A	R
16-123	122.7	Damar	do			A	L-S
16-129	129.3	Bogue	do	Bg	FTX	A	L
16-138	138.0	Hill City	do	Ci	FTX	A	R-OE
16-145	144.7	Penokee	do	Pk	FTX	A	L-S
16-150	150.2	Morland	do	Md	FTXP	A	L-S
16-155	155.4	Studley	do			A	R-S
16-163	162.5	Tasco	do		P	A	R
16-170	170.4	Hoxie	do	Kz	FTXP	A	R-S
16-179	179.1	Seguin	do		P	A	R
16-186	186.2	Menlo	do	Ms	FTX	A	R-S
16-194	194.0	Halford	do			A	L
16-204	203.5	Colby	do	Cb	FTXP	A	R-S
16-209	208.9	Altair	do			A	L
16-213	212.5	Mingo	do		P	A	L
16-218	218.0	Spica	do			A	L
14-377	224.7	Oakley	do	Oq	FTXP	A	L

KANSAS DIVISION—Continued
SECOND SUBDIVISION
MAIN LINE—SALINA 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
14-187	186.6	Salina, Un. Pass. Sta. Kan.		T P			
		Salina, Baggage..... do		X			
		Salina, Freight..... do		F	A	L-SOE	Yes
		Salina, Telegraph..... do	Se	P			
		Salina, Dispatcher..... do	Di	P			
		Salina, Chief Dispatcher do	A	P			
	187.2	A.T.&S.F. Cross..... do		P	A	R	
14-195	194.6	Bavaria..... do		P	A	R	Yes
14-201	201.4	Brookville..... do	Rk	FTXP	A	L	Yes
14-205	205.4	Arcola..... do		P	A	L	Yes
14-207	207.3	Terra Cotta..... do		P	A	L	Yes
14-212	211.6	Carneiro..... do		P	A	L	Yes
	217.6	Salt Mines Spur..... do		P	A	L	Yes
14-219	219.2	Kanopolis..... do	Ka	FTXP	A	L	Yes
14-224	223.7	Ellsworth..... do	Wo	FTXP	A	L-SE	Yes
	224.4	St. L.-S. F. Cross..... do		P	A	R	Yes
14-232	231.5	Black Wolf..... do	Bk	FTXP	A	R	Yes
14-240	239.9	Wilson..... do	Wn	FTXP	A	R-SE	Yes
14-246	246.4	Dorrance..... do	Do	FTXP	A	R-S	Yes
14-253	253.4	Bunker Hill..... do	Bh	FTXP	A	R-O	Yes
14-259	259.2	Homer..... do		P	A	R	Yes
14-263	263.3	Russell..... do	Ru	FTXP	A	R-SOE	Yes
14-267	266.7	Balta..... do		P	A	R	Yes
14-272	272.4	Gorham..... do	Gj	FTXP	A	R-S	Yes
14-276	275.5	Walker..... do		P	A	L	Yes
14-280	279.6	Victoria..... do	Vc	FTXP	A	R-O	Yes
14-285	284.8	Toulon..... do		P	A	L	Yes
14-290	290.1	Hays..... do	Ha	FTXP	A	RL-SE	Yes
14-295	295.1	Yocemento..... do		P	A	R	Yes
14-299	298.8	Hog Back..... do		P	A	R	Yes
14-303	303.3	Ellis, Telegraph..... do	Rt	FTXP	A	L-SE	Yes
		Riga..... do		P	A	R	Yes
14-308	308.4	Ogallah..... do	Og	FTXP	A	R	Yes
14-314	313.7	Wakeney..... do	W	FTXP	A	R-SOE	Yes
14-322	322.3	Wakeney..... do		P	A	R	Yes
14-330	330.0	Voda..... do		P	A	R	Yes
14-336	335.8	Collyer..... do	Jy	FTXP	A	R-S	Yes
14-343	343.3	Quinter..... do	Qn	FTXP	A	L-S	Yes
14-351	350.9	Buffalo Park..... do	Bp	FTXP	A	R	Yes
14-356	356.3	Grainfield..... do	Gf	FTXP	A	R-S	Yes
14-365	365.2	Grinnell..... do	Gd	FTXP	A	R-O	Yes
14-371	371.2	Campus..... do		P	A	R	Yes
14-377	377.4	Oakley..... do	Oq	FTXP	A	R-S	Yes
14-386	386.1	Monument..... do	Mw	FTXP	A	L	Yes
14-394	393.6	Page City..... do	Pg	FTXP	A	R	Yes
14-399	399.0	Winona..... do	Gw	FTXP	A	R-S	Yes
14-408	408.4	McAllaster..... do		P	A	L	Yes
14-421	421.1	Wallace..... do	A	FTXP	A	R	Yes
14-426	425.6	Somona..... do		P	A	R	Yes
14-430	429.8	Sharon Springs..... do	Ps	FTXP	A	R	Yes

THIRD SUBDIVISION
MAIN LINE—SHARON SPRINGS TO DENVER

14-430	429.8	Sharon Springs..... Kan.	Ps	FTXP	A	R	Yes
14-434	433.8	Sunland..... do		P	A	R	Yes
14-442	441.8	Weskan..... do	Mo	FTXP	A	R	Yes
	446.1	Kan.-Colo. State Line..... do		P	A	R	Yes
14-448	448.2	Chemung..... Colo.		P	A	R	Yes
14-453	453.1	Arapahoe..... do		P	A	R	Yes
14-458	458.2	Salis..... do		P	A	R	Yes
14-463	463.0	Cheyenne Wells..... do	Cw	FTXP	A	R-S	Yes
14-468	468.1	Ascalon..... do		P	A	R	Yes
14-474	473.5	First View..... do		P	A	L	Yes
14-482	482.3	Arena..... do		P	A	R	Yes
14-488	487.7	Kit Carson..... do	Kc	FTXP	A	R-O	Yes
14-494	494.0	Sorrento..... do		P	A	R	Yes

KANSAS DIVISION—Continued
THIRD SUBDIVISION—Concluded
MAIN LINE—SHARON SPRINGS 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
14-500	500.4	Wild Horse..... Colo.		P	A	L	Yes
14-508	507.6	Aroya..... do		P	A	R	Yes
14-518	518.0	Boyero..... do		P	A	R	Yes
14-526	526.3	Clifford..... do		P	A	R	Yes
14-536	535.5	Hugo..... do	Hu	FTXP	A	R-O	Yes
14-542	541.7	Bagdad..... do		P	A	R	Yes
14-548	547.9	Lake..... do		P	A	R	Yes
14-551	550.5	Limon, C. R. I. & P. Cross..... do	Mn	FTXP	A	R	Yes
14-557	556.6	River Bend..... do		P	A	R	Yes
14-563	563.2	Cedar Point..... do		P	A	R	Yes
14-567	567.1	Buick..... do		P	A	R	Yes
14-572	572.2	Agate..... do	Az	FTXP	A	R	Yes
14-578	578.1	Lowland..... do		P	A	R	Yes
14-584	584.2	Deer Trail..... do	Dx	FTXP	A	L-S	Yes
14-590	590.1	Peoria..... do		P	A	R	Yes
14-597	596.6	Byers..... do	By	FTXP	A	R	Yes
14-603	602.5	Strasburg..... do	Sr	FTXP	A	R	Yes
14-609	608.9	Bennett..... do	Bt	FTXP	A	R	Yes
14-614	613.7	Manila..... do		P	A	R	Yes
14-618	618.4	Watkins..... do		P	A	R	Yes
14-625	625.0	Mesa..... do		P	A	R	Yes
14-628	628.1	Magee..... do		P	A	R	Yes
14-631	630.5	Sable..... do	Sb	P	A	R	Yes
14-633	633.2	Roydale..... do		P	A	R	Yes
14-634	634.3	Sandown..... do		P	A	R	Yes
14-638	636.9	C. B. & Q. Cross..... do		P	A	R	Yes
14-638	638.2	Pullman..... do		P	A	R	Yes
14-638	638.6	Pullman (36th St.)..... do	Ra	P	A	R	Yes
14-640	640.3	Denver, Freight..... do		P	A	R	Yes
14-640	640.4	Denver, Union De- pot..... do		P	A	R	Yes
		Denver, Baggage..... do		P	A	R	Yes
		Denver City, 535 17th St..... do		P	A	R	Yes
		Denver, Union Stk. Yards..... do		P	A	R	Yes
		Denver, Gen. Agts. Tele..... do		P	A	R	Yes
		Denver, Dispatcher do		P	A	R	Yes
		Denver, Telegraph (Freight House)..... do		P	A	R	Yes

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
14-631	0.0	Sable..... Colo.	Sb	P	A	R	Yes
135-01	1.4	Bunell..... do		F	A	R	Yes

FOURTH SUBDIVISION
MAIN LINE—MENOKEN TO GRAND ISLAND

14-073	0.0	Menoken..... Kan.	Mr	P	A	R	Yes
	0.0	Menoken (Jct. H. B.) do		P	A	R	Yes
17-081	7.9	Grove..... do		P	A	R	Yes
17-088	15.4	Delia..... do	Ia	FTXP	A	R	Yes
17-095	22.2	Emmett..... do	Ge	FTXP	A	R	Yes
17-101	27.6	Aikins..... do		P	A	R	Yes
17-110	37.0	Onaga..... do	Ga	FTXP	A	R	Yes

End of Kansas Division at 637.42.

U. T. C. now being installed; will be placed in operation in 1951.

U. P. R. R. Topeka Branch—Menoken to Upland.

NOTE—Denver and Pullman belong to the Wyoming Division.

KANSAS DIVISION—Continued
FOURTH SUBDIVISION—Concluded
MAIN LINE—MENOKEN TO GRAND ISLAND—Concluded

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
17-114	46.0	Nolan..... Kan.	Is	FTXP	A	R	Yes
17-122	49.1	Lillis..... do		P	A	R	
17-127	53.9	Sullivan..... do					
17-131	58.2	Mo. Pac. Cross..... do					
17-137	58.4	Frankfort..... do	Fn	FTXP	A	R	Yes
17-143	63.9	Winifred..... do		FTXP	A	R	
17-144	69.9	Upland..... do	Sj	P	A	R	
17-148	71.1	Carden..... do		P	A	R	
	75.3	Marysville..... do	Ms	FTXP	A	R-S	
		Marysville, Dispatcher do	Di	P			
		Marysville, Yard..... do	Yd	P			
		Marysville, Stock Yds do					Yes Feed
	76.7	Mill Spur..... do					
17-153	80.4	Herkimer..... do	Ki	FTXP	A	R	
17-158	84.6	Bremen..... do	Wn	FTXP	A	R	
	90.1	C. B. & Q. Cross..... do					
17-163	90.2	Hanover..... do	Ha	FTXP	A	R-O	Yes
17-168	94.5	Spence (Spur)..... do		P	B	R	
17-172	99.4	Hollenberg..... do		P	A	R	
	100.9	Kansas-Neb. State Line					
17-177	103.8	Steele City..... Neb.	Sc	FTXP	A	R	
	109.1	C. B. & Q. Cross..... do					
17-182	109.1	Endicott..... do	Nd	FTXP	A	R	
	114.7	C. R. I. & P. Cross..... do		P			
17-188	115.1	Fairbury..... do	Q	FTP	A	L-SOE	Yes
	116.4	C. R. I. & P. Cross..... do					
17-194	121.1	Hedrix..... do		P	B	R	
17-197	123.5	Powell..... do		P	A	R	
17-203	129.5	Alexandria..... do	A	FTXP	A	R	
17-212	138.6	Belvidere..... do	Vi	FTXP	A	R	
	139.0	C. B. & Q. Cross..... do					
17-219	146.0	Carleton..... do	C	FTXP	A	L-S	Yes
	153.2	C. & N. W. Cross..... do					
17-226	153.2	Davenport..... do	Do	FTXP	A	R-S	Yes
17-231	158.4	Sedan..... do		P	A	L	
	162.5	C. B. & Q. Cross..... do					
17-236	162.7	Edgar..... do	Sg	FTXP	A	L-S	Yes
17-244	171.0	Fairfield..... do	Fd	FTXP	A	R	Yes
17-249	175.8	Anan (Spur)..... do		P	A	R	
17-253	180.3	Glenvil..... do	Gv	FTXP	A	R	
17-257	183.9	Level..... do		P	B	R	Yes
	188.5	Mo. Pac. Cross..... do					
	189.3	C. B. & Q. Cross..... do					
17-262	189.4	Hastings..... do	W	FTP	A	R-SOE	Yes
		Hastings, Yard..... do	An	P	B	R	
131-08	197.1	Hansen..... do	Dv	FTXP	A	L-S	
131-13	202.3	Doniphan..... do		P	A	R	
131-18	207.4	River..... do		P	B	R	
131-21	210.7	Westwood (Spur)..... do					
	211.6	Belt Line Cross..... do					
		(C. B. & Q.)..... do					
147	213.8	Grand Island..... do	Ge	FTXP	A	R	Yes-Feed
		Grand Island, Yard Tel. do	Gd	P			

‡ C. T. C. now being installed, will be placed in operation in 1951.

KANSAS DIVISION—Concluded
ST. JOSEPH BRANCH‡

Sta. No.	Dist. from Upland	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Upland‡	Stock Yard Facilities
17-143	0.0	Upland..... Kan.	Z	P	A	L	
18-008	2.6	Home..... do	Ho	FTX	A	L	
18-014	8.5	Beattie..... do	B	FTX	A	L	
18-019	13.4	Summit..... do			A	L	
18-024	18.6	Axtell..... do	Fr	FTX	A	R-O	
18-029	23.6	Baileyville..... do	Cu	FTX	A	L	
18-036	30.3	Seneca..... do	Sn	FTX	A	L-S	Yes
18-045	39.0	Oneida..... do			A	L	
	46.1	C. R. I. & P. Cross..... do					
18-053	47.1	Sabetha..... do	S	FTX	A	R-O	
18-059	53.8	Morrill..... do	Wb	FTX	A	R	Yes
18-063	57.6	Hamlin..... do			A	L	
18-071	65.1	Hiawatha..... do	H	FTX	A	L-OE	
	65.6	Mo. Pac. Cross..... do					
18-079	73.6	Robinson..... do	Hr	FTX	A	R	Yes
18-084	78.9	Leona..... do			A	R	Yes
18-089	83.0	Severance..... do		P	A	R	Yes
18-091	85.8	Stout..... do		P	A	R	
18-094	88.7	Moray..... do		P	A	R	
18-096	90.2	Double..... do		P	A	L	
	92.1	C. R. I. & P. Cross..... do					
18-099	93.9	Troy..... do	Ro	FTXP	A	L-S	
18-101	93.9	Appleton Spur..... do					
	93.9	C. R. I. & P. Jct..... do					
18-104	98.9	Blair..... do			B	L	
18-106	100.3	Hunt Spur..... do			B		
18-108	102.2	Wathena..... do	Wa	FTXP	A	R	
18-112	106.6	Elwood..... do			B	R	
	107.4	Kan.-Missouri State Line					
	107.4	St. Joseph, Mo. River Bridge..... Mo.		Toll PP			
	107.4	C.R.I.&P., E. Jct. switch do					
	107.5	Union Term R. R. Cross. do					
	107.6	C. B. & Q. Cross..... do					
	107.6	C. R. I. & P. Cross..... do					
		St. Joseph, Yard..... do	Mk	P			
		St. Joseph, Freight station do		FTP	A	R-SOE	
18-113	107.8	St. Joseph, Union Station do	Un	T			
		St. Joseph, City Ticket Office, 517 Francis St. do		T			
		St. Joseph, Stock Yards... do			B		Yes

HIGHLAND BRANCH

Sta. No.	Dist. from Stout	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Stout	Stock Yard Facilities
18-091	0.0	Stout..... Kan.		P	B	L	
132-03	3.2	Ratcliff..... do			B	L	
132-07	7.2	Highland..... do	Hg	FXP	A	L	

‡St. J. & G. I. Ry. Main Line.

‡Considered as on reverse side for cars from stations between Kansas City and Upland.

OPERATED MILEAGE

	First Main Track	Second Main Track	Add'l Main Track
NEBRASKA DIVISION—			
Main Line—			
First Subdivision... Co. Bluffs to North Platte.	284.10	284.10	5.39
Second do.... North Platte to Cheyenne...	224.22	224.20	
Third do.... Julesburg to La Salle (MP 150.00).....	150.56		
Total.....	658.88	508.30	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		
Ord..... Scotia Jct. to Scotia.....	62.17		
Loup City..... St. Paul to Loup City.....	39.40		
Hastings..... Gibbon to Hastings.....	27.37		
Kearney..... Kearney to Stapleton.....	102.46		
North Platte..... O'Fallons to So. Torrington..	200.88		
Gering..... Gering to Riford.....	9.14		
Lyman..... Lyman to Stegall.....	6.16		
Sears..... Sears to Janise.....	2.59		
No. Platte Cut-Off Egbert to Yoder.....	62.25		
Total.....	836.14	6.82	
Total Nebraska Division	1495.02	515.12	5.39
WYOMING DIVISION—			
Main Line—			
First Subdivision... Denver to Cheyenne.....	104.77	4.78	
do Speer to Borie Jct.....	5.37	110.14	
Dent "Branch"..... Sand Creek Jct. to La Salle Jct.....		45.40	
Second Subdivision... Cheyenne to Laramie.....		57.67	57.96
Third do ... Laramie to Green River (M.P. 817.76).....		251.31	251.09
Fourth do ... Green River to Ogden (M.P. 990.95).....		173.34	173.15
Third (Neb) do ... At La Salle (M.P. 150.00 to 150.92).....		.92	
do (Kan) do ... At Denver (M.P. 637.42 to 639.99).....	2.57		
do (do) do ... At Denver (D. U. T. tracks to Pass. Station).....	.37	2.94	.18
Total.....		641.72	487.16
DEDUCT			
For mileage, Pullman to Denver, 2.17 miles included in above 1st Wyo., and 3rd Kan. subdivision.....		2.17	
		639.55	487.16
Branches—			
Ft. Collins..... Dent to Buckeye.....		42.40	
Boulder..... Brighton to Boulder.....	28.24		
Puritan..... Parkdale Jct. to Puritan.....	3.07	31.31	
Greeley..... Greeley Jct. to Briggsdale.....		26.17	
Pleasant Valley..... Cloverly Jct. to Galetton.....		5.30	
Superior..... Thayer Jct. to Superior.....		9.05	
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.....		169.04	
Total Wyoming Division		808.59	487.16

‡Westbound track between Hermosa and Laramie (via Red Buttes) is 0.29 mile longer than Eastbound track.

OPERATED MILEAGE—Continued

	First Main Track	Second Main Track	Add'l Main Track
KANSAS DIVISION—			
Main Line—			
First Subdivision... Kan. Cy. Term. Ry., Kan. Cy., Mo. to Kan. Cy., Kan.	3.19	3.22	
do Kan. Cy., Kan. to Salina.....	183.40	64.96	
do Old Main Line, Kan. Cy., Mo. to Kan. Cy., Kan.....	2.48	189.07	2.29
Second do ... Salina to Sharon Springs.....		243.25	
Third do ... Sharon Springs to Denver (M. P. 637.42).....		207.59	
St. Jos. "Branch"..... St. Joseph Term. Ry., St. Joseph.....	.12		
do St. Joseph Union Depot Co., St. Joseph.....	.18		
do Upland, Kan. to St. Jos., Mo.	107.69	107.99	
‡Fourth Subdivision... Upland, Kan. to Grand Island, Neb.....		143.54	
Total.....		891.44	70.47
Branches—			
Leavenworth..... Knox to Lawrence.....		37.59	
‡Topeka (4th Sbdv.) Menoken to Upland.....		69.76	
Manhattan..... Manhattan to Beatrice.....	91.53		
do Blue Springs Jct. to Blue Springs.....	.67	92.20	
Junction City..... Jct. City to Concordia.....		72.82	
Solomon..... Solomon to Beloit.....		57.05	
McPherson..... Salina to McPherson.....		35.37	
Plainville..... Salina to Oakley.....		225.52	
U. S. Hospital..... Sable to Bunell.....		1.40	
Highland..... Stout to Highland.....		6.85	
Total.....		598.56	
Total Kansas Division...		1490.00	70.47
EASTERN DISTRICT—			
Total Main Line.....		2189.87	1065.93
Total Branches.....		1603.74	6.82
Total Operated Mileage.....		3793.61	1072.75
‡Fourth Subdivision extends from Menoken to Grand Island 213.30 miles.			

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 40 to 63.

OPERATED FIRST TRACK MILEAGE BY STATES

Iowa.....	2.25
Nebraska.....	1333.70
Wyoming.....	597.00
Utah.....	102.47
Missouri.....	2.16
Kansas.....	1157.88
Colorado.....	598.15
Total.....	3793.61

OPERATED MILEAGE—Continued

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 65	3,793.61	1,072.75	35.39	1,912.82	6,784.57
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., to Kansas City, Kan...	3.19	3.22			6.41
M. P. R. R. at Kansas City, Mo....				1.80	1.80
C. R. I. & P. R. R. at Beatrice, Neb...				.06	.06
D. U. T. Ry. at Denver, Colo.....	.37	.18			.55
D.&R.G.W.R.R. & C.&S.Ry.....					
at Denver, Colo.....	.12	.12		.03	.27
C. B. & Q. R. R.—Fremont, Neb....				.04	.04
C. B. & Q. R. R.—Kansas City, Mo...				1.03	1.03
C. G. W. Ry.—Leavenworth, Kan....				.19	.19
Leavenworth Depot & R. R. at Leavenworth, Kan.....	.17			.55	.72
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			9.49	9.61
C. B. & Q. R. R., Gilmore to Fort Crook, Neb.....				.92	.92
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. R. R. at Kansas City, Kan.....				1.14	1.14
C.R.I.&P.R.R. 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. R. R. at Council Bluffs, Iowa.....				.06	.06
C. & N. W. Ry. at Council Bluffs, Iowa.....				.21	.21
A. T. & S. F. Ry. at Emery, Kan...				.57	.57
A. T. & S. F. Ry. at Aurora, Kan...				.26	.26
A. T. & S. F. Ry. at Huscher, Kan...				.21	.21
A. T. & S. F. Ry. at Salina, Kan....				.21	.21
C. G. W. Ry. at Kansas City, Kan...				.22	.22
C. R. I. & P. R. R. at Topeka, Kan...				.50	.50
C. R. I. & P. R. R., Hunt Spur to Troy, Kan.....	6.47			1.34	7.81
M. P. R. R. at Concordia, Kan.....				.30	.30

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

OPERATED MILEAGE—Concluded

MILEAGE OF ALL TRACKS OWNED AND OPERATED, Etc.—Concluded

	First Main Track	Second Main Track	Add'l Main Track	Yard Tracks and Sidings	Total
Total Mileage of Other Companies operated under contract or Trackage Rights					
Total to deduct.....	34.49	3.52		45.01	83.02
Total Owned and Jointly Owned.	3759.12	1069.23	5.39	1867.81	6701.55
Deduct other companies proportion of Jointly Owned Mileage—Owned Jointly by U. P. R. R. or St. J. & G. I. Ry. and:					
A. T. & S. F. Ry. at Salina, Kan....				.07	.07
A. T. & S. F. Ry. at Lansing, Kan...				.13	.13
A. T. & S. F. Ry. and C. R. I. & P. R. R. at Salina, Kan.....				.02	.02
C. B. & Q. R. R. at Central City, Neb.....				.18	.18
C. B. & Q. R. R. at Grand Island, Neb.....				.13	.13
C. B. & Q. R. R. at Denver, Colo....				3.03	3.03
C. B. & Q. R. R. and M. P. R. R. at Ft. Crook, Neb.....				1.00	1.00
C. B. & Q. R. R. and Continental Oil Co. at Sand Creek Jct., Colo....				.04	.04
C. B. & Q. R. R. and C. & N. W. Ry. at Fremont.....				.31	.31
Colorado & Southern Ry. at Cheyenne, Wyo.....				3.15	3.15
Colorado & Southern Ry. at Denver, Colo.....				.41	.41
C. & N. W. Ry. at Fremont, Neb....				.97	.97
C. & N. W. Ry. and I. C. R. R. at Omaha, Neb.....				.61	.61
C. R. I. & P. R. R. at Kansas City Kan.....				.02	.02
C. R. I. & P. R. R. at Salina, Kan....				.06	.06
C.R.I.&P.R.R. at Elwood, Kan....				.01	.01
C. R. I. & P. R. R. at Wathena, Kan.....				.02	.02
C. R. I. & P. R. R. at Troy, Kan....	.06				.06
C. St. P. M. & O. at Norfolk, Neb...	.24			1.66	1.90
K. C. S. Ry. and Wabash R. R. at Kansas City, Mo.....				.06	.06
Kansas City, Kaw Valley R. R. Inc. at Bonner Springs, Kan.....				.10	.10
I. C. R. R. at Carter Lake, Iowa....				.02	.02
I. C. R. R. at Omaha, Neb.....				.50	.50
M. P. R. R. at Kansas City, Kan...				1.50	1.50
M. P. R. R. at Cochrane, Kan.....				.38	.38
M. P. R. R., Leavenworth to Cochrane, Kan.....	1.97			.17	2.14
M. P. R. R. at Frankfort, Kan.....				.01	.01
Total to deduct.....	2.27			14.56	16.83
Total Mileage Owned.....	3756.85	1069.23	5.39	1853.25	6684.72

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 R. R.....	Kansas City, Mo.....		.25
do	Council Bluffs, Ia.....	.32	.50
do	Council Bluffs, Ia., to		1.23
do	So. Omaha, Neb.....	7.37	9.31
do	Kansas City, Mo., to		14.61
do	Topeka, Kan.....	65.79	65.63
do	Kansas City, Kan.....		10.90
do	Limon to Denver, Colo.....	89.39	1.76
do	Beatrice, Neb.....		.74
do	St. Joseph, Mo.....	.38	.06
do	Topeka, Kan.....		.07
do	Abilene to Salina, Kan.....	19.91	.19
do	Elwood to Hunt Spur,		1.56
do	Kan.....	6.73	1.52
do	Troy, Kan.....	.10	2.37
Chicago, Milwaukee, St. Paul & Pacific	Council Bluffs, Ia., to		
R. R.....	So. Omaha, Neb.....	7.37	9.31
Chicago & North Western Ry.....	Council Bluffs, Ia., to		13.49
do	So. Omaha, Neb.....	7.85	9.76
Chicago, Great Western Ry.....	do	7.85	15.20
do	Leavenworth, Kan.....		7.63
Illinois Central R. R.....	Carter Lake, Ia., to		.06
do	So. Omaha, Neb.....	4.03	4.03
do	Omaha, Neb.....		7.21
do	South Omaha, Neb.....		1.80
Wabash R. R.....	Council Bluffs, Ia., to		7.28
do	So. Omaha, Neb.....	7.37	.23
Missouri Pacific R. R.....	Kansas City, Mo.....		11.57
do	Omaha to Gilmore,		.24
do	Neb.....	8.88	10.42
do	Kansas City, Mo.....	.22	8.62
do	Kansas City, Kan.....	2.81	.34
do	Leavenworth, Kan.....	.37	1.79
do	McPherson, Kan.....	.09	.34
do	Hiawatha, Kan.....	.74	.06
Chicago, Burlington & Quincy R. R.....	Council Bluffs, Ia., to		1.38
do	Omaha, Neb.....	2.27	
do	Council Bluffs, Ia.....	2.39	.75
do	Omaha, Neb.....		.68
do	So. Omaha, Neb., to		
do	Gilmore, Neb.....	4.36	4.37
do	Grand Island, Neb.....		2.31
do	Lincoln, Neb.....		.97
do	Sterling to Union, Colo.....	23.58	.13
do	Denver, Colo.....	.02	12.74
do	Hastings, Neb.....		.04
do	Hanover, Kan.....		.03
do	Sand Creek Jct., Colo.....		.06
Colorado & Southern Ry.....	Denver, Colo.....	.02	.28
do	Ara to Boulder, Colo.....	.88	.04
do	Greeley, Colo.....	2.21	.16
Great Western Ry.....	Eaton, Colo.....		8.61
Atchison, Topeka & Santa Fe Ry.....	Lansing, Kan.....		1.53
do	Abilene to Salina, Kan.....	19.91	.43
do	Solomon, Kan.....		1.56
do	Corral to Knox, Kan.....	1.75	.03
Denver & Rio Grande Western R. R.....	Denver, Colo.....		.10
	Total.....	292.57	138.89
			155.75

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.....	At Omaha, Neb.....		1.00
Illinois Central R. R.....	At Carter Lake, Ia.....		.05
Illinois Central R. R. and Chicago &			
Northwestern Ry.....	At Omaha, Neb.....		.91
Chicago, Burlington & Quincy R. R.....	At Central City, Neb.....		.35
Chicago, Burlington & Quincy R. R. and			
Chicago and Northwestern Ry.....	At Fremont, Neb.....		.47
Chicago, Burlington & Quincy R. R.....	At Grand Island, Neb.....		.26
Chicago, Burlington & Quincy R. R.....	At Denver, Colo.....		6.07
Chicago, Burlington & Quincy R. R. and			
Continental Oil Co.....	At Sand Creek Jct.,		
	Colo.....		.06
Chicago, Burlington & Quincy R. R. and			
Missouri Pacific R. R.....	At Ft. Crook, Neb.....		1.49
Colorado & Southern Ry.....	At Cheyenne, Wyo.....		6.30
Chicago and Northwestern Ry.....	At Fremont, Neb.....		1.95
Chicago, St. Paul, Minneapolis & Omaha			
Ry.....	At Norfolk, Neb.....	.49	3.33
Wabash R. R. and Kansas City Southern			
Ry.....	At Kansas City, Mo.....		.09
Chicago, Rock Island & Pacific R. R.....	At Salina, Kan.....		.12
Colorado & Southern Ry.....	At Denver, Colo.....		.82
Missouri Pacific R. R.....	At Cochrane, Kan.....		.76
Atchison, Topeka & Santa Fe Ry.....	At Lansing, Kan.....		.27
Missouri Pacific R. R.....	Cochrane to Leaven-		
	worth, Kan.....	3.93	.35
Missouri Pacific R. R.....	At Frankfort, Kan.....		.02
Missouri Pacific R. R.....	At Kansas City, Kan.....		3.01
Atchison, Topeka & Santa Fe Ry.....	At Salina, Kan.....		.13
Chicago, Rock Island & Pacific R. R.....	At Kansas City, Kan.....		.04
Atchison, Topeka & Santa Fe Ry. and			
Chicago, Rock Island & Pacific R. R.....	At Salina, Kan.....		.03
Kansas City, Kaw Valley R. R. Inc.....	At Bonner Springs,		
	Kan.....		.19
	Total.....	4.42	28.07

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	Track Connection
Abilene..... Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
do do	Chicago, Rock Island & Pacific R. R.....	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 R. R.....	Yes
Beloit..... Kan.	Missouri Pacific R. R.....	Yes
Belvidere..... Neb.	Chicago, Burlington & Quincy R. R.....	No
Blue Rapids..... do	Missouri Pacific R. R.....	No
Blue Springs..... do	Chicago, Burlington & Quincy R. R.....	No
Bonner Springs..... Kan.	Atchison, Topeka & Santa Fe Ry.....	No
do do	Kansas City, Kaw Valley R. R. Inc.....	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 R. R.....	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 R. R.....	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 do (Trfr.)	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 R. R.....	Yes
do do	Chicago, Milwaukee, St. Paul & Pacific R. R.....	Yes
do do	Wabash R. R.....	Yes
do do	Chicago Great Western Ry.....	Yes
Columbus..... Neb.	Chicago, Burlington & Quincy R. R.....	Yes
Colby..... Kan.	Chicago, Rock Island & Pacific R. R.....	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 R. R.....	Yes
do do	Denver Union Terminal Ry.....	Yes
do do	Denver & Inter-Mountain R. R.....	Yes
do do	Northwestern Terminal Ry.....	Yes
Detroit..... Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
do do	Chicago, Rock Island & Pacific R. R.....	Yes
Eaton..... do	Great Western Ry.....	Yes
Edgar..... Neb.	Chicago, Burlington & Quincy R. R.....	No
Endicott..... do	Chicago, Burlington & Quincy R. R.....	Yes
Ellsworth..... do	St. Louis-San Francisco Ry.....	Yes
Erie..... Colo.	Chicago, Burlington & Quincy R. R.....	No
Fairbury..... Neb.	Chicago, Rock Island & Pacific R. R.....	Yes
Fort Collins..... Colo.	Colorado & Southern Ry.....	Yes
Fort Morgan..... do	Chicago, Burlington & Quincy R. R.....	No
Frankfort..... Kan.	Missouri Pacific R. R.....	Yes
Fremont..... Neb.	Chicago & North Western Ry.....	Yes
do do	Chicago, Burlington & Quincy R. R.....	Yes
Gilmore Jet..... 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
Humphrey..... Neb.	Chicago & North Western Ry.....	No
Irving..... Kan.	Missouri Pacific R. R.....	Yes
Junction City..... do	Missouri-Kansas-Texas R. R.....	Yes
Kanopolis..... do	Missouri Pacific R. R.....	Yes

Track connections are made over the tracks of another company.
 Over the Enterprise Spur.

JUNCTION STATIONS AND CONNECTING LINES—Continued

JUNCTION STATION	CONNECTING LINES	Track Connection
Kansas City..... Mo.	Chicago, Burlington & Quincy R. R.....	Yes
do do	St. Louis-San Francisco Ry.....	Yes
do do	Chicago Great Western Ry.....	Yes
do do	Kansas City Southern Ry.....	Yes
do do	Chicago, Milwaukee, St. Paul & Pacific R. R.....	Yes
do do	Kansas City Terminal Ry.....	Yes
do do	Wabash R. R.....	Yes
do do	Missouri Pacific R. R.....	Yes
do do	Gulf, Mobile & Ohio R. R.....	Yes
do do	Atchison, Topeka & Santa Fe Ry.....	Yes
do do	Missouri-Kansas-Texas R. R.....	Yes
do do	Chicago, Rock Island & Pacific R. R.....	Yes
Kansas City..... Kan.	Missouri Pacific R. R.....	Yes
do do	Kansas City Southern Ry.....	Yes
do do	Chicago Great Western Ry.....	Yes
do do	Chicago, Rock Island & Pacific R. R.....	Yes
do do	Kansas City Terminal Ry.....	Yes
do do	Chicago, Milwaukee, St. Paul & Pacific R. R.....	Yes
Kearney..... Neb.	Chicago, Burlington & Quincy R. R.....	Yes
Kelim..... Colo.	Great Western Ry.....	Yes
Knox..... Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
Lansing..... do	Atchison, Topeka & Santa Fe Ry.....	Yes
Laramie..... Wyo.	Laramie, North Park & Western R. R.....	Yes
Lawrence..... Kan.	Atchison, Topeka & Santa Fe Ry.....	No
do do	Kansas City, Kaw Valley R. R. Inc.....	Yes
Leavenworth..... do	Missouri Pacific R. R.....	Yes
do do	Atchison, Topeka & Santa Fe Ry.....	Yes
do do	Chicago, Burlington & Quincy R. R.....	Yes
do do	Chicago Great Western Ry.....	Yes
do do	Leavenworth Depot & R. R.....	Yes
Limon..... Colo.	Chicago, Rock Island & Pacific R. R.....	Yes
Lincoln..... Neb.	Chicago, Burlington & Quincy R. R.....	Yes
do do	Missouri Pacific R. R.....	Yes
do do	Chicago & North Western Ry.....	Yes
do do	Chicago, Rock Island & Pacific R. R.....	Yes
Lincoln Center..... Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
Lindsborg..... do	Missouri Pacific R. R.....	No
Loup City..... Neb.	Chicago, Burlington & Quincy R. R.....	Yes
McPherson..... Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
do do	Chicago, Rock Island & Pacific R. R.....	Yes
do do	Missouri Pacific R. R.....	Yes
Manhattan..... do	Chicago, Rock Island & Pacific R. R.....	Yes
Mead..... Neb.	Chicago, Burlington & Quincy R. R.....	Yes
Miltonvale..... Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
Milliken..... Colo.	Great Western Ry.....	Yes
Minneapolis..... Kan.	Atchison, Topeka & Santa Fe Ry.....	Yes
Norfolk..... Neb.	Chicago & North Western Ry.....	Yes
do do	Chicago, St. Paul, Minneapolis & Omaha Ry.....	Yes
Northport..... do	Chicago, Burlington & Quincy R. R.....	Yes
Omaha..... do	Chicago & North Western Ry.....	Yes
do do	Missouri Pacific R. R.....	Yes
do do	Chicago, Rock Island & Pacific R. R.....	Yes
do do	Chicago, Burlington & Quincy R. R.....	Yes
do do	Chicago, Milwaukee, St. Paul & Pacific R. R.....	Yes
do do	Wabash R. R.....	Yes
do do	Illinois Central R. R.....	Yes
do do	Chicago Great Western Ry.....	Yes
do do	Chicago, St. Paul, Minneapolis & Omaha Ry.....	Yes
Ogden..... Utah	Ogden Union Railway & Depot Co.....	Yes
do do	Southern Pacific Co.....	Yes
do do	Denver & Rio Grande Western R. R.....	Yes
do do	Bamberger R. R.....	Yes
Ord..... Neb.	Chicago, Burlington & Quincy R. R.....	No
Roydale..... Colo.	Chicago, Burlington & Quincy R. R.....	Yes
Pullman..... do	Chicago, Burlington & Quincy R. R.....	Yes
do do	Denver & Rio Grande Western R. R.....	Yes
do do	Northwestern Terminal Ry.....	Yes
do do	Chicago, Rock Island & Pacific R. R.....	Yes

Track connections are made over the tracks of another company.

JUNCTION STATIONS AND CONNECTING LINES—Concluded

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

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

Yes Property acquired by U. P. R. R. and operated as the Encampment Branch, effective August 1, 1951.

RAILROAD CROSSINGS

NEBRASKA DIVISION

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Co. Bluffs....Iowa	C. & N. W. Ry.	2 Side	Side	Grade	Union Ave. & 12th St.	Yes
do do	do do	do do	do do	do do	10th Ave. & 12th St.	No
do do	C. B. & Q. R. R.	1 do	2 do	do do	Union Ave. & 14th St.	No
do do	do do	2 do	2 do	do do	10th Ave. & So. 6th St.	No
do do	do do	1 do	1 do	do do	10th Ave. & 14th St.	No
do do	I. C. R. R.	Main	2 do	do do	Union Ave. & 4th Ave.	Yes
do do	do do	Side	2 do	do do	Union Ave. & 14th St.	Yes
do do	do do	do do	1 do	do do	10th Ave. & 14th St.	No
do do	C. R. I. & P. R. R.	do do	do do	do do	do do	No
Omaha.....Neb.	C. B. & Q. R. R.	7 Side	2 Main	Over grade	Mo. River Bridge....	No
do do	do do	Side,	Main	Grade	9th & Jackson Sts...	No
do do	do do	2 do	do do	do do	5th & Howard Sts...	No
do do	do do	2 do	2 Side	do do	do do	No
do do	do do	Main	2 Main & 6 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	Grade	9th St. & Alley Blk. 153.	No
do do	do do	2 do	1 do	do do	9th St. & Alley Blk. 133.	No
do do	do do	2 do	do do	do do	9th St. & Alley Blk. 100.	No
do do	do do	2 do	do do	do do	9th St. & Alley Blk. E.	No
do do	C. G. W. Ry....	Side	do 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.	2 Main	2 do	do do	2.78 do do	No
do do	do do	3 Side	{ Jt. U. P. R. R., C & N. W. Ry. & I. C. R. R.-Side }	Grade	12th & Calif. Sts....	No
do do	I. C. R. R.....	Side	Side	do do	11th & Burdette Sts.	No
do do	do do	do do	do do	do do	Nicholas St., Blk. 309	No
do do	{ Jt. U. P. R. R. & I. C. R. R. }	2 Side	{ Jt. U. P. R. R. & I. C. R. R. }	do do	11th St. & Capitol Ave.....	No
do do	{ Jt. U. P. R. R. & I. C. R. R. }	1 Side	1 Side	do do	do	No
do do	{ Jt. U. P. R. R. & I. C. R. R. }	Side	{ Jt. U. P. R. R., C & N. W. Ry. & I. C. R. R. 2 Side }	do do	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. & I. C. R. R. Side }	do do	11th St. & Alley Blk. 102.....	No
do do	{ Jt. U. P. R. R., C. & N. W. Ry., & I. C. R. R. }	do	{ Jt. U. P. R. R., C & N. W. Ry. & I. C. R. R.-Side }	do do	12th & Cass Sts.....	No
do do	{ Jt. U. P. R. R., C. & N. W. Ry., & I. C. R. R. }	do	{ Jt. U. P. R. R., C & N. W. Ry. & I. C. R. R. Side }	do 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. & I. C. R. R. }	do do	12th St. & Alley Blk. 102.....	No
do do	{ Jt. C. B. & Q. R. R., C. St. P. M. & O. Ry., & C. & N. W. Ry. }	Side	{ Jt. U. P. R. R., C & N. W. Ry. & I. C. R. R. 2 Side }	do do	11th & Davenport Sts.....	No
do do	O. & C. B. St. Ry..	2 Main	4 Main & 23 Side	Undergrade	10th St. Viaduct....	No

Yes 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.	O.&C.B.St.Ry..	2 Main	4 Main & 9 Side	Undergrade	16th St. Viaduct.....	No
do do	do do	do	4 Main & 11 Side	do	24th St. Viaduct.....	No
do do	do do	2 do	1 Side	do	10th & Jackson Sts..	No
Seymour.....do	Mo. Pac. R. R..	1 do	2 Main	Overgrade	0.56 miles E. Station.	No
do do	C. & N. W. Ry.	do	1 Main	do	0.93 do E. do ..	No
Gilmore.....do	C.R.I.&P.R.R.	do	do	Undergrade	1.48 do W. do ..	No
Portal.....do	Mo. Pac. R. R..	do	do	Grade	At Station.....	No
do do	C. B. & Q. R. R.	do	do	Undergrade	0.74 mile W. Station.	No
Fremont.....do	C. & N. W. Ry.	Side	2 do	Grade	1.09 do E. do ..	Yes
do do	Jt. U. P. and C. & N. W.	do	Side	do	0.35 do E. do ..	No
do do	C. B. & Q. R. R.	Main	do	do	0.28 do E. do ..	No
do do	do do	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	do	0.56 do E. do ..	Yes
Grand Island do	do do	do	2 Main & 4 Side	do	0.39 do E. do ..	Yes
Sidney.....do	do do	do	2 Main	Undergrade	0.80 do E. do ..	Yes
Sterling.....Colo.	C. B. & Q. R. R.	do	Main & 2 Side	Grade	0.31 do E. do ..	Yes
Yutan.....Neb.	do do	do	Main	do	0.48 do N. do ..	No
Wahoo.....do	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 do	2 do	do	do	0.32 do S. do ..	No
do do	do do	Main & Side	do	do	0.34 do S. do ..	Yes
do do	do do	Main	Main	do	1.93 do S. do ..	No
Jamaica.....do	C.R.I.&P.R.R.	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.....do	C.R.I.&P.R.R.	do	do	Grade	0.41 do S. do ..	Yes
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	do	0.19 do S. do ..	Yes
do 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	do	Grade	0.37 do S. do ..	No
Northport...do	do do	do	do	do	1.37 do W. do ..	Yes

KANSAS DIVISION

Kansas City...Mo.	St.L.&S.F.Ry..	Side	Main Jt. U. P. R. R.	Grade	11th & Santa Fe Sts..	No
do do	do do	do	K. C. S. Ry. & Wab.R.R.	do	Between 8th & 9th Sts.....	No
do do	do do	do	-Side Jt. U. P. R. R.	do	do	do
do do	Mo. Pac. R. R..	2 Main & 1 Side	K. C. S. Ry. & Wab.R.R.	do	Santa Fe St. Blk. 29.	No
do do	do do	Side	-Side	do	do do	No
do do	do do	do	Main & 2 Side	do	Liberty St. W. Blk. 45	No
do do	C. B. & Q. R. R.	Side	Main	do	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.R.R.	Undergrade	9th St. Viad. & Santa Fe St.....	No
do do	do do	do	-Side	do	do	do

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	Crossed By			
Kansas City Kan.-Mo.	K. C. St. Ry....	Side	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 & 55 Side	Undergrade	East end Armstrong Yard.....	No
do do	C.R.I.&P.R.R.	2 Side	2 Side	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	2 Side	do	State Ave. South opposite Blk. 16.....	No
do do	do do	Main & Side	Side	do	Minn. Ave. So. of Blk. 16.....	No
do do	do do	Side	do	do	North City Limits...	No
do do	do do	Main	2 Main	Undergrade	M. P. 4.96.....	No
do do	K. C. St. Ry....	do	1 Jt. Side	do	James St. Bridge Kan. River.....	No
do do	City Ry.....	Side	2 Side	Grade	Walker Ave. East...	Yes
Bonner Spgs do	A.T.&S.F.Ry..	Main	2 Main	do	0.47 miles W. Station	No
Sunflower...do	KCKV.R.R.Inc	do	Side	do	At Station.....	Yes
Topeka.....do	A.T. & S.F.	do	2 Main	Grade	0.45 miles E. Station.	Yes
do do	C.R.I.&P.R.R.	1 Main	2 Side	do	0.27 miles W. Station	Yes
do do	do do	do	Side	do	0.20 do W. do ..	No
do do	do do	Side	Side	do	0.40 do W. do ..	No
Manhattan..do	C.R.I.&P.R.R.	Main	Main	do	0.09 do W. do ..	Yes
do do	do do	& 3 Side	do	do	1.54 do S. do ..	Yes
Detroit.....do	A.T.&S.F.Ry..	do	1 Side	do	0.90 miles W. Station	Yes
Abilene.....do	A.T.&S.F.Ry..	do	1 Main	do	0.64 do W. do ..	Yes
Salina.....do	do do	do	do	do	Fifth & North Sts.	Yes
do do	do do	Main & Side	do	do	do	do
do do	do do	Main	Main	do	Fourth & North Sts.	Yes
do do	Mo. Pac. R. R..	Main	Main	Grade	Fourth & Pine Sts...	Yes
do do	do do	do	2 Side	do	do do	No
do do	do do	2 Side	1 do	do	do do	Yes
do do	C.R.I.&P.R.R.	Main	Main	do	4th St. N. of Pine St.	Yes
do do	do do	do	do	do	do do	No
do do	do do	Side	do	do	Fourth & Pine Sts...	No
do do	do do	do	do	do	4th St. N. of Elm St.	No
Lincoln Ctr. do	A.T.&S.F.Ry..	Main	Main	do	0.38 miles E. Station.	No
Ellsworth...do	St.L.&S.F.Ry..	Side	Side	do	0.62 do W. do ..	Yes
Limon.....Colo.	C.R.I.&P.R.R.	Main	Main	do	At Station.....	Yes
Pullman....do	C. B. & Q. R. R.	Side	do	Overgrade	1.29 miles E. Teleg. Office.....	No
Lansing.....Kan.	A.T.&S.F.Ry..	Side	Side	do	2.57 miles W. Station.	No
Minneapolis do	do do	do	do	do	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. Ry..	Main	Main & Side	do	0.32 do W. do ..	Yes
Troy.....do	C.R.I.&P.R.R.	do	Main	do	1.80 do W. do ..	No
Hiawatha...do	Mo. Pac. R. R..	do	do	Grade	0.50 do E. do ..	Yes
Sabetha.....do	C.R.I.&P.R.R.	do	do	Overgrade	0.94 do W. do ..	No
Hanover.....do	C. B. & Q. R. R.	do	Main	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.R.R.	do	Main	do	0.31 do E. do ..	Yes
do do	do do	Side	do	do	0.34 do E. do ..	Yes
do do	do do	Main	Main	do	1.30 do W. do ..	Yes
Belvidere...do	C. B. & Q. R. R.	do	do	do	0.32 do W. do ..	No

See Junction Stations and Connecting Lines.

On Enterprise Spur.

RAILROAD CROSSINGS—Concluded

KANSAS DIVISION—Concluded

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Davenport... Neb.	C. & N. W. Ry.	Main	Main	Grade	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.	2 Main	do	do	0.13 do E. do ..	Yes
Grand Island do	do	Belt	do	do	2.14 do E. do ..	No
Leavenworth.. Kan.	C. G. W. Ry...	Main	do	do	0.12 do E. do ..	Yes
do..... do	do	do	Jt. U. P. R. R. & M.P.R.R.	do	0.11 do E. do ..	No
do..... do	do	Main	Main	do	0.12 do E. do ..	No
Frankfort... do	Mo. Pac. R. R.	do	Main	do	0.23 do S. do ..	Yes
Irving..... do	do	do	do	do	1.45 do S. do ..	Yes
Badger..... Neb.	C. B. & Q. R. R.	do	do	do	1.19 do N. do ..	No
Concordia.... Kan.	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 ..	Yes

WYOMING DIVISION

Denver..... Colo.	Jt. U. P. R. R. & C. B. & Q. R. R.	Side	Side	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	do	At Denver Union Stockyards.....	Yes
Sand Creek	C. B. & Q. R. R.	Main	2 Main	do	At interlocking twr..	Yes
Jct..... do	G. W. Ry.....	do	Main	do	0.11 miles N. Station.	Yes
Eaton..... do	C. & S. Ry.....	do	do	Over grade	0.10 do S. do ..	No
Speer..... Wyo.	G. W. Ry.....	do	do	Grade	0.32 do N. do ..	Yes
Milliken.... Colo.	do	do	do	do	0.08 do S. do ..	Yes
Kelim..... do	C. & S. Ry.....	do	do	do	0.13 do N. do ..	Yes
Ft. Collins.. do	do	do	do	do	0.23 do N. do ..	Yes
do..... do	C. B. & Q. R. R.	do	do	do	At Station.....	No
Erie..... do	C. & S. Ry.....	Side	Side	do	0.97 mile S. Station..	Yes
Valmont.... do	do	Main	Main	do	0.10 do E. do ..	Yes
Ara..... do	C. B. & Q. R. R.	Main	2 Main	Over grade	3.17 mile E. Station..	No
Cheyenne.... Wyo.	do	do	Side	Grade	Lake Minnehaha.....	Yes
do..... do	C. & S. Ry.....	do	3 Main-Side	Undergrade	1.35 miles W. Station.	No
do..... do	do	do	2 Main & 2 Side	Undergrade	1.12 do E. do ..	Yes
Ogden..... Utah	B. R. R.....	2 Main	2 Main & 2 Side	Undergrade	1.12 do E. do ..	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 North Platte.....	280.06	279.95	1.17	1.15
North Platte to Cheyenne.....	225.00	224.83		
Julesburg to LaSalle.....	149.66			
Old Main Line—Summit to Lane.....	20.00	6.56		
Hastings to Gibbon.....	27.30			
Total.....	702.02	511.34	1.17	1.15
WYOMING DIVISION—				
Denver to Cheyenne.....	103.62	4.07		
Cheyenne to Laramie.....	55.29	55.51		
Laramie to Green River.....	251.68	251.25		
Green River to Ogden.....	174.56	174.99		
Speer to Borie.....	5.28			
Sand Creek to LaSalle via Dent.....	45.22			
Total.....	635.65	485.82		
KANSAS DIVISION—				
Kansas City to Salina.....	182.88	64.07		
Salina to Sharon Springs.....	243.18			
Sharon Springs to Pullman.....	208.36			
Menoken to Hastings.....	187.55			
Total.....	821.97	64.07		
Grand Total.....	2159.64	1061.23	1.17	1.15

MILES OF TRACK PROTECTED BY AUTOMATIC CAB SIGNALS

Summit to North Platte.....	278.78	278.63		
North Platte to Cheyenne.....	225.04	224.97		
Laramie to Green River.....	251.18	251.10		
Total.....	755.00	754.70		

MILES OF TRACK PROTECTED BY CENTRALIZED TRAFFIC CONTROL

Topeka to Menoken.....	4.91			
Menoken to Marysville.....	76.47			
Total.....	81.38			

Now under construction. Will be placed in operation during 1951.

INTERLOCKING PLANTS

Location	Protection	Ownership
Nebraska Division		
Council Bluffs "A".....	Junction.....	U. P.
Omaha (2).....	Union Depot.....	U. P.
do Tower C.....	Yards.....	U. P.
do Summit.....	Crossing.....	U. P.
Gilmore Jct.....	Junction.....	U. P. 29.335%, C. B. & Q. 29.335%, M. P. 41.33%
Portal.....	Crossing.....	U. P. 50%, M. P. 50%
Fremont.....	do.....	C. B. & Q.
do.....	do.....	C. & N. W.
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.....	do.....	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%
Lincoln, 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%
Sterling.....	do.....	U. P. 46.15%, C. B. & Q. 53.85%
Wyoming Division		
Cheyenne.....	Yards.....	U. P.
Borie.....	Junction.....	U. P.
Granger.....	do.....	U. P.
Denver.....	Union Depot.....	D. U. T. Ry. Co.
Sand Creek Jct.....	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%
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. 5.10%
Topeka.....	do.....	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 Bdge.....	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%
do.....	do.....	U. P. 38%, St. J. & G. I. 12%, C. B. & Q. 50%
Badger.....	do.....	U. P. 50%, C. B. & Q. 50%
Leavenworth.....	Crossing & Junction.....	L. D. & R. R.
Frankfort.....	Crossing.....	U. P.

REMOTELY CONTROLLED SWITCHES

Location	Protection	Ownership
Nebraska Division		
Council Bluffs "B".....	Junction.....	U. P.
do do Ice Dock.....	do.....	U. P.
North Platte.....	do.....	U. P.
Wyoming Division		
Granger (East End).....	Junction.....	U. P.

ENGINE HOUSES AND TURNABLES

LOCATION	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
NEBRASKA DIVISION					
Council Bluffs.....	340	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. 4 1/2 in.	72	(1)	do
Valley.....	3	96 ft.	72	(1)	Electricity
Columbus.....	4	68 ft. 4 in.	92	(3)	do
Grand Island.....	15	96 ft.	85	(2)	do
Lincoln.....			72	(1)	do
Beatrice.....			80	(1)	do
Norfolk.....	39 2	78 ft. 3 in.			
Kearney.....	4	80 ft. 8 in.			
Stapleton.....	2	78 ft. 11 in.			
North Platte.....	39 28	4 108 ft. 5 in. 2 129 ft. 8 in. 22 138 ft.	126	(4)	Electricity
Sidney.....	1	96 ft.	80	(1)	Hand
Northport.....			85	(2)	Electricity
Gering.....	5	96 ft.			
South Torrington.....	2	85 ft. 11 in.	80	(1)	Electricity
Sterling.....	36	85 ft.			
WYOMING DIVISION					
Pullman.....	350	1 100 ft. 19 98 ft. 3 96 ft. 7 84 ft. 20 78 ft.	100	(4)	Electricity
La Salle.....	4	85 ft.	80	(1)	Air
Cheyenne.....	20	120 ft. 1 114 ft. 1 127 ft. 17 135 ft. 2 139 ft. 2 145 ft. 3 163 ft. 1 171 ft. 1 178 ft. 1 108 ft.	126	(2)	Electricity
do.....	328	6 114 ft. 13 130 ft. 7 150 ft.	135	(2)	Electricity
Laramie.....	327	1 81 ft.			
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. 5 118 ft.	100	(6)	do
Green River.....	29	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)	do
Echo.....			80	(1)	Hand
Ogden.....	20	11 114 ft. 8 153 ft. 1 233 ft.	135	(2)	Electricity

31-96' stall used for toolroom.

3Joint with C. St. P. M. & O. Ry.

31 stall used for boiler room.

3Enginehouse & turntable now being rebuilt to these dimensions.

3Stall 21-138' used for shop purposes.

32 stalls used for shop purposes.

33-98', 3-96', 1-84' and 18-78' stalls used for shop purposes.

31-114' and 1-127' stalls used for shop purposes.

31-108' and 6-114' stalls used for shop purposes.

194-87'6" stalls and 3-96' stalls used by Stores Dept.

ENGINE HOUSES AND TURNTABLES—Concluded

LOCATION	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
KANSAS DIVISION					
Kansas City.....	35	22 96 ft. 5 114 ft. 8 120 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.....	38	85 ft.	92	(3)	do
Ellis.....	14	96 ft.	92	(3)	do
Beloit.....			66	(1)	Hand
McPherson.....			66	(1)	do
Plainville.....	2	78 ft. 6 in.			
St. Joseph (St. J. T. R. R.).....	14	12 79 ft. 2 71 ft. 2 in.	90	(2)	Electricity
Hanover.....			80	(1)	Air
Leavenworth.....			66	(1)	Electricity
Concordia.....	2	88 ft.			
Marysville.....	16	10 96 ft. 6 110 ft.	100	(4)	Electricity
Hastings.....	3	96 ft.			
Oakley.....	4	1 96 ft. 3 69 ft.			

Kinds of Turntables

- (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

3 8 stalls used as machine shops.

3 1 stall used for shop purposes.

3 1-79' stall and 2-71' 2" stalls used as boiler shop, locker room & machine shop.

3 1-96' stall used as machine shop.

3 37' stall No. 1 used by Stores Dept.

WYES

NEBRASKA DIVISION

Council Bluffs	Gothenburg	Ord	3 Brownson
Valley	Mead	Loup City	Egbert
Columbus	Valparaiso	Callaway	3 Sterling
Central City	Oconee	Stapleton	Lewellen
Grand Island	Genoa	North Platte	Gering
Alda	Albion	O'Fallons	Lyman
Gibbon	Spalding	Julesburg	Yoder
Kearney	Gr. Island Airport	Sidney	South Torrington
Lexington	Spur	Pine Bluffs	Lagrange
	St. Paul		

WYOMING DIVISION

Cheyenne	Wamsutter	Ogden	Speer
Buford	Robinson (Circle track)	Park City	St. Vrain
Sherman	Bitter Creek	Pullman	Dent
Laramie	Thayer Jet.	Denver, 23rd St.	3 Ara
Rock River	Rock Springs	Brighton	Ft. Collins
Medicine Bow	Green River	La Salle	Buckeye
Hanna	Granger, 2	Greeley (Joint)	Cloverly
Rawlins	Aspen	Greeley Jct.	Briggsdale
Creston	Evanston	Pierce	Frederick
	Wahsatch	Carr	

KANSAS DIVISION

Kansas City, Kan.	Concordia	Oakley	Hastings
(Armstrong Sta.)	Solomon	Winona	3 Level
3 Topeka	Salina, 2	Sharon Springs	Plainville
Junction City	Hiawatha	Kit Carson	Colby
St. Joseph	Kanopolis	Hugo	Hill City
Marysville	Ellis	3 Roydale	Miltonvale

3 Owned by U. S. Government.

3 Owned by C. & S. Ry. but used jointly.

3 Owned by C. B. & Q. but used jointly.

3 By use of C. R. I. & P. tracks.

COALING STATIONS

Location	Kind	Capacity (Tons)
NEBRASKA DIVISION		
Council Bluffs.....	Conveyor type (4 track).....	650
Omaha.....	Portable coal loader (1 track).....	30 per hr.
Valley.....	Conveyor type (4 track).....	150
Columbus.....	Conveyor type (4 track).....	350
Grand Island.....	Conveyor type (4 track).....	650
Kearney.....	Conveyor type (4 track).....	240
Gothenburg.....	do do.....	260
Valparaiso.....	Skip Hoist Type (2 track).....	50
Lincoln.....	Coal platform.....	60
Norfolk.....	Coal platform derrick and air hoist.....	81
Ord.....	Coal platform.....	90
Stapleton.....	Coal platform derrick and air hoist.....	78
North Platte.....	Conveyor type (4 track).....	400
Ogallala.....	Conveyor type (3 track).....	240
Julesburg.....	Conveyor type (4 track).....	240
Sidney.....	Conveyor type (4 track).....	450
Pine Bluffs.....	Conveyor type (3 track).....	380
Lewellen.....	Coal platform derrick and air hoist.....	60
Northport.....	Conveyor type.....	50
Gering.....	Skip Hoist Type (2 track).....	50
Yoder.....	Skip Hoist Type (1 track).....	50
Albin.....	Skip Hoist Type (1 track).....	50
Sterling.....	Conveyor type (1 track).....	50
Ft. Morgan.....	Coal chute gasoline hoist (1 M. L. track).....	10
Pullman.....	Conveyor type (4 track).....	650
La Salle.....	Conveyor type (3 M. L. track).....	350
Carr.....	Conveyor type (1 M. L. & 1 Side Tk.).....	150
WYOMING DIVISION		
Cheyenne.....	Conveyor type (5 track).....	650
Laramie.....	Conveyor type (5 track).....	650
Rock River.....	Conveyor type (3 track).....	300
Hanna.....	Conveyor type M. L. (4 track).....	420
Rawlins.....	Conveyor type (5 track).....	650
Wamsutter.....	Conveyor type (3 track).....	450
Bitter Creek.....	Conveyor type (3 track).....	200
Rock Springs.....	Skip Hoist Type (2 track).....	300
Green River.....	Conveyor type (3 track).....	500
Carter.....	Conveyor type (3 track).....	420
Evanston.....	Skip Hoist Type (3 track).....	200
Echo.....	Skip Hoist Type (2 track).....	200
Ogden.....	Conveyor type (3 track).....	350
KANSAS DIVISION		
Kansas City, Kan.....	Conveyor type (3 track).....	500
Lawrence.....	Coal platform (1 track).....	30
Topeka.....	Conveyor type (2 M. L. track).....	240
Manhattan.....	3 Portable coal loader.....	75 per hr.
Junction City.....	Conveyor type (4 track).....	450
Salina.....	Conveyor type (1 M. L. track).....	120
Dorrance.....	Conveyor type (1 M. L. track).....	50
Ellis.....	Cable hoist (2 track).....	200
Plainville.....	3 Portable coal loader.....	75 per hr.
St. Joseph (St. J. T. R. R.).....	Coal chute (2 track).....	95
Sabetha.....	Coal chute (1 track).....	30
Carleton.....	Skip hoist (1 M. L. & 1 Yd. track).....	150
Concordia.....	Coal platform.....	30
Hastings.....	Conveyor type (1 M. L. & 2 Yd. trk.).....	300
Marysville—Double chute.....	Skip Hoist (3 track).....	350-100
Oakley.....	Conveyor type (1 M. L. track).....	150
Sharon Springs.....	Conveyor type (1 track).....	50
Kit Carson.....	Conveyor type (1 M. L. track).....	50
Hugo.....	Conveyor type (1 track).....	50
Deer Trail.....	do (1 M. L. track).....	50

3 Authorized to replace present facilities.

BLACK OIL FUELING STATIONS

Location	Tank		Standpipes	
	Storage (Gals.)	Delivery (Gals.)	Number of	Size of
NEBRASKA DIVISION				
Council Bluffs.....		20,000	1	8"
Grand Island.....		Tank car		
North Platte.....		20,000	2	6" & 8"
WYOMING DIVISION				
Cheyenne (East).....		20,000	2	8"
do (West).....		39,000	2	6" & 8"
Laramie.....		Tank car		
Green River (East)....		20,000	2	8"
do do (West).....		20,000	2	8"
Denver.....		Tank car		
KANSAS DIVISION				
Kansas City.....		Tank car		
Ellis.....		do do		

DIESEL OIL FUELING STATIONS
and
MOTOR TRAIN FUEL

Location	Fuel Oil (In gallons)					Number of stand pipes	Number of hose boxes	Water
	Diesel		Distillate	Gasoline				
	Storage	Delivery		Storage	Delivery			
NEBRASKA DIVISION								
Council Bluffs.....		24,000				31		Yes
Omaha (U. Sta. E. end).....		20,000					12	Yes
Omaha (U. Sta. W. end).....		30,000					8	Yes
Omaha (14th St. Hill Trk.).....		20,000					31	Yes
Omaha (Shops Yard).....	630,000	12,500					31	Yes
Grand Island.....					18,554			Yes
Kearney.....					14,243			Yes
North Platte (Depot).....		20,000					6	Yes
North Platte (Retarder Yd.).....		20,000					31	Yes
WYOMING DIVISION								
Cheyenne (Depot).....		40,000					20	Yes
Cheyenne (Depot).....							31	Yes
Cheyenne (Inspection Pit).....	1,260,000	20,000				4		Yes
Laramie.....		17,625					2	No
Rawlins.....		Tank car						No
Green River (Depot).....		29,500				8		Yes
Green River (Inspection Pit).....	126,000					4		Yes
Ogden (O. U. R. & D. Co.).....		20,000					18	Yes
Ogden (Engine House).....		Tank car					3	Yes
Denver (Coach Yard).....		20,000					10	Yes
Denver (Coach Yard).....							31	Yes
KANSAS DIVISION								
Kans. City (Armstrong).....	630,000	40,000				3		Yes
Kans. City (7th St. Yd.).....		20,000				31		Yes
Junction City.....		20,000					4	Yes
Salina.....					10,000			Yes
Ellis.....		20,000					4	Yes
Sharon Springs.....								Yes
Oakley.....					12,750			Yes
					5,000			
St. Joseph.....					12,500	2		Yes
Marysville.....					16,766			Yes

3For 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 to North Platte...	Council Bluffs... Omaha... South Omaha... Valley... do... Fremont... Schuyler... Columbus... Silver Creek... Central City...	City... do... do... Well & City... do... City... City... City... City... Well & City...	 Oil & Elec. Electricity 250 Electricity 300 Electricity 300 Electricity 440 Electricity 375	500,000 200,000 100,000 50,000 350,000 65,000 65,000	4 2 1 3 3 2 2 2
	Grand Island: Stock Yards... Shop Yards... Depot... Wood River... Gibbon... Kearney: Coal Chute... Elm Creek... Lexington... Cozad... Gothenburg... Brady Island...	Well & City... City... City... City... City... Well & City... City... Well & City... City... City...	Electricity 1000 Electricity 825 Electricity 350 Electricity 450	65,000 500,000 65,000 65,000 200,000 200,000 65,000 125,000 65,000	1 3 2 2 2 3 2 2 1
Beatrice Branch	Wahoo... Valparaiso... Lincoln... Cortland... Beatrice...	City... Well & City... City... City... City...	... Electricity 350	50,000 65,000 65,000 65,000	1 1 1 1 2
Stromsburg Branch	David City... Stromsburg...	City... City...	... ...	...	1 1
Norfolk Branch	Humphrey... Madison... Norfolk...	City... City... City...	... ... ...	...	1 1 1
Albion Branch	Genoa... Albion...	City... City...	... ...	...	1 1
Cedar Rapids Branch	Cedar Rapids... Spalding...	City... do...	... ...	50,000	1 1
Ord Branch	St. Paul... Scotia Junction... Ord...	Well & City... Well... City...	... Windmill & Gas... 50 ...	65,000	1 1 1
Loup City Branch	Boelus... Loup City...	City... do...	... ...	...	1 1
Kearney Branch	Watertown... Callaway... Arnold... Stapleton...	Well... City... do... do...	Gas & Windmill. 50	50,400	1 1 1 1
Second Sub-Division: North Platte to Cheyenne.....	North Platte Retarder Yard North Platte Enginehouse... North Platte Depot... O'Fallons... Ogallala... Big Springs... Julesburg... Chappell...	Well... Wells & City... City... Well... Wells & City... City... Wells & City... City...	Electricity 500 Electricity 2200 Gas... 200 Electricity 800 Electricity 250	65,000 500,000 65,000 65,000 200,000 65,000 200,000 65,000	Hydrants 2 2 2 2 2 3 2

WATER STATIONS—Continued Nebraska Division—Concluded

Location		Source of Supply	Pumping Plant		Capac- ity of Tank Gals.	No. of Water Col- umns
			Power	Capac- ity Gals. per Min.		
Second Sub- Division: North Platte to Cheyenne..... (Concluded)	Sidney	Wells & City...	Electricity	940	65,000	4
	Potter	City			65,000	1
	Kimball.....	Well & City...	Electricity	225	65,000	2
	Bushnell.....	City			65,000	1
	Pine Bluffs.....	Well & City...	Electricity	450	65,000	3
	Egbert.....	Well	Gas & Elec	135	65,000	2
	Hillsdale	do	do	335	65,000	2
North Platte Branch.....	Keystone.....	Well	Gas & Windmill.		65,000	1
	Lewellen.....	do	do	200	65,000	1
	Lisco.....	do	do	165	65,000	1
	Northport.....	do	do	165	65,000	1
	Gering.....	Well & City...	Electricity	75	65,000	1
	Lyman.....	do	do		65,000	3
	Yoder.....	Well	Oil.....		65,000	1
North Platte Cut-Off.....	S. Torrington.....	do	do	165	65,000	1
		do	do	200	65,000	1
	Albin.....	Well	Oil.....	100	50,000	1
North Platte Division:	Lagrange.....	do	Electricity		50,000	1
	Hawk Springs...	do	Oil.....	100	50,000	1
Third Sub- Division: Julesburg to La Salle.....	Sedgwick.....	City			65,000	1
		do				1
	Crook.....					
	Sterling.....	Well & City...	Electricity	300	65,000	3
	Snyder.....	do	Windmill..	50	65,000	1
	Ft. Morgan.....	City			65,000	1
	Orchard.....	Well	Windmill..		65,000	1
	Hardin.....	do	do		65,000	1

Wyoming Division

First Sub-Division: Denver to Cheyenne.....	Pullman.....	City.....			65,000	7
	Brighton.....	Well.....	Electricity	75	65,000	1
	LaSalle.....	do.....	do.....	165	65,000	4
	Greeley.....	City.....			65,000	2
	Pierce.....	Well.....	Electricity	180	65,000	1
	Carr.....	Lone Tree Creek.....	Gas.....	180	65,000	2
Dent Branch Sand Creek Jct. to LaSalle.....	Speer.....	Well.....	do.....	85	65,000	1
	St. Vrain.....	Cistern (Water Hauled).....	Electricity		73,000 (Cis.)	1
	Dent.....	do.....	do.....	300	65,000	1
					50,000 (Cis.)	
Ft. Collins Branch.....	Ft. Collins.....	City.....				1
Boulder Branch.....	Ara (C. & S. Ry.)	City.....			50,000	1
Second Sub-Division: Cheyenne to Laramie.....	Cheyenne.....	City.....			350,000	8
	Otto.....	Lone Tree Crk.	Oil.....	250	200,000	2
	Granite Canon.....	Crow Creek & Springs.....	Electricity	300	150,000 (Res.)	2
	Buford.....	Lone Tree Crk.	Oil & Stm.	300	125,000 (Res.)	2
	Dale Creek.....	Dale Creek.....	Steam.....	200	65,000	1
	Colores.....	(S)prings.....	Gravity..	150	200,000	2
Second Sub-Division: Cheyenne to Laramie.....	Red Buttes.....	Well.....	Oil.....			
		Springs.....	Gravity..		65,000	

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.		
Third Sub-Division: Laramie to Green River...	Laramie (Stock Yds.).....	City.....			65,000	1
	Laramie.....	City & Laramie River.....			200,000	6
	Rock River.....	Rock Creek.....	Gravity..		500,000	3
	Medicine Bow.....	City.....				2
	Hanna.....	U.P. Water Co.			{ 65,000 200,000 }	3
	Rawlins.....	do			500,000	8
	Riner.....	Wells.....	Electricity	50	500,000	2
	Wamsutter.....	do	do	125	350,000	2
	Bitter Creek.....	{ AntelopeSprgs. and Wells.....	Gravity..	550	{ 350,000 250,000 }	2
	Point of Rocks..	Wells.....	Gas & Electric..	350	350,000	3
Superior Branch.....	Rock Springs...	So. Wyo. Utilities Co.....			65,000	5
	do	do			350,000	
Fourth Sub-Division: Green River to Ogden.....	Superior.....	U. P. Coal Co.			50,000	1
	Green River.....	do			500,000	7
	Granger.....	Hams Fork River & Wells	Gas-Elec..	250	200,000	4
	Carter.....	Little and Hague Crks.	Gravity..		500,000 (Res.)	3
	Leroy.....	do	do		400,000 (Res.)	2
	Evanston.....	City.....			350,000	3
	Wahsatch.....	Springs.....	Gravity..		65,000	3
	Castle Rock.....	Well.....	Oil.....	300	{ 100,000 (Res.) }	1
	Castle Rock.....	(EBML)			50,000	1
	Castle Rock.....	(WBML)			65,000	2
Park City Branch.....	Echo.....	Weber River...	Electricity	500	200,000	2
	Morgan.....	Springs.....	Gravity..		65,000	2
	Gateway.....	do	do		50,000	1
	Ogden.....	Taylor Canyon City & Weber River	do			
	do	Aux. Plant...	Electricity		65,000	4
			Steam.....		65,000	
	Keetley Jct. 0.7 mi. east.....	Springs.....	Gravity..		25,000 (Res.)	1
	Park City.....	City.....				2

Property of So. Wyo. Utilities Co.

Kansas Division

First Sub-Division: Kansas City to Salina.....	Kan. Cy., Kan. Edwardsville.....	City.....			200,000	3
	Lawrence.....	City & Wells..	Gas.....	300	(2)65,000	2
	Perry.....	City.....			50,000	2
	Topeka (East).....	do.....			65,000	1
	do (West).....	Well.....	Electricity	435	(2)65,000	2
	Rossville.....	City.....			65,000	1
First Sub-Division: Kansas City to Salina.....	Wamego.....	do.....			65,000	2
	Manhattan.....	do.....			50,000	2
	Junction City.....	do.....			200,000	2
	Abilene.....	do.....			65,000	2
	Salina.....	do.....			65,000	2

WATER STATIONS—Continued
Kansas Division—Continued

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Leavenworth Branch	Leavenworth.....	City.....			1
Manhattan Branch	Garrison.....	Big Blue River	Windmill & Steam	233	65,000
	Blue Rapids.....	City.....		50,000	Spout
Junction City Branch	Wakefield.....	City.....		50,000	Spout
	Concordia.....	do.....		1	Spout
	Clay Center.....	do.....		25,000	Spout
Solomon Branch	Minneapolis.....	City.....		50,000	Spout
	Beloit.....	do.....		50,000	1
McPherson Branch	McPherson.....	City.....			1
Plainville Branch	Beverly.....	Wells.....	Windmill & Steam	183	50,000
	Sylvan Grove.....	City.....		65,000	Spout
	Paradise.....	Well.....	Electricity	100	50,000
	Plainville.....	City.....			Spout
		Well.....	Gas & Steam	150	50,000
	Bogue.....	City.....			1
	Morland.....	Well.....	Windmill & Steam	50	65,000
	Hoxie.....	City.....		1	Spout
	Menlo.....	Well.....	Electricity	75	50,000
	Colby.....	City.....		1	1
Second Sub-Division: Salina to Sharon Springs	Kanopolis.....	City.....			1
	Ellsworth.....	Well.....	Gas.....	196	65,000
	Dorrance.....	do.....	Gas & Elec	150	50,000
	Russell.....	City.....			1
	Gorham.....	Well.....	Gas & Windmill	150	65,000
	Hays.....	City.....		65,000	1
	Ellis.....	Big Creek.....	Electricity	250	65,000
	Wakeeney.....	City.....		65,000	1
	Buffalo Park.....	Well.....	Windmill and Steam	10	65,000
	Oakley.....	City.....		65,000	2
	Winona.....	do.....			1
	Sharon Springs.....	Eagle Tail Creek.....	Gravity.....		65,000
Third Sub-Division: Sharon Springs to Denver	Weekan.....	Well.....	Windmill and Steam	8	65,000
	Cheyenne Wells.....	City.....		65,000	1
	Kit Carson.....	Well.....	Gas & Steam	150	65,000
	Clifford.....	do.....	Gas.....	130	65,000
	Hugo.....	City.....		65,000	3
	Lake.....	Well.....	Gas.....	180	65,000
	Agate.....	do.....	Windmill	10	65,000
	Deer Trail.....	do.....	Electricity	200	65,000
	Strasburg.....	do.....	Gas, Oil.....	110	65,000
	Watkins.....	do.....	Oil.....	150	65,000

‡Not used as a water station.

WATER STATIONS—Concluded
Kansas Division—Concluded

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Fourth Sub-Division: Menoken to Grand Island	Marysville (Coal Chute).....	Big Blue River	Electricity	500	116,000
				300,000	4
				Sed. Basin	
	Marysville (Enginehouse).....	City.....		100,000	2
	Hanover.....	Little Blue River & Well	Oil.....	225	50,000
	Fairbury.....	City.....		50,000	Spout
	Alexandria.....	Well.....	Electricity	200	65,000
				94,000	1
	Carleton.....	do.....	Oil.....	220	Stand-pipe
					2
	Edgar.....	City.....			1
	Hastings.....	do.....		100,000	2
St. Joseph Branch: Upland to St. Joseph	St. Joseph.....	City.....		50,000	2 Spouts
	(St. J. T. R. R.)				
	Severance.....	Well.....	Gas.....	190	50,000
	Hiawatha.....	City.....		65,000	Spout
	Sabetha.....	do.....		65,000	1
				94,000	
	Seneca.....	do.....			Stand-pipe
					1
	Emmett.....	Well.....	Windmill and Oil.....	283	65,000
	Onaga.....	Vermillion Rvr. & City.	Electricity	250	65,000
				65,000	1
Highland Branch	Frankfort.....	City and Well	do.....	50	65,000
	Highland.....	City.....			1

‡Has standby equipment consisting of 1-15 H. P. oil engine combined with an 8' x 14' pump, and a 7½' x 10' steam pump, both connected to the Blue River.

WATER SOFTENERS

Location	Kind	Capacity Gallons per Hour	Year Built
NEBRASKA DIVISION:			
Council Bluffs.....	Inflico.....	60,000	1937
Omaha (Union Station).....	Nalco Still for Streamliners.....		1938
Fremont.....	Zeolite.....	8,000	1930
Columbus.....	Inflico.....	42,000	1927
Grand Island.....	3 Nalco Wayside.....		1939-1948
Kearney.....	Graver, Type K.....	25,000	1919
Gothenburg.....	Nalco Wayside.....		1942
North Platte.....	Inflico.....	60,000	1929
Ogallala.....	Inflico.....	50,000	1945
do.....	Nalco Wayside.....		1948
Julesburg.....	Inflico.....	20,000	1929
do.....	Nalco Wayside.....		1948
Sidney.....	Inflico.....	50,000	1945
do.....	Nalco Wayside.....		1947
Kimball.....	Inflico.....	12,000	1947
Pine Bluffs.....	Nalco Wayside.....		1942
Valparaiso.....	Inflico.....	10,000	1926
Beatrice.....	Graver, Type K.....	10,000	1926
Ft. Morgan.....	Nalco Wayside.....		1947
WYOMING DIVISION			
Cheyenne.....	Nalco Wayside.....		1934
do (Power House).....	2 Nalco Wayside.....		1948
Laramie.....	Inflico.....	60,000	1940
Hanna.....	Inflico.....	50,000	1945
Rawlins.....	Inflico.....	60,000	1940
Bitter Creek.....	Roberts.....	30,000	1929
do.....	Nalco Wayside.....		1947
Rock Springs.....	2-Nalco Wayside.....		1946-1949
Green River.....	Inflico.....	60,000	1931
do.....	Nalco Wayside.....		1950
Granger.....	Graver, Type K.....	25,000	1923
do.....	Nalco Wayside.....		1935
Evanston.....	Nalco Wayside.....		1942
Echo.....	Inflico.....	50,000	1932
Ogden.....	Nalco Wayside.....		1935
Superior.....	Nalco Wayside.....		1944
Denver.....	Nalco Wayside.....		1933
do (for Diesel power).....	Zeolite Plant.....	8,500	1937
Brighton.....	Nalco Wayside.....		1939
La Salle.....	Graver Type K.....	15,000	1904
KANSAS DIVISION			
Kansas City, Kan.....	Graver, Type K.....	30,000	1923
Lawrence.....	Graver, Type K.....	18,000	1904-1919
Topeka.....	Inflico.....	24,000	1941
do.....	Nalco Wayside.....		1941
do.....	Nalco Wayside.....		1949
Manhattan.....	Zeolite.....	10,000	1929
Junction City.....	Inflico.....	20,000	1923
do.....	Nalco Wayside.....		1949
Salina.....	Inflico.....	15,000	1904-1945
do.....	Nalco Wayside.....		1949
Ellsworth.....	American.....	10,000	1939
do.....	Nalco Wayside.....		1950
Dorrance.....	Graver, Type K.....	10,000	1904-1923
Ellis.....	Inflico.....	15,000	1904-1926
do.....	Nalco Wayside.....		1950
Oakley.....	2 Nalco Wayside.....		1941-1944
Sharon Springs.....	Inflico.....	10,000	1942
do.....	Nalco Wayside.....		1950
Kit Carson.....	Inflico.....	10,000	1904-1926
Onaga.....	Graver, Type K.....	10,000	1920
Marysville.....	do.....	25,000	1924
do.....	Nalco Wayside.....		1934
do.....	Sedimentation Plant.....		1931
St. Joseph.....	Nalco Wayside.....		1941

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.....	100	50	Strait	do
Lexington.....	150	50	Fairbanks	do
North Platte.....	100	50	Strait	do
Ovid.....	150	50	do	do
Sterling.....	150	50	do	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				
Denver.....	100	40	do	do
do.....	125	60	do	Streeter-Amet
Brighton.....	150	50	do	Type Register
Greeley.....	150	50	do	do
Ft. Collins.....	150	50	do	do
Cheyenne.....	150	50	do	do
do.....	100	50	Strait	do
Laramie.....	100	50	do	do
Hanna.....	100	50	Fairbanks	do
Rawlins.....	100	40	do	do
Rock Springs.....	150	50	do	do
Green River.....	100	50	Strait	do
Evanston.....	100	50	Fairbanks	do
Ogden—O. U. R. & D. Co.....	150	50	do	do
do.....	100	50	do	do
Coalville.....	150	50	do	do
KANSAS DIVISION				
Kansas City, Kan.....	150	63	do	Streeter-Amet
do (2).....	150	63	do	Type Register
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
Sharon Springs.....	100	50	do	do
St. Joseph, Jt.—A. T. & S. F. Ry.....	100	50	do	do
Marysville.....	150	50	do	do
Hastings.....	100	50	Strait	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	17	.....	.....	6	30	30	Water, Feed
Foxley..... Neb.	7	.....	.....	1	22	22	Scale & Truck Chute.
South Omaha..... do	.....	.....	.....	.....	.....	.....	Union Stock Yard.
Papillion..... do	3	.....	1	.....	13	13	Water.
Millard..... do	3	.....	2	.....	17	17	Water, Scales.
Valley..... do	73	22	.....	10	72	166	Chutes, Scales, Water, Covered Pens, U. P. propy. Feed.
North Bend..... do	4	.....	1	.....	20	20	Water, Scales, Truck Chute
Schuyler..... do	18	.....	.....	2	26	26	Water, Scales, Truck Chute
Columbus..... do	4	.....	.....	2	15	15	Water, Truck Chute.
Duncan..... do	2	.....	1	.....	10	10	Scales.
Silver Creek..... do	4	.....	1	1	25	25	Water, Scales, Truck chute
Clarks..... do	5	.....	1	1	15	15	Water, Scales.
Central City..... do	2	.....	1	.....	12	12	Water, Scales, Truck Chute
Paddock..... do	2	.....	.....	1	12	12	Water.
Chapman..... do	3	.....	.....	1	12	12	Water, Scales, Truck Chute
Grand Island (East)..... do	17	12	.....	6	29	135	Water.
Grand Island (West)..... do	182	188	.....	14	110	130	Water, Truck Chutes, Privately Owned Yards. Feed 3.
Grand Island..... do	16	16	.....	6	28	180	Water, Truck Chutes, Feed 3.
Wood River..... do	5	.....	1	1	15	15	Water, Scales.
Shelton..... do	2	.....	.....	1	10	10	Water, Scales, Truck Chute
Gibbon..... do	5	.....	1	1	29	29	Water, Scales.
Kearney..... do	11	.....	.....	2	46	46	Water, Scales.
Odessa..... do	2	.....	.....	1	6	6	Water, Scales.
Elm Creek..... do	2	.....	1	.....	12	12	Water, Scales.
Overton..... do	7	2	.....	1	21	33	Water, Scales.
Lexington..... do	13	.....	1	1	40	40	Water, Scales.
Darr..... do	2	.....	.....	1	12	12	Water, Scales.
Cozad..... do	12	.....	.....	4	72	72	Water, Scales, Truck Chute
Willow Island..... do	3	.....	.....	1	14	14	Water, Truck Chute.
Gothenburg..... do	5	.....	.....	1	15	15	Water, Private Scales.
Brady Island..... do	4	.....	1	.....	24	24	Water, Scales.
Maxwell..... do	1	.....	.....	1	5	5	Water
Keith..... do	2	.....	.....	1	11	11	Scales.
North Platte..... do	41	39	6	8	92	273	Water, Feed, Scales, Truck Chute.

BEATRICE BRANCH

Valley..... Neb.	73	22	.....	10	72	166	Chutes, Scales, Water, Covered Pens, U. P. Propy. Feed.
Wahoo..... do	2	.....	1	.....	7	7	.....
Beatrice..... do	6	.....	1	1	16	16	Water, Scales.

STROMSBURG BRANCH

Hordville..... Neb.	4	.....	.....	1	20	20	Water, Scales.
Heber..... do	3	.....	.....	1	26	26	Water.

3For 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.

3Emergency railroad feeding.

**STOCK YARDS—Continued
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	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Columbus..... Neb.	4	.....	.....	2	15	15	Water, Truck Chute.
Humphrey..... do	3	.....	.....	1	19	19	Water.
Norfolk..... do	1	.....	1	.....	6	6	Water, Scales.

ALBION BRANCH

Genoa..... Neb.	4	.....	2	.....	23	23	Water, Scales, Truck Chute
Woodville..... do	2	.....	1	.....	6	6	Water, Truck Chute.
St. Edward..... do	2	.....	1	.....	13	13	Water, Scales.
Albion..... do	4	.....	1	1	14	14	Water, Scales, Truck Chute

CEDAR RAPIDS BRANCH

Genoa..... Neb.	4	.....	2	.....	23	23	Water, Scales, Truck Chute
Merchiston..... do	3	.....	1	.....	21	21	Water.
Fullerton..... do	3	.....	2	.....	20	20	Water, Scales, Truck Chute
Belgrade..... do	2	.....	1	.....	13	13	Water.
Cedar Rapids..... do	6	.....	1	1	21	21	Water, Scales.
Primrose..... do	3	.....	1	.....	8	8	Water, Scales, Truck Chute
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, Truck Chutes, Privately Owned Yards. Feed 3.
Grand Island..... do	16	16	.....	6	28	180	Water, Truck Chutes, Feed 3.
St. Libory..... do	1	.....	1	.....	5	5	Water.
Cotesfield..... do	1	.....	1	.....	1	1	.....
Week's Spur..... do	2	.....	1	.....	2	2	.....
Scotia..... do	3	.....	1	.....	9	9	Water, Scales.
North Loup..... do	4	.....	1	11	11	11	Water, Scales.
Ord..... do	7	.....	1	1	26	26	Water, Scales, Truck Chute

LOUP CITY BRANCH

Dannebrog..... Neb.	2	.....	1	.....	12	12	Water
Boelus..... do	1	.....	1	.....	5	5	Water, Scales, Truck Chute
Loup City..... do	5	.....	.....	1	15	15	Water, Scales.

KEARNEY BRANCH

Kearney..... Neb.	11	.....	.....	2	46	46	Water, Scales.
Amherst..... do	3	.....	1	.....	9	9	Water, Private Scales.
Miller..... do	4	.....	1	.....	16	16	Water.
Sumner..... do	5	.....	1	14	14	14	Water, Scales, Truck Chute
Eddyville..... do	3	.....	1	.....	13	13	Water, Scales, Truck Chute
Oconto..... do	4	.....	1	1	15	15	Water, Scales, Truck Chute
Lodi..... do	2	.....	1	.....	7	7	Truck Chute.
Callaway..... do	3	.....	.....	1	12	12	Water, Scales, Truck Chute
Finchville..... do	2	.....	.....	1	13	13	Water, Truck Chute.
Arnold..... do	6	.....	1	1	24	24	Water, Scales, Truck Chute
Logan..... do	2	.....	.....	1	13	13	Water, Private Scales, Truck Chute.
Hoagland..... do	2	.....	.....	1	13	13	Water, Scales, Truck Chute
Gandy..... do	2	.....	.....	1	13	13	Water, Scales, Truck Chute
Stapleton..... do	5	.....	1	1	25	25	Water, Scales, Truck Chute

3For 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.

3Emergency railroad feeding.

STOCK YARDS—Continued
NEBRASKA DIVISION—Continued
SECOND 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	
North Platte.... Neb.	41	39	6	8	92	273	Water, Feed, Scales, Truck Chute.
Hershey..... do	3		1	1	19	19	Water, Scales, Truck Chute
Sutherland..... do	3		1	1	16	16	Water, Truck Chute.
Paxton..... do	4			1	27	27	Water, Scales, Truck Chute
Ogallala..... do	5			2	18	18	Water, Scales, Truck Chute
Brule..... do	4		1		12	12	Water, Truck Chute.....
Megeath..... do	1			1	6	6	Scales.
Big Springs..... do	7			1	29	29	Water, Scales, Truck Chute
Barton..... do	5			1	13	13	Scales, Truck Chute.
Julesburg..... Colo.	5			1	17	17	Water, Scales, Truck Chute
Chappell..... Neb.	5			1	21	21	Water, Scales, Truck Chute
Lodgepole..... do	2		1		13	13	Water, Scales.
Sunol..... do	2			1	9	9	Water, Scales.
Colton..... do	1		1		6	6	Water.
Sidney..... do	26	38		6	29	166	Water, Feed, Scales, Truck Chute.
Brownson..... do	2		1		10	10	Water.
Potter..... do	4		1	1	28	28	Water.
Dix..... do	1		1		6	6	Water.
Owascio..... do	2			1	15	15	Truck Chute.
Kimball..... do	5			1	14	14	Water, Scales.
Bushnell..... do	2	1		1	14	26	Water, Scales.
Pine Bluffs..... Wyo.	6		1	1	30	30	Water, Scales, Truck Chute
Egbert..... do	2		1		11	11	Water, Scales.
Burns..... do	2			1	13	13	Water, Scales.
Hillsdale..... do	3		1		13	13	Water.
Archer..... do		3			16	16	Water, Scales.
Cheyenne (West) do	28			10	103	103	Water, Scales, Feed, Truck Chute.
Cheyenne (East) do	2			1	6	6	Water.

NORTH PLATTE BRANCH

Coker..... Neb.	9		1	1	24	24	Water, Scales, Truck Chute
Sarben..... do	3				11	11	Water, Scales, Truck Chute
Nevens..... do	3		1		20	20	Water.
Broganville..... do	5		1		17	17	Water, Scales, Truck Chute
Keystone..... do	7		1		34	34	Water, Scales, Truck Chute
Kingsley..... do	4			1	17	17	
Martin..... do	6		1	1	13	13	Water, Scales, Truck Chute
Lemoyne..... do	7		1	1	19	19	Water, Scales, Truck Chute
Belmar..... do	5		1		12	12	Water, Scales, Truck Chute
Ruthon..... 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, Truck Chute
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.

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
NEBRASKA DIVISION—Continued
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	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Northport..... Neb.	5		1	1	26	26	Water, Scales, Truck Chute
South Bayard..... do	4		1	1	22	22	Water, Scales, Truck Chute
McGrew..... do	2			1	14	14	Water, Scales, Truck Chute
Melbeta..... do	8			2	35	35	Water, Scales.
Gering (South)..... do	29	7		4	108	131	Water, Scales, Truck Chute
Gering (North)..... do	4			2	14	14	Feed.
Haig..... do	5			2	32	32	Water, Scales.
South Mitchell..... do	5			2	25	25	Water, Scales, Truck Chute
South Morrill..... do	8			2	36	36	Water, Scales, Truck Chute
do..... do	12					400	Water, Scale (Sheep Shearing Plant).
Lyman..... do	4			2	25	25	Water, Scales.
Huntley..... Wyo.	4		1	1	14	14	Water, Scales, Truck Chute
Yoder..... do	3		1	1	12	12	Water, Truck Chute.
Veteran..... do	4		1		19	19	Water, Scales
Heldt..... do	2			1	6	6	
South Torrington do	5			2	28	28	Water, Scales, Truck Chute

GERING BRANCH

Gering (South)..... Neb.	29	7		4	108	131	Water, Scales, Feed, Truck Chute.
Gering (North)..... do	4			2	14	14	Water.
Mathers..... do	2			1	10	10	Water, Scales, Truck Chute
Hilliker..... do	1			1	4	4	

LYMAN BRANCH

Lyman..... Neb.	4			2	25	25	Water, Scales.
Siding No. 1..... do	3			1	13	13	Scales, Truck Chute
Stegall..... do	3			1	5	5	Scales.

SEARS BRANCH

Siding No. 1..... Neb.	3			1	13	13	Scales, Truck Chute.
Janise..... do	4			1	16	16	Water, Scales.

NORTH PLATTE CUT-OFF

Egbert..... Wyo.	2		1		11	11	Water, Scales.
Albin..... do	5			1	13	13	Water, Scales, Truck Chute
Tremain..... do	6			2	20	20	Water, Scales, Truck Chute
Lagrange..... do	7			2	21	21	Water, Scales.
Wycross..... do	5			1	16	16	Water, Scales.
Hawk Springs..... do	5			1	13	13	Water, Scales, Truck Chute
Fonda..... do	2			1	5	5	Scales, Truck Chute.
Yoder..... do	3		1	1	12	12	Water, Truck Chute.

THIRD SUBDIVISION

Julesburg..... Colo.	5			1	17	17	Water, Scales, Truck Chute
Ovid..... do	5			1	16	16	Water, Scales, Truck Chute
Sedgwick..... do	4		1		15	15	Water, Scales, Truck Chute
Dorsey..... do	2			1	13	13	Water, Scales, Truck Chute
Red Lion..... do	2			1	5	5	Water, Scales, Truck Chute
Marcott..... do	2			1	6	6	Water, Scales, Truck Chute
Crook..... do	6			1	27	27	Water, Scales, Truck Chute
Proctor..... do	4			1	12	12	Water, Scales, Truck Chute
Powell..... do	4			1	25	25	Water, Scales.
Iliff..... do	6		1	1	47	47	Water, Scales, Truck Chute
Ford..... do	2			1	6	6	Scales.
Sterling (E. Yds.) do	4	13	1	2	20	350	Water, Scales, Emerg. Feed
Sterling (W. Yds.) do	10		1	1	29	329	Water, Scales, Emerg. 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.

Hogs only.

Sheep only.

STOCK YARDS—Continued
NEBRASKA DIVISION—Concluded
THIRD 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	
Hall..... Colo.	1			1		2	
Atwood..... do	4			1	19	19	Water, Scales,
Merino..... do	3			1	21	21	Water, Scales, Truck Chute
Balzac..... do	6			1	20	20	Water, Scales, Truck Chute
Snyder..... do	7			1	25	25	Water, Scales, Truck Chute
Dodd..... do	4			1	14	14	Water, Scales,
Port Morgan..... do	5			1	14	14	Water, Scales, Truck Chute
Narrows..... do	4			1	3	3	
Weldona..... do	4		1		15	15	Water, Scales,
Goodrich..... do	2			1	12	12	Water, Scales, Truck Chute
Orchard..... do	4			1	26	26	Water, Truck Chute.
Masters..... do	4		1		26	26	Water, Scales, Truck Chute
Hardin..... do	4			1	51	51	Water, Scales, Truck Chute
Kersey..... do	2	2		1	10	18	Water, Scales, Truck Chute
LaSalle (North)..... do	6		1	1	25	25	Water, Scales, Truck Chute

WYOMING DIVISION
FIRST SUBDIVISION

Denver..... Colo.							Union Stock Yards Co.
Henderson..... do	1			1	4	4	Truck Chute.....
Brighton..... do	2		1		12	12	Water.
Lupton..... do	3			1	15	15	Water, Scales.
Ione..... do	3		1		14	14	Water, Scales.
Gilcrest..... do	6			1	30	30	Water, Scales, Truck Chute
Peckham..... do	3			1	8	8	Scales.
LaSalle (North)..... do	6		1		25	25	Water, Scales, Truck Chute
Greeley..... do	6			1	27	27	Water, Scales, Truck Chute
Greeley Jct..... do	4			1	26	26	Scales.
Lucerne..... do	5		1		23	23	Water, Scales, Truck Chute
Eaton..... do	9			2	36	36	Water, Scales.
Ault..... do	8			2	35	35	Water, Scales, Truck Chute
Pierce..... do	2			1	11	11	Truck Chute.
Nunn..... do	2		1		13	13	Water.
Carr..... do	1		1		6	6	
Gleason..... do	2	1			6	16	
Cheyenne (West) Wyo.	28			10	103	103	Water, Feed, Scales, Truck Chute.
do (East)..... do	2			1	6	6	Water.

DENT BRANCH

East Lake..... Colo.	2			1	7	7	Truck Chute.
Darlow..... do	1		1		6	6	Truck Chute.
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	1	25	25	Water, Scales, Truck Chute

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	

§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
WYOMING DIVISION—Continued
FORT COLLINS 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	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Milliken..... Colo.	3			1	12	12	Water, Scales, Truck Chute
Koenig..... do	2			1	13	13	Scales.
Redmond..... do	4			1	9	9	
Harmony..... do	6			2	33	33	Water, Scales, Truck Chute
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	Truck Chute.
Buckeye..... do	5		1	1	14	14	Water, Scales.

GREELEY BRANCH

Greeley..... Colo.	6			1	27	27	Water, Scales, Truck Chute
Greeley Jct..... do	4			1	26	26	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	2		1		8	8	Scales.

PLEASANT VALLEY BRANCH

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

SECOND SUBDIVISION

Cheyenne (West) Wyo.	28			10	103	103	Water, Scales, Feed, Truck Chute.
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	93	30	8	21	780	1046	Water, Scales, Feed, Truck Chute.

THIRD SUBDIVISION

§Laramie..... Wyo.	93	30	8	21	780	1046	Water, Scales, Feed, Truck Chute.
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	8			2	60	60	Water, Scales.
Walcott..... do	4	2		2	21	61	Scales.
Rawlins..... do	18	8	4	8	133	303	Water, Scales, Feed, Truck Chute.

§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.

§10 Special Hog pens & 20 Special Sheep pens.

STOCK YARDS—Continued
WYOMING DIVISION—Concluded
THIRD 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	
Rawlins..... Wyo.	18	8		8	133	303	Water, Scales, Feed, Truck Chute.
Hadsell..... do				1	7	7	Stock Chute.
Daley's Ranch.. do	3						
Riner..... do				1			Stock Chute.
Wamsutter..... do	6	2		2	46	85	Water, Scales.
Creston..... do		3				5	Tank Car Water.
Bitter Creek... do	7	2		2	47	93	Scales.
Point of Rocks. do	2			1	13	13	
Rock Springs... do	18			2	154	154	Water, Scales, Truck Chute
Green River.... do	42			6	163	163	Water, Scales, Feed, Truck Chute.

SOUTH PASS BRANCH

Winton Jct..... Wyo.	10			2	73	73	Scales.
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FOURTH SUBDIVISION

Green River..... Wyo.	42			6	163	163	Water, Scales, Feed, Truck Chute.
Granger..... do	4			1	23	23	Truck Chute.
Carter..... do	8	1		2	31	39	Water, Scales.
Altamont..... do	4	4		2	46	92	Scales.
Evanston..... do	3		1	1	62	62	Water, Scales.
Almy Spur..... do	4			1	11	11	Water, Scales.
Wahsatch (South)..... Utah	6			2	57	57	Water, Scales, Truck Chute
Wahsatch (North)..... do	3			2	34	34	
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.

PARK CITY BRANCH

Coalville..... Utah	2	2		1	14	62	Scales, Truck Chute
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, Water
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KANSAS DIVISION
FIRST SUBDIVISION

Kansas City..... Kan.							Union Stock Yards.
Bismarck Grove. do	19		5	1	60	60	Water, Feed.
Bismarck Grove. (Lawrence)..... do		16				20	Privately Owned Yards, Scales.
Topeka..... do	4		1		7	7	Water, Feed, Truck Chute

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

3This yard on O. S. L. trackage.

STOCK YARDS—Continued
KANSAS DIVISION—Continued
FIRST 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	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
St. Marys..... Kan.	6			1	28	28	Water, Scales.
Belvue..... do	2		1		10	10	Water, Private Scales.
Wamego..... do	2			1	11	11	Water, Scales.
Manhattan..... do	4			1	9	9	Water, Scales, Truck Chute
Ft. Riley..... do	1		1		6	6	
Junction City... do	11			2	60	60	Water, Scales, Feed.
Abilene..... do	5			2	15	15	Water, Scales, Truck Chute
Solomon..... do	2			1	10	10	Water.
Salina..... do	4	6		2	25	25	Water, Scales, Truck Chute.
Salina..... do		6				5	Privately Leased Yards, Feed.

LEAVENWORTH BRANCH

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

MANHATTAN BRANCH

Beatrice..... Neb.	6		2		16	16	Water, Scales, Truck Chute
Holmesville..... do	4		1		7	7	Water, Scales.
Barneston..... do	2		1		4	4	Water.
Marysville..... Kan.	124			22	248	248	Water, Feed, Scales, Truck Chute.
Cleburne..... do	3		1		4	4	Water.
Randolph..... do	7		1		25	25	Water, Scales.
Stockdale..... do	2		1		6	6	Water, Scales.
Casement..... do	5		1		25	25	Water, Scales, Truck Chute
Manhattan..... do	4			1	9	9	Water, Scales, Truck Chute

JUNCTION CITY BRANCH

Junction City... Kan.	11			2	60	60	Water, Feed, 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.

SOLOMON BRANCH

Solomon..... Kan.	2			1	10	10	Water.
Bennington..... do	3		1		10	10	Water, Truck Chute.
Lindsey..... do	2		1		4	4	Water.
Minneapolis..... do	2		1		4	4	Water, Truck Chute.
Delphos..... do	2		1		8	8	Water, Truck Chute.
Simpson..... do	3		1		12	12	Water, Scales, Truck Chute.
Asherville..... do	3		1		17	17	Water, Scales, Truck Chute.
Beloit..... do	2		1	1	3	3	Water, Truck Chute.

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
KANSAS DIVISION—Continued
MCPHERSON 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	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Salina..... Kan.	4	6		2	25	25	Water, Scales, Truck Chute.
Salina..... do		6				5	Privately Leased Yards. Feed.
Assaria..... do	4		1		10	10	Water, Scales, Truck Chute
Lindsborg..... do	5		1		22	22	Water, Private Scales, Truck Chute.
Johnstown..... do	2		1		6	6	Water.

PLAINVILLE BRANCH

Salina..... Kan.	4	6		2	25	25	Water, Scales, Truck Chute.
Salina..... do		6				5	Privately Leased Yards. Feed.
Tescott..... do	4		1		24	24	Water, Scales.
Beverly..... do	4		1		18	18	Water, Scales.
Lincoln Center.. do	3		1		15	15	Water, Scales.
Vesper..... do	2		1		8	8	Water, Scales.
Sylvan Grove.. do	9		1		26	26	Water, Scales.
Lucas..... do	3		1		24	24	Water, Scales, Truck Chute.
Luray..... do	6		1		16	16	Water, Scales.
Waldo..... do	5		1		11	11	Water, Scales, Truck Chute.
Paradise..... do	4			1	16	16	Water, Scales.
Natoma..... do	3		1		14	14	Water, Scales, Truck Chute.
Codell..... do	4		1		12	12	Water, Scales.
Plainville..... do	7		1		27	27	Water, Scales, Truck Chute, Feed.
Zurich..... do	2		1		6	6	Water, Truck Chute.
Palco..... do	4		1		10	10	Water, Scales.
Damar..... do	2		1		5	5	Water.
Bogue..... do	4		1		13	13	Water, Truck Chute.
Hill City..... do	4		1		16	16	Water, Scales, Truck Chute.
Penokee..... do	2		1		9	9	Water, Scales, Truck Chute.
Morland..... do	6		1		15	15	Water, Scales, Truck Chute.
Studley..... do	4			1	8	8	Water, Scales.
Tasco..... do	3		1		12	12	Water, Truck Chute.
Hoxie..... do	8			1	15	15	Water, Scales, Truck Chute.
Seguin..... do	1		1		6	6	Water.
Menlo..... do	4		1		18	18	Water, Scales, Truck Chute.
Halford..... do	1		1		6	6	Water.
Colby..... do	8			2	62	62	Water, Scales, Truck Chute.
Mingo..... do	2		1		5	5	
Spica..... do	2	1		1		16	
Oakley..... do	9			1	34	34	Water, Scales, Feed, Truck Chute.

§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
KANSAS DIVISION—Continued
SECOND 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	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Brookville..... Kan.	7		1	1	66	66	Water, Scales.
Terra Cotta..... do	5			1	31	31	Water, Scales, Truck Chute
Carneiro..... do	4		1		18	18	Water, Scales.
Kanopolis..... do	5		1		24	24	Water, Scales, Truck Chute
Ellsworth..... do	4			1	22	22	Water, Scales, Truck Chute
Black Wolf..... do	4		1		13	13	Water.
Wilson..... do	6		1		20	20	Water, Scales, Truck Chute
Dorrance..... do	4		1		12	12	Water, Scales, Truck Chute
Bunker Hill..... do	4		1		27	27	Water, Scales.
Russell..... do	7		1	1	18	18	Water, Scales, Truck Chute
Gorham..... do	4		1		7	7	Water, Scales, Truck Chute
Walker..... do	2		1		5	5	Water, Truck Chute.
Victoria..... do	3		1		8	8	Water, Truck Chute.
Hays..... do	6			1	15	15	Water, Scales.
Ellis..... do	16		1	1	98	98	Water, Scales, Truck Chute
Ogallah..... do	4		1		11	11	Water, Scales, Truck Chute
Wakeeney..... do	7			1	20	20	Water, Scales, Truck Chute
Voda..... do	2		1		12	12	Water.
Collyer..... do	3		1		6	6	Water, Truck Chute.
Quinter..... do	5			1	9	9	Water, Scales, Truck Chute
Buffalo Park..... do	2		1		13	13	Water, Truck Chute.
Grainfield..... do	6		1		13	13	Water, Scales, Truck Chute
Grinnell..... do	5			1	25	25	Water, Scales.
Campus..... do	2		1		6	6	Truck Chute.
Oakley..... do	9			1	34	34	Water, Scales, Feed, Truck Chute.
Monument..... do	3		1		13	13	Water, Scales.
Page City..... do	4		1		14	14	Water, Scales.
Winona..... do	5			1	31	31	Water, Scales, Truck Chute
McAllaster..... do	3		1		6	6	Water.
Wallace..... do	6		1	1	48	48	Water, Scales.

THIRD SUBDIVISION

Sharon Springs. Kan.	6	31		1	22	22	Water, Scales.
Weskan..... do	5			1	17	17	Water, Scales.
Arapahoe..... Colo.	3			1	11	11	Water, Scales.
Cheyenne Wells. do	4			1	35	35	Water, Scales, Truck Chute
First View..... do	1		1		7	7	Water.
Kit Carson..... do	4			1	23	23	Water, Scales.
Sorrento..... do	6		1		23	23	Scales.
Wild Horse..... do	1		1		6	6	
Aroya..... do	8			1	27	27	Water, Scales.
Bovero..... do	2			1	12	12	Scales.
Hugo..... do	6		1	1	35	35	Water, Scales.
Bagdad..... do	2		1		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	5	5	Water, Truck Chute.
Strasburg..... do	2		1		4	4	Water.
Bennett..... do	2			1	12	12	Truck Chute.
Watkins..... do	2			1	13	13	Water.
Sable..... do	4		1		25	25	Scales.
Denver..... do							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.

§Single deck loading chute on site of retired enginehouse.

STOCK YARDS—Concluded
KANSAS DIVISION—Concluded
FOURTH 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	
Grove..... Kan.	3	.....	1	.....	23	23	Water.
Emmett..... do	4	.....	1	.....	13	13	Water, Scales.
Aikins..... do	6	.....	1	.....	37	37	Water, Scales.
Onaga..... do	2	.....	1	.....	12	12	Water, Scales, Truck Chute
Lillis..... do	2	.....	1	.....	7	7	Water, Scales, Truck Chute
Frankfort..... do	4	.....	1	.....	14	14	Water, Scales.
Marysville..... do	124	.....	.....	22	248	248	Water, Feed, Scales, Truck Chute.
Hanover..... do	1	.....	1	.....	4	4	Water, Scales.
Fairbury..... Neb.	14	.....	2	1	23	23	Water, Scales.
Carleton..... do	4	.....	1	.....	14	14	Water, Scales, Truck Chute
Davenport..... do	4	.....	1	.....	10	10	Water, Scales.
Edgar..... do	3	.....	.....	1	9	9	Water, Scales.
Fairfield..... do	1	.....	1	.....	4	4	Water, Scales.
Level..... do	.....	4	.....	1	9	9	Water, Scales.
Hastings(Old Yds) do	8	5	.....	1	6	11	Water, Scales.
Hastings(New Yds) do	5	.....	.....	1	15	15	Water.
Grand Island.... do	(See Nebraska Division, page 90)	.....	.....	.....	.....	.....	.....

ST. JOSEPH BRANCH

St. Joseph..... Mo.	.....	.....	.....	.....	.....	.....	St. Joseph Stk. Yds. Co.
3Troy..... Kan.	6	.....	1	.....	8	8	Scales.
Severence..... do	2	.....	1	.....	8	8	Water, Scales.
Leona..... do	1	.....	1	.....	5	5	Water.
Robinson..... do	1	.....	1	.....	2	2	Water.
Morrill..... do	1	.....	1	.....	3	3	Water.
Seneca..... do	2	.....	1	.....	7	7	Water, Scales.

3For 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.

3Joint with C. R. I. & P. R. R.

HOG DRENCHING STATIONS

NEBRASKA DIVISION

Council Bluffs
 Omaha
 South Omaha
 Valley
 Fremont
 Columbus
 Genoa
 Stromsburg

Grand Island
 St. Paul
 Boelus
 Wood River
 Kearney
 Watertown
 Gothenburg
 North Platte

Gering
 Ogallala
 Julesburg
 Sterling
 Ft. Morgan
 Sidney
 Pine Bluffs

WYOMING DIVISION

Carr
 LaSalle

Cheyenne

Green River
 Evanston

KANSAS DIVISION

Kansas City
 Lawrence
 Perry
 Topeka
 Wamego
 Manhattan
 Junction City
 Salina

Plainville
 Sylvan Grove
 Ellsworth
 Ellis
 Oakley
 Sharon Springs
 Kit Carson
 Hugo

Deer Trail
 Onaga
 Marysville
 Severence
 Hanover
 Carleton
 Hastings

MAIL CRANES

NEBRASKA DIVISION

Location	Kind	Location	Kind
Elkhorn (2).....Neb.	Barker	Roscoe.....Neb.	Barker
Waterloo (2).....do	do	Ogallala.....do	do
Valley (2).....do	do	Brule (2).....do	do
Ames (2).....do	do	Big Springs (2).....do	do
North Bend (2).....do	do	Julesburg (2).....Colo.	do
Rogers (2).....do	do	Chappell (2).....Neb.	do
Schuyler (2).....do	do	Lodge Pole (2).....do	do
Richland (2).....do	do	Sunol (2).....do	do
Duncan (2).....do	do	Potter (2).....do	do
Silver Creek (2).....do	do	Dix (2).....do	do
Clarks (2).....do	do	Kimball (2).....do	do
Central City (2).....do	do	Bushnell (2).....do	do
Chapman (2).....do	do	Pine Bluffs (2).....Wyo.	do
Alda (2).....do	do	Egbert (2).....do	do
Wood River.....do	Special	Burns (2).....do	do
Wood River.....do	Barker	Hillsdale (2).....do	do
Shelton (2).....do	do	Ovid.....do	do
Gibbon (2).....do	do	Sedgwick.....do	do
Odessa W. B.....do	do	Crook.....do	do
Elm Creek (2).....do	do	Proctor.....do	do
Overton (2).....do	do	Iliff.....do	do
Lexington (2).....do	do	Atwood.....do	do
Cozad (2).....do	do	Merino.....do	do
Willow Island (2).....do	do	Snyder.....do	do
Gothenburg (2).....do	do	Fort Morgan.....do	do
Brady Island (2).....do	do	Weldona.....do	do
Maxwell (2).....do	do	Orchard.....do	do
Hershey (2).....do	do	Masters.....do	do
Sutherland (2).....do	do	Hardin.....do	do
Paxton (2).....do	do	Kersey.....do	do

WYOMING DIVISION

Henderson.....Colo.	Barker	Lookout (2).....Wyo.	Barker
Brighton.....do	do	Rock River (2).....do	do
Lupton.....do	do	Medicine Bow (2).....do	do
Ione.....do	do	Walcott (2).....do	do
Platteville.....do	do	Ft. Steele (2).....do	do
Gilcrest.....do	do	Sinclair (2).....do	do
Evans.....do	do	Wamsutter.....do	do
Lucerne.....do	do	Bitter Creek.....do	do
Eaton.....do	do	Point of Rocks (2).....do	do
Ault.....do	do	Granger.....do	do
Pierce.....do	do	Carter (2).....do	do
Nunn.....do	do	Leroy (2).....do	do
Carr.....do	do	Aspen.....do	do
Firestone.....do	do	Altamont.....do	do
East Lake.....do	do	Wahsatch (2).....Utah	do
LaSalle.....do	do	Echo (2).....do	do
Granite Canon (2).....Wyo.	do	Henefer (2).....do	do
Hermosa (2).....do	do	Devil's Slide (2).....do	do
Bosler (2).....do	do	Morgan (2).....do	do

MAIL CRANES—Concluded

KANSAS DIVISION

Location	Kind	Location	Kind
Muncie (2).....Kan.	Barker	Victoria.....Kan.	Barker
Edwardsville (2).....do	do	Hays.....do	do
Bonner Springs (2).....do	do	Ogallah.....do	do
Loring (2).....do	do	Wakeney.....do	do
Lawrence.....do	do	Collyer.....do	do
Linwood (2).....do	do	Quinter.....do	do
Williamstown (2).....do	do	Buffalo Park.....do	do
Perry (2).....do	do	Grainfield.....do	do
Newman (2).....do	do	Grinnell.....do	do
Grantville (2).....do	do	Monument.....do	do
Belvue.....do	do	Page City.....do	do
Wamego.....do	do	Winona.....do	do
Ogdenburg.....do	do	McAllaster.....do	do
Chapman.....do	do	Wallace.....do	do
Detroit.....do	do	Weskan.....do	do
Solomon.....do	do	Arapahoe.....Colo.	do
New Cambria.....do	do	Cheyenne Wells.....do	do
Bavaria.....do	do	First View.....do	do
Brookville.....do	do	Kit Carson.....do	do
Carneiro.....do	do	Wild Horse.....do	do
Kanopolis.....do	do	Aroya.....do	do
Black Wolf.....do	do	Bovero.....do	do
Wilson.....do	do	Agate.....do	do
Dorrance.....do	do	Deer Trail.....do	do
Bunker Hill.....do	do	Byers.....do	do
Russell.....do	do	Strasburg.....do	do
Gorham.....do	do	Bennett.....do	do
Walker.....do	do	Watkins.....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. 133x198x35	21,405
	(85 car platform).....	"	
	(23 car platform).....	"	
3 Omaha.....	(17 car platform).....	"	
3 Grand Island.....	(7 car platform).....	"	
3 North Platte.....	Ice Manufacturing Plant with Reserve Storage.....	"	13,166
	(30 car platform).....	"	
3 Gering.....	(4 car platform).....	"	
WYOMING DIVISION			
13 Cheyenne.....			
3 13 Laramie.....	(85 car platform with re- top deck).....	P. F. E.	
3 East Laramie.....	Lift truck icing.....	"	
	1 House—(16 rooms).....	"	71,200
KANSAS DIVISION			
3 Kansas City, Kan.....	(72 car platform).....	P. F. E.	
3 Salina.....	(6 car platform).....	"	
3 Ellis.....	(5 car platform).....	U. P.	
3 St. Joseph.....		3 St. J. T. R.	
3 Marysville.....	(6 car platform).....	P. F. E.	40
3 Denver.....	(14½ car platform).....	"	

- 3 Regular Icing Station—Westbound.
 3 Regular Icing Station—East and Westbound.
 3 Regular Eastbound, except traffic originating at and west of Laramie, Wyo., and Denver, Colo. Regular Westbound all traffic.
 3 Emergency Icing Station.
 3 Ice furnished by outside parties on joint U. P.—P. F. E. contracts.
 3 Owned by P. F. E. Co.
 3 Owned by Western Ice Co.
 3 Regular. (For initial icing in transit on all Eastbound shipments originating between North Platte and Grand Island, April 16th to Nov. 15th, inclusive; except potatoes billed to points east of the Missouri River July 15th to Nov. 15th, inclusive.)
 3 Regular.
 3 P. F. E. has an ice contract with the Crystal Ice Co. for carload ice which is used for icing bad order cars set out at Cheyenne. Icing done by truck with P. F. E. employees.
 3 Ice secured commercially.
 3 Ice manufacturing plant with reserve storage under construction.

STANDARD CLOCKS

Division	Station	Location
NEBRASKA.....		
	Council Bluffs.....	Yard Office.
	Council Bluffs.....	Yardmen's Locker Room.
	Council Bluffs.....	Roundhouse.
	Council Bluffs.....	Passenger Depot Waiting Room.
	Council Bluffs.....	West Yard Office.
	Omaha.....	Dispatcher's Office.
	Omaha.....	Tower "B".
	Omaha.....	Union Station Telegraph Office.
	Omaha.....	Enginemen's Washroom—15th Street.
	Omaha.....	Yardmen's Wash Room—15th Street.
	Omaha.....	Enginemen's Washroom—Davenport St.
	Omaha.....	Yardmen's Washroom—Davenport St.
	South Omaha.....	Yard Office.
	Valley.....	Telegraph Office.
	Columbus.....	Telegraph Office.
	Columbus.....	Enginemen's Washroom.
	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.....	Roundhouse.
	Lexington.....	Telegraph Office.
	Valparaiso.....	Telegraph Office.
	Sterling.....	Telegraph Office.
	LaSalle.....	Telegraph Office.
	Lincoln.....	Telegraph Office.
	Beatrice.....	Telegraph Office.
	Beatrice.....	Roundhouse.
	Norfolk.....	Telegraph Office.
	Hastings.....	Yard Office.
	Stapleton.....	Telegraph Office.
	3 North Platte.....	Telegraph Office.
	3 North Platte.....	Hump Yard Locker Room.
	3 North Platte.....	Dispatcher's Office.
	3 North Platte.....	Engine Dispatcher's Office.
	3 North Platte.....	Enginemen's Washroom, Passenger Station.
	3 North Platte.....	Freight Conductor's Register Room, Yd. Office.
	3 North Platte.....	Yardmen's Locker Room.
	3 North Platte.....	East End Yardmen's Room.
	Julesburg.....	Telegraph Office.
	Sidney.....	Telegraph Office.
	Sidney.....	Engineer's Locker Room.
	Gering.....	Telegraph Office.
	Gering.....	Dispatcher's Office.
	Gering.....	Roundhouse.
	South Torrington.....	Telegraph Office.
	Cheyenne.....	Telegraph Office.
	Cheyenne.....	Yard Office.
	Cheyenne.....	Dispatcher's Office.
	Cheyenne.....	Engine Dispatcher's Office.
	Cheyenne.....	Conductor's Room, Passenger Station.
	3 Denver.....	"U. D." Telegraph Office.
	3 Denver (3).....	Dispatcher's Office.
	3 Denver.....	23rd St. Register Room.
	3 Denver.....	Conductor's Room, Freight Station.
	3 Denver.....	29th St. Yard Office.
	3 Denver.....	36th St. Telegraph Office.
	3 Denver.....	36th St. Register Room.
	Pullman.....	Yard Office.
	Pullman.....	Engine Dispatcher's Office, Roundhouse
	Brighton.....	Telegraph Office.
	Greeley.....	Telegraph Office.
	Eaton.....	Telegraph Office.
	Fort Collins.....	Telegraph Office.
	Laramie.....	Yard Office.
	Laramie.....	Depot Telegraph Office.
	Laramie.....	Engine Dispatcher's Office.
	Laramie.....	Passenger Engineers' Washroom.
	Laramie.....	Switchmen's Locker Room.
	Hanna.....	Telegraph Office.
	Rawlins.....	Telegraph Office.
WYOMING.....		

3 Both Central and Mountain Time.

STANDARD CLOCKS—Concluded

Division	Station	Location
WYOMING—Concl'd	Rawlins.....	Engine Dispatcher's Office
	Rawlins.....	Yard Office.
	Rock Springs.....	Telegraph Office.
	Rock Springs.....	Roundhouse Foreman's Office.
	Green River.....	Train Dispatcher's Office.
	Green River.....	Telegraph Office.
	Green River.....	Engine Crew Dispatcher's Office.
	Green River.....	Switchman's Locker Room.
	Evanston.....	Telegraph Office.
	Evanston.....	Engine Crew Dispatcher's Office.
	Ogden.....	Telegraph Office (Union Station).
	Ogden.....	YD—21st St. Telegraph Office.
	Ogden.....	Engine Crew Dispatcher's Office, Roundhouse.
	Ogden.....	Enginemen's Washroom.
	Ogden.....	"RD" Telegraph Office, 28th Street.
KANSAS.....	Kansas City.....	Union Station.
	Kansas City.....	Dispatcher's Office.
	Armstrong.....	Yard Office.
	Armstrong.....	Roundhouse.
	Armstrong.....	Receiving Track.
	Terminal Junction...	Telegraph Office.
	Lawrence.....	Telegraph Office.
	Leavenworth.....	Telegraph Office.
	Topeka.....	Telegraph Office.
	Topeka.....	Engineers' Washroom.
	Topeka.....	Yard Office.
	Manhattan.....	Telegraph Office.
	Manhattan.....	Engineers' Washroom.
	Junction City.....	Telegraph Office.
	Junction City.....	Crew Dispatcher's Office.
	Concordia.....	Telegraph Office.
	Salina.....	Telegraph Office, Union Station.
	Salina.....	Chief Dispatcher's Office.
	Salina.....	Dispatcher's Office.
	Salina.....	Register Room, Union Station.
	Salina.....	Yard Office.
	Salina.....	Roundhouse.
	Ellis.....	Telegraph Office.
	Oakley.....	Telegraph Office.
	Beloit.....	Telegraph Office.
	Plainville.....	Telegraph Office.
	Sharon Springs.....	Telegraph Office.
	Hugo.....	Telegraph Office.
	Limon.....	Telegraph Office.
	St. Joseph.....	Union Station Telegraph Office.
	St. Joseph.....	Terminal Yard Office.
	St. Joseph.....	Roundhouse Shop Office.
	Marysville.....	Dispatcher's Office.
	Marysville.....	Telegraph Office.
	Marysville.....	Roundhouse.
	Marysville.....	Yard Office.

TELEGRAPH & TELEPHONE EMERGENCY 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.....	Denver.....Colo.	31	do do
	Cheyenne.....Wyo.	50	do do
	Laramie.....do	36	do do
	Rawlins.....do	20	do do
	Green River.....do	21	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.

SECTION HOUSES

NEBRASKA DIVISION

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIRST SUBDIVISION	1	Council Bluffs.....	1.88
	2	Council Bluffs.....	0.50
	4	Council Bluffs.....	Yard Tracks
	5	Council Bluffs.....	do
	7	Omaha.....	do
	8	Omaha.....	do
	9	Omaha.....	do
	10	Omaha.....	4.67
	11	Omaha.....	3.37
	12	Omaha.....	5.25
	14	South Omaha.....	8.15
	15	Gilmore.....	15.00
	16	Papillion.....	25.65
	17	32nd Ave.....	11.50
	19	Lane.....	17.00
	20	Elkhorn.....	22.00
	21	Waterloo.....	27.00
	22	Valley.....	31.50
	22	Valley (Beatrice Br.).....	0.41
	24	Mercer.....	38.00
	25	Fremont.....	43.00
	27	Ames.....	49.50
	29	North Bend.....	56.00
	30	Rogers.....	62.50
	32	Schuyler.....	69.00
	33	Richland.....	75.50
	34	Richland.....	82.00
	35	Columbus (Norfolk Br.).....	0.93
	35	Columbus.....	87.00
	42	Duncan.....	93.50
	43	Silver Creek.....	100.00
	44	Silver Creek.....	106.50
	46	Clarks.....	113.00
	47	Clarks.....	119.50
	48	Central City.....	125.50
	49	Central City.....	132.00
	49	Central City (Stromsburg Br.).....	75.23
	51	Chapman.....	138.50
	52	Grand Island.....	145.00
	53	Grand Island.....	146.50
	53	Grand Island (Ord Br.).....	0.77
	54	Grand Island.....	150.00
	55	Alda.....	155.50
	56	Alda.....	162.00
	57	Wood River.....	168.50
	59	Shelton.....	175.00
	61	Gibbon.....	181.00
	62	Buda.....	187.00
	65	Kearney.....	190.75
	65	Kearney (Kearney Br.).....	1.22
	66	Alfalfa Center.....	196.75
	67	Odessa.....	202.75
	68	Elm Creek.....	208.75
	70	Overton.....	214.50
	71	Josselyn.....	220.75
	72	Lexington.....	225.50
	73	Lexington.....	231.50
	74	Darr.....	237.00
	75	Cozad.....	241.25
	76	Cozad.....	247.25
	77	Gothenburg.....	252.25
	78	Gothenburg.....	257.75
	80	Brady Island.....	263.75
	82	Maxwell.....	270.00
	83	Maxwell.....	276.00
	84	North Platte.....	282.50
	85	Yutan.....	11.50
Beatrice Branch.....	87	Wahoo.....	21.50
	88	Weston.....	32.00
	89	Valparaiso.....	41.00

SECTION HOUSES—Continued
NEBRASKA DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIRST SUBDIVISION—Concluded			
Beatrice Branch—Con't.	89	Valparaiso (Stromsburg Br.)	2.00
	91	Raymond	52.00
	92	Lincoln	61.00
	93	Hanlon	71.00
	95	Cortland	81.00
Stromsburg Branch	96	Pickrell	91.00
	97	Beatrice	97.54
	102	Brainard	26.00
	105	Rising City	50.00
	110	Polk	74.88
Norfolk Branch	116	Platte Center	18.00
	116	Platte Center (Albion Br.)	0.25
	118	Madison	35.50
	119	Norfolk	50.45
Albion Branch	126	Genoa	14.75
	126	Genoa (Cedar Rapids Br.)	5.00
	128	Albion	34.63
Cedar Rapids Branch	135	Fullerton	24.50
	138	Spalding	44.54
	145	St. Libory	21.00
	146	St. Paul	42.00
Ord Branch	146	St. Paul (Loup City Br.)	0.50
	150	Ord	61.28
Loup City Branch	150	Ord (1.37 mi. of Scotia Spur)	.....
	156	Boelus	20.00
	158	Loup City	39.59
	172	Hayland	91.00
Hastings Branch	173	Denman	19.00
	174	Gibbon	27.23
	175	Riverdale	21.00
	177	Miller	41.00
Kearney Branch	179	Oconto	61.00
	180	Callaway	82.00
	182	Stapleton	102.68
SECOND SUBDIVISION			
North Platte	9190	North Platte	285.50
	9191	North Platte	291.00
Hershey	9194	Hershey	297.00
	9195	Hershey	303.00
Sutherland	9195	Sutherland	0.50
	9196	Sutherland (No. Platte Br.)	309.00
Sutherland	9198	Sutherland	314.00
	9199	Sutherland	320.00
Faxon	9201	Faxon	326.25
	9202	Faxon	332.00
Roscoe	9204	Roscoe	337.00
	9205	Roscoe	343.00
Ogallala	9206	Ogallala	348.75
	9207	Ogallala	354.50
Big Springs	9208	Big Springs	360.25
	9210	Big Springs	365.25
Julesburg	9211	Julesburg	372.00
	9211	Julesburg (3rd Subdivision)	1.35
Chappell	9214	Chappell	378.75
	9215	Chappell	385.25
Lodge Pole	9217	Lodge Pole	391.75
	9219	Lodge Pole	398.25
Sunol	9220	Sunol	405.00
	9222	Sunol	411.00
Brownson	9223	Brownson	417.00
	9225	Brownson	423.00
Potter	9226	Potter	429.00
	9227	Potter	434.00
Dix	9228	Dix	441.00
	9229	Dix	447.00
Kimball	9230	Kimball	453.00
	9232	Kimball	459.00
Bushnell	9233	Bushnell	465.00
	9234	Bushnell	472.00
Pine Bluffs	9236	Pine Bluffs	478.00
	9236	Pine Bluffs	1.00
Egbert	9237	Egbert	484.00
	9237	Egbert (No. Platte Cut-off)	.....

SECTION HOUSES—Continued
NEBRASKA DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
SECOND SUBDIVISION—Concluded			
North Platte Branch	9238	Hillsdale	490.00
	9240	Durham	496.00
	9241	Archer (2)	502.00
	9242	Cheyenne	508.33
	301	Sarben	16.50
	302	Keystone	32.50
	303	Lemoine	48.50
	304	Lewellen	64.50
	305	Oshkosh	80.50
	306	Lisco	96.50
	307	Broadwater	112.50
	312	Northport	126.50
	314	McGrew	142.50
	315	Gering	150.00
	315	Gering (Gering Br.)	9.14
North Platte Cut-Off	316	Haig	164.50
	318	Lyman	171.50
	318	Lyman (Lyman Br.)	6.15
	318	Lyman (Sears Br.)	2.59
	320	Yoder	186.50
	321	So. Torrington	200.70
	332	Egbert	17.00
	333	Albin	34.00
	335	Lagrange	49.00
	336	Hawk Springs	62.10
THIRD SUBDIVISION	701	Ovid	13.50
	702	Sedgwick	26.00
	705	Crook	38.50
	707	Iliff	51.00
	708	Sterling	58.00
	709	Sterling	69.50
	712	Merino	81.08
	713	Snyder	92.50
	714	Ft. Morgan	104.00
	716	Weldona	115.50
Dent Branch	717	Orchard	127.00
	719	Hardin	138.50
	720	Kersey	150.00
	720	Kersey	150.00
WYOMING DIVISION			
FIRST SUBDIVISION	9680	Denver - 21st St.	0.85
	9681	do 29th St.	1.48
	9682	Pullman	2.21
	9682	Pullman (3rd Subdivision)	638.19
	9683	Pullman	3.50
	684	Sand Creek	13.50
	684	Sand Creek (Dent Br.)	5.12
	686	Brighton	25.50
	686	Brighton (Boulder Br.)	0.29
	688	Platteville	37.50
	690	La Salle	47.50
	690	La Salle (3rd Subdivision)	150.92
	691	Greeley	55.00
	691	Greeley (Greeley Br.)	3.00
	692	Eaton	66.00
	693	Pierce	77.50
	696	Carr	88.00
	698	Gleason	97.76
	699	Speer	103.95
	699	Speer (Speer to Borie)	103.09
	741	Quimby	18.20
	743	Frederick	28.00
	744	Gowanda	39.00
	745	Dent	50.24

SECTION HOUSES—Continued
WYOMING DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
Ft. Collins Branch.....	745	Dent.....	0 50
	751	Koenig.....	23 00
	753	Fort Collins.....	42 44
	761	St. Vrain.....	11 50
	763	Erie.....	26 97
Boulder Branch.....	763	Erie (Puritan Br.).....	2 30
	771	Gill.....	28 43
Greeley Branch.....	771	Gill.....	5 48
Pleasant Valley Branch.....	243	3Cheyenne.....	509 50
	245	3Cheyenne.....	511 00
SECOND SUBDIVISION.....	245	3Cheyenne.....	104 53
	246	3Corlett.....	516 00
	246	Corlett.....	103 95
	247	Borie.....	520 00
	248	Otto.....	525 00
	249	Granite Canon.....	530 00
	250	3Ozone.....	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
THIRD SUBDIVISION.....	261	Laramie.....	570 50
	262	Laramie.....	Yard Track
	263	Howell.....	575 50
	264	Wyoming.....	580 50
	267	Bosler.....	588 50
	269	Cooper Lake.....	591 00
	270	Lookout.....	595 50
	271	Harper.....	600 50
	272	Rock River.....	604 50
	273	Rock River.....	608 50
	274	Wilcox.....	613 50
	275	3Ridge.....	618 50
	277	Medicine Bow.....	623 50
	278	Medicine Bow.....	628 50
	280	Como.....	634 00
	281	Ramsey.....	639 00
	282	3Hanna.....	641 00
	283	3Hanna.....	644 00
	284	Percy.....	648 50
	285	Dana.....	653 50
	286	Edson.....	658 50
	288	Walcott.....	663 00
	289	Ft. Steele.....	667 50
	290	Ft. Steele.....	672 00
	292	Sinclair.....	676 50
	293	Rawlins.....	681 00
	351	3Rawlins.....	683 00
	352	3Rawlins.....	685 50
	354	Ferris.....	690 00
	355	Knobs.....	695 00
	356	Daleys Ranch.....	699 50
	357	Riner.....	704 00
	358	Cherokee.....	709 00
	360	Creston.....	714 00
	362	Latham.....	719 00
	363	Wamsutter.....	723 50
	364	Wamsutter.....	727 50
	365	Frewen.....	732 00
	366	Red Desert.....	736 50
	367	Tipton.....	741 00
	368	Tipton.....	745 50
	369	Table Rock.....	750 00
	370	Monell.....	754 50

SECTION HOUSES—Continued
WYOMING DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
THIRD SUBDIVISION—Concluded			
	3371	Bitter Creek.....	758 50
	3373	Bitter Creek.....	764 00
	3376	Black Buttes.....	769 50
	3377	Hallville.....	775 00
	3379	3Point of Rocks.....	780 50
	3381	Thayer Jct.....	785 00
	381	Thayer Jct-Superior Br.....	1 00
	3383	Salt Wells.....	790 50
	3384	Baxter.....	795 50
	3385	Baxter.....	800 00
	3386	3Rock Springs.....	803 00
	3387	Blairtown.....	807 50
	3388	Kanda.....	812 50
	3389	3Green River.....	816 00
Superior Branch.....	452	Superior.....	8 98
South Pass Branch.....	3454	3Rock Springs.....	4 26
	3455	Reliance Jct.....	9 28
FOURTH SUBDIVISION.....	3391	3Green River.....	817 76
	3392	3Green River.....	823 25
	3393	Peru.....	828 75
	3394	Bryan.....	834 75
	3398	Westvaco.....	840 75
	3399	Granger.....	846 75
	3400	Granger.....	851 75
	3401	Verne.....	857 75
	3402	Church Buttes.....	863 75
	3403	Hampton.....	869 75
	3407	Carter.....	875 75
	3408	Carter.....	881 75
	3409	Bridger.....	887 25
	3410	Leroy.....	892 75
	3411	Ragan.....	897 75
	3413	Aspen.....	901 70-902 00
	3414	Aspen.....	903 10-903 50
	3415	Altamont (Both Tracks).....	907 50
	3416	Knight.....	911 50
	3417	Millis.....	916 00
	3420	Evanston.....	918 50
	420	Evanston (Almy Spur).....	1 46
	3421	Evanston.....	923 50
	3423	3Wahsatch.....	928 50
	3424	3Wahsatch.....	933 50
	3425	Castle Rock.....	938 50
	3427	Emory.....	943 50
	3428	Emory.....	949 00
	3429	Echo.....	954 00
	3430	Echo.....	959 00
	3432	Devils Slide.....	963 50
	3433	Morgan.....	968 00
	3434	Morgan.....	973 00
	3435	Peterson.....	978 00
	3437	Uintah.....	982 50
	3438	Uintah.....	987 00
	3439	Ogden.....	990 95
	462	Coalville.....	8 00
	463	Wanship.....	20 00
Park City Branch.....	464	Keetley Jct.....	25 00
	464	Keetley Jct. (Ontario Br.).....	7 01
	465	Park City.....	28 43
	465	Park City (Mine Spur).....	1 69

KANSAS DIVISION

FIRST SUBDIVISION			
3498	3Kansas City, Mo.....		1 02
3498½	3Kansas City, Kan.....		Yard Tracks
3499	3Armstrong.....		2 00
3500	3Fairfax.....		Yard Tracks
3500½	3Fairfax.....		Yard Tracks

SECTION HOUSES—Continued
KANSAS DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIRST SUBDIVISION—Concluded			
	501	Armstrong.....	4.25
	503	Muncie.....	10.00
	504	Edwardsville.....	15.75
	505	Bonner Springs.....	21.50
	507	Lenape.....	27.25
	508	Linwood.....	33.00
	510	Lawrence.....	38.75
	510	Lawrence-Leavenworth Br...	32.75
	511	Lawrence.....	43.00
	511	Lawrence-Leavenworth Br...	34.49
	513	Williamstown.....	48.75
	514	Perry.....	54.50
	516	Grantville.....	60.25
	518	Topeka.....	66.00
	521	Topeka.....	70.30
	522	Silver Lake.....	82.25
	524	St. Marys.....	94.25
	526	Wamego.....	106.25
	528	St. George.....	118.25
	529	Manhattan.....	128.00
	529	Manhattan-Manhattan Br...	189.23
	532	Ogdenburg.....	137.90
	535	Junction City.....	143.50
	535	Junction City-Jet. City Br...	0.90
	537	Chapman.....	152.50
	538	Detroit.....	160.50
	539	Abilene.....	168.50
	540	Solomon.....	176.50
	540	Solomon-Solomon Br.....	2.00
	542	New Cambria.....	184.50
	551	Salina.....	188.00
	551	Salina-Plainville Br.....	0.22
	551	Salina-McPherson Br.....	1.00
	584	Leavenworth.....	10.00
	584	Leavenworth to Knox.....	3.11
	582	Tonganoxie.....	31.75
	781	Beatrice.....	109.00
	783	Barneston.....	120.50
	783	Barneston-Blue Spgs. Spur.....	111.01
	785	Oketo.....	132.71
	787	Blue Rapids.....	148.00
	790	Irving.....	162.00
	791	Randolph.....	176.00
	792	Stockdale.....	189.10
	797	Wakefield.....	20.00
	799	Clay Center.....	34.00
	803	Miltonvale.....	52.12
	804	Concordia.....	72.86
	588	Bennington.....	18.00
	589	Minneapolis.....	38.00
	593	Beloit.....	57.88
	595	Salina.....	16.50
	597	Lindsborg.....	35.71
	601	Culver.....	15.00
	603	Tescott.....	30.00
	605	Lincoln Center.....	43.50
	608	Lucas.....	57.50
	609	Luray.....	71.00
	611	Waldo.....	83.50
	612	Natoma.....	95.50
	614	Plainville.....	107.50
	727	Zurich.....	121.50
	728	Damar.....	135.50
	731	Hill City.....	150.00
	732	Morland.....	164.25
	734	Hoxie.....	178.50
	736	Menlo.....	192.75
	737	Colby.....	207.00
	738	Oakley.....	224.28

SECTION HOUSES—Continued
KANSAS DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
SECOND SUBDIVISION			
	552	Bavaria.....	196.50
	554	Brookville.....	205.50
	555	Carneiro.....	214.00
	556	Kanopolis.....	222.50
	557	Ellsworth.....	231.50
	560	Wilson.....	241.50
	561	Dorrance.....	251.50
	562	Bunker Hill.....	260.50
	564	Russell.....	270.50
	565	Gorham.....	279.00
	566	Victoria.....	288.00
	568	Hays.....	296.50
	570	Ellis.....	303.91
	621	Ellis.....	312.00
	622	Ogallah.....	321.00
	623	Wakeeney.....	329.50
	625	Collyer.....	338.00
	626	Quinter.....	347.00
	627	Buffalo Park.....	355.50
	628	Grainfield.....	364.50
	629	Grinnell.....	373.50
	631	Oakley.....	382.00
	631	Oakley-Plainville Br.....	224.28
	633	Monument.....	391.00
	634	Winona.....	399.50
	635	Winona.....	407.50
	636	McAllaster.....	416.50
	637	Wallace.....	426.00
THIRD SUBDIVISION			
	639	Sharon Springs.....	435.00
	640	Weskan.....	444.00
	642	Arapahoe.....	453.50
	643	Cheyenne Wells.....	462.50
	651	Cheyenne Wells.....	470.50
	652	First View.....	479.00
	653	Arena.....	487.00
	654	Kit Carson.....	496.50
	655	Wild Horse.....	506.00
	657	Aroya.....	515.50
	658	Boyero.....	525.00
	660	Hugo.....	535.00
	661	Hugo.....	543.00
	663	Limon.....	551.50
	664	River Bend.....	560.00
	665	Buick.....	568.50
	666	Agate.....	577.00
	667	Deer Trail.....	585.00
	668	Deer Trail.....	593.00
	669	Byers.....	600.50
	670	Strasburg.....	608.50
	671	Bennett.....	617.75
	673	Watkins.....	627.75
	675	Pullman.....	637.42
FOURTH SUBDIVISION			
	811	Grove.....	10.00
	812	Delia.....	19.50
	813	Emmett.....	29.25
	815	Onaga.....	38.00
	816	Duluth.....	45.00
	817	Lillis.....	53.00
	818	Frankfort.....	61.00
	819	Winifred.....	70.20-107.72
	917	Marysville.....	112.96
	918	Marysville.....	115.00
	918	Marysville-Manhattan Br.....	134.49
	919	Herkimer.....	124.00
	921	Hanover.....	132.00
	922	Hollenburg.....	141.00
	923	Steele City.....	150.00
	925	Fairbury.....	159.00

SECTION HOUSES—Concluded

KANSAS DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FOURTH SUBDIVISION—Concluded			
	927	Alexandria.....	169.00
	928	Belvidere.....	178.00
	929	Carleton.....	187.00
	930	Davenport.....	197.00
	931	Edgar.....	207.00
	932	Fairfield.....	217.00
	934	Hastings.....	226.50
	935	Hastings.....	232.00
	935	Hastings-Hastings Br.....	3.00
	938	Doniphan.....	250.00
	901	Wathena.....	7.40
	904	Severance.....	26.00
	904	Severance-Highland Br.....	6.85
	906	Robinson.....	41.00
	907	Hiawatha.....	56.00
St. Joseph Branch (St. J. & G. I. Ry.).....	910	Sabetha.....	71.00
	912	Seneca.....	86.00
	914	Axtell.....	102.00
	917	Marysville.....	112.96

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 (E. B. Track)..... M. P. 902.1	Single	5941	Concrete
2	Altamont (W. B. Track)..... M. P. 902.8	Single	6706	Concrete
4	West of Wamsatch (E. B. Track)..... M. P. 930.1	Single	1107	Concrete
5	Curvo (W. B. Track)..... M. P. 931.3	Single	691	Concrete
6	Curvo (E. B. Track)..... M. P. 931.3	Single	1223	Concrete
7	Castle Rock (E. B. Track)..... M. P. 935.5	Single	201	Concrete
8	West of Devil's Slide (E. B. Track)..... M. P. 963.2	Single	538	Concrete
8	West of Devil's Slide (W. B. Track)..... M. P. 963.2	Single	523	Concrete
9	West of Devil's Slide (E. B. Track)..... M. P. 964.0	Single	311	Concrete
9	West of Devil's Slide (W. B. Track)..... M. P. 964.0	Single	322	Concrete
10	Gateway (E. B. Track)..... M. P. 982.1	Single	250	Concrete

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

1 Double track sections.

2 Location of section headquarters. No section house.

3 Main tracks 1, 2, 3 and 4.

4 Main tracks 1, 2 and 5.90 for main tracks 3 and 4.

5 M. P. 7.40 to M. P. 13.78 maintained by C. R. I. & P. R. R.

6 M. P. 0.00 to M. P. 3.00 maintained by Kansas Division.

7 Includes Lionkol Branch.

8 Includes Reliance, Winton, Dines and Stansbury Branches.

LARAMIE, NORTH PARK & WESTERN RAILROAD COMPANY

NOTE—Purchase and operation of L. N. P. & W. R. R. by U. P. R. R. Co. approved and authorized, I. C. C. Finance Docket No. 17331, September 26, 1951. Operated by the U. P. R. R. Co. as the Coalmont Branch effective Dec. 1, 1951.

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	Miller..... do		P	A		Yes
18	17.8	Milbrook..... do		P	A	R	
21	21.3	Hatton..... do		P	A		
30	29.7	Centennial..... do		P	A	R	Yes
35	34.5	Deerwood..... do			A		Yes
36	35.6	Spring Creek..... do					
.....	38.1	Wyo. Timber Co. Spur..... do					
40	40.4	Albany..... do		P	A	R	
47	47.3	Lake..... do		P	A		
55	54.6	Fox Park..... do		FTXP	A	R	
64	63.9	Wyocelo..... do		P	A		Yes
68	68.0	Porters Landing..... do				R	
71	70.8	Camp..... Colo.		P	A		
74	73.8	Kings Canon..... do		P	A		
80	79.8	Northgate..... do		P	A	L	Yes
84	83.5	Cowdrey..... do			A	L	Yes
88	88.2	Brownlee..... do			A		
92	92.2	Walden..... do		FTXP	A	L	Yes
101	100.7	Larand..... do			A	L	Yes
108	107.6	Hebron..... do			A		Yes
111	111.1	Coalmont..... do		P	A	R	

OPERATED MILEAGE

	First Main Track	Second Main Track	Yard Tracks & Sidings
Laramie to Coalmont.....	111.35	.....	10.33

JUNCTION STATIONS AND CONNECTING LINES

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

WYES

Laramie
CampDeerwood
NorthgateFox Park
Coalmont (Loop track)

FUEL STATIONS

Location	Kind	Capacity
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.		
Hatton.....	Little Laramie River.....	Gasoline...	350	40,000	1
Spring Creek.....	Creek.....	Gravity.....		40,000	1
Lake.....	do.....	do.....		40,000	Spout
Fox Park.....	do.....	Gasoline...	500	40,000	1
Camp.....	Spring.....	Gravity.....		40,000	Spout
Northgate.....	do.....	do.....		40,000	1
Coalmont.....	Dug Well.....	Gasoline...	40	40,000	Spout

TRACK SCALES

Location	Capacity Tons	Length Feet	Make	Recording Device
Laramie.....	100	42	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	
Miller.....Wyo.	7	.....	1	1	46	46	Scales
Centennial.. do	2	.....	1	.....	17	17	Scales
Deerwood... do	1	.....	1	.....	8	8	.....
Wyocelo.... do	1	.....	1	.....	5	5	.....
Northgate... Colo.	3	.....	1	1	17	17	.....
Cowdrey.... do	2	.....	1	.....	17	17	.....
Walden.... do	8	.....	2	.....	20	20	Scales
Leland.... do	5	.....	1	.....	39	39	Scales
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.

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
116-07	6.6	Meads.....do			A	L	Yes
116-12	12.1	Overland.....do			A	L	Yes
116-19	19.3	Lake Creek.....do			A	L	Yes
116-20	20.4	Fish Hatchery.....do			A	L	Yes
116-24	23.9	Saratoga.....do		FT X	A	R	Yes
116-28	27.8	Dahlstrom.....do			A	R	Yes
116-30	29.5	Davis.....do			A	R	Yes
116-32	31.5	Days.....do			A	R	Yes
116-34	34.1	Cow Creek.....do			A	R	Yes
116-39	39.2	Canyon.....do			A	R	Yes
116-44	44.3	Encampment.....do		FT X	A	R	Yes

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 TURNTABLES

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
2	Saratoga.....	24.00

§Purchase and operation by U. P. R. R. Co. approved and authorized, I. C. C. Finance Docket No. 17269, May 18, 1951. Operated by the U. P. R. R. Co. as the Encampment Branch, effective August 1, 1951.

§Joint U. P. R. R. Co.

WATER STATIONS

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Saratoga.....	City Water	.....	.....	.....	1
Encampment.....	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	Scales
Saratoga..... do	3	.....	.....	2	19	19	Scales Scales Trucks Chute
Davis..... do	1	.....	1	.....	3	3	.....
Cow Creek..... do	6	.....	.....	.....	14	14	.....
Canyon..... do	7	.....	1	.....	24	24	.....
Encampment.... do	11	.....	.....	1	73	73	Scales, Truck Chute

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 122 TO 160, INCLUSIVE
CONTAIN INFORMATION PERTAINING
TO
SOUTH-CENTRAL DISTRICT
UNION PACIFIC RAILROAD COMPANY

**UTAH DIVISION
FIRST SUBDIVISION
MAIN LINE—OGDEN TO SALT LAKE CITY**

Sta. No.	Dist. from Ogden	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Ogden	Stock Yard Facilities
9-0993	0.0	Ogden City, Ben Lomond Hotel Bldg. Utah		TP			
		Ogden, Union Pass. Sta. do		TP			
		Ogden, Baggage. do		P			
		Ogden, Freight. do	Og	FTP	A	LOE	Yes
		Ogden, Telegraph. do	Yd	P			
		Ogden, Yard. do		P			
9-0994	1.6	Bridge Junction. do		P	C		
9-0999	6.4	Roy. do		P	A	L	
9-1002	10.1	Clearfield. do	Cf	FTXP	A	L	
	13.9	Layton Sug. Fact. Spur. do		P			
9-1007	14.8	Layton. do	Ny	FTXP	A	L	Yes
9-1009	17.0	Kaysville. do	K	FTXP	A	L	Yes
9-1014	21.7	Farmington. do		XP	A	L	
9-1021	28.3	Onion Spur. do		FTXP	A	L	
9-1021	28.4	Woods Cross. do	Wc	FTXP	A	L	
	31.3	B. R. R. Crossing. do		FP	A	L	Yes
9-1024	31.4	North Salt Lake. do		FP	A	L	
9-1026	33.3	Becks. do		P	A		
	34.1	North Yard. do	C	P			
		Salt Lake City ("A")					
		So. T. and Main. do		TP			
		Salt Lake City S.P.,					
		14 So. Main St. do		TP			
9-1029	36.7	Salt Lake City Pass. Station. do		TXP			
		Salt Lake Bag. do		P			
		Salt Lake Freight. do		FP	A	L-SOE	Yes
		Salt Lake Telegraph. do	Sa	P			
		Salt Lake Dispr. do	Ds	P			

SYRACUSE BRANCH

Sta. No.	Dist. from Clearfield	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Ogden	Stock Yard Facilities
9-1002	0.0	Clearfield. Utah	Cf	FTXP	A	R	
	0.3	D. & R. G. W. Crossing. do			A	R	
266-02	2.1	Barnes (Spur). do			A	R	
266-05	4.7	Syracuse. do			A	R	

EVONA BRANCH

Sta. No.	Dist. from Ogden	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Ogden	Stock Yard Facilities
9-0993	0.0	Ogden. Utah	Og	FTXP	A	R-OE	Yes
267-01	0.5	Globe Mills (Spur). do			A	L	Yes
267-01	0.7	Evona. do			A	L	Yes
267-01	1.7	Relico. do			A	L	Yes
	2.4	Olson & Stratford. Sugar					
267-03	2.5	Rky. Mt. Feeders. Works					
267-03	2.8	Lindsay Live Stock. Spur					
267-03	3.4	Sugar Works. do			A	R	Yes

**UTAH DIVISION—Continued
FIRST SUBDIVISION—Concluded
MAIN LINE—OGDEN TO McCAMMON**

Sta. No.	Dist. from Ogden	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Ogden	Stock Yard Facilities
9-0993	0.0	Ogden, Union Pass. Sta. Utah		TP			
	0.7	D. & R. G. W. Crossing. do		P			
99-002	1.6	S. P. Junction. do		P	A	R	
99-005	4.7	Harrisville. do		P	A	L	
99-009	8.8	Hot Springs. do		P	A	L	
99-014	14.0	Willard. do		P	A	R	
99-017	17.2	Perry. do		P	A	R	
99-019	19.3	Bushnell. do		P	A	R	
99-021	21.1	Brigham City. do	Bm	FTXP	A	R-OE	Yes
99-030	30.4	Honeyville. do	Hx	FTXP	A	R	Yes
99-033	32.5	Madsen. do		P	A	R	
99-036	35.9	Dewey. do		P	A	R	Yes
99-040	40.1	Collinston. do		P	A	R	Yes
99-045	44.6	Wheelon. do		P	A	L	
	45.2	Bear River Tunnel (Tunnel No. 15). do		P			
99-049	48.8	Cache Junction. do	Cj	FTXP	A	R	Yes
99-056	55.7	Cottle. do					
99-057	56.9	Trenton. do	On	STXP	A	L	Loading Chute
99-058	58.2	Morton. do			A	R	
99-061	60.6	Cornish. do			A	R	
99-062	62.4	Utida. do	Cg	FTXP	A	R	Yes
	62.4	Utida. do		P	A	R	Yes
	62.4	Utah-Idaho State Line					
99-064	63.7	Anderson. Idaho			A	R	
99-065	65.1	Weston. do	Wi	FTXP	A	R	Yes
99-069	68.5	Thorensen (Spur). do			A	R	
99-071	71.0	Dayton. do	Cn	FTXP	A	R	Yes
99-072	72.4	Beers (Spur). do			A	L	
99-075	75.2	Clifton. do		P	A	L	
99-078	78.3	Coulam. do		P	A	R	Yes
99-081	81.3	Oxford. do		P	A	L	Yes
99-085	84.7	Swan Lake. do		P	A	L	Yes
99-095	95.0	Downey. do	Do	FTXP	A	R	Yes
99-100	100.0	Virginia. do		P	A	L	
99-103	102.5	Marsh Valley (Spur). do		P	A	L	
99-105	104.7	Armo. do	A	FTXP	A	L	Yes
	1038	McCammmon. do	Mc	FTXP	A	L	Yes
	111.4	Jct. Switch Line to Ogden					

MALAD BRANCH

Sta. No.	Dist. from Brigham City	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Ogden	Stock Yard Facilities
99-021	0.0	Brigham City. Utah	Bm	FTXP	A	R-OE	Yes
269-04	3.9	Corinne Junction. do			A	R	
269-06	5.6	Corinne. do			A	R	Yes
269-14	13.7	Cropley. do			A	L	Yes
269-20	17.8	Tremonton. do	Mu	FTX	A	R-O	Yes
269-20	19.8	Garland. do	Aj	FTX	A	L	Yes
269-25	25.0	Fielding. do			A	R	
269-31	30.5	Halbert (Spur). do			A	L	Loading Chute
269-35	34.5	Washakie (Spur). do			A	L	Loading Chute
269-37	36.7	Portage. do			A	R	Yes
	38.6	Utah-Idaho State Line					
269-41	40.7	Woodruff (Spur). Idaho			A	L	
269-45	44.5	Cherry Creek (Spur). do			A	R	
269-52	51.5	Malad. do	Mv	FTX	A	R-OE	Yes

UTAH DIVISION—Continued THATCHER BRANCH

Sta. No.	Dist. from Tremonton	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Ogden	Stock Yard Facilities	
269-20	0.0	Tremonton.....	Utah	Mu	FTX	A	R-O	Yes
	0.4	Tremonton (Jct. H. B.).....	do			A	R	
270-05	5.1	Sunset.....	do			A	R	
270-06	5.6	Thatcher.....	do			A	R	

BEAR RIVER BRANCH

	Gar- land							
269-20	0.0	Garland.....	Utah	Aj	F T X	A	L	Yes
	0.2	Garland (Jct. H. B.).....	do					
271-01	1.1	Garland Jct.....	do			A		
271-03	3.4	Haws.....	do			A	L	
271-08	7.5	Bush.....	do			A	L	
271-09	9.2	Bradford.....	do			A	L	

CACHE VALLEY BRANCH

	Cache Jct.							
99-049	0.0	Cache Junction.....	Utah	Cj	FTXP	A	R	Yes
	0.2	Cache Junction (H. B.).....	do			A	L	
272-05	4.8	Petersboro (Spur).....	do			A	L	Yes
272-09	8.6	Mendon.....	do			A	R	
272-12	12.4	Nebeker.....	do			A	R	Yes
272-14	13.8	Wellsville.....	do	Wv	FX	A	R	
272-15	14.5	Hills.....	do			A	R	Yes
272-18	17.6	Hyrum.....	do		X	A	LO	Yes
272-20	20.3	Holt.....	do			A	R	
272-22	21.7	Sugar Factory Spur.....	do			A	L	Yes
272-24	24.1	Logan.....	do	Q	FT	A	R-O	Yes
	24.4	Benson Jct.....	do			A	L	
272-26	26.4	Greenville.....	do			A	L	
272-32	31.5	Smithfield.....	do	Sm	FTX	A	R	Yes
272-33	33.4	Baugh (Spur).....	do			A	R	
272-37	36.5	Hodges (Spur).....	do			A	R	
272-37	37.4	Richmond.....	do	Rn	FTX	A	R	
272-40	39.6	Merrills.....	do			A	R	
272-41	40.9	Webster.....	do			A	L	
272-42	41.5	Lewiston (Spur).....	do		SF	B	L	Yes
	42.7	Utah-Idaho State Line.....	do			A	L	
272-44	43.8	Franklin.....	Idaho	F	FTX	A	R	
272-44	44.4	Mill Spur.....	do			A	L	
272-48	48.0	Whitney.....	do			A	R	Yes
272-51	50.8	Preston.....	do	Pn	FTX	A	R-OE	Yes

BENSON BRANCH

	Logan							
272-24	0.0	Logan.....	Utah	Q	FT	A	R-O	Yes
273-00	0.3	Benson Junction (H. B.).....	do			A	L	
273-05	5.4	Benson.....	do			A	L	

UTAH DIVISION—Continued SECOND SUBDIVISION MAIN LINE—SALT LAKE CITY TO MILFORD VIA BOULTER

Sta. No.	Dist. from Salt Lake City	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Lo- cation of Frt. Platform from Salt Lake City	Stock Yard Facilities
9-1029		Salt Lake City, S. P., 14 So Main St.	Utah	T P			
		Salt Lake "A", So. Tem & Main.	do	T P			
9-1029	0.0	Salt Lake City Un. Sta.	do	T P			
		Salt Lake City Baggage.	do	P			
		Salt Lake City Freight.	do	F P	A	L-SOE	Yes
		Salt Lake City Telegraph.	do	F P			
		Salt Lake City Dispatcher.	Sa Ds	P			
	1.5	D. & R. G. W. Crossing.	do				
	1.6	D. & R. G. W. Crossing.	do				
9-1033	4.1	Industrial Center Spur.	do				
9-1034	4.8	Buena Vista.	do	P	A		
9-1045	15.7	Garfield.	Gf	F T X P	A	L	Yes
	16.9	D. & R. G. W. Crossing.	do				
9-1049	19.6	Lake Point.	do	P	A		Yes
9-1057	27.6	Erda.	do	P	A		
9-1065	35.8	Warner.	Du	F T X P	A	L	Yes
9-1068	39.2	Bauer.	Ba	F X P	A		
9-1070	41.4	Stockton.	Kn		A	L	
9-1077	47.9	St. John.	Si	F T X P	A		Yes
9-1081	52.3	Clover.	do		A		
9-1090	60.7	Faust.	Fa	P	A		Yes
9-1096	66.8	Pehrson.	do	P	A		
9-1103	74.0	Lofgreen.	do	P	A	R	
9-1109	79.8	Boulter.	do	P	A		
9-1114	85.4	Tintic.	U	F T X P	A	L	Ldg. Chute
9-1121	92.1	McIntyre.	do	P	A		Yes
9-1128	98.7	Jericho.	do	P	A		Yes
9-1138	109.0	Champlin.	do	P	A		
9-1147	118.1	Lynnndyl.	Ny	F T X P	A	L	Yes
9-1157	128.5	Strong.	do	P	A		
9-1164	134.6	Delta.	Ak	F T X P	A	R	Yes
9-1169	139.6	Oasis.	do	P	A		
9-1173	144.1	Van.	do	P	A		
9-1182	153.0	Clear Lake.	Ck	P	A		
9-1187	158.1	Neels.	do	P	A		
9-1192	163.0	Borden.	do	P	A		
9-1198	166.5	Bloom.	Bo	P	A		
9-1203	174.4	Cruz.	do	P	A		
9-1208	179.4	Pumice.	do	P	A		
9-1214	184.5	Black Rock.	Ko	SFTXP	A	L	Yes
9-1223	194.3	Read.	do	P	A		
9-1228	198.9	Murdock.	do	P	A		
		Milford, Telegraph.	Fd	P			
9-1236	207.2	Milford, Ticket.	do	T P			
		Milford, Freight.	do	F P	A	R	Yes

EUREKA BRANCH

	Tintic							
9-1114	0.0	Tintic.....	Utah	U	F T P	A	L	Ldg. Chute
	0.4	Tintic (Jct. H. B.).....	do					
278-02	1.6	Mammoth Junction.....	do					
278-04	3.6	Eureka.....	do			A		

SILVER CITY BRANCH

	Tintic							
9-1114	0.0	Tintic.....	Utah	U	FTP	A	L	
	0.4	Tintic (Jct. H. B.).....	do					
279-02	2.4	Silver City.....	do			A		

MAMMOTH BRANCH

Sta. No.	Dist. from Mammoth Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Salt Lake City	Stock Yard Facilities
278-02	0.0	Mammoth Junction.....	Utah				
280-02	1.6	Mammoth.....	do			A	

UTAH DIVISION—Continued

FILLMORE BRANCH

Sta. No.	Dist. from Delta	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Salt Lake City	Stock Yard Facilities
9-1164	0.0	Delta.....Utah	Ak	FTXP	A	R	Yes
.....	0.5	Delta (Jct. H. B.).....do	.....	.....	A	.....	.....
281-22	21.7	Greenwood.....do	Fi	FX	A	L	Yes
281-32	32.2	Fillmore.....do	.....	.....	A	.....	Yes

THIRD SUBDIVISION
MAIN LINE—MILFORD TO LAS VEGAS

	Salt Lake City								
		Milford, Dispatcher	Utah	Di	P				
		Milford, Telegraph	do	Fd	P				
9-1236	207.2	Milford Ticket	do		TP				
		Milford Freight	do		P			R	Yes
9-1241	212.3	Upton	do		P		A		
9-1246	217.4	Laho	do		P		A		
9-1251	222.4	Thermo	do	Mo	P		A		
9-1258	229.1	Nada	do		P		A		
9-1262	233.5	Latimer	do		P		A		
9-1272	242.6	Lund	do	Un	FTXP		A	L	Yes
9-1281	252.5	Zane	do		P		A		
9-1286	257.3	Beryl	do	By	SP		A	R	
9-1297	268.2	Heist	do		P		A		
9-1303	274.2	Modena	do	Na	FTXP		A	L-O	Yes
9-1312	282.8	Uvada	do		P		A		
	283.5	Utah-Nevada State Line							
9-1319	290.3	Crestline	Nev.		P		A		Loading Chute
9-1324	294.7	Brown	do		P		A		
9-1328	299.4	Acoma	do		P		A		
9-1334	305.4	Barclay	do		P		A		Yes
9-1338	308.3	Islen	do		P		A		
9-1341	311.7	Little Springs Spur	do				A		
9-1345	315.6	Minto	do				A		
9-1349	319.7	Eccles	do		P		A		
		Caliente, Telegraph	do	Cs	P				
9-1353	324.5	Caliente, Frt. & Ticket	do		FTP		A	L	Yes
9-1358	329.5	Etna	do		P		A		
9-1368	339.1	Boyd	do				A		
9-1375	345.6	Elgin	do		P		A		
9-1380	351.4	Quarry Spur	do				A		
9-1384	355.0	Leith	do		P		A		
9-1394	364.9	Carp	do		P		A		Yes
9-1399	370.6	Vigo	do				A		
9-1404	375.6	Galt	do		P		A		
9-1410	381.1	Hoya	do		P		A		
9-1411	382.3	Hoya Gravel Pit	do		P		A		
9-1415	385.8	Rox	do		P		A		
9-1420	390.6	Farrier	do				A		
9-1430	400.9	Moapa	do	Ma	FTXP		A	L	Yes
9-1439	410.5	Ute	do				A		
9-1450	421.0	Dry Lake	do		P		A		
9-1455	426.5	Garnet	do		P		A		
9-1459	430.2	Arrolime	do				A		
9-1461	432.0	Apex	do				A		
9-1466	437.0	Dike	do				A		
289-03	442.7	Nellis Air Field	do				A		
289-03	441.3	Nellis Army Air Field Spur	do				A		
9-1470	441.4	Valley	do				C		
9-1474	445.2	Wann	do						
		Las Vegas Dispatcher	do	Do	P				
		Las Vegas, Telegraph	do	Vg	P				
9-1479	449.7	Las Vegas, Ticket	do		TP				
		Las Vegas, Freight	do		FP		A	L	Yes

UTAH DIVISION—Continued

CEDAR CITY BRANCH

Sta. No.	Dist. from Lund	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Salt Lake City	Stock Yard Facilities	
9-1272	0.0	Lund.....	Utah	Un	FTXP	A	L	Yes
	0.2	Lund (Jct. H. B.).....	do			A		
283-09	9.4	Avon.....	do		P	A		
	20.3	Iron Springs (Jct. H. B.).....	do	Gs	FP	A	R	Yes
283-21	21.0	Iron Springs.....	do			A		
283-23	22.5	Kaiser.....	do		P	A		
283-25	25.2	Halivah.....	do		P			Yes
283-30	29.9	Stock Yards.....	do					
283-31	31.0	Power Plant Spur.....	do		FP	A	R-OE	
		Cedar City Freight.....	do	Cd	TP			
283-33	32.5	Cedar City Ticket.....	do					

IRON MOUNTAIN BRANCH

	Iron Springs							
283-21	0.0	Iron Springs.....	Utah	Gs	F P	A	R	Yes
	0.7	Iron Springs (Jct. H. B.).....	do		P			
284-04	4.7	Desert Mound.....	do					
284-15	15.7	Iron Mountain.....	do	Mn	F P	A		

PIOCHE BRANCH

	Cal- iente							
9-1353	0.0	Caliente.....	Nev.	Cs	F T P	A	L	Yes
	0.2	Caliente (Jct. H. B.).....	do			A		Yes
285-15	14.5	Panaca.....	do			A		Yes
285-32	32.4	Prince Jct.....	do			A		
285-33	32.7	Pioche.....	do	Rm	F X P	A	R	Yes

PRINCE BRANCH

Sta. No.	Dist. from Prince Jet.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Salt Lake City	Stock Yard Facilities
285-32	0.0	Prince Jet.....	Nev.	.....	.....	A	.....
286-03	2.6	Atlanta.....	do	.....	.....	A	.....
286-04	4.2	Mendha.....	do	.....	.....	A	.....
286-07	6.5	Casleton.....	do	.....	.....	A	.....
286-09	8.6	Prince.....	do	.....	.....	A	.....

MEAD LAKE BRANCH

	Moapa							
9-1430	0.0	Moapa.....	Nev.	Ma	FTXP	A	L	Yes
	0.1	Moapa (Jct. H. B.).....	do					
287-03	3.1	Standard Oil Co.....	do					
287-03	3.3	Arrowhead Spur.....	do			B-C		
287-05	5.1	Narrows.....	do			A		
287-09	9.4	Seven Arrow Gypsum.....	do					
287-10	9.6	Amber.....	do			A		
287-10	10.3	Logandale.....	do			A	L	
287-13	12.8	Virgin.....	do			A	R	
287-14	13.7	Glassand.....	do			A		
287-15	14.9	Overton.....	do			A	R	
287-17	16.9	Mead Lake.....	do			A		

UTAH DIVISION—Continued

PROVO SUBDIVISION

MAIN LINE—SALT LAKE CITY TO LYNNDYL VIA PROVO

Sta. No.	Dist. from Salt Lake City	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Salt Lake City	Stock Yard Facilities
9-1029	0.0	Salt Lake City, Telegraph..... Utah	Vn	P			
		Salt Lake City, Dispatcher..... do	Ds	P			
		Salt Lake City, Headquarters..... do	Sa	P			
		Salt Lake City, Freight..... do		FP	A	L-SOE	Yes
		Salt Lake City, Baggage..... do		P			
		Salt Lake City, Union Station..... do		TP			
		Salt Lake City, S. P., 14 So. Main St..... do		TP			
		Salt Lake City, "A", So Tem. & Main..... do		TP			
6-1032	2.1	D. & R. G. W. Crossing..... do		P	A		
6-1032	2.6	Officer..... do			B		
	3.2	Burton..... do			B		Yes
	3.4	D. & R. G. W. Crossing..... do		P	B		
6-1034	4.6	Huslers..... do			B		Yes
6-1034	4.8	Walton..... do			A		
6-1035	6.0	Bentz..... do			A		
6-1036	7.4	Murray..... do	Fn	FXP	A	L-OE	Yes
6-1037	7.9	Pallas..... do		P	B	L	
	9.5	Conn., U. S. Smelter Spur..... do					
6-1040	11.3	Midvale (on U.S. Smelter Spur)..... do		FP	A		
6-1039	9.6	Atwoods..... do		P	B		
6-1040	11.2	Cushing (Gauntlet Track)..... do		P	A		
	12.2	D. & R. G. W. Crossing..... do		P	A		Yes
6-1042	12.6	Sandy..... do	A	FXP	A	R	Yes
5-1046	17.1	Draper..... do			A		
5-1048	18.7	Mellen Sand Spur..... do			A		
5-1051	22.0	Rideout..... do		P	A		
5-1053	24.5	Mount..... do		P	A		
5-1058	29.0	Cutler..... do	Hi	FTXP	A	R-O	Yes
5-1059	30.5	Lehi..... do			A		
	30.9	Lehi Sugar Spur..... do			A		Yes
5-1062	33.5	American Fork..... do	At	FTXP	A	R-O	Yes
5-1065	36.5	Pleasant Grove..... do	Go	FTXP	A	L	
5-1067	38.2	Hardy..... do			A		
5-1070	40.1	Bunker (Spur)..... do			A		
5-1072	42.0	Geneva..... do		FP	A		
	42.7	D. & R. G. W. Crossing..... do			A		
5-1074	45.2	Provo-Cutting Spur..... do	Ur	P	A	R	
5-1076	47.3	Provo Joint Yard..... do	De	FP	A	R	Yes
	47.3	Provo Freight Depot..... do	Vo	TP	A		
5-1076	47.3	Provo Union Depot..... do			A		Yes
5-1081	52.0	Springville..... do	Sf	FTXP	A	L-O	Yes
5-1085	55.6	Spanish Fork..... do		P	A		Yes
5-1087	58.4	Benjamin..... do	Cn	FTXP	A	L	Yes
5-1092	63.2	Payson..... do		P	A		
5-1098	69.3	Santaquin..... do		P	A		Yes
5-1107	78.0	Starr..... do	Ni	FTXP	A	L	Yes
5-1118	89.2	Nephi..... do		P	A		
5-1125	96.4	Sharp..... do			A		
5-1130	101.0	Levan..... do		P	A	R	Yes
5-1133	103.7	Juab..... do		P	A		Yes
5-1140	110.7	Mills..... do		P	A		
5-1148	118.9	Parley..... do		P	A		Loading Chute
5-1150	121.0	Soma..... do			A		
5-1153	123.7	Uisco..... do		P	B		
5-1158	128.7	Leamington..... do		P	A	L	
5-1159	130.1	Mack..... do			A		
9-1147	134.1	Lynndyl..... do	Ny	FTXP	A	L	Yes

UTAH DIVISION—Concluded

FAIRFIELD BRANCH

Sta. No.	Dist. from Cutler	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Salt Lake City	Stock Yard Facilities
5-1058	0.0	Cutler..... Utah		P	A		
	0.2	Cutler (Jct. H. B.)..... do					
	1.6	D. & R. G. W. Crossing..... do			A		
276-05	4.9	Clinton..... do			A		
276-13	12.7	Dahl (Spur)..... do			A		
276-17	17.4	Floyd..... do			A		
276-20	20.3	Fairfield..... do			A		Yes
276-24	23.6	Five Mile Pass..... do			A		

Sta. No.	Dist. from Provo	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Salt Lake City	Stock Yard Facilities
5-1076	0.0	Provo Union Depot..... Utah	Vo	TP			
	1.4	Provo (Jct. H. B.)..... do					
277-02	2.8	Ironton (Columbia & Kaiser Steel Plants)..... do			A		

CALIFORNIA DIVISION
FIRST SUBDIVISION
MAIN LINE—LAS VEGAS TO YERMO

Sta. No.	Dist. from Salt Lake City	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Salt Lake City	Stock Yard Facilities
9-1479	449.7	Las Vegas, Dispatcher..... Nev.	Do	P			
9-1483	453.9	Las Vegas, Telegraph..... do	Vg	P			
9-1484	454.6	Las Vegas, Baggage..... do		P			
9-1486	456.8	Las Vegas, Ticket..... do		TP			
9-1490	461.4	Las Vegas, Freight..... do		FP	A	L-OE	Yes
9-1491	462.1	Cindrlite Spur..... do		P			
9-1498	468.9	Bracken..... do		P	A		
9-1504	474.7	Boulder Junction..... do		P	A		
9-1512	482.8	Arden..... do	A	FTXP	A	L	
9-1517	487.7	Blue Diamond Spur..... do		P			
9-1521	492.2	Sloan..... do	Sx	FTXP	A	R	
9-1526	496.0	Erie..... do		P	A		
9-1530	496.7	Jean..... do	Je	FTXP	A	R	
9-1535	501.8	Borax..... do		P	A		
9-1541	506.4	Roach..... do		P	A		
9-1545	511.9	Nev.-Cal. State Line					
9-1546	516.4	Calada..... Cal.		P	A		
9-1550	521.1	Desert..... do		P	A		
9-1555	526.0	Nipton..... do	Ch	FTXP	A	L	Yes
9-1559	530.0	Moore..... do		P	A		
9-1563	533.8	Ivanpah..... do		P	A	R	Yes
9-1566	536.9	Brant..... do		P	A		
9-1570	540.6	Joshua..... do		P	A		
9-1574	544.8	Cima..... do		P	A	R	Yes
9-1577	548.5	Chase..... do		P	A		
9-1582	553.3	Elora..... do		P	A		
9-1587	558.0	Dawes..... do		P	A	L	
9-1591	562.0	Hayden..... do		P	A		
9-1595	566.7	Kelso..... do	Fo	FTXP	A	L	
9-1601	572.0	Flynn..... do		P	C		
9-1609	579.6	Kerens..... do		P	C		
9-1616	587.0	Glasgow..... do		P	C		
9-1617	587.6	Sands..... do		P	A		
9-1621	592.3	Balch..... do		P	A		
9-1625	595.4	Crucero..... do		P	A		
9-1626	596.6	Basin..... do		P	A		
9-1631	601.6	Basin Lime Spur..... do		P	A		
9-1635	606.1	Afton..... do		P	A		
9-1640	610.6	New Dunn..... do		P	A		
9-1645	615.7	Dunn..... do		P	A	R	
9-1650	620.8	Field..... do		P	A		
		Manix..... do		P	A		
		Harvard..... do		P	A		
		Toomey..... do		P	A		
		Yermo..... do	Bn	FTXP	A	R	Yes
BOULDER CITY BRANCH							
9-1486	0.0	Boulder Jet..... Nev.	Rb	FP	A		
288-10	9.8	Henderson..... do		P	A		
288-11	10.5	Magnesium..... do		P	A		
288-22	22.4	Boulder City..... do	Bc	FTXP	A	R-E	

CALIFORNIA DIVISION—Continued
SECOND SUBDIVISION
MAIN LINE—YERMO TO LOS ANGELES

Sta. No.	Dist. from Salt Lake City	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Salt Lake City	Stock Yard Facilities
9-1650	620.8	Yermo..... Cal.	Bn	FTXP	A	R	Yes
9-1652	623.4	West Yermo..... do		P	A		
9-1654	625.1	Daggett..... do	H	FTXP	A	L	
9-1658	629.1	Nebo..... do		P	A		
9-1663	634.2	Barstow Ticket..... do		TP	A		
9-1668	640.1	Barstow Freight..... do	Ba	FP	A	R	Yes
9-1674	646.0	Lenwood..... do		P	A		
9-1683	655.2	Hodge..... do		P	A	L	Yes
9-1688	660.1	Helendale..... do		P	A		
9-1693	665.5	Bryman..... do		P	A		
9-1697	669.1	Oro Grande..... do		FP	A	R	Yes
9-1699	670.6	Leon..... do		P	A		
9-1702	672.6	Victorville..... do	Vr	FTXP	A	R	Yes
9-1703	675.9	Frost..... do		P	A		
9-1707	679.0	Thorn..... do		P	A		
9-1712	684.2	Hesperia..... do		P	A	R	Yes
9-1718	691.7	Lugo..... do	Su	FXP	A	L	Yes
9-1723	694.4	Summit..... do		P	A		
9-1724	695.4	Dell..... do		P	A		
9-1721	695.5	Gish..... do		P	A		
9-1726	700.2	Alray Eastbound..... do		P	A	L	
9-1726	698.2	Cajon..... do	Jo	FTXP	A	R	
9-1730	702.0	Keenbrook..... do		P	A	R	
9-1735	706.7	Cajon..... do		P	A	R	
9-1737	709.2	Devore..... do		P	A		
9-1740	711.7	Verdemon..... do		P	A		
9-1743	715.1	Oro..... do		P	A	C	
9-1746	717.0	Highland Junction..... do	Sm	P			
9-1749	717.6	San Bernardino Dispatcher..... do	B	P			
9-1752	719.8	San Bernardino Telegraph..... do		XP			
9-1754	720.2	San Bernardino Baggage..... do		TP			
9-1755	720.6	San Bernardino Ticket..... do		FP	A	LE	Yes
9-1758	723.6	Pacific Electric Crossing..... do		P	A		
9-1759	726.1	Colton..... do		P	A	L	
9-1760	726.2	Southern Pacific Crossing..... do		P	A		
9-1765	726.8	Highgrove..... do		P	A		
9-1767	729.1	So. Pac. & A.T. & S.F. Cross..... do		P	C		
9-1768	729.9	Riverside Junction..... do		P			
9-1769	730.3	Riverside Depot Ticket..... do	Vn	TP	A	L	
9-1770	731.3	Riverside Freight..... do		FP	A		
9-1773	736.0	Magnolia Ave. (Spur)..... do		P	A		
9-1774	736.5	Pacific Electric Crossing..... do		P	A		
9-1775	737.5	Streeter..... do	By	P	C		
9-1776	738.7	Arlington..... do		P	A		
9-1777	738.7	Bly..... do	V	FXP	A		
9-1778	738.7	Winery Spur Mira Loma..... do		P	A		
9-1779	740.8	Mira Loma..... do		P	A		
9-1781	744.1	Champagne..... do		P	A		
9-1784	745.2	Ballou..... do		P	A		
9-1786	746.2	Cucamonga Co-op Winery..... do		P	A		
9-1788	746.5	Southern Pacific Crossing..... do		P	A		
9-1789	746.5	Ontario..... do	Ra	FTP	A	R	
9-1791	747.7	Sunsweet..... do		P	A		
9-1796	750.2	San Antonio Meat Co. Spur..... do		P	A		
9-1799	751.3	Southern Pacific Crossing..... do		P	A		
9-1802	752.2	Pomona Freight..... do	Po	FP	A	L	
9-1803	752.2	Pomona Ticket..... do		TP	A		
9-1804	752.2	Spadra..... do		P	A		
9-1805	753.7	Industrial Spur..... do		P	A	L	
9-1806	755.4	Walnut..... do		P	A		
9-1807	757.3	Fallon..... do	Bg	FP	A	L	
9-1808	759.9	Hillgrove..... do		P	A		
9-1809	762.6	Clayton..... do		P	A		
9-1810	767.3	St. Helens Spur..... do		P	A		
9-1811	770.8	Whittier Junction..... do		P	A		
9-1812	773.2	Pico..... do	K	FTXP	A	L	

CALIFORNIA DIVISION—Continued
SECOND SUBDIVISION—Concluded
MAIN LINE—YERMO TO LOS ANGELES—Concluded

Sta. No.	Dist. from Salt Lake City	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Salt Lake City	Stock Yard Facilities
9-1804	775.7	Cent. Tra. Cont. (Montebello..... Cal.)	Double Track	Mk	FTXP	A	R
9-1806	778.5	East Los Angeles..... do		Rd	TP		
	778.6	Telegraph Road..... do		D	P		
9-1809	780.4	East Yard..... do			P		
9-1810	781.5	Downey Road..... do			P		
9-1811	782.1	Soto Street Junction..... do			P		
	782.6	Ninth Street Junction..... do			P		
	784.3	First Street..... do					
9-1812	785.2	Pasadena Jct..... do					
	785.3	Mission Tower—A.T.&S.F. Cross..... do			P		
9-1813	786.0	L.A.U.P.T. 800 N. Alameda Street..... do	Ud	TP			
		Los Angeles, Dispatcher—East Yard..... do	Ds	P			
		Los Angeles, Telegraph—2025 Hunter St..... do	Z	P			
		Los Angeles, Baggage..... do					
		Los Angeles, Jct. Station..... do		TP			
		Los Angeles Freight—840 So. Alameda St..... do		FTP	A	RL-SOE	
		Los Angeles City Ticket and Exec. Offices—U.P.Bldg., 6th and Olive Streets..... do	Zo	TP			
CRESTMORE TRACK							
9-1765	0.0	Bly..... Cal.	By	P	A		
290-01	0.3	Setout Track..... do			A		
290-03	3.1	Ennis..... do			A		
290-04	3.9	Ormand Quarry Track..... do		P	A		
290-04	4.0	Ormand..... do		P	A		
290-07	6.9	Crestmore..... do					
ANAHEIM BRANCH							
9-1802	0.0	Whittier Jct..... Cal.		P			
292-01	0.2	Gladding McBean Siding..... do					
292-02	2.3	Whittier..... do	Wr	FT	A	R-E	
	6.8	Pac. Elec. Crossing..... do					
292-10	9.6	La Habra..... do	Ha	SFT	A	R	
	10.5	Pac. Elec. Crossing..... do					
292-14	13.8	Sunny Hills Spur..... do			A		
	13.9	Sunny Hills..... do					
	15.4	Fullerton Industrial Lead..... do					
	15.5	A. T. & S. F. Crossing..... do					
292-17	17.3	Fullerton..... do	Rn	FT	A	LE	
	19.0	A. T. & S. F. Crossing..... do					
292-20	20.0	Anaheim..... do	Mn	FT	A	LE	

CALIFORNIA DIVISION—Continued
SAN PEDRO BRANCH

Sta. No.	Dist. from Downey Road	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Salt Lake City	Stock Yard Facilities
9-1810	0.0	Downey Road (Jct. HB)..... Cal.		P			
295-00	0.3	Hobart..... do	J	P			
	0.3	A. T. & S. F. Crossing..... do					
	0.4	A. T. & S. F. Interchange..... do					
	0.5	Bandini Spur..... do					
295-01	0.7	Junction Station..... do		P			Yes
	0.8	L. A. Jct. Ry. Crossing..... do					
295-01	0.9	Vernon Industrial Spur..... do					
295-01	1.4	Fruitland..... do		P			
295-02	1.8	Fruitland Ind. Spur..... do					
295-03	2.8	Huntington Park..... do		TP	A	R	
	2.3	Bethlehem Steel Corp..... do					
	2.3	Pacific Elect. Crossing..... do					
295-03	2.5	Pacific Fabricating Spur..... do					
295-03	2.6	Bell-Team Track..... do					
295-04	3.5	Bell Siding..... do					
	4.0	Fiberboard Products Co..... do					
	4.1	U. S. A. Salvage Segregation Center..... do					
295-04	4.1	Calco Tile Mfg. Co..... do					
	4.2	L. A. Ry. Jct. Crossing..... do					
295-05	4.5	A. R. Maas, Chem. Co..... do					
295-05	4.5	South Gate—Team Track..... do					
	4.6	So. Pac. Crossing..... do					
295-05	4.8	Blue & Mason Spur..... do					
295-05	4.8	Dawson Mfg. Co..... do					
	4.9	Davenport Mfg. Co..... do					
295-05	5.2	Purex Co..... do			A		
	5.3	Pacific Cast Iron Fgts. Co..... do					
	5.4	Pacific Screw Prod. Co..... do					
	5.4	P. Grassi Spur..... do					
	5.7	Flood Control Spur..... do					
295-07	6.5	Workman..... do			A		Yes
295-07	7.1	Rancho Los Amigos..... do			A		
295-07	7.4	Dayton Foundry..... do					
295-08	7.6	Waldrup Engineering Co..... do					
295-08	7.6	Hollydale Spur..... do			A		
	7.8	Hardman Air Craft Corp..... do					
295-08	8.3	Pac. Elect. Crossing..... do					
295-09	8.6	Macco Lumber Spur..... do					
295-10	9.7	Autolite Battery..... do					
	10.1	Paramount..... do	Hy	FTXP	A	R	Yes
295-10	10.3	So. Cal. Edison Spur..... do					
295-11	10.6	Ohio Rubber Co..... do					
295-11	10.7	Mastic Tile Corp..... do					
	10.7	Export Petroleum Spur..... do					
	10.7	International Cementers..... do					
295-11	10.9	K. C. Working Chemical Co..... do					
295-11	11.0	Richfield Oil Co..... do		P			
	11.0	Dooley Wholesale Hdw. Co. Spur..... do					
295-11	11.0	Rico..... do		P	B		
	11.3	Exeter Refinery Co..... do					
	11.6	Operators Oil & Ref'g Spur..... do					
295-12	11.8	Douglas Jct..... do		P			

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

CALIFORNIA DIVISION—Continued
SAN PEDRO BRANCH—Concluded

Sta. No.	Dist. from Douglas Jet.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Salt Lake City	Stock Yard Facilities
295-12	0.0	Douglas Jet.....	Cal.	P			
296-02	1.7	Lakewood.....	do	FTP	A	R	
296-02	2.1	Douglas Aircraft Spur.....	do				
296-02	2.3	Montana Air Craft Service Inc. do					
296-03	2.5	Montana Ranch Spur.....	do				
296-03	2.6	City of Long Beach Spur.....	do				
296-03	2.6	Hancock Ref. Co. Spur.....	do				
296-03	2.8	Cherry Ave. Frt. Platform.....	do			L	
	Dist. from Downey Road						
295-12	11.8	Douglas Jet.....	Cal.	P			
295-16	14.6	Cota (P-E Crossing).....	do	FP	B		
295-16	16.2	Manuel.....	do				
295-19	18.7	Willow Jet.....	do				
295-19	18.9	So. Pac. Crossing.....	do				
295-19	19.0	Thenard.....	do				
295-19	19.1	Pac. Elect. Crossing.....	do				
295-19	19.3	Mead Transfer.....	do	Wi P	A		
	Dist. from Mead Transfer						
295-19	0.0	Mead Transfer.....	Cal.	Wi P	A		
295-20	1.3	Mead So. Pac. Intchg.....	do	FP	A		
295-20	2.9	Long Beach, Frt.....	do				
	Dist. from Downey Road						
295-19	19.3	Mead Transfer.....	Cal.	Wi P	A		
295-19	19.3	Ford Motor Co. Spur.....	do				
295-19	19.4	Oil Warehouse Spur.....	do				
295-20	19.6	Wilmington Team.....	do				
295-20	19.9	Henry Ford Ave. Passing Trk. do					
295-20	20.4	Henry Ford Ave. Draw Bdg.... do		P			
295-20	20.6	West Long Beach Spur.....	do				
295-20	20.7	Spencer-Kellogg Spur.....	do				
295-20	20.7	Permanente Corp. Spur Cross. do					
295-21	21.4	Terminal Island.....	do	P			
295-23	23.1	East San Pedro (L. A. Harbor) do	Dn	FP	A	R	

CALIFORNIA DIVISION—Concluded
PASADENA BRANCH

Sta. No.	Dist. from Pasadena Jet.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Salt Lake City	Stock Yard Facilities
9-1812	0.0	Pasadena Jet.....	Cal.				
	0.1	Alhambra Ave.....	do				
	0.1	So. Pac. Crossing.....	do				
	0.5	L. A. Ry. Crossing.....	do				
293-01	0.7	Glendale Jet.....	do	P			
293-02	1.8	Avenue 33.....	do				
293-04	4.4	Highland Park.....	do		A		
293-04	4.4	Baker Spur.....	do				
293-05	4.5	Team Track.....	do				
	4.5	A. T. & S. F. Crossing.....	do				
	7.3	Muni. Lght. Plant Spur.....	do				
293-07	7.4	Raymond.....	Cal.		A	R	
	7.4	Muni. Light. Plant.....	do				
	7.5	Lennox Furnace Co.....	do				
	7.6	P. E. Ry. Crsg.....	do				
293-08	7.7	Crown Fence & Supply Co.....	do				
	8.3	A. C. Vroman, Inc.....	do				
293-09	8.5	F. P. Fletcher Spur.....	do				
293-09	8.7	Pasadena Frt.....	do	FP	A	R-LE	
	8.8	Pasadena Depot.....	do	Ph P			
	8.8	Pasadena City Tkt.....	do	TP			
	8.8	Industrial Spur.....	do				
	Dist. from Glendale Jet.						
		GLENDALE BRANCH					
293-01	0.0	Glendale Jet.....	Cal.	P			
	0.4	Avenue 18.....	do				
294-01	0.9	Dayton Ave. Tower.....	do				
	2.2	Taylor Mfg. Co. Spur.....	do				
294-03	3.0	Arroyo Jet.....	do				
294-03	3.1	Pacific Fence Spur.....	do				
294-03	3.4	Delay Drive.....	do				
294-04	3.5	Fletcher Drive.....	do				
	3.8	INCO Co.....	do		B		
294-06	3.8	Modglin Company Inc.....	do				
	4.0	Sawyer Cabinet Spur.....	do				
294-04	4.2	Forest Lawn.....	do		A		
294-06	6.3	Glendale Depot.....	do	FP	A	R-LE	
		Glendale City Tkt.....	do	TP			
		Glendale Baggage.....	do				

OPERATED MILEAGE

	First Main Track	Second Main Track	Add'l. Main Track
UTAH DIVISION			
Main Line—			
First Subdivision... Salt Lake City to McCammon.....	145.39	35.26	
do do O.U.R.&D. track, Ogden Yard (OSL).....	1.56	.10	.54
do do At Ogden O.U.R.&D. track, Ogden Yard (UP).....	.99	.83	
do do	1.47	.11	
Second Subdivision No. Temple St. Jct. to Jordan River.....	1.23		
do do 9th St. So. Jct. to Jordan River.....	1.00	2.23	
do do Jordan River to Milford.....		205.04	
do do Jordan River to Buena Vista (Frt.).....		2.40	
Third Subdivision Milford to Las Vegas (M. P. 336.11).....		240.65	
Provo Subdivision Salt Lake City to Lynndyl.....		134.31	
Total.....	734.04	36.30	.54
Branches—			
Syracuse..... Clearfield to Syracuse.....	4.80		
Evona..... Ogden to Sugar Works.....	.91		
Malad..... Brigham City to Malad.....	52.06		
Thatcher..... Tremonton to Thatcher.....	5.19		
Bear River..... Garland to Bradford.....	9.78		
Cache Valley..... Cache Jct. to Preston.....	50.90		
Benson..... Benson Jct. to Benson.....	5.22		
Eureka..... Tintic to Eureka.....	3.66		
Silver City..... Tintic to Silver City.....	1.94		
Mammoth..... Mammoth Jct. to Mammoth Mine.....	3.74		
Fillmore..... Delta to Fillmore.....	31.74		
Cedar City..... Lund to Cedar City.....	33.02		
Iron Mountain..... Iron Springs to Iron Mountain.....	15.22		
Pioche..... Caliente to Pioche.....	32.69		
Prince..... Prince Jct. to Prince.....	8.71		
Mead Lake..... Moapa to Mead Lake.....	17.15		
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		
Total.....	302.62		
Total Utah Division.....	1036.66	36.30	.54

Includes 1.67 mile at Ogden leased to O.U.R.&D. Co.

do	.12	do	do
do	.99	do	do
do	.83	do	do

OPERATED MILEAGE—Continued

	First Main Track	Second Main Track	Add'l. Main Track
CALIFORNIA DIVISION—			
Main Line—			
First Subdivision... Las Vegas to Yermo.....	4.27	173.00	
Second Subdivision Yermo to Daggett.....			
do Daggett to Riverside Jct. (A. T. & S. F.).....	101.37	99.83	1.47
do Riverside Jct. to Los Angeles.....	59.94	165.58	9.44
Total.....		338.58	109.27
Branches—			
Boulder City..... Boulder Jct. to Boulder City.....		22.67	
Anaheim..... Whittier Jct. to Anaheim.....		20.27	
San Pedro..... Downey Road to E. San Pedro.....	23.12		
do Muni. Term. R.R., L. A. Harbor.....	2.13		2.36
do Muni. Term. R.R., and AT&SF Ry., L. A. Harbor.....	.80		
do Muni. Term. R.R., and So. Pac. Co., L. A. Harbor.....	.16		
do So. Pac. Co., L. A. Harbor.....	4.88		
do P. E. Ry. Co., L. A. Harbor.....	9.21	40.30	7.51
do Long Beach Jct. to Long Beach.....		3.17	
Pasadena..... Pasadena Jct. to Pasadena.....		10.84	.41
Glendale..... Glendale Jct. to Glendale.....		6.12	
San Bernardino..... So. Pac. Co.-Riverside Jct. to San Bernardino.....		9.82	
Total.....		113.19	10.28
Total California Division.....		451.77	119.55
SOUTH-CENTRAL DISTRICT—			
Total Main Line.....	1,072.62	145.57	2.01
Total Branches.....	415.81	10.28	
Total Operated Mileage.....	1,488.43	155.85	2.01

Note—The distances given in the foregoing table are measured to and from the 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 122 to 135.

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

Trackage Rights granted by So. Pac. Co.—but not used.

OPERATED FIRST TRACK MILEAGE BY STATES

Idaho.....	69.89
Utah.....	743.78
Nevada.....	293.80
California.....	380.96
Total.....	1,488.43

OPERATED MILEAGE—Continued
MILEAGE ON 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 137.....	1,488.43	155.85	2.01	1,000.10	2,646.39
Add mileage owned but leased to other companies:					
O. S. L. R. R. tracks in Ogden Yard which are operated by O. U. R. & D. Co.....	2.36	.12		5.12	7.60
O. S. L. R. R. track at Cushing, Utah which is operated by D. & R. G. W. R. R.....				.18	.18
U. P. R. R. at Ogden to point 5.00 miles west. Central Pacific Ry. (So. Pac. Co.).....	5.00				5.00
O. U. R. & D. Co. at Ogden.....	.99	.83		15.70	17.52
Total.....	1,496.78	156.80	2.01	1,021.10	2,676.69
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. at North Salt Lake.....				.01	.01
D. & R. G. W. R. R. at Salt Lake City.....				.42	.42
D. & R. G. W. R. R. at Pallas.....				1.89	1.89
Bamberger Electric R. R. at Salt Lake City.....				.52	.52
Ogden Union Ry. & Depot Co. at Ogden.....	1.56	.10	.54		2.20
O. U. R. & D. Co. at Ogden, Utah:					
Owned by O. U. R. & D. Co.....	1.47	.11			1.58
Owned by U.P.R.R. leased to O.U.R.&D.Co.	.99	.83			1.82
Owned by O.S.L.R.R. leased to O.U.R. & D. Co.	1.67	.12			1.79
(Trackage rights granted, L. A. & S. L.)					
A. T. & S. F. Ry.:					
Riverside Jct. to Daggett.....	101.37	99.83	1.47	135.86	338.53
Board of Harbor Commissioners, City of Long Beach.....	.72			5.39	6.11
Denver & Rio Grande Western R. R.:					
At Lehi.....				.78	.78
At Provo.....				.34	.34
At Eureka.....				.05	.05
Los Angeles Junction Ry.:					
Junction Station, Los Angeles (Vernon).....				.95	.95
Municipal Terminal R. R.:					
At Los Angeles Harbor.....	2.13	2.36		46.26	50.75
Municipal Terminal R. R. and A. T. & S. F.:					
At Los Angeles Harbor.....	.80				.80
Municipal Terminal R.R. and Sou.Pac.Co.:					
At Los Angeles Harbor.....	.16			.02	.18
Kennecott Copper Co. at Garfield.....				1.08	1.08
Pacific Electric Ry.:					
At Colton.....				.30	.30
At Fruitland.....				.35	.35
At Los Angeles.....				.23	.23
At Los Angeles Harbor.....	9.21	7.51		6.65	23.37
Mead Trfr. to Long Beach.....	.69			3.50	4.19
Southern Pacific:					
At Los Angeles, Alhambra Ave.....				1.94	1.94
At Los Angeles, Taylor Street Yard.....	2.70			2.61	5.31
At Los Angeles, Freight Terminal Track.....				.15	.15
At Los Angeles Harbor.....	4.88			18.47	23.35
Mead Trfr. to Long Beach.....	.71			.02	.73
At South Gate.....				.28	.28
Riverside Jct. to San Bernardino.....	9.82			3.39	13.21
Toole Valley Ry.:					
At Warner.....				.31	.31
Utah-Idaho Sugar Co.:					
Corinne to Roche.....				2.99	2.99
Western Pacific Ry.:					
At East Garfield.....				.10	.10
Total to Deduct.....	138.88	110.86	2.01	234.86	486.61
Total Owned and Jointly Owned.....	1,357.90	45.94		786.24	2,190.08

§ 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. § does not include 4.08 miles at McCammon.

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

	First Main Track	Second Main Track	Add'l Main Track	Yard Tracks and Sidings	Total
Deduct other Companies proportion of mileage owned jointly.					
Owned jointly by O.S.L.R.R. & D.&R.G.W. R.R.....					
At Ogden Sugar Works.....				1.83	1.83
At Layton.....				.73	.73
At North Salt Lake.....				1.72	1.72
At Pallas.....				1.17	1.17
At Midvale.....				.18	.18
At Salt Lake City.....				.09	.09
W. P. R. R. at Salt Lake City.....				.14	.14
Owned jointly by L. A. & S. L. R. R. and A. T. & S. F. Ry.:					
At Riverside Jct.....				.21	.21
At Fullerton.....				.42	.42
At Los Angeles, East Yard.....				1.21	1.21
At Hobart.....				1.88	1.88
A. T. & S. F. Ry. & So. Pac. Co.:					
Los Angeles Union Passenger Term.....	.59	.58		8.55	9.72
D. & R. G. W. R. R.:					
At Provo.....				.69	.69
At Ironton.....	.60			2.53	3.13
Municipal Term. R. R. at L. A. Harbor.....				.54	.54
Pacific Electric Ry.:					
At La Habra.....				.04	.04
At Fruitland.....				.26	.26
Southern Pacific Co.:					
At Los Angeles.....				1.03	1.03
At South Gate.....				.93	.93
Utah Ry. at Provo.....				4.30	4.30
Total to Deduct.....	1.19	.58		28.45	30.22
Balance Mileage Owned.....	1,356.71	45.36		757.79	2,159.86

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:			
Denver & Rio Grande West. R. R.	At Salt Lake City, Utah.	.31	.95
Bamberger R. R.	At Pallas, Utah.		.86
Denver & Rio Grande West. R. R.	At Evona, Utah.		1.18
Denver & Rio Grande West. R. R.			.12
Total		.31	3.11

TRACKS OWNED JOINTLY WITH OTHER COMPANIES

ALSO USED BY U. P. R. R.:			
Denver & Rio Grande West. R. R.	At Ogden Sugar Works.		3.66
Denver & Rio Grande West. R. R.	At Salt Lake City.		.19
Denver & Rio Grande West. R. R.	At Layton, Utah.		1.46
Denver & Rio Grande West. R. R.	At No. Salt Lake, Utah.		3.43
Denver & Rio Grande West. R. R.	At Pallas, Utah.		2.33
Denver & Rio Grande West. R. R.	At Midvale, Utah.		.86
Western Pacific R. R.	At Salt Lake City, Utah.		.29
Total			11.72

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

ALSO USED BY:			
A. T. & S. F. Ry.	Daggett to Yermo, Cal.	1.76	.22
A. T. & S. F. Ry.	Hobart to Fruitland, Cal.	.99	.42
A. T. & S. F. Ry.	At Los Angeles Harbor.	2.32	13.64
Sou. Pac. Co.	Washington St. Jct. to Ave 18.	3.86	3.05 4.45
Sou. Pac. Co.	Hobart to Fruitland.	.99	.25
Sou. Pac. Co.	Bridge Jct. to Hobart.	1.32	1.14 1.04
Sou. Pac. Co.	At L. A. (Taylor Mill).		.10
Sou. Pac. Co.	At Los Angeles Harbor.	2.32	13.64
Sou. Pac. Co.	At Pasadena Jct.	.14	
Sou. Pac. Co.	At Pomona.		.05
Sou. Pac. Co.	At Junction Sta., Los Angeles (Vernon).		1.61
Los Angeles Jct. Ry.	At Fruitland.		.35
Pacific Electric Ry.	At La Habra.		.12
Pacific Electric Ry.	At Los Angeles Harbor.	2.32	13.64
Tooele Valley Ry.	At Warner.		1.91
Western Pacific R. R.	At East Garfield.		.10
Denver & Rio Grande West. R. R.	At Eureka.		.07
Denver & Rio Grande West. R. R.	At Provo.		.38
U. S. Bureau of Reclamation.	At Boulder City.	.31	1.63
Harbor Belt Line R. R.	Mead Transfer to Terminal Island.	2.42	4.93
Total		18.75	4.19 58.55

TRACKS OWNED JOINTLY WITH OTHER COMPANIES

ALSO USED BY U. P. R. R.:			
A. T. & S. F. Ry.	At Fullerton.		.84
A. T. & S. F. Ry.	At Riverside Junction.		.43
A. T. & S. F. Ry.	At East Yard.		2.41
A. T. & S. F. Ry.	At Hobart.		3.76
A. T. & S. F. Ry. & Sou. Pac. Co.	At Los Angeles.		.24
A. T. & S. F. Ry. & Sou. Pac. Co.	L. A. Union Pass. Term.	.76	.75 10.89
Sou. Pac. Co.	At Los Angeles.		2.06
Sou. Pac. Co.	At South Gate.		1.85
Pacific Electric Ry.	At Fruitland.		.52
Pacific Electric Ry.	At La Habra.		.08
Municipal Terminal R. R.	At L. A. Harbor.		1.08
Denver & Rio Grande West. R. R.	At Provo.		1.37
Denver & Rio Grande West. R. R.	At Ironton.	1.19	5.06
Utah Railway.	At Provo.		8.61
Total		1.95	.75 39.20

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

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	Track Con- nection
Barstow.....Cal.	Atchison, Topeka & Santa Fe Ry.	Yes
Clearfield.....Utah	Denver & Rio Grande Western R. R.	Yes
Colton.....Cal.	Atchison, Topeka & Santa Fe Ry.	Yes
do.....do	Pacific Electric Ry.	Yes
do.....do	Southern Pacific Company.	Yes
Daggett.....do	Atchison, Topeka & Santa Fe Ry.	Yes
East San Pedro.....do	Municipal Terminal Railroad.	Yes
East Yard (L. A.).....do	Atchison, Topeka & Santa Fe Ry.	Yes
Eureka.....Utah	Denver & Rio Grande Western R. R.	Yes
Fruitland.....Cal.	Pacific Electric Ry.	Yes
Fullerton.....do	Atchison, Topeka and Santa Fe Ry.	Yes
Fireclay.....Utah	Denver & Rio Grande Western R. R.	Yes
Garfield.....do	Kennecott Copper Co.	Yes
do.....do	Western Pacific R. R.	Yes
Geneva.....do	Denver & Rio Grande Western R. R.	Yes
Highgrove.....Cal.	Atchison, Topeka & Santa Fe Ry.	Yes
Highland Junction.....do	Atchison, Topeka & Santa Fe Ry.	Yes
Hobart.....do	Atchison, Topeka & Santa Fe Ry.	Yes
Ironton.....Utah	Denver & Rio Grande Western R. R.	Yes
Junction Station, Los Angeles.....Cal.	Los Angeles Junction Ry.	Yes
La Habra.....do	Pacific Electric Ry.	Yes
Lake Point.....Utah	American Smelting & Refining.	Yes
do.....do	Denver & Rio Grande Western R. R.	Yes
Lehi.....do	Denver & Rio Grande Western R. R.	Yes
Leon.....Cal.	Mojave Northern R. R. (Cement plant)	Yes
Long Beach.....do	Pacific Electric Ry.	Yes
do.....do	Atchison, Topeka & Santa Fe Ry.	Yes
do.....do	Southern Pacific.	No
Los Angeles.....do	Atchison, Topeka & Santa Fe Ry.	Yes
do.....do	Pacific Electric Ry.	Yes
do.....do	Southern Pacific.	Yes
Layton.....Utah	Denver & Rio Grande Western R. R.	Yes
Midvale.....do	Denver & Rio Grande Western R. R.	Yes
Mead (Thenard).....Cal.	Southern Pacific.	Yes
do.....do	Atchison, Topeka & Santa Fe Ry.	Yes
do.....do	Pacific Electric Ry.	Yes
North Salt Lake.....Utah	Denver & Rio Grande Western R. R.	Yes
do.....do	Bamberger R. R.	Yes
Ogden.....do	Southern Pacific.	Yes
do.....do	Denver & Rio Grande Western R. R.	Yes
do.....do	Bamberger R. R.	Yes
Pallas.....Utah	Denver & Rio Grande Western R. R.	Yes
Pomona.....Cal.	Southern Pacific.	Yes
Provo.....Utah	Denver & Rio Grande Western R. R.	Yes
do.....do	Utah Railway.	Yes
Riverside.....Cal.	Pacific Electric Ry.	Yes
Riverside Jct.....do	Atchison, Topeka & Santa Fe Ry.	Yes
do.....do	Southern Pacific.	Yes
Salt Lake City.....Utah	Bamberger R. R.	Yes
do.....do	Denver & Rio Grande Western R. R.	Yes
do.....do	Western Pacific R. R.	Yes
do.....do	Salt Lake, Garfield & Western Ry. (Electric).	Yes
San Bernardino.....Cal.	Atchison, Topeka & Santa Fe Ry.	Yes
do.....do	Pacific Electric Ry.	Yes
South Gate.....do	Southern Pacific.	Yes
Warner.....Utah	Tooele Valley Ry.	Yes
do.....do	Western Pacific R. R.	Yes
Wilmington.....Cal.	Pacific Electric Ry.	Yes
do.....do	Municipal Terminal Railroad.	Yes
do.....do	Southern Pacific.	Yes
do.....do	Atchison, Topeka & Santa Fe Ry.	Yes

Track Connections are made over tracks of another company.

RAILROAD CROSSINGS

UTAH DIVISION

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Main Line Via Boulter						
Warner..... Utah	West. Pac. R. R.....	Main	Main	Under-grade Grade do	0.59 mi. W. Depot...	No
Garfield..... do	KennecottCopperCo.	Side	do		1.12 mi. W. Depot...	No
Salt Lake City do	West. Pac. R. R.....	Main	do		1st So. & 13th W. St.	Yes
Main Line Via Provo						
Payson..... Utah	D. & R. G. W. R. R.	Main	Main	Under-grade Grade do	1.14 mi. W. Depot...	No
Provo..... do	do do	Main	Side		6th S. St. near 1st W. St.	Yes
Ironton..... do	do do	2 Main	Main		2.30 miles W. Provo..	Yes
Geneva..... do	do do	2 Main	do	do	M. P. 757.25.....	No
Sandy..... do	do do	Main	Main	do	.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 Grade	.34 miles S. Spur	No
Pallas..... do	do do	Side	Main & Side		Switch.....	Yes
Burton..... do	do do	Main	Main		In Yard at M.P. 44.39	No
Salt Lake City do	do do	Main	Main	do	.20 miles S. Sta. Sign.	No
do do	S. L. U. D. & 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	D. & R. G. W. R. R.	2 Main	Main	do	4th W. Bet. 8th & 9th So. Sts.	No
do do	do do	Side	Side	do	5th W. & 9th S. Sts.	No
do do	do do	Side	Main	do	4th W. Bet. S. Tem. & 1st S. Sts.	No
do do	do do	Side	Main	do	S. Tem. & 6th W. Sts.	Yes
do do	Western Pacific R. R.	Main	Side	do	10th W. & 1st S. Sts.	Yes
do do	Bamberger R. R.....	Main	Side	do	16th N. & Hot Spgs. Sts.....	Yes
North Salt Lake						
..... do	D. & R. G. W. R. R.	Main	Side	do	.30 miles S. of depot.	Yes
do do	Bamberger R. R.....	Side	2 Main	do	.17 miles N. of depot.	Yes
Ogden..... do	D. & R. G. W. R. R.	2 Side	Main	do	Wall Ave. Bet. 21st St. & Spencer Ave.	Yes

FAIRFIELD BRANCH

Cutler..... Utah	D. & R. G. W. R. R.	Main	Main	Under-grade	1.60 mi. W. Cutler...	No
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SYRACUSE BRANCH

Clearfield..... Utah	D. & R. G. W. R. R.	Main	Main	Grade	.34 miles W. of depot.	Yes
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EVONA BRANCH

Ogden..... Utah	D. & R. G. W. R. R.	Main	Spur	Grade	.49 miles S. of Sugar Wks., Sw.....	Yes
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See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Continued

CALIFORNIA 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.	P. E. Ry.....	Side	Side	Grade	W. of Butte St. & Santa Fe Ave.....	Yes
do do	L. A. Ry.....	2 Main	do	do	Santa Fe Ave. & Butte St.....	No
do do	Santa Fe Alley Spur (Jt. with S. P.).....	Side	do	do	Butte St. & Alley E. of Santa Fe Ave.....	Yes
do do	A. T. & S. F. Ry.....	2 Main 1 Side	do	do	Butte St. W. of L. A. River (Redondo Tower).....	No
do do	A. T. & S. F. Ry.	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.	do	do	do	W. of Butte St. & Santa Fe Ave.....	No
do do	do do	do	2 Side	do	N. of E. 15th St.....	No
North Alley Spur						
Los Angeles.... Cal.	do do	Side	Side	do	E. of Butte St. & Santa Fe Ave.....	No
do do	do do	2 Side	do	do	E. 15th St. near Santa Fe Alley.....	No
do do	do do	Side	do	do	Sacramento St. & Santa Fe Alley.....	No
do do	S. P. Co.....	do	do	do	Near Bay St. & Santa Fe Alley.....	Yes
South Alley Spur						
Los Angeles.... Cal.	A. T. & S. F. Ry.....	do	do	do	E. 30th St. near Santa Fe Ave.....	No
Pasadena Branch						
Los Angeles.... Cal.	S. P. Co.....	2 Side	2 Main	do	Alhambra Ave. & E. Line L. A. River..	Yes
do do	do do	2 Main	do	do	Alhambra Ave. & E. Line L. A. River..	Yes
do do	L. A. Ry.....	do	do	do	N. Main St. & E. Line L. A. River..	No
do do	do do	do	Main Side	Under-grade	N. Broadway & E. Line L. A. River..	No
do do	do do	do	Main	Grade	San Fernando Rd. & Humboldt St.....	No
do do	A. T. & S. F. Ry.....	Main	Side	do	N. Ave. 33, M. P. 2.8	No
do do	do do	do	Main	do	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 do	do	do	Grade	Fair Oaks Ave. near Arlington Drive...	No
Glendale Branch						
Los Angeles.... Cal.	L. A. Ry.....	2 Main	2 Main	Under-grade	No. Broadway & E. Line L. A. River..	No
do do	A. T. & S. F. Ry.....	Main	do	do	N. Humboldt St. M. P. 2.0 W.....	No
San Pedro Branch						
Hobart..... Cal.	A. T. & S. F. Ry.....	2 Main	Main	do	3.15 miles S. Los Angeles.....	Yes
Vernon Ind. Spur..... do	L. A. Jct. Ry.....	Main	do	do	3.60 do S. do	Yes
Bell..... do	P. E. Ry.....	do	do	do	5.09 do S. do	No
South Gate..... do	S. P. Co.....	do	do	do	7.43 do S. do	Yes
Clearwater..... do	P. E. Ry.....	do	do	do	11.15 do S. do	No
Cota..... do	do do	2 Main	do	do	17.37 do S. do	No
Thenard..... do	S. P. Co.....	Main	do	do	21.71 do S. do	No
do do	P. E. Ry.....	2 Main	do	do	21.92 do S. do	No
Mead Transfer do	Mun. Term. Ry.....	Main	2 Side	Grade	500' Right M. P. 22.25 S. Los Angeles....	No

See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Concluded

CALIFORNIA DIVISION—Concluded

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Vernon Spur						
Vernon.....Cal.	L. A. Jct. Ry.....	Main	Side	Grade	Near Vernon Ave. & Soto St.....	Yes
Anaheim Branch						
Leffingwell Spur Cal.	P. E. Ry.....	Side	Main	do	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 Spur..... do	A. T. & S. F. Ry.....	Side	Side	Grade	1.14 mile N. Sunny Hills.....	No
Sunny Hills Spur..... do	Pac. Elec. Ry.....	Main	do	do	.82 mile N. Sunny Hills.....	No
Fullerton..... do	A. T. & S. F. Ry.....	Side	Main	O'Head	15.02 miles S. Whittier Jct.....	No
do	do	Main	do	Grade	15.51 miles S. Whittier Jct.....	Yes
Anaheim..... do	do	Side	do	do	19.02 miles S. Whittier Jct.....	No
Main Line—LAUPT to Riverside Jct.						
Los Angeles....Cal.	A. T. & S. F. Ry.....	2 Main	Main	do	Mission Tower.....	No
do	L. A. Ry.....	do	2 Main	Under-grade	Macy St. & E. Line	No
do	P. E. Ry.....	do	2 Main	do	L. A. River	No
do	L. A. Ry.....	do	2 Main	do	Aliso St. & E. Line	Yes
do	do	do	2 Side	do	L. A. River	No
do	do	do	2 Main	do	E. 1st St. & E. Line	No
do	do	do	2 Side	do	L. A. River	No
do	do	do	2 Main	do	E. 4th St. & E. Line	No
do	do	do	2 Side	do	L. A. River	No
Pomona..... do	S. P. Co.....	Main	Main	Grade	E. 7th St. & E. Line	Yes
Ontario..... do	do	do	Side	do	L. A. River	No
Magnolia Ave.. do	Pac. Elec. Ry.....	do	Main	do	32.97 mi. E. Los Ang.	No
					38.10 do E. do 1st St.	No
					55.19 do E. do do	No
Main Line E. of Riverside Jct.						
Riverside Jct..Cal.	S. P.....	do	do	do	58.15 mi. E. Los Ang.	Yes
Highgrove..... do	Pac. Elec. Ry.....	do	2 Main	O'Head	61.42 do E. do	No
Colton..... do	S. P. Co.....	do	do	Grade	64.14 do E. do	Yes
do	A. T. & S. F. Ry.....	do	Side	do	64.18 do E. do	Yes
do	S. P. Co.....	do	do	do	6th St. & S. P. Co. Main	Yes
do	Pac. Elec. Ry.....	do	do	do	Track	Yes
do	do	do	do	do	9th St. & S. P. Co. Main	Yes
do	do	do	do	do	Track	Yes
do	S. P. Co.....	do	do	do	9th & "K" Sts.....	Yes
do	Pac. Elec. Ry.....	do	do	do	9th & "K" Sts.....	Yes
San Bernardino do	do	Main	Main	do	Rialto Ave. & Cal. St.	No
do	do	do	do	Under-grade	Rialto near Penn. Av.	No

§See Junction Stations and Connecting Lines.

MILES OF TRACK PROTECTED BY AUTOMATIC BLOCK SIGNALS

	Main Track	Second Track	Third Track	Other Tracks (Side Tracks)
UTAH DIVISION—				
Salt Lake City to Buena Vista (Freight Line).....	2.59			
Salt Lake City to Buena Vista.....	.56			
Buena Vista to Las Vegas (M. P. 336.11).....	446.13			
Salt Lake City (Leamington Cut-off).....	.22			
Ogden to Salt Lake City.....	35.81	35.81		
Ogden to McCammon Jct.....	110.82			
Geneva to Provo.....	6.80			
Total.....	602.93	35.81		
CALIFORNIA DIVISION—				
Las Vegas to Daggett Jct. (M. P. 336.11 to 159.01).....	177.10			
§Daggett Jct. to Riverside Jct.....	101.08	100.12	1.47	
Riverside Jct. to Los Ang. (M. P. 58.00 to -0.82).....	58.82	9.08		
§Pasadena Jct. to Glendale Jct.....	.70	.70		
§Glendale Jct. to Arroya Jct.....	3.00	3.00		
Soto Street to Downey Road.....				.69
Bridge Jct. to Soto Street.....				.18
Bridge Jct. to Santa Fe Ave.....				.41
9th Street Jct. to Bridge Jct.....				.92
Total.....	340.70	112.90	1.47	2.20
Grand Total—So. Central District.....	943.63	148.71	1.47	2.20

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

§Owned by A. T. & S. F. Ry. Co.

§Owned and operated by S. P. Co.

§Owned by U. P. R. R. Co.—operated by S. P. Co.

MILES OF TRACK PROTECTED BY CENTRALIZED TRAFFIC CONTROL

	Main Track	Second Track	Other Tracks (Side Tracks)
Utah Division—			
Salt Lake City to Buena Vista (Freight Line).....	2.59		
Salt Lake City to Las Vegas (M. P. 782.24 to 336.11).....	446.13		
Total.....	448.72		
California Division—			
Las Vegas to Daggett Jct. (M. P. 336.11 to 159.01).....	177.10		
Riverside Jct. to Los Angeles (M. P. 58.00 to -0.82).....	58.82	9.08	
Soto Street to Downey Road.....			.69
Bridge Jct. to Soto Street.....			.18
Bridge Jct. to Santa Fe Ave.....			.41
9th Street Jct. to Bridge Jct.....			.92
Total.....	235.92	9.08	2.20
Grand Total—So. Central District.....	684.64	9.08	2.20

INTERLOCKING PLANTS

Location	Protection	Ownership
Utah Division:		
Ironton (Provo).....	Crossing and Junction...	L. A. & S. L. R. R. 74.2%—D. & R. G. W. R. R. 25.8%.
Garfield.....	Crossing.....	D. & R. G. W. R. R.
Geneva.....	do	L. A. & S. L. R. R. 50%—D. & R. G. W. R. R. 50%.
Cushing.....	Gauntlet.....	O. S. L. R. R.
Salt Lake City— W. P. Crossing.....	Crossing.....	L. A. & S. L. R. R. 50%—W. P. Ry. 50%.
9th St. So. & 4th W. Sts.	do	O. S. L. R. R. 50%—D. & R. G. W. 50%.
9th So. & 5th West Sts.	do	O. S. L. R. R. 50%—D. & R. G. W. R. R. 50%.
No. Temple & 4th W. Sts.	Yards.....	O. S. L. R. R. 44.48%—D. & R. G. W. 49.39%—W. P. 6.13%.
Sandy.....	Crossing.....	O. S. L. R. R.
13 S. St., Salt Lake City.	do	D. & R. G. W. R. R.
North Salt Lake.....	Crossing.....	O. S. L. R. R. 63.26%—B. E. R. R. 36.74%.
North Salt Lake.....	Switch Connection.....	O. S. L. R. R. 50%—D. & R. G. W. R. R. 50%.
Clearfield.....	Crossing.....	O. S. L. R. R.
Ogden, 21st & Wall Ave.	do	O. S. L. R. R.
Ogden Sugar Works Spur	D. & R. G. W. Main Line Crossing.....	O. S. L. R. R. 50%—D. & R. G. W. R. R. 50%.
California Division:		
Los Angeles (LAUPT)...	Union Depot.....	L. A. U. P. T.
Los Angeles (Mission Tower).....	Crossing and Junction...	S. P. Co. 23.49%—A. T. & S. F. Ry. 24.27%—L. A. & S. L. R. R. 17.82% —LAUPT 34.42%.
Hobart.....	do	A. T. & S. F. Ry. 53.46%—L. A. & S. L. R. R. 46.54%.
Bell.....	do	Pac. Elec. Ry. 50%—L. A. & S. L. R. R. 50%.
South Gate.....	do	L. A. & S. L. R. R.
Clearwater.....	do	Pac. Elec. Ry. 50%—L. A. & S. L. R. R. 50%.
Henry Ford Av Drawbridge.....	Drawbridge.....	L. A. & S. L. R. R.
Fullerton.....	Crossing.....	L. A. & S. L. R. R.
Riverside (Magnolia)....	do	Pac. Elec. Ry. 50%—L. A. & S. L. R. R. 50%.
Riverside Junction.....	Crossing and Junction...	A. T. & S. F. Ry.
Colton.....	do	S. P. Co. 33 $\frac{1}{4}$ %—A. T. & S. F. Ry.— 33 $\frac{1}{4}$ %—L. A. & S. L. R. R. 33 $\frac{1}{4}$ %
W. San Bernardino.....	Yards.....	A. T. & S. F. Ry.
E. do	do	do
W. Barstow.....	do	do
E. Barstow.....	do	do
Daggett.....	do	do
Redondo Jct.....	Crossing.....	L. A. & S. L. R. R.
Cota.....	do	L. A. & S. L. R. R.
Thenard.....	do	L. A. & S. L. R. R. 25%—A. T. & S. F. Ry. 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
UTAH DIVISION:					
Caliente.....	36	105 ft.	100	(2)	Air
Milford.....	36	2 105.5 ft. 34 88.8 ft.			
Lynndyl.....	2	2 85.8 ft.			
Provo.....	7	2 104 ft. 5 146 ft. 1 105 ft. 5 96 ft.	92	(1)	Electricity
Salt Lake City.....	316	2 85 ft. 2 110 ft. 6 117 ft.			
Cache Junction.....	3	78 ft.	100	(2)	Electricity
Iron Mountain.....	1	60.8 ft.			
CALIFORNIA DIVISION:					
Los Angeles (East Yard).....	4	105.6 ft.	100	(2)	do
San Bernardino.....	2	120 ft.			
Las Vegas.....	10	10 85 ft.			

31 stall has no track connection. Used as a washroom. 4 stalls to be retired.

32 stalls used for machine shop.

31 96 ft. stall used as magnaflux shop.

31 stall used for office.

(1) T P G Center Bearing.

(2) Pony Truss Center Bearing.

WYES

UTAH DIVISION

Brigham City	Delta	Malad	Pioche
Cache Junction	Fillmore	Mead Lake	Preston
Caliente	Garland	Milford	Provo
Cedar City (Loop)	Iron Mountain	Moapa	Salt Lake City
3 Clover	Iron Springs	Modena	Tintic
Crestline	Logan	Nephi	3 Warner
Cutler	Lund	Ogden	

CALIFORNIA DIVISION

Bly	East Yard, L. A.	Lakewood	Terminal Island
Boulder City	Fruitland (Partly owned by Union Stock Yards)	Las Vegas	Victorville
Boulder Jct.	Hobart	Mead Transfer	3 West Yermo
Cima		San Bernardino(2)	Yermo
Devore		Summit	Kelso

3 Owned by U. S. Government.

COALING STATIONS

Location	Kind	Capacity (Tons)
UTAH DIVISION		
Salt Lake City..	Cable hoist.....	500
Provo.....	do	200
Cache Junction	do	230
CALIFORNIA DIVISION		
	NONE	

BLACK OIL FUELING STATIONS

Location	Tank		Standpipes	
	Storage (Gallons)	Delivery (Gallons)	Number of	Size of
UTAH DIVISION				
Salt Lake City..	210,000	65,000	3	
Provo.....	630,000	19,500	1	
Tintic.....		19,500	1	
Lynndyl.....	4,956,000	19,500	1-Tank spout	
Milford.....	1,260,000	19,500	1-Tank spout	
Caliente.....	630,000	19,500	2	
do		19,500		
do		15,000 (Sump)		
Carp.....	12,500	13,000	1	
do	10,000			
Cedar City.....		Tank car		
CALIFORNIA DIVISION:				
Las Vegas.....	1,260,000	19,500	3	
do		20,000		
Kelso.....		19,500	1	
Yermo.....	13,000 (concrete)	19,500	4	
do		19,500		
A. T. & S. F. Ry.:				
Victorville.....		20,000		
San Bernardino	1,617,000	42,000		
do	1,617,000	19,500		
U. P. R. R. Co.:				
San Bernardino	50,000	12,500	1	
Los Angeles.....	504,000	63,000	4	
do	320,000			

3Underground.

DIESEL OIL FUELING STATIONS
and
MOTOR TRAIN FUEL

Location	FUEL OIL (In gallons)				Number of Stand pipes	Number of Hose boxes	Water	
	Diesel		Distillate	Gasoline				
	Storage	Service		Storage				Delivery
UTAH DIVISION:								
Cache Jct.....		Tank car						
Salt Lake City	1,260,000		3500		12,000	35	39	
Iron Mountain		312,500					1	
Provo.....		10,000					1	
Lynndyl.....		28,560					2	
Milford.....	4,956,000						2	
Caliente.....	84,000						2	
Ogden.....		Tank car 20,000	(OUR&D)				32 18	
CALIFORNIA DIVISION:								
Las Vegas....	3535,000	32-24,000 Each				14		
Kelso.....		19,470				3		
Yermo.....		6,575				3		
do		6,787						
do		12,988						
San Bernardino		61,300				1		
Los Angeles..		320,000				8		
do do		105,000						
do do		65,000						
do do		47,000						
do do		28,560						

34 ground level boxes with flexible hoses, between E. & W. B. tracks.

5 pipe risers with swing joints at inspection pit.

3Underground.

3With 6" freeboard at top.

3At Engine House.

WATER STATIONS

UTAH DIVISION

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
First Sub-Division: Salt Lake City to McCammon...	Salt Lake City...	City		200,000	5
	Farmington	do		65,000	2
	ⓓ Ogden (OUR & D)	River (Weber) Canyon	Electricity Gravity	1000	50,000
	do	City			5
	Brigham	City		50,000	1
	Cache Jct.	River	Electricity	258	200,000
	Clifton	Well	Electricity	150	65,000
	Swan Lake	Creek	Gravity	67	50,000
	Downey	Springs	Gravity	33	65,000
					2
Malad Branch...	Garland	Well & Canal	Steam	117	50,000
	Malad	Griff Davis Water Co.			50,000
Cache Valley Branch...	Wellsville	City		50,000	
	Logan	City			1
	Richmond	Spring	Gravity	39	50,000
	Preston	City		50,000	1
Second Sub-Division: Salt Lake City to Milford: Via Boulder:	Erda	Spring	Gravity	75,000	1
				Res. rv. 150,000	
	Stockton	Springs	Gravity	500,000	1
				Res. rv. 65,000	
	Faust	Spring	Gravity	70,000	1
	Lofgreen	Spring	Gravity	150,000	1
				Res. rv. 48,000	
	Tintic	Well	Steam	60	1
		Well	Electricity	200	
	Jericho	Springs	Gravity	48,000	
		Well	Electricity	204	70,000
	Lynndyl	Well	Electricity	245	125,000
		Well	Electricity	165	65,000
	Delta	Well	Electricity	200	70,000
		City			1
Black Rock	Spring	Gravity		70,000	1
	Milford	Well	Electricity	500	70,000
	Well	do		400	120,000
Mammoth Branch	Mammoth	Mammoth Mining Co.			1
Third Sub-Division: Milford to Las Vegas	Lund	Well	Gas Eng.	165	70,000
		Well	Gas Eng.	350	65,000
	Beryl	Well	Gas Eng.	200	70,000
		Springs	Gravity		125,000
	Modena			70,000	
		Well	Gas Eng.	30	
	Acoma	Well	Gas Eng.	200	70,000
		Well	Gas Eng.	250	
	Big Springs	Springs	Gravity		3,375
				Res. rv. 200,000	
	Caliente	Air Lift		100	200,000
		Well	Electricity	420	200,000
		Well	Electricity	575	
	Elgin	Well	Oil Engine	156	70,000
	Carp	Well	Gasoline	60	150,000
				Res. rv.	

ⓓReservoir stores 2,000,000 gallons.

WATER STATIONS—Concluded

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: Milford to Las Vegas—Concluded	Rox	Well	Oil Engine	400	70,000
	Moapa	River	Oil Engine	200	70,000
	Dry Lake	Well	Oil	205	70,000
Cedar City Branch	Iron Springs	Well	Electricity	50	30,000
	Cedar City	City			30,000
Prince Branch	Caseltan	Combined Metals Reduction Co.			1
Provo Sub-Division: Salt Lake City to Lynndyl: Via Provo	Pallas (OSLRR)	City of Murray			50,000
	Draper	Draper Irrigation Co.			70,000
	Cutler	City of Lehi			70,000
	Provo	City			30,000
	Provo (Joint Yard)	Well & City	Steam	575	70,000
	Payson	Well	Electricity		70,000
	Starr	Well	Artesian	230Flow	48,000
	Mills	Well	Oil Engine	160	50,000
					1

CALIFORNIA DIVISION

First Sub-Division: Las Vegas to Yermo	Las Vegas	Well	Electricity	300	70,000	4
	Arden	Spring	Gravity		70,000	1
	Desert	Well	Gas Eng.	250	200,000	1
		Springs	Gravity		1,000,000	
					Rsvr. 70,000	
	Kelso				70,000	4
		Well	Electricity	250	70,000	
		Well	Electricity	250	500,000	
	Sands	Well	Gas Eng.	200	65,000	1
	Harvard	Well	Gasoline	150	70,000	
	Yermo	Well	Electricity	600	70,000	4
		Well	Electricity	800	143,000	
Second Sub-Division: Yermo to Los Angeles	ⓓBarstow	City				2
	ⓓHodge	Well	Electricity			1
	ⓓVictorville	Wells	Electricity			3
	ⓓCajon	Well	Steam			2
	ⓓKeenbrook	Well	Gas Eng.			2
	ⓓSan Bernardino	City				4
	San Bernardino	City			42,000	1
	Ontario	City			65,000	1
	Hillgrove	Well	Electricity	150	65,000	1
		Well	Electricity	225		
	Los Angeles—East Yard	Well	Electricity	800	201,778	4
		City				
San Pedro Branch	Fruitland	Federal Refrigerating Co.	Electricity		15,000	1
	E. San Pedro	City			40,000	2
	Wilmington	do				ⓓ

ⓓOwned by A. T. & S. F. Ry.
ⓓ3* emergency.

WATER SOFTENERS

Location	Kind	Capacity Gallons per Hour	Year Built
UTAH DIVISION:			
Cache Junction.....	International..	18,000	1929
Salt Lake City.....	International..	60,000	1927
Tintic.....	Inflico.....	10,000	1944
Lynndyl.....	Graver.....	18,000	1926
Milford.....	Wayside Treat- ing Plant.....		1941
ÞLund.....	International..	18,000	1931
Caliente.....	International..	33,000	1928
ÞCarp.....	International..	15,000	1929
ÞMoapa.....	Reservoir.....	10,000	1925
CALIFORNIA DIVISION:			
Las Vegas.....	Graver.....	25,000	1923
ÞArden.....	Graver.....	10,000	1924
ÞDesert.....	Reservoir.....	15,000	1925
Ontario.....	Wayside Treat- ing Plant.....		1941
Los Angeles.....	Graver.....	42,000	1924

ÞNot in service.

ÞAlso a wayside installation.

TRACK SCALES

Location	Capacity Tons	Length Feet	Make	Recording Device
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 (South Yard).....	150	50	do	do
Salt Lake City (North Yards).....	150	63	do	do
Salt Lake City Industrial Center.....	100	50	Howe.....	do
Ogden (U. P. Yard).....	150	50	Fairbanks	do
Ogden (Town Track).....	100	50	do	do
Cache Jct.....	100	50	do	do
Logan.....	150	50	do	do
CALIFORNIA DIVISION:				
Los Angeles ("A" Yard).....	150	77	Fairbanks	Type Register
Los Angeles ("C" Yard).....	150	54	do	do
Los Angeles (Reclaim).....	100	42	do	do
East San Pedro.....	150	50	do	do
ÞCrestmore.....	100	44	do	do
Las Vegas.....	150	63	do	do

ÞScale owned by Riverside Portland Cement Co., maintained by U. P. R. R. Co.

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	
North Salt Lake.....							Union Stockyards.....
Kaysville.....	4			1	18	18	Water, Private Scales, Truck Chute.....
Layton.....	4			1	15	15	Union Stock Yards Co.....
Ogden.....				1	18	18	Water, Scales.....
Brigham City.....	4			1	7	12	Water, Scales.....
Honeyville.....	2	1		1	10	10	Water.....
Dewey.....	3			1	12	12	Water.....
Collinston.....	2			1	7	7	Water, Private Scales, Truck Chute.....
Cache Jct.....	2			1	28	28	Water, Private Scales.....
Cornish.....	Þ6			1	12	12	Water, Private Scales.....
Utida.....	2		1		16	16	Scales.....
Weston.....	3			1	11	11	Scales, Truck Chute.....
Dayton.....	3			1	5	5	
Coulam.....	1		1		6	6	
Oxford.....	1		1		6	6	
Swan Lake.....	1		1		14	14	Water, Scales.....
Downey.....	5		1		11	11	Truck Chute.....
Arimo.....	2			1	43	43	Water, Scales, Truck Chute.....
McCammon.....	4			1			

EVONA BRANCH

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

MALAD BRANCH

Brigham City.....	4			1	18	18	Water, Scales.....
Corinne.....	3	1		1	8	35	Scales, Truck Chute.....
Cropley.....	4			1	15	15	Scales, Truck Chute.....
Tremonton.....	2			1	10	10	
Garland.....	6	1			33	53	Water, Scales.....
Halbert Spur.....			1				
Washakie Spur.....			1				
Portage.....	2		1		7	7	Private Scales.....
Malad.....	4			1	16	16	Water, Private Scales.....

CACHE VALLEY BRANCH

Cache Jct.....	2			1	7	7	Water, Truck Chute.....
Wellsville.....	2		1		9	9	Water, Truck Chute.....
Hyrum.....	1	2		1	5	36	Water.....
Sugar Factory							
Spur.....	1		1		6	6	
Logan.....	3		1		10	10	Water, Scales.....
Smithfield.....	3		1		10	10	Water, Truck Chute.....
Lewiston (Sugar							
Spur).....	3		1		32	32	
Whitney.....	3		1		6	6	Scales.....
Preston.....	3			1	7	7	Water, Scales.....

ÞFor 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.

ÞIncludes 2 privately owned pens.

STOCK YARDS—Continued
UTAH DIVISION—Continued
SECOND 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	
Garfield.....	1			1	19	19	Water.....
Lake Point.....		1		2		50	
Warner.....	1	3		1	5	38	
St. John.....	1	2		2	6	40	Scales.....
Faust.....	2	2		1	18	31	Water.....
Tintic.....							Loading Chute.....
McIntyre.....	1		1		9	9	
Jericho.....		2		1		38	Shearing Facilities (Privately Owned).....
Lynndyl.....	1			1	6	6	Water, Scales, Truck Chute.....
Delta.....	11	3		2	47	97	Water, Feed.....
Black Rock.....	7	1		2	38	58	

FILLMORE BRANCH

Delta.....	11	3		2	47	97	Water, Scales, Truck Chute.....
M. P. 14.5.....							Loading Chute.....
Greenwood.....	2			1	10	10	Water, Scales.....
Fillmore.....	4			1	23	23	Water.....

THIRD SUBDIVISION

Milford.....	9	4		2	47	74	Water, Feed, Scales, Portable Loading Chute, Truck Chute.....
Lund.....	3			1	33	33	Water, Scales.....
Modena.....	4			1	23	23	Water, Truck Chute.....
Crestline.....							Portable Loading Chute.....
Barclay.....	3		1		24	46	Enclosed Field.....
Caliente.....	11			2	74	74	Water, Emergency Feed.....
Carp.....	2			1	2	2	
Moapa.....	2		1		12	12	Water.....

CEDAR CITY BRANCH

Lund.....	3			1	32	32	Water, Scales.....
Iron Springs.....	5			1	33	33	Water.....
Stock Yards.....	14	2		3	80	144	Water, Scales.....

PIOCHE BRANCH

Caliente.....	11			2	74	74	Water, Emergency Feed.....
Panaca.....		2		1		6	
Pioche.....	2		1		13	13	Water, Truck Chute.....

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
UTAH DIVISION—Concluded
PROVO 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	
Huslers.....	1		1		2	2	
Murray.....	2			1	5	5	Water, Truck Chute.....
Sandy.....	1	2	1		4	26	Water.....
Draper.....	3			1	18	18	Water.....
Lehi.....	6	1		1	16	21	
Provo.....	1		1		5	5	Water.....
Springville.....	2			1	4	4	Water, Scales.....
Spanish Fork.....	5			1	16	16	Water.....
Payson.....	1			1	29	29	Water, Scales, Truck Chute.....
Starr.....	1		1		3	3	
Nephi Plaster Mill Spur.....							Loading Chute.....
Nephi.....	4		1		18	18	Water, Private Scales.....
Juab.....	2			1	11	11	
Mills.....	1			1	8	8	

FAIRFIELD BRANCH

Fairfield.....		2		1		32	
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CALIFORNIA DIVISION

FIRST SUBDIVISION

Las Vegas.....	3			1	8	8	Water.....
Nipton.....	2		1		13	13	
Ivanpah.....	4			1	14	14	Water.....
Cima.....	3		1		14	14	
Kelso.....	1		1		6	6	Water.....
Yermo.....	2			1	7	7	Water.....

SECOND SUBDIVISION

Barstow.....	24			2	58	58	Water, Feed.....
Hodge.....			1				
Oro Grande.....	3		1		2	2	Water.....
Victorville.....	4		1		12	12	
Hesperia.....	2		1		12	12	
Summit.....	4		1		11	11	Water.....
San Bernardino.....	54			22	336	342	Water, Feed, Truck Chute.....
Colton.....	18			7	114	114	Water, Feed, Truck Chute.....
Los Angeles.....							U. S. Yards Co.....

SAN PEDRO BRANCH

Junction Station.....							Los Angeles Union Stock Yards.....
Workman.....	1			1	1	1	
Paramount.....	4		2		13	13	Water, Scales, Truck Chute.....

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.

Cattle, Sheep and Horses.

Hogs.

HOG DRENCHING STATIONS

UTAH DIVISION

Cache Junction
North Salt Lake—Salt Lake
Union Stockyards

Caliente
Milford
Lynndyl

Ogden
U. S. Stock Yards
Garland

CALIFORNIA DIVISION

San Bernardino

Yermo

Desert

MAIL CRANES

UTAH DIVISION

Location	Kind	Location	Kind
No. Salt Lake.....Utah	U. P. Standard	Faust.....Nev.	Barker
Willard.....do	do	Lofgreen.....Utah	do
Honeyville.....do	Barker	Oasis.....do	U. P. Standard
Collinston.....do	do	Black Rock.....do	do
Trenton.....do	do	Beryl.....do	Barker
Cornish.....do	do	Modena.....do	U. P. Standard
Oxford.....Idaho	do	Elgin.....Nev.	Barker
Swan Lake.....do	do	Carp.....do	do
Virginia.....do	do	Rox.....do	do
Arimo.....do	U. P. Standard	Moapa.....do	do
Stockton.....Utah	Barker	Dry Lake.....do	do

CALIFORNIA DIVISION

Arden.....Nev.	Barker	Ontario.....Cal.	Barker
Sloan.....do	do	Pomona.....do	do
Jean.....do	do	Hillgrove.....do	do
Nipton.....Cal.	do	Pico.....do	do
Ivanpah.....do	do	Montebello.....do	do
Mira Loma.....do	do		

ICE HOUSES

Location	Operated By	Interior Dimensions Feet	Capacity Tons
UTAH DIVISION:			
Cedar City, 6 Car Platform.....	P.F.E.		
3 Salt Lake City, 11 Car Platform.....	3 U.P.		
3 Salt Lake City, 14 Car Platform.....	P.F.E.		
3 Ogden.....Ice Manufacturing Plant	P.F.E.		10500
with reserve storage.....	do		
Ogden, 68 car platform.....	do		
Ogden, 70 car platform.....	do		
3 Ogden, Lift truck icing.....	do		
CALIFORNIA DIVISION:			
3 Los Angeles East Yard, 10 Car Platform..	P.F.E.		
3 Ice Manufacturing Plant	P.F.E.		500 Daily
3 Colton.....Reserve Storage.....			30000
35 Car Platform			
20 Car Platform			
Also 21 and 26 car platforms and one 33 car pre-cooler platform. All P.F.E.....	P.F.E.		100 Daily
3 Las Vegas....Ice Manufacturing Plant			5700
3 Reserve Storage.....			
34 Car Platform			

3 Regular icing stations. Perishable freight may be reiced at other stations shown in this list in case of emergency.

3 Ice secured commercially.

3 Lift trucking is performed for W. B. perishable shipments & E. B. express shipments.

3 No reserve. Supply shipped from Los Angeles or Colton.

3 Regular icing station—East and Westbound.

3 Owned by Pacific Fruit Express Co.

STANDARD CLOCKS

Division	Station	Location
UTAH.....	Caliente.....	Enginemen's Register Room. (Round house)
	Caliente.....	Telegraph Office.
	Cedar City.....	Telegraph Office.
	Milford.....	Telegraph Office.
	Milford.....	Engineer's Register Room.
	Lynndyl.....	Telegraph Office.
	Provo.....	Local Freight Office.
	Provo.....	Joint Yard Telegraph Office.
	Provo.....	Joint Passenger Station.
	3 Salt Lake City.....	Dispatcher's Office.
	3 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.
CALIFORNIA.....	Ogden.....	Enginemen's Wash Room.
	Cache Junction...	Telegraph Office.
	Preston.....	Telegraph Office.
	Los Angeles.....	Union Station, Telegraph Office.
	Los Angeles.....	Union Station Enginemen's Locker Room.
	Los Angeles.....	Dispatcher's Office.
	East Yard.....	Enginemen's Locker Room.
	East Yard.....	Telegraph Office.
	San Bernardino...	Roundhouse.
	Yermo.....	Telegraph Office.
	Kelso.....	Telegraph Office.
	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.

3 Both Mountain and Pacific Time.

TELEGRAPH AND TELEPHONE EMERGENCY BOXES

Division	Station	Location
UTAH.....	Caliente.....Nev.	Derrick
	Lynndyl.....Utah	do
	Salt Lake City do	do
CALIFORNIA.....	Ogden.....do	With Wrecker
	Las Vegas....Nev.	Derrick
	Los Angeles...Cal.	do

SECTION HOUSES

UTAH DIVISION

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
	2	3 Roy.....	1.08
	3	3 Clearfield.....	8.00
	3	Syracuse Branch.....	4.79
	5	3 Layton.....	13.00
	7	3 Farmington.....	19.50
	9	3 Woods Cross.....	27.00
	10	3 Salt Lake City.....	33.75
	12	3 Salt Lake City.....	35.00
	13	3 Salt Lake City.....	36.04
	13	Salt Lake City Frt. Line.....	1.23
	15	Salt Lake City Pass, Line.....	1.00
FIRST SUBDIVISION:	42	S. P. Jct.....	14.00
	44	Brigham City.....	22.40
	44	Brigham City (Malad Br.).....	5.83
	54	Honeyville.....	33.00
	55	Collinston.....	43.50
	58	Cache Jct.....	51.00
		Cache Valley Branch.....	4.00
	59	Trenton.....	61.00
	60	Utida.....	71.50
	62	Oxford.....	81.50
	63	Swan Lake.....	91.50
	64	Downey.....	101.00
	66	Arimo.....	110.30
	121	Garland.....	20.25
	121	Bear River Branch.....	1.12
Malad Branch.....	121	Thatcher Branch.....	5.63
	123	3 Portage.....	36.00
	123	Bear River Br.....	9.95
	124	Malad.....	52.16
	132	Wellsville.....	21.00
	134	3 Logan.....	33.50
Cache Valley Branch.....	134	Sugar Factory Spur.....	0.98
	134	Benson Branch.....	28.17
	136	Richmond.....	51.08
	68	Read.....	583.00
	69	Black Rock.....	596.00
	72	Borden.....	609.00
	73	Clear Lake.....	622.00
	74	Oasis.....	635.00
	76	Delta.....	647.75
	76	Delta (Fillmore Br.).....	0.50
	77	Lynndyl.....	659.00
	77	Lynndyl (Provo Sub.).....	665.67
	79	Champlin.....	667.00
SECOND SUBDIVISION:	80	Jericho.....	679.00
	81	Tintic.....	691.00
	82	Tintic.....	697.25
	82	Tintic (Eureka Br.).....	0.27
	83	Lofgreen.....	708.00
	85	Faust.....	720.00
	87	Stockton.....	732.00
	89	Warner.....	744.00
	90	Erda.....	753.00
	92	Garfield.....	764.00
	94	Buena Vista.....	773.00
	94	Buena Vista (Freight Line).....	779.16
Eureka Branch.....	81	Tintic.....	3.66
Silver City Branch.....	81	Tintic.....	2.42
Mammoth Branch.....	81	Tintic.....	5.21
Fillmore Branch.....	225	Delta.....	32.24

SECTION HOUSES—Continued

UTAH DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
	67	Milford.....	576.00
	66	Milford.....	584.00
	65	Thermo.....	551.50
	63	Lund.....	540.50
	62	Zane.....	530.00
	61	Beryl.....	519.00
THIRD SUBDIVISION:	60	Modena.....	508.00
	59	Uvada.....	497.00
	58	Crestline.....	488.00
	56	Acoma.....	479.00
	55	Islen.....	471.00
	53	Eccles.....	462.00
	52	Caliente.....	456.25
	50	Etna.....	446.50
	49	Elgin.....	437.00
	47	Leith.....	427.00
	46	Carp.....	417.50
	45	Galt.....	408.00
	44	Hoya.....	398.75
	43	Rox.....	388.50
	42	Moapa.....	375.50
	39	Dry Lake.....	362.50
	38	Garnet.....	349.50
	36	Wann.....	336.11
	63	Lund.....	0.40
	220	Avon.....	12.00
Cedar City Branch.....	221	Cedar City.....	33.17
Iron Mountain Branch.....	222	Iron Springs.....	22.00
	222	Iron Springs.....	3.00
	223	Iron Mountain.....	15.07
	52	Caliente.....	0.68
Pioche Branch.....	217	Peck.....	22.00
	219	Pioche.....	32.94
Prince Branch.....	219	Pioche.....	8.81
Mead Lake Branch.....	215	Logandale.....	17.18
	109	Draper.....	772.00
	108	Cutler.....	767.00
	107	Pleasant Grove.....	754.00
	105	Provo.....	750.00
	105	Provo.....	Yards
	104	Spanish Fork.....	738.00
	103	Payson.....	726.00
PROVO SUBDIVISION:	101	Starr.....	714.00
	99	Nephi.....	702.00
	98	Juab.....	690.00
	97	Mills.....	678.50
	95	Leamington.....	666.70
	16	Murray.....	42.50
	15	Salt Lake City.....	37.57
Ironton Branch.....	105	Provo.....	2.22
Fairfield Branch.....	108	Cutler.....	23.86
CALIFORNIA DIVISION			
	35	Las Vegas.....	333.00
	34	Bracken.....	324.00
	33	Arden.....	316.00
	32	Sloan.....	305.00
	30	Jean.....	293.00
	28	Desert.....	282.00
	26	Moore.....	271.00
	25	Brant.....	260.00
FIRST SUBDIVISION:	24	Cima.....	249.00
	23	Elora.....	238.00
	21	Kelso.....	231.00
	19	Glasgow.....	219.50
	18	Balch.....	208.00
	17	Crucero.....	197.00
	15	Afton.....	186.00
	14	Field.....	175.00
	13	Harvard.....	164.00
	12	Yermo.....	158.82

SECTION HOUSES—Concluded
CALIFORNIA DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
Boulder City Branch.....	34	Boulder City.....	22.69
	10	Riverside.....	48.00
	8	Mira Loma.....	42.50
	6	Pomona.....	32.00
	5	Walnut.....	23.50
	4	Rowland.....	15.00
SECOND SUBDIVISION:	3	Montebello.....	6.50
	2	East Yard.....	Yards
	1	East Yard.....	Yards
	200	1st St. Los Angeles—4th St.	Yard
	202	do do —West....	90.92
	204	Hobart.....	7.57
San Pedro Branch.....	206	Paramount.....	17.37
	207	E. San Pedro.....	23.63
Pasadena Branch.....	200	Los Angeles 1st St.....	9.87
Glendale Branch.....	200	Los Angeles 1st St.....	8.17
Anaheim Branch.....	210	La Habra.....	20.27
Crestmore Spur.....	8	Mira Loma.....	6.89

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

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

‡Double Track Sections.

‡Location of section headquarters. No section house.

‡Actual mileage 5.22.

‡To Pasadena Jct.

TUNNELS

No.	Location	Tunnel Section	Length (feet)	Lining
UTAH DIVISION				
Main Line				
15	Wheelon..... M. P. 45.2	Single Trk.	210	77-ft. Masonry, balance unlined.
4	Kyle..... M. P. 433.67	‡ Dbl. Trk.	1226	Concrete.
5	Elgin..... M. P. 441.95	Single Trk.	600	do
6	Stine..... M. P. 449.05	‡ Dbl. 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
11	Eccles..... M. P. 462.78	‡ do	1324	do
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	‡ Dbl. 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
CALIFORNIA 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

‡Contains One Track.

PAGES 162 TO 234, INCLUSIVE
 CONTAIN INFORMATION PERTAINING
 TO
 NORTHWESTERN DISTRICT
 UNION PACIFIC RAILROAD COMPANY
 CAMAS PRAIRIE RAILROAD COMPANY

IDAHO DIVISION
FIRST SUBDIVISION
MAIN LINE—GRANGER TO POCATELLO

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	FTXP	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	FTXP	A		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	FTXP	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		P	A	L	Yes
912	64.8	Leefe.....do					
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	FTXP	A	L	Yes
935	88.2	Marse.....do		P	A		
939	92.1	Border.....do		P	A	L	Yes
945	97.7	Wyo.-Idaho State Line					
950	102.9	Pegram.....Idaho		P	A	R	Yes
955	108.0	Harer.....do		P	A		
962	115.0	Dingle.....do		P	A	L	Yes
969	121.3	Montpelier.....do	Mx	FTXP	A	R	Yes
974	126.8	Pescadero.....do		P	A	L	Yes
979	131.9	Georgetown.....do		P	A	L	Yes
983	136.1	Cavanaugh.....do		P	A	R	Yes
987	140.0	Manson.....do		P	A	L	Yes
993	146.0	Rose.....do		P	A	L	Yes
999	151.6	Soda Springs.....do	Sd	FTXP	A	R-O	Yes
1003	156.2	Alexander.....do		P	A	L	Yes
1009	161.8	Talmage.....do		P	A	L	Yes
1013	165.6	Bancroft.....do	Bn	FTXP	A	L	Yes
1018	170.3	Kinport.....do		P	A	R	Yes
1022	174.8	Pebble.....do		P	A	R	Yes
1025	177.4	Blaser.....do		P	A	R	Yes
1027	180.0	Lava Hot Springs.....do	Xy	FTXP	A	L	Yes
1032	184.3	Topaz.....do		P	A	L	Yes
1038	191.2	McCammon.....do	Mc	FTXP	A	L	Yes
1044	197.1	Jct. Switch Line to Ogden					
1049	201.9	Onyx (Spur).....Idaho		P	A	R	Yes
1051	202.9	Inkom.....do	Ko	FTXP	A	L	Yes
1061	213.9	Inkom Quarry Spur					
		Pocatello Passenger Station.....do	Ca	TP			
		Pocatello Bag.....do		XP			
		Pocatello Disp'r.....do	H	P			
		Pocatello Store.....do		F			
		Pocatello Yard.....do	Po	FP		R	Yes
		Pocatello Freight.....do			A	RL-RE	
KEMMERER BRANCH							
887	0.0	Kemmerer.....Wyo.	Z	FTXP	A	R	
226-01	1.8	N. Kemmerer Jct.....do		P	A		
226-02	2.4	North Kemmerer.....do			A		
226-05	5.1	Phosphate.....do			A		Yes
226-09	9.2	Quealy.....do			A		Yes

IDAHO DIVISION—Continued
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	
227-05	5.0	Glencoe Jct.....do		P	A	L	
227-09	8.8	Blazon Jct.....do		P	A	L	
227-13	13.0	Mine No. 8.....do			A		
On Extension of Main Track classed as Side Track.							
GLENCOE BRANCH							
227-05	0.0	Glencoe Jct.....Wyo.			A	L	
232-02	1.8	Glencoe.....do			A		
ELKOL BRANCH							
227-05	0.0	Glencoe Jct.....Wyo.			A	L	
229-04	3.9	Elkol.....do			A		
BLAZON BRANCH							
227-09	0.0	Blazon Jct.....Wyo.		P	A	L	
228-01	1.4	Radiant.....do			A		
GRACE BRANCH							
999	0.0	Alexander.....Idaho		P	A	L	Yes
235-06	0.3	Alexander (Jct. H. B.).....do			A	L	Yes
	6.0	Grace.....do	Ga	FX	A	L	Yes
SECOND SUBDIVISION							
MAIN LINE—POCATELLO TO GLENN'S FERRY							
1061	213.9	Pocatello Pas. Sta., Idaho	Ca	TP			
		Pocatello, Bag.....do	H	XP			
		Pocatello, Disp'r.....do		P			
		Pocatello, Store.....do	Po	FP		R	Yes
		Pocatello, Yard.....do		P			
		Pocatello, Freight.....do		FP	A	RL-RE	
	215.0	Gould St.....do					
	216.0	Jct. Sw.-Silver Bow Line.....do					
1067	219.6	Don.....do			A	L	
	219.7	E. Line Ft. Hall Indian Resv'r.					
1071	224.3	Michaud.....Idaho		P	A	R	
1074	226.5	Schiller.....do			A	L	
1077	230.1	Bannock.....do		P	A	L	
	230.7	West Line Ft. Hall Indian Resv'r.					
1086	238.5	American Falls.....Idaho	Af	FTXP	A	R-SOE	Yes
1090	242.3	Borah.....do		P	A	L	
1097	250.4	Quigley.....do		P	A	L	
1103	256.0	Wapi.....do		P	A	L	
1107	259.8	DeWoff.....do		P	A	R	
1115	267.3	Hawley.....do		P	A	L	

IDAHO DIVISION—Continued

SECOND SUBDIVISION—Concluded

MAIN LINE—POCATELLO TO GLENN'S FERRY—Concluded

Sta. No.	Dist. from Granger	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
1120	272.4	Minidoka..... Idaho	Rt	FTXP	A	L	Yes
1123	276.2	Max..... do		P	A	R	
1132	284.3	Adelaide..... do		P	A	R	
1136	289.0	Kimama..... do		P	A	R	Yes
1143	295.7	Senter..... do		P	A	R	
1151	303.5	Owinza..... do		P	A	R	
1157	309.0	Besslen..... do		P	A	R	
1161	313.9	Dietrich..... do	Hd	SFTXP	A	L	Yes
1169	321.6	Shoshone..... do	X	FTXP	A	R	Yes
1178	330.8	Tunupa..... do		P	A	R	
1185	337.5	Gooding..... do	Gd	FTXP	A	L	Yes
1191	344.2	Fuller..... do		P	C		
1198	350.5	Bliss..... do	Is	FTXP	A	L	Yes
1205	357.3	Ticeska..... do		P	A		
	358.2	Ticeska Wye..... do		P	A		
1214	366.9	King Hill..... do		P	A	R	Yes
1217	369.5	Coates (Spur)..... do		P	A		
1218	370.8	Sand Bank..... do		P	A		
1221	373.8	Glenn's Ferry..... do	Gf	FTXP	A	R	Yes

Dist. from Minidoka

TWIN FALLS BRANCH

1120	0.0	Minidoka..... Idaho	Rt	FTXP	A	L	Yes
	0.1	Minidoka (Jct. H. B.)..... do		P	A		
236-08	8.2	Acquia..... do		P	A	L	Yes
236-14	13.5	Rupert..... do	Ms	FTXP	A	R	Yes
236-17	17.3	Amalgam (Spur)..... do		P	A		
236-20	19.6	Heyburn..... do		P	A	R	
236-22	21.7	Burley..... do	Bu	FTXP	A	L-SE	Yes
236-26	25.8	Starr's Ferry..... do		P	A	R	
236-34	33.5	Milner..... do		P	A	R	
236-36	35.5	Parsons..... do		P	A	R	Yes
236-41	41.4	Murtaugh..... do	Mu	FTXP	A	L	Yes
236-45	45.1	Bickel..... do		P	A	L	
236-48	49.0	Bills..... do		P	A	L	
236-50	49.7	Hansen..... do	Ns	FTXP	A	L	Yes
236-52	52.1	Stowe (Spur)..... do		P	A		
236-53	53.3	Kimberly..... do	Ky	FTXP	A	L	Yes
236-56	56.4	McMillan..... do		P	A		
236-57	56.5	McMillan Sugar Fcty. (Spur)..... do		P	A		
236-59	58.9	Twin Falls..... do	Na	FTXP	A	R-E	Yes
236-63	63.3	Curry..... do		P	A	R	Yes
236-66	65.9	Filer..... do	Fr	FTXP	A	L	Yes
236-69	68.5	Peavey..... do		P	A	R	Yes
236-71	71.3	Cedar..... do		P	A	L	
236-74	73.8	Buhl..... do	Bo	FTXP	A	R-SE	Yes

Dist. from Rupert

NORTH SIDE BRANCH

236-14	0.0	Rupert..... Idaho	Ms	FTP	A	R	Yes
	0.1	Rupert (Jct. H. B.)..... do		P	A		
238-04	3.5	Travers..... do		P	A		
238-05	4.3	Myers..... do		P	A		
238-06	5.9	Paul..... do	Dj	FTXP	A	L	Yes
238-08	7.9	Budge..... do		P	A	L	
238-16	15.9	Schodde..... do		P	A	R	Stock Chute
238-20	19.8	McHenry..... do		P	A		
238-24	24.0	Hazelton..... do	Az	FTX	A	L	Yes
238-27	26.9	Black..... do		P	A		
238-28	28.1	Eden..... do	Dx	FTX	A	L	Yes
238-32	31.6	Hunt..... do		P	A		
238-35	34.6	Perrine..... do		P	A	R	
238-38	38.3	Sugar Loaf..... do		P	A		

IDAHO DIVISION—Continued

NORTH SIDE BRANCH—Concluded

Sta. No.	Dist. from Rupert	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
238-41	40.6	Falls City..... Idaho			A	R	Yes
238-43	42.6	Barrymore..... do			A	R	
238-45	44.7	Haytown..... do			A	R	
238-46	45.8	Hydra..... do			A	R	
238-48	47.9	Jerome..... do	Jo	FT	A	R	Yes
238-53	52.9	Appleton..... do			A	R	Stk Chute
238-57	56.7	Wendell..... do	Nd	FTX	A	R	Yes
238-58	58.1	King..... do			A		
238-66	66.2	Tuttle..... do			A	L	Yes
1198	73.6	Bliss..... do	Is	FTXP	A	L	Yes

Dist. from Burley

RAFT RIVER BRANCH

236-22	0.0	Burley..... Idaho	Bu	FTXP	A	L-SE	Yes
	0.0	Burley (Jct. H. B.)..... do			A		
239-03	3.1	Unity..... do			A	L	
239-05	4.7	Evans (Spur)..... do			A		
239-06	6.0	Springdale..... do			A	L	
239-09	8.9	Declo..... do		SFTX	A	R	Yes
239-11	11.0	Benning (Spur)..... do			A		

Dist. from Burley

OAKLEY BRANCH

236-22	0.0	Burley..... Idaho	Bu	FTP	A	L-SE	Yes
237-04	4.3	Beetville..... do			A	L	
237-05	5.2	Pella..... do			A		
237-16	16.3	Trout..... do			A	L	Yes
237-18	17.6	Marion..... do			A		
237-19	19.0	Warr..... do			A		
237-22	21.8	Oakley..... do	Oa	FX	A	L	Yes

Dist. from Twin Falls

WELLS BRANCH

236-59	0.0	Twin Falls..... Idaho	Na	FTP	A	R-E	Yes
	0.6	Twin Falls (Jct. H. B.)..... do			A		
23-006	5.6	Knoll..... do			A	L	
23-007	7.0	Godwin..... do			A	R	
23-011	11.0	Berger..... do		P	A		Stk Chute
23-019	19.4	Hollister..... do			A	R	Stk Chute
23-023	23.2	Amsterdam (Spur)..... do			A		
23-029	28.8	Rogerson..... do	Rg	SFTXP	A	R	Yes
23-039	38.7	Meteor..... do			A	R	
23-050	50.1	Idavada..... do			A	R	
	50.4	Idaho-Nevada State Line..... do			A		
23-056	56.1	Delaplain..... Nevada		P	A	L	
23-061	60.7	San Jacinto..... do		P	A	L	Yes
23-069	68.8	Contact..... do	Cn	FTXP	A	L	Yes
23-075	75.1	Henry..... do		P	A	L	Yes
23-087	86.7	Shores..... do			A		
23-094	93.6	Wilkins..... do		P	A	R	Yes
23-097	97.3	Herrell..... do			A		
23-103	102.5	Summer Camp..... do		P	A	L	
23-109	108.9	Melando..... do		P	A		
23-116	116.1	Town Creek..... do			A		
23-123	123.4	Wells (Freight Depot)..... do		F	A	R	Yes
23-124	123.6	Wells (Passenger Depot)..... do	Hu	TP	A		Yes

Not in operation beyond M. P. 9.6, but not physically retired.
 Owned by S. P. Co.

IDAHO DIVISION—Continued

KETCHUM BRANCH

Sta. No.	Dist. from Shoshone	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1169	0.0	Shoshone..... Idaho	X	FTXP	A	L	Yes
242-11	10.9	Marley..... do	Fk	FTXP	A	L	Yes
242-15	15.3	Richfield..... do			A		
242-22	21.8	Pagari..... do			A		
242-30	29.7	Tikura..... do			A	L	
242-34	33.9	Priest (Spur)..... do			A		
242-37	37.4	Picabo..... do	Xn	SFTXP	A	L	Yes
242-42	41.8	Hay..... do			A	L	Yes
242-45	44.5	Gannett..... do			A	L	Yes
242-52	52.2	Bellevue..... do	V	SFTX	A	L	Yes
242-57	57.2	Hailey..... do	Ri	FT	A	L	Yes
242-60	60.0	Barite..... do			A		
242-63	63.4	Gimlet (Spur)..... do			A	R	
242-68	67.8	Triumph..... do			A		
242-70	69.5	Ketchum (Sun Valley)..... do	Ku	FTX	A	R	Yes

HILL CITY BRANCH

Sta. No.	Dist. from Richfield	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
242-15	0.0	Richfield..... Idaho	Fk	FTXP	A	L	Yes
243-05	4.5	Rawson..... do			A		
243-09	9.4	Burmah..... do			A	R	Yes
243-22	21.5	Magic..... do		P	A		
243-31	31.2	Macon..... do			A		Yes
243-34	34.0	Blaine..... do			A	R	
243-37	36.8	Rands..... do			A	L	
243-40	39.7	Selby..... do			A		
243-44	43.8	Fairfield..... do	Fd	FTXP	A	R	Yes
243-52	51.7	Corral..... do			A	R	Yes
243-58	57.8	Hill City..... do	Hc	SFTXP	A	R	Yes

THIRD SUBDIVISION
MAIN LINE—GLENN'S FERRY TO HUNTINGTON

Sta. No.	Dist. from Granger	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1221	373.8	(Glenns Ferry.. Idaho)	Gf	FTXP	A	R	Yes
1230	382.1	Hammett..... do	D. T.	P	A	L	Yes
1240	393.1	Reverse..... do	Rv	P	A	L	
1249	401.6	Mountain Home..... Idaho	Mz	FTXP	A	L	Yes
1255	407.5	Sebre..... do		P	A		
1260	412.7	Cleft..... do		P	A	R	
1270	423.0	Orchard..... do	Od	P	A	R	Yes
1278	430.8	Ely..... do		P	A		
1282	434.7	Owyhee..... do		P	A	R	
1290	442.6	Mora..... do		P	A	R	
1294	446.7	Kuna..... do	Ka	FXP	A	R	Yes
1299	451.8	Collopy..... do		P	A		
1304	456.6	Main Line Jct..... do	Au	FTXP	A	L-SOE	Yes
		Nampa..... do	D	P			
		Nampa Dispatcher..... do	Q	P			
		Nampa Opr..... do					
1270	423.0	Via Boise Main Line Orchard..... do	Od	P	A	R	Yes
8-1278	430.4	Orchard (Jct. H. B.)..... do		P	A		
8-1283	435.9	Leone..... do		P	A		
8-1289	441.8	Black's Creek..... do		P	A		
8-1292	445.1	Shafer..... do		P	A		
8-1296	448.5	Hillcrest..... do	Bg	TP			
		Boise Passenger Sta..... do					
		Boise, City Ticket Office..... do					
8-1298	450.8	Boise, Freight..... do	Bd	FP	A	R-SOE	
8-1299	451.3	Boise Jct..... do		P	A	L	
		Perkins..... do		P	A		

IDAHO DIVISION—Continued

THIRD 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
8-1302	454.8	Beatty..... Idaho	Md	P	A	L	Yes
8-1305	457.3	Meridian..... do		FTXP	A	L	
8-1308	460.8	Sonna..... do		P	A	L	
8-1312	464.9	Nampa Loop Jct..... do		P			
8-1314	467.7	Main Line Jct..... do					
1304	468.0	Nampa..... do	Au	FTXP	A	L-SOE	Yes
		Nampa Dispatcher..... do	D	P			
		Nampa Opr..... do	Q	P			
1308	460.8	Moss..... do		P	A		Yes
1313	464.4	Caldwell Stk. Yds..... do	Cw	FTXP	A	L-OE	Yes
1316	465.5	Caldwell..... do		P	A		
1320	469.2	Enrose..... do		P	A		
1328	472.5	Notus..... do	U	FTXP	A	R	Yes
1333	480.8	Parma..... do	Ma	FTXP	A	R	
	485.9	Apple Valley..... do			A		
	487.5	Idaho-Ore. State Line					
1336	488.4	Nyssa..... Ore.	Sy	FTXP	A	L	Yes
1339	491.7	Arcadia..... do		P	A	L	Yes
25-002	496.8	Malheur Jct..... do		P	A		
1345	497.6	Ontario Stk. Yds..... do		P			Yes
1346	498.7	Ontario..... do	On	FTXP	A	R	
1348	500.1	Ore-Idaho State Line					
	500.9	Washoe (Spur)..... Idaho			A	R	
1350	502.5	Payette Jct..... do		P			
1353	506.2	Payette..... do	Ay	FTXP	A	R	Yes
1357	509.3	Wood..... do		P	A	L	StkChute
1360	512.7	Crystal..... do		P	A	R	
1363	515.9	Feltham..... do		P	A	R	
1369	521.8	Weiser..... do	Sr	FTXP	A	R	Yes
1373	525.7	Eaton..... do		P	A	R	
1381	534.0	Cobb..... do		P	A	R	
	536.3	Rock Island..... do		P	B	L	
1384	537.1	Idaho-Ore. State Line					
1386	538.8	Blakes Jct..... Ore.		P	C	R	
		Huntington..... do	Hu	FTXP	A	L	Yes
		Huntington Yard..... do	Hn	P			

BOISE BRANCH

Sta. No.	Dist. from Boise Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
8-1298	0.0	Boise Jct. (H. B.)..... Idaho		P	A		Yes
245-01	1.1	Fair Grounds (Spur)..... do			A	R-SOE	
245-03	3.2	Boise Freight..... do	Bd	FP	A		
245-05	5.0	Penitentiary (Spur)..... do			A		
245-06	6.3	Vernon (Spur)..... do			A	L	
245-08	8.4	Barber..... do			A		

STODDARD 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-SOE	Yes
		Nampa Disp'r..... do	D	P			
		Nampa Opr..... do	Q	P			
	0.1	Nampa (Jct. H. B.)..... do			A		
246-04	4.4	Deal..... do			A		
246-09	8.9	Bowmont..... do			A		
246-12	11.6	Westma (Spur)..... do			A	L	
246-15	14.6	Melba..... do		FX	A		
246-17	17.1	Stoddard..... do			A		
	20.0	End of track..... do					Yes

IDAHO DIVISION—Continued

NAMPA 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-SOE	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		P			
8-1312	2.5	Nampa Loop Jct.....do					

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-SOE	Yes
		Nampa Disp'r.....do	D	P			
		Nampa Opr.....do	Q	P			
	0.7	Idaho Nor. (Jct. H. B.).....do					
	2.6	Fischer.....do		P	A	L	Yes
24-003	6.1	Maddens (Spur).....do		P	A	L	Yes
24-006	9.5	Middleton.....do			A		
24-009	18.9	Jenness.....do			A		
24-019	22.2	Bramwell (Spur).....do			A		
24-022	26.4	Emmett (Jct. H. B.).....do			A		
	27.0	Emmett.....do	Mf	FTXP	A	R	Yes
24-027	31.8	Plaza.....do		P	A		
24-032	33.0	Black Canyon (Spur).....do		P	A		
24-041	41.1	Montour.....do		P	A	R	Yes
24-050	49.7	Horseshoe Bend.....do	Hb	FTXP	A	L	Yes
24-055	54.9	Gardena.....do		P	A		
24-064	64.1	Banks.....do	Ab	FTXP	A	L	Yes
24-075	75.4	Big Eddy.....do		P	A		
24-083	83.0	Smiths Ferry.....do	Sf	P	A	L	Yes
24-093	92.7	Cabarton.....do		P	A	L	Yes
24-096	95.5	Belvidere.....do			A	R	Yes
24-099	99.2	Cascade.....do	Cd	FTXP	A	R	Yes
24-111	111.1	Arling.....do		P	A		
24-119	119.4	Donnelly.....do	Fy	FTXP	A	L	Yes
24-125	124.7	Norwood.....do		P	A	R	Yes
24-128	127.6	Archabal.....do		P	A		
24-133	132.8	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-OE	Yes
	0.2	Caldwell (Jct. H. B.).....do			A		
247-03	2.5	Simplot (Siding).....do			A		
247-04	3.7	Shelp.....do			A		
247-05	5.0	Doles.....do			A	R	Yes
247-07	7.0	Greenleaf (Spur).....do			A		
247-10	9.7	Allendale.....do			A	R	Yes
247-12	11.5	Wilder.....do	Wr	FTX	A		

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
248-08	8.1	Overstreet.....do			A		
248-11	10.6	Adrian.....do			A		
248-17	16.9	Napton.....do			A		
	18.6	Ore.-Idaho State Line.....do			A		
248-24	24.4	Homedale.....Idaho	Hr	FTX	A	L	Yes
248-31	31.0	Claytonia.....do			A		
248-33	33.1	Marsing.....do	Mr	FX	A	R	Yes

IDAHO DIVISION—Continued

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
25-002	1.9	Malheur Junction.....do		P	A		
25-004	3.8	Cairo.....do			A	R	
25-007	6.9	Luse.....do			A		
25-010	10.0	Mallett.....do			A	R	StkChute
25-016	15.5	Vale.....do	Va	FTXP	A	L	Yes
25-024	23.5	Hope.....do			A		Yes
25-035	34.8	Little Valley.....do			A		
25-042	42.0	Harper.....do		P	A	L	Yes
25-051	51.2	Namorf.....do			A		
25-062	62.2	Jonesboro.....do			A		Yes
25-074	73.6	Juntura.....do	Jn	FTXP	A	L	Yes
25-087	86.6	Long.....do			A		
25-093	92.7	Riverside.....do		P	A	L	Yes
25-103	102.8	Dunnean.....do			A		
25-110	110.2	Venator.....do		P	A	L	Yes
25-118	117.9	Circle Bar.....do			A		
25-127	126.6	Crane.....do		P	A	L	Yes
25-138	138.4	Lawen (Spur).....do			A	L	
25-144	143.5	Redess.....do		P	A		Yes
25-157	156.8	Burns.....do	Br	FTXP	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
25-016	0.0	Vale.....Ore.	Va	FTXP	A	L	Yes
	0.1	Vale (Jct. H. B.).....do			A		
252-11	11.4	Lancaster (Spur).....do			A	L	Yes
252-17	17.3	Jamieson.....do			A	L	Yes
252-23	23.5	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		
253-03	3.3	Ingard.....do			A		
253-04	3.9	Eiffie.....do			A		
253-05	5.1	Fruitland.....do	Fu	FTXP	A	R	
253-07	6.8	Buckingham.....do			A		
253-11	11.1	New Plymouth.....do	Np	FTXP	A	L	Yes
253-17	17.2	Falks (Spur).....do			A		
253-19	18.9	Little Rock.....do			A		
253-22	21.6	Letha.....do			A	L	Yes
	29.1	Emmett (Jct. H. B.).....do			A		
24-027	29.7	Emmett.....do	Mf	FTXP	A	R	Yes

NEW MEADOWS BRANCH

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	Yes
244-06	6.0	Rebecca.....do			A		
244-12	11.7	Presley.....do			A		
244-19	19.1	Concrete.....do		P	A		
244-27	26.7	Diamond (Spur).....do			A		
244-32	31.8	Midvale.....do	Mi	FTXP	A	L	
244-41	40.5	Cambridge.....do	Ra	FTXP	A	L	Yes
244-50	49.8	Goodrich.....do		P	A		StkChute
244-57	56.6	Mesa.....do			A		
244-60	60.6	Council.....do	Cn	FTXP	A	R	Yes
244-62	61.6	Hoover.....do			A		
244-67	66.5	Fruitvale.....do			A		
244-72	72.0	Glendale.....do		P	A		
244-80	80.0	Woodland.....do			A		
244-82	81.9	Tamarack.....do			A		
244-84	84.1	Rubicon.....do		P	A		
244-90	89.7	New Meadows.....do	Ds	FTXP	A	R	Yes

Private Stock Yard.

IDAHO DIVISION—Continued

HOMESTEAD BRANCH

Sta. No.	Dist. from Blakes Jct.	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.)	.....	P	C	R	.....
254-14	14.0	Home (Spur)	.....	P	A	.....	do
254-15	15.3	Mineral (Spur)	.....	P	A	.....	do
254-16	16.2	Still (Spur)	.....	.....	.....	.....	do
254-27	27.3	Sturgill (Spur)	.....	.....	A	R	Yes
254-33	32.9	Robinette	Rq	FTXP	A	R	Yes

FOURTH SUBDIVISION

MAIN LINE—POCATELLO TO MEADERVILLE

(Mileage is over original Main Line through Pocatello Yard and over the Montana Cut-off)

Sta. No.	Dist. from Pocatello	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1061	0.0	Pocatello, Pass. Sta.	Ca	TP	.....	.....	.....
.....	.....	Pocatello Baggage	.....	XP	.....	.....	.....
.....	.....	Pocatello Dispr.	H	P	.....	.....	.....
.....	.....	Pocatello Store	.....	P	.....	.....	.....
.....	.....	Pocatello Yard	Po	P	.....	R	Yes
.....	.....	Pocatello Freight	.....	FP	A	RL-RE	.....
.....	2.1	Pocatello (Jct. H. B.)	.....	P	A	.....	.....
99-138	5.3	Montana Jct.	.....	P	A	.....	.....
99-140	7.3	Chubbuck	.....	.....	A	.....	.....
.....	8.3	Tyhee	.....	P	A	R	Yes
.....	.....	East Line Fort Hall	.....	.....	.....	.....	.....
.....	.....	Indian Reservation	.....	.....	.....	.....	.....
99-146	12.8	Fort Hall	Fh	FTXP	A	L	Yes
99-151	18.1	Gibson	.....	P	A	R	.....
.....	24.1	West Line Fort Hall	.....	.....	.....	.....	.....
.....	.....	Indian Reservation	.....	.....	.....	.....	.....
99-158	25.2	Blackfoot	Bf	FTXP	A	L-O	Yes
99-164	31.0	Wapello	.....	P	A	R	Yes
99-167	33.7	Kimball	.....	.....	A	.....	.....
99-169	36.5	Firth	Fr	FTXP	A	L-E	Yes
99-170	36.9	Goshen Jct.	.....	P	C	.....	.....
99-176	42.6	Shelley	Sy	FTXP	A	L	Yes
99-177	44.0	Mitchell	.....	.....	A	.....	.....
99-179	46.4	Cotton	.....	P	A	.....	.....
99-183	50.2	Bach	.....	P	A	.....	.....
99-185	51.6	Idaho Falls	Ak	FTXP	A	L-OE	Yes
.....	.....	Idaho Falls, Baggage	.....	.....	.....	.....	.....
99-191	58.3	Payne	.....	P	A	L	Yes
99-197	63.6	Bassett	.....	P	A	L	.....
99-202	69.1	Roberts	Ar	FTXP	A	R	Yes
99-207	74.1	Tenno	.....	P	A	.....	.....
99-212	79.2	Hawgood	.....	P	A	R	.....
99-218	84.6	Hamer	.....	P	A	L	Yes
99-223	90.2	Camas	.....	P	A	L	Yes
99-228	95.3	Jones	.....	P	A	L	.....
99-235	102.0	Dubois	Bo	FTXP	A	R	Yes
99-243	110.0	High Bridge	.....	P	A	L	.....
99-249	115.6	Spencer	Re	FTXP	A	R	Yes
99-258	125.1	Humphrey	.....	P	A	L	.....
.....	131.4	Ida. Mont. State Line	.....	.....	.....	.....	.....
99-265	131.8	Monida	Mo	FTXP	A	R	Yes
99-273	139.9	Snowline	.....	P	A	R	Yes
99-280	147.0	Lima	Rd	FTXP	A	L	Yes

IDAHO DIVISION—Continued

FOURTH SUBDIVISION—Concluded

MAIN LINE—POCATELLO TO MEADERVILLE—Concluded

(Mileage is over original Main Line through Pocatello Yard and over the Montana cut-off)

Sta. No.	Dist. from Pocatello	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
99-288	155.1	Dell	De	FTXP	A	R	Yes
99-294	161.1	Kidd	.....	P	A	R	Yes
99-303	169.9	Red Rock	.....	P	A	R	Yes
99-307	174.1	Armstead	Ad	FTXP	A	R	Yes
99-313	180.0	Grayling	.....	P	A	L	.....
99-316	183.5	Dalys	.....	P	C	L	.....
99-320	187.5	Barratts	.....	P	A	R	.....
99-328	195.1	Dillon	Dn	FTXP	A	R	Yes
99-334	201.5	Bond	.....	XP	A	R	Yes
99-340	207.4	Apex	.....	P	A	R	Yes
99-348	215.0	Glen (Spur)	.....	P	A	R	.....
99-349	215.8	Navy	.....	.....	A	L	Yes
99-359	226.0	Melrose	Vi	FTXP	A	L	Yes
99-365	232.0	Quinn	.....	P	A	R	.....
99-366	233.1	Maiden Rock	.....	P	C	L	.....
99-370	237.2	Divide	J	FTXP	A	L	Yes
99-374	241.4	Woodin	.....	P	A	R	.....
99-381	247.8	Feely	.....	P	A	R	.....
99-385	251.7	Buxton	.....	P	A	L	.....
99-390	257.1	Silver Bow	Sb	FTXP	A	L	Yes
.....	.....	Main St.	.....	T	.....	.....	.....
99-397	264.0	Butte Union Depot	By	TP	.....	L	.....
.....	.....	Butte Freight	.....	FP	A	L-S	Yes
99-399	265.8	Meaderville	.....	.....	.....	.....	.....

MACKAY BRANCH

Sta. No.	Dist. from Blackfoot	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
99-158	0.0	Blackfoot	Bf	FTXP	A	L-O	Yes
.....	0.0	Blackfoot (Jct. H. B.)	.....	.....	.....	.....	.....
256-02	2.1	Collins	.....	.....	A	.....	.....
256-03	2.6	Gardner Jct.	.....	.....	C	.....	.....
256-04	3.7	Aiken	.....	.....	A	.....	.....
256-04	4.3	Clarkson	.....	.....	A	.....	Yes
256-05	5.7	Moreland	.....	.....	A	R	.....
256-06	5.9	Thomas Jct.	.....	.....	C	.....	.....
256-07	7.1	Aberdeen Jct.	.....	P	A	.....	.....
256-20	20.1	Taber	.....	P	A	R	.....
256-40	39.7	Scoville	.....	P	A	.....	.....
256-59	59.1	Arco	Ro	FTXP	A	L	Yes
256-67	66.7	Moore	.....	P	A	L	Yes
256-73	72.6	Darlington	.....	.....	A	L	Yes
256-77	77.3	Leslie	.....	.....	A	L	Yes
256-85	85.3	Mackay	My	FTXP	A	R	Yes

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
256-03	0.0	Gardner Jct.	Idaho	.....	.....	.....	.....
257-03	3.2	Peterson	do	.....	C	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
256-06	0.0	Thomas Jct.	Idaho	.....	C	.....	.....
258-04	4.4	Thomas (Spur)	do	.....	A	L	.....

IDAHO DIVISION—Continued

ABERDEEN BRANCH

Sta. No.	Dist. from Aberdeen Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
256-07	0.0	Aberdeen Jct..... Idaho		P	A		
259-04	4.3	Rockford..... do			A	R	StkChute
259-06	5.9	Liberty..... do			A		
259-10	10.2	Pingree..... do	Pg	STXP	A	R	
259-17	16.5	Springfield..... do		P	A	R	Yes
259-20	19.7	Sterling..... do		P	A	R	Yes
259-24	23.6	Strang..... do			A	L	
259-26	26.0	Fingal..... do			A		
259-28	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. Plat-form from Granger	Stock Yard Facilities
99-170	0.0	Goshen Jct..... Idaho		P	C		
255-05	4.8	Goshen..... do			A	L	
255-09	9.2	Cox (Spur)..... do			A		
255-11	10.6	Gerrard..... do			A		
255-12	12.4	Indian..... do			A		
255-15	15.2	Hackman..... do			A		
255-18	18.1	Ammon (Spur)..... do			A	L	
255-21	21.0	Wilkinson (Spur)..... do					
264-03	21.6	Lincoln Jct..... do			C		

YELLOWSTONE BRANCH

Sta. No.	Dist. from Idaho Falls	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
99-185	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					
26-003	3.0	Orvin (Jct. H. B.)..... do		P	A	L	Yes
26-004	3.7	St. Leon (Spur)..... do			A		
	7.5	Ucon (Jct. H. B.)..... do			A		
26-008	7.6	Ucon..... do	Un	FTXP	A	R	Yes
26-014	13.8	Rigby..... do	Rg	FTXP	A	L-SE	Yes
26-018	18.1	Lorenzo..... do		P	A	L	
26-021	20.7	Thornton..... do		P	A	R	Yes
26-022	21.9	Mark..... do			A		
26-026	26.0	Rexburg..... do	Rx	FTXP	A	R-SE	Yes
26-028	27.6	Jolley..... do					
26-030	29.8	Sugar City..... do	Sc	FTXP	A	L	Yes
26-031	30.9	Hart..... do		P	A		
26-037	36.8	St. Anthony..... do	Sh	FTXP	A	R-SE	Yes
26-038	38.3	Belt (Jct. H. B.)..... do		P	A		
26-043	42.8	Chester..... do		P	A	L	
26-051	51.0	Ashton..... do	Hn	FTXP	A	R-OE	Yes
26-058	58.2	Warm River..... do		P	A	L	
26-067	66.9	Gerrit..... do		P	A	R	Yes
26-073	72.5	Pineview..... do		P	B	R	Yes
26-076	75.7	Eccles..... do			A	R	
26-081	80.6	Island Park..... do		P	A	L	Yes
26-085	85.4	Trude..... do		P	A	R	
26-091	90.7	Big Springs..... do		P	A	R	Yes
26-097	97.2	Reas Pass..... do		P	A		
	97.7	Ida.-Mont. State Line..... do					
26-107	107.1	West Yellowstone..... Mont.	Ws	SFTP	A	L	

IDAHO DIVISION—Concluded

EAST BELT BRANCH

Sta. No.	Dist. from Orvin	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
26-003	0.0	Orvin..... Idaho		P	A	L	
	0.1	Orvin (Jct. H. B.)..... do		P	A		
264-02	2.3	Lincoln..... do		P	A		
264-03	3.1	Lincoln Jct..... do		P	A		
264-06	5.7	Iona..... do		P	A	L	Yes
264-16	16.4	Ririe..... do	Rk	FTXP	A	L-E	Yes
264-21	21.4	Byrne..... do		P	A	R	
264-26	25.6	Jenson..... do		P	A		
264-28	27.5	Gale (Spur)..... do			A		
264-28	28.2	Walker..... do		P	A	R	
264-32	32.4	Parkinson..... do		P	A		
264-34	34.3	Moody..... do		P	A		
264-38	38.1	Newdale..... do	Ne	FTXP	A	R	Yes
26-038	44.4	Belt (Jct. H. B.)..... do		P			
26-037	45.9	St. Anthony..... do	Sh	FTXP	A	R-SE	Yes

WEST BELT BRANCH

Sta. No.	Dist. from Ucon	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
26-008	0.0	Ucon..... Idaho	Un	FTXP	A	R	Yes
	0.1	Ucon (Jct. H. B.)..... do			A		
262-03	2.8	Coltman (Spur)..... do			A		
262-05	4.8	Grant (Spur)..... do		P	A	R	
262-07	7.0	Barlow (Spur)..... do			A		
262-09	8.8	Lewisville..... do		P	A	R	Yes
262-10	9.6	Midway..... do			A		
262-11	10.5	Menan..... do	Mn	FTXP	A	R	Yes
262-12	11.5	Annis Jct..... do			C		
262-25	25.0	Plano..... do			A	L	
262-27	25.0	Edmonds..... do			A		
262-29	26.7	Egin..... do		P	A	L	Yes
262-32	29.3	Heman..... do			A		
262-34	31.6	Parker..... do		P	A	L	Yes
262-35	35.3	Pyke (Spur)..... do			A		
26-037	38.8	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. Plat-form from Granger	Stock Yard Facilities
262-12	0.0	Annis Jct..... Idaho			C		
263-03	2.6	Annis (Spur)..... do			A	L	

TETON VALLEY BRANCH

Sta. No.	Dist. from Ashton	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
26-051	0.0	Ashton..... Idaho	Hn	FTXP	A	R-OE	Yes
	0.1	Ashton (Jct. H. B.)..... do			A		
265-02	1.8	Marysville..... do			A	L	
265-06	6.0	Grainville..... do			A	R	
265-09	8.6	Drummond..... do	Md	STP	A	L	
265-13	12.8	France..... do			A	R	
265-16	15.8	Lamont..... do		P	A	L	Yes
265-22	22.3	Judkins..... do			A	R	
265-26	26.3	Felt..... do			A	L	
265-30	30.3	Tetonia..... do	Na	FTXP	A	R	Yes
265-33	32.7	Dwight..... do			A		
265-37	37.2	Driggs..... do	Di	FTXP	A	L	Yes
265-42	42.3	Fox Creek..... do			A		
265-46	45.6	Victor..... do	Vr	FTXP	A	R	Yes

OREGON DIVISION
FIRST SUBDIVISION
MAIN LINE—HUNTINGTON TO LAGRANDE

Sta. No.	Dist. from Granger	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat. form from Granger	Stock Yard Facilities
1386	538.8	Huntington.....Ore.	Hu	FT X P	A	L	Yes
1391	543.6	Lime.....do	By	FP	A	R	
1398	551.0	Weatherby.....do		P	A	R	
1407	559.4	Durkee.....do		P	A	R	Yes
1414	566.5	Oxman.....do		P	A		
1420	572.8	Pleasant Valley.....do		P	A	R	
1424	576.3	Encina.....do		P			
1428	580.7	Quartz.....do		P			
1434	586.5	Baker.....do	Bc	FT P	A	R-SE	Yes
1438	591.0	Wing.....do		P	A		
1444	596.9	Haines.....do	Kb	FT X P	A	L	Yes
1453	606.2	North Powder.....do	Hd	FT X P	A	L	Yes
1460	612.9	Sago.....do		P			
1463	615.7	Telocaset.....do		P	A	L	
1467	619.7	Crooks.....do		P			
1473	625.9	Union Jct.....do	Un	FT P	A	L	Yes
1481	633.3	Lone Tree.....do		P	A		
.....	638.0	La Grande (Jct. H. B.).....do					
1486	638.3	La Grande.....do	Ra	FT P	A	L-OE	Yes

JOSEPH BRANCH

Sta. No.	Dist. from La-Grande	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat. form from Granger	Stock Yard Facilities
1486	0.0	La Grande.....Ore.	Ra	FT P	A	L-OE	Yes
.....	0.3	La Grande (Jct. H. B.).....do		P	A	L	
300-03	2.6	Island City.....do			B	R	
300-06	5.9	Conley.....do			A	R	
300-08	8.4	Alicia.....do			A	R	
300-12	12.3	Imbler.....do	Br	FT X P	A	L	Yes
300-21	20.9	Elgin.....do	Gn	FT X P	A	L	Yes
300-25	25.1	Gulling.....do		P	A	R	Yes
300-34	33.5	Looking Glass.....do		P	A	R	
300-37	37.5	Rondowa.....do		P	A	R	
300-41	40.6	Vincent Spur.....do		P	A	B	
300-47	47.1	Minam.....do		P	A		
300-57	57.1	Sevier (Spur).....do			B		
300-60	60.0	Wallowa.....do	Wo	FT X P	A	L-O	Yes
300-68	67.8	Lostine.....do			A		Yes
300-76	76.2	Pacific Carbide & Alloys Co. Spur.....do					
300-78	78.0	Enterprise.....do	Rs	FT X	A	R-SE	Yes
300-84	83.8	Joseph.....do	J	FT X	A	L	Yes

SECOND SUBDIVISION
MAIN LINE—LA GRANDE TO RIETH

Sta. No.	Dist. from Granger	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat. form from Granger	Stock Yard Facilities
1486	638.3	La Grande.....Ore.	Ra	FT P	A	L-OE	Yes
1494	646.3	Hilgard.....do		P	A	R	Yes
1500	652.4	Motanic.....do					
1504	656.3	Nordeon.....do					
1504	657.2	Kamela.....do		P	A	L	
1507	660.1	Ross.....do					
1511	663.3	Meacham.....do		P	A	R	Yes
1518	670.8	Huron.....do		P	A		
1522	674.5	Camp.....do				L	
1524	676.7	North Fork (Spur).....do			C	L	
1527	680.1	Duncan.....do		P	A	L	Yes
1536	688.8	Bonifer.....do					
1538	691.2	Gibbon.....do		P	A		Yes
1543	696.2	Thorn Hollow.....do		P	A	R	
1546	698.8	Homly.....do					
1548	701.2	Cayuse.....do		P	A	L	
1551	703.6	Minthorn.....do			B		
1555	707.4	Mission.....do			A	L	
1557	709.4	Munra.....do					
.....	711.9	Pendleton (Jct. H. B.).....do					
1560	712.6	Pendleton.....do	Fd	FT P	A	R-SE	
1562	714.6	(Pendair).....do					
1564	716.3	Rieth.....do	Ri	FP	A	L	Yes

OREGON DIVISION—Continued
PILOT ROCK BRANCH

Sta. No.	Dist. from Rieth	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat. form from Granger	Stock Yard Facilities
1564	0.0	Rieth.....Ore.	Ri	FP	A	L	Yes
.....	0.7	Rieth (Jct. H. B.).....do		P			
301-03	2.8	McBee Spur.....do			A		
301-07	6.7	Sparks.....do			A		
301-11	11.2	Lens Spur.....do			A		
301-15	14.9	Pilot Rock.....do	Ro	FX	A	R-E	Yes

THIRD SUBDIVISION
MAIN LINE—RIETH TO THE DALLES

Sta. No.	Dist. from Granger	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat. form from Granger	Stock Yard Facilities
1564	716.3	Rieth.....Ore.	Ri	FP	A	L	Yes
.....	716.8	Rieth (Jct. H. B.).....do		P			
1567	719.9	Barnhart.....do		P	A	R	StkChute
1572	724.8	Campbell.....do		P			
1574	726.6	Yoakum.....do			A		
1577	729.7	Nolin.....do		P	A	R	StkChute
1583	736.2	Echo.....do	Hi	FT X P	A	R	Yes
1587	739.5	Stanfield.....do	Nd	FT X P	A	R	Yes
1591	744.0	Hinkle.....do	Uk	P	A	R	Yes
.....	744.6	Hinkle (Jct. H. B.).....do					
1595	747.5	Westland.....do		P	A		
1597	749.9	Ordinance.....do	Rn	FT X P	A	R	
1600	752.3	Munley.....do		P	B		
1605	758.2	Clarke.....do		P			
.....	762.7	Messner (Jct. H. B.).....do					
1610	762.7	Messner.....do	Fc	FT P	A	L	
1612	764.5	Boardman.....do		P	A	L-S	Yes
1614	766.3	Peters.....do		P	C	L	
1617	770.2	Castle.....do		P	A	R	
1623	776.0	Boulder.....do		P			
1627	780.0	Heppner Junction.....do	Wi	P	A	L	
.....	780.1	Heppner Junction (Jct. H. B.).....do					
1629	781.5	Willows.....do		P	A	R	
1633	785.1	Silica.....do		P			
.....	789.4	Arlington (Jct. H. B.).....do					
1638	790.5	Arlington.....do	Mx	FT X P	A	L-O	Yes
1641	794.2	Gilmore.....do		P			
1646	798.7	Blalock.....do		P	A	L	
1652	805.0	Quinton.....do	Qn	P	A		Yes
1657	809.4	Hook.....do		P	A		
1661	813.3	Goff.....do		P	A		
1663	817.2	Day.....do		P	A		
1666	819.9	Rufus.....do		P	A		
1669	822.6	Grant.....do		P	A	L	
.....	825.2	Biggs (Jct. H. B.).....do					
1672	825.4	Biggs.....do	Bx	FT X P	A	L	Yes
1675	829.0	Miller.....do		P	A	L	
1679	832.8	Celilo.....do			A	R	
1680	834.0	Oregon Trunk Jct.....do	Vo	P	A		
1682	835.9	Dillon (Spur).....do					
1684	837.6	Dune.....do		P	C	R	
1688	841.6	Seufert.....do			A		
1691	844.1	The Dalles.....do	Wh	FT P	A	R-L-OE	Yes

UMATILLA BRANCH (Effective May 27, 1951)

Sta. No.	Dist. from Hinkle	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat. form from Granger	Stock Yard Facilities
1591	0.0	Hinkle.....Ore.	Uk	P	A	R	Yes
349-04	4.0	Hermiston.....do	Mn	FX T P	A	L-O	Yes
349-10	9.3	Gravel Pit Spur.....do					
349-11	10.5	Umatilla.....do	Cs	FX T P	A	R	Yes
349-15	14.7	Bailey.....do		P	C		
349-18	17.8	Irrigon.....do		P	A	R	

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 Granger	Stock Yard Facilities
.....	0.1	Heppner Jct. (Jct. H.B.).. Ore.	Wi	P	A	R	.....
1627	0.0	Heppner Junction..... do	.....	.....	.....	.....	.....
302-14	14.4	Cecil..... do	.....	.....	A	R	.....
302-20	19.7	Morgan..... do	.....	.....	A	.....	.....
302-25	25.1	McNab..... do	.....	.....	A	.....	.....
302-28	28.2	Ione..... do	On	F X P	A	L	Yes
302-31	30.9	Jordan..... do	.....	.....	A	.....	.....
302-36	36.2	Lexington..... do	.....	P	A	L	.....
302-45	45.1	Heppner..... do	Hr	F T X P	A	L-SE	Yes

CONDON BRANCH

Sta. No.	Dist. from Arlington	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1638	0.0	Arlington..... Ore.	Mx	F T X P	A	L-O	Yes
.....	0.3	Arlington (Jct. H. B.)..... do	.....	.....	.....	.....	.....
303-08	7.6	Shutler..... do	.....	.....	A	.....	.....
303-16	16.3	Rock Creek..... do	.....	P	A	.....	Yes
303-20	19.9	Barnett..... do	.....	.....	A	.....	.....
303-25	24.6	Mikkalo..... do	.....	P	A	L	.....
303-29	28.9	Clem..... do	.....	.....	A	L	Yes
303-33	32.6	Speece..... do	.....	.....	A	L	.....
303-37	36.6	Gwendolen..... do	.....	.....	A	L	Yes
303-45	44.8	Condon..... do	Cd	F T X P	A	R-SE	Yes

GRASS VALLEY BRANCH

Sta. No.	Dist. from Biggs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1672	0.0	Biggs..... Ore.	Bx	F T X P	A	L	Yes
.....	0.2	Biggs (Jct. H. B.)..... do	.....	.....	.....	.....	.....
304-05	5.3	Thornberry..... do	.....	.....	A	R	.....
304-10	9.7	Wasco..... do	Wa	F X P	A	R-O	Yes
304-14	14.2	Klondike..... do	.....	.....	A	.....	.....
304-16	15.6	Sandon..... do	.....	.....	A	.....	.....
304-19	19.2	Hay Canyon (Spur)..... do	.....	.....	B	R	.....
304-24	23.9	De Moss..... do	.....	.....	A	L	.....
304-27	27.0	Moro..... do	Mr	F X P	A	L	Yes
304-31	31.2	Ersine..... do	.....	.....	A	.....	.....
304-39	38.5	Grass Valley..... do	Vy	F X P	A	R	Yes
304-43	42.6	Eakin..... do	.....	.....	A	R	.....
304-46	45.8	Bourbon..... do	.....	.....	A	L	.....
304-53	52.5	Kent..... do	.....	P	A	L	Yes

BEND BRANCH

Sta. No.	Dist. from Oregon Trunk Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1680	0.0	Oregon Trunk Jct..... Ore.	Vo	P	.....	.....	.....
.....	0.8	Celilo..... do	.....	.....	.....	.....	.....
32-005	4.5	Moody..... do	.....	P	A	.....	.....
32-010	10.4	Kloan..... do	.....	P	A	.....	.....
32-017	17.2	Lockit..... do	.....	P	A	.....	.....
32-026	25.6	Dike..... do	Di	P	A	.....	.....
32-029	29.4	Sinamox..... do	.....	P	A	.....	Yes
32-039	39.1	Oakbrook..... do	.....	P	A	.....	.....
32-047	46.7	Sherar..... do	.....	P	A	R	Yes
32-050	49.9	Tuskan..... do	.....	P	A	.....	.....
32-054	53.7	Maupin..... do	Au	F X P	A	L-S	Yes
32-054	54.4	Cambrai..... do	.....	P	A	.....	.....
32-063	62.8	Nena..... do	.....	P	A	.....	Yes
32-067	66.6	Frieda..... do	.....	.....	C	.....	.....
32-070	70.2	Dixon..... do	.....	.....	.....	.....	.....

⌋Automatic Block Signals.

OREGON DIVISION—Continued

BEND BRANCH—Concluded

Sta. No.	Dist. from Oregon Trunk Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
32-073	72.7	Dant..... Ore.	.....	P	A	.....	Yes
32-074	74.4	Davidson..... do	Un	P	A	R	.....
32-080	79.6	Kaskela..... do	.....	P	A	L	Yes
32-085	85.0	South Junction..... do	Sj	P	A	L	Yes
32-093	93.3	Gateway..... do	Gw	F P	A	R	Yes
32-099	98.8	Paxton..... do	.....	P	A	L	.....
32-104	104.4	Madras..... do	Md	F T P	A	R-S	Yes
32-107	106.8	Agency..... do	.....	.....	A	L	.....
32-109	109.4	Metolius..... do	Ms	F T X P	A	R	Yes
32-114	114.1	Culver..... do	.....	P	A	R	Yes
32-121	121.3	Opal City..... do	.....	P	A	R	.....
32-129	128.8	Terrebonne..... do	.....	P	A	R	Yes
32-132	131.6	Prineville Jct..... do	Xn	F P	A	R	.....
32-134	134.3	Redmond..... do	Rd	F T X P	A	L	Yes
32-143	143.3	Des Chutes..... do	.....	P	A	.....	Yes
32-151	150.7	Bend..... do	D	F T P	A	R-S	Yes

FOURTH SUBDIVISION

MAIN LINE—THE DALLES TO PORTLAND

Sta. No.	Dist. from Granger	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1691	844.1	The Dalles..... Ore. ⌋	Wh	F T P	A	L-OE	Yes
1694	846.7	Crates..... do	.....	P	A	.....	.....
1700	852.0	Rowena..... do	.....	P	A	L	.....
1706	859.1	Mosier..... do	Ki	F T P	A	L	.....
1712	865.0	Hood River..... do	.....	P	A	.....	.....
1716	869.1	Meno..... do	.....	P	A	.....	.....
1723	875.3	Lindsey..... do	.....	P	A	L	.....
1726	878.1	Wythe..... do	.....	P	A	.....	.....
1729	881.4	Earley..... do	.....	P	A	.....	.....
1731	883.0	Cascade Lumber Co. Spur..... do	.....	.....	.....	.....	.....
1733	885.3	Cascade Locks..... do	.....	P	A	L-S	.....
1737	889.3	Bonneville..... do	Mu	F T X P	A	L	.....
1741	894.0	Dodson..... do	.....	P	A	.....	.....
1744	896.7	Ooneonta..... do	.....	P	A	.....	.....
1746	898.5	Multnomah Falls (No Siding)..... do	.....	.....	C	.....	.....
1749	901.8	Bridal Veil..... do	Ju	F T X P	A	L	.....
1753	905.7	Rooster Rock..... do	.....	P	A	L	.....
1760	912.5	Troutdale..... do	Sn	F T X P	A	R	.....
3-1761	913.9	Eri..... do	.....	.....	A	R	.....
3-1762	914.9	Fairview..... do	Fa	F T X P	A	L	.....
3-1768	920.4	Clarnie..... do	.....	P	A	.....	.....
3-1769	921.4	Quarry (Spur)..... do	.....	.....	A	R	.....
3-1770	922.7	Montavilla (Spur)..... do	.....	.....	B	.....	.....
3-1771	923.7	Graham..... do	.....	P	.....	.....	.....
3-1773	926.2	Bruun..... do	.....	.....	.....	.....	.....
2-1781	927.5	East Portland..... do	.....	F P	B	L	.....
.....	927.6	East Portland (Jct. H. B.)..... do	.....	.....	.....	.....	.....
.....	.....	Portland, Freight..... do	.....	P	A	RL-SOE	.....
.....	.....	Portland, "B.&O.T. Co."..... do	.....	.....	.....	.....	.....
.....	.....	Portland Baggage..... do	.....	P	.....	.....	.....
3-1775	928.1	Portland, Un. Dep. Co."..... do	Vo	T P	.....	.....	.....
.....	.....	Portland, City..... do	.....	T P	.....	.....	.....
.....	.....	Portland, Pittock Block..... do	P	P	.....	.....	.....

⌋Automatic Block Signals.

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 Granger	Stock Yard Facilities
2-1778	0.0	St. Johns Jct. (H. B.)....Ore.		P			
305-01	1.4	Portsmouth.....do					
305-02	1.8	Wilson River Lbr. Co....do				L	
305-03	2.6	Wakefield.....do				L	
305-03	2.9	Plylock Factory.....do				L	
305-03	3.1	St. Johns.....do		F	B		
305-03	3.4	Portland Woolen Mills...do		P			
305-04	4.3	Oil Track.....do		P			
305-05	4.9	Portland Municipal Terminal No. 4.....do		F	A	R L	
305-06	6.4	Barnes.....do		P			
1776	7.8	Peninsula Jct.....do		P			

FIFTH SUBDIVISION
MAIN LINE—PORTLAND TO SEATTLE

Sta. No.	Dist. from Granger	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
3-1775	928.1	Portland "City".....Ore.	Vc	T P			
		Portland "U.D.".....do		T P			
		Portland "Bge.".....do		P			
		Portland "B.&O.T. Co.".....do		F P	A	RL	
		Portland "Frt.".....do				SOE	
2-1781	928.7	East Portland (Jct. H. B.)....do					
2-1780	929.7	Albina.....do	B	P	B	R	
2-1778	932.2	St. Johns Jct.....do	Jn	P			
1776	933.7	Peninsula Jct.....do		P			
1778	934.9	No. Portland Jct.....do	Kd	P			
	934.9	No. Port. Stk. Yds. do					Yes
1778	935.4	North Portland.....do		F T P	A		
	936.7	Ore.-Wash. State Line					
1780	936.8	Vancouver					
		"Depot".....Wash.	Mx	T P			
		Vancouver "Freight".....do		F P		R	
1783	939.9	Vancouver Jct.....do		P	A		
1786	942.7	Felida.....do		A	A		
1794	951.2	Ridgefield.....do	Rg	F T X P		R	
1799	956.6	Woodland.....do	Wd	F T X P		R	
1809	965.7	Kalama.....do	Ka	F T X P		L	Yes
1813	970.1	Carrolls.....do			A	R L	
1815	972.3	Longview Jct.....do		P			
1819		Longview.....do	Vw	F T P	A		
1819	975.8	Kelso.....do	Ks	F T P	A	R	Yes
1820	977.5	Rocky Point.....do			A		
1822	979.5	Ostrander.....do			A	R	
1828	985.8	Castle Rock.....do	Ca	F T X P	A	L	Yes
1835	992.7	Olequa.....do			A		
1837	994.2	Vader Jct.....do		P			
1838	995.4	Vader.....do	Pn	F T X P	A	R	
1845	1001.9	Winlock.....do	Wi	F T X P	A	R	
1848	1004.9	Evaline.....do			A	L	
1851	1008.1	Napavine.....do	Na	F T X P	A	L	
1858	1015.5	Chehalis.....do	Ch	F T P	A	R	Yes
1862	1019.2	Centralia.....do	Ds	F T P	A	L	Yes
1863	1020.2	Centralia Jct.....do			A		
1864	1021.4	Wabash (Jct. H. B.) do		P	A		
1869	1026.5	Bucoda.....do	Bu	F T X P	A	L	
1872	1029.7	Tenino Jct.....do			A		
1873	1030.2	Tenino.....do	No	F T X P	A	L-S	Yes
1879	1035.7	Plumb.....do			B		
	1038.1	East Olympia (Jct. H. B.)....do					
1881	1038.3	East Olympia.....do		P	A	L	
1886	1043.4	Kyro.....do			A		
	1045.0	St. Clair.....do			C		
	1048.7	Nisqually (Jct. H. B.).....do					

On Spur Track Longview Jct. to Longview.

OREGON DIVISION—Continued

FIFTH SUBDIVISION—Concluded
MAIN LINE—PORTLAND TO SEATTLE—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
1892	1048.8	Nisqually.....Wash.	Nu	F T X P	A		Yes
1898	1055.5	Ketron.....do			C		
1900	1057.5	Steilacoom.....do	Uo	F T X P	A		
1901	1058.8	West Tacoma.....do			B		
	1058.8	Cascade Paper Spur					
1903	1060.1	Pioneer.....do			A		
1906	1063.5	Titlow.....do	Sx	F P	A		
1914	1070.4	McCarver St.....do	Nx				
1916	1073.2	Tacoma "Depot".....do	Mn	T P			
		Tacoma "Bge.".....do		P			
		Tacoma "Frt.".....do		F P	A	LOE	Yes
		Tacoma "City".....do		T P			
1917	1074.9	Reservation.....do	Rn	P			
1918	1075.6	Tacoma Junction.....do	Jn				
1922	1079.6	Hughes Spur.....do			B		
1924	1081.1	North Puyallup.....do	Px	F T X P	A	R-O	
1925	1082.8	Sumner.....do	Ux	F T X P	A	R	
1928	1085.3	Benroy.....do			A		
1933	1089.9	Auburn.....do	Br	F T X P	A	R-S	Yes
1936	1093.2	Thomas.....do			A		
1938	1095.0	Kent.....do	Ki	F T X P	A	R-S	
1945	1101.9	Black River Jct.....do	Bi	P			
1951	1108.2	Argo.....do	G		A		
1954	1111.3	Seattle "Depot".....do	Qw	T P			
		Seattle "Bge.".....do		P			
		Seattle "Frt.".....do		F P	A	RLS	Yes
		Seattle "Wharf".....do		P	A	R L	
		Seattle "City".....do		T P			

KENTON LINE—TROUTDALE TO PENINSULA JCT. (via Freight Line)

1760	912.5	Troutdale (Jct. H. B.)....Ore.					
1762	914.5	Reynolds.....do					
1765	917.5	Hemlock.....do		P	A		
1768	920.3	Ward.....do			A		
1769	922.2	Fir.....do	Fr	F P	A	R-SE	
1772	925.0	Champ.....do					
1775	927.7	Kenton.....do	Kn	F P	A	R	Yes
1776	928.9	Peninsula Jct.....do		P			

GRAYS HARBOR BRANCH

Sta. No.	Dist. from Centralia	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1862	0.0	Centralia.....Wash.	Ds	F T P	A	L	Yes
1863	1.0	Centralia Jct.....do					
306-02	2.4	Blakeslee Jct.....do		P			
306-03	3.3	Raisch.....do			B		
306-05	5.0	Galvin.....do		P	A	L	
306-12	12.2	az / Helsing Jct.....do		P	A	R	
306-14	13.7	Independence.....do	Nd	P	A	L	
306-18	18.3	Balch.....do		P	B	L	
306-22	22.2	Cedarville.....do		P	B	R	
306-26	26.3	Lankner.....do		P	B	R	
306-31	30.8	Saginaw.....do		P	A	L	
306-33	32.5	South Elma.....do			B		
	42.3	So. Montesano (Jct. H. B.)....do					
306-42	42.4	South Montesano.....do		P	A	R	
306-44	43.8	Melbourne.....do			A		
306-45	44.7	Law.....do			B		
306-47	46.6	Preacher's Slough.....do		P		R	
306-51	51.2	Cosmopolis.....do			A		
306-54	53.9	Aberdeen "Depot".....do	Sa	T P			
		Aberdeen "Frt.".....do		F P	A	R-SOE	
306-58	57.5	Hoquiam.....do	Ho	F T P	A	R	

OREGON DIVISION—Continued
MONTESANO BRANCH

Sta. No.	Dist. from So. Montesano	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
.....	0.1	South Montesano					
		(Jct. H. B.).....	Wash.				
306-42	0.0	South Montesano.....	do	P	A	L	
307-02	1.4	Montesano.....	do	Mo F P	A	L-S	

TONO BRANCH

Sta. No.	Dist. from Wabash	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
.....	0.0	Wabash (Jct. H. B.).....	Wash.				
1864	0.2	Wabash.....	do	P	A		
308-06	5.7	Tono.....	do	P	A	L	

OLYMPIA BRANCH

Sta. No.	Dist. from East Olympia	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1881	0.0	East Olympia.....	Wash.	P	A	L	
.....	0.1	E. Olympia (Jct. H. B.).....	do				
309-05	5.4	Olympia Brewery.....	do				StkChute
309-07	7.6	Olympia.....	do	Oa F T P	A	R-E	

AMERICAN LAKE BRANCH

Sta. No.	Dist. from Nisqually	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
.....	0.1	Nisqually (Jct. H. B.).....	Wash.				
1892	0.0	Nisqually.....	do	Nu F T X P	A		Yes
332-03	3.2	Dupont.....	do		A		
332-04	4.0	Fort Lewis.....	do	D F T X P	A	R	

SIXTH SUBDIVISION

MAIN LINE—HINKLE TO SPOKANE

Sta. No.	Dist. from Hinkle	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
.....	0.6	Junction, H. B.....	Ore.				
1591	0.0	Hinkle.....	do			R	Yes
77-009	9.0	Cold Springs.....	do		A	L	
77-019	19.0	Juniper.....	do	P	A	L	
.....	20.6	Ore-Wash. State Line.....	do				
77-029	28.3	Wallula (Jct. H. B.).....	Wash.	Jn F T X P	A	R-L	Yes
.....	28.6	Wallula.....	do				
77-031	30.0	Attalia (Jct. H. B.).....	do		P	A	L
77-038	31.2	Attalia.....	do		P	A	L
77-044	37.9	Humorist.....	do		P	A	L
77-052	43.9	Ash.....	do		P	A	L
77-059	51.5	Page.....	do	Ms	P	A	L
77-060	59.0	Simmons.....	do		P	A	L
77-062	60.3	Sheffler.....	do				
.....	61.7	Walker Pit.....	do	P		L	

Reflects effect of changes involved in the Hinkle-Juniper line change, effective May 27, 1951.

OREGON DIVISION—Continued
SIXTH SUBDIVISION—Concluded
MAIN LINE—HINKLE TO SPOKANE—Concluded

Sta. No.	Dist. from Hinkle	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
77-062	62.1	Walker.....	Wash.		A	L	
77-068	68.0	Scott.....	do	P	A	L	
77-072	71.5	Matthew.....	do		A	L	
77-076	75.6	Ruxby.....	do	P	A	L	
77-077	76.8	Magallon.....	do		A	L	
77-082	81.8	Ayer.....	do	Jd F T X P	A	L	
.....	82.3	Ayer (Jct. H. B.).....	do				
77-086	85.7	Chew.....	do	P	C	R	
77-092	91.5	Joso.....	do	P	A	L	
77-098	97.7	Park.....	do	P	A	L	
77-103	103.3	Hooper Jet.....	do	Hr	P	L	
77-111	111.2	Ankeny.....	do	P	A	L	
77-115	115.4	Mack.....	do	P	A	L	
77-120	119.8	Thavis.....	do	Ra F T X P	A	R	Yes
77-125	124.6	Marango.....	do		B	L	
77-129	128.8	Teske.....	do	P	A	L	Yes
77-131	130.9	Emden.....	do	P	A	L	
77-136	135.5	Ashby.....	do	P	C	R	
77-141	140.7	Palm Lake.....	do	P	A	L	
77-147	147.3	Wells.....	do	P	A	L	
77-151	151.3	Croskey.....	do	Ck	P	L	
77-159	158.7	Mason.....	do	P	A	L	
77-164	163.7	Ceib.....	do	P	A	L	
77-169	168.9	Cheney.....	do	Cy F T X P	A	L-S	
77-176	176.2	Marshall.....	do	P			
77-180	180.4	Cowles.....	do	P	C	L	
77-184	184.0	West Spokane.....	Wash.	P			
77-186	185.7	Spokane "Union" Station.....	do	Au T P	A	R-SOE	
.....		Spokane "Frt.".....	do	F			
.....		Spokane "City".....	do	T			

PENDLETON BRANCH

Sta. No.	Dist. from Pendleton	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1560	0.0	Pendleton.....	Ore.	Fd F T P	A	L-SE	
.....	0.7	Pendleton (Jct. H. B.).....	do	P			
346-05	4.7	Saxe.....	do		A	L	
346-08	7.6	Havana.....	do		A	R	
346-11	10.7	Blakeley.....	do		A	L	
346-13	13.3	Adams.....	do		A	R-ROE	Yes
346-18	17.9	Athens.....	do	Cn F X	A	R-SE	
346-22	21.6	Weston (Spur).....	do		A	R	
346-24	24.1	Downing.....	do		A	R	
346-27	27.4	Blue Mountain (Spur).....	do		A	R	
346-31	30.9	Bade.....	do		A	L	
346-34	33.8	Barrett.....	do		A	R	Yes
346-35	34.9	Prunedale.....	do		A		
346-37	36.9	Milton-Freewater.....	do	Co F T X P	A	R-S	Yes
346-41	40.6	Spofford.....	do		A	L	
346-42	42.4	State Line.....	do		A	R	
.....	42.5	Ore-Wash. State Line.....	do				
346-44	44.3	Langdon.....	Wash.		B		
346-47	46.8	Walla Walla "Depot".....	do	Bu T P	A	R-SOE	Yes
.....		Walla Walla "Frt.".....	do	F P			
.....	46.9	Walla Walla (Jct. H. B.).....	do	Z			
346-53	52.5	Russell.....	do		A	R	
346-54	54.3	Valley Grove.....	do		A	L	
346-57	57.2	Hadley.....	do		A	L	
346-61	60.5	Berryman.....	do		A	R	
346-62	61.6	Ennis.....	do		A	L	
346-67	67.4	Prescott.....	do	Sy F T X	A	LO	Yes
346-70	70.1	McCall.....	do				
346-72	72.0	Bolles.....	do		P		
.....	72.1	Bolles (Jct. H. B.).....	do				
346-76	76.2	Menoken.....	do		A	L	
346-79	79.3	McKay.....	do		A		
346-84	83.8	Alto.....	do		A	L	

Reflects effect of changes involved in the Hinkle-Juniper line change, effective May 27, 1951.

OREGON DIVISION—Continued

DAYTON BRANCH

Sta. No.	Dist. from Bolles	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
346-72	0.0	Bolles.....	Wash.	P	A		
	0.1	Bolles (Jct. H. B.).....	do	Bg	FTXP	A	Yes
347-04	3.6	Waitsburg.....	do			R	
347-04	4.2	Loyd.....	do				
347-05	5.2	Waitsburg Jct.....	do				
347-06	6.1	Huntsville.....	do		A	L	
347-08	8.5	Dumas (Spur).....	do		B	R	
347-10	9.7	Long.....	do		A		
	13.0	Dayton Jct.....	do	Da	FTX	A	Yes
347-13	13.2	Dayton.....	do			R-E	
347-19	19.4	Ronan (Spur).....	do				
347-23	22.8	Whetstone.....	do		A	L	
347-25	24.9	Turner.....	do		A	L	

TUCANNON BRANCH

Sta. No.	Dist. from Tucannon	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
	0.0	Tucannon (Jct. H. B.).....	Wash.	P	A	R	
33-012	0.0	Tucannon.....	do		B		
350-02	2.1	Powers.....	do				
	3.7	Starbuck (Jct. H. B.).....	do				
350-04	3.8	Starbuck.....	do	Sa	FXP	A	Yes
350-09	9.3	Relief.....	do		A	R	

POMEROY BRANCH

Sta. No.	Dist. from Starbuck	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
350-04	0.0	Starbuck.....	Wash.	Sa	FXP	A	Yes
	0.1	Starbuck (Jct. H. B.).....	do			L	
348-08	7.9	Delaney.....	do			L	StkChute
348-11	11.4	Jackson.....	do			L	
348-15	14.5	Chard.....	do			L	
348-16	16.4	Dodge.....	do			R	Yes
348-19	19.1	Houser.....	do			L	
348-25	24.5	Zumwalt.....	do			L	
348-29	28.9	Pomeroy.....	do	Fy	FTXP	A	Yes

WALLULA BRANCH

Sta. No.	Dist. from Wallula	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
77-029	0.0	Wallula.....	Wash.	Jn	FTXP	A	Yes
	0.2	Wallula (Jct. H. B.).....	do			L	Yes
333-08	7.7	Reese.....	do	Ch	FTXP	A	Yes
333-15	15.2	Touchet.....	do			R-S	
333-20	19.6	Lowden.....	do			R	
333-24	24.2	Whitman.....	do			R	
333-29	28.6	Garrett.....	do			L	
333-29	29.1	College Place.....	do			L	
	31.0	Walla Walla (Jct. H. B.).....	do				
346-47	31.1	Walla Walla "Depot".....	do	Bu	TP	A	Yes
		Walla Walla "Freight".....	do		FP	A	

OREGON DIVISION—Continued

YAKIMA BRANCH

Sta. No.	Dist. from Attalia	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
	0.1	Attalia (Jct. H. B.).....	Wash.				
77-081	0.0	Attalia.....	do	P	A	R	
334-06	7.0	Villard.....	do		A	L	
334-09	8.5	Hedges.....	do	P	A	L	
334-13	13.0	Kennewick.....	do	Kn	FTXP	A	Yes
334-19	18.8	Richland Jct.....	do		P	L-OE	
334-28	28.0	Richland.....	do				
334-28	27.9	Grosscup.....	do		A	R	
334-31	31.2	Acton.....	do		A	L	
334-36	36.4	Benton City.....	do	Bc	STXP	A	R
334-43	42.9	Chaffee.....	do		A		
334-48	48.2	Biggam.....	do		A	R	
334-51	50.7	North Prosser.....	do		A		
334-55	54.7	Capp.....	do		A		
334-58	57.6	Grandview.....	do	Gw	FTXP	A	L-S
	63.4	Midvale (Jct. H. B.).....	do				
334-64	63.5	Midvale.....	do		P	A	R
334-67	67.0	Emerald.....	do			A	L
334-73	73.2	Granger.....	do		A	R	Yes
334-78	78.4	Zillah.....	do	Ah	FTXP	A	Yes
334-82	81.5	Buena.....	do	Ba	FTXP	A	L
334-84	83.5	Flint.....	do		A	L	
334-84	84.4	Sawyer.....	do		P	A	R
334-87	86.7	Donald.....	do		P	A	L
334-91	90.6	Parker.....	do		P	A	L
334-95	95.0	Union Gap.....	do		A	R	
334-98	97.9	Yakima.....	do	Ny	FTP	A	R-SE

SUNNYSIDE BRANCH

Sta. No.	Dist. from Midvale	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
	0.2	Midvale (Jct. H. B.).....	Wash.				
334-64	0.0	Midvale.....	do		P	A	R
335-03	2.6	Sunnyside.....	do	Si	FTXP	A	R-O

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 Granger	Stock Yard Facilities
77-082	0.0	Ayer.....	Wash.	Jd	FTXP	A	L
	0.5	Ayer (Jct. H. B.).....	do				
33-003	2.7	Rifton.....	do			A	L
33-012	11.6	Pataha.....	do			B	L
33-012	12.4	Tucannon.....	do		P	A	R
	12.5	Tucannon (Jct. H. B.).....	do				
33-017	17.4	Riparia (Jct. H. B.).....	do				
33-022	21.9	Canyon.....	do	Xs	FTXP	A	R
33-030	30.0	Hay.....	do		P	A	L
33-032	31.7	Schreck.....	do			B	L
33-036	35.6	Jerita.....	do			A	L
33-041	41.3	La Crosse.....	do	Ja	FTXP	A	L-E
	41.4	La Crosse (Jct. H. B.).....	do			B	R
33-048	47.9	Sutton.....	do				
	51.8	Winona (Jct. H. B.).....	do				
33-052	51.9	Winona.....	do	Wa	FTX	A	L
33-058	57.7	Endicott.....	do	Di	FTX	A	R-SE
33-065	64.6	Thera.....	do			A	
33-068	68.3	Diamond.....	do			A	R
33-072	72.3	Mockonema.....	do			A	
33-075	74.7	B [Crest (Spur).....	do		P	A	
	77.0	Colfax (Jct. H. B.).....	do				
33-077	77.2	Colfax.....	do	Ca	FTP	A	R-S
33-083	83.3	Glenwood.....	do			A	L
33-090	89.5	Elberton.....	do		P	A	
33-095	94.9	Garfield.....	do	Gr	P	A	R-OE
33-098	98.4	Walters.....	do			B	L
33-104	104.3	Farmington.....	do	Fm	FX	A	L
	110.2	Seltice (Jct. H. B.).....	do				
33-110	110.2	Seltice.....	do		P	A	
33-116	115.9	Tekoa.....	do	K	FTXP	A	R

OREGON 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 Granger	Stock Yard Facilities
33-041	0.1	La Crosse (Jct. H. B.).. Wash.	Ja	FTXP	A	L-E	Yes
342-05	4.5	Pampa..... do			A	L	Yes
342-08	8.1	Gordon..... do			A	L	Yes
342-15	14.6	Hooper..... do	Hr	P	A	L	Yes
77-103	15.6	Hooper Jct..... do	Fn	F	A	R	
342-23	23.4	Washtucna..... do			A	R	
342-29	29.2	McAdam..... do			A	L	
342-34	34.0	Wacota..... do	Ho	F	A	R	
342-37	37.3	Kahlotus..... do			A	R	
342-42	42.2	Estes..... do			A	R	
342-46	46.0	Sulphur..... do			A	R	
342-51	51.0	Curry..... do		X	A	R	
342-53	52.8	Connell..... do			A	R-SE	Yes

Dist.
from
Colfax

MOSCOW BRANCH

33-077	0.0	Colfax..... Wash.	Ca	FTP	A	L-S	
342-05	0.2	Colfax (Jct. H. B.).. do			A	R	
342-08	4.7	Risbeck..... do			A	R	
342-08	8.0	Parvin..... do			A	R	
342-10	9.9	Shawnee..... do		P	A	R	Yes
342-13	12.9	Albion..... do			A	R	
342-16	15.9	Armstrong..... do			A	R	
342-19	18.9	Pullman..... do	Xn	FTXP	A	R	
342-21	20.7	Whitlow..... do			A	R	
342-22	21.6	Holland..... do			A	R	
342-24	24.3	Garrison..... do			A	R	
342-28	26.4	Wash.-Idaho State Line					
	28.3	Moscow..... Idaho	Mo	FTXP	A	R-O	

Dist.
from
Winona

PLEASANT VALLEY BRANCH

33-052	0.1	Winona (Jct. H. B.).. Wash.	Wa	FTX	A	R	Yes
344-04	0.0	Winona..... do			A	R	
344-12	4.4	Gravel Pit..... do			A	R	
344-18	11.5	Willada..... do			A	R	Stk Chute
344-21	18.2	St. John..... do	Sj	FP	A	R	
344-23	20.8	Juno..... do			A	R	
344-25	22.5	Huntley..... do			A	R	
344-25	25.3	Sunset..... do		P	A	R	
344-31	31.1	Thornton..... do		P	A	R	
344-39	39.1	Oakesdale..... do	On	FX	A	R-O	Yes
344-42	42.4	Fletcher..... do			A	L	
344-45	45.2	Warner..... do			A	L	
344-45	47.9	Seltice (Jct. H. B.).. do		P	A	L	
33-110	47.9	Seltice..... do			A	L	

OREGON DIVISION—Concluded

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 Granger	Stock Yard Facilities
33-116	115.9	Tekoa..... Wash.	K	FTXP	A	R	
	116.0	Tekoa (Jct. H. B.).. do			A	R	
34-123	123.1	Latah..... do		TP	A	L	
34-126	126.4	Rahm..... do			A	R	
34-132	131.5	Fairfield..... do	G	FTXP	A	R	
34-135	134.9	Darknell..... do			A	R	
34-138	138.2	Rockford..... do	RD	FTXP	A	R	
34-142	142.2	Coey..... do			A	R	
34-143	143.4	Manito..... do	Mu		A	R	
	143.5	Manito (Jct. H. B.).. do			A	R	
34-147	146.7	Freeman..... do		P	A	R	
34-150	149.5	Mica..... do	Ma	FTX	A	R	
34-152	152.0	Redlin..... do			A	R	
34-156	155.6	Chester..... do		P	A	R	
34-159	158.7	Dishman..... do	Sp	FTXP	A	R-O	
34-161	161.1	Hill..... do			A	R	
34-163	162.5	East Spokane..... do			A	R	
	163.6	Beginning Second Track..... do			A	R	
77-186	165.2	Spokane, "Union Stat'n"..... do	Au	TP	A	R-SOE	
		Spokane "Freight"..... do		F	A	R	
		Spokane "City"..... do		T	A	R	

Dist.
from
Tekoa

WALLACE BRANCH

33-116	0.0	Tekoa..... Wash.	K	FTXP	A	R	
	0.1	Tekoa (Jct. H. B.).. do			A	R	
345-02	2.2	Tilma..... do			A	R	
	2.2	Wash.-Idaho State Line					
345-07	7.0	Lovell..... Idaho			A	R	
345-12	12.2	Watt (Spur)..... do			A	R	
345-15	15.4	Plummer..... do	Mr	FTXP	A	R	
345-23	22.8	Chatcolet..... do		P	A	R	
345-31	30.6	Harrison..... do			A	R	
345-34	34.1	Springton..... do	Re	FTX	A	R	
345-38	38.4	Black Lake (No Siding)..... do			A	R	
345-45	45.4	Lane..... do			A	R	
345-49	49.2	Rose Lake (Spur)..... do			A	R	
345-52	52.1	Dudley..... do			A	R	
345-58	57.8	Cataldo..... do			A	R	
345-63	62.6	Enaville..... do			A	R	
345-64	64.2	Pine Creek..... do			A	R	
345-66	66.4	Smelterville (No Siding)..... do			A	R	
345-67	67.3	Bradley..... do			A	R	
	67.4	Bradley (Jct. H. B.).. do			A	R	
345-69	69.3	Kellogg-Wardner..... do	Dn	FTX	A	L-S	
345-73	72.9	Shont..... do			A	R	
345-75	74.7	Polaris (Spur)..... do			A	R	
345-76	75.9	Osburn..... do			A	R	
345-80	80.3	Wallace..... do	Wc	FT	A	R-S	
345-84	84.2	Gem..... do			A	R	
345-85	85.3	Dorn..... do			A	R	
345-87	87.0	Burke..... do	B	FX	A	R	

Dist.
from
Bradley

SIERRA NEVADA BRANCH

345-67	0.0	Bradley (Jct. H. B.).. Idaho					
	3.2	End of track..... do					

OPERATED MILEAGE

	First Main Track	Second Main Track	Add'l Main Track
IDAHO DIVISION—			
Main Line—			
First Subdivision... Granger to Pocatello.....	217.50	65.52	
do Ogden to McCammon.....	1.10		
Second Subdivision... Pocatello to Glenns Ferry.....	156.46	33.68	
Third Subdivision... Glenns Ferry to Huntington.....	165.41	19.31	
do Orchard to Nampa, via Boise.....	44.67		
Fourth Subdivision... Pocatello to Butte.....	263.85	3.25	
Total.....	848.99	121.76	
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		
North Side..... Rupert to Bliss.....	72.74		
Raft River..... Burley to Benning.....	9.57		
Oakley..... Burley to Oakley.....	22.04		
Wells..... Twin Falls to Wells.....	122.88		
Ketchum..... Shoshone to Ketchum.....	69.86		
Hill City..... Richfield to Hill City.....	58.26		
Boise..... Boise Jct. to Barber.....	8.38		
Stoddard..... Nampa to Stoddard.....	19.84		
Nampa..... Nampa to Nampa Loup Jct.....	2.25		
Idaho Northern..... Idaho No. Jct. to McCall.....	132.94		
Wilder..... Caldwell to Wilder.....	11.34		
Homedale..... Nyssa to Marsing.....	33.39		
Oregon Eastern..... Ontario to Malheur Jct.....	1.88		
do 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.....	89.93		
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.....	1,381.89		
Total Idaho Division.....	2,230.88	121.76	
OREGON DIVISION—			
Main Line—			
First Subdivision... Huntington to La Grande.....	99.11	.62	
Second Subdivision... La Grande to Rieth.....	79.07	3.86	
Third Subdivision... Rieth to The Dalles.....	126.78	19.74	
Fourth Subdivision... The Dalles to Portland.....	83.99	3.07	
do E. Portland to N. Portland Jct.....	6.33	2.34	
do Troutdale to Peninsula Jct.....	16.35	106.67	
Fifth Subdivision... Portland to Seattle.....	176.29		
do Tacoma Freight Line.....	1.67	177.96	143.06
Sixth Subdivision... Hinkle to Spokane.....		186.35	1.85
Total.....	775.94	174.54	

Reflects effect of changes involved in the Hinkle-Juniper and Hinkle-Irrigon lines change effective May 27, 1951.

At McCammon, M. P. 110.31 to 111.41.

Includes 0.87 mile of O. S. L. track at Huntington which is operated by the O. W. R. & N. Co. on the Oregon Division.

OPERATED MILEAGE—Continued

	First Main Track	Second Main Track	Add'l Main Track
Branches—			
Joseph..... La Grande to Joseph.....	83.58		
Pilot Rock..... Rieth to Pilot Rock.....	14.25		
Umatilla..... Hinkle to Irrigon.....	18.20		
Heppner..... Heppner Jct. to Heppner.....	45.43		
Condon..... Arlington to Condon.....	44.83		
Grass Valley..... Biggs to Kent.....	52.62		
Bend..... Oregon Trunk Jct. to Bend.....	151.47		
St. Johns..... St. Johns Jct. to Peninsula Jct., via St. Johns.....	7.83		
Grays Harbor..... Centralia to Hoquiam.....	57.92	2.89	
do Centralia to Blakeslee Jct.....	1.58		
Montesano..... So. Montesano to Montesano.....	1.54		
Tono..... Wabash to Tono.....	6.21		
Olympia..... East Olympia to Olympia.....	7.43		
American Lake..... Nisqually to Fort Lewis.....	5.92		
Pendleton..... Pendleton to Alto.....	83.26		
Dayton..... Bolles to Turner.....	25.03		
Tucannon..... Tucannon to Relief.....	9.52		
Pomeroy..... Starbuck to Pomeroy.....	30.18		
Wallula..... Wallula to Walla Walla.....	30.76		
Yakima..... Attalia to Yakima.....	98.07		
Sierra Nevada..... Bradley to End of track.....	3.19		
Ayer-Spokane..... Ayer to Spokane via Colfax.....	166.59	1.63	
Connell..... LaCrosse to Connell.....	53.05		
Moscow..... Colfax to Moscow.....	28.51		
Pleasant Valley..... Winona to Seltice.....	47.94		
Wallace..... Tekoa to Burke.....	87.27		
Sunnyside..... Midvale to Sunnyside.....	3.21		
Total.....	1,165.39	4.52	
Total Oregon Division.....	1,941.33	179.06	
NORTHWESTERN DISTRICT—			
Total Main Line.....	1,624.93	296.30	
Total Branches.....	2,547.28	4.52	
Camas Prairie R. R.....	257.79		
Total Operated Mileage.....	4,430.00	300.82	

Note—The distances given in the foregoing table are measured to and from the 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 162 to 185.

OPERATED FIRST TRACK MILEAGE BY STATES

Wyoming.....	115.84
Idaho.....	1,928.54
Nevada.....	73.05
Montana.....	143.47
Oregon.....	1,143.88
Washington.....	1,025.22
Total.....	4,430.00

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 187.....	4,430.00	300.82	1,656.90	6,387.72
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:				
Owned jointly by U. P. R. R. & Oregon Trunk Ry.:				
At Prineville, Ore. (Operated by City of Prineville)..			.14	.14
O. S. L. R. R.:				
Declo to Benning, Idaho.....	1.47		.13	1.60
Meaderville to Garrison, Mont. (operated by N. P. Ry.)	52.27	1.70	22.09	76.06
O. W. R. R. & N. Co.:				
At Seattle, Wash. (Leased to C. M. St. P. & P. R. R.)			.66	.66
At Milton-Freewater, Wash. (Operated by W. W. V. Ry.)			.06	.06
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. V. V. Ry., Langdon to Tausick, Wash.....	1.56		.31	1.87
Total.....	4,485.30	302.52	1,684.28	6,472.10
Deduct Mileage of other companies operated under contract or trackage rights:				
Northern Pacific Ry.—Spokane, Wash.....			1.41	1.41
Des Chutes Railroad:				
South Junction to Metolius, Ore.....	24.00		6.20	30.20
At Bend, Ore.....			2.70	2.70
Northern Pacific Terminal Co. of Ore:				
At Portland, Ore.....	.26			.26
Spokane, Portland & Seattle Ry. and Northern Pacific Ry. jointly:				
North Portland Junction to Vancouver, Wash.....	1.79	1.79	.04	3.62
Spokane International Ry.:				
At Spokane, Wash.....			.08	.08
Northern Pacific Ry.:				
At Athena, Ore.....			.30	.30
At Auburn, Wash.....			.22	.22
At Butte, Mont.....			1.13	1.13
Centralia to Blakeslee Jct., Wash.....	1.58		.69	2.27
At Dorn, Idaho.....			.03	.03
At Gem, Idaho.....			.04	.04
At Seattle, Wash.....			.39	.39
South Aberdeen to Hoquiam, Wash.....	2.25	2.50	14.44	19.19
At Spokane, Wash.....			.51	.51
At Sunnyside, Wash.....			.10	.10
Vancouver to Reservation, Wash.....	137.97	137.93	67.82	343.72
Waitsburg to Dayton, Wash.....	7.69		.37	8.06
At Walla Walla, Wash.....			.02	.02
At Wallula, Wash.....			1.07	1.07
At Zillah, Wash.....			1.57	1.57
Nisqually to Fort Lewis, Wash.....	5.92		7.57	13.49
Lewiston to Grangeville, Idaho.....	79.67		25.58	105.25
Spalding to Stites, Idaho.....	66.02		10.30	76.32
Orofino to Headquarters, Idaho.....	40.64		9.04	49.68
Oregon Trunk Ry.:				
Oregon Trunk Jct. to South Junction, Ore.....	84.59		9.84	94.43
Metolius to Bend, Ore.....	42.63		19.73	62.36
Southern Pacific Co.:				
At Portland, Ore.....		.10	.15	.25
At Wells, Nev.....			2.07	2.07
Walla Walla Valley Ry.:				
Langdon to Tausick, Wash.....	1.56		.31	1.87
C. M. St. P. & P. R. R.:				
At Chehalis, Wash.....			.36	.36
At Seattle, Wash.....			1.06	1.06
At Spokane, Wash.....	1.70	1.63	.33	3.66
At Tacoma, Wash.....			1.43	1.43
At Hoquiam, Wash.....			.02	.02
G. N. Ry.—At Spokane, Wash.....			.31	.31
Carried Forward.....	498.27	143.95	187.23	829.45

See page 191 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
Brought Forward.....	498.27	143.95	187.23	829.45
Pacific Coast R. R.—At Black River Jct., Wash.....	.03			.03
S. P. & S. Ry.—At East Portland, Ore.....			.20	.20
Condon, Kinzua & Southern R. R. Co.—At Condon, Ore.....			.17	.17
U. S. Atomic Energy Comm.—Richland Jct., Wash.....			10.50	10.50
W. P. R. R.—Wells, Nev.....			1.46	1.46
O. & N. W. R. R.—Burns, Ore.....			.21	.21
O. S. L. R. R. tracks leased to N. P. Ry.:				
Silver Bow to Butte, Mont.....	8.18	1.70	11.21	21.09
B. A. & P. Ry.—Silver Bow, Mont.....			1.23	1.23
Total.....	506.48	145.65	212.21	864.34
Total Owned and Jointly Owned.....	3,978.82	156.87	1,472.07	5,607.76
Deduct other companies proportion of jointly owned Mileage:				
Owned jointly by the O. S. L. R. R. and C. M. St. P. & P. R. R. at Silver Bow, Mont.....			.06	.06
Owned jointly by O. W. R. R. & N. and C. M. St. P. & P. R. R.:				
Tacoma Jct. to Black River Jct., Wash.....	13.17		4.55	17.72
At Seattle, Wash.....			.11	.11
Helsing Jct. to Hoquiam, Wash.....	22.25	.19	5.70	28.14
So. Montesano to Montesano, Wash.....	.77		.20	.97
At Spokane, Wash.....	.28	.28	1.27	1.83
At East Spokane, Wash.....			.65	.65
C. M. St. P. & P. R. R. and G. N. Ry.:				
At Seattle, Wash.....			.13	.13
C. M. St. P. & P. R. R., G. N. Ry. and N. P. Ry.:				
At Longview, Wash.....			21.88	21.88
At Longview Jct., Wash.....			.94	.94
At Seattle, Wash.....			17.00	17.00
At Vader Jct., Wash.....			.33	.33
C. M. St. P. & P. R. R. and N. P. Ry.:				
At Hoquiam, Wash.....			.39	.39
C. M. St. P. & P. R. R. & Saginaw Logging Co.:				
At Preacher's Slough, Wash.....			.08	.08
Great Northern Ry.:				
At Oakesdale, Wash.....			.04	.04
At Seattle, Wash.....			2.06	2.06
At Spokane, Wash.....			.46	.46
At Tacoma, Wash.....			.06	.06
G. N. Ry. and N. P. Ry.:				
At Tacoma, Wash.....			.16	.16
At Longview Jct., Wash.....			.56	.56
Northern Pacific Ry.:				
At Fort Lewis, Wash.....			.09	.09
At Pendleton, Ore.....			.17	.17
At Pullman, Wash.....			.02	.02
At Seattle, Wash.....			1.99	1.99
Waitsburg to Dayton, Wash.....	.02		.08	.10
Wallace to Burke, Idaho.....	.17		.45	.62
At Walla Walla, Wash.....			.42	.42
Oregon Trunk Ry.:				
At Prineville, Ore.....			.07	.07
Peninsula Term. Co. & S. P. & S. Ry.:				
At North Portland Jct., Ore.....			.60	.60
Southern Pacific Co.:				
At East Portland, Ore.....			1.27	1.27
At Portland, Ore.....	.15	.15		.30
Spokane, Portland and Seattle Ry.:				
At Portland, Ore.....			.01	.01
At North Portland Jct., Ore.....			.38	.38
Walla Walla Valley Ry.:				
At Milton-Freewater, Ore.....			.41	.41
At Walla Walla, Wash.....			.23	.23
Total to Deduct.....	36.81	.62	62.82	100.25
Total Mileage Owned.....	3,942.01	156.25	1,409.25	5,507.51

See page 191 for explanation of symbols.

JOINT TRACKAGE

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

	First Main Track	Add'l Main Track	Yard Tracks and Sidings
Miles	Miles	Miles	Miles
TRACKS OWNED OR LEASED BY O.-W. R. R. & N. Co.			
ALSO USED BY:			
Bunker Hill & Sullivan Mining & Concentrating Co.			
C. M. St. P. & P. R. R.	Bradley, Idaho.....	38	.08
do	Argo to Seattle, Wash.....	3.34	3.09
do	Manito to Dishman, Wash.....	15.23	1.51
do	Dishman to N. P. Crossing, Spokane, Wash.....	4.58	7.41
do	Spokane to Marengo, Wash.....	60.54	8.89
C. M. St. P. & P. R. R. & North- ern Pacific Ry.	At Aberdeen, Wash.....		.10
Great Northern Ry.	At Seattle, Wash.....	.71	.92
do	At Spokane, Wash.....		.11
Northern Pacific Ry.	Centralia to Blakeslee Jct., 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	9.39
do	At Seattle, Wash.....		.53
do	At Huntsville, Wash.....		.20
do	At Olympia, Wash.....		2.94
do	At Pendleton, Ore.....	1.48	.55
do	Wallace to Burke, Idaho.....	6.21	.09
do	Kennewick to Richland Jct.....	4.34	.34
S. P. & S. Ry.	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. Co.	At Spokane, Wash.....	1.92	.87
Union Railroad of Oregon.	At Union Jct., Ore.....		.30
Mt. Hood R. R.	At Hood River, Ore.....	.46	2.27
Sumpter Valley Ry.	At Baker, Ore.....		.34
Oregon Trunk Ry. & G. N. Ry.	So. Jct. to Metolius, Ore.....	24.00	5.33
Condon, Kinzua & Southern R. R.	At Condon, Ore.....	.47	.92
Southern Pacific Co.	At Portland, Ore.....	.35	.49
S. P. Co. and S. P. & S. Ry.	At Portland, Ore.....		.04
N. P. Ry. & G. N. Ry.	At Ridgefield, Wash.....		.55
	Total.....	197.50	5.60 52.64

TRACKS OWNED JOINTLY WITH OTHER COMPANIES

C. M. St. P. & P. R. R.	Tacoma Jct. to Black River Jct., Wash.....	26.33	9.11
do	At Seattle, Wash.....		.21
do	Helsing Jct. to Hoquiam, Wash.....	44.50	.39 11.40
do	S. Montesano to Montesano, Wash.....	1.54	.41
do	At Spokane, Wash.....	.56	.56 2.54
do	At East Spokane, Wash.....		1.31
Great Northern Ry.	At Seattle, Wash.....		4.33
do	At Spokane, Wash.....		.91
do	At Oakesdale, Wash.....		.07
do	At Tacoma, Wash.....		.11
Northern Pacific Ry.	At Seattle, Wash.....		3.98
do	At Walla Walla, Wash.....		.85
do	At Pendleton, Ore.....		.34
do	Waitsburg to Dayton, Wash.....	.04	.15
do	At Pullman, Wash.....		.05
do	Wallace to Burke, Idaho.....	.34	.19
do	At Fort Lewis, Wash.....		.14
N. P. Ry. & G. N. Ry.	At Tacoma, Wash.....		.24
do	At Longview Jct., Wash.....		.81
S. P. & S. Ry.	At Portland, Ore.....		.01
do	North Portland Jct., Ore.....		.77
	Carried Forward.....	73.31	.95 37.96

See page 191 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	Miles
TRACKS OWNED JOINTLY WITH OTHER COMPANIES—Concluded			
	Brought Forward.....	73.31	.95 37.96
C. M. St. P. & P. R. R. & N. P. Ry.	At Hoquiam, Wash.....		.58
C. M. St. P. & P. R. R., & G. N. Ry.	At Seattle, Wash.....		.19
C. M. St. P. & P. R. R., N. P. Ry. and G. N. Ry.	At Seattle, Wash.....		22.67
do	At Longview, Wash.....		28.25
do	At Longview Jct., Wash.....		2.00
do	At Vader Jct., Wash.....		.44
C. M. St. P. & P. R. R., & Sag- inaw Logging Co.	At Preacher's Slough, Wash.....		.11
Southern Pacific Co.	At Portland, Ore.....	.31	.30
do	At East Portland, Ore.....		2.54
Oregon Short Line R. R.	At Huntington, Ore.....		.27
Oregon Trunk Ry.	At Prineville, Ore.....		.14
Peninsula Term. Co. & S. P. & S. Ry.	At No. Portland Jct., Ore.....		.80
W. W. V. Ry.	At Milton-Freewater, Ore.....		.83
do	At Walla Walla, Wash.....		.47
	Total.....	73.62	1.25 97.25

CAMAS PRAIRIE RAILROAD CO.

Riparia, Wash. to Grangeville, Idaho.....	151.13	34.97
Spalding to Stites, Idaho.....	66.02	10.30
Orofino to Headquarters, Idaho.....	40.64	9.04
Total.....	257.79	54.31

- 1) Operated for O.-W. R. R. & N. Co. and N. P. Ry. by Camas Prairie R. R.
 2) Also used by Spokane International Ry.
 3) Used also by G. N. Ry. and C. M. St. P. & P. R. R.
 4) Includes 2.91 mi. main track, .39 mi. second track, and 3.24 mi. yard tracks and sidings used also by N. P. Ry. and .11 mi. used also by Saginaw Logging Co.
 5) Includes .81 mi. yard tracks and sidings used also by N. P. Ry. and .59 mi. used also by G. N. Ry.
 6) Also used by S. P. & S. Ry.
 7) Includes 13.01 mi. used also by L. P. & N. Ry.
 8) Includes .02 mi. used also by L. P. & N. Ry.
 9) Used also by L. P. & N. Ry.
 10) Leased from the Des Chutes R. R.
 11) Does not include .14 mi. which is O.-W. R. R. & N. Co.'s proportion of .27 mi. owned jointly with the O. S. L. R. R. all of which is included in mileage of Northwestern District.
 12) Includes 8.18 mi. of O. S. L. R. R. First Main Track Silver Bow to Butte, Mont. leased to N. P. Ry. and which is operated by the U. P. R. R. under trackage rights.
 13) Includes 1.70 mi. of O. S. L. R. R. Second Main Track.
 14) Includes 11.21 mi. of O. S. L. R. R. Side Track.
 15) Also includes 4.03 mi. at McCammon, Idaho.
 16) Includes .66 mi. track leased to C. M. St. P. & P. R. R.
 17) Owned jointly by U. P. R. R. & Oregon Trunk Ry. Operated by City of Prineville Ry

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	Track Connection
Aberdeen..... Wash.	Northern Pacific Ry.....	Yes
Athens..... Ore.	Northern Pacific Ry.....	Yes
Attalia..... Wash.	Northern Pacific Ry.....	No
Auburn..... Wash.	Northern Pacific Ry.....	Yes
Baker..... Ore.	Sumpter Valley Ry. (Narrow Gauge).....	Yes
Barnes..... Ore.	Spokane, Portland & Seattle Ry.....	Yes
	Northern Pacific Ry.....	Yes
	Great Northern Ry.....	Yes
Bend..... Ore.	Great Northern Ry.....	Yes
Black River Jct... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad.....	Yes
	Pacific Coast R. R.....	Yes
Blakeslee Jct.... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad.....	No
	Northern Pacific Ry.....	Yes
Buena..... Wash.	Northern Pacific Ry.....	Yes
Burns..... Ore.	Oregon & Northwestern R. R.....	Yes
Butte..... Mont.	Great Northern Ry.....	Yes
do..... do	Northern Pacific Ry.....	Yes
do..... do	Chicago, Milwaukee, St. Paul & Pacific R. R.....	Yes
do..... do	Butte, Anaconda & Pacific Ry. (Electric).....	Yes
Chehalis..... Wash.	Northern Pacific Ry.....	Yes
	Chicago, Milwaukee, St. Paul & Pacific Railroad.....	Yes
	Cowlitz, Chehalis & Cascade Ry.....	Yes
Cheney..... Wash.	Northern Pacific Ry.—Spokane, Portland & Seattle Ry.....	No
Colfax..... Wash.	Great Northern Ry.....	No
Condon..... Ore.	Condon, Kinzua & Southern R. R.....	Yes
Connell..... Wash.	Northern Pacific Ry.....	No
Cosmopolis..... Wash.	Northern Pacific Ry.....	Yes
Dayton..... Wash.	Northern Pacific Ry.....	Yes
Dishman..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad—Great Northern Ry.....	Yes
Dumas..... Wash.	Northern Pacific Ry.....	Yes
East Olympia..... Wash.	Northern Pacific Ry.....	Yes
East Portland..... Ore.	Southern Pacific Co.....	Yes
	Spokane, Portland & Seattle Ry.....	Yes
	Port. Traction Co.....	Yes
Fairfield..... Wash.	Great Northern Ry.....	Yes
Farmington..... Wash.	Northern Pacific Ry.....	No
Flint..... Wash.	Northern Pacific Ry.....	No
Fort Lewis..... Wash.	Northern Pacific Ry.....	Yes
Garfield..... Wash.	Northern Pacific Ry.....	Yes
	Great Northern Ry.....	No
Garrett..... Wash.	Walla Walla Valley Ry.....	No
Grandview..... Wash.	Northern Pacific Ry.....	Yes
Granger..... Wash.	Northern Pacific Ry.....	No
Helsing Jct..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad.....	Yes
	Mt. Hood R. R.....	Yes
Hood River..... Ore.	Northern Pacific Ry.....	Yes
Hoquiam..... Wash.	Northern Pacific Ry.....	Yes
Huntsville..... Wash.	Northern Pacific Ry.....	Yes
Kahlotus..... Wash.	Spokane, Portland & Seattle Ry.....	Yes
Kellogg-Wardner.. Idaho	Bunker Hill & Sullivan M. & C. Co.....	Yes
Kennewick..... Wash.	Northern Pacific Ry.....	Yes
Langdon..... Wash.	Walla Walla Valley Ry.....	No
Long..... Wash.	Northern Pacific Ry.....	Yes
Longview Jct..... Wash.	Longview, Portland & Northern Ry.....	Yes
Manito..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad.....	Yes
	Chicago, Milwaukee, St. Paul & Pacific Railroad.....	Yes
Marengo..... Wash.	Northern Pacific Ry.....	No
Marshall..... Wash.	Spokane, Portland & Seattle Ry.....	No
	Walla Walla Valley Ry.....	Yes
Milton-Freewater.. Ore.	Northern Pacific Ry.....	Yes
Montesano..... Wash.	Northern Pacific Ry.....	Yes
Moscow..... Idaho	Great Northern Ry.....	Yes
	Spokane, Portland & Seattle Ry.....	Yes
North Portland... Ore.	Great Northern Ry.....	Yes
	Northern Pacific Ry.....	Yes
Oakesdale..... Wash.	Northern Pacific Ry.....	No
	Great Northern Ry.....	Yes

Yes Three rail connection with yard tracks.

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

JUNCTION STATIONS AND CONNECTING LINES—Concluded

JUNCTION STATION	CONNECTING LINES	Track Connection
Olympia..... Wash.	Northern Pacific Ry.....	Yes
Oregon Trunk Jct. Ore.	Oregon Trunk Ry.....	Yes
Parker (West)..... Wash.	Northern Pacific Ry.....	Yes
Parker (East)..... Wash.	Northern Pacific Ry.....	No
Pendleton..... Ore.	Northern Pacific Ry.....	Yes
Plummer..... Idaho	Chicago, Milwaukee, St. Paul & Pacific Railroad.....	Yes
	Great Northern Ry.....	Yes
Portland..... Ore.	Northern Pacific Ry.....	Yes
	Spokane, Portland & Seattle Ry.....	Yes
	Southern Pacific Co.....	Yes
	Oregon Electric Ry.....	Yes
	Peninsular Terminal Co.....	Yes
	City of Prineville Ry.....	Yes
Prineville Jct..... Ore.	Northern Pacific Ry.....	Yes
Pullman..... Wash.	Northern Pacific Ry.....	Yes
Richland Jct..... Wash.	Camas Prairie R. R.....	Yes
Riparia..... Wash.	Northern Pacific Ry.....	Yes
	Columbia & Cowlitz Ry.....	Yes
Rocky Point..... Wash.	Northern Pacific Ry.....	Yes
Sawyer..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad.....	Yes
Seattle..... Wash.	Pacific Coast R. R.....	Yes
	Great Northern Ry.....	Yes
	Northern Pacific Ry.....	Yes
Silver Bow..... Mont.	Northern Pacific Ry.....	Yes
do..... do	Butte, Anaconda & Pacific Ry. (Electric).....	Yes
do..... do	Chicago, Milwaukee, St. Paul & Pacific R. R.....	Yes
South Elma..... Wash.	Schafer Bros. Logging Co.....	Yes
Spokane..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad.....	Yes
	Great Northern Ry.....	Yes
	Northern Pacific Ry.....	Yes
	Spokane International Ry.....	Yes
	Spokane, Portland & Seattle Ry.....	Yes
St. Clair..... Wash.	Northern Pacific Ry.....	Yes
Sumner..... Wash.	Northern Pacific Ry.....	Yes
Sunnyside..... Wash.	Northern Pacific Ry.....	Yes
Tacoma..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad.....	Yes
	Great Northern Ry.....	Yes
	Northern Pacific Ry.....	Yes
Tekoa..... Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad.....	No
	Big Creek & Telocaset R. R.....	Yes
Telocaset..... Ore.	Northern Pacific Ry.....	Yes
W. Tenino..... Wash.	Great Northern Ry.....	Yes
	Great Northern Ry.....	No
Thornton..... Wash.	Union R. R. of Oregon.....	Yes
Union Jct..... Ore.	Longview, Portland & Northern Ry.....	Yes
Vader Jct..... Wash.	Northern Pacific Ry.....	Yes
Vancouver Jct... Wash.	Spokane, Portland & Seattle Ry.....	Yes
Vancouver..... Wash.	Northern Pacific Ry.....	No
Villard..... Wash.	Northern Pacific Ry.....	Yes
Wabash..... Wash.	Northern Pacific Ry.....	Yes
Waitsburg Jct... Wash.	Northern Pacific Ry.....	Yes
Wallace..... Idaho	Northern Pacific Ry.....	Yes
Walla Walla..... Wash.	Northern Pacific Ry.....	Yes
	Walla Walla Valley Railway.....	Yes
Wallula..... Wash.	Northern Pacific Ry.....	Yes
Washtucna..... Wash.	Spokane, Portland & Seattle Ry.....	No
Wells..... Nev.	Southern Pacific Co.....	Yes
do..... do	Western Pacific R. R.....	Yes
Yakima..... Wash.	Yakima Valley Transp. Co. (Electric).....	Yes
	Northern Pacific Ry.....	Yes
Zillah..... Wash.	Northern Pacific Ry.....	Yes

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

Yes At North Portland Jct.

RAILROAD CROSSINGS

IDAHO DIVISION

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Silver Bow...Mont.	Northern Pac. Ry...	Side	Side	Grade	.32 miles W. of depot	Yes
do do do	do do do	Main	Side	do	.36 do W. do	Yes
do do do	C. M. St. P. & P. R. R.	Main	Side	do	.40 do W. do	Yes
Butte... do do	do do do	do	Main	Under-grade	1.19 do W. do	Yes
do do do	Nor. Pac. Ry.....	do	{ Main & Side }	Under-grade	1.15 do E. do	Yes

OREGON DIVISION

Oregon Trunk Jct.....Ore.	Oregon Trunk Ry...	Main	2 Main	Under-grade	.42 miles E. station	Yes
Portland..... do	S. P. & S. Ry.	Side	2 Side	Grade	S. E. Second & S. E. Main.....	No
St. Johns Jct. do	do do do	Main	Main	Under-grade	2.12 miles E. station	No
Barnes..... do	do do do	do	do	do	.59 do E. do	Yes
Kelso..... Wash.	Columbia & Cowlitz Ry.....	do	2 Main	do	2.50 do W. do	Yes
E. Olympia... do	Skookumchuck R.R.	do	Main	Over-grade	1.50 do W. do	No
Blakeslee Jct. do	No. Pac. Ry.....	do	do	Grade	At station	Yes
do do do	C. M. St. P. & P. R. R.	do	{ Main Side }	do	.02 miles W. station	No
Aberdeen... do	No. Pac. Ry.....	do	Main	do	.61 do E. do	Yes
Plumb..... do	C. M. St. P. & P. R. R.	do	2 Main	Over-grade	2.00 do W. do	No
Olympia..... do	Nor. Pac. Ry.....	do	Main	Under-grade	.68 do E. do	No
do do do	do do do	Side	do	Grade	7th & Jefferson	Yes
Tacoma..... do	do do do	Main	do	do	.30 miles E. station	No
do do do	do do do	Side	do	do	.30 do E. do	No
do do do	do do do	Main	do	Under-grade	.30 do E. do	No
Reservation.. do	do do do	do	do	Grade	.26 do W. do	No
do do do	do do do	Side	do	do	.11 do W. do	Yes
do do do	do do do	do	do	do	.11 do E. do	Yes
do do do	C. M. St. P. & P. R. R.	Main	do	Under-grade	.17 do E. do	No
Black River Jct..... do	Pac. Coast R. R.....	2 Main	do	Grade	At station	Yes
do do do	Nor. Pac. Ry.....	do	do	do	.44 miles E. station	No
Seattle..... do	Pac. Coast R. R.....	do	2 Side	do	At Argo	No
do do do	Nor. Pac. Ry.....	do	do	do	do	No
do do do	do do do	Side	2 Main	do	do	No
do do do	C. M. St. P. & P. R. R.	do	3 Side	do	E. Marginal & Duwamish	Yes
do do do	Nor. Pac. Ry.....	do	Side	do	E. Marginal & Hinds	No
do do do	do do do	do	do	do	E. Marginal & W. Spokane	Yes
do do do	C. M. St. P. & P. R. R.	2 Side	do	do	E. Marginal & Holgate	No
do do do	Nor. Pac. Ry.....	Side	do	do	do	No
do do do	do do do	do	do	do	E. Marginal & Mass. S. Alaskan & Atlantic	No
do do do	do do do	2 Side	do	do	do	No
do do do	Pac. Coast R. R.....	3 Side	do	do	do	No
do do do	C. M. St. P. & P. R. R.	Side	do	do	do	No
do do do	Nor. Pac. Ry.....	do	Jt. Side	do	E. Marginal & Holgate	Yes
do do do	do do do	do	do	do	E. Marginal & Mass.	No
do do do	Pac. Coast R. R.....	do	do	do	Alaskan Way & Charles	No
do do do	do do do	do	do	do	Alaskan Way & King	No
do do do	Government Ry.....	do	do	do	Alaskan Way & U. P. Dock	No
do do do	do do do	do	do	do	Alaskan Way & Connecticut	No
do do do	Pac. Coast R. R.....	do	do	do	Alaskan Way & Jackson	No

See Junction Stations and Connecting Lines.

Two Crossings.

RAILROAD CROSSINGS—Continued

OREGON DIVISION—Continued

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Seattle.....Wash.	Pac. Coast R. R.....	Side	Jt. Side	Grade	Alaskan Way & Main	No
do do do	Nor. Pac. Ry.....	do	do	do	Alaskan Way & Washington	No
do do do	do do do	do	do	do	Alaskan Way & Yessler	Yes
Wallula.....Wash.	Nor. Pac. Ry.....	Main	Main	Under-grade	M.P. 4.23 Wallula Br.	No
Wallula..... do	do do do	do	do	Grade	M. P. 212.3	No
Attalia..... do	do do do	do	do	do	.75 do W. do	No
do do do	do do do	do	do	do	.17 do W. do	No
Villard..... do	do do do	do	do	do	.55 do E. do	No
Kennewick... do	S. P. & S. Ry.....	do	do	Over-grade	1.61 do W. do	No
do do do	Nor. Pac. Ry.....	do	do	Under-grade	.99 do E. do	Yes
Grandview... do	do do do	do	do	Over-grade	.45 do E. do	No
Granger..... do	do do do	1 Side	do	do	.34 do W. do	No
Parker..... do	do do do	Main	do	Grade	.60 miles E. station	No
Parker..... do	do do do	do	do	do	1.37 miles W. station	Yes
Garrett..... do	Walla Walla Val. Ry.	Main	{ 1 Main & 1 Side }	do	Finch St.	No
Walla Walla... do	do do do	do	Main	do	Cherry St.	No
do do do	do do do	do	5 Side	do	North 13th St.	Yes
do do do	Nor. Pac. Ry.....	do	Side	do	1.03 miles E. station	Yes
Langdon..... do	Walla Walla Val. Ry.	do	do	do	.58 do E. do	No
Milton-Free-water.....Ore.	do do do	do	{ 1 Main & 1 Side }	do	Cleveland St.	Yes
do do do	do do do	do	Side	do	Near Olive St.	Yes
Dayton.....Wash.	Nor. Pac. Ry.....	2 Side	Main	do	Near Front St.	Yes
Riparia..... do	do do do	Main	do	do	.08 miles W. station	Yes
Joso..... do	do do do	do	do	Over-grade	1.32 do W. do	No
Washtucna... do	S. P. & S. Ry.....	do	do	Under-grade	1.03 do E. do	No
Ankeny..... do	do do do	do	do	do	.86 do W. do	No
Marengo..... do	C. M. St. P. & P. R. R.	do	do	do	.83 do W. do	No
do do do	do do do	Side	Side	Grade	.20 do E. do	Yes
Cheney..... do	S. P. & S. Ry.....	Main	Main	Over-grade	1.46 do E. do	No
do do do	Nor. Pac. Ry.....	do	do	Under-grade	3.14 do E. do	No
Marshall..... do	S. P. & S. Ry.....	do	do	do	.58 do W. do	No
Colfax..... do	Gt. Nor. Ry.....	do	{ 1 Main & 1 Side }	Grade	.06 do W. do	No
Pullman..... do	Nor. Pac. Ry.....	do	Main	do	.60 do E. do	Yes
Garfield..... do	Gt. Nor. Ry.....	do	do	Under-grade	.42 do W. do	No
do do do	do do do	do	Side	Grade	.38 do E. do	No
do do do	Nor. Pac. Ry.....	do	Main	do	.38 do E. do	Yes
Farmington... do	do do do	do	do	do	1.11 do W. do	No
Oakesdale... do	do do do	do	do	do	.58 do E. do	No
do do do	Gt. Nor. Ry.....	do	do	do	.61 do E. do	Yes
Thornton..... do	do do do	do	do	do	.52 do W. do	No
Tekoa..... do	C. M. St. P. & P. R. R.	do	{ 1 Main & 4 Side }	Under-grade	.43 do E. do	No
Dishman..... do	Gt. Nor. Ry.....	do	Main	Over-grade	.09 do E. do	Yes
Spokane..... do	Nor. Pac. Ry.....	2 Main & 2 Side	do	Grade	Near Lee St.	Yes
do do do	C. M. St. P. & P. R. R.	Side	do	do	Crestline & Kent	Yes
do do do	Gt. Nor. Ry.....	2 Side	Side	do	Wall St.	No
do do do	do do do	Side	{ Jt. U. P. -G. N. }	do	do	Yes
do do do	Jt. U. P.-G. N.....	do	Side	do	do	Yes
do do do	Gt. Nor. Ry.....	do	2 Main	Under-grade	Near Hatch St.	No
do do do	do do do	2 Main	Main	Grade	Near Columbus St.	Yes
do do do	do do do	{ Side }	2 Main	Over-grade	Near Erie St.	No

See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Concluded

OREGON DIVISION—Concluded

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Spokane.....Wash.	Gt. Nor. Ry.....	Main	Main	Grade	Near Napa St.	Yes
do do	S.F. & N.(G.N.Ry.)	Side	1 Main & 1 Side	do	Pearl St.	No
do do do	Gt. Nor. Ry.....	do	Side	do	Near Cedar St.....	Yes
do do do	Spokane Int. Ry.....	4 Side	Side	do	Near Division St.	Yes
do do do	do	Main	do	do	do do	Yes
Watt.....Idaho	C.M.St.P. & P.R.R.	do	Main	Over-grade	.62 miles E. station	No
Plummer..... do	do	Main	do	Under-grade	1.00 do W. do	Yes
Kellogg-Ward-ner..... do	B.H.&S.M.&C.Co...	Side	Side	Grade	Mill Track	Yes
Wallace..... do	Nor. Pac. Ry.....	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

IDAHO DIVISION

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

Owned by U. S. Government.
Joint with S. P. Co.

OREGON DIVISION

East Portland	Cosmopolis	Wallowa	Walla Walla
Bend	Hoquiam	Joseph	Ayer
Kent	East Olympia	Union Jct.	Tucannon
Condon	Olympia	Telocaset	Starbuck
Heppner	Fort Lewis	Baker	Hooper Jct.
Ordance (U.S.A.)	Argo (Loop)	Encina	Connell
Messner	Pendleton	Durkee	Marengo
Umatilla	Gibbon	Huntington	La Crosse
Peninsula Jct.	Duncan	Wallula	Winona
Longview Jct.	Kamela	Attalia	Colfax
Longview	Hilgard	Midvale	Tekoa
Centralia	La Grande	Yakima	Enaville
South Montesano	Elgin	Dayton	

MILES OF TRACK PROTECTED BY AUTOMATIC BLOCK SIGNALS

	First Main Track	Second Main Track
IDAHO DIVISION—		
Granger to Pocatello.....	213.60	61.64
Pocatello to Glenns Ferry.....	159.30	36.40
Glenns Ferry to Huntington.....	164.69	19.46
Orchard to Nampa via Boise.....	44.61	
Pocatello to Idaho Falls.....	49.98	
Idaho Falls to Payne.....	2.64	
Spencer to Humphrey.....	12.25	
Total.....	647.07	117.50
OREGON DIVISION—		
Huntington to Pendleton Jct.....	173.08	3.91
Pendleton Jct. to The Dalles.....	131.75	19.57
The Dalles to East Portland.....	83.48	2.64
Hinkle Jct. to Spokane.....	185.90	1.39
Bell to Spokane.....	21.74	
N. P. Crossing to Spokane Union Station.....	1.52	1.52
Colfax to Crest.....	2.20	
Parker.....	1.13	
East Portland to St. Johns Jct.....	2.49	.88
St. Johns Jct. to Penin. Jct. (Remote Control).....	.70	
Peninsula Jct. to No. Portland Jct.....	1.81	1.81
No. Portland Jct. to Vancouver.....	92.99	92.99
Vancouver to Tenino.....	1.07	1.07
Tacoma to Reservation.....	1.70	
Reservation to Tacoma Jct.....	26.35	
Tacoma Jct. to Black River Jct.....	9.42	3.34
Black River Jct. to Seattle.....	1.60	
Helsing Jct. to Independence.....		
Total.....	737.93	129.12
Grand Total.....	1,385.00	246.62

Reflects changes involved in the Hinkle-Juniper line change effective May 27, 1951.

Owned by C. M. St. P. & P. R. R.

Owned by S. P. & S. Ry. and N. P. Ry. jointly.

Owned by N. P. Ry.

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

MILES OF TRACK PROTECTED BY CENTRALIZED TRAFFIC CONTROL

	First Main Track	Second Main Track
IDAHO DIVISION—		
Pocatello to Glenns Ferry.....	157.00	34.10
OREGON DIVISION—		
Huntington to Pendleton.....	173.08	3.91
Total.....	330.08	38.01

MILES OF TRACK PROTECTED BY AUTOMATIC CAB SIGNALS

	First Main Track	Second Main Track
OREGON DIVISION—		
The Dalles to Portland.....	83.48	2.64

INTERLOCKING PLANTS

Location	Protection	Ownership
Idaho Division:		
McCammon.....	Junction.....	O. S. L. R. R.
Silver Bow.....	Crossing.....	N. P.—C. M. St. P. & P.
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. Jct.....	Junction.....	O.-W. R. R. & N. Co.
No. Portland Jct., Ore.....	Junction.....	S. P. & S. Ry. 83.93% O.-W.R.R.&N.Co. 16.07%
Oregon Slough Bridge.....	Drawbridge.....	S. P. & S. Ry. 66.7% N. P. Ry. 33.3%
Vancouver, Wash.....	Drawbridge.....	S. P. & S. Ry. 66.7% N. P. Ry. 33.3%
Lewis River Bridge.....	Drawbridge.....	Nor. Pac. Ry.
Longview, Wash.....	Drawbridge.....	O.-W.R.R.&N.Co. 25% N. P. Ry. 25% G. N. Ry. 25% C.M.St.P.&P.R.R. 25%
Chehalis, Wash.....	Crossing.....	C. M. St. P. & P. R. R.
Steilacoom, Wash.....	Drawbridge.....	Nor. Pac. Ry.
Tacoma (Old Tidewater).....	Crossing.....	O.-W. R. R. & N. Co.
Tacoma (Reservation).....	Crossing.....	O.-W.R.R.&N.Co. 30% Nor. Pac. Ry. 70%
Black River Jct., Wash.....	Crossing and Junction.....	O.-W.R.R.&N.Co. 67.89% C.M.St.P.&P.R.R. 32.11% O.-W. R. R. & N. Co. 70%
Argo, Wash.....	Crossing and Junction.....	Nor. Pac. Ry. 20% Pac. Coast. R. R. 10% O.-W.R.R.&N.Co. 39.07% Nor. Pac. Ry. 15.62% C.M.St.P.&P.R.R. 45.31%
Blakeslee Jct., Wash.....	Crossing and Junction.....	Schafer Bros. Log. Co.
Saginaw, Wash.....	Crossing.....	O.-W. R. R. & N. Co. 50%
Aberdeen, Wash.....	Drawbridge.....	C. M. St. P. & P. R. R. 50%
Hoquiam, Wash.....	Drawbridge.....	Nor. Pac. Ry.
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. 50%
Kennewick (Kalan), Wash.....	Drawbridge.....	O.-W. R. R. & N. Co.
Spokane, Wash.....	Crossing.....	G. N. Ry.
East Spokane, Wash.....	Crossing and Junction.....	O.-W.R.R.&N.Co. 62.1% C.M.St.P.&P.R.R. 16.9% G. N. Ry. 21.0%

REMOTELY CONTROLLED SWITCHES

Location	Protection	Ownership
Idaho Division:		
Pocatello (East Yard).....	Junction.....	O. S. L. R. R.
Orchard.....	Junction.....	O. S. L. R. R.
Granger (West End).....	Junction.....	O. S. L. R. R.
Oregon Division:		
Troutdale.....	Junction.....	O.-W. R. R. & N. Co.

ENGINE HOUSES AND TURNTABLES

Location	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
IDAHO DIVISION:					
Kemmerer.....	8	3—96 ft. 5—78 ft. 9—88 ft. 1—110 ft. Mech. Dept.	100	(4)	Electricity
Montpelier.....	220	5—110 ft. 5—96 ft. Store Dept.	100	(4)	do
Pocatello.....	353	32—100 ft. 1—127 ft. 5—110 ft. 15—120 ft.	100	(4)	do
Shoshone.....	2	112 ft. 6 in.			
Glenns Ferry.....	4	1—96 ft. 3—88 ft.	100	(4)	Electricity
Nampa.....	6	96 ft.	92	(3)	do
Twin Falls.....	4	90 ft.			
Boise Freight.....	4	86 ft.	65	(1)	Hand & Air
Weiser.....	33	75 ft.			
Banks.....	2	79 ft.	66	(1)	Hand
McCall.....	2		66	(1)	Hand
Robinette.....	2	108 ft.			
Blackfoot.....	4	88 ft.	80	(1)	Electricity
Idaho Falls.....	4	3—90 ft. 1—118 ft.			
Lima.....	2	121 ft.			
Butte.....	4	86 ft. 3 in.			
Ashton.....					
OREGON DIVISION:					
The Dalles.....	6	97 ft.	92	(3)	Electricity
Metolius (O. T. Ry.).....			80	(1)	Hand
Bend (O. T. Ry.).....	4	2—90 ft. 2—110 ft.			
Arlington.....		96 ft.	66	(1)	Hand
Umatilla.....	38	20—88 ft.	80	(1)	Air
Albina.....	340	18—66 ft. 20—88 ft. 2—128 ft.	92	(3)	Electricity
Centralia (N. P.).....	20	15—90 ft. 5—116 ft.	80	(1)	do
Hoquiam (N. P.).....			85	(1)	do
Argo.....	10	97 ft.	80	(1)	do
Rieth.....	310	6—97 ft. 4—114 ft.	92	(3)	do
Hinkle.....	32	258 ft. 10 in.			
La Grande.....	29	13—85 ft. 16—110 ft.	100	(4)	Electricity
Huntington.....	16	7—97 ft. 9—120 ft.	100	(4)	do
Tacoma (G. N.).....			80	(4)	Gas Engine
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	1—73 ft. 1—79 ft.	80	(1)	Air
Spokane.....	311	7—96 ft. 4—122 ft.	110	(2)	Electricity
Chatelet.....			60	(1)	Hand
Wallace.....	6	85 ft.	80	(1)	Electricity

33—96 ft. and 4—110 ft. stalls have no track connections.

22—100 ft. stalls used for office and tool room.

31—88 ft. stall has no track connection.

22—stalls used for machine shop.

3 Hinkle terminal now under construction, when placed in operation, retirement in part or whole, will be made of Umatilla and Rieth engine house and facilities.

34—66 ft. stalls used as work shop.

31—122 ft. stall used as through track to back 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.

COALING STATIONS IDAHO DIVISION

Location	Kind	Number of Trks. Served	Capacity Tons
Kemmerer..	Balanced bucket.....	3	200
Montpelier..	Coal trestle with cable hoist.....	2	300
Bancroft....	Balanced bucket.....	2	150
Pocatello....	Conveyor.....	4	900
Minidoka....	Balanced bucket.....	2	200
Shoshone....	do.....	3	150
Glenns			
Ferry.....	Skip Hoist.....	4	550
Orchard....	do.....	3	150
Ontario....	do.....	3	350
Jerome.....	Balanced bucket.....	1	150
Twin Falls..	do.....	1	150
Wells.....	Platform, air hoist.....	1	50
Henry.....	Fairbanks-Morse, elevating.....	1	25
Idaho Falls..	Coal trestle with cable hoist.....	2	250
Dubois.....	do.....	2	200
Lima.....	do.....	2	250
Dillon.....	Balanced Bucket—Electric powered.....	2	150
Melrose....	do.....—Gas Eng. powered.....	2	150

DIESEL OIL FUELING STATIONS AND MOTOR TRAIN FUEL IDAHO DIVISION

Location	FUEL OIL (In Gallons)					Number of Stand-pipes	Number of Hose Boxes	Water
	Diesel		Distillate	Gasoline				
	Storage	Delivery		Storage	Delivery			
Pocatello...	2,520,000	3168,000				4	310	Yes
do		28,560				8		Yes
do		20,000						8 hy-drants.
Minidoka...				3,000	{ 1,350 2,000 }		1	Yes
Twin Falls..		3Tnk. Car					1	Yes
Shoshone...								31-2"hy-rant.
Glenns Ferry....								2-2"hy-rants.
Nampa		Tnk. Car					1	8 hy-rants.
Ontario....			12,500		2,000			Yes
Weiser.....				11,500	{ 2,000 2,940 }			Yes
Huntington		2-20,000ea.					4	4 hy-rants.

OREGON DIVISION

Location	Diesel-Tank		Hose Connections	Number of Risers
	Storage	Delivery		
Huntington....		2-20,000 Gal. each	4	
La Grande....	64,000 bbl.	210,000 do		16
Rieth.....		20,000 do	1	
Hinkle.....		420,000 do		8
Albina.....	3	29,200 do		6
Ayer.....		22,000 do	1	
Tekoa.....		24,000 do	1	
Spokane.....	3,000 bbl.	12,000 do	5	

3At Engine House.

3Located at the storage tank.

3Located at the Retarder Yard.

3Underground.

3Temporary, tank cars not held.

3For freight Diesels.

32 engine tanks.

BLACK OIL FUELING STATIONS IDAHO DIVISION

Location	Tank		Standpipes	
	Storage (Gals.)	Delivery (Gals.)	Number of	Size of
Montpelier..		Tank Cars	3	4"
Pocatello...	340,000	2-20,000 each	5	4"
Minidoka....		Tank Car	2	3"
Shoshone....		do	1	2"
Glenns				
Ferry.....		Tank Cars	3	2@4"1@3"
Nampa.....		65,000	1	8"
Nyssa.....		Tank Car	1	3"
Ontario....		do	1	4"
Payette....		do	1	2"
Jerome.....		do	1	4"
Twin Falls..		do	2	2"
Buhl.....		do	1	2"
Wells.....		3 do	1	2"
Burley.....		do	1	2"
Emmett....		3 do	1	4"
Banks.....		do	2	2"
McCall....		do	1	2"
Burns.....		do	1	2"
Weiser.....		do	1	4"
Council....	312,500	21,500	1	8"
Idaho Falls..		Tank Car	1	3"
Lima.....		Tank Car	1	4"
Butte.....		Tank Car	1	4"
Ashton....		65,000	1	8"
West Yellowstone..		15,200	1	4"

OREGON DIVISION

Location	Tanks		Number of Standpipes	Delivery Spouts
	Storage	Delivery		
Huntington....		680 bbl.	2	
Baker.....		1,000 do	1	
La Grande....		680 do	3	
Rieth.....	130,000 bbl.	680 do	2	
Hinkle.....		1,550 do	1	
Arlington....	5,000 bbl.	680 do	1	
The Dalles..		680 do	1	
Albina.....	5,000 bbl.	680 do	2	
St. Johns..	2-55,000 bbl. each			22
Centralia (N. P.)..			1	
Argo.....	2-570 bbl. each		1	
Hoquiam....			1	
Olympia....			1	
Tacoma.....		450 bbl.	1	
Umatilla....	5,000 bbl.	680 do	1	
Wallula....		1,500 do	1	
Ayer.....	2,000 bbl.	1,000 do		
Marengo....		450 do		
Spokane....		1,500 do	1	
Yakima.....		1,500 do		
Walla Walla..		1,500 do	1	
La Crosse..		450 do		
Colfax.....		450 do		
Tekoa.....		1,500 do	1	
Wallace....		1,000 do	1	

3Underground.

3Temporary, tank cars not held.

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 Pocatello.....	Granger (U. P.)..	Hams Fork River & Wells. Spring.....	Gas.-Elec.	250	200,000	4
	Waterfall.....		Gravity...	50	50,000	}
	Kemmerer.....	City.....			200,000	
					50,000	
	Fossil.....	Creek.....	Gravity...	57	65,000	1
	Nugget.....	do.....	do.....	14	65,000	1
	Cokeville.....	City.....	do.....		50,000	1
	Pegram.....	Well.....	Gas.....	117	65,000	1
	Montpelier.....	City.....			350,000	5
	Georgetown.....	Spring.....	Gravity...	102	50,000	1
	Soda Springs.....	Water Co.....			50,000	}
	Alexander.....	River.....	Gas.....	125	50,000	
	Bancroft.....	Deep Well.....	Electricity	133	350,000	2
	do.....	Spring.....	Gravity...	42		}
	Blazer.....	Spring.....	do.....	266		
	McCammon.....	River.....	do.....	208	350,000	3
	Inkom.....	Creek.....	do.....	63	65,000	1
	Pocatello.....				20,000	}
	do.....	Springs.....	Electricity	3300	65,000	
do.....	Creek.....	Gravity...	150	65,000	7	
Second Sub-Division: Pocatello to Glens Ferry...	American Falls..	City.....			50,000	}
					50,000	
	Wapi.....	Deep Well.....	Gas.....	42	150,000	1
	Minidoka.....	do.....	Electricity	150	350,000	4
	do.....	do.....	do.....	100		}
	Kimama.....	do.....	Gas.....	67	150,000	
	Shoshone.....	City.....			200,000	3
	Gooding.....	do.....			50,000	}
	Bliss.....	Deep Well.....	Electricity	67	350,000	
	do.....	do.....	do.....	60		}
	do.....	do.....	do.....	167		
	King Hill.....	River.....	do.....	200	50,000	1
	Glens Ferry....	do.....	do.....	1800	200,000	6
	Twin Falls Branch.....	Rupert.....	City.....			50,000
Burley.....		do.....			50,000	
Murtaugh.....		Private Well...	Gas.....	50	50,000	}
Twin Falls....		City.....			50,000	
Buhl.....		do.....			50,000	
North Side Branch.....	Eden.....	Deep Well.....	Electricity	175	50,000	}
	Jerome.....	do.....	do.....	175	50,000	
Wells Branch....	Rogerson.....	Rogerson Water Co....	Gravity...		50,000	}
	Delaplain.....	Deep Well.....	Oil.....	80	50,000	
	Henry.....	do.....	do.....	80	50,000	
	Wilkins.....	do.....	do.....	79	50,000	
	Wells.....	City.....			50,000	
Ketchum Branch.....	Richfield.....	Deep Well.....	Gas.....	50	50,000	}
	Picabo.....	Well.....	Steam.....	117	50,000	
	Hailey.....	Creek.....	Gravity...	29	50,000	
	Ketchum.....	Well.....	Electricity	100	25,000	
Hill City Branch.....	Fairfield.....	Flowing Well..	Gas.....	33	50,000	}
	Hill City.....	Deep Well.....	do.....	20	50,000	

2 Reservoirs store 4,339,000 gallons additional.

3 Auxiliary Pump.

WATER STATIONS—Continued

IDAHO DIVISION—Continued

Location		Source of Supply	Pumping Plant		Capacity of Tank	No. of Water Columns
			Power	Capacity Gals. per Min.	Gals.	
Third Sub-Division: Glenns Ferry to Huntington....	Hammett.....	Well.....	Electricity	93	200,000	1
	Mountain Home.....	do.....	do.....	93	50,000	1
	Orchard.....	Deep Well.....	do.....	100	200,000	2
	do.....	do.....	do.....	100		
	do.....	do.....	do.....	150		
	Boise (B.M.L.).....	Boise Wtr. Co.....			50,000	2
	Owyhee.....	Deep Well.....	Gas.....	28	350,000	1
	Nampa.....	do.....	Electricity	200	65,000	5
	do.....	do.....	do.....	150	65,000	
	Caldwell.....	City.....				1
	Nyssa.....	River.....	Electricity	113	65,000	1
	Payette.....	do.....	do.....	200	65,000	1
	Weiser.....	do.....	do.....	142	50,000	2
Huntington.....	Shallow Well in Burnt River.....	do.....	700	200,000	2	
		do.....		40,000		
		do.....				
do.....	Deep Well #1.....	do.....	135			
do.....	Deep Well #2.....	do.....	35			
Boise Branch....	Boise (Frt.).....	City.....			65,000	1
Idaho Northern Branch.....	Emmett.....	Deep Well.....	Electricity	117	50,000	
	Banks.....	River.....	Gas.....	117	50,000	
	Big Eddy.....	do.....	do.....	133	50,000	
	Mile Post 80.....	Creek.....	Gravity.....		6,000	
	Belvidere.....	do.....	do.....	25	50,000	
	Donnelly.....	Well.....	Gas.....	117	50,000	
	McCall.....	City.....			50,000	1
Homedale Branch.....	Homedale.....	Deep Well.....	Electricity	50	50,000	
Oregon Eastern Branch.....	Ontario.....	City.....				1
	Vale.....	Well.....	Oil.....	217	50,000	1
	Juntura.....	Deep Well.....	Electricity	30	65,000	
	Riverside.....	do.....	Gas.....	50	50,000	
	Venator.....	do.....	do.....	50	50,000	
	Crane.....	do.....	do.....	50	50,000	
	Burns.....	City.....			50,000	1
Brogan Branch.....	Brogan.....	Well.....	Gas.....	100	50,000	
New Meadows Branch.....	Diamond.....	Spring.....	Gravity.....	200	50,000	
	Goodrich.....	Creek.....	do.....	50	20,000	
	Council.....	City.....				1
	Woodland.....	Creek.....	Gravity.....	200	25,000	1
	New Meadows.....				20,000	
Homestead Branch.....	Mineral.....	River.....	Steam.....	100	50,000	
Fourth Sub-Division: Pocatello to Butte.....	Fort Hall.....	Deep Well.....	Electricity	200	50,000	1
	Blackfoot.....	do.....	do.....	155	200,000	3
	Firth.....	City.....			50,000	
	Idaho Falls.....	do.....			200,000	3
	Roberts.....	do.....			50,000	
	Dubois.....	Deep Well.....	do.....	150	50,000	3
	Spencer.....	Creek.....	Gravity.....	100	50,000	
	Humphrey.....	do.....	do.....	33	50,000	
	Snow Line.....	Spring.....	do.....	90	50,000	
	Lima.....	do.....	do.....	312	65,000	2
	Red Rock.....	Well.....	Steam.....	167	50,000	
	Dillon.....	City.....			50,000	1
	Melrose.....	Well.....	Electricity	200	50,000	1
	Silver Bow.....	do.....	do.....	320	50,000	
	do.....	do.....	do.....		59,500	2
	(N. P. Ry. Co.).....					
Mackay Branch.....	Butte.....	City.....				3
	Taber.....	Deep Well.....	Gas.....	46	50,000	
	Arc.....	City.....			20,000	
	Mackay.....	Idaho Improvement Co.....			50,000	

36 hours of continuous pumping at Well #1 and 2 hours of Well #2 exhausts the supply.

3/4" water also furnished by Boise Payette Lumber Co.

32 1/4" risers in engine house.

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.		
Aberdeen Branch.....	Aberdeen.....	City.....				1
Yellowstone Branch.....	Ucon.....	Deep Well.....	Electricity	50	50,000	1
	Lorenzo.....	Well.....	Steam.....	167	50,000	
	St. Anthony.....	City.....			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
East Belt Branch.....	Ririe.....	City.....			50,000	
West Belt Branch.....	Plano.....	Deep Well.....	Gas.....	67	50,000	
Teton Valley Branch.....	Drummond.....	Deep Well.....	Gas.....	50	50,000	
	Tetonia.....	do.....	do.....	50	50,000	
	Victor.....	City.....			50,000	

OREGON DIVISION

First Sub-Division:	Huntington	Shallow Well in Burnt River	Electricity	700	200,000	2
Huntington to La Grande	do	Deep Well #1	do	135	40,000	
	do	Deep Well #2	do	35		
	Weatherby	Spring	do	35	48,000	
	Durkee	Spring	do	250	65,000	1
	Pleasant Valley	Well	Electricity	270	65,000	
	Baker	City		70	48,000	
	North Powder	City			65,000	2
	Telocaset	Well	Electricity	100	50,000	
Joseph Branch	Elgin	City				1
	Looking Glass	Creek	Gravity	15	6,000	
	Minam	Spring	do	80	6,000	
	Wallowa	City				1
	Enterprise	do				1
	Joseph	do				1
Second Sub-Division:	La Grande	Well No. 2	Electricity	500	65,000	
La Grande to Rieth	do	Well No. 1 Artesian		75		
	do	City & 83,000 Gal. Sump.				4
	Hilgard	Creek	Gravity	150	65,000	1
	Kamela	Well	Gas	150	65,000	
	Meacham	Creek & Res.	Gravity	250	65,000	
	do	Well	Gas	320	65,000	4
	Camp	Creek	Gas	420	90,000	1
	Duncan	do	Gravity	150	65,000	1
	Gibbon	Creek	Gravity	150	65,000	
	Pendleton	City Supply			65,000	3
Pilot Rock Branch	Pilot Rock	Spring	Gravity		6,000	
Third Sub-Division:	Rieth	Well	Electricity	1000	65,000	2
Rieth to The Dalles	Echo	do	Gas & Elec.	200	65,000	
	Hinkle	do	Electricity	500	50,000	3
	Munley	Well	Gravity	300	350,000	
	Umatilla	River	Electricity	200	65,000	
	Arlington	River			65,000	1
	Day	Creek	Gravity		50,000	
	M. P. 101.7	Creek	Gravity		50,000	2

Contract with Burnt River Irrigation District grants use.

36 hours of continuous pumping at Well #1 and 2 hours of Well #2 exhausts the supply.

WATER STATIONS—Continued

OREGON DIVISION—Continued

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Heppner Branch	Cecil.....	Well.....	Windmill & Gas...	60	50,000
	Ione.....	do.....	Electricity	60	50,000
	Heppner.....	City.....			1
Condon Branch	Rock Creek.....	Well.....	Gas.....	60	50,000
	Mikkalo.....	do.....	Electricity	80	50,000
	Condon.....	City.....			1
Grass Valley Branch	Biggs.....	Spring.....	Gravity.....		4,500
	Wasco.....	City.....			4,500
	Grass Valley.....	Well.....	Electricity	60	14,000
Bend Branch	Dike.....	O. T. Ry.	River.....	Gas.....	150
	Tuskan.....		Spring.....	Gravity.....	150
	Nena.....		River.....	Gas.....	150
	South Jct.....	O. T. Ry.	do.....	200	65,000
	Madras.....		do.....	Electricity	150
	Metolius.....		City.....		100,000
	Redmond.....		City.....		50,000
	Bend.....		do.....		50,000
Fourth Sub-Division:	The Dalles.....	Well and City.	Steam.....	150	65,000
The Dalles to Portland	do.....	City.....			65,000
	Hood River.....	City & Creek.			65,000
	Wyeth.....	Spring & Creek.	Gravity.....		50,000
	Bonneville.....	Creek.....	do.....		50,000
	Troutdale.....	Spring.....	Electricity	200	65,000
	Kenton.....	City.....			1
	Graham.....	City.....			1
	Albina.....	Willamette River.	Electricity	2400	65,000
St. Johns Branch	Oil Track.....	City.....			5,500
Fifth Sub-Division:	Vancouver.....	N. P. Ry. Co.	City.....		50,000
Portland to Seattle	Ridgefield.....		Creek.....		100,000
	Kalama.....		River.....		48,000
	Castle Rock.....		Creek.....		100,000
	Vader.....		do.....		100,000
	Centralia.....		River.....		100,000
	do.....		do.....		48,000
	Kyro.....		Well.....		100,000
	Ketron (N. P.).....		Spring.....		100,000
	Tacoma.....		City.....		24,000
	Sumner.....		do.....		65,000
	Argo.....		do.....		65,000
	Seattle.....		do.....		1
Grays Harbor Branch	Independence.....	Well.....	Gas.....	150	50,000
	South Elma.....	do.....	do.....	150	50,000
	Aberdeen (N. P.).....	City.....			1
	Hoquiam (N. P.).....	do.....			10,000
Olympia Branch	Olympia.....	Well and City.	Electricity	70	25,000
Sixth Sub-Division:	Wallula.....	Well.....	Electricity	300	50,000
Umatilla to Spokane	Page.....	do.....	do.....	90	50,000
	Ayer.....	River & Well.	do.....	90	65,000
	Hooper Jct.....	Artesian Well.	Gas.....	60	65,000
	Marengo.....	Well.....	do.....	75	65,000
	do.....	Deep Well.	Electricity	200	
	Croskey.....	do.....	Gas.....	75	65,000
	Cheney.....	City.....		65	65,000
	Spokane.....	do.....			65,000

Leased to City 1948-1953, City to keep R. R. tank full.

Changed to "Hinkle to Spokane" effective May 27, 1951.

WATER STATIONS—Concluded

OREGON DIVISION—Concluded

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Pendleton Branch	Athena.....	City.....			50,000
	Milton-Freewater.....	do.....			50,000
	Walla Walla.....	do.....			50,000
	Bolles.....	Well.....	Electricity	75	50,000
Dayton Branch	Dayton.....	City.....			1
Tucannon Branch	Starbuck.....	Creek.....	Electricity	60	50,000
Pomeroy Branch	Chard.....	Well.....	Electricity	50	44,000
	Pomeroy.....	City.....		45	44,000
Wallula Branch	Touchet.....	Well.....	Electricity	75	50,000
Yakima Branch	Kennewick.....	City.....			50,000
	Benton City.....	River.....	Electricity	150	50,000
	Grandview.....	City.....			50,000
	Granger.....	Well & City.....			50,000
	Yakima.....	City.....			15,000
Ayer-Tekoa Branch	Riparis.....	Well.....	Electricity	90	50,000
	La Crosse.....	do.....	Gas.....	150	65,000
	Winona.....	do.....	do.....	100	50,000
	Colfax.....	City.....			50,000
	Garfield.....	do.....			1
	Farmington.....	Well.....	Electricity		50,000
	Tekoa.....	City.....			50,000
Connell Branch	Connell.....	N. P. Ry. Co. Artesian Well.	Gravity.....	150	
Moscow Branch	Hooper.....				1
	Armstrong.....	Spring.....	Gravity.....	40	50,000
	Moscow.....	City.....		50	50,000
Pleasant Valley Branch	St. John.....	City.....			65,000
	Oakesdale.....	do.....			1
Tekoa-Spokane Branch	Fairfield.....	Well.....	Electricity	50	50,000
Wallace Branch	Chatcolet.....	Lake.....	Gas.....	90	50,000
	Bradley.....	Spring.....	Gravity.....		50,000
	Wallace.....	Creek & City.....			50,000
	Burke.....	City.....			1

WATER SOFTENERS

Location	Kind	Capacity Gallons Per Hour	Year Built
IDAHO DIVISION:			
Kemmerer.....	Graver.....	15,000	1935
Cokeville.....	International.....	8,500	1930
Montpelier.....	do.....	18,000	1930
Bancroft.....	Wayside Treating Plant.....		1941
McCammon.....	International.....	18,000	1929
Pocatello.....	Wayside Treating Plant.....		1936
↳Pocatello.....	Zeolite.....		1950
Minidoka.....	Wayside Treating Plant.....		1930
Shoshone.....	International.....	18,000	1931
King Hill.....	do.....	18,000	1929
Glenns Ferry.....	do.....	50,000	1927
Hammett.....	do.....	10,000	1926
Nyssa.....	do.....	18,000	1929
Idaho Falls.....	do.....	18,000	1931
Buhl.....	Wayside Treating Plant.....		1931
OREGON DIVISION:			
Huntington.....	Inflico.....	25,000	1945
Durkee.....	do.....	12,000	1944

↳Rebuilt second-hand plant.

WAYSIDE TREATING PLANTS

Location	Year Built	Location	Year Built
OREGON DIVISION:		OREGON DIVISION—Concl.	
Huntington.....	1946	Arlington.....	1946
Durkee.....	1946	Umatilla.....	1946
Baker.....	1946	Walla Walla.....	1946
La Grande.....	1946	Spokane.....	1941
Rieth.....	1940		

TRACK SCALES

Location	Capacity Tons	Length Feet	Make	Recording Device
IDAHO DIVISION:				
Kemmerer.....	150	50	Fairbanks	Type Register
Montpelier.....	100	50	do	do
Pocatello.....	150	63	do	do
Pocatello (Stores Dept.).....	100	50	do	do
Twin Falls.....	100	50	do	do
Nampa.....	150	50	do	do
Boise.....	100	50	do	do
Burns.....	150	50	do	do
Idaho Falls.....	150	50	do	do
OREGON DIVISION:				
Albina (2).....	150	30	Howe	Type Register
Albina.....	150	50	Fairbanks	do
Bridal Veil.....	100	48	do	do
The Dalles.....	100	50	do	da
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
Hinkle.....	150	63	do	do
Pendleton.....	100	50	do	do
La Grande.....	100	50	do	do
Baker.....	100	50	do	do
Huntington.....	100	50	do	do
Walla Walla.....	100	50	do	do
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
Lewiston (N. P. Ry. Co.-Joint).....	150	50	do	do

**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.... Wyo.	4	.....	.....	1	23	23	Truck Chute.
Opal..... do	18	2	.....	3	95	135	Water, Scales, Truck Chute.
Fossil..... do	3	.....	.....	2	28	28	Scales.
Sage..... do	6	.....	.....	1	31	31	Scales.
Cokeville... do	4	1	.....	2	29	53	Water, Scales, Truck Chute
Border..... do	3	.....	.....	2	26	26	Private Scales (sheep only).
Pegram..... Idaho	3	.....	1	.....	14	14	Private Scales (sheep only).
Dingle..... do	3	.....	1	.....	28	28	Water, Lights, Feed, Scales.
Montpelier. do	14	10	.....	6	401	441	.....
Pescadero. do	2	.....	.....	1	10	10	.....
Cavanaugh. do	1	.....	1	.....	7	7	(Pen privately owned.)
Manson..... do	1	.....	1	.....	7	7	Water, Lights, Private Scales, Truck Chute.
Soda Sprgs. do	8	.....	.....	4	84	84	.....
Alexander.. do	1	3	1	.....	5	35	Truck Chute.
Bancroft.... do	2	.....	.....	1	25	25	Water, Scales, Truck Chute.
Pebble..... do	5	4	.....	1	25	50	Water, Private Scales.
Lava Hot Springs... do	4	.....	.....	1	10	10	Water, Scales.
McCammon. do	4	.....	.....	1	43	43	Truck Chute.
Inkom..... do	2	1	1	.....	2	12	Water, Scales, Truck Chute.
Pocatello... do	32	10		6	232	282	Water, Lights, Feed, Private Scales, 8 covered hog pens with capacity of 20 decks included, Truck Chute.

KEMMERER BRANCH

Phosphate. Wyo.	3	3		1	9	31	Scales.
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GRACE BRANCH

Alexander.. Idaho	1	3	1		5	35	
Grace..... do	4			1	14	14	Water, Scales, Lights, Truck Chute.

SECOND SUBDIVISION

Pocatello... Idaho	32	10	.....	6	232	282	Water, Lights, Feed, Private Scales, 8 covered hog pens with capacity of 20 decks included, Truck Chute.
American Falls..... do	3	.....	.....	1	20	20	Water, Scales, Truck Chute.
Minidoka... do	3	.....	.....	1	8	8	Water.
Kimama..... do	2	.....	.....	1	13	13	Water.
Dietrich... do	1	.....	.....	1	4	4	Private Scales.
Shoshone... do	5	.....	.....	2	38	38	Water, Private Scales, Lights, Truck Chute.
Gooding.... do	5	2	.....	2	16	36	Water, Lights, Private Scales, Truck Chute.
Bliss..... do	2	.....	.....	1	23	23	Water.
King Hill... do	2	.....	.....	1	12	12	Water.
Glenns Ferry.... do	9	.....	.....	6	50	50	Water, Lights, Emergency Feed, Truck Chute.

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.

Located at M. P. 6.3 between Phosphate & Quealy.

**STOCK YARDS—Continued
IDAHO DIVISION—Continued
TWIN FALLS 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	
Minidoka... Idaho	3	.....	.....	1	8	8	Water.
Acequia.... do	1	.....	1	.....	1	1	.....
Rupert.... do	3	5	1	2	12	52	Water, Lights, Scales, Truck Chute.
Burley..... do	5	5	.....	2	15	126	Water, Lights, Scales.
Parsons.... do	3	.....	.....	2	12	12	Truck Chute.
Murtaugh.. do	1	.....	.....	1	5	5	Water.
Hansen.... do	3	.....	.....	1	18	18	Water, Lights.
Kimberly.. do	5	.....	.....	2	33	33	Water, Lights, Private Scales.
McMillan... do	3	.....	.....	1	10	10	Scales.
Twin Falls do	40	7	.....	6	118	210	Water, Lights, Scales, Feed.
Curry..... do	2	.....	.....	1	5	5	.....
Filer..... do	5	.....	2	1	17	17	Water, Scales, Truck Chute.
Peavey..... do	2	.....	.....	1	8	8	.....
Buhl..... do	9	.....	.....	2	45	45	Water, Lights, Scales.

NORTH SIDE BRANCH

Rupert.... Idaho	3	5	1	2	12	52	Water, Lights, Scales, Truck Chute.
Paul..... do	5	2	.....	1	15	85	Water, Lights, Scales, Truck Chute.
Schodde... do	.....	.....	.....	.....	.....	.....	Truck Chute.
Hazleton... do	2	.....	1	.....	12	12	Water.
Eden..... do	4	.....	.....	1	48	48	Water, Lights, Private Scales.
Falls City.. do	2	.....	.....	1	6	6	.....
Jerome..... do	4	.....	.....	1	16	16	Water, Lights, Private Scales, Truck Chute.
Appleton... do	.....	.....	1	.....	.....	.....	Chute only.
Wendell... do	2	.....	.....	2	17	17	Water, Private Scales.
Bliss..... do	2	.....	1	.....	23	23	Water.

RAFT RIVER BRANCH

Burley..... Idaho	5	5	.....	2	15	126	Water, Lights, Scales.
Declo..... do	2	.....	.....	1	13	13	.....

OAKLEY BRANCH

Burley..... Idaho	5	5	.....	2	15	54	Water, Lights, Scales, Truck Chute.
Trout..... do	2	.....	1	.....	11	11	Water.
Oakley..... do	3	3	.....	2	23	68	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.

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.

Twin Falls Livestock Auction and Stock Yard adjoins railroad stockyard.

STOCK YARDS—Continued
IDAHO DIVISION—Continued
WELLS 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	
2Twin Falls, Idaho	40	7		6	118	210	Water, Lights, Scales, Feed.
Berger..... do			1				Chute only.
Hollister.... do			1				Chute only.
Rogerson.... do	4	8		2	27	145	Water, Scales.
San Jacinto, Nev.	4			2	21	21	Water.
Henry..... do	3			1	12	12	Private Scales, Truck Chute.
Wilkins.... do	2			1	11	11	Water.
2Wells..... do	7			2	55	55	Water, Scales.

KETCHUM BRANCH

Shoshone... Idaho	5		2		38	38	Water, Private Scales, Lights, Truck Chute.
Richfield... do	2			1	12	12	Water, Private Scales.
Picabo.... do	6		1	1	22	22	Water, Scales.
Gannett.... do	1		1		5	5	
Bellevue.... do	3	4		2	62	89	Water, Private Scales.
Hailey..... do	4	5		2	34	134	Water, Scales, Truck Chute.
Ketchum... do	6	5	1	2	16	124	Water, Scales, Truck Chute.

HILL CITY BRANCH

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

THIRD SUBDIVISION

Glenns Ferry.... Idaho	9		6		50	50	Water, Lights, Emergency Feed, Truck Chute.
Hammett... do	2			1	6	6	Water.
Mt. Home... do	6	3		2	75	260	Water, Lights, Private Scales.
Orchard.... do	1			1	5	5	Water.
Meridian... do	5			2	16	16	Water, Scales, Truck Chute.
Kuna..... do	4			1	5	5	Water.
Nampa..... do	38	16		10	215	435	Water, Lights, Scales, Feed, Truck Chute.
Caldwell... do	42			16	260	260	Water, Lights, Private Stock Yards, Scales, Truck Chute & Feed.
Parma..... do	5			1	16	16	Water, Scales.
Nyssa..... Ore.	3			1	26	26	Water, Scales, Lights, Truck Chute.
Nyssa (Sug. Factory)... do	3			1	16	16	Water, Lights, Scales.
Arcadia.... do	2		1		17	17	
Ontario.... do	14		1	3	58	58	Water, Lights, Scales, Truck Chute.
Payette.... Idaho	10		1	1	38	38	Water, Lights, Private Scales.
Crystal.... do			1				Stock Chute.
Weiser..... do	12		1	1	29	29	Water, Lights, Private Scales.
Huntington.. Ore.	37		5	2	85	85	Water, Lights, Scales, Feed.

2For 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.

2Twin Falls Livestock Auction & Stock Yard adjoins railroad stockyard.

2Owned by S. P. Co.

2The 16 double deck chutes owned by R. R. Co.

STOCK YARDS—Continued
IDAHO DIVISION—Continued
BOISE 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	
Fair Grounds... Idaho	1		1		1	1	

STODDARD BRANCH

Nampa..... Idaho	38	16		10	215	435	Water, Lights, Private Scales, Feed, Truck Chute.
End of Trk. do	1			1	3	3	

IDAHO NORTHERN BRANCH

Nampa..... Idaho	38	16		10	215	435	Water, Lights, Private Scales, Feed, Truck Chute.
Fisher..... do	5		1		30	30	Private Scales.
Middleton.. do	2		1		4	4	
Emmett.... do	4			1	30	30	Water, Scales.
Montour.... do	4		1		27	27	Water.
Horseshoe Bend.... do	2		1		36	36	
Smith's Ferry.... do	3	6		2	15	106	Private Scales.
Belvidere... do	2			1	2	2	
Cascade.... do	5			2	26	26	Water, Truck Chute.
Arling..... do	3			2	13	13	Water, Scales.
Donnelly.... do	4			1	12	12	Water, Scales, Truck Chute.
Norwood... do	2	2		1	5	9	Water, Scales.
McCall..... do	8	4		2	55	132	Water, Scales.

WILDER BRANCH

Caldwell... Idaho	42			16	260	260	Water, Lights, Private Stock Yards, Scales, Truck Chute, Feed.
Wilder..... do	4			1	11	11	Water, Private Scales.

HOMEDALE BRANCH

Nyssa (Sug. Factory)... Ore.	3			1	16	16	Water, Lights, Scales.
Nyssa..... do	3			1	26	26	Water, Scales, Lights, Truck Chute.
Adrian.... do	3		1		2	2	Water.
Homedale.. Idaho	4			1	12	12	Water, Scales, Truck Chute.
Marsing.... do	2			1	10	10	

2For 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.

2The 16 double deck chutes owned by R. R. Co.

STOCK YARDS—Continued
IDAHO DIVISION—Continued
OREGON EASTERN 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	
Ontario.....Ore.	14	.....	1	3	58	58	Water, Scales, Lights, Truck Chute.
Mallett..... do	.....	.....	1	.....	.....	.....	Chute only.
Vale..... do	3	.....	1	.....	21	21	Water, Private Scales.
Hope..... do	2	.....	1	.....	11	11	Water, Private Scales.
Harper..... do	4	2	.....	1	18	41	Water.
Jonesboro... do	1	.....	1	.....	5	5	.....
Juntura.... do	5	.....	.....	2	26	26	Water, Private Scales.
Riverside... do	4	.....	.....	1	18	18	Water, Private Scales.
Venator..... do	4	.....	.....	1	16	16	Water, Private Scales.
Crane..... do	3	.....	1	1	63	63	Water, Scales.
Redess..... do	3	.....	1	.....	38	38	Privately Owned.
Burns..... do	11	.....	.....	2	59	59	Water, Lights, Private Scales.

BROGAN BRANCH

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

PAYETTE BRANCH

Payette.....Idaho	10	.....	1	1	38	38	Water, Lights, Private Scales
New Ply-mouth... do	5	.....	.....	1	18	18	Water, Scales.
Letha..... do	1	.....	.....	1	6	6	.....
Emmett..... do	4	.....	.....	1	30	30	Water, Scales.

NEW MEADOWS BRANCH

Weiser.....Idaho	12	.....	1	1	29	29	Water, Lights, Private Scales.
Cambridge. do	8	.....	.....	1	18	18	Water, Private Scales.
Goodrich... do	.....	.....	1	.....	.....	.....	Truck Chute.
Council.... do	3	.....	.....	1	16	16	Water, Scales.
New Meadows. do	9	.....	.....	2	98	98	Water, Scales.

HOMESTEAD BRANCH

Sturgill.....Ore.	2	.....	.....	1	2	2	.....
Robinette.. do	5	.....	.....	1	11	11	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—Continued
IDAHO DIVISION—Continued
FOURTH 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	
Pocatello...Idaho	32	10	.....	6	232	282	Water, Lights, Feed, Private Scales, 8 covered hog pens with capacity of 20 decks included, Truck Chute.
Tyhee..... do	1	.....	1	.....	4	4	.....
Fort Hall... do	12	.....	.....	1	37	37	Water, Lights, Private Scales.
Blackfoot... do	4	.....	.....	2	25	25	Water, Lights, Truck Chute.
Wapello.... do	2	.....	.....	1	10	10	.....
Firth..... do	3	.....	1	.....	16	16	Water, Private Scales.
Shelley.... do	4	.....	1	1	18	18	Water, Private Scales.
Mitchell... do	.....	.....	.....	2	.....	.....	Loading Chutes only.
Idaho Falls do	35	23	.....	6	128	164	Water, Scales, Feed, Truck Chute.
Idaho Falls do	6	.....	.....	2	24	24	Water, Scales (Private Yards).
Payne..... do	1	.....	.....	1	4	4	.....
Roberts.... do	2	.....	1	.....	22	22	.....
Hamer..... do	2	.....	.....	1	7	7	.....
Camas..... do	3	.....	1	.....	14	14	.....
Dubois.... do	8	.....	.....	1	37	37	Water, Lights, Scales.
Spencer.... do	7	.....	.....	2	89	89	Scales, Lights.
Monida.... Mont.	8	.....	.....	2	6	6	Water, Scales, Lights, Truck Chute.
Snowline... do	1	.....	1	.....	2	2	.....
Lima..... do	5	.....	.....	2	86	86	Water, Lights, Scales, Emergency Feed.
Dell..... do	5	.....	.....	1	20	20	Water, Lights.
Kidd..... do	2	.....	.....	1	8	8	Scales.
Red Rock... do	1	.....	1	.....	7	7	Water.
Armstead... do	11	.....	.....	2	43	43	Water, Lights, Scales.
Dillon..... do	12	.....	2	1	39	39	Water, Lights, Scales, Truck Chute.
Bond..... do	2	.....	.....	1	13	13	.....
Apex..... do	2	.....	.....	1	14	14	.....
Navy..... do	2	.....	2	.....	14	14	.....
Melrose.... do	3	.....	.....	1	17	17	Private Scales.
Divide..... do	6	.....	1	1	39	39	Water, Lights, Scales.
Silver Bow. do	2	.....	1	.....	5	5	Water.
Butte..... do	12	.....	.....	.....	34	34	Water, Truck Chute, Feed, Scales, Private Stock Yards.

MACKAY BRANCH

Blackfoot...Idaho	4	.....	.....	2	25	25	Water, Lights, Truck Chute.
Clarkson... do	4	.....	.....	1	11	11	Scales.
Arco..... do	4	.....	.....	1	18	18	Water, Scales.
Moore..... do	2	.....	1	.....	13	13	Water.
Darlington. do	1	.....	1	.....	6	6	.....
Leslie..... do	1	.....	1	.....	5	5	.....
Mackay..... do	6	3	.....	2	36	44	Water, Scales, Truck Chute.

ABERDEEN BRANCH

Rockford...Idaho	2	.....	.....	1	.....	.....	Loading Chute only.
Springfield. do	1	.....	.....	1	6	6	.....
Sterling.... do	2	.....	1	.....	12	12	Private Scales.
Aberdeen... do	3	.....	.....	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—Continued
IDAHO DIVISION—Concluded
YELLOWSTONE 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	
Idaho Falls, Idaho	35	23	.....	6	128	164	Water, Scales, Feed, Truck Chute.
Idaho Falls do	6	.....	.....	2	24	24	Water, Scales (Private Yards).
St. Leon.... do	2	.....	.....	1	4	4	.....
Ucon..... do	1	.....	.....	1	4	4	Water.
Rigby..... do	5	.....	.....	1	8	8	Water, Scales.
Thornton... do	2	.....	.....	1	6	6	.....
Rexburg.... do	2	.....	1	1	20	20	Water, Scales.
Sugar City.. do	2	1	.....	1	14	26	Water, Lights.
St. Anthony do	3	.....	.....	1	21	21	Water, Scales.
Ashton..... do	8	.....	1	1	27	27	Water, Scales, Truck Chute.
³Pineview... do	2	.....	.....	1	36	36	Scales.
Island Park do	5	.....	.....	1	22	22	Scales.
Big Springs do	6	.....	.....	2	39	39	Scales, Water.

EAST BELT BRANCH

Iona..... Idaho	3	.....	.....	2	16	16	.....
Ririe..... do	2	.....	.....	1	13	13	Water.
Newdale.... do	2	.....	.....	1	12	12	.....
St. Anthony do	3	.....	.....	1	21	21	Water, Scales.

WEST BELT BRANCH

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

TETON VALLEY BRANCH

Ashton..... Idaho	8	.....	1	1	27	27	Water, Scales, Truck Chute.
Lamont.... do	2	.....	.....	1	10	10	.....
Tetonia.... do	4	.....	.....	1	25	25	Water, Scales.
Driggs.... do	2	.....	.....	1	13	13	Water, Scales.
Victor..... do	13	.....	.....	2	257	257	Water, Private Scales.

³For capacity of yards for holding, resting and feeding, use one-half capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.
³Pens furnished by Forest Dept.

**STOCK YARDS—Continued
OREGON 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	
Huntington.. Ore.	37	.....	5	2	85	85	Water, Scales, Feed.
Durkee..... do	6	.....	.....	2	16	16	Water.
³Baker..... do	7	5	1	2	33	47	Water, Scales, Truck Chute.
Haines..... do	7	.....	1	1	20	20	Water, Private Scales, Truck Chute.
No. Powder do	4	.....	.....	1	16	16	Water, Scales, Truck Chute.
Union Jct.. do	5	1	.....	1	37	67	Water, Private Scales, Truck Chute.

JOSEPH BRANCH

Imbler..... Ore.	2	.....	.....	1	2	.....	Water, Truck Chute, Scales.
Elgin..... do	4	.....	.....	1	17	17	Water, Scales, Truck Chute.
Looking Glass.... do	3	2	.....	1	30	70	Private Scales.
Wallowa.... do	10	2	.....	2	31	46	Water, Scales, Truck Chute.
Lostine.... do	5	.....	.....	1	12	12	Truck Chute.
Enterprise.. do	6	.....	.....	1	18	18	Water, Scales.
Joseph.... do	9	.....	.....	2	35	35	Water, Private Scales, Truck Chute.

SECOND SUBDIVISION

La Grande... Ore.	24	2	.....	4	80	87	Water, Truck Chute for Hogs, Feed, Scales.
Hilgard.... do	2	3	.....	1	7	24	Water, Private Scales.
Meacham... do	8	1	.....	2	13	30	Water, Private Scales.
Duncan.... do	1	1	.....	1	3	16	.....
Gibbon.... do	3	.....	.....	1	4	4	.....

PILOT ROCK BRANCH

³Pilot Rock.. Ore.	9	1		1	44	60	Water, Private Scales, Truck Chute.
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THIRD SUBDIVISION

³Hermiston.. Ore.	2			1	7	7	Water, Truck Chute.
Rieth..... do	11	4		4	45	60	Water, Feed, Truck Chute.
Barnhart... do	.....	.....	1	.....	.....	.....	Stock Chute.
Nolin..... do	.....	.....	1	.....	.....	.....	Stock Chute.
Echo..... do	5	.....	1	1	37	37	Water.
Stanfield... do	6	.....	.....	2	22	22	Water.
Hinkle.... do	20	.....	.....	4	28	28	Water.
³Umatilla.. do	8	.....	.....	2	31	31	Water.
Boardman.. do	2	.....	.....	1	10	10	Water.
Arlington.. do	3	.....	.....	1	24	24	Water, Truck Chute.
Quinton... do	2	.....	.....	1	6	6	Water, Truck Chute.
Biggs..... do	2	.....	1	.....	19	19	Truck Chute.

³For 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.

³Stock loading chute & platform also at scale yard—constructed 1950.

³Private scales purchased by R. R. Co., Jan. 31, 1951.

³Located on Umatilla Branch, effective May 27, 1951.

STOCK YARDS—Continued
OREGON DIVISION—Continued
HEPPNER 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	
Ione..... Ore.	2	.....	.....	1	5	5	Water.
Heppner.... do	11	2	.....	2	48	68	Water, Scales, Truck Chute.

CONDON BRANCH

Rock Creek.. Ore.	2	.....	1	.....	3	3	Water.
Clem..... do	2	.....	1	.....	4	4	Water, Scales.
Gwendolen. do	1	.....	1	.....	3	3	.....
Condon..... do	10	.....	1	1	46	46	Water, Private Scales, Truck Chute.

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.

BEND BRANCH

Sinamox..... Ore.	1	.....	.....	1	3	3	.....
Sherar..... do	2	.....	.....	1	8	8	Water.
Maupin..... do	4	.....	.....	1	13	13	Water, Private Scales.
Nena..... do	2	.....	.....	1	5	5	.....
Dant..... do	1	.....	.....	1	2	2	Water.
Kaskela..... do	1	.....	.....	1	2	2	.....
South Jct... do	4	.....	.....	1	21	63	Water.
Gateway... do	5	1	1	1	13	13	Water, Private Scales.
Madras..... do	4	.....	.....	1	16	16	Water.
Metolius... do	1	.....	.....	1	4	4	Water.
Culver..... do	2	.....	.....	1	8	8	.....
Terrebonne. do	4	.....	.....	1	17	17	Water.
Redmond... do	10	.....	.....	2	49	49	Water, Private Scales.
Des Chutes. do	2	.....	.....	1	8	8	Water.
Bend..... do	7	2	.....	2	31	51	Water, Private Scales.

FOURTH SUBDIVISION

§The Dalles.. Ore.	15	.....	7	.....	56	56	Water, Feed, Truck Chute.
Kenton..... do	1	.....	.....	1	3	3	Truck Chute.

§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.

§No double deck chutes. Upper decks loaded by use of portable running boards.

STOCK YARDS—Continued
OREGON 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	
Kalama... Wash.	1	.....	.....	1	3	3	.....
Kelso..... do	2	.....	.....	2	4	4	Water.
Castle Rock do	1	.....	.....	1	4	4	Water.
Chehalis... do	4	.....	.....	1	24	24	Water, Scales.
Centralia... do	2	.....	.....	1	10	10	Water.
Tenino..... do	1	.....	.....	1	4	4	Water.
Nisqually... do	1	.....	.....	1	3	3	.....
§Tacoma... do	7 31	.....	.....	8	74	119	Water, Private Scales, Truck Chute, Emergency Feed.
Auburn..... do	58		1	1	96	96	Water, Scales, Truck Chute, Private Stock Yard.
Seattle..... do							Union Stock Yds. Co.

OLYMPIA BRANCH

Olympia Brewery.. Wash.				1			
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SIXTH SUBDIVISION

Wallula.... Wash.	3			1	8	8	Water, Emergency Feed, Truck Chute.
§Marengo... do	3	1	1	1	10	18	Water, Emergency Feed.
Emden..... do	2	.....	.....	1	10	10	Water.

PENDLETON BRANCH

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

DAYTON BRANCH

Waitsburg.. Wash.	2	.....	1	.....	3	3	Water.
Dayton..... do	2			1	3	3	Water.

TUCANNON BRANCH

Starbuck... Wash.	1		1		4	4	Water, Truck Chute.
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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.

§Tacoma has 7 pens Double Deck.

§Joint with C. M. St. P. & P. R. R.

STOCK YARDS—Concluded
OREGON 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	
Jackson.... Wash.	2	.....	.....	1	.....	5	Chute only.
Dodge..... do	.....	.....	.....	1	.....	5	.....
Pomeroy... do	5	.....	1	1	17	17	Water, Truck Chute, Scales.

WALLULA BRANCH

Reese..... Wash.	1	.....	1	.....	2	2	.....
Touchet... do	1	.....	1	.....	5	5	Water.

YAKIMA BRANCH

Kennewick. Wash.	1	.....	.....	1	3	3	Water.
Granger.... do	1	.....	1	.....	1	1	Water.
Zillah.... do	3	.....	.....	1	7	7	Water, Truck Chute.
Yakima.... do	4	.....	.....	1	20	20	Water, Truck Chute.

AYER-TEKOA BRANCH

Rifton..... Wash.	.....	.....	.....	1	.....	.....	Chute only.
Hay..... do	1	.....	1	.....	1	1	.....
La Crosse.. do	3	.....	.....	1	7	7	Water.
Winona.... do	1	.....	1	.....	2	2	Water.

CONNELL BRANCH

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

MOSCOW BRANCH

Albion..... Wash.	1		1		3	3	
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PLEASANT VALLEY BRANCH

Willada.... Wash.			1				Chute only.
Thornton... do	1		1		1	1	Water.

SUNNYSIDE BRANCH

Sunnyside.. Wash.	4		1	1	6	6	Water.
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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

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.

MAIL CRANES

IDAHO DIVISION

Location	Kind	Location	Kind
Granger..... Wyo.	Barker	Dietrich..... do	Barker
Opal..... do	U. P. Standard	Bliss..... Idaho	do
Sage..... do	do	King Hill..... do	do
Cokeville..... do	Barker	Hammett..... do	do
Pegram..... Idaho	U. P. Standard	Mountain Home..... do	do
Soda Springs..... do	do	Orchard..... do	do
Alexander..... do	do	Meridian..... do	do
Bancroft..... do	do	Notus..... do	do
Lava Hot Springs..... do	do	Parma..... do	do
McCammon..... do	do	Glen..... Mont.	do
Inkom (2)..... do	do	Camas..... Idaho	U. P. Standard
American Falls..... do	Barker	Basalt (MP 170.7 ML)..... do	Barker
Acequia..... do	U. P. Standard		

OREGON DIVISION

Fairview..... Ore.	Barker	Bucoda (2)..... Wash.	Barker
Troutdale..... do	do	East Olympia (2)..... do	do
Corbett..... do	do	Tenino..... do	do
Latourell..... do	do	Stellacoom (2)..... do	do
Bridal Veil..... do	do	North Puyallup..... do	do
Warrendale..... do	do	Auburn..... do	do
Bonneville..... do	do	Orilla..... do	do
Cascade Locks..... do	do	Kent..... do	do
Mosier..... do	do	Stanfield..... Ore.	do
Miller (2)..... do	do	Echo..... do	do
Rufus..... do	do	Cayuse..... do	do
Blalock..... do	do	Gibbon..... do	do
Boardman..... do	do	Duncan..... do	do
Irrigon..... do	do	Meacham..... do	do
Carrolls (2)..... Wash.	do	Union Jet..... do	do
Ostrander (2)..... do	do	Telecast..... do	do
Winlock (2)..... do	do	North Powder..... do	do
Ridgefield (2)..... do	do	Haines..... do	do
Woodland (2)..... do	do	Pleasant Valley..... do	do
Kalama (2)..... do	do	Durkee..... do	do
Castle Rock..... do	do	Lime..... do	do
Vader (2)..... do	do	Freeman..... do	do
Napavine (2)..... do	do	Wallace Branch MP 78.44..... Idaho	do

§Effective May 27, 1951, this station on Umatilla Branch and crane no longer needed.

§Postoffice name.

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.....	Ice Manufacturing Plant with reserve storage		
85 Car Platform.....	P. F. E.		18,734
Pocatello, 7 car, W. B. platform.....	do	Storage.	40
Shoshone.....	U. P.	30 x 45 x 18	500
Nampa.....	do		
Nampa.....	Ice Manufacturing Plant with reserve storage		
83 Car Platform.....	P. F. E.		34,400
Blackfoot.....	U. P.	22 x 30 x 30	400
Idaho Falls.....	do	22 x 30 x 30	400
Ashton.....	do	24 x 30 x 20	350
Lima.....	do	23 x 44 x 32	700
Dubois.....	do	18 x 20 x 14	85
OREGON DIVISION:			
Hood River, 10 car platform.....	P. F. E.	39 x 99 x 29.3	2,500
The Dalles.....	U. P.	20 x 20 x 9	60
Albina, 8 car platform.....	P. F. E.	8 x 14 x 36	30
Rieth, 25 car platform.....	do	11.5 x 121 x 8.8	100
La Grande.....	U. P.	15 x 18.5 x 10.5	80
Hinkle, 30 car platform.....	P. F. E.		37
Wallula, 15 car platform.....	P. F. E.	30 x 100 x 32	7,000
Walla Walla.....	U. P.	10 x 14 x 10	26
Yakima, 23 car platform.....	P. F. E.		
do.....	do	39 x 12 x 8.5	36
Spokane, 6½ car platform.....	U. P.	18 x 18 x 8	50
Spokane.....	do	12 x 24 x 9	50
Ayer.....	do	41 x 9 x 9	50
Tekoa.....	do		

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.

Ice secured commercially.

Owned by P. F. E. Co.

In use at present. Will be sold to U. S. Gov't. in 1951.

STANDARD CLOCKS

Division	Station	Location
IDAHO.....	Kemmerer.....	Telegraph Office.
	Montpelier.....	Engineer's Register Room.
	Montpelier.....	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).
	Pocatello.....	Train Dispatcher's Office.
	Pocatello.....	Passenger Cond. Register Room,
		Passenger Station.
	Pocatello.....	Yard Telegraph Office.
	Pocatello.....	Switchmen's Locker Room.
	Pocatello.....	Engine Crew Dispatcher's Office.
	Pocatello.....	Train Crew Dispatcher's Office.
	Pocatello.....	West End Yardmaster's Office.
	Pocatello.....	Tower Locker Room.
	Minidoka.....	Telegraph Office.
	Shoshone.....	Telegraph Office.
	Glenns Ferry.....	Telegraph Office.
	Glenns Ferry.....	Roundhouse Register Room.
	Glenns Ferry.....	Yard Office.
	Nampa.....	Telegraph Office.
	Nampa.....	Central Yard Switch Shanty.
	Nampa.....	Roundhouse Office.
	Nampa.....	Train Dispatcher's Office.
	Nampa.....	East End Switch Shanty.
	Nampa.....	West End Switch Shanty.
	Nyssa.....	Telegraph Office.
	Marsing.....	Telegraph Office.
	Ontario.....	Telegraph Office.
	Payette.....	Telegraph Office.
	Weiser.....	Telegraph Office.
	Boise Freight.....	Yard Telegraph Office.
	Boise Freight.....	Roundhouse Office.
	Jerome.....	Telegraph Office.
	Wells.....	Telegraph Office.
	Ketchum.....	Telegraph Office.
	Emmett.....	Telegraph Office.
	Banks.....	Telegraph Office.
	McCall.....	Telegraph Office.
	Burns.....	Telegraph Office.
	Council.....	Telegraph Office.
	Burley.....	Telegraph Office.
	Twin Falls.....	Telegraph Office.
	Twin Falls.....	Freight Office.
	Buhl.....	Telegraph Office.
	Huntington.....	Yard Office.
	Huntington.....	Telegraph Office.
OREGON.....	Portland.....	Tele. Office, N. P. T. Co.
	Albina.....	Enginemen's Reg. Room, Dispatcher's Office and Yard Telegraph Office.
	Kenton.....	Telegraph Office.
	The Dalles.....	"DK" Telegraph Office & "WH" Telegraph Office.
	Hinkle.....	"UK" Telegraph Office.
	Umatilla.....	Telegraph Office & Enginemen's Reg. Room.
	Bend.....	Telegraph Office, O. T. Ry.
	Arlington.....	Telegraph Office.
	Moro.....	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.
	Huntington.....	West Yard Telegraph Office, Depot Telegraph Office, Enginemen's Register Room & Depot Yard Office.
	Baker.....	Telegraph Office.
	La Grande.....	Dispatcher's Office, Depot Telegraph Office and Yard Office.

Both Mountain and Pacific Time.

STANDARD CLOCKS—Concluded

Division	Station	Location
OREGON —Concluded—	Pendleton.....	Telegraph Office.
	Rieth.....	Telegraph Office and Enginemen's Reg. Room.
	Spokane.....	Dispatcher's Office & Telegraph Office.
	West Spokane.....	Enginemen's Register Room.
	Ayer.....	Telegraph Office.
	Tekoa.....	Telegraph Office & Enginemen's Reg. Room.
	Colfax.....	Telegraph Office.
	La Crosse.....	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.

TELEGRAPH & TELEPHONE EMERGENCY BOXES

Division	Station	Location
IDAHO	Glenns Ferry..... Idaho	Derrick.
	Pocatello..... do	do
	Nampa..... do	do
OREGON	Albina..... Ore.	With Wrecker.
	Rieth..... do	do
	La Grande..... do	do
	Huntington..... do	do
	Spokane..... Wash.	do

SECTION HOUSES

IDAHO DIVISION

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
	202	Granger.....	10.00
	203	Nutria.....	20.00
	205	Opal.....	29.50
	206	Waterfall.....	38.97
	207	Kemmerer.....	42.50
	207	Kemmerer-Kemmerer Br.....	8.50
	208	Tunnel.....	48.50
	210	Fossil.....	56.00
	211	Sage.....	67.00
	214	Beckwith.....	77.00
	215	Cokeville.....	88.00
	217	Pegram.....	99.00
	218	3 Dingle.....	109.50
	219	3 Montpelier.....	114.80
	230	Montpelier.....	119.00
	232	Pescadero.....	126.50
	233	3 Georgetown.....	138.00
	237	Soda Springs.....	146.50
	238	Alexander, inc. 6.6 mi. Grace Br.....	155.50
	239	Bancroft.....	167.50
	241	Blaser.....	179.00
	243	3 Topaz.....	186.00
	244	McCammon.....	191.00
	245	3 McCammon.....	195.00
	247	Onyx.....	201.00
	248	Inkom.....	208.50
	250	Pocatello.....	212.50
		Elkol Branch.....	3.45
Cumberland Branch.....	361	Moyer Cumberland Branch.. Jct.....	13.42 2.30
		Blazon Br.....	0.87
	251	3 Pocatello.....	213.50
	253	Pocatello (Montana Frt. Line)	135.04
	253	3 Pocatello.....	214.65
	255	3 Pocatello.....	216.75
	257	Pocatello.....	222.50
	272	Michaud.....	230.50
	274	American Falls.....	240.00
	275	American Falls.....	250.50
	277	Wapi.....	261.00
	278	Minidoka.....	271.50
	291	Kimama.....	288.50
	292	Kimama.....	301.00
	294	Owinza.....	313.50
	296	Dietrich.....	320.40
	297	3 Shoshone.....	326.50
	299	Gooding.....	338.50
	300	Gooding.....	350.00
	301	Bliss.....	359.00
	391	Minidoka, inc. 5.9 mi. Twin Falls Br.....	276.00
Twin Falls Branch.....	392	Rupert.....	19.00
	392	No. Side Br.....	0.25
	394	Burley.....	38.00
	396	Murtaugh.....	52.00
	398	3 Twin Falls-Wells Br.....	0.60
	398	3 Twin Falls.....	60.00
North Side Branch.....	399	Buhl.....	74.35
	411	Rupert.....	19.00
	412	3 Eden.....	39.00
	413	3 Jerome.....	52.00
	415	Wendell.....	72.58
	421	Burley-No. Side Br.....	24.00
Oakley Branch.....	421	Raft River Br.....	11.08
	421	Burley.....	0.71
	431	Burley.....	22.15

SECTION HOUSES—Continued
IDAHO DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
Wells Branch.....	441	Twin Falls.....	21.00
	443	Rogerson.....	41.00
	444	Delaplain.....	62.00
	446	Henry.....	85.00
	448	Summer Camp.....	105.00
Ketchum Branch.....	449	Wells.....	123.46
	451	Richfield.....	19.50
	453	Picabo.....	38.00
	454	Bellevue.....	54.00
	455	Ketchum.....	69.84
Hill City Branch.....	462	3 Magic.....	22.00
	463	3 Fairfield.....	43.00
	464	Hill City.....	58.34
	303	King Hill.....	366.00
	304	King Hill.....	372.75
THIRD SUBDIVISION:	306	Glenns Ferry.....	375.00
	310	3 Hammett.....	381.00
	311	Hammett.....	387.00
	313	Reverse.....	393.26
	314	Mountain Home.....	403.50
	315	Mountain Home.....	415.00
	318	Orchard.....	424.00
	318	Orchard.....	B-425.00
	319	Owyhee.....	436.00
	321	Kuna.....	447.00
	322	3 Nampa.....	454.45
	322	Nampa.....	B-467.15
	323	Orchard.....	B-437.50
	325	Boise.....	B-449.50
	326	3 Meridian.....	B-462.00
Boise Main Line.....	326	Boise Br.....	0.02
		Nampa.....	460.00
		Nampa Br.....	0.85
	331	Stoddard Br.....	0.97
		Idaho No. Br.....	0.69
		Boise M. L.....	467.77
	333	Caldwell, inc. 11.3 mi.	
		Wilder Br.....	466.03
	334	Notus.....	475.50
	335	Parma.....	485.00
	337	Nyssa.....	493.00
	337	Homedale Br.....	0.16
	338	Ontario, inc. 1.9 mi. Ore.	
		E. Branch.....	502.00
THIRD SUBDIVISION— Concluded	339	Payette.....	511.00
	339	Payette Br.....	0.46
	341	Weiser.....	520.00
	341	New Meadows Br.....	0.36
	342	3 Weiser.....	529.00
	343	Olds Ferry.....	538.48
	343	Homestead Br.....	0.39
	481	Boise.....	8.38
	471	Nampa.....	19.96
	491	3 Middleton.....	25.00
	492	3 Emmett.....	45.00
	492	Payette Br.....	29.07
	494	Banks.....	67.00
	495	Smiths Ferry.....	83.00
	496	Cascade.....	100.00
Boise Branch..... Stoddard Branch.....	497	Donnelly.....	118.50
	498	McCall.....	132.84
	501	New Plymouth.....	16.00
	502	3 Emmett.....	29.00
	511	Homedale.....	33.50
	521	Vale, inc. 4.4 mi. Brogan Br.	16.75
	522	3 Vale.....	36.00
	523	Harper.....	55.00
	524	Juntura.....	74.00
	525	Riverside.....	92.00
	526	3 Riverside.....	110.00
	527	Crane.....	127.00
	528	3 Crane.....	142.00
	529	Burns.....	157.19

SECTION HOUSES—Continued
IDAHO DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
Brogan Branch..... Payette Branch.....	531	Brogan.....	23.86
	501	New Plymouth.....	16.00
	502	3 Emmett.....	29.00
	501	Weiser.....	19.00
	552	Midvale.....	37.00
New Meadows Branch.....	553	Cambridge.....	55.00
	554	3 Council.....	73.00
	556	New Meadows.....	89.70
	541	3 Mineral.....	33.23
	71	Pocatello.....	135.15 to 145.29
Homestead Branch.....	71	Freight Line.....	135.04 to 137.25
	72	Fort Hall.....	147.00
	74	Blackfoot.....	160.00
	74	Mackay Br.....	0.11
	75	Firth.....	172.00
FOURTH SUBDIVISION:	75	Goshen Br.....	0.02
	76	Shelley.....	183.00
	80	Idaho Falls.....	186.00
	80	Yellowstone Br.....	2.00
	81	Idaho Falls.....	198.00
	82	Roberts.....	210.00
	84	Hamer.....	222.00
	86	Camas.....	234.00
	87	Dubois.....	244.00
	89	Spencer.....	254.00
	91	Humphrey.....	264.00
	98	Monida.....	274.00
	101	Lima.....	283.00
	102	Dell.....	294.50
	103	Red Rock.....	306.00
Mackay Branch.....	104	Armstead.....	316.00
	106	Barratts.....	327.00
	107	Dillon.....	338.00
	110	Navy.....	349.00
	111	Melrose.....	359.00
	112	3 Melrose.....	368.00
	113	Divide.....	379.00
	116	Silver Bow.....	390.02
		Inc. 3.4 mi. Gardner Branch.....	
	141	Blackfoot.....	8.00
		Inc. 4.5 mi. Thomas Branch.....	
		Inc. 8.0 mi. Aberdeen Branch.....	
	142	Taber.....	28.00
	143	Cerro Grande.....	48.00
	145	Arco.....	67.00
Aberdeen Branch..... Goshen Branch.....	147	Mackay.....	85.50
	149	Aberdeen.....	28.44
	150	Goshen.....	21.60
	151	Ucon.....	16.00
	151	East Belt Br.....	0.20
Yellowstone Branch.....	154	Rexburg.....	30.00
	155	St. Anthony.....	44.00
	155	West Belt Br.....	38.50
	157	Ashton, inc. 2.0 mi. Teton Valley Branch.....	53.00
		Warm River.....	68.00
	158	Pineview.....	81.00
	159	Big Springs.....	95.00
	162	West Yellowstone.....	107.22
	172	Iona.....	22.00
	174	Newdale.....	44.28
	181	Menan, Inc. 2.7 mi. Annis Br.	19.00
	182	Parker.....	38.00
	191	Drummond.....	18.00
	193	Tetonia.....	32.00
Teton Valley Branch.....	194	Victor.....	45.79

SECTION HOUSES—Continued

OREGON DIVISION

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIRST SUBDIVISION:	272	Huntington	386.00
	270	Weatherby	376.90
	268	Durkee	367.70
	267	Oxman	358.00
	264	Pleasant Valley	348.00
	262	Baker	340.00
	257	Haines	327.00
	256	North Powder	316.00
	254	Telocaset	306.00
	253	Union Junction	295.30
	233	La Grande	0.00
	238	Elgin	1.00
	240	Looking Glass	26.00
	243	Wallawa	43.00
SECOND SUBDIVISION:	246	Enterprise	61.00
	233	La Grande	288.93
	230	Perry	278.16
	227	Kamela	270.00
	226	Meacham	261.50
	224	Huron	251.50
	221	Duncan	241.50
	220	Gibbon	230.50
	217	Cayuse	218.50
	215	Pendleton	213.40
	212	Rieth	210.80
	213	Pilot Rock	14.25
	18	Miller	94.00
	19	Biggs	102.75
THIRD SUBDIVISION:	21	Hook	111.00
	22	Quinton	120.00
	24	Arlington	130.00
	25	Willows	141.00
	27	Castle	153.00
	201	Messner	165.50
	202	Hinkle (Spokane Line)	184.00-186.00
	203	Stanfield	178.00
	207	Echo	190.00
	211	Barnhart	200.00
	31	Umatilla	175.18 to 193.50
	25	Willows	0.00
	59	Ione	1.00
	24	Arlington	0.00
FOURTH SUBDIVISION:	55	Rock Creek	1.00
	57	Condon	25.00
	19	Biggs	0.00
	49	Wasco	0.38
	51	Moro	24.00
	15	The Dalles	86.50
	14	The Dalles	80.00
	12	Mosier	67.50
	11	Hood River	55.50
	10	Viento	43.60
	7	Bonneville	30.80
	5	Bridal Veil	18.50
	3	Troutdale	7.00
	1	East Portland	0.28
FIFTH SUBDIVISION:	101	Albina	0.79
	100	Albina Yard	Yards
	33	Peninsula Jct.	11.00 to 5.63
	35	Hemlock	21.07 to 11.00
	101	Albina	6.00 to 1.34
	33	St. Johns	9.03 to 6.00
		Vancouver to Tacoma (Maintained by N. P. Ry. Co.)	
	67	Tacoma	Yards
	64	Argo	Yards
	65	do	Yards
	63	do	183.22

SECTION HOUSES—Continued

OREGON DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
Grays Harbor Branch	70	Galvin, Inc., Tono Br.	16.00
	72	Lankner	28.00
	73	South Elma	40.00
	74	Cosmopolis, Inc., Montesano Br.	51.00
Olympia Branch	77	Aberdeen	56.69
	69	Olympia	7.43
	301	Cold Springs	186.00
	303	Juniper	197.00
	304	Wallula	206.00
	305	Humorist	214.10
	307	Page	227.10
	308	Sheffler	238.50
	310	Ruxby	250.00
	325	Ayer	261.00
	326	Ayer	264.15
	327	Tunnel No. 14	275.00
	328	Hooper Junction	285.00
	329	Mack	293.00
SIXTH SUBDIVISION:	330	Marengo	303.00
	332	Emden	311.00
	333	Wells	322.00
	334	Croskey	332.90
	336	Cheney	343.00
	337	West Spokane	355.00
	338	Spokane	365.82
	387	Pendleton	0.00
	389	Weston	15.00
	391	Milton-Freewater	30.00
	392	Walla Walla	43.00
	393	Walla Walla	45.90
	395	Prescott	54.00
	396	Bolles	70.00
Pendleton Branch	396	Bolles	0.00-5.32
	402	Dayton	13.05-25.05
	399	Starbuck	0.00
	399	Starbuck	0.00
	404	Pomeroy	12.00
	323	Wallula	0.00-9.52
	324	Touchet	9.00
	392	Walla Walla	22.00
	312	Kennewick	7.30
	314	Benton City	19.00
	315	Benton City	36.00
	316	North Prosser	45.00
	317	Grandview (also has Sunny-side Br.)	56.00
	319	Granger	63.00
Dayton Branch	320	Zillah	74.00
	321	Donald	84.00
	322	Yakima	94.34
	361	Kellogg-Wardner	3.19
	325	Ayer	0.67
	366	Riparia	8.20
	367	Hay	21.30
	368	La Crosse	34.30
	370	Winona	47.50
	372	Diamond	59.00
	374	Colfax	71.00
	375	Elberton	83.00
	377	Farmington	96.00
	378	Seltice	109.00
Yakima Branch	344	Tekoa	114.80
	368	La Crosse	0.00
	340	La Crosse	0.02
	328	Hooper Jct.	14.00
	341	Washtucna	16.00
	373	Colfax	0.00
	386	Pullman	10.00
	388	Moscow	19.40
Sierra Nevada Branch	319	Granger	56.00
	320	Zillah	63.00
	321	Donald	74.00
	322	Yakima	84.00
	361	Kellogg-Wardner	94.34
	325	Ayer	3.19
	366	Riparia	0.67
	367	Hay	8.20
	368	La Crosse	21.30
	370	Winona	34.30
	372	Diamond	47.50
	374	Colfax	59.00
	375	Elberton	71.00
	377	Farmington	83.00
Ayer-Tekoa Branch	378	Seltice	96.00
	344	Tekoa	109.00
	368	La Crosse	114.80
	340	La Crosse	0.00
	328	Hooper Jct.	0.02
	341	Washtucna	14.00
	373	Colfax	16.00
	386	Pullman	0.00
	388	Moscow	10.00
Connell Branch	319	Granger	56.00
	320	Zillah	63.00
	321	Donald	74.00
	322	Yakima	84.00
	361	Kellogg-Wardner	94.34
	325	Ayer	3.19
	366	Riparia	0.67
	367	Hay	8.20
	368	La Crosse	21.30
	370	Winona	34.30
	372	Diamond	47.50
	374	Colfax	59.00
	375	Elberton	71.00
	377	Farmington	83.00
Moscow Branch	378	Seltice	96.00
	344	Tekoa	109.00
	368	La Crosse	114.80
	340	La Crosse	0.00
	328	Hooper Jct.	0.02
	341	Washtucna	14.00
	373	Colfax	16.00
	386	Pullman	0.00
	388	Moscow	10.00

SECTION HOUSES—Concluded
OREGON DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
Pleasant Valley Branch...	370	Winona.....	0.00
	380	St. John.....	1.00
	382	Thornton.....	20.90
	378	Seltice.....	41.00
	345	Latah.....	117.00
Tekoa-Spokane Branch...	347	Rockford.....	128.40
	348	Freeman.....	140.00
	349	Chester.....	149.00
	350	East Spokane.....	158.00
	338	Spokane.....	163.48
Wallace Branch.....	344	Tekoa.....	8.00
	353	Plummer.....	20.75
	355	Harrison.....	33.00
	357	Lane.....	46.00
	358	Cataldo.....	58.00
	359	Enaville.....	67.00
	361	Kellogg-Wardner.....	72.00
	362	Wallace.....	80.41
	363	Burke.....	86.93

‡Double track sections.

‡Location of section headquarters. No section house.

‡Section 391 extends from 271.50 to 276.00.

‡Section 421 extends from 19.00 to 24.00.

‡Reflects changes involved in the Hinkle-Juniper and Hinkle-Irrigon lines change, effective May 27, 1951.

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

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	do
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	do
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.
OREGON DIVISION				
Main Line				
1	Corbett..... M. P. 21.1	‡Double Trk.	654	Concrete.
14	Bonneville..... M. P. 39.6	‡do	635	do
14	Mosier..... M. P. 66.9	‡do	478	do
2	do..... M. P. 71.4	Single Trk.	294	Timber.
3	Rowena..... M. P. 74.1	‡Double Trk.	558	Concrete.
34	Campbell..... M. P. 204.1	Single Trk.	610	do
6	Weatherby..... M. P. 378.7	do	518	do
18	Penninsula Jct..... M. P. 4.5	do	5436	do
N.P.	Ostrander..... M. P. 50.0	Double Trk.	1165	do
N.P.#2	Nelson-Bennett..... M. P. 138.8	do	4391	do
N.P.#1	Ruston..... M. P. 139.9	do	323	do
7	Page..... M. P. 229.5	Single Trk.	623	Timber.
8	do..... M. P. 235.0	do	1013	do
9	Simmons..... M. P. 242.4	do	435	do
10	Joso..... M. P. 275.1	do	993	Unlined.
11	do..... M. P. 275.5	do	1760	do
12	do..... M. P. 276.0	do	494	do
13	do..... M. P. 276.2	do	958	26' Concrete, bal. unlined.
14	do..... M. P. 276.5	do	593	26' Concrete, bal. unlined.
15	Park..... M. P. 281.3	do	909	32' Timber, bal. unlined.
16	Ankeny..... M. P. 292.1	do	667	Concrete.
17	do..... M. P. 294.4	do	426	‡Unlined.
.....	C. M. St. P. & P. R. R.-Spokane-Sherman St. Subway.....	Double Trk.	863	Concrete.
Bend Branch				
O.T.#1	Moody..... M. P. 3.2	Single Trk.	795	Concrete.
O.T.#2	Sherar..... M. P. 43.4	do	800	do
O.T.#3	Frieda..... M. P. 66.1	do	519	do
O.T.#4	Davidson..... M. P. 74.9	do	584	102' Concrete.
24	Gateway..... M. P. 91.3	do	543	173' Timber. Unlined.
Olympia Branch				
25	Olympia..... M. P. 5.2	Single Trk.	108	Concrete.
26	do..... M. P. 5.8	do	665	do

‡Contains one track.

‡30 ft. of timber lining in East end.

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			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 (Spur).....do			A		
CP 36	36.0	Almota.....do		P	A	R	Yes
CP 38	38.1	Boyart (Spur).....do			A		
CP 40	39.7	Crampton (No Siding).....do					
CP 43	42.9	Wawawai.....do		P	A	L	
CP 44	43.9	Crum.....do			A		
CP 48	47.7	Truax (No Siding).....do			A		
CP 50	49.5	Bishop.....do		P	A		
CP 55	54.9	Indian (Spur).....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 72	72.0	Lewiston, "Depot".....do	Wn	TP			
CP 72	72.0	Lewiston, "Freight".....do		F	A	RS	Yes

FIRST SUBDIVISION—LEWISTON TO STITES

CP 72	72.0	Lewiston, "Depot".....Idaho	Wn	TP			
CP 72	72.0	Lewiston, "Freight".....do		F	A	RS	Yes
CP 72	73.5	East Lewiston.....do	Fy	P			
CP 72	75.0	Forebay.....do		P			
CP 82	81.4	North Lapwai.....do		P	A	R	
CP 83	82.3	Spalding (No Siding).....do		P	A		
CS 3	85.5	Arrow.....do	Rw	FXP	A	L	
CS 7	89.0	Myrtle.....do			C	L	
CS 9	91.3	Cherry Lane (Spur).....do			A	L	
CS 15	97.2	Agatha (Spur).....do			A	L	
CS 17	98.9	Lenore.....do	Ln	FTX	A	L	Yes
CS 23	105.8	Peck.....do	Pk	X	A	L	Yes
CS 28	110.8	Ahsahka.....do			A	L	
CS 32	114.5	Orofino.....do	Of	FTXP	A	L	Yes
CS 35	117.3	Jordan (No Siding).....do			C	L	
CS 36	118.8	Penoyer (Spur).....do			B	L	
CS 40	122.8	Greer.....do	Gr	FTX	A	L	Yes
CS 41	123.7	Chapin (No Siding).....do			C	L	
CS 47	129.8	Pardee (Spur).....do			A	L	
CS 49	131.2	Tramway.....do			A	L	
CS 55	137.0	Kamiah.....do	Ka	FTX	A	R	Yes
CS 63	145.0	Kooskia.....do	Ko	FTX	A	L	Yes
CS 66	148.2	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	5.8	Fohl (Spur).....do		P	B	L	
CH 10	9.6	Cedar Canyon (Spur).....do			B	R	
CH 11	11.2	Lime Mountain (Spur).....do			B	R	
CH 15	14.7	Rudo.....do		P	A	R	
CH 18	18.9	Cow Creek.....do			B		
CH 19	19.2	Omilla.....do			B	R	
CH 20	19.5	Haley.....do			B	R	
CH 21	21.6	Poorman (Spur).....do			B	R	
CH 22	22.0	Placer (Spur).....do			B	R	
CH 25	25.1	Rooney.....do			B	R	
CH 26	26.4	Quartz.....do			B	L	
CH 28	27.9	Nelson.....do			B	R	
CH 29	28.8	Jaype.....do		P	A	R	
CH 30	29.9	Reving.....do			A	R	Yes
CH 31	31.2	Helphrey (Spur).....do			B	L	
CH 34	34.2	Summit.....do		P	A	R	
CH 38	38.0	Deer Creek.....do		P	B	L	
CH 40	40.0	Headquarters.....do	Hq	F P	A	L	

SECOND SUBDIVISION—SPALDING TO GRANGEVILLE

CP 83	0.0	Spalding (No Siding).....Idaho	Fi	P	C	L	
CP 86	3.3	Lapwai.....do		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	B		
CP 109	26.1	Reubens.....do	Ru	FTXP	A	L	Yes
CP 112	29.6	Clicks.....do			A	B	
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	B	
CP 133	51.0	Cottonwood.....do	Co	FTX	A	L	Yes
CP 142	59.5	Fenn.....do	Fn	FTX	A	L	Yes
CP 149	66.5	Grangeville.....do	Ge	FTX	A	R	Yes

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", and "MB" indicate types of Standard Stokers.

STEAM LOCOMOTIVES

Locomotives

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	Wheel Base		Weight of Engine only in Working Order
	From	To		By Whom	Date			Driving Wheel Centers	Total	
UP	....	105	1	UPRR	Dec. 1894	C-51-20/24-140	Lbs. 28,800	Ft. 15 5	In. 23 0	Lbs. 159,200
do	201	221	4	Baldwin	Jan. 1906	C-57-22/30-191	43,305	15 8	24 4	212,800
do	236	237	2	do	Sept. 1906	do	43,305	15 8	24 4	212,800
do	243	248	2	do	Oct. 1906	do	43,305	15 8	24 4	212,800
do	254	256	2	do	Feb. 1907	do	43,305	15 8	24 4	212,800
do	260	275	6	do	Mar. 1907	do	43,305	15 8	24 4	212,800
do	283	284	2	do	July 1907	do	43,305	15 8	24 4	212,800
do	....	316	1	American	Feb. 1908	do	43,305	15 8	24 4	212,800
do	319	322	2	do	Jan. 1908	do	43,305	15 8	24 4	212,800
do	324	328	3	do	Mar. 1908	do	43,305	15 8	24 4	212,800
do	....	332	1	Baldwin	Aug. 1905	do	43,305	15 8	24 4	212,800
do	....	355	1	do	Mar. 1904	do	43,305	15 8	24 4	212,800
do	....	356	1	do	Jan. 1905	do	43,305	15 8	24 4	212,800
do	357	358	2	American	Oct. 1904	do	43,305	15 8	24 4	212,800
do	....	400	1	Baldwin	Aug. 1900	C-57-21/30-163	39,458	15 3	23 11	187,900
do	402	419	9	do	do	C-57-21/30-162	39,458	15 3	23 11	187,350
do	421	451	15	do	Jan. 1901	C-57-21/30-163	39,458	15 3	23 11	187,900
do	460	465	3	do	July 1901	do	39,458	15 3	23 11	187,900
do	472	477	3	do	Aug. 1901	do	39,458	15 3	23 11	187,900
do	....	478	1	do	Sept. 1901	C-57-21/30-172	39,458	15 3	23 11	195,270
do	480	497	10	do	Mar. 1903	do	39,458	15 3	23 11	195,270
do	....	498	1	do	May 1903	do	39,458	15 3	23 11	195,270
OSL	512	513	2	do	Feb. 1901	C-55-21/30-167	38,848	15 3	24 0	191,200
do	....	523	1	do	Apr. 1901	do	38,848	15 3	24 0	191,200
do	....	525	1	do	Feb. 1903	C-57-21-1/2/30-174	39,290	15 3	24 0	197,300
do	....	526	1	do	do	do	41,360	15 3	24 0	197,300
do	....	527	1	do	do	do	39,290	15 3	24 0	197,300
do	530	532	3	do	Mar. 1903	do	41,360	15 3	24 0	197,300
do	533	535	2	do	do	do	39,290	15 3	24 0	197,300
do	537	538	2	do	do	do	41,360	15 3	24 0	197,300
do	....	539	1	do	do	do	39,290	15 3	24 0	197,300
do	560	563	3	do	Jan. 1904	C-57-22/30-191	43,305	15 8	24 4	212,800
do	567	570	3	do	Feb. 1904	do	43,305	15 8	24 4	212,800
do	573	576	2	do	Dec. 1905	do	43,305	15 8	24 4	212,800
do	580	582	2	do	Jan. 1906	do	43,305	15 8	24 4	212,800
do	....	583	1	do	Sept. 1906	do	43,305	15 8	24 4	212,800
do	587	593	2	do	Aug. 1906	do	43,305	15 8	24 4	212,800
do	596	603	4	do	Feb. 1907	do	43,305	15 8	24 4	212,800
do	....	604	1	do	May 1907	do	43,305	15 8	24 4	212,800
do	607	613	3	do	do	do	43,305	15 8	24 4	212,800
do	616	618	3	do	July 1907	do	43,305	15 8	24 4	212,800
do	....	622	1	American	Jan. 1908	do	43,305	15 8	24 4	212,800
OWR&N	730	733	3	Baldwin	Mar. 1905	C-57-22/30-190	43,305	15 8	24 4	213,350
do	736	745	8	do	Jan. 1906	do	43,305	15 8	24 4	213,350
do	748	752	5	do	Mar. 1907	do	43,305	15 8	24 4	213,350
do	757	760	3	do	Aug. 1906	do	43,305	15 8	24 4	213,350

UNION PACIFIC RAILROAD COMPANY

Tenders Used						Total			Remarks	
Note: Tenders shown between horizontal lines are used behind the class of locomotive listed in same space.						Weight Engine and Tender Loaded	Length Over-All Engine and Tender			
Capacity			Weight		Wheel Base					
Water	Coal	Oil	Empty	Loaded						
Gal. 6,000	Tons 14	Gals.	Lbs. 46,900	Lbs. 124,880	Ft. 17	In. 3 7/8	Lbs. 284,080	Ft. 59	In. 7 7/8	
7,000	14	.....	46,740	133,050	21	0	345,850	67	2 1/2	Loco 254 Oil Burner
7,000	12	.....	49,870	132,200	21	6	345,000	69	2 1/2	
7,000	7	.....	48,340	120,650	21	0	333,450	67	2 1/2	Locos 283 & 284 Oil Burners
9,000	14	.....	56,600	159,600	23	6	372,400	72	9 1/2	
9,000	15	.....	65,500	170,500	18	10	383,300	67	5 1/2	
9,000	14	.....	66,500	163,500	18	10	376,300	67	5 1/2	
9,000	.....	2850	73,280	171,570	18	10	384,370	67	5 1/2	
7,000	14	.....	46,740	133,050	21	0	320,950	66	5 1/2	
7,000	14	.....	46,740	133,050	21	0	320,400	66	5 1/2	
7,000	14	.....	46,740	133,050	21	0	320,950	66	5 1/2	
9,000	14	.....	56,600	159,600	23	6	347,500	72	2 1/2	
7,000	14	.....	46,740	133,050	21	0	328,320	66	5 1/2	
7,000	12	.....	49,870	132,200	21	6	327,470	68	5 1/2	
9,000	14	.....	56,100	159,100	23	6	354,370	72	0 1/2	
6,000	.....	3000	52,900	126,880	18	1	318,080	63	10 1/2	
6,000	14	.....	46,900	120,880	18	1	312,080	63	10 1/2	
7,000	14	.....	48,720	135,050	18	0	332,350	66	9 1/2	
9,000	14	.....	56,600	159,600	23	6	356,900	72	3 1/2	
7,000	.....	2,500	54,850	133,600	18	6	330,900	68	9 1/2	
9,000	.....	3,200	73,280	174,430	18	10	371,730	66	11 1/2	
7,000	14	.....	48,720	135,050	18	0	332,350	66	9 1/2	
9,000	14	.....	56,600	159,600	23	6	356,900	72	3 1/2	
7,000	.....	2,500	54,850	133,600	18	6	330,900	68	9 1/2	
9,000	.....	3,200	73,280	174,430	18	10	371,730	66	11 1/2	
7,000	14	.....	48,720	135,050	18	0	332,350	66	9 1/2	
9,000	14	.....	56,600	159,600	23	6	356,900	72	3 1/2	
7,000	.....	2,500	54,850	133,600	18	6	330,900	68	9 1/2	
9,000	.....	3,200	73,280	174,430	18	10	371,730	66	11 1/2	
7,000	14	.....	48,720	135,050	18	0	332,350	66	9 1/2	
9,000	14	.....	56,600	159,600	23	6	356,900	72	3 1/2	
7,000	.....	2,500	54,850	133,600	18	6	330,900	68	9 1/2	
9,000	.....	3,200	73,280	174,430	18	10	371,730	66	11 1/2	
7,000	14	.....	48,720	135,050	18	0	332,350	66	9 1/2	
9,000	14	.....	56,600	159,600	23	6	356,900	72	3 1/2	
7,000	.....	2,500	54,850	133,600	18	6	330,900	68	9 1/2	
9,000	.....	3,200	73,280	174,430	18	10	371,730	66	11 1/2	
7,000	14	.....	48,720	135,050	18	0	347,850	67	2 1/2	
9,000	14	.....	65,500	168,500	18	10	381,300	67	5 1/2	
9,000	15	.....	65,500	170,500	18	10	383,300	67	5 1/2	
9,000	15	.....	69,360	174,360	23	6	387,160	72	6 1/2	
9,000	17	.....	56,600	165,600	23	6	378,400	72	9 1/2	
9,000	.....	2,850	73,280	171,570	18	10	384,370	67	5 1/2	Loco 604 Oil Burner
7,000	.....	2,760	54,850	135,800	21	0	349,150	67	2 1/2	
9,000	.....	2,980	73,280	172,630	18	10	385,980	67	5 1/2	
9,000	.....	3,579	73,280	177,530	18	10	390,880	67	5 1/2	

STEAM LOCOMOTIVES—Continued

Locomotives											
Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	Wheel Base		Weight of Engine only in Working Order	
	From	To		By Whom	Date			Driving Wheel Centers	Total		
OWR&N	761	761	1	Baldwin	Aug. 1907	C-57-22/30-187	Lbs. 43,305	Ft. 15 8	Ft. 24 4	Lbs. 209,900	
do	762	765	4	do	do	C-57-22/30-190	43,305	15 8	24 4	213,350	
do	768	768	1	American	Feb. 1908	do	43,305	15 8	24 4	213,350	
UP	800	800	1	American	Aug. 1937	FEF-77-24-1/2/32-266	63,500	21 6	49 3	460,640	
do	801	802	2	do	Sept. 1937	do	63,500	21 6	49 3	460,640	
do	803	804	2	do	Aug. 1937	do	63,500	21 6	49 3	460,640	
do	805	807	3	do	Sept. 1937	do	63,500	21 6	49 3	460,640	
do	808	808	1	do	Aug. 1937	do	63,500	21 6	49 3	460,640	
do	809	810	2	do	Sept. 1937	do	63,500	21 6	49 3	460,640	
do	811	812	2	do	Aug. 1937	do	63,500	21 6	49 3	460,640	
do	813	814	2	do	Sept. 1937	do	63,500	21 6	49 3	460,640	
do	815	815	1	do	Aug. 1937	do	63,500	21 6	49 3	460,640	
do	816	819	4	do	Sept. 1937	do	63,500	21 6	49 3	460,640	
do	820	824	5	do	Aug. 1939	FEF-80-25/32-266	63,800	22 0	50 11	478,640	
do	825	831	7	do	Sept. 1939	do	63,800	22 0	50 11	478,640	
do	832	834	3	do	Oct. 1939	do	63,800	22 0	50 11	478,640	
do	835	844	10	do	Dec. 1944	FEF-80-25/32-266	63,800	22 0	50 11	486,340	
do	1242	1243	2	Cooke	Dec. 1890	T-57-19/24-114	21,318	13 0	23 9½	148,500	
OSL	1575	1575	1	Baldwin	Aug. 1909	T-69-22/28-161	31,719	14 3	26 3	206,000	
UP	1902	1905	2	do	Apr. 1911	MacA-57-23-3/4/30-206	47,945	16 0	34 8	265,600	
do	1912	1912	1	do	May 1911	do	47,945	16 0	34 8	265,600	
do	1914	1916	2	do	June 1911	do	47,945	16 0	34 8	265,600	
do	1919	1919	1	do	do	{ MacA-57-23-3/4/30-210-D }	47,945	16 0	34 8	270,400	
do	1922	1922	1	do	May 1911	MacA-57-23-3/4/30-206	47,945	16 0	34 8	265,600	
do	1923	1923	1	do	do	do	47,945	16 0	34 8	265,600	
do	1924	1925	2	do	June 1911	do	47,945	16 0	34 8	265,600	
do	1930	1937	6	do	Oct. 1912	{ MacA-57-23-3/4/30-210-D }	47,945	16 0	34 8	270,400	
do	1938	1938	1	do	do	MacA-57-23-3/4/30-206	47,945	16 0	34 8	265,600	
do	1941	1941	1	do	Nov. 1912	{ MacA-57-23-3/4/30-210-D }	47,945	16 0	34 8	270,400	
do	1942	1943	2	do	Oct. 1912	do	47,945	16 0	34 8	270,400	
do	1944	1946	3	do	Nov. 1912	do	47,945	16 0	34 8	270,400	
do	1947	1947	1	do	do	MacA-57-23-3/4/30-206	47,945	16 0	34 8	265,600	
do	1948	1948	1	do	do	do	47,945	16 0	34 8	265,600	
do	1949	1949	1	do	do	do	47,945	16 0	34 8	265,600	
OSL	2001	2001	1	do	Apr. 1911	MacA-57-23-3/4/30-208	47,945	16 0	34 8	267,850	
do	2002	2006	4	do	do	{ MacA-57-23-3/4/30-210-D }	47,945	16 0	34 8	270,400	
do	2010	2010	1	do	Mar. 1911	MacA-57-23-3/4/30-208	47,945	16 0	34 8	267,850	
do	2013	2013	1	do	do	do	47,945	16 0	34 8	267,850	

UNION PACIFIC RAILROAD COMPANY

Tenders Used						Total			Remarks		
Note: Tenders shown between horizontal lines are used behind the class of locomotive listed in same space.									Weight Engine and Tender Loaded	Length Over-All Engine and Tender	
Capacity			Weight		Wheel Base						
Water	Coal	Oil	Empty	Loaded							
Gal. 7,000	Tons	Gals. 2,940	Lbs. 54,850	Lbs. 137,200	Ft. 21	In. 0	Lbs. 347,100	Ft. 67	In. 2½		
7,000	.....	2,760	54,850	135,800	21	0	349,150	67	2½		
9,000	.....	2,980	73,280	172,630	18	10	385,980	67	5½		
9,000	.....	3,579	73,280	177,530	18	10	390,880	67	5½		
.....											
.....											
.....											
19,764	.....	6,550	165,170	384,350	33	5	844,990	111	0¼		
19,764	.....	6,550	150,870	370,050	33	5	830,690	111	0¼		
.....											
.....											
.....											
23,500	.....	6,000	171,360	416,320	32	8	894,960	113	10½		
.....											
23,500	.....	6,000	176,600	421,550	32	8	907,890	114	2½		
7,000	12	.....	49,870	132,200	21	0	280,700	63	1½		
7,000	.....	2,940	54,850	137,200	21	0	343,200	67	9½		
9,000	15	.....	65,500	170,500	18	10	436,100	74	10½		
9,000	11	.....	66,500	163,500	18	10	429,100	74	10½		
9,000	.....	2,950	73,280	172,380	18	10	437,980	74	10½		
9,000	15	.....	65,500	170,500	18	10	436,100	74	10½		
9,000	11	.....	66,500	163,500	18	10	429,100	74	10½		
9,000	15	.....	66,240	170,500	18	10	440,900	74	10½		
9,000	14	.....	56,600	159,600	23	6	430,000	79	11½		
9,000	15	.....	65,500	170,500	18	10	436,100	74	10½		
9,000	11	.....	66,500	163,500	18	10	429,100	74	10½		
.....											
9,000	.....	2,950	73,280	172,380	18	10	437,980	74	10½		
9,000	15	.....	66,240	170,500	18	10	440,900	74	10½		
9,000	14	.....	56,600	159,600	23	6	430,000	79	11½		
9,000	.....	2,950	73,280	172,380	18	10	437,980	74	10½		
.....											
9,000	15	.....	66,240	170,500	18	10	440,900	74	10½		
9,000	14	.....	56,600	159,600	23	6	430,000	79	11½		
9,000	15	.....	65,500	170,500	18	10	436,100	74	10½		
9,000	11	.....	66,500	163,500	18	10	429,100	74	10½		
9,000	.....	2,950	73,280	172,380	18	10	437,980	74	10½		
9,000	15	.....	65,500	170,500	18	10	436,100	74	10½		
9,000	11	.....	66,500	163,500	18	10	429,100	74	10½		
9,000	.....	2,940	60,110	159,100	23	6	426,950	80	2¾		
8,150	17	.....	64,500	166,500	23	6	436,900	80	2¾		
9,000	17	.....	56,600	165,600	23	6	433,450	80	2¾		
9,000	.....	2,940	60,110	159,100	23	6	426,950	80	2¾		

STEAM LOCOMOTIVES—Continued

Locomotives										
Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	Wheel Base		Weight of Engine only in Working Order
	From	To		By Whom	Date			Driving Wheel Centers	Total	
OSL	....	2014	1	Baldwin	Mar. 1911	{ MacA-57-23-3/4/30- 210-D }	Lbs. 47,945	Ft. In. 16 0	Ft. In. 34 8	Lbs. 270,400
do	....	2015	1	do	Oct. 1912	MacA-57-23-3/4/30-208	47,945	16 0	34 8	267,850
do	2016	2021	3	do	do	{ MacA-57-23-3/4/30- 210-D }	47,945	16 0	34 8	270,400
do	....	2023	1	do	do	MacA-57-23-3/4/30-208	47,945	16 0	34 8	267,850
do	....	2025	1	do	do	{ MacA-57-23-3/4/30- 210-D }	47,945	16 0	34 8	270,400
do	....	2026	1	do	do	MacA-57-23-3/4/30-208	47,945	16 0	34 8	267,850
do	2030	2034	3	do	Nov. 1912	{ MacA-57-23-3/4/30- 210-D }	47,945	16 0	34 8	270,400
OWR&N	....	2100	1	do	Aug. 1910	MacA-57-23-3/4/30-208	50,468	16 0	34 8	267,850
do	2103	2106	4	do	Mar. 1911	do	50,468	16 0	34 8	267,850
do	2108	2114	5	do	Apr. 1911	do	50,468	16 0	34 8	267,850
do	....	2115	1	do	do	{ MacA-57-23-3/4/30- 210-D }	50,468	16 0	34 8	270,350
do	....	2116	1	do	do	MacA-57-23-3/4/30-208	50,468	16 0	34 8	267,850
do	....	2117	1	do	do	do	50,468	16 0	34 8	267,850
do	2119	2120	2	do	do	do	50,468	16 0	34 8	267,850
do	2121	2122	2	do	Mar. 1911	do	50,468	16 0	34 8	267,850
do	....	2124	1	do	do	do	50,468	16 0	34 8	267,850
do	2125	2126	2	do	do	{ MacA-57-23-3/4/30- 210-D }	50,468	16 0	34 8	270,350
do	2133	2134	2	do	Apr. 1911	MacA-57-23-3/4/30-208	50,468	16 0	34 8	267,850
do	....	2137	1	do	do	{ MacA-57-23-3/4/30- 210-D }	50,468	16 0	34 8	270,350
do	2138	2140	2	do	do	MacA-57-23-3/4/30-208	50,468	16 0	34 8	267,850
do	....	2141	1	do	Sept. 1912	{ MacA-57-23-3/4/30- 210-D }	50,468	16 0	34 8	270,350
do	2145	2151	5	do	do	MacA-57-23-3/4/30-208	50,468	16 0	34 8	267,850
do	2157	2159	2	do	June 1913	do	50,468	16 0	34 8	267,850
do	....	2160	1	do	June 1913	{ MacA-57-23-3/4/30- 210-D }	50,468	16 0	34 8	270,350
do	2161	2165	3	do	do	MacA-57-23-3/4/30-208	50,468	16 0	34 8	267,850
do	2167	2168	2	do	Sept. 1918	MacA-63-26/28-209	53,628	16 6	35 2	273,000
do	2170	2171	2	do	Oct. 1918	do	53,628	16 6	35 2	273,000

UNION PACIFIC RAILROAD COMPANY

Tenders Used							Total			Remarks
Note: Tenders shown between horizontal lines are used behind the class of locomotive listed in same space.							Weight Engine and Tender Loaded	Length Over-All Engine and Tender		
Capacity			Weight		Wheel Base					
Water	Coal	Oil	Empty	Loaded	Ft.	In.	Lbs.	Ft.	In.	
Gal. 8,150	Tons 17	Gals.	Lbs. 64,500	Lbs. 166,500	23	6	436,900	80	2½	
9,000	17	....	56,600	165,600	23	6	433,450	80	2½	
8,150	17	....	64,500	166,500	23	6	436,900	80	2½	
9,000	17	....	56,600	165,600	23	6	433,450	80	2½	
8,150	17	....	64,500	166,500	23	6	436,900	80	2½	
9,000	17	....	56,600	165,600	23	6	433,450	80	2½	
8,150	17	....	64,500	166,500	23	6	436,900	80	2½	
9,000	17	....	56,600	165,600	23	6	433,450	80	2½	
8,150	17	....	64,500	166,500	23	6	436,900	80	2½	
9,000	....	2,980	73,280	172,650	18	10	440,500	74	10%	
9,000	....	2,940	60,110	159,100	23	6	426,950	79	11½	
9,000	....	3,579	73,280	177,500	18	10	445,350	74	10%	
9,000	18	....	66,240	177,240	18	10	447,590	74	10%	
9,000	14	....	56,600	159,600	23	6	429,950	79	11½	
9,000	....	2,980	73,280	172,650	18	10	440,500	74	10%	
9,000	....	2,940	60,110	159,100	23	6	426,950	79	11½	
9,000	....	3,579	73,280	177,500	18	10	445,350	74	10%	
9,000	12	....	65,500	164,500	18	10	432,350	74	10%	
9,000	11	....	66,500	163,500	18	10	431,350	74	10%	
9,000	....	2,980	73,280	172,650	18	10	440,500	74	10%	
9,000	....	2,940	60,110	159,100	23	6	426,950	79	11½	
9,000	....	3,579	73,280	177,500	18	10	445,350	74	10%	
9,000	12	....	65,500	164,500	18	10	432,350	74	10%	
9,000	11	....	66,500	163,500	18	10	431,350	74	10%	
9,000	18	....	66,240	177,240	18	10	447,590	74	10%	
9,000	14	....	56,600	159,600	23	6	429,950	79	11½	
9,000	12	....	65,500	164,500	18	10	432,350	74	10%	
9,000	11	....	66,500	163,500	18	10	431,350	74	10%	
9,000	18	....	66,240	177,240	18	10	447,590	74	10%	
9,000	14	....	56,600	159,600	23	6	429,950	79	11½	
9,000	....	2,980	73,280	172,650	18	10	440,500	74	10%	
9,000	....	2,940	60,110	159,100	23	6	426,950	79	11½	
9,000	....	3,579	73,280	177,500	18	10	445,350	74	10%	
9,000	18	....	66,240	177,240	18	10	447,590	74	10%	
9,000	14	....	56,600	159,600	23	6	429,950	79	11½	
9,000	....	2,980	73,280	172,650	18	10	440,500	74	10%	
9,000	....	2,940	60,110	159,100	23	6	426,950	79	11½	
9,000	....	3,579	73,280	177,500	18	10	445,350	74	10%	
9,000	18	....	66,240	177,240	18	10	447,590	74	10%	
9,000	14	....	56,600	159,600	23	6	429,950	79	11½	
9,000	....	2,980	73,280	172,650	18	10	440,500	74	10%	
9,000	....	2,940	60,110	159,100	23	6	426,950	79	11½	
9,000	....	3,579	73,280	177,500	18	10	445,350	74	10%	
10,000	....	3,650	86,900	202,200	23	6	475,200	81	8½	
10,000	....	3,650	77,060	192,850	23	6	465,850	81	8½	
9,000	....	3,750	68,980	174,600	23	6	447,600	81	6¾	
9,000	....	3,750	60,110	167,750	23	6	438,750	81	6¾	

STEAM LOCOMOTIVES—Continued

Locomotives										
Initials	Num- bers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	Wheel Base		Weight of Engine only in Working Order
	From	To		By Whom	Date			Driving Wheel Centers	Total	
UP	....	2201	1	Baldwin	June 1911	MacA-63-26/28-214	53,628	16 6	35 2	286,120
do	....	2202	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	288,700
do	2203	2208	5	do	do	MacA-63-26/28-214	53,628	16 6	35 2	286,120
do	2209	2210	1	do	July 1911	do	53,628	16 6	35 2	286,120
do	2210	2211	2	American	Sept. 1912	do	53,628	16 6	35 2	286,120
do	....	2213	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	288,700
do	....	2219	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	286,120
do	....	2221	1	Baldwin	Apr. 1913	MacA-63-26/28-216-D	53,628	16 6	35 2	288,700
do	2223	2226	2	do	May 1913	do	53,628	16 6	35 2	288,700
do	....	2230	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	286,120
do	2231	2242	4	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	288,700
do	....	2244	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	286,120
do	2245	2250	2	Lima	Oct. 1914	MacA-63-26/28-216-D	53,628	16 6	35 2	288,700
do	2252	2253	2	Lima	Oct. 1914	MacA-63-26/28-214	53,628	16 6	35 2	286,120
do	2257	2259	2	do	Nov. 1914	MacA-63-26/28-216-D	53,628	16 6	35 2	288,700
do	2262	2263	2	Baldwin	July 1917	do	53,628	16 6	35 2	288,700

UNION PACIFIC RAILROAD COMPANY

Tenders Used						Total			Remarks		
Note: Tenders shown between horizontal lines are used behind the class of locomotive listed in same space.											
Capacity			Weight		Wheel Base		Weight Engine and Tender Loaded	Length Over-All Engine and Tender			
Water	Coal	Oil	Empty	Loaded							
Gal. 9,000	Tons	Gals. 3,750	Lbs. 68,980	Lbs. 174,600	Ft. 23	In. 6	Lbs. 460,720	Ft. 80	In. 4 3/4		
12,000	20	.....	78,100	218,100	25	8	506,800	82	5 1/2		
9,000	.....	3,750	60,110	167,750	23	6	451,870	80	4 3/4		
9,000	.....	3,200	73,870	175,020	23	6	461,140	80	4 3/4		
9,000	.....	3,200	83,650	181,800	23	6	467,920	80	4 3/4		
9,000	.....	3,750	68,980	174,600	23	6	460,720	80	4 3/4		
10,000	.....	3,650	77,060	192,850	23	6	478,970	80	6 1/2		
10,000	.....	3,665	86,900	202,200	23	6	488,320	80	6 1/2		
12,000	.....	5,480	109,800	250,980	25	2	537,100	82	5 1/2		
9,000	14	.....	66,440	169,440	23	6	458,140	80	4 3/4		
9,000	.....	3,750	60,110	165,750	23	6	451,870	80	4 3/4		
9,000	14	.....	56,600	159,600	23	6	448,300	80	4 3/4		
9,000	14	.....	66,440	169,440	23	6	458,140	80	4 3/4		
9,000	17	.....	66,440	175,440	23	6	464,140	80	4 3/4		
9,000	17	.....	56,600	165,600	23	6	454,300	80	4 3/4		
9,000	15	.....	65,500	170,500	18	10	459,200	75	0 1/2		
9,000	14	.....	69,360	172,360	23	6	461,060	80	4 3/4		
9,000	14	.....	79,200	182,200	23	6	470,900	80	4 3/4		
10,000	17	.....	79,300	196,600	23	6	485,300	80	6 1/2		
12,000	20	.....	78,100	218,100	25	8	506,800	82	5 1/2		
9,000	.....	3,750	60,110	165,750	23	6	451,870	80	4 3/4		
9,000	14	.....	56,600	159,600	23	6	448,300	80	4 3/4		
9,000	14	.....	66,440	169,440	23	6	458,140	80	4 3/4		
9,000	17	.....	66,440	175,440	23	6	464,140	80	4 3/4		
9,000	17	.....	56,600	165,600	23	6	454,300	80	4 3/4		
9,000	15	.....	65,500	170,500	18	10	459,200	75	0 1/2		
9,000	14	.....	69,360	172,360	23	6	461,060	80	4 3/4		
9,000	14	.....	79,200	182,200	23	6	470,900	80	4 3/4		
10,000	17	.....	79,300	196,600	23	6	485,300	80	6 1/2		
12,000	20	.....	78,100	218,100	25	8	506,800	82	5 1/2		
9,000	.....	3,200	73,870	175,020	23	6	461,140	80	4 3/4		
9,000	14	.....	56,600	159,600	23	6	448,300	80	4 3/4		
9,000	14	.....	66,440	169,440	23	6	458,140	80	4 3/4		
9,000	17	.....	66,440	175,440	23	6	464,140	80	4 3/4		
9,000	17	.....	56,600	165,600	23	6	454,300	80	4 3/4		
9,000	15	.....	65,500	170,500	18	10	459,200	75	0 1/2		
9,000	14	.....	69,360	172,360	23	6	461,060	80	4 3/4		
9,000	14	.....	79,200	182,200	23	6	470,900	80	4 3/4		
10,000	17	.....	79,300	196,600	23	6	485,300	80	6 1/2		
12,000	20	.....	78,100	218,100	25	8	506,800	82	5 1/2		
9,000	.....	3,750	60,110	165,750	23	6	451,870	80	4 3/4		
9,000	.....	3,200	73,870	175,020	23	6	461,140	80	4 3/4		
9,000	.....	3,200	83,650	181,800	23	6	467,920	80	4 3/4		
9,000	.....	3,750	68,980	174,600	23	6	460,720	80	4 3/4		
10,000	.....	3,650	77,060	192,850	23	6	478,970	80	6 1/2		
10,000	.....	3,665	86,900	202,200	23	6	488,320	80	6 1/2		
12,000	.....	5,480	109,800	250,980	25	2	537,100	82	5 1/2		
9,000	14	.....	56,600	159,600	23	6	448,300	80	4 3/4		
9,000	14	.....	66,440	169,440	23	6	458,140	80	4 3/4		
9,000	17	.....	66,440	175,440	23	6	464,140	80	4 3/4		
9,000	17	.....	56,600	165,600	23	6	454,300	80	4 3/4		
9,000	15	.....	65,500	170,500	18	10	459,200	75	0 1/2		
9,000	14	.....	69,360	172,360	23	6	461,060	80	4 3/4		
9,000	14	.....	79,200	182,200	23	6	470,900	80	4 3/4		
10,000	17	.....	79,300	196,600	23	6	485,300	80	6 1/2		
12,000	20	.....	78,100	218,100	25	8	506,800	82	5 1/2		

STEAM LOCOMOTIVES—Continued

Locomotives										
Initials	Num- bers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	Wheel Base		Weight of Engine only in Working Order
	From	To		By Whom	Date			Driving Wheel Centers	Total	
UP	....	2264	1	Baldwin	Aug. 1917	MacA-63-26/28-214	Lbs. 53,628	Ft. In. 16 6	Ft.In. 35 2	Lbs. 286,120
do	2265	2267	2	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	288,700
do	2269	2272	3	do	Sept. 1917	do	53,628	16 6	35 2	288,700
do	....	2279	1	do	Oct. 1917	do	53,628	16 6	35 2	288,700
do	....	2280	1	do	Apr. 1918	MacA-63-26/28-212	53,628	16 6	35 2	288,750
do	2281	2283	3	do	do	MacA-63-26/28-214-D	53,628	16 6	35 2	291,400
do	2285	2289	5	do	May 1918	do	53,628	16 6	35 2	291,400
do	....	2290	1	do	do	MacA-63-26/28-212	53,628	16 6	35 2	288,750
do	2292	2294	2	do	June 1918	MacA-63-26/28-214-D	53,628	16 6	35 2	291,400
do	2295	2310	9	American	July 1920	MacA-63-26/28-228-D	53,628	16 6	35 2	300,000
do	2312	2317	5	Baldwin	Aug. 1918	MacA-63-26/28-214-D	53,628	16 6	35 2	291,400
do	2318	2320	2	do	Sept. 1918	do	53,628	16 6	35 2	291,400
do	2480	2499	20	American	do	MacA-63-26/30-222-D	54,700	16 9	48 2½	290,800
OSL	....	2504	1	Baldwin	May 1913	MacA-63-26/28-214	53,628	16 6	35 2	286,120
do	....	2507	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	288,700
do	2510	2511	2	do	June 1913	MacA-63-26/28-214	53,628	16 6	35 2	286,120
do	....	2515	1	American	Sept. 1912	do	53,628	16 6	35 2	286,120
do	....	2516	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	288,700
do	....	2517	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	286,120
do	....	2519	1	Baldwin	Mar. 1913	MacA-63-26/28-216-D	53,628	16 6	35 2	288,700
do	....	2520	1	do	May 1913	MacA-63-26/28-214	53,628	16 6	35 2	286,120
do	....	2521	1	do	do	do	53,628	16 6	35 2	286,120
do	....	2524	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	288,700
do	....	2525	1	Lima	Oct. 1914	MacA-63-26/28-214	53,628	16 6	35 2	286,120
do	....	2528	1	Baldwin	Aug. 1917	do	53,628	16 6	35 2	286,120
do	....	2529	1	do	do	do	53,628	16 6	35 2	286,120
do	2535	2539	3	American	Dec. 1918	MacA-63-26/30-220-D	54,700	16 9	36 1	292,000
do	2540	2554	13	do	Jan. 1919	do	54,700	16 9	36 1	292,000
do	2555	2564	9	do	Feb. 1921	MacA-63-26/30-228-D	53,628	16 6	35 2	300,000

UNION PACIFIC RAILROAD COMPANY

Tenders Used						Total				Remarks
Note: Tenders shown between horizontal lines are used below the class of locomotive listed in same space.						Weight Engine and Tender Loaded	Length Over- All Engine and Tender			
Capacity			Weight		Wheel Base					
Water	Coal	Oil	Empty	Loaded						
Gal. 10,000	Tons	Gals. 3,665	Lbs. 86,900	Lbs. 202,200	Ft. 23	In. 6	Lbs. 488,320	Ft. 80	In. 6½	
9,000	14	.....	56,600	159,600	23	6	448,300	80	4¾	
9,000	14	.....	66,440	169,440	23	6	458,140	80	4¾	
9,000	17	.....	66,440	175,440	23	6	464,140	80	4¾	
9,000	17	.....	56,600	165,600	23	6	454,300	80	4¾	
9,000	15	.....	65,500	170,500	18	10	459,200	75	0¾	
9,000	14	.....	69,360	172,360	23	6	461,060	80	4¾	
9,000	14	.....	79,200	182,200	23	6	470,900	80	4¾	
10,000	17	.....	79,300	196,600	23	6	485,300	80	6¾	
12,000	20	.....	78,100	218,100	25	8	506,800	82	5¾	
10,000	.....	3,665	86,900	202,200	23	6	490,950	81	8¾	
10,000	.....	3,650	77,060	192,850	23	6	481,600	81	8¾	
10,000	17	.....	70,160	187,460	23	6	478,860	81	8¾	
10,000	17	.....	79,300	196,600	23	6	488,000	81	8¾	
10,000	.....	3,665	86,900	202,200	23	6	490,950	81	8¾	
10,000	.....	3,650	77,060	192,850	23	6	481,600	81	8¾	
10,000	17	.....	70,160	187,460	23	6	478,860	81	8¾	
10,000	17	.....	79,300	196,600	23	6	488,000	81	8¾	
10,000	17	.....	70,160	187,460	23	6	487,460	81	9½	
12,000	20	.....	78,100	218,100	25	8	518,100	83	7¼	
10,000	17	.....	80,000	197,300	23	6	497,300	81	9¼	
10,000	17	.....	70,160	187,460	23	6	478,860	81	8¾	
10,000	17	.....	79,300	196,600	23	6	488,000	81	8¾	
10,000	16	.....	73,000	188,300	23	6	479,100	81	11½	
12,000	20	.....	79,000	219,000	25	8	509,800	84	2½	
9,000	....	3,200	73,870	175,020	23	6	461,140	80	4¾	
9,000	14	.....	79,200	182,200	23	6	470,900	80	4¾	
9,000	....	3,750	60,110	165,750	23	6	451,870	80	4¾	
9,000	....	3,200	73,870	175,020	23	6	461,140	80	4¾	
9,000	....	3,200	83,650	181,800	23	6	467,920	80	4¾	
9,000	....	3,750	68,980	174,600	23	6	460,720	80	4¾	
10,000	....	3,650	77,060	192,850	23	6	478,870	80	6¾	
10,000	....	3,665	86,900	202,200	23	6	488,320	80	6¾	
12,000	....	5,480	109,800	250,980	25	2	537,100	82	5¾	
9,000	14	.....	56,600	159,600	23	6	448,300	80	4¾	
9,000	....	3,750	68,980	174,600	23	6	460,720	80	4¾	
9,000	17	.....	56,600	165,600	23	6	454,300	80	4¾	
9,000	....	3,750	68,980	174,600	23	6	460,720	80	4¾	
9,000	....	3,750	60,110	165,750	23	6	451,870	80	4¾	
9,000	17	.....	56,600	165,600	23	6	454,300	80	4¾	
9,000	....	3,750	60,110	165,750	23	6	451,870	80	4¾	
9,000	....	3,750	60,110	165,750	23	6	451,870	80	4¾	
10,000	....	3,665	86,900	202,200	23	6	488,320	80	4¾	
10,000	16	.....	73,000	192,300	23	6	484,300	81	11½	
10,000	17	.....	70,160	187,460	23	6	487,460	81	9½	
12,000	20	.....	78,100	218,100	25	8	518,100	83	7¼	
10,000	17	.....	80,000	197,300	23	6	497,300	81	9¼	

STEAM LOCOMOTIVES—Continued

Locomotives										
Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	Wheel Base		Weight of Engine only in Working Order
	From	To		By Whom	Date			Driving Wheel Centers	Total	
LA&SL	2702	2704	3	American	Jan. 1914	MacA-63-26/28-218	Lbs. 53,628	Ft. In. 16 6	Ft. In. 35 2	Lbs. 285,100
do	2709	2715	6	Lima	Nov. 1917	MacA-63-26/28-214	53,628	16 6	35 2	286,120
do	2726	2731	4	Baldwin	Nov. 1913	MacA-63-26/28-218	53,628	16 6	35 2	285,100
do	....	2733	1	Lima	Sept. 1917	MacA-63-26/28-214	53,628	16 6	35 2	286,120
do	....	2734	1	do	do	do	53,628	16 6	35 2	286,120
UP	2851	2856	2	Baldwin	Sept. 1909	P-77-22/28-149	29,920	13 4	33 4	238,825
do	2860	2866	4	American	Aug. 1912	P-77-25/28-184-D	42,500	13 4	35 8	293,100
do	....	2867	1	do	Aug. 1912	P-77-25/28-181-BK	42,500	13 4	35 8	292,900
do	2868	2869	2	do	do	P-77-25/28-184-D	42,500	13 4	35 8	293,100
do	....	2870	1	do	May 1913	do	42,500	13 4	35 8	293,100
do	2888	2889	2	Lima	Sept. 1914	do	42,500	13 4	35 8	293,100
do	....	2894	1	do	Oct. 1914	P-77-25/28-167	42,500	13 4	35 8	278,000
do	2897	2899	2	do	do	P-77-25/28-184-D	42,500	13 4	35 8	293,100
do	....	2906	1	Baldwin	Oct. 1920	P-77-25/28-193-D	42,500	13 4	35 8	298,400
do	....	2908	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	293,100
do	....	2910	1	American	May 1913	do	42,500	13 4	35 8	293,100
do	....	2911	1	do	Oct. 1914	do	42,500	13 4	35 8	293,100
OSL	....	3122	1	do	Aug. 1912	P-77-25/28-181-BK	42,500	13 4	35 8	292,200
do	3129	3131	2	Lima	Oct. 1914	P-77-25/28-184-D	42,500	13 4	35 8	293,100

UNION PACIFIC RAILROAD COMPANY

Tenders Used						Total				Remarks
Note: Tenders shown between horizontal lines are used behind the class of locomotive listed in same space.						Weight Engine and Tender Loaded	Length Over-All Engine and Tender			
Capacity			Weight		Wheel Base					
Water	Coal	Oil	Empty	Loaded						
Gal.	Tons	Gals.	Lbs.	Lbs.	Ft.	In.	Lbs.	Ft.	In.	
9,000	....	2,940	60,110	159,140	23	6	444,240	80	4%	
9,000	....	3,750	68,980	174,600	23	6	459,700	80	4%	
9,000	....	3,200	83,650	184,800	23	6	469,900	80	4%	
9,000	....	3,200	73,870	175,020	23	6	460,120	80	4%	
9,000	....	3,750	60,110	165,750	23	6	451,870	80	4%	
9,000	....	3,200	73,870	175,020	23	6	461,140	80	4%	
9,000	....	3,200	83,650	181,800	23	6	467,920	80	4%	
9,000	....	3,750	68,980	174,600	23	6	460,720	80	4%	
10,000	....	3,650	77,060	192,850	23	6	478,970	80	6%	
10,000	....	3,665	86,900	202,200	23	6	488,320	80	6%	
12,000	....	5,480	109,800	250,980	25	2	537,100	82	5%	
9,000	....	2,940	60,110	159,140	23	6	444,240	80	4%	
9,000	....	3,750	68,980	174,600	23	6	459,700	80	4%	
9,000	....	3,200	83,650	184,800	23	6	469,900	80	4%	
9,000	....	3,200	73,870	175,020	23	6	460,120	80	4%	
9,000	....	3,200	83,650	181,800	23	6	467,920	80	4%	
9,000	....	3,200	73,870	175,020	23	6	461,140	80	4%	
9,000	14	....	66,440	175,440	23	6	414,265	78	11%	
9,000	14	....	66,440	169,440	23	6	462,540	80	11%	
12,000	20	....	110,500	247,400	25	2	540,500	83	0%	
12,000	20	....	100,900	237,800	25	2	530,900	83	0%	
10,000	17	....	79,300	196,600	23	6	489,700	81	1%	
9,000	14	....	79,200	182,200	23	6	475,300	80	11%	
9,000	14	....	66,440	169,440	23	6	462,340	80	11%	
12,000	20	....	110,500	247,400	25	2	540,300	83	0%	
12,000	20	....	100,900	237,800	25	2	530,700	83	0%	
9,000	14	....	66,440	169,440	23	6	462,540	80	11%	
12,000	20	....	110,500	247,400	25	2	540,500	83	0%	
12,000	20	....	100,900	237,800	25	2	530,900	83	0%	
10,000	17	....	79,300	196,600	23	6	489,700	81	1%	
9,000	14	....	79,200	182,200	23	6	475,300	80	11%	
10,000	....	3,950	86,900	202,480	23	6	480,480	81	1%	
9,000	14	....	66,440	169,440	23	6	462,540	80	11%	
12,000	20	....	110,500	247,500	25	2	540,500	83	0%	
12,000	20	....	100,900	237,800	25	2	530,900	83	0%	
10,000	17	....	79,300	196,600	23	6	489,700	81	1%	
9,000	14	....	79,200	182,200	23	6	475,300	80	11%	
12,000	20	....	114,000	250,670	25	2	549,070	83	10%	
9,000	14	....	80,200	183,200	23	6	476,300	80	10%	
12,000	20	....	110,500	247,400	25	2	540,500	83	0%	
12,000	20	....	100,900	237,800	25	2	530,900	83	0%	
9,000	14	....	66,440	169,440	23	6	462,540	80	11%	
12,000	20	....	110,500	247,400	25	2	540,500	83	0%	
12,000	20	....	100,900	237,800	25	2	530,900	83	0%	
10,000	17	....	79,300	196,600	23	6	489,700	81	1%	
9,000	14	....	79,200	182,200	23	6	475,300	80	11%	
9,000	14	....	66,440	169,440	23	6	462,340	80	11%	
12,000	20	....	110,500	247,400	25	2	540,300	83	0%	
12,000	20	....	100,900	237,800	25	2	530,700	83	0%	
9,000	14	....	79,200	182,200	23	6	475,300	80	11%	
12,000	20	....	110,500	247,400	25	2	540,500	83	0%	
12,000	20	....	100,900	237,800	25	2	530,900	83	0%	
10,000	17	....	79,300	196,600	23	6	489,700	81	1%	
9,000	14	....	66,440	169,440	23	6	462,540	80	11%	

STEAM LOCOMOTIVES—Continued

Locomotives										
Initials	Num- bers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	Wheel Base		Weight of Engine only in Working Order
	From	To		By Whom	Date			Driving Wheel Centers	Total	
OSL	3134	3138	5	Baldwin	Mar. 1919	P-69-25/28-163	Lbs. 43,120	Ft. In. 13 4	Ft.In. 35 8	Lbs. 272,150
LA&SL	....	3160	1	do	Mar. 1904	P-77-22/28-150	29,920	13 4	33 4	231,500
OWR&N	3202	3203	2	do	June 1905	P-77-22/28-143	29,920	13 4	33 6	241,180
do	....	3206	1	American	Sept. 1904	P-77-22/28-135	29,920	13 4	33 4	220,300
do	3215	3217	2	Baldwin	Feb. 1911	P-77-22/28-149	29,920	13 4	33 4	235,940
do	....	3219	1	do	Apr. 1911	P-77-25/28-167	42,500	13 4	35 8	278,000
do	3221	3223	3	American	Apr. 1913	do	42,500	13 4	35 8	278,000
do	....	3226	1	Baldwin	Mar. 1919	P-77-25/28-178	42,500	13 4	35 8	270,800
do	....	3227	1	do	Apr. 1919	do	42,500	13 4	35 8	270,800
UP	3500	3508	6	American	May 1918	SA-C-59-23-23/30-471	99,840	{ 15 6 15 6 }	50 6	501,480
do	....	3512	1	do	June 1918	23-23 SA-C-59-30-475-D	99,840	{ 15 6 15 6 }	50 6	505,480
do	....	3514	1	do	do	23-23 SA-C-59-30-471	99,840	{ 15 6 15 6 }	50 6	501,480
do	3518	3530	10	do	Aug. 1920	do	99,840	{ 15 6 15 6 }	50 6	501,480
do	....	3533	1	do	Sept. 1920	do	99,840	{ 15 6 15 6 }	50 6	501,480
do	....	3534	1	do	Apr. 1923	23-23 SA-C-59-30-475-D	99,840	{ 15 6 15 6 }	50 6	505,480
do	3535	3538	3	do	do	23-23 SA-C-59-30-471	99,840	{ 15 6 15 6 }	50 6	501,480
do	....	3539	1	do	Sept. 1923	do	99,840	{ 15 6 15 6 }	50 6	501,480
do	....	3540	1	do	do	23-23 SA-C-59-30-475-D	99,840	{ 15 6 15 6 }	50 6	505,480
do	3541	3543	3	do	do	23-23 SA-C-59-30-471	99,840	{ 15 6 15 6 }	50 6	501,480
do	....	3544	1	do	June 1918	23-23 SA-C-59-30-475-D	99,840	{ 15 6 15 6 }	50 6	505,480

UNION PACIFIC RAILROAD COMPANY

Tenders Used						Total				Remarks
Note: Tenders shown between horizontal lines are used behind the class of locomotive listed in same space.						Wheel Base		Weight Engine and Tender Loaded	Length Over-All Engine and Tender	
Capacity			Weight							
Water	Coal	Oil	Empty	Loaded						
Gal. 9,000	Tons	Gals. 3,964	Lbs. 83,650	Lbs. 191,050	Ft. 23	In. 6	Lbs. 463,200	Ft. 80	In. 11½	
9,000	....	2,940	68,980	168,000	23	6	399,500	78	10½	
9,000	....	2,980	73,280	172,120	18	10	413,300	73	10½	
7,000	....	2,896	54,850	136,700	21	10	357,000	73	5½	
9,000	....	2,940	60,110	158,630	23	6	394,570	78	11½	
9,000	....	2,940	83,650	182,650	23	6	418,590	78	11½	
9,000	....	3,748	68,980	174,600	23	6	452,600	80	11½	
12,000	....	5,200	115,000	248,600	25	2	526,600	83	0½	
10,000	....	3,730	86,900	202,200	23	6	480,200	81	1½	
9,000	....	3,748	68,980	174,600	23	6	445,400	80	11½	
10,000	....	3,730	86,900	202,200	23	6	478,000	81	1½	
12,000	....	5,200	85,680	227,280	25	8	728,760	98	9½	
18,000	....	6,010	129,300	322,000	26	8	823,480	101	3½	
12,000	....	5,480	85,680	230,480	25	8	731,960	98	9½	
12,000	20	.....	79,000	219,000	25	8	724,480	98	9½	
13,500	20	.....	82,400	236,500	25	8	741,980	98	9½	
12,000	....	5,200	85,680	227,280	25	8	728,760	98	9½	
18,000	....	6,010	129,300	322,000	26	8	823,480	101	3½	
12,000	....	5,480	85,680	230,480	25	8	731,960	98	9½	
12,000	20	.....	79,000	219,000	25	8	724,480	98	9½	
13,500	20	.....	82,400	236,500	25	8	741,980	98	9½	
12,000	....	5,200	85,680	227,280	25	8	728,760	98	9½	
18,000	....	6,010	129,300	322,000	26	8	823,480	101	3½	
12,000	....	5,480	85,680	230,480	25	8	731,960	98	9½	
12,000	20	.....	79,000	219,000	25	8	724,480	98	9½	
13,500	20	.....	82,400	236,500	25	8	741,980	98	9½	
12,000	....	5,200	85,680	227,280	25	8	728,760	98	9½	
18,000	....	6,010	129,300	322,000	26	8	823,480	101	3½	
12,000	....	5,480	85,680	230,480	25	8	731,960	98	9½	
12,000	20	.....	79,000	219,000	25	8	724,480	98	9½	
13,500	20	.....	82,400	236,500	25	8	741,980	98	9½	

STEAM LOCOMOTIVES—Continued

Locomotives										
Initials	Num- bers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	Wheel Base		Weight of Engine only in Working Order
	From	To		By Whom	Date			Driving Wheel Centers	Total	
						23-23	Lbs.	Ft. In.	Ft. In.	Lbs.
UP	3550	3558	5	American	July 1924	SA-C-59-30-471	99,840	$\left\{ \begin{smallmatrix} 15 & 6 \\ 15 & 6 \\ 15 & 6 \end{smallmatrix} \right\}$	50 6	501,480
do	3559	3563	3	do	Aug. 1924	do	99,840	$\left\{ \begin{smallmatrix} 15 & 6 \\ 15 & 6 \\ 15 & 6 \end{smallmatrix} \right\}$	50 6	501,480
OSL	....	3566	1	do	Jan. 1923	do	99,840	$\left\{ \begin{smallmatrix} 15 & 6 \\ 15 & 6 \\ 15 & 6 \end{smallmatrix} \right\}$	50 6	501,480
OWR&N	3567	3568	2	do	Mar. 1923	do	99,840	$\left\{ \begin{smallmatrix} 15 & 6 \\ 15 & 6 \\ 15 & 6 \end{smallmatrix} \right\}$	50 6	501,480
						22-22				
UP	....	3800	1	do	Aug. 1936	CS-A-69-32-403	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	572,030
do	3801	3802	2	do	do	CS-A-69-32-406	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	594,610
do	3803	3804	2	do	do	CS-A-69-32-403	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	572,030
do	....	3805	1	do	do	CS-A-69-32-406	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	594,610
do	....	3806	1	do	do	CS-A-69-32-403	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	572,030
do	....	3807	1	do	do	CS-A-69-32-406	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	594,610
do	3808	3809	2	do	do	CS-A-69-32-403	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	572,030
do	....	3810	1	do	do	CS-A-69-32-401	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	592,400
do	....	3811	1	do	do	CS-A-69-32-400	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	569,820
do	....	3812	1	do	do	CS-A-69-32-401	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	592,400
do	3813	3814	2	do	do	CS-A-69-32-400	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	569,820
do	....	3815	1	do	July 1937	CS-A-69-32-406	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	594,610
do	3816	3817	2	do	June 1937	CS-A-69-32-407	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	584,950
do	3818	3821	4	do	July 1937	do	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	584,950
do	....	3822	1	do	do	CS-A-69-32-406	97,400	$\left\{ \begin{smallmatrix} 12 & 2 \\ 12 & 2 \end{smallmatrix} \right\}$	59 11	594,610

UNION PACIFIC RAILROAD COMPANY

Tenders Used						Total			Remarks	
Note: Tenders shown between horizontal lines are used behind the class of locomotive listed in same space.						Weight Engine and Tender Loaded		Length Over-All Engine and Tender		
Capacity			Weight		Wheel Base					
Water	Coal	Oil	Empty	Loaded						
Gal.	Tons	Gals.	Lbs.	Lbs.	Ft.	In.	Lbs.	Ft.	In.	
12,000	....	5,200	85,680	227,280	25	8	728,760	98	9½	
18,000	....	6,010	129,300	322,000	26	8	823,480	101	3¾	
12,000	....	5,480	85,680	230,480	25	8	731,960	98	9½	
.....										
18,106	....	6,000	123,100	322,600	26	10	894,630	110	7½	
18,106	....	6,000	123,100	322,600	26	10	917,210	111	6¾	
18,106	....	6,000	123,100	322,600	26	10	894,630	110	7½	
18,106	....	6,000	123,100	322,600	26	10	917,210	111	6¾	
18,106	....	6,000	123,100	322,600	26	10	894,630	110	7½	
18,106	....	6,000	123,100	322,600	26	10	917,210	111	6¾	
18,106	....	6,000	123,100	322,600	26	10	894,630	110	7½	
18,106	....	6,000	123,100	322,600	26	10	915,000	111	6¾	
18,106	....	6,000	123,100	322,600	26	10	892,420	110	7½	
18,106	....	6,000	123,100	322,600	26	10	915,000	111	6¾	
18,106	....	6,000	123,100	322,600	26	10	892,420	110	7½	
18,106	....	6,000	123,100	322,600	26	10	917,210	111	6¾	
18,900	....	6,000	123,100	329,380	26	10	914,330	110	7½	
.....										
18,106	....	6,000	123,100	322,600	26	10	917,210	111	6¾	

STEAM LOCOMOTIVES—Continued

Locomotives										
Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	Wheel Base		Weight of Engine only in Working Order
	From	To		By Whom	Date			Driving Wheel Centers	Total	
							Lbs.	Ft. In.	Ft. In.	Lbs.
UP	3823	3827	5	American	July 1937	CS-A-69-32-407	97,400	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	59 11	584,950
do	....	3828	1	do	do	CS-A-69-32-406	97,400	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	59 11	594,610
do	....	3829	1	do	do	CS-A-69-32-407	97,400	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	59 11	584,950
do	3830	3834	5	do	Aug. 1937	do	97,400	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	59 11	584,950
do	....	3835	1	do	do	CS-A-69-32-406	97,400	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	59 11	594,610
do	3836	3839	4	do	do	CS-A-69-32-407	97,400	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	59 11	584,950
do	3930	3932	3	do	Aug. 1944	4-6-6-4-5-69-32-406-MB	97,350	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	60 4½	634,500
do	3933	3940	8	do	Sept. 1944	do	97,350	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	60 4½	634,500
do	3941	3949	9	do	Oct. 1944	do	97,350	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	60 4½	634,500
do	3950	3954	5	do	May 1942	4-6-6-4-3-69-32-404-MB	97,350	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	60 4½	627,000
do	3955	3963	9	do	June 1942	do	97,350	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	60 4½	627,000
do	3964	3969	6	do	July 1942	do	97,350	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	60 4½	627,000
do	3975	3979	5	do	June 1943	4-6-6-4-69-32-404	97,350	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	60 4½	627,900
do	3980	3984	5	do	July 1943	do	97,350	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	60 4½	627,900
do	3985	3986	2	do	do	4-6-6-4-69-32-407-MB	97,350	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	60 4½	633,500
do	3987	3995	9	do	Aug. 1943	do	97,350	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	60 4½	633,500
do	3996	3999	4	do	Sept. 1943	do	97,350	$\begin{Bmatrix} 12 & 2 \\ 12 & 2 \end{Bmatrix}$	60 4½	633,500
do	4000	4016	17	do	Dec. 1941	23¾x23¾ 4-8-8-4-68-32-540-MB	135,375	$\begin{Bmatrix} 18 & 3 \\ 18 & 3 \end{Bmatrix}$	72 5½	762,000
do	4017	4019	3	do	Jan. 1942	do	135,375	$\begin{Bmatrix} 18 & 3 \\ 18 & 3 \end{Bmatrix}$	72 5½	762,000
do	4020	4024	5	do	Nov. 1944	23¾x23¾ 4-8-8-4-68-32-545-MB	135,375	$\begin{Bmatrix} 18 & 3 \\ 18 & 3 \end{Bmatrix}$	72 5½	772,250
LA&SL	4244	4244	1	Lima	Mar. 1921	S-51-21/26-157	34,400	11 0	11 0	157,500
do	4245	4246	2	do	do	do	38,220	11 0	11 0	157,500
UP	4407	4407	1	Baldwin	Apr. 1913	S-51-19/26-155	31,290	11 0	11 0	154,680
do	4410	4410	1	do	do	do	31,290	11 0	11 0	154,680

UNION PACIFIC RAILROAD COMPANY

Tenders Used						Total		Remarks
Note: Tenders shown between horizontal lines are used behind the class of locomotive listed in same space.						Weight Engine and Tender Loaded	Length Over-All Engine and Tender	
Capacity			Weight		Wheel Base	Lbs.	Ft. In.	
Water	Coal	Oil	Empty	Loaded				
Gal.	Tons	Gals.	Lbs.	Lbs.	Ft. In.	Lbs.	Ft. In.	
18,900	....	6,000	123,100	329,380	26 10	914,330	110 7½	
18,106	....	6,000	123,100	322,600	26 10	917,210	111 6½	
18,900	....	6,000	123,100	329,380	26 10	914,330	110 7½	
18,106	....	6,000	123,100	322,600	26 10	917,210	111 6½	
18,900	....	6,000	123,100	329,380	26 10	914,330	110 7½	
25,000	28	.....	172,300	436,500	32 8	1,071,000	121 10½	
25,000	28	.....	172,300	436,500	32 8	1,063,500	121 10½	
25,000	....	5,945	184,600	441,900	32 8	1,069,800	121 10½	
25,000	28	.....	172,300	436,500	32 8	1,070,000	121 10½	
24,000	28	.....	171,500	427,500	32 8	1,189,500	132 9½	
25,000	28	.....	172,300	436,500	32 8	1,208,750	132 9½	
4,500	....	1,620	44,350	94,710	16 6	252,210	58 7	
4,000	....	1,522	43,550	89,320	16 6	244,000	59 0½	
7,000	....	2,940	54,850	137,200	18 0	291,880	61 1¼	

STEAM LOCOMOTIVES—Continued

Locomotives										
Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	Wheel Base		Weight of Engine only in Working Order
	From	To		By Whom	Date			Driving Wheel Centers	Total	
UP		4412	1	Baldwin	Apr. 1913	S-51-19/26-155	Lbs. 31,290	Ft. In. 11 0	Ft. In. 11 0	Lbs. 154,680
do		4414	1	do	do	do	31,290	11 0	11 0	154,680
do		4417	1	Lima	Aug. 1914	do	31,290	11 0	11 0	154,680
do		4420	1	do	do	do	31,290	11 0	11 0	154,680
do		4422	1	Baldwin	July 1916	S-51-21/26-156	38,220	11 0	11 0	156,000
do		4425	2	do	do	do	38,220	11 0	11 0	156,000
do		4433	1	do	Mar. 1918	do	38,220	11 0	11 0	156,000
do		4434	1	do	do	do	38,220	11 0	11 0	156,000
do		4436	1	do	do	do	38,220	11 0	11 0	156,000
do		4437	1	do	do	do	38,220	11 0	11 0	156,000
do		4439	1	do	do	do	34,400	11 0	11 0	156,000
do		4442	1	do	do	do	38,220	11 0	11 0	156,000
do		4444	1	do	Mar. 1919	do	38,220	11 0	11 0	156,000
do		4446	4	do	do	do	38,220	11 0	11 0	156,000
do		4451	1	Lima	Oct. 1920	S-51-21/26-159	38,220	11 0	11 0	159,000
do		4453	1	do	do	do	38,220	11 0	11 0	159,000
do		4456	1	do	do	do	38,220	11 0	11 0	159,000
do		4459	1	do	do	do	38,220	11 0	11 0	159,000
do	4460	4462	3	do	do	do	38,220	11 0	11 0	159,000
do		4464	1	do	do	do	38,220	11 0	11 0	159,000
do	4466	4467	2	do	do	do	38,220	11 0	11 0	159,000
do		4468	1	do	do	do	34,400	11 0	11 0	159,000
do		4471	1	do	do	do	38,220	11 0	11 0	159,000
do		4474	2	do	do	do	38,220	11 0	11 0	159,000
do		4477	3	do	do	do	38,220	11 0	11 0	159,000
do		4480	1	do	Nov. 1920	do	38,220	11 0	11 0	159,000
do		4600	1	American	Dec. 1918	S-51-21/28-165	41,160	11 0	11 0	165,000
do		4602	2	do	do	do	41,160	11 0	11 0	165,000
do		4604	1	do	do	do	41,160	11 0	11 0	165,000
do		4605	1	do	do	do	41,160	11 0	11 0	165,000
do		4607	1	do	do	do	41,160	11 0	11 0	165,000
OSL		4752	1	Baldwin	July 1918	S-51-21/26-156	38,220	11 0	11 0	156,000
do	4753	4754	2	American	Jan. 1919	S-51-21/28-165	41,160	11 0	11 0	165,000
OWR&N		4909	1	Baldwin	May 1911	S-51-19/26-140	27,376	11 0	11 0	140,000
do		4914	1	do	do	do	27,376	11 0	11 0	140,000
do		4917	1	do	Apr. 1913	S-51-19/26-145	27,376	11 0	11 0	145,000
do		4918	1	do	do	do	27,376	11 0	11 0	145,000
do	4919	4920	2	do	do	do	27,376	11 0	11 0	145,000
do	4921	4922	2	do	do	do	27,376	11 0	11 0	145,000
do	4923	4924	2	Lima	Aug. 1914	S-51-19/26-155	31,290	11 0	11 0	154,680

UNION PACIFIC RAILROAD COMPANY

Tenders Used						Total			Remarks	
Note: Tenders shown between horizontal lines are used behind the class of locomotive listed in same space.						Weight Engine and Tender Loaded			Length Over-All Engine and Tender	
Capacity			Weight		Wheel Base					
Water	Coal	Oil	Empty	Loaded						
Gal. 4,000	Tons	Gals. 1,522	Lbs. 43,550	Lbs. 89,320	Ft. 16	In. 6	Lbs. 244,000	Ft. 59	In. 0 $\frac{3}{8}$	
7,000		2,940	54,850	137,200	18	0	291,880	61	1 $\frac{3}{4}$	
7,000		2,940	54,850	137,200	18	0	291,880	61	1 $\frac{3}{4}$	
4,500	6		40,200	89,600	16	6	244,280	59	0 $\frac{3}{8}$	
4,500	6		44,350	93,750	16	6	249,750	58	6 $\frac{3}{8}$	
.....										
9,000		2,420	60,110	154,370	23	6	310,370	66	5 $\frac{1}{2}$	
7,000		2,420	54,850	132,940	18	0	288,940	60	11 $\frac{1}{2}$	
4,500	6		44,350	93,750	16	6	249,750	58	6 $\frac{3}{8}$	
9,000		2,420	60,110	154,370	23	6	310,370	66	5 $\frac{1}{2}$	
4,500	6		44,350	93,750	16	6	249,750	58	6 $\frac{3}{8}$	
.....										
4,500	6		43,400	92,800	16	6	251,800	58	7	
.....										
4,500		1,512	47,550	95,390	16	6	254,390	58	7	
4,500	6		43,400	92,800	16	6	251,800	58	7	
4,500		1,776	47,550	95,390	16	6	254,390	58	7	
4,500	6		43,400	92,800	16	6	251,800	58	7	
4,500		1,776	47,550	95,390	16	6	254,390	58	7	
4,500	6		43,400	92,800	16	6	251,800	58	7	
.....										
8,000	12		69,000	159,700	21	8	324,700	66	8 $\frac{5}{8}$	
.....										
8,000	12		65,600	156,300	21	8	321,300	66	8 $\frac{5}{8}$	
8,000	12		69,000	159,700	21	8	324,700	66	8 $\frac{5}{8}$	
.....										
4,500		1,620	44,350	94,710	16	6	250,710	58	6 $\frac{3}{8}$	
8,000		2,545	71,600	159,170	21	8	324,170	66	8 $\frac{5}{8}$	
4,000		1,020	43,550	85,040	16	6	225,040	59	0 $\frac{3}{8}$	
4,000		1,522	43,550	89,320	16	6	229,320	59	0 $\frac{3}{8}$	
4,000		1,522	43,550	89,320	16	6	229,320	59	0 $\frac{3}{8}$	
4,000		2,556	50,160	103,950	16	6	248,950	59	0 $\frac{3}{8}$	
4,000		1,020	43,550	85,040	16	6	230,040	59	0 $\frac{3}{8}$	
4,000		1,020	43,550	85,040	16	6	230,040	59	0 $\frac{3}{8}$	
4,000		1,522	43,550	89,320	16	6	244,000	59	0 $\frac{3}{8}$	

STEAM LOCOMOTIVES—Continued

Locomotives										
Initials	Num- bers		Number in Equipment	Built		Class Designation	Max. Trac- tive Force	Wheel Base		Weight of Engine only in Working Order
	From	To		By Whom	Date			Driving Wheel Centers	Total	
OWR&N	....	4925	1	Lima	Aug. 1914	S-51-10/26-155	Lbs. 31,290	Ft. In. 11 0	Ft. In. 11 0	Lbs. 154,680
do	....	4926	1	do	do	do	31,290	11 0	11 0	154,680
do	....	4928	1	Baldwin	Apr. 1905	S-57-20/26-146	27,915	11 4	11 4	146,400
UP	5002	5004	2	do	July 1917	TTT-63-29½/30-291	70,450	22 6	41 5	361,500
do	....	5005	1	do	Aug. 1917	do	70,450	22 6	41 5	361,500
do	....	5006	1	do	Sept. 1917	do	70,450	22 6	41 5	361,500
do	....	5008	1	do	do	TTT-63-29½/30-290	70,450	22 6	41 5	375,100
do	....	5009	1	do	Oct. 1917	TTT-63-29½/30-291	70,450	22 6	41 5	361,500
do	....	5014	1	do	June 1919	TTT-63-29½/30-290	70,450	22 6	41 5	375,100
do	5015	5022	8	do	Sept. 1920	{ TTT-63-29½/30- 286-D }	70,450	22 6	41 5	382,100
do	5023	5024	2	do	do	TTT-63-29½/30-284	70,450	22 6	41 5	379,850
do	....	5025	1	do	do	{ TTT-63-29½/30- 286-D }	70,450	22 6	41 5	382,100
do	....	5026	1	do	do	TTT-63-29½/30-284	70,450	22 6	41 5	379,850
do	5027	5034	8	do	Oct. 1920	{ TTT-63-29½/30- 286-D }	70,450	22 6	41 5	382,100
do	....	5035	1	do	Nov. 1920	TTT-63-29½/30-284	70,450	22 6	41 5	379,850
do	....	5036	1	do	do	{ TTT-63-29½/30- 286-D }	70,450	22 6	41 5	382,100
do	....	5037	1	do	do	TTT-63-29½/30-284	70,450	22 6	41 5	379,850
do	5038	5039	2	do	do	{ TTT-63-29½/30- 286-D }	70,450	22 6	41 5	382,100
do	5040	5047	7	American	Aug. 1923	{ TTT-63-29½/30- 308-BK }	70,450	22 6	41 5	397,100
do	....	5048	1	do	Sept. 1923	do	70,450	22 6	41 5	397,100
do	....	5049	1	do	do	{ TTT-63-29½/30- 311-BK }	70,450	22 6	41 5	397,100
do	5050	5052	3	Baldwin	Aug. 1923	do	70,450	22 6	41 5	397,100
do	....	5053	1	Lima	July 1922	{ TTT-63-29½/30- 309-BK }	70,450	22 6	41 5	397,400
do	....	5054	1	do	do	TTT-63-29½/30- 309-D	70,450	22 6	41 5	397,400
do	....	5055	1	do	Aug. 1923	do	70,450	22 6	41 5	397,400
do	....	5056	1	do	do	{ TTT-63-29½/30- 311-D }	70,450	22 6	41 5	397,100
do	....	5057	1	do	do	{ TTT-63-29½/30- 309-BK }	70,450	22 6	41 5	397,400
do	5058	5068	11	do	July 1923	{ TTT-63-29½/30- 311-D }	70,450	22 6	41 5	397,400

UNION PACIFIC RAILROAD COMPANY

Tenders Used						Total			Remarks	
Note: Tenders shown between horizontal lines are used behind the class of locomotive listed in same space.						Weight Engine and Tender Loaded			Length Over-All Engine and Tender	
Capacity			Weight		Wheel Base					
Water	Coal	Oil	Empty	Loaded						
Gal. 4,000	Tons	Gals. 1,522	Lbs. 43,550	Lbs. 89,320	Ft. 16	In. 6	Lbs. 244,000	Ft. 59	In. 0½	
4,000		1,522	43,550	89,320	16	6	244,000	59	0½	
4,000		1,522	43,550	89,320	16	6	235,720	59	10½	
12,000		5,480	85,680	230,000	25	8	591,980	91	2	
13,500		5,480	88,500	246,030	25	8	607,530	91	2	
15,000		5,480	126,040	294,740	31	6	656,240	97	6	
15,000		5,675	128,500	296,400	26	8	657,900	93	8¼	
18,000		6,010	129,300	322,000	26	8	683,500	93	8¼	
13,500		5,480	88,500	246,030	25	8	621,130	91	2	
13,500		5,480	88,500	246,030	25	8	607,530	91	2	
13,500		5,480	88,500	246,030	25	8	621,130	91	2	
12,000	20		78,100	218,100	25	8	600,200	91	2	
21,000	25		151,300	376,340	36	1	758,440	102	4½	
18,000	22		111,700	299,300	26	8	681,400	93	8¼	
18,000	22		122,900	310,500	26	8	692,600	93	8¼	
12,000		5,480	85,680	230,480	25	8	610,330	91	2	
13,500		5,480	88,500	246,030	25	8	625,880	91	2	
18,000		6,010	129,300	322,000	26	8	701,850	93	8¼	
12,000	20		78,100	218,100	25	8	600,200	91	2	
13,500		5,480	88,500	246,030	25	8	625,880	91	2	
12,000	20		78,100	218,100	25	8	600,200	91	2	
13,500		5,480	88,500	246,030	25	8	625,880	91	2	
12,000	20		78,100	218,100	25	8	600,200	91	2	
13,500		5,480	88,500	246,030	25	8	625,880	91	2	
12,000	20		78,100	218,100	25	8	600,200	91	2	
18,000	22		122,900	310,500	26	8	692,600	93	8¼	
12,000	20		78,100	218,100	25	8	615,200	91	2	
18,000	22		122,900	310,500	26	8	707,600	93	8¼	
12,000	20		78,100	218,100	25	8	615,200	91	2	
18,000	22		122,900	310,500	26	8	707,600	93	8¼	
12,000	20		78,100	218,100	25	8	615,500	91	2	
18,000	22		122,900	310,500	26	8	707,900	93	8¼	
.....										
12,000	20		78,100	218,100	25	8	615,200	91	2	
18,000	22		122,900	310,500	26	8	707,600	93	8¼	
12,000	20		78,100	218,100	25	8	615,500	91	2	
18,000	22		122,900	310,500	26	8	707,900	93	8¼	
12,000	20		78,100	218,100	25	8	615,200	91	2	
18,000	22		122,900	310,500	26	8	707,600	93	8¼	

STEAM LOCOMOTIVES—Continued

Locomotives										
Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	Wheel Base		Weight of Engine only in Working Order
	From	To		By Whom	Date			Driving Wheel Centers	Total	
UP	....	5069	1	Lima	July 1923	{ TTT-63-29½/30-309-D }	70,450	Ft. 22 6	In. 41 5	Lbs. 397,400
do	5071	5072	2	do	Sept. 1923	{ TTT-63-29½/30-309-BK }	70,450	22 6	41 5	397,400
do	5073	5077	4	do	do	{ TTT-63-29½/30-309-D }	70,450	22 6	41 5	397,400
do	....	5078	1	do	do	{ TTT-63-29½/30-311-D }	70,450	22 6	41 5	397,100
do	5079	5082	4	do	do	{ TTT-63-29½/30-309-D }	70,450	22 6	41 5	397,400
do	....	5083	1	do	Oct. 1923	TTT-63-29½/30-298	70,450	22 6	41 5	387,100
do	5084	5089	6	do	do	{ TTT-63-29½/30-309-D }	70,450	22 6	41 5	397,400
LA&SL	....	5090	1	American	May 1925	FTT-63-27/32-307	72,400	22 6	44 1	405,700
do	5091	5097	5	do	June 1926	do	72,400	22 6	44 1	405,700
OSL	5300	5305	6	Baldwin	Feb. 1918	{ TTT-63-29½/30-286-D }	70,450	22 6	41 5	382,100
UP	5307	5313	6	American	July 1923	{ TTT-63-29½/30-308-D }	70,450	22 6	41 5	397,100
OSL	....	5315	1	Baldwin	Mar. 1923	TTT-63-29½/30-291	70,450	22 6	41 5	384,800
do	5316	5317	2	do	Apr. 1923	do	70,450	22 6	41 5	384,800
do	....	5318	1	do	do	{ TTT-63-29½/30-304-D }	70,450	22 6	41 5	391,000
OWR&N	....	5400	1	do	Feb. 1923	TTT-63-29½/30-291	70,450	22 6	41 5	384,800
do	....	5401	1	do	do	TTT-63-29½/30-287	70,450	22 6	41 5	379,300
do	5402	5403	2	do	do	TTT-63-29½/30-291	70,450	22 6	41 5	384,800
do	5404	5408	5	do	Mar. 1923	do	70,450	22 6	41 5	384,800
do	....	5410	1	do	Apr. 1923	do	70,450	22 6	41 5	384,800
do	....	5414	1	do	May 1923	do	70,450	22 6	41 5	384,800
UP	5501	5514	10	do	Sept. 1923	TTT-63-29½/30-298	70,450	22 6	41 5	387,100
do	5515	5522	6	do	July 1924	TTT-63-29½/30-298	70,450	22 6	41 5	383,000
do	....	5524	1	do	Aug. 1924	do	70,450	22 6	41 5	383,000
LA&SL	....	5525	1	do	Sept. 1917	TTT-63-29½/30-290	70,450	22 6	41 5	375,100
do	5526	5527	2	do	May 1919	do	70,450	22 6	41 5	375,100
do	5528	5529	2	do	June 1919	do	70,450	22 6	41 5	375,100
do	....	6007	1	do	Jan. 1904	C-57-21/30-176	39,458	15 8	24 4	196,400
do	6018	6035	4	do	Jan. 1905	C-57-22/30-198	43,305	15 8	24 4	220,500
do	6041	6050	4	do	Feb. 1907	do	43,305	15 8	24 4	220,500
do	6051	6054	3	do	Oct. 1907	do	43,305	15 8	24 4	220,500
do	6070	6080	4	American	Feb. 1908	do	43,305	15 8	24 4	220,500

UNION PACIFIC RAILROAD COMPANY

Tenders Used						Total				Remarks
Note: Tenders shown between horizontal lines are used behind the class of locomotive listed in same space.						Weight Engine and Tender Loaded	Length Over-All Engine and Tender			
Capacity			Weight		Wheel Base					
Water	Coal	Oil	Empty	Loaded						
Gal. 12,000 18,000	Tons 20 22	Gals.	Lbs. 78,100 122,900	Lbs. 218,100 310,500	Ft. 25 26	In. 8 8	Lbs. 615,500 707,900	Ft. 91 93	In. 2 8¾	
12,000	20	.....	78,100	218,100	25	8	615,500	91	2	
18,000	22	.....	122,900	310,500	26	8	707,900	93	8¾	
12,000 18,000	20 22	.....	78,100 122,900	218,100 310,500	25 26	8 8	615,200 707,600	91 93	2 8¾	
12,000 18,000	20 22	.....	78,100 122,900	218,100 310,500	25 26	8 8	615,500 707,900	91 93	2 8¾	
13,500	....	5,480	88,500	246,030	25	8	633,130	91	2	
12,000 18,000	20 22	.....	78,100 122,900	218,100 310,500	25 26	8 8	615,500 707,900	91 93	2 8¾	
18,000	....	5,217	127,300	308,916	26	8	714,616	96	4¾	
12,000	20	.....	78,100	218,100	25	8	600,200	91	2	
12,000 18,000	20 22	.....	78,100 122,900	218,100 310,500	25 26	8 8	615,200 707,600	91 93	2 8¾	
12,000	....	5,420	109,260	252,620	25	2	637,420	91	2	
12,000	....	5,420	85,680	230,000	25	8	614,800	91	2	
13,500	....	5,480	88,500	246,030	25	8	630,830	91	2	
12,000	20	.....	78,100	218,100	25	8	609,100	91	2	
12,000	....	5,420	109,260	252,620	25	2	637,420	91	2	
12,000	....	5,420	85,680	230,000	25	8	614,800	91	2	
13,500	....	5,480	88,500	246,030	25	8	630,830	91	2	
12,000	....	5,420	109,260	252,620	25	2	631,920	91	2	
13,500	....	5,480	88,500	246,030	25	8	625,330	91	2	
12,000	....	5,420	109,260	252,620	25	2	637,420	91	2	
12,000	....	5,420	85,680	230,000	25	8	614,800	91	2	
13,500	....	5,480	88,500	246,030	25	8	630,830	91	2	
12,000	....	5,480	85,200	230,000	25	8	617,100	91	2	
13,500	....	5,480	88,500	246,030	25	8	633,130	91	2	
18,000	....	6,010	129,300	322,000	26	8	609,100	93	8¾	
12,000	....	5,480	85,680	230,480	25	8	613,480	91	2	
13,500	....	5,480	88,500	246,030	25	8	629,030	91	2	
15,000	....	5,480	126,040	294,740	31	6	677,740	97	6	
12,000	....	5,480	85,680	230,480	25	8	605,580	91	2	
13,500	....	5,480	88,500	246,030	25	8	621,130	91	2	
15,000	....	5,480	126,040	294,740	31	6	669,840	97	6	
15,000	....	5,675	128,500	296,400	26	8	671,500	93	8¾	
18,000	....	6,010	122,900	322,000	26	8	697,100	93	8¾	
7,000	....	2,940	54,850	137,600	18	0	333,600	66	5¾	
7,000	....	2,940	54,850	137,200	18	0	357,700	67	2¾	
9,000	....	3,226	60,110	161,470	23	6	381,970	72	8¾	
9,000	....	2,940	60,110	158,630	23	6	379,130	72	8¾	
6,340	....	2,118	54,840	125,000	18	0	345,500	67	0¾	
7,000	....	3,226	54,850	139,550	18	0	360,050	67	2¾	

Locomotives											
Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	Wheel Base		Weight of Engine only in Working Order	
	From	To		By Whom	Date			Driving Wheel Centers	Total		
UP	7000	7001	2	American	Dec. 1922	MT-73-29/28-256-D	Lbs. 54,838	Ft. 19 6	In. 41 3	Lbs. 378,380	
do	....	7002	1	do	do	MT-73-29/28-261-D	54,838	19 6	41 3	381,010	
do	7003	7008	6	do	do	MT-73-29/28-256-D	54,838	19 6	41 3	378,380	
do	7010	7019	10	do	do	MT-73-29/28-256	54,838	19 6	41 3	366,360	
do	....	7020	1	do	do	MT-73-29/28-256-D	54,838	19 6	41 3	378,380	
do	....	7021	1	do	do	MT-73-29/28-256	54,838	19 6	41 3	366,360	
do	....	7022	1	do	do	MT-73-29/28-256-D	54,838	19 6	41 3	378,380	
do	7023	7024	2	do	do	MT-73-29/28-256	54,838	19 6	41 3	366,360	
do	7025	7039	15	do	do	MT-73-29/28-256-D	54,838	19 6	41 3	378,380	
LA&SL UP	7850 7865	7864 7869	14 5	do do	Jan. 1923 July 1924	MT-73-29/28-256 do	54,838 54,838	19 6 19 6	41 3 41 3	366,360 366,360	
do	....	9000	1	do	Mar. 1926	UP-67-31-32-368-BK	96,650	30 8	52 4	495,000	
do	9001	9011	11	do	Aug. 1926	do	96,650	30 8	52 4	495,000	
do	9012	9014	3	do	Sept. 1926	do	96,650	30 8	52 4	495,000	
do	9015	9017	3	do	June 1928	UP-67-31-32-369-BK	96,650	30 8	52 4	496,500	
do	9019	9029	11	do	July 1928	do	96,650	30 8	52 4	496,500	
do	9030	9031	2	do	July 1929	UP-67-31-32-370-BK	96,650	30 8	52 4	496,500	
do	9032	9046	15	do	Aug. 1929	do	96,650	30 8	52 4	496,500	
do	9047	9052	6	do	Sept. 1929	do	96,650	30 8	52 4	496,500	
do	9053	9054	2	do	Oct. 1929	do	96,650	30 8	52 4	496,500	
do	9055	9059	5	do	July 1928	UP-67-31-32-369-BK	96,650	30 8	52 4	496,500	
do	9060	9062	3	do	Aug. 1928	do	96,650	30 8	52 4	496,500	
do	9078	9086	9	do	Aug. 1930	UP-67-31-32-372-BK	96,650	30 8	52 4	515,000	
do	....	9087	1	do	Sept. 1930	do	96,650	30 8	52 4	515,000	
OSL	9500	9514	15	do	July 1930	do	96,650	30 8	52 4	515,000	

Tenders Used						Total			Remarks	
Note: Tenders shown between horizontal lines are used behind the class of locomotive listed in same space.							Weight Engine and Tender Loaded	Length Over- All Engine and Tender		
Capacity			Weight		Wheel Base					
Water	Coal	Oil	Empty	Loaded						
Gals. 12,000 15,000	Tons 20 21	Gals.	Lbs. 100,900 122,500	Lbs. 237,800 287,000	Ft. 25 26	In. 2 8	Lbs. 616,180 665,380	Ft. 91 93	In. 4½ 10½	
15,000	21	.....	124,400	288,900	26	8	669,910	93	10½	
12,000 15,000	20 21	..... .....	100,900 122,500	237,800 287,000	25 26	2 8	616,180 665,380	91 93	4½ 10½	
12,000 12,000 15,000	.... .... ....	5,480 5,480 5,480	112,200 109,800 126,040	249,880 250,980 294,740	25 25 31	2 2 6	616,240 617,340 661,100	91 91 97	4½ 4½ 8½	
12,000 15,000	20 21	..... .....	100,900 122,500	237,800 287,000	25 26	2 8	616,180 665,380	91 93	4½ 10½	
12,000 12,000 15,000	.... .... ....	5,480 5,480 5,480	112,200 109,800 126,040	249,880 250,980 294,740	25 25 31	2 2 6	616,240 617,340 661,100	91 91 97	4½ 4½ 8½	
12,000 15,000	20 21	..... .....	100,900 122,500	237,800 287,000	25 26	2 8	616,180 665,380	91 93	4½ 10½	
12,000 12,000 15,000	.... .... ....	5,480 5,480 5,480	112,200 109,800 126,040	249,880 250,980 294,740	25 25 31	2 2 6	616,240 617,340 661,100	91 91 97	4½ 4½ 8½	
12,000 15,000	20 21	..... .....	100,900 122,500	237,800 287,000	25 26	2 8	616,180 665,380	91 93	4½ 10½	
12,000 12,000 15,000	.... .... ....	5,480 5,480 5,480	112,200 109,800 126,040	249,880 250,980 294,740	25 25 31	2 2 6	616,240 617,340 661,100	91 91 97	4½ 4½ 8½	
18,000	22 ..... .....	..... ..... .....	122,900	310,500	26	8	805,500	103	1½	
18,000	22 ..... .....	..... ..... .....	122,900	310,500	26	8	807,000	103	1½	
18,000	22 ..... .....	..... ..... .....	122,900	310,500	26	8	807,000	103	1½	
18,000	22 ..... .....	..... ..... .....	122,900	310,500	26	8	807,000	103	1½	
18,000	22 ..... .....	..... ..... .....	122,900	310,500	26	8	825,500	103	1½	

UNION PACIFIC RAILROAD COMPANY
STEAM LOCOMOTIVES—WHEEL ARRANGEMENT

Ownership	Type	Class	Series	Wheel Arrangement	Whyte Symbol	Num- ber Owned	Owned by Class
LA&SL	S	Switch	4230-4246	┘ 000	0-6-0	3	.....
UP	do	do	4405-4480	do	do	38	.....
do	do	do	4600-4609	do	do	6	.....
OSL	do	do	4703-4756	do	do	3	.....
OWR&N	do	do	4907-4929	do	do	13	63
UP	T	Ten Wheel	1242-1243	┘o0000	4-6-0	2	.....
OSL	do	do	1573-1587	do	do	1	3
UP	C	Consolidation	105-498	┘o0000	2-8-0	73	.....
OSL	do	do	512-622	do	do	39	.....
OWR&N	do	do	705-768	do	do	25	.....
LA&SL	C	do	6001-6085	do	do	16	153
UP	P	Light-Pacific	2819-2859	┘o0000o	4-6-2	2	.....
LA&SL	do	do	3160	do	do	1	.....
OWR&N	P	do	3200-3217	do	do	5	8
UP	P	Heavy-Pacific	2860-2911	do	do	17	.....
OSL	do	do	3114-3138	do	do	8	.....
OWR&N	P	do	3218-3227	do	do	6	31
UP	MacA	Light-MacArthur	1900-1949	┘o0000o	2-8-2	26	.....
OSL	do	do	2000-2034	do	do	18	.....
OWR&N	MacA	do	2100-2165	do	do	37	81
do	MacA	Heavy-MacArthur	2166-2171	do	do	4	.....
UP	MacA	do	2200-2320	do	do	64	.....
OSL	do	do	2504-2534	do	do	14	.....
do	MacA	do	2555-2564	do	do	9	.....
LA&SL	MacA	do	2700-2735	do	do	15	106
UP	MacA	Spec-MacArthur	2480-2499	do	do	20	.....
OSL	do	do	2535-2554	do	do	16	36
UP	MT	Mountain	7000-7039	┘o00000o	4-8-2	39	.....
LA&SL	do	do	7850-7864	do	do	14	.....
UP	MT	do	7865-7869	do	do	5	58
do	FEF	Four-Eight-Four	800-844	┘o00000o	4-8-4	45	45
OSL	TTT	Two-Ten-Two	5000-5089	┘o00000o	2-10-2	79	.....
UP	do	do	5300-5305	do	do	6	.....
OSL	TTT	do	5306-5313	do	do	6	.....
OSL	TTT	do	5315-5318	do	do	4	.....
OWR&N	TTT	do	5400-5414	do	do	11	.....
UP	TTT	do	5500-5524	do	do	17	.....
LA&SL	TTT	do	5525-5529	do	do	5	128
do	FTT	Four-Ten-Two	5090-5099	┘o00000o	4-10-2	6	6
UP	UP	Union Pacific	9000-9087	┘o000000o	4-12-2	72	.....
OSL	UP	do	9500-9514	do	do	15	87
UP	SA-C	Mallet SA	3500-3564	┘o0000-0000	2-8-8-0	37	.....
OSL	do	do	3565-3566	do	do	1	.....
OWR&N	SA-C	do	3567-3569	do	do	2	40
UP	CS-A	4-6-6-4	3800-3839	┘o0000-0000o	4-6-6-4	40	.....
do	do	do	3930-3999	do	do	65	105
do	4-8-8-4	4-8-8-4	4000-4024	┘o00000-0000o	4-8-8-4	25	25

UNION PACIFIC RAILROAD COMPANY
DIESEL POWER UNITS

Numbers	Number Owned	H. P.	Dia. of Drivers	Average Weight on Drivers	Average Total Weight	Average Starting Tractive Effort (25% Adhesion)	Remarks
CD-05A, B & C.....	2	1200	36"	214,680	214,680	53,670	Jointly owned with C&NW Jointly owned with C&NW
CD-06A, B & C.....	2	1200	36"	214,830	214,830	53,710	
CD-07A, B & C.....	2	1200	36"	212,710	212,710	53,180	
600 to 607.....	8	2000	40"	208,600	313,000	52,150	
600-B, 602-B & 604 to 607-B.....	6	2000	40"	206,400	309,700	51,600	
700 to 707.....	8	2000	40"	230,420	332,800	57,610	
700-B, 702-B to 704-B & 706-B.....	5	2000	40"	225,960	327,900	56,490	
900 to 910.....	11	1500	40"	244,110	244,110	61,030	
900-B to 905-B, 907-B, 909-B.....	8	1500	40"	247,070	247,070	61,770	
900-C to 905-C, 907-C, 909-C.....	8	1500	40"	246,630	246,630	61,660	
926 to 930.....	5	2250	36"	223,740	332,460	55,940	
926-B to 930-B.....	5	2250	36"	224,390	333,440	56,100	
983-B, 983-C.....	2	1800	36"	211,230	313,280	52,810	
984-B, 984-C.....	2	1800	36"	208,580	309,250	52,140	
987, 991 to 997.....	8	2000	36"	222,650	330,830	55,660	
985-B, 987-B, 992-B.....	3	2000	36"	209,740	312,890	52,430	
985-C, 987-C.....	2	2000	36"	211,630	314,310	52,910	
986, 988 to 990, 998, 999..	6	2000	36"	218,580	324,620	54,650	
988-B, 990-B, 994-B, 996-B, 998-B.....	5	2000	36"	214,580	318,460	53,650	
Total Passenger.....	98						
1401 to 1430.....	30	1500	40"	234,550	234,550	58,620	
1432 to 1434.....	3	1500	40"	234,370	234,370	58,620	
1436 to 1450.....	15	1500	40"	233,920	233,920	58,480	
1400-B & C to 1416-B & C	18	1500	40"	226,420	226,420	56,600	Even numbers only
1418-C, 1428-C.....	2	1500	40"	224,540	224,540	56,140	
1430-B & C to 1440-B & C	12	1500	40"	224,590	224,590	56,150	Even numbers only
1500 to 1514.....	15	1500	40"	234,840	234,840	58,740	
1500-B & C to 1524-B & C	26	1500	40"	225,880	225,880	56,470	Even numbers only
1526-B.....	1	1500	40"	225,000	225,000	56,250	
1550 to 1563.....	14	1500	40"	233,630	233,630	58,410	
1550-B & C to 1562-B & C	14	1500	40"	233,650	233,650	58,410	Even numbers only
1600 to 1643.....	44	1500	40"	241,930	241,930	60,480	
1600-B & C to 1642-B & C	44	1500	40"	235,010	235,010	58,750	Even numbers only
Total Freight.....	238						

UNION PACIFIC RAILROAD COMPANY
DIESEL POWER UNITS—Concluded

Numbers	Number Owned	H. P.	Dia. of Drivers	Average Weight on Drivers	Average Total Weight	Average Starting Tractive Effort (25% Adhesion)	Remarks
DS-1000 to DS-1095.....	96	1000	40"	250,660	250,660	62,670	Road Switch—6 wheel trucks Road Switch—4 wheel trucks
DS-1100 to DS-1153.....	54	1000	40"	230,000	230,000	57,500	
DS-1180 to DS-1190.....	11	1500	40"	181,930	264,300	45,480	
DS-1191 to DS-1195.....	5	1500	40"	250,000	250,000	62,500	
DS-1200 to DS-1210.....	11	1000	40"	233,550	233,550	58,390	
DS-1250.....	1	1500	42"	188,670	283,000	47,170	Road Switch—6 wheel trucks
DS-1300 to DS-1304.....	5	1000	40"	241,700	241,700	60,420	All Purpose do Heavy Duty
DS-1325 to DS-1329.....	5	1500	42"	247,640	247,640	61,910	
DS-1340 to DS-1342.....	3	1600	42"	248,070	248,070	62,020	
DS-1360 to DS-1370.....	11	2000	42"	254,090	254,090	63,520	
DS-1399.....	1	380	33"	88,600	88,600	22,150	
DS-1800 to DS-1824.....	25	1200	40"	245,930	245,930	61,480	
Total Road Switch and Switch.....	228						
Total.....	564						

3 "A" and "B" units are articulated, and are counted as one unit.

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
ED...	UP	Motor...	M-16	1	S		Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
do	do	do	M-29	2	S		70 0	69 8	16 9½	Ft. 8 0½	In. 28 1	25 10
do	do	do	M-32	1	S		62 0	61 4	.....	(b) 13 7½	.....	25 0
do	do	do	M-33	2	S		72 0	67 10	.....	(b) 20 5	.....	35 0
do	do	do	M-34	2	S		72 0	67 10	.....	(b) 20 5	.....	35 0
do	do	do	M-35	1	S		72 0	67 10	.....	(b) 20 5	.....	35 0
do	do	do	M-36	1	S		71 0	66 10	.....	(b) 16 6	.....	35 9
do	do	do	M-37	2	S		71 0	66 10	.....	(b) 16 6	.....	35 9
do	do	do	M-38	1	S		71 0	66 10	.....	(b) 16 6	.....	35 9
do	do	do	M-39	2	S		73 0	68 2	23 6½	(b) 13 8½	.....	19 7½
do	do	do	M-40	1	S		73 0	68 2	22 6	(a) 15 2	.....	11 8
do	do	do	M-41	2	S		72 0	67 10	.....	(b) 8 9	.....	.....
do	do	do	M-67	1	S		72 0	67 10	.....	(b) 8 9	.....	.....
do	do	do	M-69	2	S		73 0	68 2	54 6	(b) 17 6	.....	36 0
MB...	do	Mtr. Trlr.	T-10	6	S		71 0	69 8	39 5	(a) 15 1	.....	.....
do	do	do	T-16	2	S		71 0	69 8	39 5	(a) 30 2	.....	.....
BA...	OSL	do	T-51	1	S		31 0	30 6	30 6	(a) 16 3	.....	.....
do	do	do	T-52	1	S		31 6	30 5	14 1¼	(a) 16 3	.....	.....
do	do	do	T-53	2	S		71 0	69 8	54 6	(a) 15 1	.....	.....
			Total	28								

Width Over Side Sills		Height Over Roof		Trucks			Journals		Average Light Weight	Heat		Light					Vestibule		Seating Capacity		Drive		Side Door Baggage					
Ft.	In.	Ft.	In.	No. of Wheels	Steel or Wood	Large	Small	Steam		Heater	Stove	Electric	Pintch	Acetylene	Gas Tanks	Axle System	Oil	Ohd. Cables	Stg. Batt.	Open. Plat.	Wide	Narrow		Toilets	End Doors	Mechanical	Electric	H.P. of Eng. in 100's
9	8	11	9 1/4	4	8	8	0	86,800		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1		1	2	50	1	✓	✓	2
9	8	11	9 1/4	4	8	8	0	96,400	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	44	1	✓	✓	2
9	9 3/8	12	4 3/8	4	8	8	0	105,080	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	66	1	✓	✓	2
9	9 3/8	12	4 3/8	4	8	8	0	103,000	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	66	1	✓	✓	2
9	9 3/8	12	4 3/8	4	8	8	0	114,300	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	66	1	✓	✓	2
9	9 3/8	12	9	4	8	8	0	123,400	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	55	1	✓	✓	2
9	9 3/8	12	9	4	8	8	0	111,250	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	55	1	✓	✓	2
9	9 3/8	12	9	4	8	8	0	120,000	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	40	1	✓	✓	2
9	6	12	8	4	8	8	0	120,000	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	40	1	✓	✓	2
9	9 3/8	12	4 3/8	4	8	8	0	107,160	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	33	24	✓	✓	2
9	6	12	8	4	8	8	0	114,650	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	70	1	✓	✓	2
9	9 3/8	12	9	4	8	8	0	76,460	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	2	2	✓	✓	2
9	9 3/8	12	9	4	8	8	0	76,750	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	2	2	✓	✓	2
9	8	12	3	4	0	0	0	25,100	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	1	2	✓	✓	2
9	8	12	8	4	8	8	0	40,900	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	2	2	✓	✓	2
9	9 3/8	12	9	4	8	8	0	76,700	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1	1	2	2	2	✓	✓	2

PASSENGER EQUIPMENT

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S. S. W. or A.	Length						Length of Compartments				Width Over Side Sills or Posts	
			From	To			Over Buffers		Over End Sills or Posts		Inside		(a) Baggage End	(b) Mail End	(c) Pass. End	(d) Smoking Room		(e) Dorm Compt
							Ft.	In.	Ft.	In.	Ft.	In.		Ft.	In.	Ft.	In.	
BA	UP-C&NW	Aux-Bag	.....	CD-11	1	A	78	0	75	10	75	1	{(a) 56 0 (Aux) 18 11}	56	0	10	0	
do	do	do	.....	CD-12	1	A	78	0	75	10	75	1	{(a) 56 1 (Aux) 18 11}	56	1	10	0	
do	do	do	.....	CD-13	1	A	78	0	75	10	75	1	{(a) 54 3 (Aux) 18 11}	54	3	10	0	
MB	do	Bag-Mail	{CD-30 CD-31}	CD-31	2	A	78	0	75	10	75	1	{(a) 14 2 (b) 60 6}	14	2	10	0	
PB	do	Co'h-Art.	.....	CD-40	1	A	69	6	67	6	63	5	{(c) 46 2 (e) 46 2}	46	2	10	0	
do	do	do	.....	CD-41	1	A	69	6	67	6	63	5	(c) 46 2	46	2	10	0	
do	do	do	.....	CD-42	1	A	69	6	67	6	63	5	(c) 46 2	46	2	10	0	
do	do	do	.....	CD-43	1	A	69	6	67	6	63	5	(c) 46 2	46	2	10	0	
DA	do	Diner	{CD-60 CD-61}	CD-61	2	A	78	0	75	10	75	1	(c) 32 1	32	1	10	0	
PDS	do	{Dorm-Club	CD-70 CD-71}	CD-71	2	A	78	0	75	10	75	1	{(c) 34 3 (e) 26 2}	34	3	10	0	
CSB	{UP-C&NW SP	{Bag-Aux-Dor.	.....	{SF-101}	1	A	84	6	82	4	81	7	{(a) 23 8 (e) 27 2 (Aux) 30 2}	23	8	10	0	
do	UP	do	.....	{CP-102}	1	A	78	0	75	10	75	1	{(a) 26 5 (e) 28 0 (Aux) 20 7}	26	5	10	0	
do	do	Bag-Dor.	.....	{CP-103}	1	A	84	6	82	4	81	8	{(a) 35 7 (e) 45 11}	35	7	10	0	
do	do	do	.....	{SF-104}	1	A	84	6	82	4	81	8	{(a) 35 7 (e) 45 11}	35	7	10	0	
do	do	Chair	{LA-405 LA-406}	LA-406	2	A	84	9	82	7	78	3	(c) 44 0	44	0	10	0	
DA	do	Diner	{CP-607 CP-608}	CP-608	2	A	84	6	82	4	81	6	(c) 44 3	44	3	10	0	
do	do	Cfe.-Lge.	{LA-611 LA-612}	LA-612	2	A	84	6	82	4	81	7	(c) 51 6	51	6	10	0	
PDS	do	Dor.-Clb.	.....	{LA-701 LA-702}	1	A	84	6	82	4	81	8	{(c) 44 6 (e) 27 0}	44	6	10	0	
do	do	do	.....	{SF-702 LA-703}	1	A	84	6	82	4	81	6	{(c) 44 6 (e) 27 0}	44	6	10	0	
PL	do	Club	.....	{LA-703}	1	A	84	9	82	7	78	3	(c) 44 0	44	0	10	0	
do	do	Obs.-Lge.	.....	{LA-901}	1	A	84	0	82	4	81	4	(c) 50 8	50	8	10	0	
do	do	do	.....	{SF-901}	1	A	84	0	82	4	81	4	(c) 50 8	50	8	10	0	
BB	do	do	402	415	14	S	79	3	70	0	69	7	.....	.....	.....	9	10	
do	do	do	416	421	6	S	79	3	70	0	69	7	.....	.....	.....	9	10	
do	do	do	.....	432	1	S	79	3	70	0	69	7	.....	.....	.....	9	10	
do	do	do	500	505	6	S	82	11	74	0	73	3	.....	.....	.....	9	10	
do	do	do	507	523	17	S	82	11	74	0	73	3	.....	.....	.....	9	10	
do	do	do	525	536	12	S	79	3	73	8	73	8	.....	.....	.....	9	10	
do	do	OSL	537	541	5	S	79	3	73	8	73	8	.....	.....	.....	9	10	
do	LA&SL	do	542	545	4	S	79	3	73	8	73	8	.....	.....	.....	9	10	
do	do	do	570	595	26	S	82	11	74	0	73	3	.....	.....	.....	9	10	
PB	UP	do	.....	660	1	S	67	8	59	10	59	5	.....	.....	.....	9	10	
do	do	Coach	.....	663	1	S	67	8	59	10	59	5	.....	.....	.....	9	10	
do	do	do	.....	665	2	S	67	8	59	10	59	5	.....	.....	.....	9	10	
do	do	do	.....	666	2	S	67	8	59	10	59	5	.....	.....	.....	9	10	
do	do	do	.....	672	1	S	67	8	59	10	59	5	.....	.....	.....	9	10	

Explanatory notes on page 286.

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks		Make of Air Conditioning	Heat		Light					Toilets	Seating Capacity		Average Light Weight	Remarks
	No. of Wheels	Journal		Steam	Heater	Stove	Electric	Pintsch Gas Generator	Oil	Elec. Train Line Cells-Sig. Batt.		Main Compts.	Smoking Room		
Ft. In.															
12 8	4	6 1/2 x 12 6x11		✓		✓		✓	✓	✓	1		125,400	4 Large Side Doors.	
12 8	4	6 1/2 x 12 6x11		✓		✓		✓	✓	✓	1		130,600	do	
12 8	4	6 1/2 x 12 6x11		✓		✓		✓	✓	✓	1		117,300	do	
12 8	4	6x11		✓		✓		✓	✓	✓	1		92,300	2 Large and 4 Small Side Doors.	
12 8	4	5x9 6 1/2 x 12	Pig	✓		✓		✓	✓	✓	1	2 48	161,700	Conductor's Desk.	
12 8	4	5x9	do	✓		✓		✓	✓	✓	1	2 50	161,700	Conductor's Desk.	
12 8	4	5x9 6 1/2 x 12	do	✓	....	✓	....	✓	✓	✓	1	2 48	171,600		
12 8	4	5x9 6 1/2 x 12	do	✓	....	✓	....	✓	✓	✓	1	2 50	171,600		
12 8	4	5x9 6x11	do	✓	....	✓	....	✓	✓	✓	40	....	114,300		
12 8	4	5x9 6x11	do	✓	....	✓	....	✓	✓	✓	3 29	....	109,700		
13 11	6	6 1/2 x 12	do	✓		✓		✓	✓	✓	3		215,700	2 Large Side Doors.	
12 8	4	6 1/2 x 12 6x11	do	✓		✓		✓	✓	✓	2		150,300	do	
13 6	4	6x11	WP	✓		✓		✓	✓	✓	4		125,400	do	
13 6	4	6x11	do	✓		✓		✓	✓	✓	4		123,900	do	
13 6	4	6x11	do	✓		✓		✓	✓	✓	1 2 48		126,500		
13 6	4	6x11	do	✓	....	✓	....	✓	✓	✓	56	....	142,300		
13 6	4	6x11	do	✓	....	✓	....	✓	✓	✓	44	....	140,600		
13 6	4	6x11	do	✓	....	✓	....	✓	✓	✓	7 35	....	130,700		
13 6	4	6x11	do	✓	....	✓	....	✓	✓	✓	7 28	....	130,600		
13 6	4	6x11	do	✓		✓		✓	✓	✓	1 2 30		133,100		
13 6	4	6x11	do	✓	....	✓	....	✓	✓	✓	2 36	....	122,700		
13 6	4	6x11	do	✓	....	✓	....	✓	✓	✓	2 36	....	122,900		
14 0	6	5x9	P	✓	....	✓	....	✓	✓	✓	2 52	....	156,900		
14 0	6	5x9	do	✓	....	✓	....	✓	✓	✓	2 50	....	156,800		
14 0	6	5x9	C	✓		✓		✓	✓	✓	2 51		166,700		
14 0	6	5 1/2 x 10	F	✓	....	✓	....	✓	✓	✓	2 48	....	166,100		
14 0	6	5 1/2 x 10	do	✓	....	✓	....	✓	✓	✓	2 48	....	166,400		
14 0	6	5 1/2 x 10	do	✓	....	✓	....	✓	✓	✓	1 44	....	167,500		
14 0	6	5 1/2 x 10	do	✓	....	✓	....	✓	✓	✓	2 1 44	....	167,500		
14 0	6	5 1/2 x 10	do	✓		✓		✓	✓	✓	2 1 44		167,700		
14 0	6	5 1/2 x 10	C	✓	....	✓	....	✓	✓	✓	2 44	....	163,900		
14 0	4	5x9	....	✓	....	✓	....	✓	✓	✓	2 68	....	94,900		
14 0	4	5x9	....	✓	....	✓	....	✓	✓	✓	2 68	....	93,700		
14 0	4	5x9	....	✓	....	✓	....	✓	✓	✓	2 68	....	90,100		
14 0	4	5x9	....	✓	....	✓	....	✓	✓	✓	2 68	....	96,800		

PASSENGER EQUIPMENT—Continued

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S. S. W. or A.	Length						Length of Compartments				Width Over Side Sills or Posts
			From	To			Over Buffers		Over End Sills or Posts		Inside	Baggage End (a) Mail End (c) Pass. End (d) Smoking Room (e) Dorm Compt	Ft. In.		Ft. In.		
							Ft.	In.	Ft.	In.			Ft.	In.			
PB	OSL	Coach	700	701	1	S	67	8	59	10	59	5			9	10	
do	do	do	701	702	1	S	67	8	59	10	59	5			9	10	
do	do	do	702	706	1	S	67	8	59	10	59	5			9	10	
do	do	do	706	867	1	S	67	8	59	10	59	5			9	10	
do	O-WR&N	do	867		1	S	68	0	59	10	59	5			9	10	
do	do	do		873	1	S	68	0	59	10	59	5			9	10	
do	do	do		876	1	S	68	0	59	10	59	5			9	10	
do	do	do		878	1	S	68	0	59	10	59	5			9	10	
do	do	do		887	1	S	68	0	59	10	59	5	(d)	17 6	9	10	
do	do	do		909	1	S	68	0	59	10	59	5			9	10	
do	do	do		912	1	S	68	0	59	10	59	5			9	10	
do	do	do		917	1	S	68	0	59	10	59	5			9	10	
do	do	do	926	927	2	S	68	0	59	10	59	5			9	10	
do	do	do	980	981	2	S	78	5	70	0	69	7	(d)	18 5	9	10	
do	do	do	983	984	2	S	78	5	70	0	69	7	(d)	6 8	9	10	
PC	do	Parlor	994	996	1	S	83	8	75	0	71	6	(d)	16 2	9	10	
do	do	do	995	996	2	S	77	11	70	0	69	7			9	10	
do	UP	Chair	997	1001	4	A&S	81	4	75	5	74	10	(d)	10 0	10	10	
PB	do	do	1001	1004	4	S	81	6	72	6	68	9			9	10	
do	O-WR&N	do	1008		1	S	81	6	72	6	68	9			9	10	
do	UP	do	1080		1	S	68	3	59	10	59	5	(d)	6 9	9	10	
do	do	do	1088		1	S	68	3	59	10	59	5	(d)	6 9	9	10	
do	do	do	1091	1092	2	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1094	1099	6	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1100		1	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1101		1	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1102		1	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1103		1	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1104	1105	2	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1110	1112	3	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1114		1	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1115	1116	2	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1119		1	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1123		1	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1124		1	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1126	1129	4	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1200	1203	4	S	78	5	70	0	69	7	(d)	7 5	9	10	
do	do	do	1204		1	S	78	5	70	0	69	7	(d)	7 5	9	10	
do	do	do	1205		1	S	78	5	70	0	69	7	(d)	7 5	9	10	
do	do	do	1206		1	S	78	5	70	0	69	7	(d)	7 5	9	10	
do	do	do	1207	1208	2	S	78	5	70	0	69	7	(d)	7 5	9	10	
do	do	do	1220	1231	12	S	79	3	70	0	69	7			9	10	
do	do	do	1232		1	S	79	3	70	0	69	7			9	10	
do	do	do	1234	1248	15	S	79	3	70	0	69	7			9	10	
do	do	do	1249	1259	11	S	79	3	70	0	69	7			9	10	
do	OSL	do	1327		1	S	68	3	59	10	59	5			9	10	
do	do	do	1329	1330	2	S	68	3	59	10	59	5			9	10	
do	do	do	1334		1	S	68	3	59	10	59	5			9	10	
do	do	do	1335	1338	4	S	68	3	59	10	59	5			9	10	
do	do	do	1339	1340	2	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	do	do	1341	1343	3	S	68	3	59	10	59	5	(d)	7 6	9	10	
do	O-WR&N	do	1405		1	S	68	3	59	10	59	5	(d)	6 9	9	10	
do	UP	Cafe-Obs.	1505		1	S	81	6	72	6	68	9			9	10	

Explanatory notes on page 286.

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks		Make of Air Conditioning	Heat		Light				Toilets	Seating Capacity		Average Light Weight	Remarks	
	No. of Wheels	Journal		Steam	Heater	Stove	Electric	Pintsch Gas Generator	Oil		Elec. Train Line Cells-Std. Batt. Inside Vestibule	Main Compta.			Smoking Room
Ft. In.															
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	68	...	98,000		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	68	...	98,200		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	68	...	100,000		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	68	...	96,300		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	68	...	98,200		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	68	...	100,500		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	68	...	98,700		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	68	...	98,000		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	44	24	99,700		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	68	...	97,200		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	68	...	106,300		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	68	...	108,400		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	68	...	107,400		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	2	2	56	24	134,400		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	2	2	71	8	134,100		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	2	2	22	12	134,300		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	2	2	28	...	149,800		
13 10	4	6x11	✓	✓	✓	✓	✓	✓	1	1	28	6	124,200		
14 9	6	5x9	✓	✓	✓	✓	✓	✓	1	2	70	...	136,300		
14 9	6	5x9	✓	✓	✓	✓	✓	✓	1	2	70	...	135,700		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	97,700		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	100,600		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	106,300		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	104,300		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	106,500		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	103,300		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	107,300		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	103,700		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	106,000		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	107,400		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	104,000		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	105,900		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	104,300		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	108,800		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	104,900		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	106,200		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	2	2	60	8	137,800		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	2	2	60	8	135,400		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	2	2	60	8	138,500		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	2	2	60	8	135,600		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	2	2	60	8	136,300		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	2	2	48	...	162,600		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	2	2	44	...	162,400		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	2	2	44	...	161,100		
14 0	6	5x9	✓	✓	✓	✓	✓	✓	2	2	44	...	154,600		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	56	...	98,500		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	56	...	100,600		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	56	...	102,500		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	56	...	102,500		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	104,000		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	105,300		
14 0	4	5x9	✓	✓	✓	✓	✓	✓	2	2	48	8	100,600		
14 9	6	5x9	✓	✓	✓	✓	✓	✓	1	1	322 315	...	144,500		

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 or Posts
			From	To			Over Buffers	Over End Sills or Posts	Inside		
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
PB	UP	Clb.-Lge.	1516	1520	5	A&S	81 9	75 5	74 10	.....	10 0
do	do	do	1522	1523	2	do	81 9	75 5	74 10	.....	10 0
PL	do	do	1524	1525	2	do	81 11	75 5	78 2	.....	9 10
do	do	do	.....	1527	1	do	81 11	75 5	78 2	.....	9 10
do	do	do	.....	1529	1	do	81 11	75 5	78 2	.....	9 10
do	do	do	.....	1535	1	do	81 11	75 5	78 2	.....	9 10
do	do	do	1537	1538	2	do	81 11	75 5	78 2	.....	9 10
do	do	do	1540	1549	10	do	82 11	79 8	79 2	(d) 14 3	9 10
do	do	do	.....	1550	1	do	82 11	76 5	79 3	.....	9 10
do	do	do	1556	1557	2	S	82 11	76 5	79 3	.....	9 10
BE	do	Baggage	1650	1655	6	S	63 6	60 1	60 1	(a) 60 1	9 10
do	do	do	.....	1700	1	S	63 6	60 1	60 1	(a) 60 1	9 10
do	do	do	1701	1706	6	S	63 6	60 1	60 1	(a) 60 1	9 10
MR	do	Pol'-Str'g.	1707	1725	19	S	63 6	60 1	60 1	(b) 60 1	9 10
do	do	do	1729	1730	2	S	63 6	60 1	60 1	(b) 60 1	9 10
BE	do	Baggage	1734	1737	4	S	72 5	69 1	69 1	(a) 69 0	9 10
do	do	do	1738	1758	21	S	72 5	69 1	69 0	(a) 69 0	9 10
BH	do	Horse Bag-Auto	.....	1759	1	S	77 7	74 2	73 10	(a) 73 10	9 10
do	do	do	1760	1763	4	S	77 7	74 2	73 10	(a) 73 10	9 10
do	do	do	.....	1764	1	S	77 7	74 2	73 10	(a) 73 10	9 10
do	do	do	1765	1767	3	S	77 7	74 2	73 10	(a) 73 10	9 10
do	do	do	.....	1768	1	S	77 7	74 2	73 10	(a) 73 10	9 10
BE	do	Baggage	1769	1771	3	S	72 5	69 1	69 0	(a) 69 0	9 10
do	do	do	.....	1772	1	S	72 5	69 1	69 0	(a) 69 0	9 10
do	do	do	1773	1775	3	S	72 5	69 1	69 0	(a) 69 0	9 10
do	do	do	1777	1783	7	S	72 5	69 1	69 0	(a) 69 0	9 10
BH	do	Horse Bag-Auto	1784	1785	2	S	77 7	74 2	73 10	(a) 73 10	9 10
do	do	do	.....	1786	1	S	77 7	74 2	73 10	(a) 73 10	9 10
do	do	do	1787	1798	12	S	77 7	74 2	73 10	(a) 73 10	9 10
BE	OSL	Baggage	1827	1827	1	S	63 6	60 1	60 0	(a) 60 0	9 10
do	do	do	1829	1828	1	S	63 6	60 1	60 0	(a) 60 0	9 10
do	do	do	.....	1833	5	S	63 6	60 1	60 0	(a) 60 0	9 10
do	do	do	.....	1835	1	S	63 6	60 1	60 0	(a) 60 0	9 10
do	do	do	.....	1836	1	S	63 6	60 1	60 0	(a) 60 0	9 10
do	do	do	1837	1838	2	S	63 6	60 1	60 0	(a) 60 0	9 10
do	do	do	.....	1839	1	S	63 6	60 1	60 0	(a) 60 0	9 10
do	do	do	1840	1845	6	S	63 6	60 1	60 0	(a) 60 0	9 10
do	do	do	.....	1846	1	S	63 6	60 1	60 0	(a) 60 0	9 10
do	do	do	.....	1847	1	S	63 6	60 1	60 0	(a) 60 0	9 10
do	do	do	.....	1848	1	S	63 6	60 1	60 0	(a) 60 0	9 10
do	do	do	.....	1849	1	S	63 6	60 1	60 0	(a) 60 0	9 10
do	do	do	.....	1850	1	S	63 6	60 1	60 0	(a) 60 0	9 10
do	do	do	.....	1851	1	S	63 6	60 1	60 0	(a) 60 0	9 10
do	do	do	.....	1852	1	S	63 6	60 1	60 0	(a) 60 0	9 10

Explanatory notes on page 286.

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks		Make of Air Conditioning	Heat		Light				Seating Capacity	Average Light Weight	Remarks
	No. of Wheels	Journal		Steam	Heater	Stove	Elec. Pintch Gas Generator	Oil	Elec. Train Line Cells-Stg. Batt. Inside Vestibule			
Ft. In.												
13 6	4	6x11	P	✓	✓	✓	✓	✓	1	41	115,800	
13 6	4	6x11	do	✓	✓	✓	✓	✓	1	41	115,300	
14 10	6	5½x10	do	✓	✓	✓	✓	✓	1	44	165,600	
14 10	6	5½x10	do	✓	✓	✓	✓	✓	1	44	165,800	
14 10	6	5½x10	do	✓	✓	✓	✓	✓	1	44	164,000	
14 10	6	5½x10	do	✓	✓	✓	✓	✓	1	44	164,600	
14 8	6	5½x10	do	✓	✓	✓	✓	✓	1	48	162,000	
14 11	6	5½x10	do	✓	✓	✓	✓	✓	2	22	167,400	
14 11	6	5½x10	do	✓	✓	✓	✓	✓	1	45	167,400	
14 11	6	5½x10	do	✓	✓	✓	✓	✓	1	220	169,100	
14 0	6	5x9	✓	✓	✓	✓	✓	✓	1	✓	109,900	4 Large Side Doors.
14 0	6	5x9	✓	✓	✓	✓	✓	✓	1	✓	103,800	do
14 0	4	5x9	✓	✓	1	✓	✓	✓	1	✓	92,800	do
14 0	6	5x9	✓	✓	✓	✓	✓	✓	1	✓	109,300	do
14 0	6	5x9	✓	✓	✓	✓	✓	✓	1	✓	108,500	do
14 0	6	5x9	✓	✓	1	✓	✓	✓	1	✓	125,500	2 Large and 2 Large Double Side Doors.
14 0	6	5x9	✓	✓	1	✓	✓	✓	1	✓	121,200	do
14 3	6	5x9	✓	✓	✓	✓	✓	✓	1	✓	132,200	6 Large Side Doors, 1 Large End Door, 24 Removable Stalls.
14 0	6	5x9	✓	✓	✓	✓	✓	✓	1	✓	136,800	6 Large Side Doors, 1 Large End Door, 24 Removable Steel Stalls.
14 3	6	5x9	✓	✓	✓	✓	✓	✓	1	✓	134,800	Same as 1759.
14 0	6	5x9	✓	✓	✓	✓	✓	✓	1	✓	136,600	Same as 1760-1763.
14 3	6	5x9	✓	✓	✓	✓	✓	✓	1	✓	132,300	Same as 1759.
14 0	6	5x9	✓	✓	✓	✓	✓	✓	1	✓	124,800	2 Large and 2 Large Double Side Doors.
14 0	6	5x9	✓	✓	1	✓	✓	✓	1	✓	127,400	do
14 0	6	5x9	✓	✓	1	✓	✓	✓	1	✓	125,100	do
14 0	6	5x9	✓	✓	1	✓	✓	✓	1	✓	124,900	do
14 3	6	5x9	✓	✓	✓	✓	✓	✓	1	✓	133,700	6 Large Side Doors, 1 Large End Door, 24 Removable Stalls.
14 3	6	5x9	✓	✓	✓	✓	✓	✓	1	✓	135,700	do
14 3	6	5x9	✓	✓	✓	✓	✓	✓	1	✓	136,100	do
14 0	4	5x9	✓	✓	1	✓	✓	✓	1	✓	88,500	4 Large Side Doors.
14 0	4	5x9	✓	✓	1	✓	✓	✓	1	✓	85,600	do
14 0	4	5x9	✓	✓	1	✓	✓	✓	1	✓	88,200	do
14 0	4	5x9	✓	✓	1	✓	✓	✓	1	✓	88,600	do
14 0	6	5x9	✓	✓	1	✓	✓	✓	1	✓	104,600	do
14 0	4	5x9	✓	✓	1	✓	✓	✓	1	✓	89,200	do
14 0	6	5x9	✓	✓	1	✓	✓	✓	1	✓	109,600	do
14 0	4	5x9	✓	✓	1	✓	✓	✓	1	✓	92,400	do
14 0	6	5x9	✓	✓	1	✓	✓	✓	1	✓	112,500	do
14 0	4	5x9	✓	✓	1	✓	✓	✓	1	✓	94,500	do
14 0	6	5x9	✓	✓	1	✓	✓	✓	1	✓	111,100	do
14 0	6	5x9	✓	✓	1	✓	✓	✓	1	✓	95,300	do
14 0	6	5x9	✓	✓	1	✓	✓	✓	1	✓	113,000	do
14 0	6	5x9	✓	✓	1	✓	✓	✓	1	✓	103,000	do
14 0	4	5x9	✓	✓	1	✓	✓	✓	1	✓	103,100	do

4 Large Side Doors.
do
do
do
do2 Large and 2 Large Double
Side Doors.
do
6 Large Side Doors, 1 Large
End Door, 24 Removable
Stalls.
6 Large Side Doors, 1 Large
End Door, 24 Removable
Steel Stalls.
Same as 1759.Same as 1760-1763.
Same as 1759.
2 Large and 2 Large Double
Side Doors.
do
dodo
6 Large Side Doors, 1 Large
End Door, 24 Removable
Stalls.
do
do
4 Large Side Doors.do
do
do
do
dodo
do
do
do
dodo
do
do
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 or Posts
			From	To			Over Buffers			Over End Sills or Posts	Inside	(a) Baggage End	(b) Mail End	(c) Pass. End	(d) Smoking Room	(e) Dorm Compt	
							Ft.	In.	Ft.								
BE	OSL	Baggage	1853	1855	3	S	72	5	69	1	69	0	(a)	69	0	9	10
do	do	do	1856	1857	1	S	63	6	60	1	60	1	(a)	60	1	9	10
do	do	do	1858	1859	2	S	63	6	60	1	60	1	(a)	60	1	9	10
do	do	do	1891	1891	2	S	63	6	60	1	60	0	(a)	60	0	9	10
do	do	do	1893	1895	3	S	63	6	60	1	60	0	(a)	60	0	9	10
do	do	do	1897	1897	1	S	63	6	60	1	60	0	(a)	60	0	9	10
do	do	do	1919	1922	4	S	63	6	60	1	60	0	(a)	60	0	9	10
do	do	do	1923	1923	1	S	63	6	60	1	60	0	(a)	60	0	9	10
do	do	do	1924	1925	2	S	63	6	60	1	60	0	(a)	60	0	9	10
do	do	do	1926	1926	1	S	63	6	60	1	60	0	(a)	60	0	9	10
do	do	do	1927	1934	8	S	63	6	60	1	60	0	(a)	60	0	9	10
do	do	do	1935	1935	1	S	63	6	60	1	60	0	(a)	60	0	9	10
do	do	do	1936	1942	7	S	63	6	60	1	60	1	(a)	60	1	9	10
do	do	do	1943	1943	1	S	63	6	60	1	60	1	(a)	60	1	9	10
do	do	do	1944	1944	1	S	63	6	60	1	60	1	(a)	60	1	9	10
do	do	do	1945	1945	1	S	63	6	60	1	60	1	(a)	60	1	9	10
do	do	do	1946	1946	1	S	63	6	60	1	60	1	(a)	60	1	9	10
do	do	do	1947	1948	2	S	63	6	60	1	60	0	(a)	60	0	9	10
do	do	do	1949	1951	3	S	72	5	69	1	69	0	(a)	69	0	9	10
MR	UP	Po'l-Str'g.	2010	2014	5	S	63	3	60	1	60	0	(a)	60	0	9	10
MA	do	Postal	2021	2021	1	S	43	6	40	1	40	0	(b)	40	0	9	10
MR	do	Po'l-Str'g.	2030	2035	6	S	63	6	60	1	60	0	(b)	60	0	9	10
do	do	do	2037	2046	10	S	63	6	60	1	60	0	(b)	60	0	9	10
do	do	do	2048	2054	7	S	63	6	60	1	60	0	(b)	60	0	9	10
do	do	do	2055	2055	1	S	63	6	60	1	60	0	(b)	60	0	9	10
do	do	do	2056	2059	4	S	63	6	60	1	60	1	(b)	60	1	9	10
MA	do	Postal	2060	2062	3	S	63	6	60	1	60	1	(b)	60	1	9	10
do	do	do	2065	2070	6	S	63	6	60	1	60	1	(b)	60	1	9	10
MR	OSL	Po'l-Str'g.	2116	2116	1	S	63	6	60	1	60	0	(b)	60	0	9	10
do	do	do	2119	2119	1	S	63	6	60	1	60	1	(b)	60	1	9	10
do	do	do	2120	2122	3	S	63	6	60	1	60	1	(b)	60	1	9	10
do	do	do	2151	2152	2	S	63	3	60	1	60	0	(b)	60	0	9	10
do	do	do	2154	2154	1	S	63	3	60	1	60	0	(b)	60	0	9	10
do	do	do	2157	2157	1	S	63	6	60	1	60	0	(b)	60	0	9	10
do	do	do	2158	2158	1	S	63	6	60	1	60	0	(b)	60	0	9	10
do	do	do	2159	2160	2	S	63	6	60	1	60	1	(b)	60	1	9	10
do	do	do	2230	2230	1	S	72	5	69	0	69	0	(b)	69	0	9	10
do	do	do	2232	2233	2	S	72	5	69	0	69	0	(b)	69	0	9	10
MB	do	Bag.-Po'l	2234	2237	4	S	72	5	69	0	69	0	(a)	39	0	9	10
MR	do	Po'l-Str'g.	2238	2238	1	S	72	5	69	0	69	0	(b)	69	0	9	10
MB	do	Bag.-Po'l	2239	2240	2	S	72	5	69	0	69	0	(a)	39	0	9	10
MR	do	Po'l-Str'g.	2241	2241	1	S	72	5	69	0	69	0	(b)	69	0	9	10
MB	do	Bag.-Po'l	2242	2242	1	S	72	5	69	0	69	0	(a)	39	0	9	10
do	do	do	2243	2243	1	S	72	5	69	0	69	0	(b)	30	0	9	10
do	do	do	2244	2245	2	S	72	5	69	0	69	0	(a)	39	0	9	10
do	do	do	2246	2246	1	S	72	5	69	0	69	0	(b)	30	0	9	10
do	do	do	2247	2251	5	S	72	5	69	0	69	0	(a)	54	0	9	10
													(b)	15	1		

Explanatory notes on page 286.

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks		Make of Air Conditioning	Heat		Light					Toilets	Seating Capacity		Average Light Weight	Remarks
	No. of Wheels	Journal		Steam Heater	Stove	Electric Pintsch Gas Generator	Oil	Elec. Train Line Cells-Sig. Batt.	Inside Vestibule	Main Compts.		Smoking Room			
Ft. In.															
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	✓	✓	89,000	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	✓	✓	105,500	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	102,000	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	107,700	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	107,000	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	111,600	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	116,000	4 Large Side Doors.	
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	✓	✓	106,400	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	130,400	2 Large and 2 Large Double Side Doors.	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	106,200	4 Small Side Doors.	
14 0	4	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	77,700	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	105,200	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	104,600	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	104,600	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	107,900	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	109,400	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	122,200	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	123,300	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	110,200	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	108,500	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	109,000	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	105,700	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	✓	✓	111,500	do	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	1	✓	✓	117,300	2 Large and 2 Small Side Doors.	
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	2	✓	✓	116,100	do	
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	2	✓	✓	128,200	do	
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	2	✓	✓	123,500	do	
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	2	✓	✓	126,600	do	
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	1	✓	✓	120,900	do	
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	1	✓	✓	126,900	do	
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	2	✓	✓	127,600	do	
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	1	✓	✓	127,900	do	
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	2	✓	✓	129,800	do	
14 0	6	5x9	✓	✓	2	✓	✓	✓	✓	2	✓	✓	128,800	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 or Posts		
			From	To			Over Buffers		Over End Sills or Posts	Inside		(a) Baggage End	(b) Mail End	(c) Pass. End	(d) Smoking Room	(e) Dorm Compt			
							Ft.	In.		Ft.	In.							Ft.	In.
MB	UP	Bag.-Po'l	.....	2252	1	S	72	5	69	0	69	0	(a)	54	0	1	9	10	
do	do	do		2253	2256	4	S	72	5	69	0	69	0	(a)	54	0	1	9	10
do	do	do	.....	2257	1	S	72	5	69	0	69	0	(a)	54	0	1	9	10	
do	do	do		2258	2259	2	S	72	5	69	0	69	0	(a)	39	0	1	9	10
do	do	do		2260	2267	8	S	72	5	69	0	69	0	(a)	39	0	1	9	10
do	do	do		2268	2269	2	S	72	5	69	0	69	0	(a)	54	0	1	9	10
do	do	do	.....	2270	1	S	72	6	70	6	69	1	(a)	15	1	1	9	10	
do	OSL	do	.....	2314	1	S	72	5	69	0	69	0	(a)	39	0	1	9	10	
do	do	do	.....	2315	1	S	72	5	69	0	69	0	(a)	39	0	1	9	10	
do	do	do		2316	2329	14	S	72	5	69	0	69	0	(a)	39	0	1	9	10
do	do	do	.....	2330	1	S	72	5	69	0	69	0	(a)	39	0	1	9	10	
do	O-WR&N	do	.....	2350	1	S	72	2	69	0	69	0	(a)	39	0	1	9	10	
do	do	do	.....	2352	1	S	72	2	69	0	69	0	(a)	39	0	1	9	10	
do	do	do	.....	2353	1	S	63	3	60	1	60	0	(a)	30	0	1	9	10	
MR	do	Po'l-Str'g.	2354	2355	2	S	63	3	60	1	60	0	(a)	30	0	1	9	10	
do	do	do	.....	2356	1	S	63	3	60	1	60	0	(b)	60	0	1	9	10	
MB	do	Bag.-Po'l		2357	2362	6	S	72	5	69	0	69	0	(a)	39	0	1	9	10
do	do	do		2363	2364	2	S	72	6	69	0	69	0	(b)	30	0	1	9	10
CA	UP	Bag.-Co'h	2510	2515	6	S	64	2	59	10	59	7	(a)	15	0	1	9	10	
do	do	Bag.-Ch'r	.....	2700	1	S	68	3	59	10	59	5	(b)	30	0	1	9	10	
do	do	do		2702	2711	10	S	68	3	59	10	59	7	(c)	26	8	1	9	10
do	do	do		2741	2742	2	S	68	3	59	10	59	5	(a)	32	11	1	9	10
do	do	do		2744	2748	5	S	68	3	59	10	59	5	(a)	26	10	1	9	10
do	do	do	.....	2749	1	S	68	3	59	10	59	5	(a)	26	10	1	9	10	
BE	do	Bag.-DC & H-Supl.	2750	2752	3	S	80	11	75	0	74	9	(a)	26	10	1	9	10	
do	do	do		2753	2754	2	S	81	9	75	0	74	9	(a)	26	10	1	9	10
do	do	do		2755	2756	2	S	80	11	75	0	74	9	(a)	26	10	1	9	10
CSB	do	Bag.-Dor.	2760	2766	7	S	72	5	69	0	68	11	(a)	37	6	1	9	10	
PAS	do	Co'h-Dor.	.....	2780	1	S	79	3	70	0	69	7	(c)	32	6	1	9	10	
do	do	Ch'r-Sl'p	.....	2781	1	S	79	3	70	0	69	7	(c)	29	3	1	9	10	
do	do	do	.....	2782	1	S	79	3	70	0	69	7	(c)	32	6	1	9	10	
do	do	do	.....	2783	1	S	79	3	70	0	69	7	(c)	29	3	1	9	10	
do	do	do	.....	2784	3	S	79	3	70	0	69	7	(c)	23	4	1	9	10	
PDS	UP-C&NW	Clb.-Dor.	2790	2793	4	S	84	0	77	9	77	1	(a)	38	9	1	9	10	
CO	LA&SL	Bag-Mail Pass	.....	2800	1	S	75	1	69	10	68	7	(a)	14	10	1	9	10	
													(b)	15	0	1	9	10	

Explanatory notes on page 286.

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks		Make of Air Conditioning	Heat		Light				Toilets	Seating Capacity		Average Light Weight	Remarks		
	No. of Wheels	Journal		Steam	Heater	Stove	Electric	Pintsch Gas Generator	Oil		Elec. Train Line Cells-Sig. Batt.	Inside Vestibule			Main Compta.	Smoking Room
Ft. In.																
14 0	6	5x9	....	✓	1	✓	✓	✓	✓	2	....	129,700	2 Large and 2 Small Side Doors.			
14 0	6	5x9	....	✓	2	✓	✓	✓	✓	2	....	129,900	do			
14 0	6	5x9	....	✓	2	✓	✓	✓	✓	2	....	131,000	do			
14 0	6	5x9	....	✓	1	✓	✓	✓	✓	2	....	129,600	do			
14 0	6	5x9	....	✓	2	✓	✓	✓	✓	2	....	129,400	do			
14 0	6	5x9	....	✓	2	✓	✓	✓	✓	2	....	132,400	do			
14 0	6	5x9	....	✓	2	✓	✓	✓	✓	2	....	135,900	do			
14 0	6	5x9	....	✓	✓	✓	✓	✓	✓	1	....	126,800	do			
14 0	6	5x9	....	✓	2	✓	✓	✓	✓	2	....	120,100	do			
14 0	6	5x9	....	✓	2	✓	✓	✓	✓	2	....	128,700	do			
14 0	6	5x9	....	✓	1	✓	✓	✓	✓	2	....	127,300	do			
14 0	6	5x9	....	✓	2	✓	✓	✓	✓	2	....	121,500	do			
14 0	6	5x9	....	✓	2	✓	✓	✓	✓	2	....	130,800	do			
14 0	4	5x9	....	✓	2	✓	✓	✓	✓	2	....	100,400	do			
14 0	4	5x9	....	✓	✓	✓	✓	✓	✓	....	....	99,100	do			
14 0	4	5x9	....	✓	✓	✓	✓	✓	✓	....	....	94,400	do			
14 0	6	5x9	....	✓	2	✓	✓	✓	✓	2	....	127,000	do			
14 0	6	5x9	....	✓	2	✓	✓	✓	✓	2	....	126,600	do			
14 0	4	5x9	....	✓	3	✓	✓	✓	✓	1 2	36	102,700	2 Small Side Doors.			
14 0	4	5x9	....	✓	2	✓	✓	✓	✓	2 3	30	95,900	2 Large Side Doors.			
14 0	4	5x9	....	✓	2	✓	✓	✓	✓	2 2	30	96,600	do			
14 0	4	5x9	....	✓	2	✓	✓	✓	✓	2 3	30	98,800	do			
14 0	4	5x9	....	✓	2	✓	✓	✓	✓	2 3	30	99,100	do			
14 0	4	5x9	....	✓	2	✓	✓	✓	✓	2 3	30	98,600	do			
14 0	6	5x9	....	✓	1	✓	✓	✓	✓	1 1	....	126,500	do			
14 0	6	5x9	....	✓	1	✓	✓	✓	✓	1 1	....	128,900	do			
14 0	6	5x9	....	✓	1	✓	✓	✓	✓	1 1	....	132,200	do			
14 0	6	5x9	....	✓	1	✓	✓	✓	✓	3	....	133,500	do			
14 0	6	5x9	....	✓	✓	✓	✓	✓	✓	2 4	43	147,800	do			
14 0	6	5x9	WC	✓	✓	✓	✓	✓	✓	2 5	30	161,400	do			
14 0	6	5x9	....	✓	✓	✓	✓	✓	✓	2 4	40	149,800	do			
14 0	6	5x9	WC	✓	✓	✓	✓	✓	✓	2 5	30	163,700	do			
14 0	6	5x9	do	✓	✓	✓	✓	✓	✓	2 5	22	161,900	do			
14 0	6	5x9	P	✓	✓	✓	✓	✓	✓	1 3	24	182,500	do			
15 3	6	5x9	....	✓	1 1	✓	✓	✓	✓	1 2	18	122,100	2 Large and 2 Small 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 or Posts											
			From	To			Over Buffers		Over End Sills or Posts		Inside		(a) Baggage End	(b) Mail End	(c) Pass. End	(d) Smoking Room		(e) Dorm Compt										
CO	LA&SL	Bag.-Mail Pass Bag.-DC &H-Supl. Baggage		2801	1	S	Ft.	In.	Ft.	In.	Ft.	In.	(a)	Ft.	In.	(b)	Ft.	In.	(c)	Ft.	In.	(d)	Ft.	In.	(e)	Ft.	In.	
BE	UP			3000	1	S	63	6	60	1	60	1	(a)	38	9	(b)	14	10	(c)	15	0	(d)	60	1	(e)	60	1	
do	do			3001	3002	2	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1
do	do			3003	3004	2	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1
do	do		3005	3006	2	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3007	1	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3008	2	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3009	2	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3010	1	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3011	3	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3012	4	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3013	3	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3014	4	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3015	1	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3016	2	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3017	2	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3018	1	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3019	2	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3020	2	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3021	2	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3022	1	S	63	6	60	1	60	1	(a)	60	1	(b)	60	1	(c)	60	1	(d)	60	1	(e)	60	1	
do	do			3023	3	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3024	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3025	11	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3026	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3027	2	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3028	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3029	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3030	2	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3031	3	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3032	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3033	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3034	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3035	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3036	11	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3037	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3038	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3039	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3040	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3041	11	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3042	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3043	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3044	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3045	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3046	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3047	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3048	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3049	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3050	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3051	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3052	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3053	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3054	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3055	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3056	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3057	5	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3058	2	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3059	2	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3060	2	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3061	10	S	72	6	70	6	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3062	1	S	72	5	69	1	69	0	(a)	69	0	(b)	69	0	(c)	69	0	(d)	69	0	(e)	69	0	
do	do			3063	1	S	72	5	69	1	69	0																

Explanatory notes on page 286.

Height Over All	Trucks		Make of Air Conditioning	Heat			Light				Seating Capac- ity	Average Light Weight	Remarks			
	No. of Wheels	Journal		Steam	Heater	Stove	Electric	Pintsch Gas	Generator	Oil				Elec. Train Line	Ceils-Stg. Batt.	Inside Vestibule Toilets	Main Compta.	Smoking Room
Ft. In.																
15 5	6	5x9	AC	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	✓	178,000	
15 5	6	5x9	C	✓	✓	✓	✓	✓	✓	✓	✓	✓	38	✓	173,400	
15 5	6	5x9	AC	✓	✓	✓	✓	✓	✓	✓	✓	✓	38	✓	174,000	
15 5	6	5x9	C	✓	✓	✓	✓	✓	✓	✓	✓	✓	38	✓	178,100	
15 5	6	5x9	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	✓	172,600	
15 5	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	✓	172,900	
15 5	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	38	✓	173,800	
15 5	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	38	✓	172,700	
15 5	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	38	✓	173,000	
15 5	6	5½x10	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	✓	171,800	
15 5	6	5½x10	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	✓	174,100	
16 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	155,500	
16 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	150,100	
16 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	150,300	
15 3	6	5x9	AC	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	165,600	Temporary Snack Car.
15 3	6	5x9	WC	✓	✓	✓	✓	✓	✓	✓	✓	✓	40	✓	158,000	
15 3	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	40	✓	160,800	
15 3	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	40	✓	157,700	Temporary Snack Car.
16 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	157,200	
15 3	6	5x9	AC	✓	✓	✓	✓	✓	✓	✓	✓	✓	40	✓	168,700	Temporary Snack Car.
15 3	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	40	✓	165,300	
15 3	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	40	✓	170,000	
16 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	152,300	
16 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	32	40	✓	152,800	
15 3	6	5x9	WC	✓	✓	✓	✓	✓	✓	✓	✓	31	40	✓	157,200	Temporary Snack Car. do
15 3	6	5x9	AC	✓	✓	✓	✓	✓	✓	✓	✓	✓	40	✓	164,500	
15 3	6	5x9	WC	✓	✓	✓	✓	✓	✓	✓	✓	31	40	✓	156,800	
15 3	6	5x9	P	✓	✓	✓	✓	✓	✓	✓	✓	31	40	✓	161,700	
15 3	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	31	40	✓	163,300	
15 3	6	5x9	WC	✓	✓	✓	✓	✓	✓	✓	✓	31	40	✓	158,400	
14 0	6	5x9	WY	✓	✓	✓	✓	✓	✓	✓	✓	32	2 50	✓	164,700	
14 3	6	5x9	C	✓	✓	✓	✓	✓	✓	✓	✓	32	2 48	✓	160,300	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	124,300	2 Large and 2 Large Double Side Doors.
14 0	4	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	93,600	4 Large Side Doors.
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	133,000	2 Large and 2 Large Double Side Doors.
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	127,700	do
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	1	✓	✓	123,100	do
14 0	6	5x9	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	102,700	4 Small Side Doors.
15 3	6	5½x10	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	46	✓	187,600	
15 5	6	5½x10	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	46	✓	180,600	
15 5	6	5½x10	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	46	✓	191,700	
15 3	6	5½x10	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	46	✓	170,300	
15 3	6	5½x10	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	46	✓	179,000	
15 3	6	5½x10	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	46	✓	178,700	
15 5	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	46	✓	172,400	
15 5	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	46	✓	173,600	
15 5	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	46	✓	175,800	
15 5	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	46	✓	174,660	
14 0	6	5x9	✓	✓	1	✓	✓	✓	✓	✓	✓	2	✓	✓	129,900	2 Large and 2 Small Side Doors.
14 0	4	6x11	F	✓	✓	✓	✓	✓	✓	✓	✓	✓	48	✓	149,200	
14 0	4	6x11	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	52	✓	144,700	
14 10	4	6½x12	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	226,500	
14 10	4	6½x12	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	68	✓	✓	

PASSENGER EQUIPMENT—Continued

Notes—

- 1) Toilet 1 side of both ends.
- 2) Locker 1 side of one end.
- 3) Cafe.
- 4) Bar Section.
- 5) Lounge.
- 6) Pulling face of couplers, not equipped with buffers or diaphragms.
- 7) With dormitories.
- 8) Pulling face of couplers to center line of articulation.
- 9) Center line of articulation to end of car.
- 10) Pullman—Electro-Mechanical, dependent on head end.

Make of Air Conditioning—

- P—Pullman
- GE—General Electric
- C—Carrier
- AC—Air-Temp—Carrier
- WC—Waukesha—Carrier
- WY—Waukesha—York
- WP—Waukesha—Pullman
- F—Frigidaire
- IA—Ice activated

NAMES OF SLEEPING CARS

American Series—(42)

6 Sections, 6 Roomettes, 4 Bedrooms

Ace	Home
Adventure	Lake
Ambassador	Light
Army	Marine
Beacon	Monitor
Captain	Navy
Classic	Park
Clipper	Progress
Command	Rapids
Courier	River
Cruiser	Royal
Eagle	Sailor
Emblem	Scene
Ensign	Sentry
Escort	Shores
Falls	Skipper
Flyer	Soldier
Fortress	Star
Haven	Trails
Heights	Trooper
Hills	Woodland

American Series—(4)

6 Sections, 6 Roomettes, 4 Bedrooms

Border	General
Consulate	View

Imperial Series—(12)

4 Bedrooms, 4 Comp'ts., 2 Drwg. Rooms.

Band	Hour
Beach	Letter
Bird	Palm
Cape	Robe
Flower	Rock
Gate	Sands

Pacific Series—(50)

10 Roomettes, 6 Bedrooms

Bay	Lodge
Beach	Meadow
Beauty	Mist
Bend	Northwest
Bridge	Ocean
Cape	Park
Castle	Patrol
Command	Peak
Cove	Plateau
Crest	Range
Cruiser	Rest
Domain	Ridge
Emblem	Sands
Empire	Scene
Falls	Shores
Forest	Skies
Forum	Slope
Gardens	Spray
Guard	Sunset
Harbor	Terrace
Heights	Trail
Hills	Union
Home	View
Island	Waters
Light	Waves

Western Series—(11)

12 Roomettes, 4 Bedrooms

Adventure	Slope
Hills	Star
Lodge	Trail
Mountain	Valley
Plains	Wonderland
Sea	

Heavyweight Cars—(9)

10 Sections, 3 Dbl. Bedrooms

Clan Campbell	Villa Clara
Clan Chattam	Villa Flora
Villa Ada	Villa Gloria
Villa Adriana	Villa Rica
Villa Alta	

Heavyweight Cars—(1)

8 Sections, 1 Drwg. Room, 2 Comp'ts.
Centavon

Heavyweight Cars—(2)

12 Sections, 2 Dbl. Bedrooms

Temple University	Yale University
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Heavyweight Cars—(4)

10 Sections, 1 Drwg. Room, 2 Comp'ts.

Lake Caillou	Lake Livingston
Lake James	Lake Sibley

Heavyweight Cars—(7)

10 Sections, 1 Drwg. Room, 2 Comp'ts.

Lake Champlain	Lake Hazen
Lake Clark	Lake Hopatcong
Lake Crystal	Lake Waccamaw
Lake Dickey	

Heavyweight Cars—(20)

12 Sections, 1 Drwg. Room

Bannock	Lombard
Delfthaven	Multnomah
Echo	Newburyport
Edgewood	Nolando
Fallon	Pelham
Hawley	Pembina
Hutchinson	Pipestone
Iberville	Pocatello
Keith	Rocklin
Latrobe	Umatilla

Heavyweight Cars—(7)

10 Sections, 1 Drwg. Room, 1 Comp't.

Balsam Fir	Inland Empire
Columbia Gorge	Poudre Lake
Crown Point	Silver Spruce
Douglas Fir	

Heavyweight Cars—(2)

10 Sections, 1 Drwg. Room, 1 Comp't.

Deer Lodge	Prairie Du Chien
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UNION PACIFIC RAILROAD COMPANY

NAMES OF SLEEPING CARS—Concluded

Heavyweight Cars—(2)

8 Sections, Buffet and Lounge
Harvard Club Yale Club

Lightweight Cars—(14)

4 Bedrooms, 4 Comp'ts., 2 Drwg. Rooms.

Angel Island	North Beach
Cabrillo	Olvera
Chinatown	Palos Verdes
Cliff House	Playa Del Rey
Figueroa	San Gabriel
Lakeside	Twin Peaks
Los Feliz	Verdugo

Lightweight Cars—(1)

11 Bedrooms—Articulated
Arroyo Seco

Lightweight Cars—(1)

12 Enclosed Sections—Articulated
Beverly Hills

Lightweight Cars—(4)

12 Sections—Articulated

Big Piney	Saint Vrain
Cache La Poudre	Silver Dollar

Lightweight Cars—(2)

1 Comp't., 5 Bedrooms and Lounge—
Articulated

Colores	Ogallala
---------	----------

Lightweight Cars—(2)

4 Roomettes, 3 Comp'ts., 1 Drwg. Room,
4 Bedrooms
Denargo South Platte

Lightweight Cars—(3)

4 Comp'ts., 3 Drwg. Rooms—Articulated
Fishermens Wharf Seal Rocks
Santa Monica

Lightweight Cars—(2)

12 Sections—Articulated
Golden Gate Park Union Square

Lightweight Cars—(1)

13 Roomettes, 1 Section—Articulated
San Fernando

Lightweight Cars—(2)

8 Enclosed Sections, 1 Comp't., 2 Bedrooms—Articulated
Squaw Bonnet Snowy Range

Air conditioning on two cars, "Fishermens Wharf" and "Golden Gate Park," was changed in 1950 from Pullman Head End to Waukesha Enginotor.

FREIGHT EQUIPMENT

KIND OF CARS			Numbers	DIMENSIONS							
A. A. R. Designation	Initials	Class		Inside			Outside				
				Length	Width	Height	Length Over Strik- ers	Width at Eaves or Plat- form			
LO...	UP	Covered Hopper, Steel.	1-100	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
LO...	do	do	101-600	29	3	9	5	35	3	9	3
FM...	do	Tank	4000-4099	33	0	6	6	35	3	9	4
TM...	do	do	4109-4208	35	0	7	11	37	7		
TM...	do	do	4209-4408	34	0	8	0	37	3		
TM...	do	do	4409-4658	35	0	7	11	37	7		
TM...	do	do	4659-4908	33	7	8	1	36	0		
TA...	do	Acid Tank	4925-4949	29	10	6	6	36	0		
TA...	do	do	4950-4969	29	0	6	6	36	0		
TA...	do	do	4970-4978	32	2	6	1	34	10		
FMS	do	Flat, Steel Underframe.	5728	53	6	10	8	54	2	10	8
HT...	do	Hopper, Steel	6000-7949	42	8	10	0	43	8	10	5
BX...	do	Box, Steel, Staggered	9100-9199	40	6	9	2	40	9	9	11
BX...	do	Doors	9200-9229	40	6	9	2	49	9	9	11
XM...	OWR&N	Box, Steel Underframe.	10300-10999	40	0	8	6	42	0	9	5
XM...	do	do	11000-12499	40	0	8	6	42	0	9	5
XM...	do	do	12500-13199	40	0	9	2	42	2	10	0
XM...	do	do	13200-13697	40	0	8	6	42	0	9	0
XM...	do	do	13698-15847	40	0	9	2	42	2	10	0
XM...	OSL	do	17246-17738	40	0	8	6	42	0	9	5
XM...	do	do	18000-18495	40	0	9	2	42	2	10	0
XM...	do	do	18496-19891	40	0	9	2	42	0	10	0
GS...	UP	Gondola, Steel, Drop	20500-20649	40	4	9	4	42	0	10	3
GS...	do	Bottom	20650-20849	40	4	9	4	42	4	9	11
GS...	do	do	20850-20949	40	4	9	4	42	0	10	0
GS...	do	do	20950-21949	40	4	9	4	42	0	10	4
GB...	do	Gondola, Steel	22000-22499	41	9	9	5	42	9	10	0
GB...	do	do	22359	41	5	9	5	42	9	10	0
GB...	do	Gondola, Steel, Fixed	22250-22999	40	0	9	4	42	0	10	4
GB...	OSL	Ends	24000-24899	41	9	9	5	42	9	10	0
GB...	do	Gondola, Steel	24000-24899	41	5	9	5	42	9	10	0
GA...	do	do	25900-26899	40	4	9	4	42	0	10	5
GA...	do	do	26900-27293	40	4	9	4	42	0	10	5
GS...	do	do	27294-27543	40	4	9	4	42	0	10	3
GB...	UP	Gondola, Steel, Fixed	28200-28499	41	5	9	5	42	9	10	0
GB...	do	Ends, Wood Floor	28500-28999	48	6	9	0	51	7	9	10
HM...	OSL	Hopper, Steel, Coal	30684-30883	33	4	9	6	34	11	10	6
HM...	UP	do	32100-32219	30	0	9	6	31	8	10	2
HMA	do	do	32220-33219	30	0	9	6	31	8	10	2
HM...	OWR&N	do	34000-34049	30	0	9	6	31	8	10	2
SC...	OSL	Stock, Steel Underframe	35215-35802	36	6	8	5	38	0	9	10
SC...	do	do	35215-35802	36	6	8	10	37	11	9	9
SC...	do	do	35803-35952	36	6	8	10	38	0	10	0
SC...	do	do	35953-36252	36	6	8	10	38	0	10	0
SC...	do	do	36253-36601	36	6	8	10	38	0	10	0

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.					
10	2	12	5	12	10	12	10							1958	140000 lb.	99		
10	2	12	3	12	10	13	0							1958	140000 lb.	396		
8	6			4	0	12	10								8000 gal.	57		
9	3			3	9	14	5								100000 lb.	97		
10	7			4	2	14	8								12500 gal.	187		
9	3			3	9	14	5											
10	4			3	8	14	11								100000 lb.	247		
8	6			4	0	12	10								12500 gal.	246		
8	6			4	0	12	10								100000 lb.	25		
8	6			4	0	12	10								7000 gal.	16		
8	4			4	6	12	6								100000 lb.	1		
															7100 gal.			
10	8	3	8												100000 lb.	1		
10	6	10	8			10	8							2810	140000 lb.	1949		
10	8	11	11	13	2	13	2	12	0	7	11			3180	100000 lb.	96		
10	8	12	5	13	2	13	2	12	0	7	11	1	6	3180	100000 lb.	30		
10	4	12	4	13	0	13	1	6	0	7	6	2	2	2730	100000 lb.	7		
10	4	12	2	13	0	13	6	6	0	7	6	2	2	2730	100000 lb.	20		
10	8	13	5	14	3	14	10	6	0	8	8	2	2	3370	100000 lb.	6		
10	4	12	1	13	0	13	6	6	0	7	6	2	2	2730	100000 lb.	12		
10	8	13	5	14	3	14	10	6	0	8	8	2	2	3370	100000 lb.	19		
10	4	12	2	13	0	13	6	6	0	7	6	2	2	2730	100000 lb.	12		
10	8	13	4	14	2	14	10	6	0	8	8	2	2	3370	100000 lb.	2		
10	8	13	5	14	3	14	9	6	0	8	8	2	2	3370	100000 lb.	8		
10	5	8	1			8	10							1705	100000 lb.	3		
10	5	8	3			8	11							1710	100000 lb.	3		
10	5	8	1			8	10							1705	100000 lb.	6		
10	5	8	4			9	0							1710	100000 lb.	288		
10	0	7	10			8	5							1581	100000 lb.	3		
10	0	7	10			8	5							1571	100000 lb.	1		
10	5	8	4			9	0							1694	100000 lb.	539		
		7	10			8	5							1581	100000 lb.	2		
		7	10			8	5							1571	100000 lb.	1		
		8	1			8	9							1705	100000 lb.	19		
		8	1			8	9							1705	100000 lb.	8		
10	5	8	1			8	10							1705	100000 lb.	7		
10	0	7	10			8	5							1372	100000 lb.	21		
10	0	7	6			7	6							1528	100000 lb.	34		
		10	1			10	10							1820	100000 lb.	1		
10	6	10	1			10	10							1650	100000 lb.	2		
10	6	10	6			11	4							1859	100000 lb.	986		
		10	1			10	9							1650	100000 lb.	1		
10	5	12	4	13	0	13	8	5	0	7	7	2	0	2409	60000 lb.	7		
10	5	12	4	13	1	13	1	4	9	7	7	1	11	2528	60000 lb.	1		
10	5	12	4	13	0	13	7	5	0	7	10	2	0	2596	80000 lb.	3		
10	5	12	4	13	0	13	7	5	0	7	10	2	0	2596	80000 lb.	8		
10	5	12	4	13	0	13	7	5	0	7	10	2	0	2596	80000 lb.	8		

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS									
				Inside						Outside			
				Length	Width	Height	Length Over Strikers		Width at Eaves or Platform				
Ft.	In.	Ft.	In.				Ft.	In.	Ft.	In.			
SC...	OSL	Stock, Steel Underframe	36602-36751	36	6	8	10	8	0	38	0	10	0
SC...	do	do	36752-37399	36	6	8	10	8	0	38	2	10	0
SC...	do	do	37400-38149	36	6	8	10	8	0	38	2	10	0
SM...	do	do	39000-39349	40	6	8	10	9	2	42	2	10	0
SM...	do	do	39400-39420	40	3	8	10	8	10	42	2	10	0
SC...	OWR&N	do	40000-40099	36	6	8	10	8	0	38	0	10	0
SC...	do	do	40100-40198	36	6	8	10	8	0	38	0	10	0
SC...	do	do	40199-40298	36	6	8	10	8	0	38	0	10	0
SC...	do	do	40299-40398	36	6	8	10	8	0	38	0	10	0
SC...	do	do	40399-40548	36	6	8	10	8	0	38	2	10	0
SC...	UP	do	41000-41999	36	6	8	10	8	0	37	9	10	0
SC...	LA&SL	do	42000-42192	36	6	8	10	8	0	38	0	10	0
SC...	UP	do	44000-44497	36	6	8	5	7	10	38	0	9	10
SC...	do	do	44000-44497	36	6	8	10	7	10	37	11	9	9
SC...	do	do	44500-44549	36	6	8	10	8	0	38	0	10	0
SC...	do	do	44550-44807	36	6	8	10	8	0	38	0	10	0
SC...	do	do	44810-44909	36	6	8	10	8	0	38	2	10	0
SC...	do	do	44910-45359	36	6	8	10	8	0	38	2	10	0
SC...	do	do	45360-45759	36	6	8	10	8	0	38	2	10	0
SC...	do	do	45760-46759	36	6	8	10	8	0	37	9	10	0
SC...	do	do	46800-46999	40	6	8	5	10	0	42	0	9 9 8 10	
SM...	do	do	47000-47099	40	7	8	10	9	2	42	2	10	5
SM...	OSL	do	47100-47124	40	7	8	10	9	2	42	2	10	5
SC...	UP	do	47200-47319	40	7	8	10	9	2	42	2	10	5
SC...	do	do	47320	40	7	8	10	9	2	42	2	10	5
SC...	do	do	47400-47699	40	6	8	5	10	0	42	0	9 9 8 10	
SC...	OSL	do	47700-47999	40	7	8	10	9	2	42	2	10	5
SC...	do	do	48000-48349	40	6	8	10	9	2	42	2	10	0
SM...	UP	do	49000-49049	40	6	8	10	9	2	42	2	10	0
SM...	do	do	49100-49415	40	6	8	10	9	2	42	2	10	0
SC...	do	do	49416	40	6	8	10	9	2	42	2	10	0
SM...	do	do	49417-49599	40	6	8	10	9	2	42	2	10	0
SM...	do	do	49700-49710	40	3	8	10	8	10	42	2	10	0
FM...	OWR&N	Flat, Steel Underframe	50000-50099	40	10	9	4			42	0	9	5
FM...	do	do	50100-50149	40	10	9	4			42	0	9	5
FM...	do	do	50150-50329	40	10	9	4			42	2	9	5
FM...	do	do	50330-50580	40	10	9	4			42	0	9	10
FM...	LA&SL	do	52000-52199	40	10	9	4			42	0	9	5
FM...	OWR&N	do	53824-53872	36	4	8	9			38	8	8	9
FM...	UP	do	54001-54199	39	0	9	5			40	2	8	9
FM...	do	do	54200-54650	40	10	9	4			42	0	9	5
FM...	do	do	54651-54805	40	10	9	4			42	2	9	5
FM...	do	do	54806-55305	40	10	9	4			41	9	9	5
FM...	do	do	55306-55805	40	10	9	4			41	9	9	5
FM...	do	do	55806-56305	40	10	9	4			41	10	9	5
FM...	do	do	56400-56699	52	8	10	8			53	6	10	8
FM...	do	do	56700-56999	52	8	10	8			53	6	10	8
FM...	do	do	57000-57299	53	6	10	8			54	2	10	8
FM...	OSL	do	58000-58099	39	0	9	5			40	2	9	6

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 Platform 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.	Ft. In.	Ft. In.						
10 5	12 4	13 0	13 7	5 0	7 10	2 0	3 1	2596	80000 lb.	7					
10 5	12 5	13 1	13 8	5 0	7 10	2 0	3 1	2596	80000 lb.	406					
10 5	12 5	13 1	13 8	5 0	7 10	2 0	3 1	2596	80000 lb.	527					
10 7	13 8	14 3	14 3	6 0	8 9	1 6	1 0	3292	80000 lb.	24					
10 7	13 4	14 4	14 4	6 0	8 9	1 6	1 0	3169	80000 lb.	21					
10 5	12 4	13 0	13 7	5 0	7 10	2 0	3 1	2596	80000 lb.	1					
10 5	12 4	13 0	13 7	5 0	7 10	2 0	3 1	2596	80000 lb.	3					
10 5	12 4	13 0	13 7	5 0	7 10	2 0	3 1	2596	80000 lb.	10					
10 5	12 4	13 0	13 7	5 0	7 10	2 0	3 1	2596	80000 lb.	2					
10 5	12 5	13 1	13 8	5 0	7 10	2 0	3 1	2596	80000 lb.	100					
10 5	12 5	13 1	13 8	5 0	7 10	2 0	3 1	2596	80000 lb.	587					
10 5	12 4	13 0	13 6	5 0	7 10	2 0	3 1	2596	80000 lb.	4					
10 5	12 4	13 0	13 8	5 0	7 6	2 0	3 1	2409	60000 lb.	18					
10 5	12 4	13 1	13 1	4 9	7 7	1 11	3 0	2528	60000 lb.						
10 5	12 4	13 0	13 8	5 0	7 10	2 0	3 1	2596	80000 lb.	1					
10 5	12 4	13 0	13 8	5 0	7 10	2 0	3 1	2596	80000 lb.	20					
10 5	12 5	13 1	13 8	5 0	7 10	2 0	3 1	2596	80000 lb.	71					
10 5	12 5	13 1	13 8	5 0	7 10	2 0	3 1	2596	80000 lb.	294					
10 5	12 5	13 1	13 8	5 0	7 10	2 0	3 1	2596	80000 lb.	263					
10 5	12 5	13 1	13 8	5 0	7 10	2 0	3 1	2596	80000 lb.	367					
10 0	13 4	14 5	14 5	6 0	9 5			3430	80000 lb.	200					
10 7	13 1	14 1	14 1	6 0	8 9			3292	80000 lb.	75					
10 7	13 1	14 1	14 1	6 0	8 9			3292	80000 lb.	25					
10 7	13 1	14 1	14 1	6 0	8 9			3292	80000 lb.	120					
10 7	13 1	14 1	14 1	6 0	8 9			3292	80000 lb.	1					
10 0	13 4	14 5	14 5	6 0	9 5			3430	80000 lb.	300					
10 7	13 1	14 1	14 1	6 0	8 9			3292	80000 lb.	250					
10 7	13 8	14 3	14 3	6 0	8 9	1 6	1 0	3292	80000 lb.	49					
10 7	13 8	14 3	14 3	6 0	8 9	1 6	1 0	3292	80000 lb.	16					
10 7	13 8	14 3	14 3	6 0	8 9	1 6	1 0	3279	80000 lb.	198					
10 7	13 8	14 3	14 3	6 0	8 9	1 6	1 0	3279	80000 lb.	1					
10 7	13 8	14 3	14 3	6 0	8 9	1 6	1 0	3279	80000 lb.	132					
10 7	13 4	14 4	14 4	6 0	8 9			3169	80000 lb.	10					
9 10	3 10		6 10						100000 lb.	23					
9 10	3 10		6 10						100000 lb.	11					
9 10	3 11		6 10						100000 lb.	66					
9 10	3 9		6 10						100000 lb.	64					
9 10	3 10		6 10						100000 lb.	45					
9 5	4 1		6 0						80000 lb.	3					
10 0	3 11								100000 lb.	2					
9 10	3 10		6 10						100000 lb.	105					
9 10	3 11		6 10						100000 lb.	69					
9 10	3 11		6 10						100000 lb.	360					
9 11	3 11		6 0						100000 lb.	429					
10 0	3 11		5 8						100000 lb.	494					
10 8	3 11		5 8						100000 lb.	293					
10 8	3 11		5 8						100000 lb.	299					
10 8	3 8		4 11						100000 lb.	243					
10 0	3 10		7 4						100000 lb.	66					

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS					
A. A. R. Designation	Initials	Class		Inside			Outside		
				Length	Width	Height	Length Over Strik- ers	Width at Eaves or Plat- form	
FM...	OSL	Flat, Steel Underframe	58100-58164	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	
FM...	do	do	59800-59899	40 10	9 4	.....	42 0	9 5	
GS...	UP	Gondola, Steel, Drop Bottom	60000-60199	41 0	9 6	5 0	43 11	10 4	
GS...	do	do	62000-63999	41 6	9 6	4 7	43 2	10 4	
GS...	do	do	64000-64999	41 0	9 1	5 0	42 9	10 5	
GB...	do	do	65000-65799	41 0	9 6	5 0	42 9	10 4	
XM...	OSL	Box, Steel Underframe	68023-68049	40 6	9 2	9 4	42 2	10 0	
XM...	do	do	68080-68149	40 6	9 2	9 4	42 2	10 0	
TM...	UP	Tank Steel	69000-69199	39 1	7 5	.....	42 2	.....	
TM...	LA&SL	do	69531-69702	41 0	8 9	.....	42 3	6 8	
XM...	UP	Box, Steel Underframe	70000-72849	40 4	8 6	8 0	42 0	9 5	
XM...	do	do	72877-73326	40 4	8 6	8 0	42 0	9 5	
XM...	do	do	73327-74402	40 3	9 2	9 2	42 2	10 0	
XM...	do	(Steel Ends)	75000-75397	40 5	9 1	9 11	42 2	9 11	
XM...	do	do	75500-75598	40 4	9 1	10 1	41 9	10 3	
XM...	do	do	77000-79500	40 3	9 2	9 2	42 2	10 0	
MWB	do	do	80000-80299	40 0	8 8	3 0	42 5	9 10	
MWB	do	do	83200-84199	40 0	8 8	3 0	42 5	9 10	
GRA	do	Gondola, Steel	84200-84899	40 1	9 6	4 3	42 4	9 9	
HK...	do	Hopper, Steel	85000-85499	33 1	10 1	.....	34 5	10 2	
HK...	do	do	85500-85999	33 0	10 1	.....	34 5	10 3	
HK...	do	do	86000-86999	33 4	10 1	.....	34 5	10 2	
HK...	do	do	87000-87999	33 4	10 1	.....	34 5	10 2	
HK...	do	Hopper, Steel and Wood Sides	88000-88102	33 0	9 6	.....	34 0	10 5	
HK...	do	do	88103-88899	33 0	9 6	.....	34 0	10 5	
HK...	OWR&N	do	88900-88999	33 0	9 6	.....	34 0	10 5	
HK...	UP	Hopper, Steel	90000-90999	40 8	10 1	.....	41 8	10 2	
HMA	OWR&N	Ore, Steel	91320-91339	.....	.....	.....	39 0	.....	
MWD	UP	Ballast, Steel (Air Dump)	91500-91544	30 2	9 1	2 10	38 0	10 2	
GB...	do	Gondola, Steel (Fixed Ends)	96000-96999	34 6	9 4	4 0	36 8	10 0	
GB...	do	do (Drop Ends)	98000-98049	65 6	7 9	3 5	68 1	8 7	
GB...	do	do	99500-99999	48 6	9 0	3 6	51 7	9 10	
XM...	do	Box, Steel	100000-101599	40 6	9 2	10 6	41 10	10 4	
XM...	do	do	101600-104099	40 6	9 2	10 6	42 0	9 4	
XM...	do	do	121999	40 6	8 7	8 8	41 3	8 10	
XM...	do	do	.....	.....	.....	.....	.....	9 7	
XM...	do	do	124000-125899	40 6	9 2	9 2	42 2	10 0	
XM...	OSL	do	135000-138525	40 6	9 2	9 4	42 2	10 0	
XM...	UP	Box, Automobile, Steel, Staggered Doors	150001-151000	50 3	8 8	10 0	51 5	9 8	
XM...	do	do	151001-152000	50 3	9 2	10 0	51 4	9 8	
XM...	do	do	151001-152000	50 3	8 8	10 0	51 4	9 8	
XM...	do	do	.....	.....	.....	.....	.....	.....	
XM...	do	do	152001-152500	50 3	9 2	10 0	51 4	9 8	
XM...	do	do	152001-152500	50 3	8 8	10 0	51 4	9 8	
XM...	OSL	Box, Automobile, Steel, Staggered Doors, End Doors	160000-160600	50 0	8 8	10 0	51 10	9 8	

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 Platform or Running Board	To Over All	Width	Height	Width	Height							
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.							
9 10	3 11	.....	6 10	.....	.....	.....	.....	.....	100000 lb.	21				
9 10	3 9	.....	6 10	.....	.....	.....	.....	.....	80000 lb.	77				
10 5	9 4	.....	9 4	.....	.....	.....	.....	1948	100000 lb.	203				
10 6	9 1	.....	9 2	.....	.....	.....	.....	1776	100000 lb.	1965				
10 5	9 4	.....	9 4	.....	.....	.....	.....	1874	100000 lb.	996				
10 5	9 4	.....	9 4	.....	.....	.....	.....	1948	100000 lb.	800				
10 8	13 4	14 3	14 10	6 0	8 8	.....	.....	3500	100000 lb.	1				
10 8	13 4	14 2	14 10	6 0	8 8	.....	.....	3500	100000 lb.	1				
10 4	.....	3 11	13 11	.....	.....	.....	.....	.....	12500 gal.	200				
.....	.....	4 3	13 1	.....	.....	.....	.....	.....	100000 lb.	2				
10 4	12 2	13 0	13 7	6 0	7 6	1 6	1 0	2745	100000 lb.	55				
10 4	12 2	13 0	13 7	6 0	7 6	1 6	1 0	2745	100000 lb.	10				
10 7	13 5	14 3	14 10	6 0	8 8	1 6	1 0	3384	100000 lb.	11				
10 8	14 4	15 1	15 1	6 1	9 4	.....	.....	3682	100000 lb.	18				
10 8	14 1	15 0	15 0	6 1	9 4	.....	.....	3758	100000 lb.	4				
10 7	13 5	14 3	14 10	6 0	8 8	1 6	1 0	3384	100000 lb.	24				
10 5	7 5	.....	8 5	.....	.....	.....	.....	1040	100000 lb.	3				
10 5	7 6	.....	8 5	.....	.....	.....	.....	1040	100000 lb.	6				
10 6	8 8	.....	9 4	.....	.....	.....	.....	1825	100000 lb.	16				
10 3	10 8	.....	10 8	.....	.....	.....	.....	1982	100000 lb.	495				
10 3	10 8	.....	10 8	.....	.....	.....	.....	1951	100000 lb.	493				
10 4	10 8	.....	10 8	.....	.....	.....	.....	1970	100000 lb.	998				
10 4	10 8	.....	10 8	.....	.....	.....	.....	1970	100000 lb.	999				
.....	10 8	.....	10 8	.....	.....	.....	.....	1780	100000 lb.	103				
.....	10 8	.....	10 8	.....	.....	.....	.....	1780	100000 lb.	796				
10 4	10 8	.....	10 8	.....	.....	.....	.....	1780	100000 lb.	100				
10 4	10 8	.....	10 8	.....	.....	.....	.....	2505	140000 lb.	1000				
10 2	8 8	.....	8 8	.....	.....	.....	.....	1360	140000 lb.	20				
.....	.....	.....	.....	.....	.....	.....	.....	810	100000 lb.	45				
10 1	7 7	.....	8 7	.....	.....	.....	.....	1252	80000 lb.	11				
9 0	7 1	.....	7 1	.....	.....	.....	.....	1777	140000 lb.	50				
10 0	7 6	.....	7 6	.....	.....	.....	.....	1528	100000 lb.	460				
10 8	14 6	15 1	15 1	6 0	9 10	.....	.....	3899	100000 lb.	1591				
10 4	13 8	.....	.....	6 0	9 10	.....	.....	3930	100000 lb.	2500				
10 8	14 5	15 1	15 1	6 0	9 10	.....	.....	3038	100000 lb.	1				
10 3	13 9	13 4	14 1	6 0	8 1	.....	.....	.....	.....	.....				
10 3	12 11	.....	.....	.....	.....	.....	.....	.....	.....	.....				
10 3	12 9	.....	.....	.....	.....	.....	.....	.....	.....	.....				
10 8	13 5	14 3	14 10	6 0	8 8	1 6	1 0	3416	100000 lb.	1				
10 8	13 4	14 2	14 10	6 0	8 8	1 6	1 0	3500	100000 lb.	36				
10 7	13 11	14 10	15 6	9 9	9 4	1 6	1 0	4622	100000 lb.	40				
10 7	13 11	14 10	15 6	12 0	9 5	1 6	1 0	4622	100000 lb.	233				
10 7	13 11	14 10	15 6	12 0	9 5	1 6	1 0	4622	100000 lb.	21				
10 7	13 11	14 10	14 10	12 0	9 5	1 6	1 0	4622	100000 lb.	23				
10 7	13 11	14 10	14 10	12 0	9 5	1 6	1 0	4622	100000 lb.	2				
10 7	14 0	14 11	15 6	9 9	9 4	7 10	9 5	4598	100000 lb.	24				
.....	.....	.....	.....	.....	.....	.....	.....	4347	.....	.....				

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS							
A. A. R. Designation	Initials	Class		Inside			Outside				
				Length	Width	Height	Length Over Strik- ers	Width at Eaves or Plat- form			
XM..	UP	Box, Automobile, Steel, Staggered Doors, End Doors @	161000-161099	50 6	9 4	10 6	52 2	10 6	9 7		
XM..	do	do @	161100-161199	50 6	9 4	10 6	52 2	10 6	9 7		
XM..	do	do @	161200-161499	50 6	9 4	10 6	52 3	10 6	9 1		
XM..	LA&SL	Box, Automobile, Steel, Staggered Doors @	169000-169198	50 0	8 8	10 0	51 10	9 8	9 8		
XM..	UP	do @	171000-171750	40 6	9 2	9 9	41 9	10 6	9 8		
XM..	do	do @	173000-173750	40 6	9 2	9 9	41 9	10 6	9 8		
XM..	do	do	175000-175399	50 3	9 2	10 0	51 11	9 7	9 8		
XM..	do	do	176000-176499	50 2	8 11	10 0	51 5	9 8	9 8		
XM..	do	do	176500-176599	50 2	8 11	10 0	51 4	9 8	9 8		
XM..	do	do	177000-177387	50 2	8 11	10 0	51 5	9 8	9 8		
XM..	do	Box, Steel	180000-182346	40 6	9 2	9 4	41 9	10 5	9 5		
XM..	do	do	182500	40 4	8 9	9 3	41 9	10 5	9 0		
XM..	do	do	182812-183999	40 4	9 2	9 11	41 9	10 5	9 4		
XM..	do	do	184000-185899	40 4	9 2	9 11	41 9	10 5	9 4		
XM..	do	do	185900-185949	40 4	9 2	10 0	41 9	10 4	9 4		
XM..	do	do	185950-185999	40 4	9 2	10 0	41 9	10 4	9 4		
XM..	do	do	186000-186024	40 6	9 2	10 0	41 11	9 5	9 5		
XM..	do	do	186025-186049	40 6	9 2	10 0	41 11	9 5	9 11		
XM..	do	do	187000-188198	40 4	9 2	10 0	41 9	10 5	9 4		
XM..	OWR&N	do	188300-188999	40 4	9 2	10 0	41 9	10 5	9 4		
XM..	do	do	189000-189299	40 4	9 2	10 0	41 9	10 4	9 4		
XM..	OSL	do	189400-189899	40 4	9 2	10 0	41 9	10 5	9 4		
XM..	UP	do	190000-190699	40 4	9 2	10 0	41 9	10 5	9 4		
XM..	do	do	191000-192999	40 6	9 2	10 6	41 10	9 2	9 11		
XM..	do	do	193000-193748	40 6	9 2	10 6	41 10	9 2	9 11		
XM..	do	do	195000-195499	40 6	9 2	10 3	42 2	9 2	9 11		
XM..	do	do	195500-195596	40 6	9 2	10 3	42 2	9 2	9 11		
XM..	do	do	196000-196999	40 6	9 2	10 6	41 11	9 2	9 11		
XM..	do	do	197000-198999	40 6	9 2	10 6	41 11	9 4	9 11		
GA...	LA&SL	Gondola, Steel, Coal...	200000-200716	40 4	9 5	4 6	42 0	10 3	10 3		
GS...	do	Gondola, Steel, Coal, Dump	201000-201099	40 0	9 6	4 7	41 9	10 3	10 3		
XAP.	UP	Box, Automobile, Steel @	251001-252000	50 3	9 2	10 0	51 4	9 8	9 8		
XML	do	do @	254200-254399	50 6	9 3	10 6	52 2	10 6	9 7		

UNION PACIFIC RAILROAD COMPANY

[illegible]

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS							
A. A. R. Designation	Initials	Class		Inside			Outside				
				Length	Width	Height	Length Over Strik- ers	Width at Eaves or Plat- form			
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
XMP	UP	Box, Automobile, Stag- gered Doors, Steel	261000-261099	50	6	9	4	10	6	52	2
XAP.	do	do	271000-271749	40	6	9	2	9	8	41	9
XAP.	do	do	273000-273750	40	6	9	2	9	8	41	9
XAP.	do	do	280000-282346	40	6	9	2	9	4	41	9
XM..	UP	Box, Steel Underframe.	300000-300099	40	6	9	2	9	4	42	2
XM..	do	do	300100-300299	40	6	9	2	9	2	42	2
XM..	OSL	do	300500-300999	40	6	9	2	9	4	42	2
XM..	OWR&N	do (Steel Ends)	301320-301633	40	0	9	2	9	2	42	2
XM..	OSL	do	302300-302540	40	0	9	2	9	2	42	2
XM..	UP	do	303000-303149	40	3	9	2	9	2	42	2
XM..	do	do	303501-303835	40	3	9	2	9	2	42	2
XM..	LA&SL	do	304800-304871	40	0	9	2	9	2	42	2
XM..	UP	do	305000-305169	40	6	9	2	9	4	42	2
XM..	do	do	306000-306299	40	6	9	2	9	2	42	2
XM..	OSL	do	307000-308199	40	6	9	2	9	4	42	2
XM..	UP	Box, Steel	340000-340499	50	0	8	7	10	0	51	5
XM..	do	do	340500-340886	50	0	8	7	10	0	51	5
XM..	do	do	350000-350499	50	0	8	7	10	0	51	5
XM..	do	do	350500-350885	50	0	8	11	10	0	51	5
XM..	do	do	350886	50	2	8	11	10	0	51	4
XM..	do	do	351000-351098	50	0	8	11	10	0	51	4
XM..	do	do	351200-351706	50	0	8	11	10	0	51	4
XAP.	do	Box, Automobile, Steel	354200-354399	50	6	9	4	10	6	52	2
XM..	do	Box, Automobile, Stag- gered Doors, Steel	450597	50	3	9	2	10	4	51	5
XMR	do	do	454000-454099	50	6	9	4	10	6	52	0
XMR	do	do	454400-454799	50	6	9	4	10	6	52	0
XMR	do	do	455500-455999	50	6	9	6	10	8	52	0
XM..	do	do	470000-470750	40	6	9	2	9	8	41	9
XMR	do	do	471000-471750	40	6	9	2	10	4	41	9
XMR	do	do	474000-474499	40	6	9	2	10	6	41	9
XMR	do	do	474500-474749	40	6	9	2	10	6	41	9
XMR	do	do	475000-475499	40	6	9	6	10	8	42	0
XME	do	do	501000-501099	50	6	9	2	10	6	52	2
XME	do	do	501100-501199	50	6	9	2	10	6	52	2
XME	do	do	511000-511099	50	6	9	2	10	6	52	2
XME	do	do	511100-511199	50	6	9	2	10	6	52	2
XME	do	do	514100-514199	50	6	9	2	10	6	52	2

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS																	No. Owned
Outside						Doors						CAPACITY		Cubic Feet Level Full	Pounds or Gallons		
Ex-treme Width Over All	Height From Rail				Side		End		Width	Height	Width	Height					
	To Eaves	To Top of Sides Plat-form or Running Board	To Over All		Width	Height	Width	Height									
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.								
10 8	13 7	15 1	15 1	15 0	9 11			4961	100000 lb.	4							
10 8	14 3	15 1	15 1	12 6	9 8			3604	100000 lb.	4							
10 8	13 7	15 1	15 1	12 6	9 8			3604	100000 lb.	5							
10 8	14 5	15 1	15 1	12 6	9 8			3604	100000 lb.	5							
10 8	13 7	14 1	14 1	6 0	8 8			3466	100000 lb.	15							
10 8	13 6	14 1	14 1	6 0	8 8			3466	100000 lb.	15							
10 7	12 7	14 2	14 9	6 0	8 8			3500	100000 lb.	3							
10 7	13 4	14 2	14 9	6 0	8 8			3500	100000 lb.	3							
10 8	13 5	14 3	14 11	6 0	8 8			3416	100000 lb.	2							
10 7	13 4	14 2	14 9	6 0	8 8			3500	100000 lb.	9							
10 8	13 5	14 3	14 10	6 0	8 8			3370	100000 lb.	7							
10 8	13 4	14 2	14 10	6 0	8 8			3370	100000 lb.	3							
10 7	13 5	14 3	14 10	6 0	8 8			3370	100000 lb.	3							
10 7	13 5	14 3	14 10	6 0	8 8			3384	100000 lb.	2							
10 7	13 5	14 3	14 10	6 0	8 8			3384	100000 lb.	4							
10 8	13 3	14 2	14 10	6 0	8 8			3500	100000 lb.	1							
10 7	13 4	14 2	14 10	6 0	8 8			3500	100000 lb.	1							
10 8	13 5	14 3	14 10	6 0	8 8			3416	100000 lb.	6							
10 8	13 4	14 2	14 10	6 0	8 8			3500	100000 lb.	17							
10 6	14 2	14 10	15 6	6 0	9 3			4322	100000 lb.	34							
10 7	14 2	14 10	15 6	6 1	9 4			4322	100000 lb.	16							
10 6	13 8	14 10	15 6	6 0	9 3			4322	100000 lb.	436							
10 7	14 2	14 10	15 6	6 1	9 4			4474	100000 lb.	355							
10 7	13 8	14 10	14 10	6 0	9 5			4484	100000 lb.	1							
10 7	14 2	14 10	14 10	6 0	9 5			4484	100000 lb.	1							
10 7	13 8	14 10	14 10	6 0	9 5			4484	100000 lb.	1							
10 6	14 2	14 10	14 10	6 0	9 5			4474	100000 lb.	97							
10 6	14 2	14 10	15 6	6 0	9 5			4474	100000 lb.	499							
10 8	13 7	15 1	15 1	15 0	9 11			4974	100000 lb.	15							
10 6	14 3	15 1	15 1	15 0	9 4			4766	100000 lb.	1							
10 8	14 5	15 1	15 1	15 0	9 11			4974	100000 lb.	99							
10 8	13 7	15 1	15 1	15 0	9 11			4974	100000 lb.	390							
10 8	13 11	15 1	15 1	15 0	10 0			4575	100000 lb.	454							
10 8	14 5	15 1	15 1	12 6	9 8			5119	100000 lb.	10							
10 8	14 5	15 1	15 1	12 6	9 8			4719	100000 lb.	10							
10 8	13 7	15 1	15 1	12 6	9 8			3604	100000 lb.	139							
10 8	14 5	15 1	15 1	12 6	9 8			3838	100000 lb.	139							
10 4	13 7	15 1	15 1	12 6	9 8			3604	100000 lb.	494							
10 4	14 5	15 1	15 1	12 0	9 10			3916	100000 lb.	494							
10 8	13 11	15 1	15 1	12 0	9 10			3511	100000 lb.	494							
10 8	14 5	15 1	15 1	12 6	9 6			3899	100000 lb.	249							
10 8	13 11	15 1	15 1	14 0	10 0			3619	100000 lb.	249							
10 8	14 5	15 1	15 1	7 7	9 11	9 4	10 1	4106	100000 lb.	498							
10 8	13 7	15 1	15 1	7 7	9 11	9 4	10 1	3785	100000 lb.	5							
10 8	14 3	15 1	15 1	7 7	9 11	9 4	10 1	4897	100000 lb.	8							
10 8	13 7	15 1	15 1	7 7	9 11	9 4	10 1	4897	100000 lb.	8							
10 8	14 3	15 1	15 1	7 7	9 11	9 4	10 1	4897	100000 lb.	26							
10 8	13 7	15 1	15 1	7 7	9 11	9 4	10 1	4897	100000 lb.	26							
10 8	14 3	15 1	15 1	7 7	9 11	9 4	10 1	4897	100000 lb.	26							
10 8	13 7	15 1	15 1	7 7	9 11	9 4	10 1	4897	100000 lb.	28							
10 8	14 3	15 1	15 1	7 7	9 11	9 4	10 1	4897	100000 lb.	28							
10 8	13 7	15 1	15 1	7 7	9 11	9 4	10 1	4897	100000 lb.	32							
10 8	14 3	15 1	15 1	7 7	9 11	9 4	10 1	4897	100000 lb.	32							

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS							
				Inside						Outside	
				Length	Width	Height	Length Over Strikers		Width at Eaves or Platform		
Initials	Class	Ft.	In.				Ft.	In.			
A. A. R. Designation											
XME	UP	Box, Automobile, Stag- gered Doors, Steel 19	514200-514399	50 6	9 2	10 6	52 2	10 6	9 7		
XME	do	do 19	524200-524399	50 6	9 2	10 6	52 2	10 6	9 7		
XME	do	do 19	534100-534199	50 6	9 2	10 6	52 2	10 6	9 7		
XAP.											
XAP.	do	do 19	541100-541199	50 6	9 4	10 6	52 2	10 6	9 7		
XAP.	do	do 19	541200-541399	50 6	9 4	10 6	52 2	10 6	9 7		
XML	do	do 19	554200-554399	50 6	9 3	10 6	52 2	10 6	9 7		
XML	do	do 19	555100-555499	50 6	9 5	10 7	52 2	10 6	9 5		
XMP	do	do 19	562100-562199	50 6	9 4	12 4	52 2	10 5	9 7		
XMP	do	do 19	563000-563099	50 6	9 4	12 4	52 2	10 5	9 7		
XMP	do	do 19	563100-563199	50 6	9 4	12 4	52 2	10 5	9 7		
XMP	do	do 19	564000-564099	50 6	9 4	12 4	52 2	10 5	9 7		
XMP	do	do 19	564100-564199	50 6	9 4	12 4	52 2	10 5	9 7		
FMS.	do	Flat, Steel Underframe 19	570000-572999	53 6	10 8		54 2	10 8	10 6		
XM.	do	Box, Automobile, Stag- gered Doors, Steel 19	654180-654199	50 6	9 4	10 6	52 2	10 6	9 7		
XAP.	do	do 19	753100-753199	50 6	9 4	10 6	52 2	10 6	9 7		
XML	do	do 19	754200-754399	50 6	9 3	10 6	52 2	10 6	9 7		
XAP.	do	do 19	844000-844099	50 6	9 3	10 6	52 2	10 6	9 7		
XAP.	do	do 19	844100-844199	50 6	9 3	10 6	52 2	10 6	9 7		
XAP.	do	do 19	851000-851099	50 3	9 2	10 0	51 4	9 8	9 8		
XAP.	do	do 19	851100-851199	50 3	9 2	10 0	51 4	9 8	9 9		
XAP.	do	do 19	852001-853000	50 3	9 2	10 0	51 4	9 8	9 8		
XML	do	do 19	854000-854099	50 6	9 3	10 6	52 2	10 6	9 7		
XML	do	do 19	854000-854099	50 6	9 3	10 6	52 2	10 6	9 7		
XML	do	do 19	854100-854199	50 6	9 3	10 6	52 2	10 6	9 7		
XML	do	do 19	854200-854399	50 6	9 3	10 6	52 2	10 6	9 7		
XML	do	do 19	861000-861099	50 6	9 3	10 6	52 2	10 6	9 7		
XML	do	do 19	864100-864199	50 6	9 3	10 6	52 2	10 6	9 7		
XML	do	do 19	864200-864399	50 6	9 3	10 6	52 2	10 6	9 7		
XML	do	do 19	951000-951999	50 2	8 11	10 0	51 4	9 8	9 8		
XAP.	do	do 19	952000-953000	50 3	9 2	10 0	51 4	9 8	9 8		
XAP.	do	do 19	953001-954000	50 3	9 2	10 0	51 4	9 8	9 8		
XML	do	do 19	954100-954199	50 6	9 3	10 0	52 2	10 6	9 7		

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.	Ft. In.	Ft. In.					
10 8	13 7 14 3	15 1	15 1	7 7	9 11	.....	.....	4897	100000 lb.	36				
10 8	13 7 14 3	15 1	15 1	7 7	9 11	.....	.....	4897	100000 lb.	14				
10 8	13 7 14 3	15 1	15 1	7 7	9 11	.....	.....	4897	100000 lb.	5				
10 8	13 7 14 3	15 1	15 1	15 0	9 11	.....	.....	4974	100000 lb.	11				
10 8	13 7 14 3	15 1	15 1	15 0	9 11	.....	.....	4974	100000 lb.	27				
10 8	13 7 14 3	15 1	15 1	7 0	9 11	.....	.....	4919	100000 lb.	22				
10 8	13 11 14 5	15 1	15 1	8 0	10 0	.....	.....	5050	100000 lb.	39				
10 8	15 9 16 1	17 0	17 0	15 0	9 11	9 4	11 11	5837	100000 lb.	5				
10 8	15 9 16 1	17 0	17 0	15 0	9 11	9 4	11 11	5837	100000 lb.	2				
10 8	15 9 16 1	17 0	17 0	15 0	9 11	9 4	11 11	5837	100000 lb.	3				
10 8	15 9 16 1	17 0	17 0	15 0	9 11	9 4	11 11	5837	100000 lb.	2				
10 8	15 9 16 1	17 0	17 0	15 0	9 11	9 4	11 11	5837	100000 lb.	3				
10 8	15 9 16 1	17 0	17 0	15 0	9 11	9 4	11 11	5837	100000 lb.	2				
10 8	15 9 16 1	17 0	17 0	15 0	9 11	9 4	11 11	5837	100000 lb.	3				
10 8	13 7 14 3	15 1	15 1	15 0	9 11	.....	.....	4974	100000 lb.	4				
10 8	13 7 14 3	15 1	15 1	15 0	8 11	.....	.....	4961	100000 lb.	5				
10 8	13 7 14 3	15 1	15 1	7 0	9 11	.....	.....	4906	100000 lb.	24				
10 8	13 7 14 3	15 1	15 1	12 4	9 11	.....	.....	4906	100000 lb.	18				
10 8	13 7 14 3	15 1	15 1	12 4	9 11	.....	.....	4906	100000 lb.	6				
10 7	14 2 13 8	14 10	15 6	12 0	9 5	.....	.....	4622	100000 lb.	14				
10 7	14 2 13 8	14 10	15 6	12 0	9 5	.....	.....	4622	100000 lb.	20				
10 7	13 11 14 3	14 10	15 6	12 0	9 5	.....	.....	4622	100000 lb.	7				
10 8	13 7 14 3	15 1	15 1	7 0	9 11	9 4	10 1	4906	100000 lb.	15				
10 8	13 7 14 3	15 1	15 1	7 0	9 11	9 4	10 1	4906	100000 lb.	14				
10 8	13 7 14 3	15 1	15 1	7 0	9 11	.....	.....	4919	100000 lb.	20				
10 8	13 7 14 3	15 1	15 1	7 0	9 11	.....	.....	4919	100000 lb.	15				
10 8	13 7 14 3	15 1	15 1	7 0	9 11	9 4	10 1	4906	100000 lb.	7				
10 8	13 7 14 3	15 1	15 1	7 0	9 11	.....	.....	4919	100000 lb.	15				
10 8	13 7 14 3	15 1	15 1	7 0	9 11	.....	.....	4919	100000 lb.	24				
10 7	13 11 13 11	14 10	15 6	12 0	9 6	.....	.....	4490	100000 lb.	5				
10 7	13 11 13 11	14 10	15 6	12 0	9 5	.....	.....	4622	100000 lb.	7				
10 7	13 11 14 3	14 10	15 6	12 0	9 5	.....	.....	4622	100000 lb.	45				
10 8	13 7 14 3	15 1	15 1	7 0	9 11	.....	.....	4906	100000 lb.	11				

FREIGHT EQUIPMENT—Concluded

KIND OF CARS				DIMENSIONS							
A. A. R. Designation	Initials	Class	Numbers	Inside						Outside	
										Length Over Strikers	Width at Eaves or Platform
				Length	Width	Height	Length	Width	Height		
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
XML	UP	Box, Automobile, Staggered Doors, Steel 13	954200-954399	50	6	9	3	10	0	52	2
XML	do	do 13	954400-954799	50	6	9	3	10	6	52	2
XML	do	do 13	955500-955999	50	6	9	5	10	7	52	0
XML	do	do 13	956000-956001	50	6	9	3	10	6	52	2
XML	do	do 13	956005-956999	50	3	9	2	10	0	51	4
XAP.	do	do 13	957000-957099	50	6	9	4	10	6	52	2
XAP.	do	do 13	957100-957199	50	6	9	4	10	6	52	2
XAP.	do	do	957200-957449	50	6	9	4	10	6	52	3
XAP.	do	Box, Steel 13	958500-958999	40	6	9	2	10	6	41	11
XAP.	do	do 13	959000-959999	40	6	9	2	10	6	41	11
Total										UTAH COAL	
GS...	UCR	Coal, Dump, Steel.....	20000-21999	40	0	9	6	4	7	41	9

Notes:—

1UP cars 20500 to 21949 and OSL 27294 to 27543 are equipped with 8 Door Enterprise Dumping device.

2UP cars 21479, 21617 and OSL 26708 have been equipped with temporary wood floors for use as Flat Bottom type.

3Cars equipped with corrugated steel ends.

4Cars 22975 to 22999 are equipped with nailable steel flooring.

5Cars 35215, 35281, 35282, 35285, 35332, 35353, 35416, 35438, 35448, 35459, 35468, 35486, 35576, 35596, 35614, 35635, 35659, 35677, 35680, 35701, 35726 are rebuilt cars and differ in dimensions and cubical capacity from other cars in same series.

6Cars 44006, 44032, 44042, 44046, 44072, 44107, 44123, 44130, 44136, 44155, 44159, 44177, 44194, 44223, 44238, 44249, 44271, 44276, 44280, 44310, 44318, 44355, 44360, 44383, 44388, 44391, 44399, 44404, 44417, 44443, 44488, 44497 are rebuilt cars and differ in dimensions and cubical capacity from other cars in same series.

7UP cars 62000 to 63999 are equipped with 16 Door Enterprise dumping device.

8OSL cars 68023 to 68049 and 68080 to 68149 are equipped for silica sand loading.

9Hart Convertible—When used as hopper car, dimensions and capacity are: Length 30 ft. 0 in., Height 3 ft. 6½ in., cubic capacity 928 cubic feet.

10Equipped with flat bottoms at ends and with 8 small "V" shaped hoppers in center of car, located lengthwise.

11Cars equipped with permanent nailing strips on each interior side wall extending from door opening to ends of car which reduces inside width and cubic capacity within the clearance of the strips.

12Cars 151003, 151018, 151080, 151135, 151193, 151218, 151430, 151431, 151484, 151504, 151641, 151646, 151671, 151685, 151716, 151725, 151735, 151819, 151852, 151935, 151941, 152313, 152485 equipped with permanent nailing strips on each interior side wall extending from door opening to ends of car, which reduces inside width and cubic capacity within the clearance of the strips.

13Cars in series 161000 to 161449, 501000 to 501199, 511000 to 511199, 854000 to 854099 and 861000 to

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS																No. Owned
Outside								Doors						CAPACITY		
Height From Rail								Side				End				
Ex- treme Width Over All	To Eaves		To Top of Sides Plat- form or Run- ning Board	To Over All	Width		Height		Width		Height		Cubic Feet Level Full	Pounds or Gallons		
															Side		End
	Ft.	In.			Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.			Ft.		In.
10 8	13 7	15 1	15 1	7 0	9 11	.....	.....	4906	100000 lb.	5						
10 8	13 7	15 1	15 1	7 0	9 11	.....	.....	4906	100000 lb.	8						
10 8	13 11	15 1	15 1	8 0	10 0	.....	.....	5050	100000 lb.	4						
10 8	14 5	15 1	15 1	7 0	9 11	.....	.....	4906	100000 lb.	2						
10 7	13 11	14 10	15 6	12 0	9 5	1 6	1 0	4622	100000 lb.	52						
10 8	13 7	15 1	15 1	15 0	9 11	.....	.....	4961	100000 lb.	4						
10 8	13 7	15 1	15 1	15 0	9 11	.....	.....	4961	100000 lb.	6						
10 5	14 5	15 1	15 1	15 0	9 10	9 4	10 1	4964	100000 lb.	6						
10 8	13 11	15 1	15 1	6 0	9 11	.....	.....	3920	100000 lb.	35						
10 4	14 6	15 1	15 1	6 0	9 11	.....	.....	3920	100000 lb.	5						
10 8	13 11	15 1	15 1	6 0	9 11	.....	.....	3920	100000 lb.							
										47585						
ROUTE	CARS															
.....	.....	9 0	9 9	.....	.....	.....	.....	1715	100000 lb.	1891						

861199 have end doors built with arch at top of door opening, and width of door opening is 9 ft. 4 in. to a height of 8 ft. 9 in., height of door opening at center is 10 ft. 1 in.

14Auto loading racks in cars series 171000 to 171749, 173000 to 173750 and 470000 to 470750 have been secured to roof, rendering appliances inoperative and confining use of cars to general service only.

15Cars equipped with permanent double deck for tractor loading.

16Cars in series 340000 to 340499 and 340500 to 340886 are equipped to handle hides and are not suitable for general service.

17Cars in series 454000 to 454099, 454400 to 454799, 455500 to 455999, 471000 to 471750, 473000 to 473750, 474000 to 474499, 474500 to 474749 and 475000 to 475499 are equipped with automobile loading racks.

Cars are higher inside and have more cubic capacity when racks in position for loading automobiles and are lower inside and have less cubic capacity when racks raised in stored position against roof of car for loading other commodities.

18Cars equipped with perforated steel lining.

19Large end door cars equipped for aircraft parts loading.

20Cars equipped with DF loaders.

21Cars equipped with upper decks.

22Cars equipped to handle auto bodies and are not serviceable as flat cars.

23Large end door cars equipped with perforated steel lining.

24Large end door cars. Car 861007 equipped with stanchions, cars 861051, 861059, 861063, 861065, 861075 and 861079 equipped with perforated steel lining.

25Large end door cars equipped with stanchions and racks or cradles, and are not suitable for general service.

26Cars have ½ in. thick steel floor protection plates covering flooring between door openings.

27Cars equipped with special interior equipment and are not suitable for general service.

ROADWAY EQUIPMENT

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
St. J. & G. I.	Ballast Distributing:		01	35' 1½"	30,000 lbs.
O.-W. R. & N.	Ballast Spreader—Jordan		0450	35' 1"	100,000 do
do	do		0453	35' 1"	100,000 do
do	do		0454	50'	120,000 do
O. S. L.	do & Ditcher		02073	32'	60,000 do
U. P.	do		03128	43' 9"	100,000 do
do	do		03129	35' 6"	100,000 lbs.
do	do		03130	35'	100,000 lbs.
do	do		03131		
do	do	03132	03133		
L. A. & S. L.	do		010532	35' 2"	100,000 lbs.
do	do		010533	35' 6"	100,000 do
O. S. L.	Jordan Spreader	02060	02062	35'	100,000 do
do	Ballast Spreader		02063	35'	100,000 do
U. P.	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	0210	34'	60,000 do
O.-W. R. & N.	do	0588	0594	41'	100,000 do
do	do	0600	0604	41'	100,000 do
do	do		0605	41'	100,000 do
do	do	0606	0613	41'	100,000 do
do	do	0615	0619	41'	100,000 do
do	do	0621	0624	41'	100,000 do
do	do		0626	41'	100,000 do
do	do	0630	0631	72' 6"	
do	do		0646	34'	100,000 lbs.
do	do	0650	0657	41'	100,000 lbs.
do	do	0658	0688	68'	100,000 lbs.
do	do	0690	0697	41'	100,000 lbs.
do	do	0700	0799	41' 6"	100,000 do
do	do	0850	0873	41' 10"	100,000 do
do	do		0933	33' 8"	40,000 do
do	do		0997	33' 8"	40,000 do
do	do	01000	01050	41' 10"	100,000 do
do	do		01072	40' 6"	60,000 do
do	do		01173	34'	60,000 do
do	do		01180	40' 6"	50,000 do
do	do	01204	01209	50' 9" to 60' 8"	Various
do	do		01210	41' 2"	do
do	do	01229	01249	60'	do
do	do		01254	41' 10"	100,000 lbs.
do	do		01260	42' 2"	80,000 do
do	do	01261	01265	53' 0" to 72' 0"	Various
do	do	01269	01274	41' 0" to 41' 6"	do
do	do	01275	01278	72' 6"	do
do	do	01279	01288	41' 10"	do
do	do	01289	01296	41'	100,000 lbs.
O. S. L.	do	01500	01514	41' 6"	100,000 do
do	do	01516	01519	41' 10"	100,000 do
do	do	01521	01538	41' 10"	100,000 do
do	do	01603	01618	41' 10"	100,000 do
do	do		01636	31' 4"	
do	do		01828	69'	
do	do	02370	02373	41' 10"	100,000 lbs.
do	do	02450	02478	59' 10"	

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
72,000	1		All steel
71,600	1		do
69,600	1		do
122,000	1		do
35,000	1		do
137,500	1		Steel Underframe
85,000	1		All Steel
72,000	1		do
129,400	1		do
125,000	2		do
70,100	1		Steel
85,000	1		do
70,000	3		do
135,000	1		do
31,880	1	18	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
46,600	7		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
158,500	2		All Steel—Old Passenger Cars
24,300	1		Wooden
50,400	8		Steel Underframe
40,300	12		All Steel—Old Passenger Cars
45,700	8		Steel Underframe
46,400	24		do
25,500	1		Wooden
25,500	1		do
48,900	50		Steel Underframe
28,700	1		Wooden
24,300	1		do
31,400	1		do
75,500	2		do (Old Passenger Cars)
45,900	2		Steel Underframe—Old Passenger Cars
75,800	4		Wooden—Old Passenger Cars
49,500	1		Steel Underframe
47,200	1		do
87,800	2		Wooden—Old Passenger Cars
49,800	6		Steel Underframe
129,100	4		do (Old Passenger Cars)
44,700	8		do
52,000	8		do
46,900	13		do
46,500	4		do
46,500	17		do
49,500	16		do
27,200	1		Wooden—Old Passenger Car
106,600	1		Steel Underframe—Old Passenger Car
48,600	4		Steel Underframe
95,200	27		All Steel—Old Passenger Cars

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
O. S. L.	Boarding		02637	41' 10"	100,000 lbs.
do	do		02752	51' 7"	80,000 do
do	do	02789	02996	41' 10"	100,000 do
U. P.	do	04301	04310	40' 0" to 41' 0"	100,000 do
do	do		04315	61' 4"	
do	do		04322	60'	
do	do		04323	72' 6"	
do	do	04329	04336	41'	100,000 lbs.
do	do		04339	41'	100,000 lbs.
do	do		04340	72' 6"	
do	do	04342	04376	41'	100,000 lbs.
do	do		04427	34'	60,000 do
do	do	04431	04433	72'	Various
do	do	04435	04443	41' 10"	100,000 lbs.
do	do	04446	04451	72' 6"	
do	do		04452	41'	60,000 lbs.
do	do	04453	04462	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	36'	60,000 do
do	do		04554	34'	60,000 do
do	do	04585	04591	36' 0" to 51' 0"	Various
do	do	04592	04599	40'	100,000 lbs.
do	do	04600	04624	40' 0" to 41' 0"	100,000 do
do	do		04625	41' 10"	60,000 do
do	do	04626	04649	41'	100,000 do
do	do	04650	04729	41'	100,000 do
do	do		04736	41' 10"	100,000 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	05600	05619	50' 9"	100,000 do
do	do	05700	05739	50' 6"	80,000 do
do	do		06016	41' 10"	60,000 do
do	do	06108	06111	41' 6"	80,000 do
do	do	06113	06115	41' 10"	60,000 do
do	do	06118	06119	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	06321	50' 6"	80,000 do
do	do	06350	06368	50' 6"	80,000 do
do	do		06504	34'	60,000 lbs.
do	do		06512		
do	do		06612	34'	80,000 do
do	do	06931	06983	41' 6"	80,000 do
do	do		06985	70'	
do	do	07500	07615	50' 6"	80,000 lbs.
do	do	07650	07689	50' 9"	100,000 do
do	do		07690	50' 9"	100,000 do
do	do	09500	09976	40' 0" to 41' 6"	100,000 do
do	do		09977	50' 6"	80,000 do
do	do		09978	41' 10"	100,000 do
do	do	09979	09982	50' 6"	80,000 do
L. A. & S. L.	do	010100	010120	41' 6"	100,000 do
do	do		010121	41' 10"	100,000 do

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
47,300	1		Steel Underframe
64,400	1		Wooden—Old Passenger Car
48,300	7		Steel Underframe
48,300	8		do
117,600	1		do (Old Passenger Car)
96,900	1		Wooden—Old Passenger Car
113,800	1		do do
47,300	5		Steel Underframe
47,780	1		do
121,000	1		Wooden—Old Passenger Car
46,300	16		Steel Underframe
31,000	1		Wooden
126,600	2		Steel Underframe—Old Passenger Cars
43,800	8		do
120,000	6		do (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	19		do
43,400	1		do
31,600	1		Wooden
44,800	6		Steel Underframe
53,500	8		do
51,100	22		do
41,900	1		do
51,700	24		do
49,400	31		do
50,800	1		do
47,600	3		do
49,500	47		do
58,700	31		do
50,000	12		do
59,300	30		do
62,300	10		do
66,600	9		do
63,300	20		All Steel
53,500	36		do
46,400	1		Steel Underframe
42,600	6		do
42,000	2		do
65,100	2		do
42,900	96		do
109,500	1		Wooden—Old Passenger Car
60,300	20		Steel Underframe
59,700	19		do
41,820	1		Wooden—Old Passenger Car
31,300	1		do
32,500	1		do
42,300	25		Steel Underframe
123,000	1		Wooden—Old Passenger Car
61,100	116		Steel Underframe
70,500	40		All Steel
71,200	1		do
46,300	432		Steel Underframe
64,200	1		do
49,300	1		do
64,500	4		do
46,700	18		do
47,500	1		do

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
L. A. & S. L.	Boarding	010122	010148	41' 10"	100,000 do
do	do	010150	010249	41' 10"	100,000 do
do	do	010250	010250	63'	100,000 lbs.
do	do	010252	010261	41' 10"	100,000 do
do	do	010265	010267	41' 10"	100,000 do
do	do	010280	010283	41'	1000,00 do
do	do	010288	010288	40'	80,000 do
do	do	010311	010311	40'	80,000 do
do	do	010321	010321	40'	80,000 do
do	do	010327	010327	36' 11" to 38' 8"	Various
do	do	010330	010330	41' 10"	100,000 lbs.
do	do	010341	010341	40'	80,000 do
do	do	010344	010348	77' 5"	80,000 do
do	do	010350	010388	40'	80,000 do
do	do	010389	010389	41' 10"	100,000 do
do	do	010392	010392	40'	80,000 do
do	do	010449	010449	41' 10"	100,000 do
do	do	010450	010451	41' 10"	100,000 do
do	do	010453	010472	41' 10"	100,000 lbs.
do	do	010476	010476	41' 6"	60,000 do
do	do	010477	010483	41'	100,000 do
do	do	010484	010493	41'	100,000 do
do	do	010495	010498	41'	100,000 do
O. S. L.	do	011101	011101	41'	100,000 do
do	do	011108	011108	41'	100,000 do
do	do	011115	011115	41'	100,000 do
do	do	011118	011118	41' 10"	100,000 do
do	do	011128	011128	41'	100,000 do
do	do	011129	011132	41' 10"	100,000 do
do	do	011136	011136	41'	100,000 do
do	do	011251	011251	51'	50,000 do
do	do	011277	011278	72' 6"	100,000 lbs.
do	do	011280	011280	42'	80,000 do
do	do	011282	011283	66'	80,000 do
do	do	011284	011289	41'	100,000 do
do	do	011291	011295	41'	100,000 do
do	do	011328	011328	41' 10"	100,000 do
do	do	011331	011331	72' 6"	80,000 do
do	do	011332	011332	41' 10"	100,000 do
do	do	011336	011336	41' 10"	100,000 do
do	do	011403	011407	41' 10"	100,000 do
do	do	011410	011420	41'	100,000 do
do	do	011547	011554	41' 10"	100,000 do
U. P.	Business	99	99	73' 6"	100,000 do
do	do	100	100	73' 10"	100,000 do
do	do	101	101	77'	100,000 do
do	do	102	102	74' 8"	100,000 do
do	do	103	103	73' 6"	100,000 do
do	do	104	104	65'	100,000 do
do	do	110	110	51' 6"	100,000 do
do	do	116	116	59' 10"	100,000 do
do	do	117	117	70'	100,000 do
do	do	118	118	70'	100,000 do
do	do	119	119	73' 6"	100,000 do
L. A. & S. L.	do	120	120	76' 5 1/2"	100,000 do
do	do	121	121	76' 5 1/2"	100,000 do
do	do	122	122	76' 5 1/2"	100,000 do
do	do	123	123	76' 5 1/2"	100,000 do
do	do	124	124	76' 5 1/2"	100,000 do
do	do	144	144	65'	100,000 do
O. S. L.	do	153	153	59' 10"	100,000 do

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
47,500	27	.....	Steel Underframe
48,700	88	.....	do
49,900	1	.....	do (Old Passenger Car)
50,200	10	.....	do
48,800	3	.....	do
52,600	4	.....	do
50,000	1	.....	Wooden
45,800	1	.....	Steel Underframe
45,800	1	.....	do
34,300	2	.....	Wooden
56,400	1	.....	Steel Underframe
45,700	5	.....	do
113,200	3	.....	do (Old Passenger Cars)
39,500	7	.....	Wooden
47,700	1	.....	Steel Underframe
44,700	1	.....	do
47,500	51	.....	do
115,000	2	.....	do (Old Passenger Cars)
46,700	18	.....	do
45,100	4	.....	do
50,300	7	.....	do
46,400	9	.....	do
47,200	4	.....	do
58,000	1	.....	do
56,600	1	.....	do
46,000	1	.....	do
45,700	1	.....	do
50,900	7	.....	do
46,000	4	.....	do
49,100	3	.....	do
27,200	1	.....	Wooden—Old Passenger Car
114,500	2	.....	Steel Underframe—Old Passenger Cars
48,200	1	.....	do
97,900	2	.....	do (Old Passenger Cars)
51,400	6	.....	do
46,000	5	.....	do
50,300	1	.....	do
126,800	2	.....	do (Old Passenger Cars)
43,700	1	.....	do
50,100	1	.....	do
48,600	3	.....	do
50,000	11	.....	do
45,400	2	.....	do
199,800	1	.....	All Steel
204,200	1	.....	do
198,000	1	.....	do
202,400	1	.....	do
179,500	1	.....	do
147,900	1	.....	Steel Underframe
106,800	1	.....	do
136,700	1	.....	All Steel
174,200	1	.....	do
175,100	1	.....	do
191,500	1	.....	do
183,100	1	.....	do
189,700	1	.....	do
184,200	1	.....	do
184,900	1	.....	do
190,900	1	.....	do
155,800	1	.....	do
138,200	1	.....	do

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
O. S. L.	Business		157	75' 0 $\frac{3}{4}$ "	
O.-W. R. & N.	do		186	59' 10"	
U. P.	Instruction Car		200	75' 5"	
O.-W. R. & N.	do		201	75' 0 $\frac{3}{4}$ "	
do	Derrick		0305	24' 2"	60 tons
do	do		0306	24' 2"	
do	do		0307	26' 2"	100 do
do	do		0308	26' 2"	120 do
do	do		0309	27' 4"	160 do
do	do		0310	36'	250 do
O. S. L.	do		02001	28' 1 $\frac{1}{2}$ "	40 do
do	do		02002	28' 1 $\frac{1}{2}$ "	40 do
do	do		02003	28' 1 $\frac{1}{2}$ "	50 do
do	do		02004	28' 1 $\frac{1}{2}$ "	120 do
do	do		02005	28' 1 $\frac{1}{2}$ "	120 do
do	do		02006	28' 10"	150 do
U. P.	do	03035	03038	28' 2"	120 do
do	do	03039	03040	28' 2"	120 do
do	do		03041	28' 10"	150 do
do	do		03042	36' 4"	200 do
do	do		03043	36'	200 do
do	do		03044	36'	250 do
do	do		03045	24' 2"	60 do
do	do		03046	24' 2"	60 do
do	do		03047	24' 2"	60 do
do	do		03048	24' 8"	60 do
do	do		03051	24' 2"	40 do
do	do		03052	24' 2"	40 tons
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	36'	250 do
O.-W. R. & N.	Instruction		03158	59' 10"	
do	Examination		03159	72' 6"	
U. P.	do		03160	72' 6"	
do	Instruction		03163	72' 6"	
do	do		03164	59' 10"	
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.	do		02081	45' 2"	
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.	Roadway Ballast:		010011	38' 10"	
O.-W. R. & N.	Air Dump	01400	01409	29' 2 $\frac{1}{2}$ "	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	011600	011659	41' 10"	100,000 do
U. P.	Cinder	08019	08282	40'	100,000 lbs.

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
164,600	1	.....	All Steel
142,600	1	20	do
160,200	1	.....	do
151,700	1	2	do
155,500	1	.....	do
154,000	1	.....	do
214,500	1	.....	do
216,000	1	.....	do
249,340	1	.....	do
357,200	1	.....	(Oil Burning)
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	4	.....	do
217,000	2	.....	do
226,400	1	.....	do
345,100	1	.....	(Oil Burning)
377,800	1	.....	do do
356,800	1	.....	do
160,000	1	.....	Steel Underframe
167,800	1	.....	do
154,000	1	.....	do
160,000	1	.....	do
146,200	1	.....	do
140,000	1	.....	do
149,000	1	.....	do
138,000	1	.....	do
185,000	1	.....	All Steel
177,700	1	.....	do
170,000	1	.....	do
216,000	1	.....	do
245,600	1	.....	(Oil Burning)
356,700	1	36	do
104,900	1	.....	Steel—08 Renumbered
142,700	1	.....	do
152,000	1	.....	do
139,600	1	.....	do
106,000	1	5	do
163,200	1	.....	All Steel
183,800	1	.....	do
166,000	1	.....	do
223,500	1	.....	do
166,000	1	.....	do
166,000	1	.....	do
181,500	2	.....	do
178,500	1	.....	do
204,300	1	.....	do
224,600	1	.....	do
177,200	1	12	Steel Underframe
47,000	8	.....	All Steel
77,100	5	.....	do
55,900	6	.....	do
56,200	5	.....	do
55,400	5	.....	do
49,200	23	.....	do
37,100	8	.....	do

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
U. P.	Dump.....	09000	09023	29' 5½"	80,000 do
O. S. L.	Roadway Box.....	02332	02332	34'	80,000 do
do	do	02334	02337	41' 10"	100,000 do
U. P.	do	07070	07070	34'	80,000 do
do	do	07058	07226	41' 6"	80,000 do
do	do	.....	07237	41' 1½"	100,000 do
do	do	.....	07407	40'	100,000 do
St. J. & G. I.	Roadway Flat.....	0402	0403	37' 8" & 40' 0"	Various
O.-W. R. & N.	do	.....	0508	41' 2¼"	100,000 lbs.
do	do	.....	0510	41' 2¼"	100,000 do
do	do	.....	0511	41'	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	.....	0517	42'	80,000 do
do	do	.....	0526	37' 8" to 40' 0"	80,000 do
do	do	.....	0545	41' 10"	100,000 do
do	do	.....	0552	40' 6"	80,000 do
do	do	.....	0549	.....	Various
do	do	.....	0556	.....	do
O. S. L.	do	01923	01930	40' 0" to 40' 10"	do
do	do	.....	02300	34' 4" to 41' 0"	do
U. P.	do	.....	05100	41' 1½"	100,000 lbs.
do	do	.....	05203	41' 2¼" & 41' 10"	100,000 do
do	do	.....	05204	Various	100,000 do
do	do	.....	05211	37'	60,000 do
do	do	.....	05212	.....	.....
do	do	.....	05213	41' 2¼"	100,000 do
do	do	.....	05214	41' 2¼"	100,000 do
do	do	.....	05224	40'	60,000 do
St. J. & G. I.	do	.....	05317	34'	50,000 do
U. P.	do	05350	05352	Various	60,000 do
do	do	.....	05453	40'	100,000 do
do	do	.....	05476	Various	Various
do	do	.....	05500	do	do
do	do	.....	05567	do	do
do	do	.....	05592	37'	60,000 lbs.
L. A. & S. L.	do	010015	010019	Various	Various
do	do	010593	010594	41' 10"	100,000 lbs.
do	do	010615	010616	40' 10"	100,000 do
do	do	010692	010694	40' 10"	100,000 do
O. S. L.	Roadway Gondola.....	.....	02108	43' 3"	100,000 do
do	do	.....	02181	41'	60,000 do
do	do	.....	02199	39' 10"	100,000 do
U. P.	do	.....	08854	36'	80,000 do
do	do	.....	08710	41'	100,000 do
do	do	.....	08868	36'	80,000 do
do	do	.....	08870	.....	.....
L. A. & S. L.	do	010756	010797	41' 10"	100,000 do
O. S. L.	do	011800	011976	Various	100,000 do
St. J. & G. I.	Roadway Water.....	.....	083	37'	80,000 do
O.-W. R. & N.	do	.....	0413	39'	12,500 gals.
do	do	.....	0418	20' 10"	9,000 do
do	do	.....	0421	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	.....	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	34'	12,500 do

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
54,400	16	76	All Steel
28,100	1	.....	Wooden
43,200	2	.....	Steel Underframe
31,800	2	.....	Wooden
41,700	1	.....	Steel Underframe
45,200	1	.....	do
39,700	1	8	All Steel
35,900	2	.....	Steel Underframe
33,000	1	.....	do
33,000	1	.....	do
25,300	1	.....	Wooden
33,000	1	.....	Steel Underframe
46,600	1	.....	do
36,000	1	.....	do
29,200	5	.....	Wooden
32,500	7	.....	Steel Underframe
36,800	1	.....	do
39,900	3	.....	do
33,800	4	.....	do
31,200	4	.....	do
26,300	8	.....	do
40,000	1	.....	do
33,500	2	.....	do
35,700	7	.....	do
24,900	1	.....	Wooden
33,300	1	.....	Steel Underframe
39,400	1	.....	do
30,000	1	.....	do
26,100	1	.....	do
30,600	3	.....	do
30,500	4	.....	do
30,900	11	.....	do
32,300	21	.....	do
31,400	17	.....	do
24,600	1	.....	Wooden
38,200	5	.....	Steel Underframe
35,000	2	.....	do
33,900	2	.....	do
42,200	3	124	do
37,500	1	.....	All Steel
33,400	1	.....	Steel Underframe
32,400	1	.....	do
31,700	51	.....	All Steel
41,800	1	.....	do
34,300	1	.....	do
37,700	17	.....	do
39,400	60	133	do
42,000	1	.....	do
51,300	1	.....	do
65,100	1	.....	(Old Tank Car)
52,800	1	.....	(Old Tank Car)
34,900	1	.....	do
68,300	1	.....	(Old Engine Tender)
64,920	1	.....	do
50,100	1	.....	do
55,300	1	.....	do
70,000	1	.....	(Old Tank Car)
52,600	1	.....	do
51,400	1	.....	(Old Engine Tender)
51,400	1	.....	do
51,400	1	.....	do
54,900	1	.....	do do

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
O.-W. R. & N.	Roadway Water.....		0460	25' 3"	4,000 do
do	do		0461	21' 8"	6,000 do
do	do	0464	0469	Various	6,000 gals.
do	do		0470	27'	9,000 do
do	do		0472	26' 4"	7,000 do
do	do	0473	0475	Various	9,000 do
do	do		0477	31' 6"	9,000 do
do	do	0479	0481	Various	9,000 do
do	do	0483	0487	do	9,000 do
do	do		0488	32'	10,000 do
O. S. L.	do	02201	02202	Various	Various
do	do		02205	27' 6"	7,000 gals.
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	02243	02246	Various	7,000 do
do	do		02247	27' 6"	9,000 do
do	do		02249	32'	10,000 do
do	do		02251	32'	10,000 do
do	do	02254	02255	23' 5"	4,000 do
do	do	02259	02260	23' 6"	4,500 do
do	do	02267	02269	23' 8"	4,000 do
do	do		02271	26'	9,000 do
do	do		02272	31' 6"	9,000 do
do	do		02273	26'	9,000 do
do	do		02275	27' 6"	7,000 do
do	do	02276	02279	Various	9,000 do
do	do		02280	32'	10,000 do
do	do		02285	32'	9,000 do
do	do		02286	29' 6"	8,000 do
do	do	02287	02289	Various	9,000 do
do	do		02290	32'	10,000 do
do	do		02294	32'	9,000 do
do	do	02295	02297	Various	10,000 do
U. P.	do		04900	41' 10"	12,950 gals.
do	do	04907	04908	41' 10"	12,950 do
do	do	04909	04917	41' 10"	12,500 do
do	do	04919	04939	41' 10"	12,950 do
do	do		07619	.....	6,000 do
do	do	07700	07701	34'	12,000 do
do	do		07703	27'	9,000 do
do	do		07704	32' 3"	10,000 do
do	do	07705	07706	34'	12,000 do
do	do	07707	07708	27'	9,000 do
do	do		07709	34'	12,000 do
do	do	07710	07711	32'	10,000 do
do	do		07712	27'	9,000 do
do	do	07713	07715	32'	10,000 do
do	do		07716	32'	9,000 do
do	do	07717	07718	34'	12,000 do
do	do		07780	.....	6,000 do
do	do	07800	07801	32'	9,000 do
do	do	07803	07804	26'	7,000 do
do	do	07806	07810	25' 8"	7,000 do
do	do	07811	07815	Various	9,000 do
do	do	07817	07819	do	9,000 do
do	do	07822	07823	do	9,000 do
do	do		07825	36'	6,000 do
do	do		07826	34'	12,000 do
do	do		07827	33'	10,000 do
do	do		07829	.....	.....

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
41,500	1	.....	All Steel—Old Engine Tender
55,800	1	.....	do do
53,300	5	.....	do do
67,900	1	.....	do do
50,700	1	.....	do do
67,800	3	.....	do do
67,500	1	.....	do do
67,900	3	.....	do do
69,900	5	.....	do do
86,900	1	.....	do do
48,700	2	.....	do do
44,200	1	.....	do do
51,400	1	.....	do (Old Tank Car)
29,200	1	.....	Wooden
50,900	1	.....	All Steel—Old Tank Car
46,900	1	.....	do (Old Engine Tender)
50,700	4	.....	do do
67,500	1	.....	do do
73,000	1	.....	do do
73,000	1	.....	do do
37,800	2	.....	do do
44,300	2	.....	do do
38,800	2	.....	do do
54,900	1	.....	do do
46,700	1	.....	do do
67,500	1	.....	do do
50,700	1	.....	do do
67,500	4	.....	do do
67,500	1	.....	do do
67,500	1	.....	do do
69,000	1	.....	do do
67,800	3	.....	do do
76,500	1	.....	do do
67,500	1	.....	do do
74,200	3	.....	do do
48,000	1	.....	do
48,900	2	.....	do
48,600	5	.....	do
47,900	17	.....	do
43,800	1	.....	Wooden
96,500	2	.....	All Steel—Old Engine Tender
67,900	1	.....	do do
76,500	1	.....	do do
96,500	2	.....	do do
67,500	2	.....	do do
102,600	1	.....	do do
76,500	2	.....	do do
67,900	1	.....	do do
73,000	3	.....	do do
67,500	1	.....	do do
102,600	2	.....	do do
22,400	1	.....	Wooden
68,400	2	.....	All Steel—Old Engine Tender
50,700	2	.....	do do
50,700	5	.....	do do
69,700	5	.....	do do
67,500	3	.....	do do
67,800	2	.....	do do
32,500	1	.....	do
96,500	1	.....	do (Old Engine Tender)
76,500	1	.....	do do
43,400	1	.....	Steel Underframe

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
U. P.	Roadway Water		07831	34'	12,000 gals.
do	do		07832	20' 6"	4,000 do
do	do		07833	26'	7,000 do
do	do		07834	27'	9,000 do
do	do		07836	27'	9,000 do
do	do		07837	26'	7,000 do
do	do		07838	26' 6"	9,000 do
do	do		07839	26'	7,000 gals.
do	do	07841	07843	Various	9,000 do
do	do		07844	21' 8"	6,000 do
do	do		07845	31' 6"	9,000 do
do	do	07846	07847	Various	Various
do	do		07849	32'	9,000 gals.
do	do		07850	34'	13,500 do
do	do		07851		6,000 do
do	do	07852	07853	32'	9,000 do
do	do	07855	07856	32'	9,000 do
do	do	07861	07863	Various	9,000 do
do	do		07864	26'	7,000 do
do	do	07866	07869	Various	9,000 do
do	do		07870	33' 8"	12,000 do
do	do		07872	26' 9"	9,000 do
do	do		07873	25' 8"	7,000 do
do	do		07874	26' 9"	9,000 do
do	do		07875	32'	10,000 do
do	do	07876	07877	Various	6,000 do
do	do	07878	07879	do	7,000 do
do	do		07880	26' 6"	9,000 do
do	do	07881	07882	32'	10,000 do
do	do	07884	07887	32'	10,000 do
do	do		07888	32'	12,000 do
do	do		07891	22' 4"	6,000 do
do	do	07892	07896	Various	12,000 do
do	do	07897	07899	34'	13,000 do
do	do	07900	07936	Various	Various
do	do		07937	36' 2"	8,250 gals.
do	do		07938	32'	7,000 do
do	do	07942	07947	Various	Various
do	do		07951	26' 6"	7,000 gals.
do	do	07953	07999	Various	Various
St. J. & G. I.	do		08234	38'	80,000 lbs.
L. A. & S. L.	do		010803	32'	10,000 gals.
do	do	010804	010806	Various	9,000 do
do	do		010808	26'	6,000 do
O. S. L.	do		010809	26' 9"	9,000 do
L. A. & S. L.	do		010811	26'	7,000 do
do	do		010812	32'	9,000 do
do	do	010814	010815	26'	7,000 do
do	do		010816	24' 6"	4,000 do
do	do		010817	26'	7,000 do
do	do	010818	010819	Various	9,000 do
do	do	010823	010849	do	Various
do	do		010861		
do	do	010869	010875	41'	12,420 gals.
do	do		010876	40' 10"	
do	do	010877	010880	41'	12,420 gals.
do	do	01	04		
U. P.	Snow Plows	05	08		
do	do		09		
do	do		010		
do	do		011	40'	
do	do		012	31' 8"	

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
96,500	1		All Steel—Old Engine Tender
45,900	1		Wooden—Old Engine Tank
50,700	1		All Steel—Old Engine Tender
67,500	1		do do
67,900	1		do do
50,700	1		do do
67,900	1		do do
50,700	1		do do
67,600	3		do do
48,400	1		Wooden—Old Engine Tank
67,500	1		All Steel—Old Engine Tender
31,000	2		Steel Underframe
67,500	1		All Steel—Old Engine Tender
88,500	1		do do
48,400	1		Wooden—Old Engine Tank
67,500	2		All Steel—Old Engine Tender
67,500	2		do do
67,800	3		do do
50,700	1		do do
67,600	4		do do
96,500	1		do do
67,700	2		do do
50,700	1		do do
67,900	1		do do
76,500	1		do do
53,100	2		do do
50,700	2		do do
67,500	1		do do
78,200	2		do do
79,100	4		do do
78,100	1		do do
43,800	1		Steel Underframe—Old Engine Tank
98,000	4		All Steel—Old Engine Tender
84,400	3		do do
47,300	12		Steel Underframe—Various
40,000	1		All Steel
46,740	1		Steel Underframe
47,500	4		All Steel
48,400	1		Steel Underframe—Old Engine Tank
54,100	33		All Steel—Various
87,400	1		Steel Underframe
76,500	1		All Steel—Old Engine Tender
67,500	3		do do
67,500	1		do do
67,900	1		do do
50,700	1		do do
67,500	1		do do
54,900	2		do do
44,400	1		do do
46,700	1		do do
51,800	2		do do
48,400	12		do (Old Tank Cars)
60,800	1		do (Old Engine Tender)
48,200	4		do (Old Tank Cars)
49,600	1		Steel Underframe
45,600	4	288	All Steel—Old Tank Cars
230,000	4		do (Without Flanger Equip. & Cab—Single Track)
231,010	4		do (With Flanger Equip. & Cab)
99,300	1		Steel Underframe—Wedge Plow
94,000	1		Wooden—Wedge Plow
92,500	1		Steel Underframe—Single Track Wedge Plow
91,400	1		Wooden—Single Track Wedge Plow

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
U. P.	Snow Plows	020	023		
O. S. L.	do		030	40' 10"	
L. A. & S. L.	do		040	41' 10"	
O.-W. R. & N.	do		045	41' 10"	
O. S. L.	do		050	36'	
do	do		051	38' 3"	
do	do		052	39' 7"	
do	do		053	39' 3"	
O.-W. R. & N.	do		059	30' 4"	
do	do		060	29' 11"	
do	do		061	32' 9½"	
do	do		062	33' 2"	
U. P.	do	070	074	32' 0" to 40' 0"	
do	do	075	076	49' 11"	
do	Snow Loader		077		
do	Snow Melter		078	53' 6"	
St. J. & G. I.	Snow Plow		03011	25'	
O.-W. R. & N.	Tool		0138	40' 9"	100,000 lbs.
do	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	Various	do
do	do	0359	0360	72' 6"	
do	do	0361	0363	41' 10"	100,000 lbs.
do	do		0367	41' 10"	100,000 do
St. J. & G. I.	do		0600	34' 2"	50,000 do
do	do		0603	34' 2½"	50,000 do
O. S. L.	do	0802	01900	Various	Various
do	do	01905	01903	do	do
do	do	01905	01922	do	do
do	do	01951	01956	do	do
do	do		01958	40'	60,000 lbs.
do	do	01991	01998	40'	80,000 do
do	do		01999	41' 10"	100,000 do
do	do		02311	40' 8"	100,000 do
U. P.	do	03193	03195	50' 6"	80,000 do
do	do		05002	41' 2¼"	100,000 do
do	do	05023	05198	Various	Various
L. A. & S. L.	do		010021	41' 11"	100,000 lbs.
do	do		010024	40' 10"	100,000 do
do	do		010025	44' 3½"	80,000 do
do	do		010036	38' 10"	60,000 do
do	do	010040	010041	40' 10"	100,000 do
do	do		010047	41' 9½"	100,000 do
do	do		010539	41' 10"	100,000 do
do	do		010548	41' 10"	100,000 do
do	do		010626	41' 6"	60,000 do
do	do	010632	010633	Various	100,000 lbs.
O. S. L.	do	011006	011006	41' 10"	100,000 do
do	do		011008	41' 1½"	100,000 do
do	do		011011	50' 4½"	100,000 do
do	do		011012	Various	100,000 do
do	do		011014	50' 9½"	100,000 do
St. J. & G. I.	Miscellaneous:				
do	Locomotive Crane		3	22'	15 tons
O.-W. R. & N.	do		4	23' 7"	18 do
do	do		0285		30 do
do	do	0287	0289	26'	25 do
do	do		0290	23' 6"	15 do
do	do		0293	26'	25 do
do	do		0298	13' 11"	10 do
do	do		0300	22' 7"	15 do
do	do		0301	22' 6"	17 do

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
231,000	4		All Steel—Without Flanger Equip. & Cab—Double Track
31,700	1		Steel Underframe
92,500	1		do
95,000	1		do
137,300	1		do (Rotary)
181,000	1		do do (Oil Burning)
252,100	1		All Steel do do
213,100	1		do do
116,500	1		Steel Underframe—Rotary
164,300	1		do do
200,000	1		do do (Oil Burning)
190,700	1		do do do
165,000	5		do do (073 & 074 Oil Burning)
300,400	2		All Steel—Rotary
53,000	1		do
77,000	1		do
80,940	1	37	Wooden—Single Track Wedge Plow
44,200	1		Steel Underframe
45,200	1		do
34,000	1		do
21,400	2		Wooden
46,400	3		Steel Underframe
110,700	2		do (Old Passenger Cars)
47,300	2		do
45,900	1		do
42,300	1		do
38,500	2		do
22,300	3		Wooden
27,300	11		Steel Underframe
44,800	3		do
27,400	1		Wooden
34,800	6		Steel Underframe
43,300	1		do
46,000	1		do
48,800	3		do
52,400	1		do
43,400	100		29 All Steel, 71 Steel Underframe, 1 Wood
67,300	1		Steel Underframe
50,300	1		do
73,000	1		do
45,000	1		Wooden
34,200	2		Steel Underframe
98,500	1		do
38,700	1		do
51,500	1		do
46,200	1		do
46,000	2		do
43,900	6		do
45,800	1		do
62,000	1		All Steel
37,700	2		Steel Underframe
56,800	1	169	All Steel
106,000	1		do
97,500	1		do
183,500	1		do (Diesel Engine)
139,600	3		do do
103,800	1		do (Oil Burning)
138,400	1		do (Diesel Engine)
70,000	1		do
122,100	1		do (Oil Burning)
144,900	1		do

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
O. S. L.	Miscellaneous: (Cont'd.)				
do	Locomotive Crane.....		02034	23'	12 tons
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		02041	14'	10 do
do	do		02042	28' 1"	25 do
do	do		02043	26' 6"	25 do
do	do		02044	24' 3"	25 do
do	do		02045	26'	25 do
do	do		02046	24' 3"	25 do
do	do	02047	02048	26'	25 do
U. P.	do		03049	24' 3"	25 do
do	do		03057	24' 3"	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		03062	24' 3"	25 do
do	do		03063	22' 8"	20 do
do	do		03064	26'	25 do
do	do		03065	15'	10 do
do	do		03066	11' 6"	14 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	21' 6"	15 do
do	do		03078	23'	15 do
do	do		03079	23'	15 do
do	do		03080	21' 6"	15 do
do	do		03082	20' 11"	15 do
do	do		03083	23' 7"	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	21' 6"	15 do
do	do	03091	03092	23' 6"	15 do
do	do		03095	21' 6"	15 do
do	do		03096	20' 2"	10 do
do	do		03097	21' 6"	15 do
do	do		03098	23' 2"	20 do
do	do		03099	24'	30 do
do	do		03101	26'	25 do
do	do		03102	22' 11"	25 do
do	do		03103	26'	25 do
do	do		03104	26'	25 do
do	do	03105	03106	26'	25 do
do	do		03107	24' 3"	25 do
do	do		03108	22' 11"	25 do
do	do		03109	24' 3"	25 do
do	do		03123		30 do
L. A. & S. L.	do		010500	14'	10 do
do	do		010502	23' 7"	15 do
do	do		010504		7½ do
do	do		010506	19'	10 do
do	do		010509	25' 2½"	25 do
do	do		010513	26'	25 do
do	do		010514	26'	25 do

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
80,000	1	.....	All Steel
95,000	1	.....	do
80,000	1	.....	(Oil Burning)
72,000	1	.....	do
160,000	1	.....	do
170,000	1	.....	do
53,100	1	.....	do
139,000	1	.....	do
182,560	1	.....	do
146,600	1	.....	do
137,900	1	.....	do (Diesel Engine)
145,000	1	.....	do
137,500	2	.....	(Diesel Engine)
152,000	1	.....	(Gasoline)
149,200	1	.....	do
126,000	1	.....	do
140,000	1	.....	do
251,100	1	.....	(Oil Burning)
114,000	1	.....	do
145,000	1	.....	(Gasoline)
127,100	1	.....	do
145,000	1	.....	(Oil Burning)
90,000	1	.....	(Gasoline)
85,000	1	.....	do
117,500	1	.....	(Oil Burning)
99,400	1	.....	do
125,000	1	.....	do
125,000	1	.....	do
100,000	1	.....	(Oil Burning)
125,000	1	.....	do
125,000	1	.....	do
77,400	1	.....	do
109,800	1	.....	(Oil Burning)
110,000	1	.....	do
106,000	1	.....	do
106,000	1	.....	do
107,400	1	.....	(Oil Burning)
106,000	1	.....	do
110,000	1	.....	(Oil Burning)
128,575	2	.....	do
110,880	1	.....	do
100,000	1	.....	(Oil Burning)
110,000	1	.....	do
113,400	1	.....	do
128,240	1	.....	do
143,000	1	.....	do
148,000	1	.....	(Diesel Engine)
143,000	1	.....	do
135,000	1	.....	do
137,850	2	.....	do
150,100	1	.....	do
148,000	1	.....	(Gasoline)
151,000	1	.....	(Diesel Engine)
183,500	1	.....	do
88,000	1	.....	do
132,600	1	.....	do
46,000	1	.....	(Oil Burning)
91,000	1	.....	(Gas Electric)
146,300	1	.....	Steel Underframe—Oil Burning
147,200	1	.....	All Steel—Gasoline
			do (Diesel Engine)
143,000	1	75	do do

ROADWAY EQUIPMENT—Concluded

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
O. S. L.	Miscellaneous: (Cont'd.)				
do	Battery Car.....	01881	01885	41' 10"	100,000 lbs.
do	do		01886	68' 3"	
O.-W. R. & N.	do		0380	72'	
L. A. & S. L.	Motor Generator Car.....		010946	50' 9½"	100,000 lbs.
St. J. & G. I.	Ditcher.....		0100	52' 8½"	100,000 do
O.-W. R. & N.	do		0101		
O. S. L.	do	02026	02027	40' 10"	100,000 lbs.
do	do		02028	22' 2"	25 tons
U. P.	Gas Transport.....	01870	01874	Various	Various
	do		03152	41'	
O.-W. R. & N.	Ice Car.....		0148	41' 1"	100,000 lbs.
U. P.	do		03188	41' 10"	100,000 do
L. A. & S. L.	do	010647	010656	41' 10"	100,000 do
do	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' 11½"	
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.....	0139	0143	41' 10"	100,000 do
do	do		0144	37' 3"	12,500 gals.
do	do		0147	41' 10"	100,000 lbs.
O. S. L.	do		01859	41' 10"	100,000 do
do	do		01861	40' 5"	60,000 do
do	do	01864	01865	40' 11"	100,000 do
do	do		01867		2,540 gals.
U. P.	do	03173	03174	50' 6"	80,000 lbs.
do	do		03179	50' 6"	80,000 do
do	do	03180	03187	Various	Various
do	do		03191	50' 6"	80,000 lbs.
L. A. & S. L.	do	010566	010567	41' 10"	100,000 do
do	do		010568	41' 10"	100,000 do
do	do		010659	41' 10"	100,000 do
do	do	010661	010663	37' 3"	12,500 gals.
do	do	010667	010669	41' 10"	100,000 lbs.
U. P.	Wheel Car.....	04000	04059	41' 2½"	100,000 lbs.
O. S. L.	Material Loader.....		02091	41' 10"	100,000 do
O.-W. R. & N.	Water Service.....		0165	41' 10"	100,000 do
O. S. L.	Rail Fissure Detector.....		02079	72'	

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
46,800	3		Steel Underframe
102,000	1		All Steel—Old Gas-Electric Motor Car
116,500	1		do
56,700	1		do
109,100	1		Steel Underframe
206,300	1		All Steel—Gasoline Electric
32,600	2		Steel Underframe
130,500	1		All Steel
37,800	3		Steel Underframe
43,000	1		do
46,600	1		do
52,200	1		do
55,100	4		do
65,900	1		All Steel
80,000	1		do
80,000	1		do
21,800	1		Steel Underframe
57,300	1		do
55,700	1		do
47,400	1		do
47,300	4		do
51,100	1		All Steel
45,100	1		Steel Underframe
43,800	1		do
41,300	1		do
45,000	2		do
36,900	1		All Steel
58,900	2		do
58,900	1		do
43,500	6		Steel Underframe
58,900	1		All Steel
52,000	2		Steel Underframe
47,900	1		do
55,900	1		do
60,200	3		All Steel
47,300	3		Steel Underframe
41,800	60		do
107,100	1		do
43,200	1		do
158,400	1	122	All Steel

RECAPITULATION OF LOCOMOTIVES

Road	Class	Type	Cylinder	Diameter of Drivers over New Tires (Inches)	Total Number
U. P.....	100	Consolidation.....	20 x24	51	1
do	201	do	22 x30	57	29
do	400	do	21 x30	57	43
O. S. L.....	510	do	21 x30	55	3
do	525	do	21½x30	57	11
do	560	do	22 x30	57	25
O. W. R. & N.....	700	do	22 x30	57	25
U. P.....	800	Four-Eight-Four.....	24½x32	77	20
do	820	do	25 x32	80	25
do	1240	10 Wheel.....	19 x24	57	2
O. S. L.....	1572	do	22 x28	69	1
U. P.....	1900	MacArthur.....	23¾x30	57	26
O. S. L.....	2000	do	23¾x30	57	18
O. W. R. & N.....	2100	do	23¾x30	57	37
do	2100	do	26 x28	63	4
U. P.....	2200	do	26 x28	63	64
do	2480	do	26 x30	63	20
O. S. L.....	2500	do	26 x28	63	14
do	2535	do	26 x30	63	16
do	2555	do	26 x28	63	9
L. A. & S. L.....	2700	do	26 x28	63	15
U. P.....	2800	Pacific.....	22 x28	77	2
do	2860	do	25 x28	77	17
O. S. L.....	3114	do	25 x28	77	3
do	3134	do	25 x28	69	5
L. A. & S. L.....	3160	do	22 x28	77	1
O. W. R. & N.....	3200	do	22 x28	77	5
do	3200	do	25 x28	77	6
U. P.....	3500	Simple-Articulated..	23-23 30	59	37
O. S. L.....	3500	do	23-23 30	59	1
O. W. R. & N.....	3500	do	23-23 30	59	2
U. P.....	3800	do	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.....	4243	Switch.....	21 x26	51	3
U. P.....	4400	do	19 x26	51	6
do	4421	do	21 x26	51	32
do	4600	do	21 x28	51	6
O. S. L.....	4752	do	21 x26	51	1
do	4753	do	21 x28	51	2
O. W. R. & N.....	4900	do	19 x26	51	12
do	4928	do	20 x26	51	1
U. P.....	5000	Two-Ten-Two.....	29½x30	63	79
do	5300	do	29½x30	63	6
O. S. L.....	5300	do	29½x30	63	10
O. W. R. & N.....	5400	do	29½x30	63	11
U. P.....	5500	do	29½x30	63	17
L. A. & S. L.....	5525	do	29½x30	63	5
do	5090	Four-Ten-Two.....	27 x32	63	6
do	6000	Consolidation.....	21 x30	57	1

RECAPITULATION OF LOCOMOTIVES—Concluded

Road	Class	Type	Cylinder	Diameter of Drivers over New Tires (Inches)	Total Number
L. A. & S. L.....	6010	Consolidation.....	22 x30	57	15
U. P.....	7000	Mountain.....	29 x28	73	44
L. A. & S. L.....	7850	do	29 x28	73	14
U. P.....	9000	Union Pacific.....	27 31-32	67	72
O. S. L.....	9500	do	27 31-32	67	15
Total Steam Locomotives Owned.....					975

LOCOMOTIVES OWNED

Total Steam Locomotives.....	975
Total Diesel Road Locomotive Units.....	336
Total Diesel Switch Locomotives.....	228
Total Owned.....	1539

RECAPITULATION OF PASSENGER EQUIPMENT

Classification of Cars	Road	Kind			Total
		Alumi- num and Steel	Steel	Steel Under- frames	
Baggage.....	U. P.....		191		191
do	O. S. L.....		39		39
do	O. W. R. & N.....		33		33
do	L. A. & S. L.....		14		14
do	U. P.-C. & N. W.....	3			3
	Total.....	3	277		280
Baggage-Mail.....	U. P.....	6	45		51
do	O. S. L.....		17		17
do	O. W. R. & N.....		11		11
do	L. A. & S. L.....		2		2
do	U. P.-C. & N. W.....	2			2
	Total.....	8	75		83
Baggage-Passenger.....	U. P.....		25		25
Baggage-Mail-Passenger.....	L. A. & S. L.....		2		2
Baggage-Dormitory.....	U. P.....	12	10		22
Baggage-Auxiliary-Dormitory.....	U. P.-C. & N. W.-S. P.....	1			1
Coach-Dormitory.....	U. P.....		1		1
Coach Sleeper.....	U. P.....		6		6
Chair.....	U. P.....	84	202		286
do	O. S. L.....		13		13
do	O. W. R. & N.....		2		2
do	L. A. & S. L.....		6		6
	Total.....	84	223		307
Coach.....	U. P.....				
do	O. S. L.....		9		9
do	O. W. R. & N.....		14		14
do (Articulated)	U. P.-C. & N. W.....	4			4
	Total.....	4	23		27
Diner.....	U. P.....	19	84		103
do	O. S. L.....		2		2
do	O. W. R. & N.....				
do	L. A. & S. L.....		5		5
do	U. P.-C. & N. W.....	2			2
	Total.....	21	91		112
Dormitory-Kitchen-Diner(Artic.)...	U. P.....	5			5
Club.....	U. P.....	1			1
Club-Dormitory.....	U. P.....	8			8
do	U. P.-C. & N. W.....	2	4		6
	Total.....	10	4		14
Club-Lounge.....	U. P.....	16			16
Lounge.....	U. P.....		29		29
Cafe-Lounge.....	U. P.....	9			9
Observation.....	U. P.....		1		1
Observation-Lounge.....	U. P.....	2			2
Cafe-Observation.....	U. P.....		1		1

RECAPITULATION OF PASSENGER EQUIPMENT—Concluded

Classification of Cars	Road	Kind			Total
		Alumi- num and Steel	Steel	Steel Under- frames	
Parlor.....	U. P.....			1	1
do	O. W. R. & N.....	1	3		4
	Total.....	1	3	1	5
Postal.....	U. P.....		12		12
Postal-Storage.....	U. P.....	11	59		70
do	O. S. L.....		5		5
do	O. W. R. & N.....		10		10
do	L. A. & S. L.....		2		2
	Total.....	11	76		87
Sleeping.....	U. P.....	45	157		202
Observation-Sleeping.....	U. P.....	2			2
Sleeping-Buffer-Lounge.....	U. P.....		2		2
Auxiliary Steam Generators.....	U. P.....		2		2
Motor Cars.....	U. P.....		13		13
do	O. S. L.....		3		3
	Total.....		16		16
Motor Trailer.....	U. P.....		8		8
do	O. S. L.....		4		4
	Total.....		12		12
Recapitulation by Owning Companies.....	U. P.....	220	848	1	1069
	U. P.-C. & N. W.....	13	4		17
	U. P.-C. & N. W.- S. P.....	1			1
	O. S. L.....		92		92
	O. W. R. & N.....	1	73		74
	L. A. & S. L.....		31		31
Total.....		235	1048	1	1284

RECAPITULATION OF FREIGHT EQUIPMENT

Class	Road	Kind			Total
		Steel	Steel Under-frame	Wood	
Ballast.....	U. P.....	45	9		54
Box.....	U. P.....	19,270	142		19,412
do	O. S. L.....	493	89		582
do	O. W. R. & N.....	993	71		1,064
do	L. A. & S. L.....		1		1
	Total.....	20,756	303		21,059
Box-Automobile.....	U. P.....	4,612	11		4,623
do	O. S. L.....	24			24
do	L. A. & S. L.....	10			10
	Total.....	4,646	11		4,657
☞ Caboose.....	U. P.....	197	215	111	523
☞ do	O. S. L.....		41	15	56
☞ do	O. W. R. & N.....		42	56	98
☞ do	L. A. & S. L.....		62	1	63
☞ do	St. J. & G. I.....		10	2	12
	Total.....	197	370	185	752
Flat.....	U. P.....		2,350		2,350
do	O. S. L.....		164		164
do	O. W. R. & N.....		167		167
do	L. A. & S. L.....		45		45
	Total.....		2,726		2,726
Gondola.....	U. P.....	1,119			1,119
do	O. S. L.....	3			3
	Total.....	1,122			1,122
Gondola-Drop Bottom.....	U. P.....	4,277			4,277
do	O. S. L.....	34			34
do	L. A. & S. L.....	☞ 1,902			☞ 1,902
	Total.....	☞ 6,213			☞ 6,213
Gondola-Hopper Bottom.....	U. P.....	7,417	899		8,316
do	O. S. L.....	1			1
do	O. W. R. & N.....	21	100		121
	Total.....	7,439	999		8,438
Stock.....	U. P.....		2,674		2,674
do	O. S. L.....		1,335		1,335
do	O. W. R. & N.....		116		116
do	L. A. & S. L.....		4		4
	Total.....		4,129		4,129
Tank.....	U. P.....	1,076			1,076
do	L. A. & S. L.....	2			2
	Total.....	1,078			1,078
Recapitulation by Owning Companies.....	U. P.....	38,013	6,300	111	44,424
	O. S. L.....	555	1,629	15	2,199
	O. W. R. & N.....	1,014	496	56	1,566
	L. A. & S. L.....	☞ 1,914	112	1	☞ 2,027
	St. J. & G. I.....		10	2	12
	Total.....	☞ 41,496	8,547	185	☞ 50,228

☞ Not included in detailed information sheets covering Freight Equipment.

☞ Includes 1,891 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					Total
	U. P. R. R.	O. S. L. R. R.	O. W. R. & N.	L. A. & S. L.	St. J. & G. I.	
Ballast Distributing.....	7	5	3	2	1	18
Boarding.....	1,182	148	271	270	9	1,880
Business.....	11	2	1	6		20
Instruction.....	4		3			7
Derrick.....	18	6	6	6		36
Pile Driver.....	5	2	3	1	1	12
Roadway Ballast.....	24	34	13	5		76
Roadway Box.....	5	3				8
Roadway Flat.....	71	12	26	12	3	124
Roadway Gondola.....	53	63		17		133
Roadway Water.....	176	40	35	35	2	288
Snow Plow.....	26	5	5	1		37
Tool.....	104	37	12	12	4	169
Locomotive Crane.....	43	14	9	7	2	75
Misc. (Other Roadway Cars).....	74	17	11	19	1	122
Total.....	1,803	388	398	393	23	3,005

ROADWAY EQUIPMENT

Initials	Classification	Numbers		Average Light Weight	No. of Cars		Remarks
		From	To		Each Size	Each Class	
LNP&W	Roadway Water.....	.....	0100	.....	1	1	Old Tender Steel Underframe— Rotary—Oil Burner do
do	Snow Plow.....	.....	098	.....	1	.....	
do	do	.....	099	33,000	1	2	
	Total.....	.....				3	

[illegible]

