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CORPORATE HISTORY

OF

Oregon Short Line Railroad Company

As of June 30th, 1916.

Prepared in accordance with

Valuation Order No. 20

OF THE

Interstate Commerce Commission.

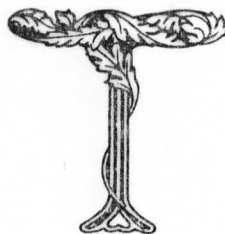
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INTRODUCTION.

The narrative of corporate facts of each company is arranged in chronological order according to the date of filing of the articles of incorporation. The chart and place numbers appearing at the upper right hand corner of the narrative for each company refer to the corporate chart hereto attached.

As of June 30th, 1916, the lines and mileage owned and operated by the Oregon Short Line Railroad Company were as follows:

<i>Main Line:</i>		<i>Mileage</i>
Granger, Wyoming, to Huntington, Oregon.....	541.17	
Sandy, Utah, to McCammon, Idaho.....	160.29	
Pocatello, Idaho, to Silver Bow, Montana	256.50	
Salt Lake City, Utah, to Jordan Bridge, Utah.....	1.23	
Salt Lake Yard Connection.....	1.00	960.19
<i>Branches</i>		1,170.13
Total owned mileage		2,130.32
<i>Less:</i>		
Mileage included in branches leased to Montana Union Railway Company and assigned by that company to Northern Pacific Railway Company, Butte, Montana, to Garrison, Montana		56.59
<i>Plus:</i>		2,073.73
Mileage leased from other companies and operated:		
Oregon-Washington Railroad & Navigation Company,		
Malheur Junction, Oregon, to Brogan, Oregon...	37.35	
Vale, Oregon, to Riverside, Oregon.....	78.07	
Blakes Junction, Oregon, to Homestead, Ore....	57.84	173.26
Operated under Trackage Rights:		
Ogden Union Railway and Depot Company, at Ogden, Utah	1.10	
Northern Pacific Railway Company, Silver Bow, Montana, to Meaderville, Montana...	8.69	
Southern Pacific Company, Corinne Junction, Utah, to Corinne, Utah.....	1.86	
Utah Sugar Company, Tremonton, Utah, to Thatcher, Utah	7.04	18.69
Total Operated Mileage		2,265.68

THE UTAH CENTRAL RAIL ROAD COMPANY

Chart No. 1.
Place No. 17.

1. *Incorporation and Organization.*

The Utah Central Rail Road Company was incorporated under the general laws of the Territory of Utah. Its articles of association are dated March 8th, 1869, and were filed on March 15th, 1869, with the Auditor of Public Accounts for the Territory of Utah.

The date of organization of this corporation is unknown.

2. (a) *Termini and Description.*

The railroad was from Ogden, Utah Territory, to Salt Lake City, Utah Territory, 36.34 miles.

(b) *Construction.*

Construction was begun at Ogden, May 17th, 1869. The track-laying was commenced at Ogden, September 22nd, 1869. The completion of the line occurred January 10th, 1870.

3. *Operation.*

The road was opened for public business from Ogden to Farmington, Utah Territory, December 6th, 1869, and from Farmington to Salt Lake City, Utah Territory, on January 10th, 1870. On or about July 1st, 1881, this Company was consolidated with the Utah Southern Railroad Company and the Utah Southern Railroad Extension to form the Utah Central Railway Company.

4. *Present Status.*

The charter of this corporation was revoked on the first Monday of April, 1910, on account of non-payment of the annual, corporation, license tax of Utah for the year 1909, as provided by the laws of Utah, 1909, chapter 106, section 5, page 228.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
The Utah Central Rail Road Company	Utah Central Railway Company.	July 1, 1881.	Agreement of Consolidation with Utah Southern Railroad Company and Utah Southern Railroad Extension to form the Utah Central Railway Company.
Utah Central Railway Company	Oregon Short Line and Utah Northern Railway Co.	July 27th, 1889.	Articles of Consolidation with seven other companies to form the Oregon Short Line and Utah Northern Railway Company.
John B. Cleland, Commissioner, and the American Loan and Trust Company	Oregon Short Line Railroad Company.	February 23, 1897.	Deed of Sale.

 UTAH SOUTHERN RAILROAD COMPANY.

Chart No. 2.
Place No. 18.

1. *Incorporation and Organization.*

Utah Southern Railroad Company was incorporated under the general laws of the Territory of Utah. Its articles of incorporation are dated January 17th, 1871, and were filed with the Auditor of Public Accounts for the Territory of Utah February 5th, 1871. Amendments to the articles of incorporation dated January 10th, 1877, and February 24th, 1879, were filed with the Auditor of Public Accounts for Utah Territory on January 13th, 1877, and February 24th, 1879, respectively.

The date of organization of this corporation is unknown.

2. (a) *Termini and Description.*

The railroad as originally proposed was from Salt Lake City, Utah Territory, to Payson, Utah Territory, with a branch to the mouths of Big and Little Cottonwood Canyons near Salt Lake City, a total mileage of about 73 miles.

The Amendment to the Articles of Incorporation of January 10th, 1877, changed the proposed route so that it would extend from Salt Lake City to York, in Juab County, Utah Territory, 75 miles, more or less; and the amendment of February 24th, 1879, provided for a change in the proposed route so that it would extend from Salt Lake City to Chicken Creek, (near Juab) Utah Territory, 102.35 miles. The line was constructed according to the proposed route provided for by this last amendment and was located entirely within the Territory of Utah.

(b) *Construction.*

Construction was commenced at Salt Lake City, May 1st, 1871; it was completed to Sandy, Utah Territory, September 23rd, 1871; to Lehi Junction, Utah Territory, September 23rd, 1872; to Provo, Utah Territory, November 25th, 1873; to York, Utah Territory, February 16th, 1875; and to Juab, June 13th, 1879.

3. *Operation.*

On August 9th, 1872, operation of trains as far as Draper, Utah Territory, was begun. The remainder of the line was opened for traffic as follows: To American Fork, September 23rd, 1873; to Provo, November 25th, 1873; to York, February 15th, 1875; and to Juab, June 13th, 1879.

This company was consolidated with The Utah Central Rail Road Company and Utah Southern Railroad Extension on July 1st, 1881, to form the Utah Central Railway Company.

4. *Present Status.*

This corporation is still in existence but, having parted with its

assets, it is no longer active. Its records are in the custody of the Los Angeles and Salt Lake Railroad Company, Los Angeles, California.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Utah Southern Railroad Company.	Utah Central Railway Company.	July 1st, 1881.	Agreement of Consolidation with Utah Southern Railroad Extension and The Utah Central Rail Road Company to form the Utah Central Railway Company.
Utah Central Railway Company.	Oregon Short Line and Utah Northern Railway Company.	July 27, 1889.	Articles of Consolidation with seven other companies to form the Oregon Short Line and Utah Northern Railway Company.
John B. Cleland, Commissioner, and the American Loan and Trust Company	Oregon Short Line Railroad Company.	February 23, 1897.	Deed of Sale.
Wm. D. Cornish, Special Master, Oregon Short Line and Utah Northern Railway Company, and Jas. M. Ham and Oliver Ames, Trustees	Oregon Short Line Railroad Company.	March 1, 1897.	Deed of Sale.

THE UTAH NORTHERN RAILROAD COMPANY.

Chart No. 3.

Place No. 28.

1. *Incorporation and Organization.*

The Utah Northern Railroad Company was incorporated under the General Act of February 19th, 1869, of the Laws of the Territory of Utah. Its articles of association are dated August 23rd, 1871, but were not filed with the Auditor of Public Accounts for the Territory of Utah until February 4th, 1872. The original purpose of the formation of this corporation was to construct a line of railroad between Ogden, Utah Territory, the terminal of The Union Pacific Railroad Company, The Utah Central Rail Road Company, and The Central Pacific Railroad Company, and Soda Springs, Territory of Idaho, a distance of about 125 miles.

The date of organization of the company is not known.

2. (a) *Termini and Description.*

This company constructed and operated a main line extending from Ogden, Utah, to Franklin, Idaho, 77.51 miles, and a branch of 4.11 miles between Brigham City, Utah, and Corinne, Utah, both of which were almost entirely within the State of Utah, a total of 81.62 miles.

(b) *Construction.*

Ground was broken at Brigham, Utah Territory, for the construction of the main line August 26th, 1871. Construction was completed to Mendon, Utah Territory, December 19th, 1872, to Logan, Utah Territory, January 31st, 1873, and to Franklin, Idaho Territory, in 1874. Although the grade was partially completed during 1874 for a distance of 14.5 miles northeast from Franklin and towards Soda Springs, Idaho Territory, it was never utilized, the subsequent construction having been northwest from Franklin. The remainder of the main line, Brig-

ham to Ogden, was constructed during 1873 and 1874. The construction of the branch line from Brigham City to Corinne, Utah Territory, was completed June 9th, 1873.

3. *Operation.*

The first passenger train on the main line from Brigham, Utah Territory, northward was operated June 8th, 1872; the line was opened for traffic between Ogden and Brigham City, February 4th, 1874, and later in 1874 the line was opened for business to the terminus, Franklin, Idaho Territory.

On April 3rd, 1878, the property of this company was sold at foreclosure sale at Salt Lake City, Utah Territory, to S. H. H. Clark, and deeded to him April 22nd, 1878, by B. B. Young, Special Master in Chancery, acting pursuant to appointment by the District Court of the Third Judicial District in and for the Territory of Utah, and the Union Trust Company of New York. The property was conveyed by S. H. H. Clark to the Utah and Northern Railway Company by deed of sale dated May 3rd, 1878.

4. *Present Status.*

The charter of this company was revoked on the first Monday of April, 1910, on account of its failure to pay the annual, corporation, license tax of the State of Utah for the year 1909, as provided by the Laws of Utah, 1909, chapter 106, section 5, page 228.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Union Trust Company of New York and B. B. Young, Special Master in Chancery.	S. H. H. Clark.	April 22, 1878.	Deed of Sale.

S. H. H. Clark	Utah and Northern Railway Company	May 3rd, 1878.	Deed of Sale.
Utah and Northern Railway Company.	Oregon Short Line and Utah Northern Railway Company.	July 27th, 1889.	Articles of Consolidation with seven other companies to form the Oregon Short Line and Utah Northern Railway Company.
John B. Cleland, Commissioner, and the American Loan and Trust Company	Oregon Short Line Railroad Company.	Feb. 23rd, 1897.	Deed of Sale.

THE UTAH WESTERN RAILWAY COMPANY.

Chart No. 4.
Place No. 27.

1. *Incorporation and Organization.*

The Utah Western Railway Company was incorporated under the general laws of the Territory of Utah. Its articles of incorporation are dated June 15th, 1874, and were filed on that date with the Auditor of Public Accounts for the Territory of Utah.

The organization of this company, the date of which is unknown, was for the purpose of completing the line of railroad from Salt Lake City, Utah Territory, to Stockton, Utah Territory, which had been contemplated but not constructed by the Salt Lake, Sevier Valley and Pioche Rail Road Company.

2. (a) *Termini and Description.*

The railroad of this company consisted of a main line from Salt

Lake City, Utah Territory, to a southern terminus near Stockton, Utah Territory, 37.24 miles.

(b) *Construction.*

The construction of the line occurred during 1874 and 1875.

3. *Operation.*

On January 10th, 1875, the line was opened for traffic to Black Rock on the shore of Great Salt Lake. On January 1st, 1878, the company defaulted in the payment of interest on its bonds dated July 1st, 1874, and on August 2nd, 1880, a decree of foreclosure was obtained by the trustees for the bond-holders in the District Court of the Third Judicial District in and for the Territory of Utah. The property was purchased at the foreclosure sale on November 3rd, 1880, by Theo. S. Bassett and conveyed to him April 2nd, 1881, by M. Shaughnessy, U. S. Marshal, and R. M. Bassett, and E. F. Bishop, Trustees, by deed of sale. Theo. S. Bassett transferred the property to The Utah and Nevada Railway Company by deed dated April 30th, 1881.

4. *Present Status.*

The charter of this company was forfeited on the first Monday in April, 1910, on account of the nonpayment of the annual, corporation, license tax of the state of Utah for the year 1909, as provided by the laws of Utah, 1909, chapter 106, section 5, page 228.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
M. Shaughnessy, Theo. S. Bassett, U. S. Marshal, and R. M. Bassett and E. F. Bishop, Trustees.		April 2nd, 1881.	Deed of Sale.
Theo. S. Bassett.	The Utah and Nevada Railway Company.	April 30th, 1881.	Deed of Sale.

The Utah and Nevada Rail- way Company	Oregon Short Line and Utah Northern Rail- way Company.	July 27th, 1889.	Articles of Consolida- tion with seven other companies to form the Oregon Short Line and Utah Northern Rail- way Company.
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John B. Cle- land, Commis- sioner, and the American Loan and Trust Com- pany.	Oregon Short Line Railroad	February 23, Deed of Sale. 1897.
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UTAH SOUTHERN RAILROAD EXTENSION.

Chart No. 5.
Place No. 19.

1. *Incorporation and Organization.*

Utah Southern Railroad Extension was incorporated under the general laws of the Territory of Utah. Its articles of incorporation are dated December 29th, 1874, and were filed with the Auditor of Public Accounts for the Territory of Utah on the same date.

The date of organization of this corporation is unknown.

2. (a) *Termini and Description.*

This company's line was an extension from Juab, Utah Territory, the southern terminus of the Utah Southern Railroad, to Frisco, Utah Territory, a distance of 137.24 Miles.

(b) *Construction.*

Construction from Juab to Deseret (now Oasis), Utah Territory, was performed during 1879, and from Deseret (now Oasis) to Frisco, Utah Territory, was completed June 23rd, 1880.

3. *Operation.*

Operation of that part of the line from Juab to Deseret (now

Oasis), was begun in 1879; from Deseret (now Oasis), to Milford, Utah Territory, May 15th, 1880; and from Milford to Frisco, June 23rd, 1880.

On July 1st, 1881, this company was consolidated with The Utah Central Rail Road Company and Utah Southern Railroad Company to form the Utah Central Railway Company.

4. *Present Status.*

The charter of this company was revoked on the first Monday of April, 1910, on account of the non-payment of the annual, corporation, license tax of Utah for 1909, as provided by the Laws of Utah, 1909, chapter 106, section 5, page 228.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Utah Southern Railroad Extension.	Utah Central Railway Company.	July 1st, 1881.	Agreement of Consolidation with The Utah Central Rail Road Company and Utah Southern Railroad Company to form the Utah Central Railway Company.
Utah Central Railway Company.	Oregon Short Line and Utah Northern Railway Company.	July 27th, 1889.	Articles of Consolidation with seven other companies to form the Oregon Short Line and Utah Northern Railway Company.
John B. Cleland, Commissioner, and the American Loan and Trust Company.	Oregon Short Line Railroad Company.	Feb. 23rd, 1897.	Deed of Sale.

FROM	TO	DATE	FORM OF TRANSFER
Wm. D. Cornish, Oregon Short Special Master, Line Railroad Oregon Short Company. Line and Utah Northern Rail- way Company, and Jas. M. Ham and Oliver Ames, Trust- ees.		March 1st, 1897.	Deed of Sale.

UTAH AND NORTHERN RAILWAY COMPANY.

Chart No. 6.
Place No. 11.

1. *Incorporation and Organization.*

Utah and Northern Railway Company was incorporated under the general laws of the Territory of Utah. Its articles of incorporation were filed with the Auditor of Public Accounts of the Territory of Utah on April 30th, 1878. By Act of Congress, approved June 20th, 1878, (20 Stat. at Large 241) this company was made a railway corporation in the Territories of Utah, Idaho and Montana, under the same conditions and limitations, and with the same rights and privileges that it then had under its Utah Territory articles of incorporation, subject to all the laws and regulations in relation to railroads of the United States and of any State or Territory through which it passed. An amendment to the articles of incorporation dated February 10th, 1879, was filed with the Auditor of Public Accounts of the Territory of Utah February 24th, 1879.

The organization of this corporation occurred May 3rd, 1878, at a meeting of the board of directors at Salt Lake City, Utah Territory.

2. (a) *Termini and Description.*

The main line of this company extended from Ogden, Utah Terri-

tory, northerly through Utah and Idaho Territories and through Silver Bow, Montana Territory, to Garrison and Butte, Montana Territory, 466.61 miles, and a branch extended from Brigham, Utah Territory, to Corinne, Utah Territory, 4.11 miles. The mileage of the main line and branch for the various states traversed was as follows: In Idaho, 206.36 miles of main line; in Montana, 183.8 miles of main line; and in Utah, 76.45 miles of main line, and the branch of 4.11 miles. The line between McCammon and Pocatello, Idaho Territory, 22.81 miles, was owned and used jointly with the Oregon Short Line Railway Company.

(b) *Construction.*

That part of the line from Ogden, Utah Territory, to Franklin, Idaho Territory, was constructed by The Utah Northern Railroad Company to the property of which this company succeeded. Immediately upon assuming possession of the lines of The Utah Northern Railroad Company this company began to extend the main line beyond Franklin, Idaho Territory. Construction was completed northwest from Franklin, via Preston, Oxford, Oneida and Inkom, Idaho Territory, to Pocatello, Idaho Territory, in August, 1878; to Blackfoot, Idaho Territory, in December, 1878; to Eagle Rock, Idaho Territory, (now Idaho Falls), April 10th, 1879; to Camas, Idaho Territory, July 1st, 1879; to Beaver Canyon, Idaho Territory, September 1st, 1879; to Red Rock, Montana Territory, May 1st, 1880; to Dillon, Montana Territory, October, 1880; to Silver Bow Junction, Montana Territory, October 26th, 1881; from Silver Bow Junction to Butte, Montana Territory, in 1881; and from Silver Bow Junction to Garrison, Montana Territory, in 1884.

3. *Operation.*

This company continued the operation of its lines, excepting the divisions from Silver Bow, Montana Territory, to Garrison and Butte, Montana Territory, until July 27th, 1889, when it was consolidated with the Oregon Short Line Railway Company, Utah Central Railway

Company, Salt Lake and Western Railway Company, The Utah and Nevada Railway Company, The Ogden and Syracuse Railway Company, Idaho Central Railway Company, and The Nevada Pacific Railway Company to form the Oregon Short Line and Utah Northern Railway Company.

On August 1st, 1886, this Company leased to the Montana Union Railway Company for a term of 999 years, all that part of its line from Garrison, Montana Territory, via Silver Bow to Butte and the mines, smelters and other industries in the vicinity thereof. On October 7th, 1898, Montana Union Railway Company assigned the lease and conveyed its property of every kind to the Northern Pacific Railway Company. Northern Pacific Railway Company leased trackage rights between Silver Bow and Butte, Montana, to Oregon Short Line Railroad Company on March 1st, 1898.

4. *Present Status.*

The consolidation of July 27th, 1889, dissolved the Utah and Northern Railway Company and terminated its corporate existence.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Utah and Northern Railway Company.	Oregon Short Line and Utah Northern Railway Company.	July 27th, 1889.	Articles of Consolidation with seven other companies to form the Oregon Short Line and Utah Northern Railway Company.
John B. Cleland, Commissioner, and the American Loan and Trust Company.	Oregon Short Line Railroad Company.	Feb. 23rd, 1897.	Deed of Sale.

S. H. H. CLARK.

Chart No. 7.

Place No. 21.

On April 3rd, 1878, S. H. H. Clark purchased at foreclosure sale at Salt Lake City, Utah Territory, the railway property of The Utah Northern Railroad Company. The property was deeded to him April 22nd, 1878, by B. B. Young, Special Master in Chancery, acting pursuant to appointment by the District Court of the Third Judicial District in and for the Territory of Utah, and the Union Trust Company of New York. On May 3rd, 1878, S. H. H. Clark conveyed the property to the Utah and Northern Railway Company.

THE UTAH AND NEVADA RAILWAY COMPANY.

Chart No. 8.

Place No. 10.

1. *Incorporation and Organization.*

The Utah and Nevada Railway Company was incorporated under the general laws of the Territory of Utah. Its articles of incorporation are dated February 15th, 1881, and were filed with the Auditor of Public Accounts for the Territory of Utah on February 16th, 1881.

The organization of this company was perfected on February 19th, 1881, the purpose thereof being to purchase the line of The Utah Western Railway Company extending from Salt Lake City, Utah Territory, to a point near Stockton, Utah Territory, and to extend the line to Tanner's Springs in Juab County, Utah Territory, making a total length of about 87 miles of road; but the line was never extended by this company beyond the point to which it had been constructed by The Utah Western Railway Company.

2. (a) *Termini and Description.*

The lines of road owned or operated by this Company extended from a connection with the Utah Central Railway at Salt Lake City,

Utah Territory, to a southern terminus near Stockton, Utah Territory, 37.24 miles, and a branch from Saltair Junction to Saltair, Utah Territory, about 2.42 miles.

(b) *Construction.*

The branch from Saltair Junction to Saltair, Utah Territory, was constructed by this company during 1888.

3. *Operation.*

This company began operation of its main line July 1st, 1881, and of the branch October 17th, 1888, and continued the operation of them until July 27th, 1889, when it was consolidated with the Oregon Short Line Railway Company, Utah and Northern Railway Company, Utah Central Railway Company, The Ogden and Syracuse Railway Company, Salt Lake and Western Railway Company, Idaho Central Railway Company and The Nevada Pacific Railway Company to form the Oregon Short Line and Utah Northern Railway Company.

4. *Present Status.*

This corporation was dissolved by the consolidation of July 27th, 1889.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
The Utah and Nevada Railway Company.	Oregon Short Line and Utah Northern Railway Company.	July 27th, 1889.	Articles of Consolidation with seven other companies to form the Oregon Short Line and Utah Northern Railway Company.
John B. Cleland, Commissioner, and the American Loan and Trust Company.	Oregon Short Line Railroad Company.	Feb. 23rd, 1897.	Deed of Sale.

OREGON SHORT LINE RAILWAY COMPANY

Chart No. 9.
Place No. 8.1. *Incorporation and Organization.*

Oregon Short Line Railway Company was incorporated under the general laws of the Territory of Wyoming. Its articles of incorporation are dated April 11th, 1881, and were filed with the Secretary of the Territory of Wyoming on April 14th, 1881. Amendments to the Articles of Incorporation were filed in the office of the Secretary of the Territory of Wyoming on July 12th, 1881, and March 11th, 1889.

By Act of Congress of August 2nd, 1882, (22 Stat. at Large 185) this Company was made a railway corporation in the Territories of Utah, Idaho and Wyoming, under the same conditions and limitations and with the same rights and privileges as it then had under its Wyoming Territory incorporation, and with all the rights and privileges within these Territories secured to railway companies, by the Act of Congress of March 3rd, 1875, (18 Stat. at Large 482).

The organization of this corporation was effected on June 6th, 1881.

2. (a) *Termini and Description.*

The railway of this company consisted of a main line from Granger, Wyoming Territory, to Huntington, Oregon, 541.81 miles, and a branch known as the Wood River branch, extending from Shoshone, Idaho Territory, to Ketchum, Idaho Territory, 69.96 miles; a total mileage of 611.77 miles. The trackage between McCammon and Pocatello, Idaho Territory, 22.81 miles, was owned and used jointly with the Utah and Northern Railway Company. The mileage of the main line and branch for each Territory traversed was as follows: In Wyoming, main line, 92.34 miles; in Idaho, main line, 434.06 miles, and branch 69.96 miles; and in Oregon, main line 15.41 miles.

(b) *Construction.*

The main line was constructed during the period from May, 1881,

Did UP build from
Granger to WP/IO stock line?

to November 14, 1884. Construction of the branch was begun at Shoshone June 7th, 1882, and the track-laying was completed to Hailey, Idaho Territory, May 7th, 1883; work was commenced at Hailey in the Spring of 1884 and the track-laying was completed to Ketchum, the terminus, August 16th, 1884. In 1884 and 1885 this company surveyed and partly completed a grade from Caldwell to Boise, Idaho Territory, which, however, was never subsequently completed.

3. *Operation.*

Operation of the branch from Shoshone to Ketchum, Idaho Territory, was begun immediately after its completion. The main line was turned over to the Operating Department for operation in sections, as follows: Granger, Wyoming Territory, to Montpelier, Idaho Territory, August 5th, 1882; Montpelier to Pocatello, Idaho Territory, in the fall of 1882; Pocatello to American Falls, Idaho Territory, June 20th, 1882; American Falls to Minidoka, Idaho Territory, January 13th, 1883; Minidoka to Kimama, Idaho Territory, January 24th, 1883; Kimama to Owinza, Idaho Territory, February 26th, 1883; Owinza to Shoshone, Idaho Territory, March 10th, 1883; Shoshone to Glens Ferry, Idaho Territory, July 1, 1883; Glens Ferry to Mountain Home, Idaho Territory, August 10th, 1883; Mountain Home to Caldwell, Idaho Territory, September 25th, 1883; Caldwell to Nyssa, Oregon (2nd crossing of Snake River), December 16th, 1883; Nyssa, Oregon (2nd crossing of Snake River), to Ontario, Oregon, January 1st, 1884; Ontario, Oregon, to Weiser, Idaho Territory, January 20th, 1884; Weiser, Idaho Territory, to Blakes, Oregon (4th crossing of Snake River), February, 1884; Blakes (4th crossing of Snake River) to Huntington, Oregon, November 20th, 1884. This company operated, under a lease dated Jan. 1, 1887, the railway properties of the Oregon Railway and Navigation Company, approximately 1028 miles, until July 27, 1889.

The operation of both the main line and branch by this company

was continued until July 27th, 1889, when it was consolidated with Utah and Northern Railway Company, Utah Central Railway Company, The Ogden and Syracuse Railway Company, The Utah and Nevada Railway Company, Salt Lake and Western Railway Company, Idaho Central Railway Company, and The Nevada Pacific Railway Company, forming the Oregon Short Line and Utah Northern Railway Company.

4. *Present Status.*

This Company was dissolved by the consolidation on July 27th, 1889.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Oregon Short Line Railway Company.	Oregon Short Line and Utah Northern Railway Company.	July 27th, 1889.	Articles of Consolidation with seven other companies forming the Oregon Short Line and Utah Northern Railway Company.
John B. Cleland, Commissioner, and the American Loan and Trust Co.	Oregon Short Line Railroad Company.	Feb. 23rd, 1897.	Deed for Sale.

THEODORE S. BASSETT.

Chart No. 10.

Place No. 20.

On November 3rd, 1880, Theodore S. Bassett purchased at foreclosure sale the property of The Utah Western Railway Company. The property was conveyed to him April 2nd, 1881, by M. Shaughnessy, U. S. Marshal, and R. M. Bassett and E. F. Bishop, Trustees. On April 30th, 1881, Theodore S. Bassett conveyed the property to The Utah and Nevada Railway Company.

SALT LAKE AND WESTERN RAILWAY COMPANY.

Chart No. 11.

Place No. 9.

1. *Incorporation and Organization.*

Salt Lake and Western Railway Company was incorporated under the general laws of the Territory of Utah. Its articles of association are dated May 30th, 1881, and were filed on that date in the office of the Auditor of Public Accounts for the Territory of Utah. The original purpose of the organization of this corporation, which occurred May 31st, 1881, was to construct a railway from Lehi Junction, Utah Territory, westerly to the western boundary of the Territory of Utah in Snake Valley, near the Fortieth Parallel, a distance of 200 miles, more or less.

2. (a) *Termini and Description.*

The railway as constructed extended from Lehi Junction in Utah County, Utah Territory, on the Utah Central Railway, thence in a southwesterly direction to Tintic, in the County of Juab, a distance of 53.77 miles, together with a branch extending from Iron-ton, Utah Territory, to Silver City, Utah Territory, a distance of 3.94 miles, and a branch from Silver City Junction, Utah Territory, to Eureka, Utah Territory, 3.24 miles, all of which were located within the Territory of Utah. The total mileage was 60.95 miles.

(b) *Construction.*

Construction from Lehi Junction to Tintic was done in 1882; from Iron-ton to Silver City in 1882; and from Silver City Junction to Eureka between April 9th, 1889, and September 9th, 1889, having been started by this company but completed by the Oregon Short Line and Utah Northern Railway Company.

3. *Operation.*

The line from Lehi Junction to Tintic was first opened for public

business June 10th, 1882, and operation of the line from Ironton to Silver City was also begun during 1882.

On July 27th, 1889, this company was consolidated with Oregon Short Line Railway Company and six other companies to form the Oregon Short Line and Utah Northern Railway Company.

4. *Present Status.*

The corporate existence of this company was terminated by the consolidation of July 27th, 1889.

5. *Chain of Title.—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Salt Lake and Western Railway Company.	Oregon Short Line and Utah Northern Railway Company.	July 27th, 1889.	Articles of consolidation with seven other companies forming the Oregon Short Line and Utah Northern Railway Company.
John B. Cleland, Commissioner, and the American Loan and Trust Company.	Oregon Short Line Railroad Company.	Feb. 23rd, 1897.	Deed of Sale.

UTAH CENTRAL RAILWAY COMPANY.

Chart No. 12.
Place No. 7.

1. *Incorporation and Organization.*

Utah Central Railway Company was incorporated under the general laws of the Territory of Utah. Its articles of association are dated July 1st, 1881, and were filed on that date with the Auditor of Public Accounts for the Territory of Utah. Amendments to the Articles of

Association were adopted January 9th, 1882, and filed with the Auditor of Public Accounts for the Territory of Utah, February 11th, 1882.

The date of organization of this corporation is not known.

2. (a) *Termini and Description.*

This railroad was a consolidation of the lines of The Utah Central Rail Road Company, Utah Southern Railroad Company, and Utah Southern Railroad Extension, and extended from Ogden, Utah Territory, to Frisco, Utah Territory, a distance of 275.3 miles.

(b) *Construction.*

This company did no construction work.

3. *Operation.*

This Company continued the operation of its lines from the time of acquisition of them, on July 1st, 1881, until July 27th, 1889, when it was consolidated with other companies to form the Oregon Short Line and Utah Northern Railway Company.

4. *Present Status.*

The corporate existence of this Company was terminated by its consolidation with other companies on July 27th, 1889.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Utah Central Railway Com- pany.	Oregon Short Line and Utah Northern Rail- way Company.	July 27th 1889.	Articles of Consolida- tion with seven other companies to form the Oregon Short Line and Utah Northern Rail- way Company.
John B. Cle- land, Commis- sioner, and the American Loan and Trust Com- pany.	Oregon Short Line Railroad Company.	Feb. 23rd, 1897.	Deed of Sale.

IDAHO CENTRAL RAILWAY COMPANY

Chart No. 13.

Place No. 13.

1. *Incorporation and Organization.*

Idaho Central Railway Company was incorporated under the general laws of the Territory of Wyoming. Its articles of incorporation are dated June 26th, 1886, and were filed in the office of the Secretary of the Territory of Wyoming on the same date.

The date of organization of this corporation is unknown.

2. (a) *Termini and Description.*

The line of this company as originally proposed was from Nampa, Territory of Idaho, to Yaquina Bay, Oregon, and from Nampa, Territory of Idaho, via Boise, northwesterly by the most eligible route to a junction with the Northern Pacific railroad. The line as constructed extended from a connection with the line of the Oregon Short Line Railway Company at Nampa, Idaho Territory, to a point near Boise, a distance of 19.0 miles, and was entirely located within the state of Idaho.

(b) *Construction.*

The construction was begun in 1886 and completed in 1887.

3. *Operation.*

The line was placed in operation Sept. 5th, 1887, and operated until July 27th, 1889, when this company was consolidated with the Oregon Short Line Railway Company, Utah and Northern Railway Company, Utah Central Railway Company, Salt Lake and Western Railway Company, The Utah and Nevada Railway Company, The Ogden and Syracuse Railway Company and The Nevada Pacific Railway Company to form the Oregon Short Line and Utah Northern Railway Company.

4. *Present Status.*

The corporate existence of this company was terminated by its consolidation with the other companies on July 27th, 1889.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Idaho Central Railway Com- pany.	Oregon Short Line and Utah Northern Rail- way Company.	July 27th, 1889.	Articles of Consolida- tion with seven other companies forming the Oregon Short Line and Utah Northern Rail- way Company.
John B. Cle- land, Commis- sioner, and the American Loan and Trust Com- pany.	Oregon Short Line Railroad Company.	Feb. 23rd, 1897.	Deed of Sale.

THE OGDEN AND SYRACUSE RAILWAY COMPANY.

Chart No. 14.
Place No. 12.

1. *Incorporation and Organization.*

The Ogden and Syracuse Railway Company was incorporated under the general laws of the Territory of Utah. Its articles of association are dated February 8th, 1887, and were filed in the office of the Auditor of Public Accounts for the Territory of Utah on March 2nd, 1887.

Organization of this corporation was effected on April 11th, 1887.

2. (a) *Termini and Description.*

The line of this company as originally proposed extended from Ogden, Utah Territory, southwesterly to Syracuse, Utah Territory, 15 miles, more or less. The line as constructed was from a connection with the line of the Utah Central Railway Company at Clearfield, (formerly called Syracuse Junction), Utah Territory, to Syracuse, Utah Territory, 5.85 miles, being located entirely within the Territory of Utah.

(b) *Construction.*

The construction was commenced in January, 1887, and finished in July, 1887.

3. *Operation.*

The line was placed in operation July 5th, 1887. On July 27th, 1889, this company was consolidated with the Oregon Short Line Railway Company, Utah and Northern Railway Company, Utah Central Railway Company, Salt Lake and Western Railway Company, The Utah and Nevada Railway Company, Idaho Central Railway Company, and The Nevada Pacific Railway Company, to form the Oregon Short Line and Utah Northern Railway Company.

4. *Present Status.*

The consolidation of July 27th, 1889, terminated the corporate existence of this company.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
The Ogden and Oregon Short Syracuse Rail- way Company.	Line and Utah Northern Rail- way Company.	July 27th, 1889.	Agreement of consoli- dation with seven other companies forming the Oregon Short Line and Utah Northern Rail- way Company.
John B. Cle- land, Commis- sioner, and the American Loan and Trust Com- pany.	Oregon Short Line Railroad Company.	Feb. 23rd, 1897.	Deed of Sale.

THE NEVADA PACIFIC RAILWAY COMPANY.

Chart No. 15.
Place No. 14.

1. *Incorporation and Organization.*

The Nevada Pacific Railway Company was incorporated under the

laws of the state of Nevada. Its articles of incorporation were filed with the Secretary of state of Nevada on May 13th, 1889.

The date of organization of this corporation is unknown.

2. (a) *Termini and Description.*

The projected line of this company was from a place called Summit on the eastern boundary of the state of Nevada, thence in a Southwesterly course across Nevada to the western boundary line of that state, with two branch roads therein extending from Pioche, Nevada, through Bristol, Nevada, to Ash Meadows, Nevada, 200 miles, more or less, and from Pioche, Nevada, to Steptoe, Nevada, 100 miles, more or less.

(b) *Construction.*

No construction work was done by this company.

3. *Operation.*

This company never operated any railway property. It was consolidated on July 27th, 1889, with Oregon Short Line Railway Company, Utah and Northern Railway Company, Utah Central Railway Company, Salt Lake and Western Railway Company, The Utah and Nevada Railway Company, The Ogden and Syracuse Railway Company, and Idaho Central Railway Company, forming the Oregon Short Line and Utah Northern Railway Company.

4. *Present Status.*

This corporation was dissolved by the consolidation of July 27th, 1889.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
The Nevada Pacific Railway Company.	Oregon Short Line and Utah Northern Railway Company.	July 27th, 1889.	Articles of Consolidation with seven other companies forming the Oregon Short Line and Utah Northern Railway Company.
John B. Cleland, Commissioner, and the American Loan and Trust Company.	Oregon Short Line Railroad Company.	Feb. 23rd, 1897.	Deed of Sale.

OREGON SHORT LINE AND UTAH NORTHERN RAILWAY
COMPANY.Chart No. 16.
Place No. 3.1. *Incorporation and Organization.*

Oregon Short Line and Utah Northern Railway Company was a corporation formed by the consolidation of Oregon Short Line Railway Company, Utah and Northern Railway Company, Utah Central Railway Company, Salt Lake and Western Railway Company, The Utah and Nevada Railway Company, The Ogden and Syracuse Railway Company, Idaho Central Railway Company, and The Nevada Pacific Railway Company, according to Articles of Consolidation and Agreement entered into by and between the said companies on July 27th, 1889. A copy of the Articles of Consolidation was filed with the Secretaries of the Territories of Utah, Idaho, Montana and Wyoming on August 1st, 1889, and with the Secretary of the State of Nevada on the same date. The Consolidation was ratified by an Act of the Territory of Utah Legislature dated March 12th, 1890, and by an Act of the Legislature of the Territory of Wyoming dated February 27th, 1890.

The organization of this corporation was effected August 19th, 1889.

2. (a) *Termini and Description.*

The main lines of this company were these: From Granger, Wyoming, on the line of The Union Pacific Railway northwesterly through the states of Wyoming and Idaho and into the state of Oregon to Huntington, 541.81 miles; from Ogden, Utah, to Garrison, Montana, and Meaderville, Montana, 443.8 miles; and from Ogden, Utah, to Frisco, Utah, 275.93 miles.

The branches consisted of the following: From Shoshone, Idaho, to Ketchum, Idaho, (Wood River Branch) 69.96 miles; Cache Junction, Utah, to Preston, Idaho, 42.35 miles; Nampa, Idaho, to Boise, Idaho, 19.00 miles (2.58 miles of which between Perkins and Boise, Idaho, was

abandoned in 1893); Syracuse Junction, to Syracuse, Utah, 5.85 miles; Lehi Junction, Utah, to Tintic, Utah, 53.77 miles; Salt Lake City, Utah, to near Stockton, Utah, 37.24 miles; Saltair Junction to Saltair, Utah, 2.42 miles; Ironton, Utah, to Northern Spy Mine, Utah, 6.81 miles; Silver City Junction, Utah, to Eureka, 3.24 miles; and Mammoth Junction, Utah, to Mammoth, Utah, 1.82 miles; and Five Points Junction to Five Points, Utah, 1.09 miles.

(b) *Construction.*

This company constructed a branch from Mammoth Junction to Mammoth, Utah Territory, 1.82 miles, between October, 1893, and December, 1893, and an extension from Silver City to Northern Spy Mine, Utah Territory, 3.03 miles, between August, 1891, and February, 1892. The branch from Five Points Junction to Five Points, Utah Territory, was constructed in 1892. A branch from Hams Fork, Wyoming, to Adaville (now Conroy), Wyoming, was constructed in 1891; but this line was abandoned and the track taken up in 1894. A connection between Cache Junction, Utah Territory, and Mendon, Utah Territory, 8.38 miles, was constructed between July, 1890, and the end of that year. A new main line 48.58 miles in length was constructed from Deweyville, Utah Territory, to near Oxford, Idaho, during 1889 and 1890 and during the same period numerous line changes were made between McCammon, Idaho, and Swan Lake, Idaho. An extension of 7.70 miles between Milford, Utah Territory, and Pioche, Nevada, was partially constructed between December, 1889, and December, 1892, when it was abandoned. A total of 13.23 miles of branch line and 26.73 miles of main line were constructed by this company in Utah, while 21.85 miles of main line were constructed in Idaho.

3. *Operation.*

The branch from Silver City to Northern Spy Mine, Utah Territory, was placed in operation in February, 1892, and the branch from Mammoth Junction to Mammoth, Utah Territory, in December 1893.

Operation of the branches from Five Points Junction to Five Points, Utah Territory, and Cache Junction to Mendon, Utah Territory, was begun in 1892 and on October 24th, 1890, respectively, while operation of all other lines of this company was commenced by it at the time of the consolidation by which it was formed, July 27th, 1889, and continued until the beginning of operation of the lines by receivers as hereinafter stated.

This company operated after August 17, 1893, the line of The Boise City Railway and Terminal Company from Perkins, Idaho, to Boise, Idaho, 5.56 miles, and operated the lines of the Oregon Railway and Navigation Company from July 27, 1889, until a certain unknown date in 1894 under the agreement of January 1, 1887, between Oregon Short Line Railway Company and Oregon Railway and Navigation Company to which this company succeeded.

On or about October 9th, 1893, a foreclosure proceeding was filed in the Circuit Court of the United States for the District of Nebraska by Oliver Ames, 2nd, and Samuel Carr, executors of the will of Frederick L. Ames, deceased, and Peter B. Wyckoff and Edwin F. Atkins, against the Union Pacific Railway Company, Oregon Short Line and Utah Northern Railway Company, and other companies; and by an order made in that cause on October 13th, 1893, S. H. H. Clark, Oliver W. Mink and E. Ellery Anderson were appointed Receivers of the railway lines and property of the Union Pacific Railway Company, Oregon Short Line and Utah Northern Railway Company, and other defendants. On November 3rd, 1893, a bill of complaint in the same cause was filed in the Third Judicial Court of the Territory of Utah and on the same date that court appointed the same three persons as ancillary Receivers of the railway property of the Oregon Short Line and Utah Northern Railway Company and other defendants; and two additional ancillary Receivers, John W. Doane and Frederic R. Coudert, were appointed on November 22nd, 1893. The said Receivers

immediately after their respective appointments took possession of all of the railways and property of the Oregon Short Line and Utah Northern Railway Company and other defendants.

On September 4th, 1894, two foreclosure proceedings, both of which were entitled, James M. Ham, Trustee, vs the Oregon Short Line and Utah Northern Railway Company and others, were instituted in the District Court, Third Judicial District of the Territory of Utah, one being a foreclosure of a mortgage made and issued by the Utah Southern Railroad Company dated July 1st, 1879, and the other being a foreclosure of a mortgage made and issued by the Utah Southern Railroad Extension on the same date. In these cases the Court appointed, on September 4th, 1894, as Receivers of the railway property of the Oregon Short Line and Utah Northern Railway Company, the same five persons who were appointed in the cause entitled Oliver Ames, 2nd, and Samuel Carr, et al, vs. the Union Pacific Railway Company, Oregon Short Line and Utah Northern Railway Company, et al, which was then pending in the same court.

On or about December 1st, 1894, the American Loan & Trust Company instituted suit in the United States Circuit Court for the District of Oregon against the Oregon Short Line and Utah Northern Railway Company for the foreclosure of a consolidated mortgage dated August 1st, 1889, which embraced all railway property of the Oregon Short Line and Utah Northern Railway Company, subject to certain prior mortgages upon certain parts of the property. Like suits were filed subsequently in the United States Circuit Courts for the Districts of Idaho, Montana and Wyoming, and in the District Court for the Third Judicial District for the Territory of Utah. Decrees of foreclosure subsequently entered in these suits provided that John B. Cleland should direct, as commissioner representing all of the said Courts, the sale provided for by the decrees. On January 9th, 1897, John B. Cleland, Commissioner, sold the mortgaged property to Samuel Carr, Walter G.

Oakman, and Henry G. Nichols, Purchasing Committee of the Committee of Reorganization of the Oregon Short Line and Utah Northern Railway Company, who subsequently assigned their bid and all of their right, title and interest therein and in and to the railway property of the Oregon Short Line and Utah Northern Railway Company to Oregon Short Line Railroad Company. John B. Cleland, Commissioner, and the American Loan and Trust Company conveyed the said railway property to Oregon Short Line Railroad Company by deed dated February 23rd, 1897.

On the same date, January 9th, 1897, sale of the mortgaged premises involved in the two foreclosure suits entitled James M. Ham, Trustee, vs the Oregon Short Line and Utah Northern Railway Co., et al, was made by Wm. D. Cornish, Special Master, to the same Purchasing Committee, Samuel Carr, Walter G. Oakman and Henry G. Nichols. The Purchasing Committee subsequently assigned their bid and their rights thereunder to Oregon Short Line Railroad Company to which deeds were executed by Wm. D. Cornish, Special Master, Oregon Short Line and Utah Northern Railway Company, and James M. Ham and Oliver Ames, Trustees, on March 1st, 1897.

On March 15th, 1897, the Receivers, S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane, and Frederic R. Coudert, delivered to Oregon Short Line Railroad Company all of the railroad properties of Oregon Short Line and Utah Northern Railway Company and other property connected therewith in their custody.

4. *Present Status.*

The charter of this company was revoked on the first Monday of April, 1910, on account of non-payment of the annual, corporate, license tax of Utah, for the year 1909, as provided by the Laws of Utah, 1909, chapter 106, section 5, page 228.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
John B. Cleland, Commissioner, and the American Loan and Trust Company.	Oregon Short Line Railroad Company.	Feb. 23rd, 1897.	Deed of Sale.
Wm. D. Cornish, Special Master, Oregon Short Line and Utah Northern Railway Company, and Jas. M. Ham and Oliver Ames, Trustees of the First Mortgage of the Utah Southern Railroad Extension, dated July 1, 1879.	Oregon Short Line Railroad Company.	March 1st, 1897.	Deed of Sale.
Wm. D. Cornish, Special Master, Oregon Short Line and Utah Northern Railway Company, and Jas. M. Ham and Oliver Ames, Trustees of the General Mortgage of the Utah Southern Railroad Company, dated July 1st, 1879.	Oregon Short Line Railroad Company.	March 1st, 1897.	Deed of Sale.

THE BOISE CITY RAILWAY AND TERMINAL COMPANY.

Chart No. 17.

Place No. 24.

1. *Incorporation and Organization.*

The Boise City Railway and Terminal Company was incorporated under the general laws of the State of Idaho. Its articles of incorporation are dated March 20th, 1893, and were filed on that date with the Secretary of State of Idaho. An amendment to the Articles of Incorporation dated February 25th, 1896, and a second amendment dated December 9, 1904, were filed with the Secretary of State of Idaho April 4th, 1896, and December 15th, 1904, respectively.

The date of organization of this corporation is unknown.

2. (a) *Termini and Description.*

The railway of this company extended from a point near Perkins, Idaho, designated as station 868 plus 71, on the line of railway of the Idaho Central Railway Company to Boise, Idaho, 3.43 miles, and from Boise, Idaho, to the Barber Lumber Company Mill in Idaho, 4.95 miles, the total mileage being 8.38 miles.

(b) *Construction.*

Construction was commenced near Perkins, Idaho, at station 868 plus 71 on the Idaho Central Railway in April, 1893, and was completed to Boise in August, 1893.

The extension from Boise to the Barber Mill was begun in December, 1904, and the track-laying was finished March 27th, 1905; and during the same period that part of the line from Boise, to Perkins, Idaho, was reconstructed as far as station 1160.

3. *Operation.*

The Boise City Railway and Terminal Company never operated any part of its line. On August 17th, 1893, that part of the line from near Perkins to Boise, Idaho, was turned over to Oregon Short Line and Utah Northern Railway Company for operation, and on June 1st, 1899, the same property was leased to the Oregon Short Line Railroad

Company. The extension from Boise to the Barber Mill was turned over to Oregon Short Line Railroad Company for operation on June 8th, 1906.

The entire line from near Perkins to the Barber Mill, Idaho, was conveyed to Oregon Short Line Railroad Company on October 31st, 1910, together with all other railroad property and franchises of The Boise City Railway and Terminal Company.

4. *Present Status.*

The Boise City Railway and Terminal Company was dissolved and its corporate existence terminated by a decree of the District Court in and for Ada County, Idaho, rendered June 19th, 1911, upon a voluntary application for dissolution.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
The Boise City Oregon Short Railway and Line Railroad Terminal Com- pany.	Company.	October 31st, 1910.	Deed of Sale.

BOISE, NAMPA AND OWYHEE RAILWAY COMPANY, LIMITED.

Chart No. 18.

Place No. 16.

1. *Incorporation and Organization.*

Boise, Nampa and Owyhee Railway Company, Limited, was incorporated under the general laws of the State of Idaho. Its articles of incorporation are dated February 7th, 1896, and were filed with the Secretary of the State of Idaho on the same date.

The date of organization of this corporation is unknown.

2. (a) *Termini and Description.*

The line of railroad owned and constructed by this company extended from Nampa, Idaho, to Murphy, Idaho, a distance of 29.55 miles.

(b) *Construction.*

Construction was begun at Nampa, August 1st, 1896, and completed to Murphy during 1899.

3. *Operation.*

Operation of the line by Boise, Nampa and Owyhee Railway Company, Limited, between Nampa, Idaho, and Guffey, Idaho, was commenced on March 15th, 1897, and from Guffey, Idaho, to Murphy, Idaho, on June 30th, 1899, and continued until January 21st, 1907, when the property was transferred to The Idaho Northern Railway Company, Limited, by deed of that date.

4. *Present Status.*

The charter of this corporation was forfeited December 1st, 1912, on account of non-payment of the annual, corporation, license fee of the State of Idaho for the fiscal year ending June 30th, 1913, as provided by chapter 6 of the Extraordinary Session Laws of Idaho for 1912.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Boise, Nampa and Owyhee Railway Company, Limited.	The Idaho Northern Railway Company, Limited.	January 21st 1907.	Deed of Sale.
The Idaho Northern Railway Company, Limited.	Oregon Short Line Railroad Company.	Dec. 30th, 1912.	Deed of Sale.

OREGON SHORT LINE RAILROAD COMPANY

Chart No. 19.

Place No. 1.

1. *Incorporation and Organization.*

Oregon Short Line Railroad Company is a corporation organized and existing under and by virtue of the laws of the state of Utah. Its

Articles of Incorporation are dated February 1st, 1897, and were filed with the Secretary of State of Utah, February 9th, 1897. An Amendment to the Articles of Incorporation dated October 9th, 1902, was filed with the Secretary of State of Utah, October 18th, 1902; a second amendment dated October 20th, 1910, was filed November 2nd, 1910; and a third amendment of December 8th, 1910, was filed December 13th, 1910.

The exact date of organization of the company is not known. The primary purpose of the organization and incorporation of Oregon Short Line Railroad Company was to purchase, own, operate, maintain and further extend the railroad property and franchises formerly belonging to the Oregon Short Line and Utah Northern Railway Company.

2. (a) *Termini and Description.*

Oregon Short Line Railroad Company operates the following main lines of road:

FROM	TO	MILEAGE
Granger, Wyoming	Huntington, Oregon	541.17
Pocatello, Idaho	Silver Bow, Montana	256.50
Silver Bow, Montana	Meaderville, Montana	8.69
Ogden, Utah	McCammon, Idaho	110.96
Ogden, Utah	Sandy, Utah	51.56

Its branch lines consist of the following:

FROM	TO	MILEAGE
Alexander, Idaho	Grace, Idaho	6.59
Montpelier, Idaho	Paris, Idaho	9.50
Minidoka, Idaho	Buhl, Idaho	74.25
Burley, Idaho	Marshfield, Idaho	9.16
Burley, Idaho	Oakley, Idaho	22.06
Twin Falls, Idaho	Rogerson, Idaho	28.76
Rupert, Idaho	Bliss, Idaho	72.86
Shoshone, Idaho	Ketchum, Idaho	70.05
Richfield, Idaho	Hill City, Idaho	58.26

Nampa, Idaho	Barber Mill, Idaho	24.90
Nampa, Idaho	Lakeport, Idaho	128.80
Nampa, Idaho	Murphy, Idaho	30.00
Caldwell, Idaho	Wilder, Idaho	11.33
Nyssa, Oregon	Homedale, Idaho	26.01
Payette, Idaho	Emmett, Idaho	28.69
Blackfoot, Idaho	Mackay, Idaho	85.99
Ucon, Idaho	Rhodes, Idaho	37.51
Idaho Falls, Idaho	Yellowstone, Montana	106.20
Moreland, Idaho	Aberdeen, Idaho	28.44
Sugar City, Idaho	Snake River, Idaho	5.78
Corinne, Utah	Malad, Idaho	46.38
Brigham, Utah	Corinne Jet., Utah	4.09
Cache Junction, Utah	Preston, Idaho	42.34
Clearfield, Utah	Syracuse, Utah	4.78
Mendon, Utah	East Logan Jet., Utah	14.93
Ballard, Utah	West Logan Jet., Utah	8.13
Five Points Jet., Utah	Five Points, Utah	1.09
Ashton, Idaho	Victor, Idaho	45.80
Kemmerer, Wyoming	Quealy, Wyoming	8.50
Moyer Jet., Wyoming	Cumberland, Wyoming	16.67
Glencoe Jet., Wyoming	Glencoe, Wyoming	2.35
Glencoe Jet., Wyoming	Elkol, Wyoming	3.45
Moyer Jet., Wyoming	Conroy, Wyoming	1.96
Orvin, Idaho	Belt, Idaho	44.29
Ogden, Utah	Evona, Utah	3.68

(b) *Construction.*

Construction work has been done by Oregon Short Line Railroad Company upon the various lines as follows:

The branch from Alexander, Idaho, to Grace, Idaho, was constructed between April 25th, 1913, and November 23rd, 1913.

Construction work upon the branch from Montpelier, Idaho, to Paris, Idaho, was started October 5th, 1910, and the track-laying was completed June 22nd, 1911.

The road-bed of the branch from Burley, Idaho, to Oakley, Idaho, was constructed by the Minidoka and Southwestern Railroad Company,

but the track-laying upon this branch was performed by the Oregon Short Line Railroad Company between March 28th, 1911, and May 24th, 1911.

Minidoka and Southwestern Railroad Company entirely built the road-bed of the branch from Rupert, Idaho, to Bliss, Idaho, and in September, 1909, also began the track-laying, but on October 31st, 1910, all lines of that Company were conveyed to Oregon Short Line Railroad Company which thereafter continued the work of construction, completing the track-laying between May 29th, 1911, and August 11th, 1911.

That part from Nampa to Emmett, Idaho, of the branch from Nampa to Lakeport, Idaho, was entirely constructed by The Idaho Northern Railway Company, Limited, which company also completed the road-bed between Emmett and Smiths Ferry, but after the conveyance of the property of The Idaho Northern Railway Company, Limited, to Oregon Short Line Railroad Company on December 30th, 1912, the Oregon Short Line Railroad Company continued the construction of the line from Emmett to Lakeport, Idaho, completing the track-laying to Lakeport on June 20th, 1914.

The roadbed of the branch from Caldwell, Idaho, to Wilder, Idaho, was partially constructed from Caldwell to the Snake River by the San Francisco, Idaho and Montana Railway Company, but the balance of the construction work upon this branch was done by Oregon Short Line Railroad Company, the track-laying having been commenced June 16th, 1911, and completed to Wilder June 27th, 1911.

The grading of the branch from Nyssa, Oregon, to Homedale, Idaho, was commenced June 1st, 1911, and the track-laying completed April 14th, 1913.

That part between Ucon and Menan, Idaho, of the branch between Ucon and St. Anthony, Idaho, was built by the St. Anthony Railroad Company, but the remainder of this branch was constructed by Oregon Short Line Railroad Company, the grading having been commenced

May 20th, 1914, and the track-laying completed November 9th, 1914, except the track across the Snake River bridge, which was laid June 30th, 1915.

Salmon River Railroad Company constructed all of the roadbed and laid the larger portion of the track of the branch from Moreland, Idaho, to Aberdeen, Idaho, but Oregon Short Line Railroad Company did the remainder of the construction work between October 31st, 1910, and January 15th, 1911.

The grading upon the branch from Brigham, Utah, to Corinne Junction, Utah, was begun by Oregon Short Line Railroad Company in October, 1902, and the track-laying was completed November 26th, 1902.

The record of construction of the branch from Mendon, Utah, to East Logan Jct., Utah, is as follows: An industry spur was commenced and completed from East Logan Jct. to Logan Sugar Factory in 1901; an extension to Hill Spur, 9.2 miles, from East Logan Jct., was begun in September, 1905, and the track-laying was completed December 11th, 1905; grading for an extension to Mendon, 14.9 miles from East Logan Jct., was commenced November 20th, 1905, and the track-laying was completed September 12th, 1906.

Grading for the branch from Ballard, Utah, to Logan, Utah, was commenced June 1st, 1912, and the track-laying was completed October 31st, 1912.

Grading for the branch from Ashton, Idaho, to Victor, Idaho, was begun by Yellowstone Park Railroad Company at Ashton, September 23rd, 1910, and continued until October 31st, 1910, when that company conveyed its railroad properties to Oregon Short Line Railroad Company which continued the construction of the line, completing the track-laying December 18, 1912.

Grading for the Leamington Cut-off, a line from Salt Lake City, Utah, to Leamington, Utah, began about April 1, 1902. Track-laying

4.09
miles

14.93
miles
(former VP
ing grade?)

8.13
miles

was commenced at Salt Lake City in December, 1901, and completed to a connection with the Oregon Short Line Railroad near Leamington Hill May 5, 1903.

Construction was commenced on the line from North Kemmerer, Wyoming, to Quealy, Wyoming, in June, 1907, and completed January 12, 1908.

Oregon Short Line Railroad Company constructed the branch from Moyer Junction, Wyoming, to Conroy, Wyoming, between October, 1912, and June, 1913, using part of the old roadbed which had been constructed by the Oregon Short Line and Utah Northern Railway Company from Hams Fork to Conroy (formerly Adaville) in 1891 and abandoned in 1894.

Between May 18th, 1914, and December 21st, 1914, the Oregon Short Line Railroad Company completed the roadbed and track-laying for the branch from Lincoln, Idaho, to Belt, Idaho, the portion of which between Orvin and Lincoln, Idaho, had been built by the St. Anthony Railroad Company during the summer of 1903.

3. *Operation.*

The operation by Oregon Short Line Railroad Company of its various lines has been as follows:

On March 15th, 1897, the Receivers of the Oregon Short Line and Utah Northern Railway Company delivered to the Oregon Short Line Railroad Company all of the railway properties of the Oregon Short Line and Utah Northern Railway Company and other property connected therewith in their custody, and the Oregon Short Line Railroad Company has since continuously operated such railway properties with the following exceptions: (1) That part from Silver Bow, Montana, to Meaderville, Montana, and from Silver Bow to Garrison, Montana, of the main line which was leased on August 1st, 1886, to the Montana Union Railway Company; on October 7th, 1898, the lease was assigned to the Northern Pacific Railway Company, which on March

1st, 1898, leased trackage rights between Silver Bow and Meaderville, Montana, to the Oregon Short Line Railroad Company. (2) On June 18th, 1903, the Oregon Short Line Railroad Company conveyed to the San Pedro, Los Angeles and Salt Lake Railroad Company the following lines:

FROM	TO	MILEAGE
Sandy, Utah	Milford, Utah	208.54
Salt Lake City, Utah	Leamington Jct., Utah (Leamington Cut-off)	115.45
Lehi Junction, Utah	Tintic, Utah	43.27
Ironton, Utah	Eureka, Utah	5.62
Silver City Jct., Utah	Northern Spy Mine, Utah	3.03
Mammoth Jct., Utah	Mammoth, Utah	1.82
Milford, Utah	Frisco, Utah	17.53
Terminus Branch	
		<hr/> 395.26

Operation of the various branch lines has been continued by Oregon Short Line Railroad Company since the dates hereinafter specified:

FROM	TO	DATE
Burley, Idaho	Marshfield, Idaho	November 23rd, 1912
Alexander, Idaho	Grace, Idaho	November 23rd, 1913
Montpelier, Idaho	Paris, Idaho	August 15th, 1911
Minidoka, Idaho	Twin Falls, Idaho	September 10th, 1905
Twin Falls, Idaho	Buhl, Idaho	October 1st, 1907
Burley, Idaho	Oakley, Idaho	October 20th, 1911
Twin Falls, Idaho	Rogerson, Idaho	July 1st, 1910
Rupert, Idaho	Bliss, Idaho	December 1st, 1911
Richfield, Idaho	Hill City, Idaho	December 22nd, 1912
Boise, Idaho	Barber Mill, Idaho	June 8th, 1905
Nampa, Idaho	Emmett, Idaho	December 30th, 1912
Nampa, Idaho	Murphy, Idaho	December 30th, 1912
Nyssa, Oregon	Homedale, Idaho	June 30th, 1913
Payette, Idaho	Emmett, Idaho	August 5th, 1914
Blackfoot, Idaho	Mackay, Idaho	December 1st, 1901
Ucon, Idaho	Menan, Idaho	June 1st, 1906
Menan, Idaho	Rhodes, Idaho	June 30th, 1915

Idaho Falls, Idaho	St. Anthony, Idaho	June 1st, 1900
Moreland, Idaho	Aberdeen, Idaho	January 15th, 1911
Sugar City, Idaho	Snake River, Idaho	July, 1906
Corinne, Utah	Garland, Utah	July 1st, 1903
Garland, Utah	Malad, Idaho	July 1st, 1906
Brigham, Utah	Corinne Junction, Ut.	July 1st, 1903
Mendon, Utah	Logan, Utah	October 24th, 1906
Logan, Utah	Sugar Factory	September 30th, 1906
Ballard, Utah	Logan, Utah	May 18th, 1913
Ashton, Idaho	Driggs, Idaho	December 1st, 1912
Driggs, Idaho	Victor, Idaho	July 1st, 1913
N.Kemmerer Jct., Wyo.	North Kemmerer, Wyo.	1897
North Kemmerer, Wyo.	Quealy, Wyo.	January 12th, 1908
Moyer Junction, Wyo.	Cumberland, Wyo.	February 1st, 1901
Glencoe Junction, Wyo.	Elkol, Wyoming	December 10th, 1908
Moyer Junction, Wyo.	Conroy, Wyoming	June 30th, 1913
Lincoln, Idaho	Orvin, Idaho	May 30th, 1904
Glencoe Junction, Wyo.	Glencoe, Wyoming	February 1st, 1901

Operation of the branch from St. Anthony, Idaho, to Yellowstone, Montana, was begun in the following sections, and on the following dates:

FROM	TO	DATE
St. Anthony, Idaho	Ingling, Idaho	June 15th, 1906
Ingling, Idaho	Warm River, Idaho	June 6th, 1908
Warm River, Idaho	Yellowstone, Montana	Jun 1st, 1909

Operation of the branch from Caldwell, Idaho, to Wilder, Idaho, was commenced August 1st, 1911.

The branch from Emmett, Idaho, to Lakeport, Idaho, was turned over to the operating department according to the following divisions and dates:

FROM	TO	DATE
Emmett	Montour, Idaho	March 15th, 1913
Montour	Smiths Ferry, Idaho	August 31st, 1913
Smiths Ferry	Arlington, Idaho	November 1st, 1913
Arlington	Donnelly, Idaho	January 1st, 1914
Donnelly	Lakeport, Idaho	July 19th, 1914

On July 1st, 1910, Northwestern Railroad Company turned over its line from Blakes, Oregon, to Homestead, Oregon, to Oregon Short Line Railroad Company for operation. This line was conveyed to Oregon-Washington Railroad & Navigation Company on December 23rd, 1910, which on the same date leased it to Oregon Short Line Railroad Company. The operation thereof since July 1st, 1914, is covered by a lease made to it by Oregon-Washington Railroad & Navigation Company under date of January 28th, 1915.

Malheur Valley Railway Company turned over its lines from Ontario, Oregon, to Vale, Oregon, and Vale, Oregon, to Brogan, Oregon, to Oregon Short Line Railroad Company for operation on January 15th, 1907, and December 1st, 1910, respectively. On December 23rd, 1910, these lines were conveyed by the Malheur Valley Railway Company to Oregon-Washington Railroad & Navigation Company, which on the same date leased them to Oregon Short Line Railroad Company.

On January 1st, 1914, Oregon Short Line Railroad Company placed in operation the branch of Oregon-Washington Railroad & Navigation Company from Vale, Oregon, to Juntura, Oregon. Operation of an extension of this branch from Juntura to Riverside, Oregon, was begun by Oregon Short Line Railroad Company on May 1st, 1915.

By an agreement, dated March 1st, 1898, and renewed July 1st, 1909, and December 3rd, 1913, the Northern Pacific Railway Company granted to Oregon Short Line Railroad Company trackage rights between Silver Bow, Montana, and Meaderville, Montana. Since July 26th, 1903, Oregon Short Line Railroad Company has enjoyed trackage rights between Corinne Junction, Utah, and Corinne, Utah, by virtue of an agreement of that date between it and the Southern Pacific Company.

At Ogden, Utah, Oregon Short Line Railroad Company uses for the purpose of a main line track 1.10 miles of trackage through the Ogden yard by virtue of an agreement of July 1, 1912, with the Ogden Union Railway and Depot Company.

Oregon Short Line Railroad Company operates, under an agreement with The Utah Sugar Company, dated May 24th, 1904, a branch known as the Thatcher Branch from Tremonton to Thatcher, Utah, 7.04 miles, which is owned by The Utah Sugar Company.

THE IDAHO NORTHERN RAILWAY COMPANY, LIMITED.

Chart No. 20.

Place No. 6

1. *Incorporation and Organization.*

The Idaho Northern Railway Company, Limited, was incorporated under the general laws of the State of Idaho. Its Articles of Incorporation are dated December 14th, 1897, and were filed on December 18th, 1897, with the Secretary of State of Idaho.

The date of organization of this corporation is unknown.

2. (a) *Termini and Description.*

The operated line of railroad of this company extended from Murphy, Idaho, to a connection with the Oregon Short Line Railroad at Nampa, Idaho; thence to Emmett in Canyon County, Idaho, a total distance of 57.02 miles. Construction was also begun and completed in part by this company of an extension from Emmett, Idaho, to Lakeport, Idaho, a distance of 101.33 miles.

(b) *Construction.*

The line from Murphy, Idaho, to Nampa, Idaho, 29.55 miles, was acquired by purchase from the Boise, Nampa and Owyhee Railway Company, Limited, January 21st, 1907.

The line between Nampa and Emmett, Idaho, 27.47 miles, was begun in 1900 and completed May 19th, 1902. The grading of the extension from Emmett to Lakeport, 101.33 miles, was commenced June 27th, 1911, and completed to Smith's Ferry, a distance of 56 miles, October 29th, 1912; grading of the remainder of the line, Smith's Ferry to Lakeport, was completed August 11th, 1913, which was subsequent

to the date of sale and transfer of the entire property of The Idaho Northern Railway Company, Limited, to Oregon Short Line Railroad Company. The main line caused to be constructed by this company equalled 128.80 miles, and was located entirely within the state of Idaho.

3. *Operation.*

That part of the line between Nampa and Emmett was placed in operation May 19th, 1902. Both it and the line from Murphy to Nampa, Idaho, acquired from the Boise, Nampa and Owyhee Railway Company, Limited, were operated by this company until December 30th, 1912, when all lines, including the extension from Emmett to Lakeport, Idaho, under course of construction, were conveyed to Oregon Short Line Railroad Company.

4. *Present Status.*

The charter of this corporation was forfeited December 1st, 1914, on account of its failure to pay the annual, corporation, license fee of the state of Idaho for the fiscal year ending June 30th, 1915, as provided by Chapter 6 of the Extraordinary Session Laws of Idaho for the year 1912.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
The Idaho North- ern Railway Company, Ltd.	Oregon Short Line Railroad Company	December 30th 1912	Deed of Sale

ST. ANTHONY RAILROAD COMPANY.

Chart No. 22.
Place No. 31.

1. *Incorporation and Organization.*

St. Anthony Railroad Company was a corporation organized and existing under and by virtue of the general laws of the state of Idaho, its Articles of Incorporation being dated May 11th, 1899, and having been filed with the Secretary of State of Idaho, May 18th, 1899.

Organization of this corporation occurred on July 7th, 1899.

2. (a) *Termini and Description.*

This company owned a main line from Idaho Falls, Idaho, through Orvin, Ucon and Sugar City, Idaho, to St. Anthony, Idaho, 37.36 miles, and the following branch lines: Ucon, Idaho, to Menan, Idaho, 10.18 miles; Sugar City, Idaho, to Snake River, Idaho, 5.78 miles, and Orvin to Lincoln, Idaho, 2.47 miles. The mileage of the branches was 18.43 miles, making a total of 55.79 miles.

(b) *Construction.*

The main line from Idaho Falls to St. Anthony was constructed between July 10th, 1899, and the Spring of 1900; the branch from Ucon to Menan, between July 1st, 1905, and December 30th, 1905; the branch from Sugar City to Snake River, between about August 1st, 1905, and November, 1905, and the branch from Orvin to Lincoln during the summer of 1903.

3. *Operation.*

The main line from Idaho Falls to St. Anthony was turned over to Oregon Short Line Railroad Company for operation in June, 1900. Oregon Short Line Railroad Company placed in operation the branch from Lincoln to Orvin, May 30th, 1904, and the branch from Ucon to Menan, June 1st, 1906. On July 1st, 1906, the St. Anthony Railroad Company leased its entire railroad property to Oregon Short Line Railroad Company. The operation of the branch from Sugar City to Snake River was begun by Oregon Short Line Railroad Company during July, 1906. On October 31st, 1910, the St. Anthony Railroad Company conveyed its entire railroad property to Oregon Short Line Railroad Company.

4. *Present Status.*

This corporation was dissolved by a decree of dissolution rendered by the District Court of Bannock County, Idaho, June 20th, 1911, upon a voluntary application for dissolution.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
St. Anthony Rail-Oregon Short road Company	Line Railroad Company	October 31st, 1910	Deed of Sale

WYOMING WESTERN RAILROAD COMPANY.

Chart No. 23.

Place No. 35.

1. *Incorporation and Organization.*

Wyoming Western Railroad Company was a corporation formed under the general laws of the state of Wyoming. Its Articles of Incorporation are dated September 14th, 1900, and were filed with the Secretary of State of Wyoming on September 17th, 1900.

The organization of this corporation was effected on October 9th, 1900.

2. (a) *Termini and Description.*

This company's lines consisted of a main line from Moyer Junction, Wyoming, via Glencoe Junction to Cumberland, Wyoming, 16.67 miles; a branch from Glencoe Junction to Glencoe, Wyoming, 2.35 miles, and a branch from Glencoe, Wyoming, to Elkol, Wyoming, 3.62 miles, the mileage of the branches being 5.97 miles, making a total of 22.64 miles, all of which was within the state of Wyoming.

(b) *Construction.*

Construction of both the line from Moyer Junction to Cumberland, and the line from Glencoe Junction to Glencoe, was begun in September, 1900, and finished during the early part of 1901. The line from Glencoe to Elkol was constructed between July 15th, 1908, and the spring of 1909.

3. *Operation.*

Operation of the lines from Moyer Junction to Cumberland and Glencoe Junction to Glencoe was begun by Oregon Short Line Railroad

Company on February 1st, 1901, and these lines were leased to that Company July 1st, 1906. On June 1st, 1909, the Oregon Short Line Railroad Company placed in operation the line from Glencoe to Elkol and all lines were conveyed to it October 31st, 1910, by the Wyoming Western Railroad Company.

4. *Present Status.*

This corporation was dissolved by due corporate action taken by the stockholders at their last annual meeting which was held at Kemmerer, Wyoming, May 11th, 1911, and the subsequent filing and publication of necessary notices according to Chapter 284 of the Wyoming Compiled Statutes, 1910.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Wyoming Western Railroad Company	Oregon Short Line Railroad Company	October 31st, 1910	Deed of Sale

SALMON RIVER RAILROAD COMPANY.

Chart No. 24.

Place No. 34.

1. *Incorporation and Organization.*

Salmon River Railroad Company was a corporation formed under the general laws of the state of Idaho, its Articles of Incorporation being dated April 15th, 1901, and having been filed with the Secretary of State of Idaho on April 19th, 1901. Amended Articles of Incorporation dated May 21st, 1909, were filed with the Secretary of State of Idaho June 25th, 1909.

Organization of this corporation was effected May 10th, 1901.

2. (a) *Termini and Description.*

..... This railroad consisted of a main line from Blackfoot, Idaho, to Mackay, Idaho, 85.99 miles, together with a branch under construction

from Moreland, Idaho, to Aberdeen, Idaho, 28.44 miles, both of which were located entirely within the state of Idaho, making a total of 114.43 miles.

(b) *Construction.*

Construction of the main line was started in April, 1901, and completed March 1st, 1902. The grading of the branch was commenced August 9th, 1909. All of the grading and the larger part of the track-laying upon the branch was done by the Salmon River Railroad Company prior to the sale and transfer of the property to Oregon Short Line Railroad Company on October 31st, 1910; the remainder of the construction work upon the branch was performed by Oregon Short Line Railroad Company.

3. *Operation.*

The main line from Blackfoot to Mackay was turned over to the Oregon Short Line Railroad Company on October 1st, 1901, and operated by that company without a written contract until July 1st, 1906, when a formal lease of the property was made to it by the Salmon River Railroad Company. On October 31st, 1910, the Salmon River Railroad Company conveyed the property to Oregon Short Line Railroad Company.

4. *Present Status.*

This company was dissolved and its corporate existence terminated by a decree of the District Court of Bannock County, Idaho, rendered June 20th, 1911, upon a voluntary application for dissolution.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Salmon River Railroad Company	Oregon Short Line Railroad Company	October 31st, 1910	Deed of Sale.

MALAD VALLEY RAILROAD COMPANY.

Chart No. 25.

Place No. 22.

1. *Incorporation and Organization.*

Malad Valley Railroad Company was a corporation formed under the general laws of the State of Utah, its Articles of Incorporation being dated November 25th, 1902, and having been filed on the same date with the Secretary of State of Utah and the County Clerk of Salt Lake County, Utah.

Organization of this corporation was effected March 30th, 1903.

2. (a) *Termini and Description.*

The railroad of this company consisted of a main line from Corinne, Utah, to Malad, Idaho, 46.40 miles, 32.85 miles of which were located in Utah and 13.55 miles of which were within the State of Idaho.

(b) *Construction.*

Construction of the line between Corinne and Garland, Utah, was started April 6th, 1903; the track-laying was begun May 10th, 1903, and completed June 16, 1903. The grading between Garland, Utah, and Malad, Idaho, was started May, 1905, and completed in December, 1905, and the track-laying was commenced June 10, 1905, and completed December 22, 1905.

3. *Operation.*

That part of the line from Corinne to Garland, Utah, 14.57 miles, was turned over to the Oregon Short Line Railroad Company for operation, July 1st, 1903, and the remainder of the line, Garland to Malad, 31.83 miles, on July 1st, 1906, when formal lease of the entire line was made by the Malad Valley Railroad Company to Oregon Short Line Railroad Company.

On October 31st, 1910, the entire property was conveyed to Oregon Short Line Railroad Company.

4. *Present Status.*

This corporation was dissolved by a decree rendered by the Third Judicial District Court in and for Salt Lake County, Utah, June 24th, 1911, upon a voluntary application for dissolution.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Malad Valley Railroad Company	Oregon Short Line Railroad Company	October 31st, 1910	Deed of Sale.

MINIDOKA AND SOUTHWESTERN RAILROAD COMPANY.

Chart No. 26.
Place No. 29.

1. *Incorporation and Organization.*

Minidoka and Southwestern Railroad Company was incorporated under the general laws of the State of Idaho, its Articles of Incorporation being dated January 18th, 1904, and having been filed with the Secretary of State of Idaho, January 20th, 1904. Amendments to the Articles of Incorporation were adopted on February 28th, 1908, October 30th, 1908, and July 12th, 1909, and filed with the Secretary of State of Idaho, on March 3rd, 1908, November 13th, 1908, and July 26th, 1909, respectively.

The organization of this corporation took place on February 6th, 1904.

2. (a) *Termini and Description.*

The railroad consisted of the following: A main line extending from a connection with the main line of the Oregon Short Line Railroad Company at Minidoka, Idaho, through Rupert, Burley and Twin Falls, to Buhl, all in Idaho, a distance of 74.28 miles; a branch line under construction from Rupert, Idaho, to Bliss, Idaho, a point on the main line of Oregon Short Line Railroad Company, 72.84 miles; a

branch line under construction from Burley, Idaho, to Oakley, Idaho, 22.07 miles; and a branch line from Twin Falls, Idaho, to Rogerson, Idaho, 28.80 miles. Both the main line and branches were entirely situated within the State of Idaho. The total mileage of the main line and branches was 197.99 miles.

(b) *Construction.*

Construction work on the line from Minidoka to Buhl was performed during the period from November, 1904, to the latter part of 1907. Construction of the line from Twin Falls to Rogerson occurred between April 29th, 1909, and the Spring of 1910. The grading of the line from Rupert to Bliss was begun by Minidoka and Southwestern Railroad Company in September, 1909, and completed in August, 1910; the track-laying on this branch was started by that Company at Rupert, July 18th, 1910, but had not been completed at the date of transfer of the property to Oregon Short Line Railroad Company on October 31st, 1910. Minidoka and Southwestern Railroad Company did the grading of the line from Burley to Oakley between November 16th, 1909, and June 17th, 1910, but the remainder of the construction work on this line was performed by Oregon Short Line Railroad Company.

3. *Operation.*

The line from Minidoka to Twin Falls was turned over to Oregon Short Line Railroad Company for operation on September 10th, 1905, and on July 1st, 1906, the Minidoka and Southwestern Railroad Company leased this line to Oregon Short Line Railroad Company. Oregon Short Line Railroad Company placed in operation the line from Twin Falls to Buhl on October 1st, 1907, and the line from Twin Falls to Rogerson on July 1st, 1910. On October 31st, 1910, Minidoka and Southwestern Railroad Company conveyed its railroad properties to Oregon Short Line Railroad Company.

4. *Present Status.*

This corporation was dissolved by a decree rendered by the Dis-

trict Court of Bannock County, Idaho, June 20th, 1911, upon a voluntary application for dissolution.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Minidoka and Southwestern Railroad Company	Oregon Short Line Railroad Company	October 31st, 1910	Deed of Sale.

THE UTAH SUGAR COMPANY.

Chart No. 27.
Place No. 4.

The Utah Sugar Company owns what is known as the Thatcher Branch from Tremonton west to Thatcher, Utah, 7.04 miles.

Oregon Short Line Railroad Company operates exclusively and maintains this railroad as agent for The Utah Sugar Company under a contract dated May 24, 1904.

SAN FRANCISCO, IDAHO AND MONTANA RAILWAY COMPANY

Chart No. 28.
Place No. 23.

1. *Incorporation and Organization.*

San Francisco, Idaho and Montana Railway Company was incorporated under the general laws of the state of Idaho. Its Articles of Incorporation were adopted and signed December 1st, 1904, and were filed with the Secretary of State of Idaho, January 3rd, 1905, and with the County Recorder of Ada County (since Canyon County), Idaho, December 31st, 1904.

Organization of this corporation was perfected December 21st, 1904.

2. (a) *Termini and Description.*

The line of this company as originally proposed was from San Francisco, California, to Butte, Montana, with certain branches, but a survey was made and right of way acquired only from a point of connection with the tracks of the Oregon Short Line Railroad Company at Caldwell, Idaho, southwesterly to the Snake River in Idaho, 16 miles.

(b) *Construction.*

On February 8th, 1907, a contract was entered into between the San Francisco, Idaho and Montana Railway Company and The Canyon Construction Company, whereby the Construction Company agreed and undertook to construct 105 miles, more or less, of the proposed line of the Railway Company, and whereby it was agreed that in the event of failure of the Railway Company to pay and reimburse the Construction Company, as provided by the contract, the material furnished and the railway should become the property of the Construction Company. During 1907 and 1908 the Construction Company partially constructed approximately 16.2 miles of the grade of the Railway Company. The Railway Company having defaulted under the said contract, in pursuance thereof the property of the Railway Company was acquired by the Construction Company April 18, 1909.

On June 16th, 1909, the San Francisco, Idaho and Montana Railway Company deeded to the Canyon Construction Company all of its railway property, and on the same date the Canyon Construction Company deeded the same property to the Oregon Short Line Railroad Company. San Francisco, Idaho and Montana Railway Company also quit-claimed all interest in the property to the Oregon Short Line Railroad Company as further assurance of its title, June 16th, 1909.

3. *Operation.*

This company never operated any part of its line.

4. *Present Status.*

The charter of this corporation was forfeited on December 1st, 1912, on account of non-payment of the annual, corporation, license tax of the state of Idaho for the fiscal year ending June 30th, 1913, as provided by chapter 6 of the Extraordinary Session Laws of Idaho for 1912.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
San Francisco, Idaho and Mon- tana Railway Company	The Canyon Con- struction Com- pany	June 16th, 1909	Deed of Sale.
The Canyon Con- struction Com- pany	Oregon Short Line Railroad Company	June 16th, 1909	Deed of Sale.
San Francisco, Idaho and Mon- tana Railway Company	Oregon Short Line Railroad Company	June 16th, 1909	Quitclaim Deed.

YELLOWSTONE PARK RAILROAD COMPANY.

Chart No. 29.

Place No. 32.

1. *Incorporation and Organization.*

Yellowstone Park Railroad Company was incorporated under the general laws of the State of Idaho. Its Articles of Incorporation are dated September 12th, 1905, and were filed with the Secretary of State of Idaho September 14th, 1905. The date of the organization of the company is October 4th, 1905.

2. (a) *Termini and Description.*

This railroad was from St. Anthony, Idaho, through Ashton, Idaho,

to Yellowstone, Montana, 70.36 miles, with a branch under course of construction from Ashton, Idaho, to Driggs, Idaho, 37.37 miles, making a total of 107.73 miles; 60.86 miles of the main line and all of the branch were located within Idaho and the remainder of the main line, 9.5 miles, was in Montana.

(b) *Construction.*

Construction of the line between St. Anthony, Idaho, and Yellowstone, Montana, was begun October 3rd, 1905, and completed in the Fall of 1909. Grading for the branch from Ashton to Driggs was started at Ashton by Yellowstone Park Railroad Company on September 23rd, 1910, and subsequent to October 31st, 1910, the work of constructing this branch was continued and completed by Oregon Short Line Railroad Company.

3. *Operation.*

That part from St. Anthony to Ingling, Idaho, of the line from St. Anthony to Yellowstone was turned over to Oregon Short Line Railroad Company for operation, June 15th, 1906. On July 1st, 1906, the Yellowstone Park Railroad Company leased its railroad property to Oregon Short Line Railroad Company. The remainder of the line was turned over to the Oregon Short Line Railroad Company for operation as follows: Ingling to Warm River, Idaho, July 6th, 1908, and Warm River, Idaho, to Yellowstone, Montana, June 1st, 1909. On October 31st, 1910, the Yellowstone Park Railroad Company conveyed its entire railroad property by deed of sale to the Oregon Short Line Railroad Company.

4. *Present Status.*

This corporation was dissolved by a decree rendered by the District Court of Bannock County, Idaho, June 20th, 1911, upon a voluntary application for dissolution.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Yellowstone Park Railroad Company	Oregon Short Line Railroad Company	October 31st, 1910	Deed of Sale.

PAYETTE VALLEY RAILROAD COMPANY.

Chart No. 30.

Place No. 30.

1. *Incorporation and Organization.*

Payette Valley Railroad Company was incorporated under the general laws of the State of Utah, its Articles of Incorporation being dated February 3rd, 1906, and having been filed with the Secretary of State of Utah on February 6th, 1906.

Organization of this corporation was effected on February 6th, 1906.

2. (a) *Termini and Description.*

This railroad extended from a connection with the main line of the Oregon Short Line Railroad Company at Payette, Idaho, to New Plymouth, Idaho, 10.83 miles.

(b) *Construction.*

The construction was commenced April 27th, 1906, and completed August 30th, 1906. No further work of construction was done by this company.

3. *Operation.*

Payette Valley Railroad Company operated its line from the date of the completion thereof until July 1st, 1914, when it leased its property to Oregon Short Line Railroad Company. It also operated the line of Payette Valley Extension Railroad Company from the date of its

completion to July 1st, 1914. On August 5th, 1914, the property of the Payette Valley Railroad Company was conveyed to Oregon Short Line Railroad Company by Deed of Sale.

4. *Present Status.*

The charter of this corporation was revoked on the first Monday of April, 1915, according to the provisions of the laws of Utah, on account of non-payment of the annual, corporate, license tax of that state for the year 1914.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Payette Valley Railroad Company	Oregon Short Line Railroad Company	August 5th, 1914	Deed of Sale.

THE CANYON CONSTRUCTION COMPANY.

Chart No. 31.
Place No. 15.

1. *Incorporation and Organization.*

The Canyon Construction Company was incorporated under the general laws of the state of Idaho. Its Articles of Incorporation were signed and adopted February 6th, 1907, and on February 7th, 1907, were filed with the Secretary of State of Idaho and with the County Recorder of Canyon County, Idaho.

This corporation was formed for the purpose of constructing the line of the San Francisco, Idaho and Montana Railway Company to which end a contract was made between the San Francisco, Idaho and Montana Railway Company and The Canyon Construction Company on February 8th, 1907, by which the Construction Company agreed and undertook to construct 105 miles, more or less, of the proposed railway

of the Railway Company, and by which it was agreed that in the event of failure of the Railway Company to pay and reimburse the Construction Company, as provided in the contract, the material furnished and the Railway constructed should become the property of the Construction Company.

2. *Construction.*

During 1907 and 1908 this company partially constructed approximately 16.2 miles of the grade of the San Francisco, Idaho and Montana Railway Company under the contract between the two companies dated February 8th, 1907. The Railway Company defaulted under the contract and in pursuance thereof the property of the Railway Company was taken over by The Canyon Construction Company on April 18th, 1909.

On June 16th, 1909, the San Francisco, Idaho and Montana Railway Company deeded to The Canyon Construction Company all of its railway property, and on the same date The Canyon Construction Company deeded the same property to the Oregon Short Line Railroad Company as further assurance of title to it; the San Francisco, Idaho and Montana Railway Company quit-claimed to Oregon Short Line Railroad Company on June 16th, 1909, all interest in the same property.

3. *Present Status.*

The charter of this corporation was forfeited December 1st, 1912, on account of non-payment of the annual, corporation, license fee of the state of Idaho for the fiscal year ending June 30th, 1913, as provided by Chapter 6 of the Extraordinary Session Laws of Idaho for 1912.

4. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
The Canyon Construction Company	Oregon Short Line Railroad Company	June 16th, 1909	Deed of Sale.

SALT LAKE AND IDAHO RAILROAD COMPANY.

Chart No. 32.

Place No. 33.

1. *Incorporation and Organization.*

Salt Lake and Idaho Railroad Company was a corporation formed under the general laws of the state of Utah. Its Articles of Incorporation are dated August 9th, 1909, and were filed with the Secretary of State, and the County Clerk of Salt Lake County, Utah, on August 10th, 1909.

The exact date of organization of this corporation is unknown.

2. (a) *Termini and Description.*

The line extended from Burley, Idaho, a point on the Twin Falls Branch of Oregon Short Line Railroad Company to Marshfield, Idaho, 9.16 miles.

(b) *Construction.*

Construction was commenced at Burley, May 15th, 1911, and track-laying completed to Marshfield October 24th, 1912. The grading was completed by this company beyond Marshfield to a point designated as Mile Post 59.22, which is near Kelton Summit, Utah.

3. *Operation.*

Operation of that part of the line from Burley, Idaho, to Marshfield, Idaho, was begun by Oregon Short Line Railroad Company on November 23rd, 1912, under lease of that date. The entire railroad property of the Salt Lake and Idaho Railroad Company was conveyed to Oregon Short Line Railroad Company by deed dated August 5th, 1914.

4. *Present Status.*

The charter of this corporation was revoked on the first Monday

of April, 1915, according to the provisions of the laws of Utah, on account of non-payment of the annual, corporate, license tax of that State for the year 1914.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Salt Lake and Idaho Railroad Company	Oregon Short Line Railroad Company	August 5th, 1914	Deed of Sale.

CENTRAL IDAHO RAILROAD COMPANY.

Chart No. 33.

Place No. 25.

1. *Incorporation and Organization.*

Central Idaho Railroad Company was a corporation formed under the general laws of the State of Utah. Its Articles of Incorporation are dated February 4th, 1910, and were filed on that date with the Secretary of State of Utah. On February 26th, 1910, the articles were filed with the Secretary of State of Idaho.

The organization of this corporation was effected on February 5th, 1910.

2. (a) *Termini and Description.*

This company owned and constructed a line of railroad extending from Richfield, Idaho, on the Wood River Branch of Oregon Short Line Railroad Company, to Hill City, Idaho, a distance of 58.26 miles, the line being entirely within the state of Idaho.

(b) *Construction.*

The grading was commenced June 5th, 1911, but was suspended between December 16th, 1911, and June 17th, 1912, on account of adverse

weather conditions. Completion of the track-laying occurred August 21st, 1912.

3. *Operation.*

This line was placed in operation on December 22nd, 1912, by Oregon Short Line Railroad Company under a lease of that date. On August 5th, 1914, the Central Idaho Railroad Company conveyed the property to the Oregon Short Line Railroad Company by deed of sale.

4. *Present Status.*

The charter of this corporation was revoked on the first Monday of April, 1915, according to the provisions of the laws of Utah, on account of non-payment of the annual, corporate, license tax of that state for the year 1914.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Central Idaho Railroad Company	Oregon Short Line Railroad Company	August 5th, 1914	Deed of Sale.

PAYETTE VALLEY EXTENSION RAILROAD COMPANY.

Chart No. 34.
Place No. 26.

1. *Incorporation and Organization.*

Payette Valley Extension Railroad Company was a corporation formed under the general laws of the State of Utah. Its Articles of Incorporation are dated May 24th, 1910, and were filed May 25th, 1910, with the County Clerk of Salt Lake County, Utah, and with the Secretary of State of Utah.

Organization of this corporation was effected on May 31st, 1910.

2. (a) *Termini and Description.*

This company owned and constructed an extension from New Plymouth, Idaho, to Emmett, Idaho, 17.96 miles.

(b) *Construction.*

Construction of the extension was begun April 1st, 1910, and the track-laying was completed to Emmett October 10th, 1910.

3. *Operation.*

The extension was operated by the Payette Valley Railroad Company from the date of its completion until July 1st, 1914, when it was leased to the Oregon Short Line Railroad Company. On August 5th, 1914, the property of the Payette Valley Extension Railroad Company was conveyed to the Oregon Short Line Railroad Company by deed of sale.

4. *Present Status.*

The charter of this corporation was revoked on the first Monday of April, 1915, as provided by the laws of Utah, on account of non-payment of the annual, corporation, license tax of the state of Utah for the year 1914.

5. *Chain of Title—Disposition.*

FROM	TO	DATE	FORM OF TRANSFER
Payette Valley Extension Rail- road Company	Oregon Short Line Railroad Company	August 5th, 1914	Deed of Sale.

SCHEDULE OF INSTRUMENTS AND RECORDS.

Explanation.

The companies shown in this schedule of instruments and records appear in alphabetical order. The abbreviations of file references represent different departments of the Oregon Short Line Railroad Company, as follows:

C. E.—Chief Engineer.

L. D.—Law Department.

Aud.—Auditor.

FILE
REFERENCE

DESCRIPTION.

The Boise City Railway and Terminal Co.

C. E. 572-18 Articles of Incorporation of The Boise City Railway and Terminal Company, dated March 20, 1893.

Amendments to Articles of Incorporation, dated February 25, 1896, and December 9, 1904.

Lease of June 1, 1899—The Boise City Railway and Terminal Company leases its line of railroad from Perkins, Idaho, to Boise, Idaho, to Oregon Short Line Railroad Company.

C. E. 572-18 Deed of October 31, 1910—The Boise City Railway and
Aud. No. 3788 Terminal Company conveys its railway properties
L. D. 243 to Oregon Short Line Railroad Company.

C. E. 572-17 Decree of Dissolution of The Boise City Railway and
L. D. 243 Terminal Company, rendered June 19, 1911.

Boise, Nampa and Owyhee Railway Company, Limited.

C. E. 572-36 Articles of Incorporation of Boise, Nampa and Owyhee
Railway Company, Limited, dated February 7, 1896

FILE REFERENCE	DESCRIPTION.
C. E. 572-36 Aud. No. 4365	Deed of January 21, 1907—Boise, Nampa and Owyhee Railway Company, Limited, conveys its properties to The Idaho Northern Railway Company, Limited. <i>The Canyon Construction Company.</i>
C. E. 572-35	Articles of Incorporation of The Canyon Construction Company, dated February 6, 1907.
C. E. 572-30 L. D. 431	Contract of February 8, 1907, between San Francisco, Idaho and Montana Railway Company and The Canyon Construction Company for construction of the line of the railway company.
C. E. 572-35 Aud. No. 3845	Deed of June 16, 1909—The Canyon Construction Company conveys to Oregon Short Line Railroad Company railway property formerly owned by the San Francisco, Idaho and Montana Railway Company. <i>Central Idaho Railroad Company.</i>
C. E. 572-40	Articles of Incorporation of the Central Idaho Railroad Company.
C. E. 572-40 Aud. No. 5340	Lease of December 22, 1912—Central Idaho Railroad Company leases its railroad properties to Oregon Short Line Railroad Company.
C. E. 572-40 Aud. No. 5059	Deed of August 5, 1914—Central Idaho Railroad Company conveys all of its railway properties, rights and franchises to Oregon Short Line Railroad Company. <i>Idaho Central Railway Company.</i>
C. E. 572-13	Articles of Incorporation of Idaho Central Railway Company, dated June 26, 1886.

REFERENCE FILE	DESCRIPTION.
C. E. 572-17 Aud. 9508	Articles of Consolidation and Agreement of July 27, 1889, between the Idaho Central Railway Company and others forming the Oregon Short Line and Utah Northern Railway Company.
<i>The Idaho Northern Railway Company, Limited.</i>	
C. E. 572-21 Aud. No. 9212	Articles of Incorporation of The Idaho Northern Railway Company, Limited, dated December 14, 1897.
C. E. 572-21	Deed of December 30, 1912—The Idaho Northern Railway Company, Limited, conveyed all its railroad properties to Oregon Short Line Railroad Company.
<i>Malad Valley Railroad Company.</i>	
C. E. 572-28	Articles of Incorporation of Malad Valley Railroad Company, dated November 25, 1902.
C. E. 572-28	Lease of July 1, 1906—Malad Valley Railroad Company leases to Oregon Short Line Railroad Company all of its railway properties.
C. E. 572-28 Aud. No. 3783	Deed of October 31, 1910—Malad Valley Railroad Company conveyed all of its railroad properties to the Oregon Short Line Railroad Company.
C. E. 572-28 L. D. 112	Decree of Dissolution of Malad Valley Railroad Company, rendered June 24, 1911.
<i>Minidoka & Southwestern Railroad Company.</i>	
C. E. 572-29	Articles of Incorporation of the Minidoka and Southwestern Railroad Company, dated January 18, 1904.
C. E. 572-29 Aud. No. 3130	Lease of July 1, 1906—Minidoka and Southwestern Railroad Company leased its railroad to Oregon Short Line Railroad Company.

FILE REFERENCE	DESCRIPTION.
C. E. 572-29 Aud. No. 3786	Deed of October 31, 1910—Minidoka and Southwestern Railroad Company conveyed its railroad properties to Oregon Short Line Railroad Company.
C. E. 572-29 L. D. 163	Decree of Dissolution of Minidoka and Southwestern Railroad Company, rendered June 20, 1911.
<i>The Nevada Pacific Railway Company.</i>	
C. E. 572-16	Articles of Incorporation of The Nevada Pacific Railway Company.
C. E. 572-17 Aud. No. 9508	Articles of Consolidation of July 27, 1889, between the Oregon Short Line Railway Company, The Nevada Pacific Railway Company, and others to form the Oregon Short Line and Utah Northern Railway Company.
<i>The Ogden and Syracuse Railway Company.</i>	
C. E. 572-15	Articles of Incorporation of The Ogden and Syracuse Railway Company, dated February 8, 1887.
C. E. 572-17 Aud. No. 9508	Articles of Consolidation and Agreement, dated July 27, 1889, between The Ogden and Syracuse Railway Company, and other companies to form Oregon Short Line and Utah Northern Railway Company.
<i>Oregon Short Line and Utah Northern Railway Company.</i>	
C. E. 572-17 Aud. No. 9508	Articles of Consolidation and Agreement of July 27, 1889, forming Oregon Short Line and Utah Northern Railway Company, and subsequent amendments.
C. E. 572-20	Deed of February 23, 1897, by which John B. Cleland, Commissioner, and the American Loan and Trust Company convey the property of the Oregon Short

DESCRIPTION.

and Utah Northern Railway Company to the Oregon Short Line Railroad Company.

C. E. 572-20 Deed of March 1, 1897, by which Wm. D. Cornish, Special Master, Oregon Short Line and Utah Northern Railway Company, and James M. Ham and Oliver Ames, Trustees of the General Mortgage of the Utah Southern Railroad Company, conveyed to Oregon Short Line Railroad Company all their right, title, and interest in the former property of Oregon Short Line and Utah Northern Railway Company.

C. E. 572-20 Deed of Wm. D. Cornish, Special Master, Oregon Short Line and Utah Northern Railway Company, James M. Ham and Oliver Ames, Trustees of the First Mortgage of the Utah Southern Railroad Extension, convey to Oregon Short Line Railroad Company all their right, title, and interest in the former property of Oregon Short Line and Utah Northern Railway Company.

Oregon Short Line Railroad Company.

C. E. 572-20 Articles of Incorporation of the Oregon Short Line Railroad Company, and amendments.
L. D. 86

C. E. 572-20 Lease of March 1, 1898—renewed July 1, 1909, and December 3, 1913—Northern Pacific Railway Company leases to Oregon Short Line Railroad Company trackage rights, Silver Bow, Montana, to Meaderville, Montana.

C. E. 572-20 Lease of July 26, 1903—Southern Pacific Company leases

FILE REFERENCE	DESCRIPTION.
	to Oregon Short Line Railroad Company trackage rights, Corinne Jct. to Corinne, Utah.
C. E. 572-20	Agreement of May 24, 1904—The Utah Sugar Company grants Oregon Short Line Railroad Company trackage rights from Tremonton, Utah, to Thatcher, Utah.
C. E. 572-20	Lease of September 25, 1915—Oregon-Washington R. & N. Co. leases branches, Ontario to Vale, Oregon, and Vale to Brogan, Oregon, to Oregon Short Line Railroad Company.
C. E. 572-20	Lease of January 28, 1915—Oregon-Washington R. & N. Co. leases branch, Blakes to Homestead, Oregon, to Oregon Short Line Railroad Company.
C. E. 572-20	Lease of September 25, 1915—Oregon-Washington Railroad and Navigation Co. leases the branch, Vale to Juntura, Oregon, and subsequent extensions, to Oregon Short Line Railroad Company.
	<i>Oregon Short Line Railway Company.</i>
C. E. 572-9	Articles of Incorporation of Oregon Short Line Railway Company, dated April 11, 1881. Amendments to Articles of Incorporation, dated July 5, 1881, and March 4, 1889.
C. E. 572-16	Articles of Consolidation and Agreement of July 27, 1889, by which Oregon Short Line Railway Company and others were consolidated to form Oregon Short Line and Utah Northern Railway Company.
	<i>Payette Valley Extension Railroad Company.</i>
C. E. 572-41	Articles of Incorporation of the Payette Valley Extension Railroad Company.

FILE REFERENCE	DESCRIPTION.
C. E. 572-41	Lease, July 1, 1914, by which the Payette Valley Extension Railroad Company leased all its railway property to the Oregon Short Line Railroad Company.
C. E. 572-41 Aud. No. 5062	Deed of August 5, 1914—Payette Valley Extension Railroad Company conveys its railroad properties to Oregon Short Line Railroad Company. <i>Payette Valley Railroad Company.</i>
C. E. 572-34	Articles of Incorporation of the Payette Valley Railroad Company, dated February 3, 1906.
C. E. 572-34	Lease, July 1, 1914, by which the Payette Valley Railroad Company leased all its railway property to the Oregon Short Line Railroad Company.
C. E. 572-34 Aud. No. 5061	Deed of August 5, 1914—Payette Valley Railroad Company conveys its railroad properties to Oregon Short Line Railroad Company. <i>St. Anthony Railroad Company.</i>
C. E. 572-25	Articles of Incorporation of St. Anthony Railroad Company, dated May 11, 1899.
C. E. 572-25 Aud. No. 3136	Lease of July 1, 1906, by which St. Anthony Railroad Company leased its railroad property to Oregon Short Line Railroad Company.
C. E. 572-25 Aud. No. 3784 L. D. 428	Deed of October 31, 1910, by which St. Anthony Railroad Company conveyed its properties to Oregon Short Line Railroad Company.
C. E. 572-21 L. D. 282	Decree of Dissolution of the St. Anthony Railroad Company.

FILE
REFERENCE

DESCRIPTION.

Salmon River Railroad Company.

C. E. 572-27 Articles of Incorporation of Salmon River Railroad Company, dated April 15, 1901.

C. E. 572-27 Amended Articles of Incorporation, dated May 21, 1909.

C. E. 572-27 Lease of July 1, 1906—Salmon River Railroad Company
Aud. No. 3132 leased its railroad properties to Oregon Short Line Railroad Company.

C. E. 572-27 Deed of October 31, 1910—Salmon River Railroad Company
Aud. No. 3782 conveys its railroad properties to Oregon Short Line Railroad Company.

C. E. 572-27 Decree of Dissolution of Salmon River Railroad Company,
L. D. 419 rendered June 20, 1911.

Salt Lake and Idaho Railroad Company.

C. E. 572-39 Articles of Incorporation of Salt Lake and Idaho Railroad Company.

C. E. 572-39 Lease of November 23, 1912—Salt Lake and Idaho Railroad Company
Aud. No. 5339 leases its properties to Oregon Short Line Railroad Company.

C. E. 572-39 Deed of August 5, 1914—Salt Lake and Idaho Railroad Company
Aud. No. 5060 conveyed its railroad properties to Oregon Short Line Railroad Company.

Salt Lake and Western Railway Company.

C. E. 572-10 Articles of Association of Salt Lake and Western Railway Company, dated May 30, 1881.

C. E. 572-16 Articles of Consolidation and Agreement of July 27, 1889—Salt Lake and Western Railway Company and

FILE
REFERENCE

DESCRIPTION.

others consolidated to form Oregon Short Line and Utah Northern Railway Company.

San Francisco, Idaho and Montana Railway Company.

C. E. 572-30 Articles of Incorporation of the San Francisco, Idaho and Montana Railway Company, dated December 1, 1904.

C. E. 572-30 Contract of February 8, 1907—The Canyon Construction Company undertakes to construct the railway of the San Francisco, Idaho and Montana Railway Company.

C. E. 572-30 Deed of June 16, 1909—San Francisco, Idaho and Montana Railway Company conveys its railway properties to The Canyon Construction Company.

C. E. 572-30 Deed of June 16, 1909—San Francisco, Idaho and Montana Railway Company in further assurance of title quit-claims to Oregon Short Line Railroad Company any and all interest in the railway property formerly belonging to San Francisco, Idaho and Montana Railway Company.

The Utah Central Rail Road Company.

C. E. 572-1 Articles of Association of The Utah Central Rail Road Company, dated March 8, 1869.

C. E. 572-11 Articles of Consolidation and Agreement entered into on July 1, 1881, by and between The Utah Central Rail Road Company, Utah Southern Railroad Company and the Utah Southern Railroad Extension to form Utah Central Railway Company.

FILE REFERENCE	DESCRIPTION.
	<i>Utah Central Railway Company.</i>
C. E. 572-11	Articles of Association of Utah Central Railway Company, dated July 1, 1881, and amendments.
C. E. 572-16	Articles of Consolidation and Agreement entered into on July 1, 1881—The Utah Central Rail Road Company, Utah Southern Railroad Company and the Utah Southern Railroad Extension consolidated to form Utah Central Railway Company.
C. E. 572-16	Articles of Consolidation of July 27, 1889—Utah Central Railway Company and others consolidate to form Oregon Short Line and Utah Northern Railway Company
	<i>Utah and Northern Railway Company.</i>
C. E. 572-7	Articles of Incorporation of the Utah and Northern Railway Company.
C. E. 572-7	Amendments to Articles of Incorporation, dated February 10, 1879.
C. E. 572-3	Deed of May 3, 1878—S. H. H. Clark conveys to Utah and Northern Railway Company all title and interest held and owned by him in and to the property formerly owned by The Utah Northern Railroad Company.
C. E. 572-16	Lease of August 1, 1886—Utah and Northern Railway Company leases its line from Garrison to Butte, Montana Territory, to Montana Union Railway Company for 999 years.
C. E. 572-3	Assignment of Lease of August 1, 1886, by Montana Union

FILE
REFERENCE

DESCRIPTION.

Railway Company to Northern Pacific Railway Company, dated October 7, 1898.

- C. E. 572-16 Articles of Consolidation and Agreement of July 27, 1889—Utah and Northern Railway Company and others consolidate to form Oregon Short Line and Utah Northern Railway Company.

The Utah Northern Railroad Company.

- C. E. 572-3 Articles of Association of The Utah Northern Railroad Company, dated August 23, 1871.
- C. E. 572-3 Deed of April 22, 1878, by which the Union Trust Company of New York and B. B. Young, Special Master in Chancery, conveyed to S. H. H. Clark all property of The Utah Northern Railroad Company sold at foreclosure April 3, 1878.

The Utah and Nevada Railway Company.

- C. E. 572-8 Articles of Incorporation of The Utah and Nevada Railway Company, dated February 15, 1881.
- C. E. 572-5 Deed of April 30, 1881, by which Theodore S. Bassett
Aud. No. 1105 conveyed to The Utah and Nevada Railway Company the property formerly belonging to The Utah Western Railway Company acquired by him April 2, 1881.
- C. E. 572-16 Articles of Consolidation and Agreement, dated July 27, 1889—The Utah and Nevada Railway Company and others consolidated to form the Oregon Short Line and Utah Northern Railway Company.
- Utah Southern Railroad Company.*
- C. E. 572-2 Articles of Incorporation of Utah Southern Railroad Company, dated January 17, 1871.

FILE REFERENCE	DESCRIPTION.
C. E. 572-2	Amendments to Articles of Incorporation, dated January 10, 1877, and February 24, 1879.
C. E. 572-11	Agreement of July 1, 1881—Consolidation Agreement between The Utah Central Rail Road Company, Utah Southern Railroad Company and Utah Southern Railroad Extension, to form Utah Central Railway Company. <i>Utah Southern Railroad Extension.</i>
C. E. 572-6	Articles of Incorporation—Utah Southern Railroad Extension, dated December 29, 1874.
C. E. 572-11	Agreement of July 1, 1881—Consolidation Agreement between The Utah Central Rail Road Company, Utah Southern Railroad Company and Utah Southern Railroad Extension, forming the Utah Central Railway Company. <i>The Utah Western Railway Company.</i>
C. E. 572-5	Articles of Incorporation of The Utah Western Railway Company, dated June 15, 1874.
C. E. 572-5	Deed of April 2, 1881, by which M. Shaughnessy, U. S. Marshal, and R. M. Bassett and E. F. Bishop, Trustees, conveyed to Theodore S. Bassett the property formerly owned by The Utah Western Railway Company sold at foreclosure November 3, 1880. <i>Wyoming Western Railroad Company.</i>
C. E. 572-26	Articles of Incorporation of Wyoming Western Railroad Company, dated September 14, 1900.

FILE REFERENCE	DESCRIPTION.
C. E. 572-26 Aud. No. 3133	Lease of July 1, 1906—Wyoming Western Railroad Company leases its railway properties to Oregon Short Line Railroad Company.
C. E. 572-26 Aud. No. 3787	Deed of October 31, 1910—Wyoming Western Railroad Company conveys all its railway properties to Ore- gon Short Line Railroad Company. <i>Yellowstone Park Railroad Company.</i>
C. E. 572-32	Articles of Incorporation of Yellowstone Park Railroad Company, dated September 12, 1905.
C. E. 572-32 Aud. No. 3134	Lease of July 1, 1906—Yellowstone Park Railroad Com- pany leases all its railroad properties to Oregon Short Line Railroad Company.
C. E. 572-32 L. D. 429 Aud. No. 3785	Deed of October 31, 1910,—Yellowstone Park Railroad Company conveys all its railroad properties to Ore- gon Short Line Railroad Company.
uu C. E. 572-32 L. D. 429	Decree of Dissolution of Yellowstone Park Railroad Company, rendered June 20, 1911.
