

CORPORATE HISTORY
OF
UNION PACIFIC RAILROAD COMPANY
AS OF
JUNE 30, 1919.

Valuation Department
Omaha, Neb., Oct. 1, 1921

UNION PACIFIC RAILROAD COMPANY

Valuation Department

Supplement Number 1 to Valuation Order 20 - Corporate History

THE DENVER UNION RAILWAY & TERMINAL COMPANY

Chart No. 45-1/2
Place No. 13-1/2

1. (a) INCORPORATION:

The Denver Union Railway & Terminal Company was incorporated under the general laws of the State of Colorado, December 31, 1889, when Articles of Incorporation were filed with the Secretary of State of Colorado, to acquire lands and rights of way and to build thereon engine houses and shop facilities in the City of Denver, Colorado for the construction and repair of rolling stock and acquire right of way for, and to construct, maintain and operate a railroad or railroads, from a point near the center of Section 19 T. 3 S, Range 67 West, westerly to and through yards and shops to be constructed in Section 23 T. 3S, Range 68 West and thence westerly and northerly to what is known as the Kansas Pacific shops and round house in the City of Denver, and in other locations within and without the City of Denver. .

(b) ORGANIZATION:

The organization of this company was perfected January 2, 1890, when the first officers were elected.

2. (a) TERMINI AND DESCRIPTION:

The property of this company consisted of a roundhouse, a machine shop, a car erecting shop, blacksmith and boiler shops, a paint shop, an office building, water and fuel stations, a transfer table, the necessary machinery, tools and yard tracks, and the land upon which they were situated.

(b) CONSTRUCTION:

The property of this company was constructed during the period from 1890 to 1896.

3. OPERATION:

The various parts of the property when completed, were operated by The Union Pacific Railway Company from January 1, 1890 to October 12, 1893. From October 13, 1893 to shortly after date of sale to Union Pacific Railroad Company August 20, 1900, the property was operated by the receivers appointed to operate the property of the Union Pacific Railway Company.

4. PRESENT STATUS:

The charter became defunct and inoperative September 3, 1913.

5. CHAIN OF TITLE - DISPOSITION:

All of the land and physical property were sold to Union Pacific Railroad Company, the present owner, and were transferred by deeds dated August 20, 1900.
Washington, D.C.,
November 21, 1927

C-O-N-T-E-N-T-S

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INTRODUCTION

UNION PACIFIC RAILROAD COMPANY

CORPORATE HISTORY

AS OF DATE OF VALUATION - JUNE 30, 1919

-ooOoo-

This statement of the Corporate History of Union Pacific Railroad Company and its predecessors in interest has been prepared in compliance with requirements of Valuation Order No. 20, "Corporate History" issued by the Interstate Commerce Commission on May 13, 1915, in re Federal Valuation of the railroads of the United States.

The Chart number and the Place number appearing at the upper right hand corner of the first sheet of the narrative for the respondent company and for each of its predecessors refer to the corporate chart attached hereto as part of the returns.

The Chart numbers are arranged chronologically, the oldest corporation being numbered one.

The Place numbers indicate position on the chart and appear thereon consecutively from top to bottom and from left to right.

The narratives showing history of the various corporations appear in the order of their respective place numbers.

-ooOoo-

INTERSTATE COMMERCE COMMISSION

ORDER

At a General Session of the INTERSTATE COMMERCE COMMISSION, held at its office in Washington, D. C., on the 13th day of May, A. D. 1915.

CORPORATE HISTORY.

It is ordered, That every common carrier owning or operating a steam railroad, whose property is to be valued by the Commission under the valuation act of March 1, 1913, and every receiver or operating trustee of any such carrier, shall prepare and file in the office of the Commission at Washington, D. C., on or before six months after the service of this order upon it, a statement showing the following facts as to each corporation, company, or firm, at any time connected with said railroad:

1. Give name of corporation, company, or firm; date of incorporation, and date of organization. If corporation, state whether incorporated under general law or by special act. If incorporated under general law, state where articles of incorporation were filed. If incorporated by special act, give reference to the act.
2. Describe the railroad, or portion of railroad, constructed by each corporation, company, or firm, and show as to each such railroad, or portion of railroad, as so constructed, the termini, the mileage of main line, the mileage of any branch, or branches, and the date of construction.
3. State length of time any such railroad, or portion of railroad, was actually operated by any such corporation, company, or firm, giving, in each instance, date of beginning and date of conclusion of such operation.
4. If any such corporation has gone out of existence, describe the proceedings by virtue of which the dissolution took place. If any such corporation is still in existence, state where its records are kept and give name and address of person who has custody of them.
5. State fully the chain of title by which the present corporation has acquired the property which it now owns or operates. In this connection, prepare and file with the Commission, as aforesaid, a schedule of all deeds, leases, reorganization proceedings and other instruments bearing upon the corporate history, and assemble and arrange the same for inspection and examination by representatives of the Commission.
The carrier shall file with the Commission copies of the above documents and records or extracts from the same as may be designated by the Director of Valuation within 30 days after notice.
6. Prepare and file with the Commission a diagrammatic chart similar to, and containing information like that given on the sample chart hereto attached.

By the Commission.

GEORGE B. MCGINTY.
Secretary.

I-N-D-E-X

Railroad Company	: Chart : Place : Page		
	: No. :	No. :	No.
Blue Valley Railway Company	36	24	84
Budge, Henry, John Kennedy Tod and Edward C. Henderson	48	16	69
Carbon Cut-Off Railway Company, The	43	7	53
Central Pacific Railway Company	16	12	61
Coalville and Echo Railway Company	9	52	143
Colorado and Clear Creek Railroad Company	4	42	128
Colorado Central and Pacific Railroad Company	5	37	115
Colorado Central Rail Road Company	7	30	95
Denver and Boulder Valley Railroad Company, The	10	10	57
Denver Pacific Railway and Telegraph Company	6	41	125
Dickinson, Edward, Trustee	39	48	142
Dillon, Sidney	30	49	143
Donnell, R. W. Trustee <i>Manhattan Northwestern</i>	23	43	130
Echo and Park City Railway Company	32	45	135
Garrison, C.K. and L.T. Smith <i>Kansas Central</i>	20	29	94
Hastings and Northwestern Railroad Company	51	3	45
Junction City and Fort Kearney Railway Company	13	5	48
Kansas Central Railroad Company	19	22	79
Kansas Central Railway Company, The	11	36	113
Kansas Pacific Railway Company	8	40	122
Kansas and Southwestern Railway Company, The	22	19	75
Kearney and Black Hills Railway Company, The	45	4	46
Laramie North Park and Pacific Railroad and Telegraph Company, The	29	6	51
Leavenworth, Kansas and Western Railway Company, The	47	15	67
Leavenworth, Pawnee and Western Railroad Company	1	47	140 ✓
Lincoln and Colorado Railway Company, The	37	27	90
Manhattan and Blue Valley Railroad Company, The	25	31	98
Manhattan and Northwestern Railroad Company	12	46	138
Marysville and Blue Valley Railroad Company, The	21	32	100
Oakley and Colby Railway Company	34	28	92
Omaha Niobrara and Black Hills Railroad Company	28	33	102
Omaha and Republican Valley Railroad Company	15	34	105
Omaha and Republican Valley Railway Company	38	17	70
Omaha and Republican Valley Railway Company of Nebraska, The	35	25	86
Purcell E. B. <i>Manhattan + Northwestern</i>	24	38	117
Salina, Lincoln and Western Railway Company	33	26	88
Salina and Southwestern Railway Company, The	18	18	74
Salina and South Western Railway Company	31	13	62

I-N-D-E-X

Continued

Railroad Company	: Chart : Place : Page		
	: No. :	No. :	No.
Solomon Railroad Company, The	17	11	59
South Omaha and Western Railroad Company, The	50	8	55
Summit County Railroad Company, The	14	51	146
Topeka & Northwestern Railroad Company, The	49	9	56
Union Fuel Company (Grass Creek Terminal)	52	2	44
Union Pacific, Denver and Gulf Railway Company, The	44	23	82
Union Pacific, Lincoln and Colorado Railway Company, The	42	14	64
Union Pacific, Lincoln and Colorado Railway Company, in Colorado, The	40	21	78
Union Pacific, Lincoln and Colorado Railway Company, in Kansas, The	41	20	76
Union Pacific Railroad Company (Respondent Company) (1847)	46	1	6
Union Pacific Railroad Company, The (1862)	2	39	118
Union Pacific Railway Company, The (1880)	27	35	108
Union Pacific Railway Company, Eastern Division	3	44	131
Utah Eastern Rail Road Company	26	50	144

UNION PACIFIC RAILROAD COMPANY
(Respondent Company)

CHART NO. 46
PLACE NO. 1

1. (a) INCORPORATION.

Union Pacific Railroad Company was incorporated under the general laws of the State of Utah, July 1, 1897. The corporation was organized to purchase, own, hold, enjoy, maintain, operate and further extend property, rights and franchises belonging to The Union Pacific Railroad Company. It also had power to acquire, possess and enjoy the lands and land grants and all rights with respect thereto of The Union Pacific Railway Company or of its constituent companies, and power to construct or acquire by lease, purchase, consolidation, ownership of capital stock, or otherwise, branches, extensions and connecting or auxiliary lines within or without the State of Utah. Articles of incorporation were filed in the office of the Secretary of State of each of the several States as follows: Iowa, January 22, 1898; Nebraska, January 21, 1898; Wyoming, January 24, 1898; Utah, July 1, 1897; Kansas, March 18, 1898; and Colorado, January 22, 1898. There is no record showing that articles were filed in the State of Missouri.

(b) ORGANIZATION.

The date of organization is unknown as the first Minute Book which contained the information was destroyed in the Equitable Building fire in New York City in 1912.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company is entirely of standard gauge, and consists of Main and Branch lines in Iowa, Nebraska, Wyoming, Utah, Missouri, Kansas and Colorado as set forth in the following statements.

MILEAGE SOLELY OWNED BY UNION PACIFIC RAILROAD COMPANY
AND OPERATED BY IT

L-o-c-a-t-i-o-n		: First	: Second	: Additional
		: Main	: Main	: Main Track
From	To	: Track	: Track	:
<u>Main Lines</u>				
Council Bluffs, Ia.	Ogden, Utah	993.258	873.868	9.253
At Omaha, Neb.	(Old Initial Point Spur)	1.850	1.100	
Kansas City, Mo.	Denver, Colo.	639.161	89.387	
Denver, Colo.	Cheyenne, Wyo.	104.668	2.818	
Julesburg, Colo.	La Salle, Colo.	151.505		
Sand Creek, Colo.	La Salle, Colo.	45.265		
Total Main Line Mileage		1935.707	967.173	9.253

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UNION PACIFIC RAILROAD COMPANY (CONTINUED)

MILEAGE SOLELY OWNED BY UNION PACIFIC RAILROAD COMPANY
AND OPERATED BY IT (CONTINUED)

L-o-c-a-t-i-o-n		: First	: Second	: Additional
From	To	: Main	: Main	: Main
		: Track	: Track	: Track
<u>Branch Lines</u>				
Summit (South Side, Omaha), Neb.	Lane, Neb. (Old M.L.)	20.548	6.812	
Columbus, Neb.	Norfolk, Neb.	50.017		
Oconee, Neb.	Albion, Neb.	34.565		
Genoa, Neb.	Spalding, Neb.	44.463		
Grand Island, Neb.	Ord, Neb.	60.803		
Scotia Junction, Neb.	Scotia, Neb.	1.369		
St. Paul, Neb.	Loup City, Neb.	39.399		
Boelus, Neb.	Pleasanton, Neb.	22.092		
Kearney, Neb.	Stapleton, Neb.	102.679		
O'Fallons, Neb.	Haig, Neb.	153.945		
Valley, Neb.	Valparaiso, Neb.	37.092		
Valparaiso, Neb.	Central City, Neb.	75.290		
Valparaiso, Neb.	Beatrice, Neb.	59.656		
Beatrice, Neb.	Nebraska-Kansas State Line	24.687		
Blue Springs Junction, Neb.	Blue Springs Neb.	0.682		
Gibbon, Neb.	Hastings, Neb.	27.457		
Camp Carlin Spur				
Cheyenne - Jct. H.B.	Beginning of Joint Track	0.102		
Thayer Junction, Wyo.	Superior, Wyo.	9.738		
Gunn Junction, Wyo.	Gunn, Wyo.	3.934		
Rock Springs, Wyo.	Winton Junction, Wyo.	9.618		
Lionkol Junction, Wyo.	Lionkol (Formerly Lion) Wyo.	2.664		
Reliance Junction, Wyo.	Reliance, Wyo.	2.056		
Winton Junction, Wyo.	Winton, Wyo.	5.260		
Hay, Wyo.	Dines, Wyo.	1.845		
Echo, Utah	Park City, Utah	27.598		
Detroit, Kans.	Enterprise, Kans.	1.956		
Lawrence, Kans.	Leavenworth, Kans.	31.494		
Leavenworth, Kans.	Onaga, Kans.	83.619		
Onaga, Kans.	Miltonvale, Kans.	82.207		
Menoken, Kans.	Carden, Kans.	69.758		
Manhattan, Kans.	Kansas-Nebraska State Line	67.640		
Junction City, Kans.	Concordia, Kans.	70.851		
Lawrenceburg, Kans.	Belleville, Kans.	17.141		
Solomon, Kans.	Beloit, Kans.	57.037		
Salina, Kans.	Plainville, Kans.	104.572		
Plainville, Kans.	Colby, Kans.	99.591		
Colby, Kans.	Oakley, Kans.	21.376		
Salina, Kans.	Mc Pherson, Kans.	35.442		
Diamond, Colo.	Baum, Colo.	1.156		
Frederick, Colo.	Evans Mine, Colo.	0.412		
Grant, Colo.	Russell Mine, Colo.	1.455		

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

MILEAGE SOLELY OWNED BY UNION PACIFIC RAILROAD COMPANY
AND OPERATED BY IT (CONTINUED)

L-o-c-a-t-i-o-n		: First	: Second	: Additional
		: Main	: Main	: Main
From	To	: Track	: Track	: Track

Branch Lines, Cont'd.

Firestone, Colo.	Firestone Mine, Colo.	0.501		
Brighton, Colo.	Boulder, Colo.	27.052		
Parkdale, Colo.	Puritan, Colo.	3.068		
State Mine Junction, Colo.	State Mine, Colo.	2.194		
Shamrock Junction, Colo.	Shamrock Mine, Colo.	1.015		
Eureka Junction, Colo.	Eureka Mine, Colo.	0.621		
Greeley Junction, Colo.	Briggsdale, Colo.	26.171		
Cloverly Junction, Colo.	Hungerford (now Purcell) Colo.	14.148		
Dent, Colo.	Fort Collins, Colo.	25.239		
Total Branch Line Mileage		1663.275	6.812	
Total Main and Branch Line Mileage		3598.982	973.985	9.253

MILEAGE OWNED BUT NOT OPERATED

L-o-c-a-t-i-o-n		:
		:
From	To	: First Main Track
Ogden, Utah	5 Miles West	5.000
(Leased to Central Pacific Railway Company)		

MILEAGE JOINTLY OWNED AND OPERATED WITH OTHER COMPANIES

Location	: Owning Companies	: First Main Track
Norfolk, Neb.	Union Pacific Railroad Company 1/2 - Chicago St. Paul Minneapolis and Omaha Railway Company 1/2	0.369
Cheyenne, Wyo. (Camp Carlin Spur)	Union Pacific Railroad Company 1/2 - Colorado and Southern Railway Company 1/2	1.955
Leavenworth, Kas.	Union Pacific Railroad Company 1/2 - Missouri Pacific Railroad Company 1/2	2.651

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UNION PACIFIC RAILROAD COMPANY (CONTINUED)

MILEAGE JOINTLY OWNED AND OPERATED WITH OTHER COMPANIES (CONTINUED)

Location	Owning Companies	First Main Track
Marysville, Kas.	Union Pacific Railroad Company 1/2 - The St. Joseph and Grand Island Railway Company 1/2	0.072
Total Mileage Jointly Owned and Operated		5.047

MILEAGE SOLELY OPERATED BUT NOT OWNED

Location	Owning Company	First Main Track
<u>Grass Creek Branch</u>		
Grass Creek Junction, Utah to Grass Creek, Utah	Union Fuel Company	5.755

MILEAGE OWNED BY OTHER CARRIERS OVER WHICH UNION PACIFIC RAILROAD
COMPANY HAS TRACKAGE RIGHTS

Location	Owning Company	First Main Track	Second Main Track
Ogden, Utah	Ogden Union Railway and Depot Com- pany	0.666	
Kansas City, Mo. and Kansas City, Kas.	Kansas City Terminal Railway Com- pany	3.312	3.312
Leavenworth, Kas.	Leavenworth Depot and Railroad Company	0.129	
Valley Falls, Kas.	Atchison Topeka and Santa Fe Rail- way Company	0.609	
Carden, Kas. to Marys- ville, Kas.	The St. Joseph and Grand Island Railway Company	5.396	
Marysville, Kas.	The St. Joseph and Grand Island Railway Company	1.189	
Denver, Colo.	Denver Union Terminal Railway Company	0.372	0.180
Boulder, Colo.	Colorado and Southern Railway Com- pany	1.206	
Total		12.879	3.492

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

MILEAGE SOLELY OWNED BY UNION PACIFIC RAILROAD COMPANY
AND OPERATED BY IT OVER WHICH OTHER COMPANIES HAVE TRACKAGE RIGHTS

Location		Lessee	Miles of Main Track
From	To		
Council Bluffs, Ia.	C.R.I. & P. Jct. W. of South Omaha, Neb.	Chicago Rock Island and Paci- fic Railway Company	7.27
Council Bluffs, Ia.	South Omaha, Neb.	Chicago Milwaukee and St. Paul Railway Company	7.27
Omaha, Neb.	Summit, Neb.	Chicago and Northwestern Rail- way Company	7.93
Council Bluffs, Ia.	South Omaha, Neb.)		
Council Bluffs, Ia.	South Omaha, Neb.	Chicago Great Western Railroad Company	7.93
Council Bluffs, Ia.	Omaha, Neb.	Chicago Burlington and Quincy Railroad Company	6.68
Gilmore Junction, Nebr.	South Omaha, Neb.)		
At Omaha, Neb.		Illinois Central Railroad Com- pany	**1.22 1.47
Omaha, Neb.	Gilmore Junction, Neb.	Missouri Pacific Railway Com- pany	9.05
Council Bluffs, Ia.	Omaha, Neb.	Wabash Railroad Company	1.88
At Stromsburg, Neb.		Chicago Burlington and Quincy Railroad Company	0.45
At Kansas City, Mo.		Missouri Pacific Railway Com- pany	0.22
At Leavenworth, Kas.		Chicago Great Western Rail- road Company	0.06
Kansas City, Mo.	Topeka, Kas.	Chicago Rock Island and Paci- fic Railway Company	67.40
Limon, Colo.	Denver, Colo.	Chicago Rock Island and Paci- fic Railway Company	89.78
Sterling, Colo.	Union, Colo.	Chicago Burlington and Quincy Railroad Company	23.67
At Boulder, Colo.		Colorado and Southern Railway Company	0.37

** Note:- Additional Main Track.

(b) CONSTRUCTION.

A short time after its organization this company purchased the physical property, rights and franchises of The Union Pacific Railway Company and of certain of its subsidiary and auxiliary railroad companies.

This company also purchased the physical property, rights and franchises of The Leavenworth Kansas and Western Railway Company, which company was incorporated in the interest of Union Pacific Railroad Company to acquire the property of Kansas Central Railroad Company.

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

At later dates this company purchased the physical property, rights and franchises of The Topeka & Northwestern Railroad Company, of The South Omaha and Western Railroad Company and of Hastings and Northwestern Railroad Company, which were subsidiaries of Union Pacific Railroad Company, being formed by it to effect construction of new main and branch lines.

During the period from date of its organization to date of valuation, June 30, 1919, extensive changes of line and revisions of grade were made in the main line between Council Bluffs, Iowa, and Ogden, Utah, and a second track was constructed for the greater portion of the distance between those termini. A number of line changes and revisions of grade were made at other locations and other second track and additional branch lines were constructed.

Following are statements showing:

Mileage Acquired by Purchase,
 New Construction,
 Second Track Construction,
 Third Main Track Construction,
 Fourth Main Track Construction,
 Line Changes,
 Evolution of Present Mileage Solely Owned by Union
 Pacific Railroad Company and Operated by it.
 Evolution of Mileage Owned but Not Operated.
 Evolution of Mileage Jointly Owned and Operated with
 Other Companies.

MILEAGE ACQUIRED BY PURCHASE

L-o-c-a-t-i-o-n		: First	: Second
		: Main	: Main
From	To	: Track	: Track
<u>Purchased from The Union Pacific Railway Company 1-22-1898</u>			
<u>Main Lines</u>			
Council Bluffs, Ia.	Ogden, Utah	1033.46	11.33
Kansas City, Mo.	Denver, Colo.	639.52	5.29
Denver, Colo.	Cheyenne, Wyo.	104.15	
Ogden, Utah	5 Miles West	5.00	
	Total Main Lines	1782.13	16.62
<u>Branch Lines</u>			
<u>(Broadway Branch)</u>			
At Council Bluffs, Ia.		1.72	
<u>(Almy Spur)</u>			
Almy Junction, Wyo.	Almy, Wyo.	3.88	
<u>(Leavenworth Branch)</u>			
Lawrence, Kas.	Leavenworth, Kas.	31.63	
	Total Branch lines	37.23	
Total Mileage Purchased from The Union Pacific Railway Co.		1819.36	16.62

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

MILEAGE ACQUIRED BY PURCHASE (CONTINUED)

L-o-c-a-t-i-o-n		: First	: Second
From	To	: Main	: Main
		: Track	: Track

SUBSIDIARY COMPANIES OF THE UNION PACIFIC RAILWAY COMPANY

Purchased from The Denver and Boulder Valley Railroad Company 3-30-1898

Brighton, Colo.	(Boulder Branch) Boulder, Colo.	27.00
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Purchased from Omaha and Republican Valley Railway Company 10-4-1898

Columbus, Neb.	(Norfolk Branch) Norfolk, Neb.	** 50.37
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Oconee, Neb.	(Albion Branch) Albion, Neb.	34.54
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Genoa, Neb.	(Cedar Rapids Branch) Spalding, Neb.	30.55
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Grand Island, Neb.	(Ord Branch) Ord, Neb.	60.77
Scotia Junction, Neb.	Scotia, Neb.	1.37

St. Paul, Neb.	(Loup City Branch) Loup City, Neb.	39.40
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Boelus, Neb.	(Pleasanton Branch) Pleasanton, Neb.	22.06
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Valley, Neb.	(Beatrice Branch) Beatrice, Neb.	96.66
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Valparaiso, Neb.	(Stromsburg Branch) Stromsburg, Neb.	53.30
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Manhattan, Kas.	(Manhattan Branch) Beatrice, Neb.	92.35
Blue Springs Junction, Neb	Blue Springs, Neb.	0.67

Total Purchased from Omaha and Republican Valley Railway Co. **482.04

** Note:- Includes 0.37 mile jointly owned with
Chicago St. Paul Minneapolis and Omaha
Railway Company at Norfolk, Neb.

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

MILEAGE ACQUIRED BY PURCHASE (CONTINUED)

L-o-c-a-t-i-o-n		: First	: Second
From	:	: Main	: Main
	To	: Track	: Track

Purchased from The Kearney and Black Hills Railway Company 10-4-1898

	(Kearney Branch)	
Kearney, Neb.	Callaway, Neb.	65.74

Purchased from The Union Pacific, Lincoln and Colorado

Railway Company 10-4-1898

Salina, Kas.	Oakley, Kas.	225.35
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Purchased from Henry Budge, John Kennedy Tod and Edward C. Henderson 2-6-1899

	(Julesburg Branch)	
Julesburg, Colo.	La Salle, Colo.	151.53

Purchased from Junction City and Fort Kearney Railway Company 5-29-1899

	(Junction City Branch)	
Junction City, Kas.	Concordia, Kas.	70.86
Lawrenceburg, Kas.	Belleville, Kas.	17.15

Total purchased from Junction City and Fort Kearney Ry. Co. 88.01

Purchased from The Carbon Cut-Off Railway Company 12-30-1899

Allen, Wyo.	Hanna, Wyo. (Main Line)	16.98
Hanna, Wyo.	Mines (Branch Line)	2.08
Total purchased from The Carbon Cut-Off Railway Company		19.06

Purchased from Echo and Park City Railway Company 12-30-1899

	(Park City Branch)	
Echo, Utah	Park City, Utah	27.59

Purchased from The Solomon Railroad Company 9-21-1900

	(Solomon Branch)	
Solomon, Kas.	Beloit, Kas.	56.89

Purchased from Salina and South Western Railway Company 9-21-1900

	(McPherson Branch)	
Salina, Kas.	McPherson, Kas.	35.46

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

MILEAGE ACQUIRED BY PURCHASE (CONTINUED)

L-o-c-a-t-i-o-n		: First	: Second
From	:	Main	Main
	To	Track	Track

Purchased from The Laramie North Park and Pacific Railroad

and Telegraph Company 12-20 1900

Laramie, Wyo.	Soda Lakes, Wyo.	1.63
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Total mileage purchased from Subsidiaries of The Union		
Pacific Railway Company-----	1180.30	

Purchased from The Leavenworth Kansas and Western Railway Company 5-25-1908

(Leavenworth Western Branch)

Leavenworth, Kas.	Miltonvale, Kas.	165.33
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Purchased from The Topeka & Northwestern Railroad Company 5-30-1908

(Topeka Branch)

Menoken, Kas.	Onaga, Kas.	37.50
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Purchased from The South Omaha and Western Railroad Company 12-26-1908

(Main Line)

Summit (South Side Omaha), Neb.	Lane, Neb.	11.61	11.61
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Purchased from Hastings and Northwestern Railroad Company 12-28-1917

(Hastings Branch)

Gibbon, Neb.	Hastings, Neb.	27.35
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TOTAL MILEAGE ACQUIRED BY PURCHASE - - - - -	3241.45
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UNION PACIFIC RAILROAD COMPANY (CONTINUED)

NEW CONSTRUCTION

L-o-c-a-t-i-o-n		Miles of	Date
From	To	First Main Track	Completed
<u>Main Line - Council Bluffs, Ia. to Ogden, Utah</u>			
Hermosa Junction, Wyo.	Laramie, Wyo.	15.81	6-1901
<u>Main Line, Dent District - Sand Creek, Colo. to La Salle, Colo.</u>			
Sand Creek, Colo.	St. Vrain, Colo.	17.45	11-1-1909
St. Vrain, Colo.	Grant Mine, Colo.	4.35	8-1910
Grant Mine, Colo.	La Salle, Colo.	23.11	11-1-1910
Total - Sand Creek, Colo. to La Salle, Colo. - - - - -		44.91	
<u>Cedar Rapids Branch - Genoa, Neb. to Spalding, Neb.</u>			
Cedar Rapids, Neb.	Spalding, Neb.	13.86	12-22-1902
<u>Pleasanton Branch - Boelus, Neb. to Pleasanton, Neb.</u>			
At Pleasanton, Neb.	(Extension)	0.03	1-1-1904
<u>Kearney Branch - Kearney, Neb. to Stapleton, Neb.</u>			
At Callaway, Neb.	(Extension)	0.05	7-1-1900
Callaway, Neb.	Stapleton, Neb.	36.87	5-1-1912
Total - Kearney, Neb. to Stapleton, Neb. - - - - -		36.92	
<u>North Platte Branch - O'Fallons, Neb. to Haig, Neb.</u>			
O'Fallons, Neb.	Lutherville, Neb.	62.10	12-20-1907
Lutherville, Neb.	Oshkosh, Neb.	8.16	8-21-1908
Lutherville, Neb.	Oshkosh, Neb. (Extension)	0.12	12-1-1908
Oshkosh, Neb.	Northport, Neb.	44.47	11-1-1909
Northport, Neb.	Gering, Neb.	30.64	12-1-1911
Gering, Neb.	Haig, Neb.	6.90	6-15-1913
Haig, Neb.	End of Line W. of Haig, Neb.	1.53	6-30-1913
Total - O'Fallons, Neb. to Haig, Neb. - - - - -		153.92	
<u>Stromsburg Branch - Valparaiso, Neb. to Central City, Neb.</u>			
Stromsburg, Neb.	Central City, Neb.	21.98	3-15-1907
<u>Hastings Branch - Gibbon, Neb. to Hastings, Neb.</u>			
At Hastings, Neb.	(Extension)	0.10	9-1918

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

NEW CONSTRUCTION (CONTINUED)

L-o-c-a-t-i-o-n		:Miles of	: Date
From	To	:First Main: :Track	: Com- : pleted
<u>Superior Branch - Thayer Junction, Wyo. to Superior, Wyo.</u>			
Thayer Junction, Wyo.	Superior, Wyo.	9.06	12-1-1906
<u>Gunn Branch - Gunn Junction, Wyo. to Gunn Mine, Wyo.</u>			
Gunn Junction, Wyo.	Gunn Mine, Wyo.	3.93	5-1-1908
<u>South Pass Branch - Rock Springs, Wyo. to Winton Junction, Wyo.</u>			
Rock Springs, Wyo.	Winton Junction, Wyo.	6.63	9-15-1911
<u>Lionkol Branch - Lionkol Junction, Wyo. to Lionkol (formerly Lion), Wyo.</u>			
Lionkol Junction, Wyo.	Lionkol (formerly Lion), Wyo.	2.53	2-20-1913
<u>Reliance Branch - Reliance Junction, Wyo. to Reliance, Wyo.</u>			
Reliance Junction, Wyo.	Reliance, Wyo.	2.08	9-15-1911
<u>Winton Branch - Winton Junction, Wyo. to Winton, Wyo.</u>			
Winton Junction, Wyo.	Winton, Wyo.	7.81	12-17-1917
<u>Dines Branch - Hay, Wyo. to Dines, Wyo.</u>			
Hay, Wyo.	Dines, Wyo.	1.85	9-25-1918
<u>Leavenworth Branch - Lawrence, Kas. to Leavenworth, Kas.</u>			
Lawrence Junction (Old), Kas.	Lawrence Junction (New), Kas.	2.51	12-1-1913
<u>Manhattan Branch - Manhattan, Kas. to Beatrice, Neb.</u>			
At Marysville, Kas.		0.03	7-1-1901
At Marysville, Kas.		0.01	12-1-1901
Total - Manhattan, Kas. to Beatrice, Neb.		0.04	
<u>Solomon Branch - Solomon, Kas. to Beloit, Kas.</u>			
Solomon, Kas.	Beloit, Kas. (Extension)	0.08	1-1-1904
<u>Baum Spur - Baum Mine Junction (now Diamond), Colo. to Baum Mine, Colo.</u>			
Baum Mine Junction, Colo.	Baum Mine, Colo.	0.96	6-1-1908

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

NEW CONSTRUCTION (CONTINUED)

L-o-c-a-t-i-o-n		:Miles of	: Date
From	To	:First Main: Com- :Track : pleted	
<u>Johnson Spur - Johnson (now Frederick), Colo. to McKissick, Colo.</u>			
Johnson (now Frederick), Colo.	McKissick, Colo.	0.85	6-1-1908
<u>Grant Spur- St. Vrain, Colo. to Grant and Russell Mines, Colo.</u>			
St. Vrain Junction, Colo.	Grant Mine, Colo.	6.47	6-1-1907.
Grant Mine, Colo.	Russell, Mine, Colo.	0.54	4-1915
Total - St. Vrain, Colo. to Grant and Russell Mines, Colo.		7.01	
<u>Firestone Spur - Firestone, Colo. to Firestone Mine, Colo.</u>			
Firestone, Colo.	Firestone Mine, Colo.	0.50	12-14-1912
<u>Puritan Branch - Parkdale, Colo. to Puritan, Colo.</u>			
Parkdale, Colo.	Puritan, Colo.	3.07	6-1-1908
<u>State Mine Spur - State Mine Junction, Colo. to State Mine, Colo.</u>			
State Mine Junction, Colo.	State Mine, Colo.	2.19	✓ 6-1-1918
<u>Shamrock Spur - Shamrock Junction, Colo. to Shamrock Mine, Colo.</u>			
Shamrock Junction, Colo.	Shamrock Mine, Colo.	1.01	▼ 9-1915
<u>Eureka Spur- Eureka Junction. Colo. to Eureka Mine, Colo.</u>			
Eureka Junction, Colo.	Munroe Mine, Colo.	0.44	11-1-1917
Munroe Mine, Colo.	Eureka Mine, Colo.	0.18	12-15-1917
Total Eureka Junction, Colo. to Eureka Mine, Colo. - - -		0.62	.
<u>Greeley Branch - Greeley Junction, Colo. to Briggsdale, Colo.</u>			
Greeley Junction, Colo.	Briggsdale, Colo.	26.16	5-22-1910
<u>Pleasant Valley Branch - Cloverly Junction, Colo. to Hungerford</u>			
<u>(now Purcell), Colo.</u>			
Cloverly Junction, Colo.	Hungerford, Colo.	13.16	5-22-1910.
Old Hungerford, Colo.	New Hungerford(now Purcell), Colo.	1.01	8-9-1910
Total - Cloverly Junction, Colo. to Purcell, Colo. - -		14.17	

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

NEW CONSTRUCTION (CONTINUED)

L-o-c-a-t-i-o-n		:Miles of	: Date
From	To	:First Main:	Com-
		:Track	: pleted
<u>Fort Collins Branch - Dent, Colo. to Fort Collins, Colo.</u>			
Dent Colo.	Fort Collins, Colo.	25.00	7-1-1911
At Fort Collins, Colo.	(Extension)	0.09	7-17-1911
At Fort Collins, Colo.	(Extension)	0.15	10-1-1912
Total - Dent, Colo. to Fort Collins, Colo.		25.24	
Total mileage constructed by Union Pacific Railroad Co.		405.83	

SECOND TRACK CONSTRUCTION

L-o-c-a-t-i-o-n		: Mileage	: Date
From	To	: Con-	: Com-
		: structed	: pleted
<u>Council Bluffs, Ia. to Ogden, Utah</u>			
Lane, Neb.	Valley, Neb.	11.24	10-27-1901
Valley, Neb.	Fremont, Neb.	12.35	9-16-1907
Fremont, Neb.	Sandberg, Neb.	3.17	10-5-1907
Sandberg, Neb.	Riverside, Neb.	7.09	8-24-1908
Riverside, Neb.	Bay State, Neb.	5.95	9-4-1908
Bay State, Neb.	Rogers, Neb.	5.52	9-11-1908
Rogers, Neb.	Schuyler, Neb.	6.35	9-23-1908
Schuyler, Neb.	Lambert, Neb.	4.32	10-2-1908
Lambert, Neb.	Benton, Neb.	4.18	10-12-1908
Benton, Neb.	Columbus, Neb.	7.89	9-1-1900
Columbus, Neb.	Loup River Bridge, Neb.	1.91	2-14-1910
Loup River Bridge, Neb.	Duncan, Neb.	6.35	7-19-1909
Duncan, Neb.	Silver Creek, Neb.	9.25	5-26-1909
Silver Creek, Neb.	Havens, Neb.	5.80	8-17-1907
Havens, Neb.	Clarks, Neb.	5.60	8-8-1907
Clarks, Neb.	Central City, Neb.	11.16	7-30-1907
Central City, Neb.	Lockwood, Neb.	15.90	6-1907
Lockwood, Neb.	Grand Island, Neb.	5.40	9-23-1900
Grand Island, Neb.	Alda, Neb.	8.33	10-7-1900
Alda, Neb.	Wood River, Neb.	7.79	7-1-1907
Wood River, Neb.	Shelton, Neb.	7.55	6-13-1907
Shelton, Neb.	Buda, Neb.	14.45	6-8-1907
Buda, Neb.	Kearney, Neb.	4.47	10-7-1900
Kearney, Neb.	Watsons Ranch, Neb.	5.60	10-30-1900
Watsons Ranch, Neb.	Odessa	7.51	11-11-1910
Odessa, Neb.	Simonds, Neb.	6.09	10-12-1910
Simonds, Neb.	Overton, Neb.	4.25	9-30-1910

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

SECOND TRACK CONSTRUCTION (CONTINUED)

L-o-c-a-t-i-o-n		: Mileage	: Date
From	To	: Con-	: Com-
		: struced	: pleted
Overton, Neb.	Josselyn, Neb.	5.47	9-22-1910
Josselyn, Neb.	E. of Lexington, Neb.	6.53	9-15-1910
E. of Lexington, Neb.	Lexington Yard, Neb.	0.27	7-22-1911
Lexington Yard, Neb.	Markel, Neb.	5.81	11-16-1909
Markel, Neb.	Cozad, Neb.	6.92	8-8-1910
Cozad, Neb.	Willow Island, Neb.	6.00	7-26-1910
Willow Island, Neb.	Gothenburg, Neb.	5.00	7-2-1910
Gothenburg, Neb.	Vroman, Neb.	5.77	6-11-1910
Vroman, Neb.	Brady Island, Neb.	7.24	12-3-1909
Brady Island, Neb.	Maxwell, Neb.	8.59	6-1-1910
Maxwell, Neb.	Keith, Neb.	4.69	5-6-1910
Keith, Neb.	North Platte, Neb.	7.40	10-30-1909
North Platte Yard, Neb.		0.71	11-1-1910
North Platte Yard, Neb.		1.99	10-28-1910
North Platte Yard, Neb.	Birdwood, Neb.	6.12	10-10-1910
Birdwood, Neb.	Hershey, Neb.	5.46	10-28-1910
Hershey, Neb.	E. of O'Fallons, Neb.	0.89	11-7-1910
E. of O'Fallons, Neb.	O'Fallons, Neb.	3.06	12-1-1910
O'Fallons, Neb.	Dexter, Neb.	7.64	5-12-1911
Dexter, Neb.	Paxton, Neb.	7.94	5-27-1911
Paxton, Neb.	Roscoe, Neb.	11.16	8-25-1911
Roscoe, Neb.	Ogallala, Neb.	6.51	9-9-1911
Ogallala, Neb.	Brule, Neb.	9.50	10-7-1911
Brule, Neb.	Megeath, Neb.	6.08	9-26-1911
Megeath, Neb.	Big Springs, Neb.	3.90	8-2-1911
Big Springs, Neb.	Julesburg, Colo.	10.55	7-17-1911
Julesburg Yard, Colo.		1.40	4-3-1912
Julesburg Yard, Colo.	Weir, Colo.	4.80	6-10-1912
Weir, Colo.	Ralton, Neb.	5.21	8-1-1912
Ralton, Neb.	Chappell, Neb.	5.60	9-3-1912
Chappell, Neb.	E. of Perdu, Neb.	4.54	4-21-1913
E. of Perdu, Neb.	Lodge Pole, Neb.	4.53	4-28-1913
Lodge Pole, Neb.	Colton, Neb. (2-1/2 Mi. W.)	13.85	5-8-1913
Colton, Neb. (2-1/2 Mi. W.)	Sidney, Neb.	3.75	11-19-1912
Sidney, Neb.	Sidney Yard, Neb.	0.60	9-18-1912
Sidney Yard, Neb.	Margate, Neb.	3.33	7-29-1912
Margate, Neb.	Herdon, Neb.	7.76	9-18-1912
Herdon, Neb.	Potter, Neb.	6.61	6-13-1913
Potter, Neb.	E. of Dix, Neb.	9.15	6-3-1913
E. of Dix, Neb.	Kimball, Neb.	9.45	9-30-1912
Kimball, Neb.	E. of Bushnell, Neb.	9.51	7-2-1913
E. of Bushnell, Neb.	Smeed, Neb.	6.62	7-14-1913
Smeed, Neb.	Pine Bluffs, Wyo.	7.16	7-1-1913
Pine Bluffs, Wyo.	Tracy, Wyo.	4.19	5-31-1917
Tracy, Wyo.	Egbert, Wyo.	6.16	6-21-1917
Egbert, Wyo.	Burns, Wyo.	4.93	7-11-1917
Burns, Wyo.	Hillsdale, Wyo.	7.17	11-1-1917
Hillsdale, Wyo.	Durham, Wyo.	5.65	9-24-1917
Durham, Wyo.	Archer, Wyo.	5.25	8-20-1917

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

SECOND TRACK CONSTRUCTION (CONTINUED)

L-o-c-a-t-i-o-n		: Mileage	: Date
From	To	: Con-	: Com-
		: struced	: pleted
Archer, Wyo.	Cheyenne, Wyo.	8.43	9-12-1903
Cheyenne, Wyo.	Corlett, Wyo.	5.80	8-15-1900
Corlett, Wyo.	Borie, Wyo.	4.22	9-1-1900
Borie, Wyo.	Buford, Wyo.	17.05	10-21-1903
Buford, Wyo.	Sherman, Wyo.	3.91	7-7-1917
Sherman, Wyo.	E. of Dale Creek, Wyo.	2.38	8-13-1917
E. of Dale Creek, Wyo.	E. End of Hermosa Tunnel, Wyo.	3.57	9-20-1917
E. End of Hermosa Tunnel, Wyo.	Hermosa Junction, Wyo.	1.25	10-14-1918
Hermosa Junction, Wyo.	Laramie, Wyo.	**16.08	6-1901
Hermosa, Wyo.	Laramie, Wyo.	3.00	12-1906
Laramie, Wyo.	Howell, Wyo.	6.93	5-19-1912
Howell, Wyo.	Wyoming, Wyo.	4.67	6-12-1912
Wyoming, Wyo.	E. of Bosler, Wyo.	4.99	6-26-1912
E. of Bosler, Wyo.	Bosler, Wyo.	2.64	9-14-1912
Bosler, Wyo.	E. of Cooper Lake, Wyo.	4.60	7-24-1912
E. of Cooper Lake, Wyo.	Cooper Lake, Wyo.	0.69	12-1912
Cooper Lake, Wyo.	Lookout, Wyo.	2.70	7-10-1912
Lookout Yards, Wyo.		0.24	12-1912
Lookout Yards, Wyo.	Harper, Wyo.	4.56	10-1906
Harper, Wyo.	Rock River, Wyo.	6.74	10-1906
Rock River, Wyo.	Wilcox, Wyo.	3.44	10-1906
Wilcox, Wyo.	Aurora, Wyo.	3.97	10-1906
Aurora, Wyo.	Ridge, Wyo.	4.64	10-1906
Ridge, Wyo.	Medicine Bow, Wyo.	6.50	4-7-1907
Medicine Bow, Wyo.	Como, Wyo.	8.30	5-8-1907
Como, Wyo.	Hanna, Wyo.	10.60	10-1906
Hanna Yard, Wyo.		0.33	11-27-1907
Hanna Yard, Wyo.	Percy, Wyo.	5.63	11-12-1910
Percy, Wyo.	Dana, Wyo.	2.94	11-17-1910
Dana, Wyo.	E. of Walcott, Wyo.	8.07	5-27-1911
E. of Walcott, Wyo.	Walcott, Wyo.	0.96	7-13-1911
Walcott, Wyo.	Fort Steele, Wyo.	7.21	6-26-1912
Fort Steele, Wyo.	Grenville, Wyo.	7.98	5-5-1911
Grenville, Wyo.	Rawlins, Wyo.	5.70	4-18-1911
Rawlins Yard, Wyo.		1.81	10-18-1909
Rawlins Yard, Wyo.	Solon, Wyo.	6.50	8-16-1907
Solon, Wyo.	Daly's Ranch, Wyo.	7.79	10-5-1907
Daly's Ranch, Wyo.	Riner, Wyo.	3.41	10-27-1907
Riner, Wyo.	Cherokee, Wyo.	4.21	5-15-1909
Cherokee, Wyo.	Creston, Wyo.	7.55	6-22-1909
Creston, Wyo.	Latham, Wyo.	3.92	5-28-1909
Latham, Wyo.	Wamsutter, Wyo.	7.81	5-18-1909
Wamsutter Yard, Wyo.		0.77	6-26-1909
Wamsutter, Wyo.	Red Desert, Wyo.	8.30	8-9-1917
Red Desert, Wyo.	Tipton, Wyo.	6.87	8-16-1917
Tipton, Wyo.	Monell, Wyo.	10.15	11-23-1907
Monnell, Wyo.	Bitter Creek, Wyo.	5.81	10-13-1917
Bitter Creek, Wyo.	Black Buttes, Wyo.	10.08	9-15-1917
Black Buttes, Wyo.	W. of Hallville, Wyo.	7.52	10-8-1917

** Note:- Old Main Line transferred to Second Track.

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

SECOND TRACK CONSTRUCTION (CONTINUED)

L-o-c-a-t-i-o-n		Mileage	Date
From	To	Con-	Com-
		struced	pleted
W. of Hallville, Wyo.	E. of Point of Rocks, Wyo.	1.85	10-16-1917
E. of Point of Rocks, Wyo.	Point of Rocks, Wyo.	1.32	10-24-1917
Point of Rocks, Wyo.	Thayer, Wyo.	7.02	10-19-1907
At Thayer, Wyo.		0.14	6-30-1907
Thayer, Wyo.	Salt Wells, Wyo.	4.33	10-1906
Salt Wells, Wyo.	Van Dyke, Wyo.	11.61	10-1906
Van Dyke, Wyo.	Blairtown (Rock Springs), Wyo.	3.11	10-1906
Blairtown (Rock Springs), Wyo.	Bridge #233, Wyo.	3.18	5-23-1910
Bridge #233, Wyo.	E. of Ah-Say, Wyo.	0.10	9-11-1910
E. of Ah-Say, Wyo.	Wilkins, Wyo.	5.58	4-29-1910
Wilkins, Wyo.	Kanda, Wyo.	0.65	8-31-1910
Kanda, Wyo.	Green River, Wyo.	4.13	8-15-1910
At Green River, Wyo.		0.72	6-30-1908
Green River, Wyo.	Riview, Wyo.	3.55	11-26-1907
Riview, Wyo.	E. of Peru, Wyo.	1.90	11-13-1903
E. of Peru, Wyo.	Peru, Wyo.	1.44	2-1908
Peru, Wyo.	W. of Peru, Wyo.	0.97	11-28-1908
W. of Peru, Wyo.	Bryan, Wyo.	5.50	9-24-1908
Bryan, Wyo.	Bridge #256, Wyo.	3.84	12-19-1908
Bridge #256, Wyo.	Marston, Wyo.	2.74	5-11-1909
Marston, Wyo.	Azusa, Wyo.	5.42	12-15-1908
Azusa, Wyo.	Granger, Wyo.	4.30	9-24-1908
Wahsatch, Utah	Emory, Utah	15.82	8-22-1917
E. Sw. at Gateway, Utah	Weber Junction, Utah	1.29	10-1-1916
Weber Junction, Utah	Riverdale, Utah	7.76	12-27-1915
Riverdale, Utah	Ogden, Utah	2.63	12-4-1907
At Ogden, Utah		0.30	6-30-1908
Total - - - -		858.37	

Additions - Council Bluffs, Ia. to Ogden, Utah

Lane, Neb.	Valley, Neb.	0.01	11-1906
Rawlins, Wyo.	Riner, Wyo.	0.08	12-1908
Riverdale, Utah	Ogden, Utah	0.01	12-1908
Nebraska Division Rechainning		0.17	7-1-1914
Total Additions		0.27	

Deductions - Council Bluffs, Ia. to Ogden, Utah

Archer, Wyo.	Buford, Wyo.	0.22	12-1908
Point of Rocks, Wyo.	Rock Springs, Wyo.	0.04	12-1908
Granger, Wyo. Yard		0.25	5-11-1909
Wyoming Division Rechainning		0.01	7-1-1914
Wyoming Division Change of Line		0.31	7-1-1914
Weber Junction, Utah	Riverdale, Utah	0.01	7-1-1916
Wyoming Division Rechainning		0.13	
Total Deductions		0.97	

Net Total Second Track Constructed, Council Bluffs, Ia. to
Ogden, Utah - - - - - 857.67

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

SECOND TRACK CONSTRUCTION (CONTINUED)

L-o-c-a-t-i-o-n			Mileage	Date
From	:	To	Con-structed	Com-pleted

Initial Point Spur - Omaha, Neb.

N. Line Douglas St. Omaha, Neb.	E. Line 16th St., Omaha, Neb.	1.10	12-17-1915
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Kansas City, Mo. to Denver, Colorado

Kansas City, Mo.	Topeka, Kas.	62.52	6-1906
Kansas City, Mo.	Topeka, Kas.	0.83	8-1906
At Kansas City, Mo.		0.11	1-1912
At Lawrence, Kas.		0.70	7-1904
Manhattan, Kas.	Junction City, Kas.	20.50	12-27-1917
Total - - -		84.66	

Deductions

Kansas City, Mo.	Topeka, Kas.	0.27	6-1907
Kansas Division, Eastern District Line Change		0.12	7-1-1914
Total Deductions - - -		0.39	
Net Total Second Track Constructed, Kansas City, Mo. to Denver, Colo. - - -		84.27	

Denver, Colo. to Cheyenne, Wyo.

Pullman, Colo.	Sand Creek, Colo.	2.83	11-2-1910
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THIRD MAIN TRACK CONSTRUCTION

L-o-c-a-t-i-o-n			Mileage	Date
From	:	To	Con-structed	Com-pleted

Omaha, Neb.	Summit (So.Side Omaha), Neb.	2.07	5-17-1908
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FOURTH MAIN TRACK CONSTRUCTION

L-o-c-a-t-i-o-n:			Mileage	Date
From	:	To	Con-structed	Com-pleted

Omaha, Neb.	Summit (So.Side Omaha), Neb.	2.07	6-28-1908
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UNION PACIFIC RAILROAD COMPANY (CONTINUED)

LINE CHANGES

L-o-c-a-t-i-o-n		:Mileage	:Mileage:	Date
From	To	:Con- :structed	:Aban- :doned	: Com- : pleted
<u>Main Line - Council Bluffs, Ia. to Ogden, Utah</u>				
Vroman, Neb.	Brady Island, Neb.	0.82	0.83	11-1909
Hillsdale, Wyo.	Durham, Wyo.	1.25	1.26	7-1903
At Durham, Wyo.		2.29	2.30	7-1903
Archer, Wyo.	Cheyenne, Wyo.	2.72	2.83	7-1903
Borie, Wyo.	Otto, Wyo.	3.93	3.97	8-1903
Otto, Wyo.	Granite Canon, Wyo.	2.38	2.44	10-1903
Ozone, Wyo.	Buford, Wyo.	1.17	1.18	9-1903
Buford, Wyo.	Hermosa Junction, Wyo.	14.25	13.56	6-1901
Howell (now Bona), Wyo.	Hutton, (now Bosler), Wyo.	15.38	18.41	11-1899
Cooper Lake, Wyo.	Lookout, Wyo.	3.90	4.28	9-1900
At Lookout, Wyo.		3.05	3.25	7-1902
Lookout, Wyo.	Medicine Bow, Wyo.	25.94	37.82	5-1906
At Medicine Bow, Wyo.		1.38	1.39	1906
Allen, Wyo.	Dana, Wyo.	8.17	28.21**	6-1900
Allen, Wyo.	Hanna, Wyo.		0.67**	6-1900
At Allen, Wyo.		0.34	0.35	1906
Dana, Wyo.	Edson, Wyo.	1.28	1.29	5-1911
West of Edson, Wyo.		0.93	0.97	Before 1902
Edson, Wyo.	Walcott, Wyo.	1.97	2.04	7-1911
At Walcott, Wyo.		4.50	4.68	12-1910
At Fort Steele, Wyo.		1.69	1.71	1900
W. End of Rawlins Yard, Wyo.		0.26	0.27	7-1900
Rawlins, Wyo.	Solon, Wyo.	3.56	3.62	11-1900
Ferris, Wyo.	Solon, Wyo.	1.67	1.73	1907
Solon, Wyo.	Wamsutter, Wyo.	30.82	31.85	11-1900
Red Desert, Wyo.	Tipton, Wyo.	7.53	7.55	11-1900
West of Tipton, Wyo.		1.07	1.29	11-1900
Tipton, Wyo.	Robinson, Wyo.	1.01	1.05	1903
E. of Rock Springs, Wyo.		1.76	1.83	1906
Kanda, Wyo.	Green River, Wyo.	1.36	1.88	6-1910
Green River, Wyo.	Bryan, Wyo.	10.65	11.09	10-1900
Bryan, Wyo.	Marston, Wyo.	1.18	1.19	
At Old Bryan Tank, Wyo.		0.53	0.54	
East of Hampton, Wyo.		2.48	2.68	1902
Leroy, Wyo.	Millis, Wyo.	21.65	31.17	11-1901
At Castle Rock, Utah		1.40	1.41	1903
East of Devils Slide, Utah		1.57	1.60	2-1904
West of Devils Slide, Utah		0.88	0.91	10-1903

Totals - Council Bluffs, Ia. to Ogden, Utah - - - 186.72 234.60

**Note:- 16.98 Miles, Allen to Hanna, purchased from The Carbon Cut-Off
Railway Company of which .67 Miles was Abandoned.

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

LINE CHANGES (CONTINUED)

L-o-c-a-t-i-o-n		:Mileage	:Mileage:	Date
From	To	:Con- :structed	:Aban- :doned	: Com- : pleted
<u>Main Line - Kansas City, Mo. to Denver, Colo.</u>				
Kansas City, Kas.	Muncie, Kas.	1.87	1.89	9-1905
At Bonner Springs, Kas.		0.49	0.48	Prior to 1905
At Bonner Springs, Kas.		1.03	1.04	1-1906
Bonner Springs, Kas.	Loring, Kas.	0.59	0.62	Prior to 1905
Bonner Springs, Kas.	Loring, Kas.	1.08	1.10	1-1906
Fruitland, Kas.	Linwood, Kas.	2.34	2.38	1-1906
Linwood, Kas.	Lawrence Junction, Kas.	3.05	3.08	1-1906
Manhattan, Kas.	Eureka Lake, Kas.	0.95	0.91	1903
Wilson, Kas.	Dorrance, Kas.	1.13	1.19	7-1906
Totals - Kansas City, Mo. to Denver, Colo. - - - -		12.53	12.69	
<u>Main Line - Denver, Colo. to Cheyenne, Wyo.</u>				
Carr, Colo.	Corlett, Wyo.	(11.66	16.49	12-1908
Speer, Wyo.	Borie, Wyo.	(5.37		
Totals - Denver, Colo. to Cheyenne, Wyo.		17.03	16.49	
--- <u>BRANCH LINES</u> ---				
<u>Baum Spur - Diamond, Colo. to Baum, Colo.</u>				
Diamond, Colo.	Baum, Colo.	0.44	0.25	8-1910
<u>Johnson - Johnson, Colo. to Mc Kissick, Colo.</u>				
Johnson, Colo.	Mc Kissick, Colo.	0.24	0.12	8-1910
<u>Grant Spur - St. Vrain, Colo. to Grant Mine, Colo.</u>				
St. Vrain Junction, Colo.	Grant Mine, Colo.	0.06	0.06	8-1910
Grant Junction, Colo.	Grant Mine, Colo.	0.40	0.69	1910
Grant Junction, Colo.	Grant Mine, Colo.	0.36	0.35	1910
Totals - St. Vrain, Colo. to Grant Mine, Colo. - -		0.82	1.10	
TOTALS - Branch Lines - - - - -		1.50	1.47	
TOTALS - Main and Branch Lines - - - - -		217.78	265.25	

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT

Description	: First	: Second	: Additional
	: Main	: Main	: Main
	: Track	: Track	: Track

--- MAIN LINE ---

Council Bluffs, Ia. to Ogden, Utah

Purchased from The Union Pacific Railway Company	1033.46	11.33	
Purchased from The Carbon Cut-Off Railway Company	16.98		
Purchased from The South Omaha and Western Rail- way Company	11.61	11.61	
Total Mileage Purchased	1062.05	22.94	

Additions

New Construction	15.81	857.67	4.14
Line Changes	186.72		
Transferred from Side Track as of 6-30-1919			5.085
Corrections as of 6-30-1919		0.088	0.028
Total Additions	202.53	857.758	9.253

Deductions

Transferred to Old Main Line Branch - Summit (South Side, Omaha), Neb. to Lane, Neb. 12-26-08	20.56	6.83	
Abandoned account line changes		234.60	
Transferred to second track - Hermosa Junction, Wyo. to Laramie, Wyo.	16.08		
Correction as of 6-30-1919	0.082		
Total Deductions	271.322	6.83	

Mileage as of 6-30-1919 993.258 873.868 9.253

Initial Point Spur, Omaha, Neb.

Transferred from Side Track to Main Track 12-1-1901 3.95

Additions

New Construction	1.10
Total Additions	1.10

Deductions

Abandoned - From Initial Point to South Line Chi- cago Street, Omaha, Neb. 12-17-1915	2.10
Total Deductions	2.10

Mileage as of 6-30-1919 1.85 1.10

UNION PACIFIC RAILROAD COMPANY (CONTINUED)
EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First : Main : Track	: Second : Main : Track	: Additional : Main : Track
<u>Kansas City, Mo. to Denver, Colo.</u>			
Purchased from The Union Pacific Railway Company	639.52	5.29	
<u>Additions</u>			
New Construction		84.27	
Line Changes	12.53		
Correction as of 6-30-1919	0.071	.007	
Total Additions	12.601	84.277	
<u>Deductions</u>			
Abandoned account line changes	12.69		
Transferred to Denver Union Terminal Railway Company 5-1-1915	0.27		
Transferred to Denver Union Terminal Railway Company 8-1-1915		0.18	
Total Deductions	12.96	0.18	
Mileage as of 6-30-1919	639.161	89.387	
<u>Denver, Colo. to Cheyenne, Wyo.</u>			
Purchased from The Union Pacific Railway Company	104.15		
<u>Additions</u>			
Line Changes	17.03		
New Construction		2.83	
Total Additions	17.03	2.83	
<u>Deductions</u>			
Abandoned account Line Change	16.49		
Corrections as of 6-30-1919	0.022	0.012	
Total Deductions	16.512	0.012	
Mileage as of 6-30-1919	104.668	2.818	
<u>Julesburg, Colo. to La Salle, Colo.</u>			
Purchased from Henry Budge, John Kennedy Tod and Edward C. Henderson	151.53		

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First	: Second	: Additional
	: Main	: Main	: Main
	: Track	: Track	: Track

Julesburg, Colo. to La Salle, Colo. (Cont'd.)Deductions

Correction as of 6- 30-1919	0.025		
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Mileage as of 6-30-1919	151.505		
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Sand Creek, Colo. to La Salle, Colo.

Constructed by Union Pacific Railroad Company	44.91		
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Additions

Transferred from Grant Spur 11-1-1910	0.35		
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Correction as of 6-30- 1919	0.005		
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Total Additions	0.355		
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Mileage as of 6-30-1919	45.265		
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Total Mileage of Main Lines as of 6-30-1919	1935.707	967.173	9.253
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--- BRANCH LINES ---

Broadway Branch - Council Bluffs, Ia.

Purchased from The Union Pacific Railway Company	1.72		
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Deductions

Dropped from Main Track Mileage 12-1900	1.72		
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Mileage as of 6-30-1919	0.00		
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Old Main Line Branch - Summit (South Side, Omaha), Neb.
to Lane, Neb. via Old Main Line

Transferred from Main Line to Branch Line 12-26-08	20.56	6.83	
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Deductions

Correction as of 6-30-1919	0.012	0.018	
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Mileage as of 6-30-1919	20.548	6.812	
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UNION PACIFIC RAILROAD COMPANY (CONTINUED)
EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First : Main : Track	: Second : Main : Track	: Additional : Main : Track
<u>Norfolk Branch - Columbus, Neb. to Norfolk, Neb.</u>			
Purchased from Omaha and Republican Valley Railway Company			50.00
		<u>Additions</u>	
Correction as of 6-30-1919			0.017
			50.017
<u>Albion Branch - Oconee, Neb. to Albion, Neb.</u>			
Purchased from Omaha and Republican Valley Rail- way Company			34.54
		<u>Additions</u>	
Correction as of 6-30-1919			0.025
			34.565
<u>Cedar Rapids Branch - Genoa, Neb. to Spalding, Neb.</u>			
Purchased from Omaha and Republican Valley Rail- way Company			30.55
		<u>Additions</u>	
Constructed by Union Pacific Railroad Company			13.86
Correction 7-1-1904			0.01
Correction as of 6-30-1919			0.043
Total Additions			13.913
			44.463
<u>Ord Branch - Grand Island, Neb. to Ord, Neb.</u>			
Purchased from Omaha and Republican Valley Rail- way Company			60.77
		<u>Additions</u>	
Correction as of 6-30-1919			0.033
			60.803

UNION PACIFIC RAILROAD COMPANY (CONTINUED)
 EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
 UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First : Main : Track	: Second : Main : Track	: Additional : Main : Track
<u>Scotia Spur - Scotia Junction, Neb. to Scotia, Neb.</u>			
Purchased from Omaha and Republican Valley Rail- way Company			1.37
	<u>Deductions</u>		
Correction as of 6-30-1919			0.001
			1.369
<u>Loup City Branch - St. Paul, Neb. to Loup City, Neb.</u>			
Purchased from Omaha and Republican Valley Rail- way Company			39.40
	<u>Deductions</u>		
Correction as of 6-30-1919			0.001
			39.399
<u>Pleasanton Branch - Boelus, Neb. to Pleasanton, Neb.</u>			
Purchased from Omaha and Republican Valley Rail- way Company			22.06
	<u>Additions</u>		
Constructed by Union Pacific Railroad Company			0.03
Correction as of 6-30-1919			0.002
Total Additions			0.032
			22.092

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First	: Second	: Additional
	: Main	: Main	: Main
	: Track	: Track	: Track

Kearney Branch - Kearney, Neb. to Stapleton, Neb.

Purchased from The Kearney and Black Hills Rail-
way Company 65.74

Additions

New Construction 36.92
Correction as of 6-30-19 0.019
Total Additions 36.939

Mileage as of 6-30-1919 102.679

North Platte Branch - O'Fallons, Neb. to Haig, Neb.

Constructed by Union Pacific Railroad Company 153.92

Additions

Rechaining 11-1-1909 0.03

Deductions

Correction as of 6-30-1919 0.005

Mileage as of 6-30-1919 153.945

Beatrice Branch - Valley, Neb. to Beatrice, Neb.

Purchased from Omaha and Republican Valley Rail-
way Company 96.66

Additions

Transferred from Manhattan Branch account new de-
pot 7-1-1900 0.06
Correction as of 6-30-1919 0.028
Total Additions 0.088

Mileage as of 6-30-1919 96.748

UNION PACIFIC RAILROAD COMPANY (CONTINUED)
 EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
 UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First : Main : Track	: Second : Main : Track	: Additional : Main : Track
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Stromsburg Branch - Valparaiso, Neb. to Central City, Neb.

Purchased from Omaha and Republican Valley Rail- way Company	53.30
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Additions

New Construction	21.98
Correction as of 6-30-1919	0.010
Total Additions	21.990

Mileage as of 6-30-1919	75.290
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Hastings Branch - Gibbon, Neb. to Hastings, Neb.

Purchased from Hastings and Northwestern Railroad Company	27.35
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Additions

New Construction	0.10
Correction as of 6-30-1919	0.007
Total Additions	0.107

Mileage as of 6-30-1919	27.457
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Camp Carlin Spur - Cheyenne, Wyo.

Transferred from Side to Main Track as of 6-30-1919	0.102
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Laramie, Wyo. to Soda Lakes, Wyo.

Purchased from The Laramie North Park and Pacific Railroad and Telegraph Company	1.63
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Deductions

Transferred to Side Track 12-20-1900	1.63
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Mileage as of 6-30-1919	0.00
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UNION PACIFIC RAILROAD COMPANY (CONTINUED)
EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First	: Second	: Additional
	: Main	: Main	: Main
	: Track	: Track	: Track
<u>Hanna, Wyo. Mine Spurs</u>			
Purchased from The Carbon Cut-Off Railway Company	2.08		
<u>Deductions</u>			
Transferred to Side Tracks 12-1900	2.08		
Mileage as of 6-30-1919	0.00		
<u>Superior Branch - Thayer Junction, Wyo. to Superior, Wyo.</u>			
Constructed by Union Pacific Railroad Company	9.06		
<u>Additions</u>			
Correction as of 6-30-1919	0.688		
<u>Deductions</u>			
Correction 12-1-1908	0.01		
Mileage as of 6-30-1919	9.738		
<u>Gunn Branch - Gunn Junction, Wyo. to Gunn, Wyo.</u>			
Constructed by Union Pacific Railroad Company	3.93		
<u>Additions</u>			
Correction as of 6-30-1919	0.004		
Mileage as of 6-30-1919	3.934		
<u>South Pass Branch - Rock Springs, Wyo. to Winton Junction, Wyo.</u>			
Constructed by Union Pacific Railroad Company	6.63		
<u>Additions</u>			
Transferred from Winton Branch 1-1-1918	2.58		
Correction as of 6-30-1919	0.408		
Total Additions	2.988		
Mileage as of 6-30-1919	9.618		

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First	: Second	: Additional
	: Main	: Main	: Main
	: Track	: Track	: Track
<u>Lionkol Branch - Lionkol Junction, Wyo. to Lionkol (formerly Lion), Wyo.</u>			
Constructed by Union Pacific Railroad Company	2.53		
<u>Additions</u>			
Correction as of 6-30-1919	0.134		
Mileage as of 6-30-1919	2.664		
<u>Reliance Branch - Reliance Junction, Wyo. to Reliance, Wyo.</u>			
Constructed by Union Pacific Railroad Company	2.03		
<u>Deductions</u>			
Rechaining 11-1911	0.02		
Correction as of 6-30-1919	0.004		
Total Deductions	0.024		
Mileage as of 6-30-1919	2.056		
<u>Winton Branch - Winton Junction, Wyo. to Winton, Wyo.</u>			
Constructed by Union Pacific Railroad Company	7.81		
<u>Additions</u>			
Correction as of 6-30-1919	0.030		
<u>Deductions</u>			
Transferred to South Pass Branch 1-1-1918	2.58		
Mileage as of 6-30-1919	5.260		
<u>Dines Branch - Hay, Wyo. to Dines, Wyo.</u>			
Constructed by Union Pacific Railroad Company	1.85		
<u>Deduction</u>			
Correction as of 6-30-1919	0.005		
Mileage as of 6-30-1919	1.845		

UNION PACIFIC RAILROAD COMPANY (CONTINUED)
EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First	: Second	: Additional
	: Main	: Main	: Main
	: Track	: Track	: Track

Almy Branch - Almy Junction, Wyo, to Almy, Wyo.

Purchased from The Union Pacific Railway Company 3.88

Deductions

Transferred to Side Track 12-1900 3.88

Mileage as of 6-30-1919 0.00

Park City Branch - Echo, Utah to Park City, Utah

Purchased from Echo and Park City Railway Company 27.59

Additions

Correction as of 6-30-1919 0.008

Mileage as of 6-30-1919 27.598

Enterprise Branch - Detroit, Kas. to Enterprise, Kas.

Transferred from Side Track to Main Track 7-1-1907 1.96

Deductions

Correction as of 6-30-1919 0.004

Mileage as of 6-30-1919 1.956

Leavenworth Branch - Lawrence, Kas. to Leavenworth, Kas.

Purchased from The Union Pacific Railway Company 31.63

Additions

New Construction 2.51

Correction as of 6-30-1919 0.004

Total Additions 2.514

Deductions

Transferred to Joint Main Track 5-1-1915 2.65

Mileage as of 6-30-1919 31.494

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First	: Second	: Additional
	: Main	: Main	: Main
	: Track	: Track	: Track

Leavenworth Western Branch - Leavenworth, Kas. to Miltonvale, Kas.

Purchased from The Leavenworth Kansas and Western Railway Company	165.33
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Additions

Transferred from Topeka Branch 12-31-1911	0.04
Correction as of 6-30-1919	0.456
Total Additions	0.496

Mileage as of 6-30-1919	165.826
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Topeka Branch - Menoken, Kas. to Carden, Kas.

Purchased from The Topeka and Northwestern Railroad Company	37.50
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Additions

Constructed by Union Pacific Railroad Company	32.20
Rechaining 12- 1-1910	0.12
Total Additions	32.32

Deductions

Correction as of 6-30-1919	0.062
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Mileage as of 6-30-1919	69.758
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UNION PACIFIC RAILROAD COMPANY (CONTINUED)
EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First : Main : Track	: Second : Main : Track	: Additional : Main : Track
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Manhattan Branch - Manhattan, Kas. to Beatrice, Neb.

Purchased from Omaha and Republican Valley Rail- way Company	92.35
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Additions

New Construction	0.04
Correction 12-31-1911 (Formerly shown owned by St. J. & G.I. Ry.)	0.05
Correction as of 6-30-1919	0.019
Total Additions	0.109

Deductions

Transferred to Beatrice Branch account new depot 12-1-1901	0.06
Transferred to joint track with St. J. & G.I. Ry. Co. as of 6-30-1919	0.072
Total Deductions	0.132

Mileage as of 6-30-1919	92.327
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Blue Springs Spur - Blue Springs Junction, Neb. to Blue Springs, Neb.

Purchased from Omaha and Republican Valley Rail- way Company	0.67
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Additions

Correction as of 6-30-1919	0.012
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Mileage as of 6-30-1919	0.682
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Junction City Branch - Junction City, Kas. to Concordia, Kas.
and Lawrenceburg, Kas. to Belleville, Kas.

Purchased from Junction City and Fort Kearney Rail- way Company	70.86
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Deductions

Correction as of 6-30-1919	0.009
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Mileage as of 6-30-1919	70.851
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UNION PACIFIC RAILROAD COMPANY (CONTINUED)

EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First	: Second	: Additional
	: Main	: Main	: Main
	: Track	: Track	: Track
<u>Lawrenceburg, Kas. to Belleville, Kas.</u>			
Purchased from Junction City and Fort Kearney Railway Company			17.15
	<u>Deductions</u>		
Correction as of 6-30-1919			0.009
Mileage as of 6-30-1919			17.141
<u>Solomon Branch - Solomon, Kas. to Beloit, Kas.</u>			
Purchased from The Solomon Railroad Company			56.89
	<u>Additions</u>		
New Construction			0.08
Correction as of 6-30-1919			0.067
Total Additions			0.147
Mileage as of 6-30-1919			57.037
<u>Plainville and Colby Branches - Salina, Kas. to Oakley, Kas.</u>			
Purchased from The Union Pacific Lincoln and Colo- rado Railway Company			225.35
	<u>Additions</u>		
Correction as of 6-30-1919			0.189
Mileage as of 6-30-1919			225.539
<u>Mc Pherson Branch - Salina, Kas. to Mc Pherson, Kas.</u>			
Purchased from Salina and South Western Railway Co.			35.46
	<u>Deductions</u>		
Correction as of 6-30-1919			0.018
Mileage as of 6-30-1919			35.442

UNION PACIFIC RAILROAD COMPANY (CONTINUED)
 EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
 UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First	: Second	: Additional
	: Main	: Main	: Main
	: Track	: Track	: Track

Baum Spur - Diamond, Colo. to Baum Mine, Colo.

Constructed by Union Pacific Railroad Company 0.96

Additions

Line Change 0.44

Deductions

Abandoned account line change 0.25
 Correction as of 6-30-1919 0.004
 Total Deductions 0.254

Mileage as of 6-30-1919 1.156

Johnson Spur - Johnson (now Frederick), Colo. to Mc Kissick, Colo.

Constructed by Union Pacific Railroad Company 0.85

Additions

Line Change 0.24
 Correction as of 6-30-1919 0.002
 Total Additions 0.242

Deductions

Abandoned account line change 0.12
 Abandoned September 1918 0.56
 Total Deductions 0.68

Mileage as of 6-30-1919 0.412

UNION PACIFIC RAILROAD COMPANY (CONTINUED)
 EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
 UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First : Main : Track	: Second : Main : Track	: Additional : Main : Track
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Grant Spur - St. Vrain Junction, Colo. to Grant Mine, Colo.

Constructed by Union Pacific Railroad Company 6.47

Additions

Line Changes	0.82
New Construction	0.54
Total Additions	1.36

Deductions

Transferred to Denver Northern Branch 11-1-1910	0.35
Abandoned account line change	1.10
Abandoned 11-1-1910	4.38
Transferred to Side Track 7-1-1913	0.08
Transferred to Side Track 4-28-1915	0.12
Abandoned 11-1-1910	0.34
Correction as of 6-30-1919	0.005
Total Deductions	6.375

Mileage as of 6-30-19 19 1.455

Firestone Spur - Firestone, Colo. to Firestone Mine, Colo.

Constructed by Union Pacific Railroad Company 0.501

Boulder Branch - Brighton, Colo. to Boulder, Colo.

Purchased from The Denver and Boulder Valley Railroad Company 27.00

Additions

Correction as of 6-30-1919	0.052
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Mileage as of 6-30-1919 27.052

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First	: Second	: Additional
	: Main	: Main	: Main
	: Track	: Track	: Track
<u>Puritan Branch - Parkdale, Colo. to Puritan, Colo.</u>			
Constructed by Union Pacific Railroad Company	3.07		
<u>Deductions</u>			
Correction as of 6-30-1919	0.002		
Mileage as of 6-30-1919	3.068		
<u>State Mine Spur - State Mine Junction, Colo. to State Mine, Colo.</u>			
Constructed by Union Pacific Railroad Company	2.194		
<u>Shamrock Spur - Shamrock Junction, Colo. to Shamrock Mine, Colo.</u>			
Constructed by Union Pacific Railroad Company	1.015		
<u>Eureka Spur - Eureka Junction, Colo. to Eureka Mine, Colo.</u>			
Constructed by Union Pacific Railroad Company	0.621		
<u>Greeley Branch - Greeley Junction, Colo. to Briggsdale, Colo.</u>			
Constructed by Union Pacific Railroad Company	26.16		
<u>Additions</u>			
Rechaining	0.01		
Correction as of 6-30-1919	0.001		
Total Additions	0.011		
Mileage as of 6-30-1919	26.171		

UNION PACIFIC RAILROAD COMPANY (CONTINUED)
 EVOLUTION OF PRESENT MILEAGE SOLELY OWNED BY
 UNION PACIFIC RAILROAD COMPANY AND OPERATED BY IT (CONTINUED)

Description	: First : Main : Track	: Second : Main : Track	: Additional : Main : Track
<u>Pleasant Valley Branch - Cloverly Junction, Colo. to Hungerford (now Purcell), Colo.</u>			
Constructed by Union Pacific Railroad Company	14.17		
<u>Deductions</u>			
Rechaining	0.02		
Correction as of 6-30-1919	0.002		
Total Deductions	0.022		
Mileage as of 6-30-1919	14.148		
<u>Fort Collins Branch - Dent, Colo. to Fort Collins, Colo.</u>			
Constructed by Union Pacific Railroad Company	25.24		
<u>Deductions</u>			
Correction as of 6-30-1919	0.001		
Mileage as of 6-30-1919	25.239		
Total Mileage Branch Lines	1663.275	6.812	
Total Present Mileage Solely Owned by Union Pacific Railroad Company and Operated by it	3598.982	973.985	9.253

EVOLUTION OF MILEAGE OWNED BUT NOT OPERATED

Description	: First Main Track
Main Line - Ogden to 5 Miles West (Leased to Central Pacific Railway Company)	5.000

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

EVOLUTION OF MILEAGE JOINTLY OWNED AND
OPERATED WITH OTHER COMPANIES

DESCRIPTION	:	FIRST MAIN TRACK
<u>Mileage Jointly Owned with Chicago, St. Paul, Minneapolis and Omaha</u>		
<u>Railway Company at Norfolk, Neb. (Norfolk Branch)</u>		
1/2 Interest Purchased from Omaha and Republican Valley Railway Company 10-4-1898		0.37
<u>Deduction</u>		
Correction as of 6-30-1919		0.001
Mileage as of 6-30-1919		0.369
<u>Mileage Jointly Owned with Colorado and Southern Railway Company</u>		
<u>at Cheyenne, Wyo. (Camp Carlin Spur)</u>		
1/2 Interest transferred to Colorado and Southern Railway Company by agreement dated 6-30-1910		1.94
<u>Additions</u>		
Correction as of 6-30-1919		0.015
Mileage as of 6-30-1919		1.955
<u>Mileage Jointly Owned with Missouri Pacific Railroad Company</u>		
<u>at Leavenworth, Kas. (Leavenworth Branch)</u>		
1/2 Interest transferred to Missouri Pacific Railroad Company by agreement dated 5-1-1915		2.65
<u>Additions</u>		
Correction as of 6-30-1919		0.001
Mileage as of 6-30-1919		2.651
<u>Mileage Jointly Owned with The St. Joseph and Grand Island Railway Company</u>		
<u>at Marysville, Kas. (Manhattan Branch)</u>		
Transferred from Joint Side Track to Joint Main Track as of 6-30-1919		0.072

UNION PACIFIC RAILROAD COMPANY (CONTINUED)

3. OPERATION.

The railroad of this company has always been operated by its own officers from dates of acquirement by purchase or of construction of the properties which comprise it, to date of valuation, June 30, 1919.

4. PRESENT STATUS.

Union Pacific Railroad Company (Respondent Company) is the present owning and operating company.

5. CHAIN OF TITLE - DISPOSITION.

Union Pacific Railroad Company (Respondent Company) is the present owning and operating company.

UNION FUEL COMPANY

CHART NO. 52
PLACE NO. 2

The Union Fuel Company owns all of the line of railroad known as Grass Creek Branch extending from a connection with the Park City Branch of Union Pacific Railroad Company at Grass Creek Junction, Utah, to Grass Creek Mine, a distance of 5.75 miles excepting certain portions of the right of way and the grading thereon which are owned by Union Pacific Railroad Company. The line is operated by Union Pacific Railroad Company under contract dated September 7, 1916, terminable on ninety days notice after May 1, 1920. The following is a history of development of this property:

In 1880 a branch line about 3.94 miles long was constructed by The Summit County Railroad Company to the mines now owned by the Union Fuel Company. Echo and Park City Railway Company acquired this branch when it purchased the former property of The Summit County Railroad Company from Sidney Dillon on July 1, 1881. In 1887 all of the track material on this spur was taken up and removed by Echo and Park City Railway Company.

The Grass Creek Terminal Railway Company which was organized about *Sept. 19, 1894 (#1483, \$720,000)* 1895 or 1896 by mining interests laid a track on approximately 2.6 miles of the old grade of the original spur and constructed 2.7 miles additional track and grade.

An agreement, dated March 18, 1897, between the receivers of Echo and Park City Railway Company and the Grass Creek Terminal Railway Company provided for the use of these tracks by Receivers of Echo and Park City Railway Company and provided that the tracks should be owned by the Grass Creek Terminal Railway Company.

An agreement dated August 16, 1899, between Grass Creek Terminal Railway Company and Union Pacific Railroad Company, successor in interest to the property of Echo and Park City Railway Company, provided for the operation and maintenance of this spur by Union Pacific Railroad Company.

In 1910 this agreement was cancelled and another agreement dated June 11, 1910 was entered into, which provided for the operation and maintenance of this track by Union Fuel Company, successors to the Grass Creek Terminal Railway Company.

Did Union Fuel Co. own locomotives???

On May 1st, 1915 Union Pacific Railroad Company assumed the operation and maintenance of this track and on September 7th, 1916, a contract (Audit No. 12210) was drawn up between Union Pacific Railroad Company and Union Fuel Company, under provisions of which this track is now operated by Union Pacific Railroad Company. The contract stipulates that Union Fuel Company is owner of the line of railroad and appurtenant trackage except that Union Pacific Railroad Company is owner of certain portions of the right of way on which the track is situated.

HASTINGS AND NORTHWESTERN RAILROAD COMPANY

CHART NO. 51
PLACE NO. 3

1. (a) INCORPORATION.

Hastings and Northwestern Railroad Company was incorporated under the general laws of the State of Nebraska, July 24, 1912 when Articles of Incorporation were filed with the Secretary of State of Nebraska. It was empowered to build a railroad from a point on the main line of Union Pacific Railroad Company at or near Gibbon, Nebraska to Hastings, Nebraska.

(b) ORGANIZATION.

Organization of this company was perfected July 26, 1912 when the board of directors met and elected officers.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge extended from a connection with the main line of Union Pacific Railroad Company at Gibbon, Nebraska to a connection with the tracks of The St. Joseph and Grand Island Railway Company at Hastings, Nebraska, a distance of 27.35 miles.

(b) CONSTRUCTION.

26.47 miles of road were constructed between July 24, 1912 and July 1, 1913. On July 23, 1914 an extension of 0.88 miles at Hastings, Nebraska was completed. The total constructed mileage is 27.35 miles.

3. OPERATION.

This road was opened for operation July 1, 1913 and was operated by Union Pacific Railroad Company under terms of lease dated July 1, 1913 until the property was sold to Union Pacific Railroad Company, December 28, 1917.

4. PRESENT STATUS.

December 28, 1917 the Board of Directors and the stockholders each passed resolution providing that "effective December 31, 1917 the company be dissolved, its corporate existence terminated", and authorizing sale of the property to Union Pacific Railroad Company.

5. CHAIN OF TITLE - DISPOSITION.

All of the physical property, rights, privileges and franchises were sold to Union Pacific Railroad Company, the present owner, and were transferred by deed dated December 28, 1917 which became effective December 31, 1917.

THE KEARNEY AND BLACK HILLS RAILWAY COMPANY.

CHART NO. 45
PLACE NO. 4

1 (a) INCORPORATION.

The Kearney and Black Hills Railway Company was incorporated under the general laws of the State of Nebraska, May 22, 1889 when Articles of Incorporation were filed with the Secretary of State of Nebraska, to purchase, construct, equip and operate a line of railway and telegraph from Kearney, Nebraska to the northern boundary of the State of Nebraska; together with various branches as named.

(b) ORGANIZATION.

Organization was perfected June 26, 1889 when the Board of Directors met and elected officers.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and extended from a connection with the main line of The Union Pacific Railway Company at Kearney, Nebraska to Callaway, Nebraska, a distance of 65.74 miles. The grade was extended beyond Callaway, Nebraska, a distance of approximately six miles, to Milldale, Nebraska, but no track was laid on it by this Company.

(b) CONSTRUCTION.

In 1887 surveys were made, right of way was purchased and a railroad almost entirely graded by Omaha and Republican Valley Railway Company from Kearney, Nebraska to Milldale, Nebraska. May 1, 1890 this company purchased this uncompleted railroad from Omaha and Republican Valley Railway Company and under contract with Wood River Improvement Company completed the construction from Kearney, Nebraska to Callaway, Nebraska, 65.74 miles.

3. OPERATION.

The Wood River Improvement Company, contractors who completed the construction of the railroad, began operation of the property October 1, 1890 under lease of that date and continued operation until September 30, 1892. The property was operated by its own officers from September 30, 1892, until October 13, 1893. On October 13, 1893, receivers were appointed for The Union Pacific Railway Company and the system of railroads owned, operated, leased or controlled by it and this company, being controlled by The Union Pacific Railway Company through stock ownership, went into hands of receivers on that date. The property was operated by receivers from October 13, 1893 until midnight October 31, 1898 when it was surrendered by them to Union Pacific Railroad Company which had purchased the property at foreclosure sale.

4. PRESENT STATUS.

Charter was cancelled November 30, 1909 for non-payment of taxes.

THE KEARNEY AND BLACK HILLS RAILWAY COMPANY (CONTINUED)

5. CHAIN OF TITLE - DISPOSITION.

The railroad property and franchises were sold under foreclosure by Special Master, Sherman E. Day and deeded by him to Union Pacific Railroad Company, the present owner, October 4, 1898.

JUNCTION CITY AND FORT KEARNEY RAILWAY COMPANY.

CHART NO. 13
PLACE NO. 5

1. (a) INCORPORATION.

Junction City and Fort Kearney Railway Company was incorporated under the general laws of the State of Kansas June 29, 1871 when Articles of Incorporation were filed with the Secretary of State of Kansas, to build a railroad and telegraph line from Junction City, Kansas to the Kansas-Nebraska State line. The ultimate purpose was to form a connection with the main line of The Union Pacific Railroad Company at Fort Kearney, Nebraska.

(b) ORGANIZATION.

The Board of Corporators July 10, 1871 elected officers to serve until the election of a Board of Directors. Permanent organization was perfected by the election of officers of the Board of Directors at a meeting held November 29, 1871.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and extended from a connection with the main line of Kansas Pacific Railway Company at Junction City, Kansas, to Concordia, Kansas a distance of 70.86 miles, with a branch from Lawrenceburg, Kansas to Belleville, Kansas a distance of 17.15 miles, a total of 88.01 miles.

(b) CONSTRUCTION.

The main line was constructed between June 29, 1871 and October 22, 1879; on the latter date the last section of the line from Clyde to Concordia was completed. The branch from Lawrenceburg to Belleville was completed November 29, 1884. Following is a statement of the constructed mileage:

TERMINI		MILES OWNED	DATE COMPLETED
FROM	TO		
Junction City, Kansas	Clay Center, Kansas	33.00	1873
Clay Center, Kansas	Clifton, Kansas	16.40	1878
Clifton, Kansas	Clyde, Kansas	5.70	1878
Clyde, Kansas	Concordia, Kansas	15.30	1879
		70.40	

JUNCTION CITY AND FORT KEARNEY RAILWAY COMPANY (CONTINUED)

TERMINI		MILES OWNED	DATE COMPLETED
FROM	TO		
Extension at Concordia, Kansas		.20	1896
Extension at Junction City, Kansas		.20	1891
Rechaining		.06	1883
Total Main Line		70.86	
Lawrenceburg, Kansas	Belleville, Kansas	17.14	1884
Rechaining		.01	1895
Total Branch Line		17.15	
Total of Line		88.01	

3. OPERATION.

In an agreement dated April 9, 1872 between Junction City and Fort Kearney Railway Company and Robert E. Carr and his associates providing for construction of the railroad, this company agreed to execute a lease providing for operation of its completed railroad by Kansas Pacific Railway Company, and on the same day the Board of Directors authorized the execution of this lease "for and during the term of the existence of the charter of this company"; the contract was ratified by the stockholders October 9, 1872. The property was operated in accordance with terms of the above mentioned lease by Kansas Pacific Railway Company from February 13, 1873 until November 21, 1876 when C. S. Greeley and Henry Villard were appointed receivers of Kansas Pacific Railway Company.

An agreement dated May 16, 1877 between this company and C. S. Greeley and Henry Villard, receivers of Kansas Pacific Railway Company provided that the receivers should operate the property of Junction City and Fort Kearney Railway Company, the accounting between this company and the receivers to date from November 21, 1876. Provisions of the agreement were to remain in force for one year unless otherwise terminated; the accounting records of Junction City and Fort Kearney Railway Company, however, indicate that this agreement was in force up to the time of the discharge of the receivers on June 14, 1879.

After the receivers were discharged June 14, 1879 Kansas Pacific Railway Company resumed operation of this property under terms of its former lease and continued operation until February 1, 1880 when The Union Pacific Railway Company (formed January 24, 1880 by the consolidation of Kansas Pacific Railway Company, The Union Pacific Railroad Company and Denver Pacific Railway and Telegraph Company) took over all property and leasehold interests of the constituent companies and continued operation of this property until October 13, 1893. October 13, 1893 receivers were appointed for The Union Pacific Railway Company and the system of railroads owned, operated or controlled by it and this company being controlled by The Union Pacific Railway Company went into the hands of receivers on that date. The property was operated by the receivers from October 13, 1893 until May 31, 1899 when it was surrendered by them to Union Pacific Railroad Company which had purchased the property at foreclosure sale.

4. PRESENT STATUS.

Charter was forfeited by the Charter Board of Kansas, July 21, 1914.

JUNCTION CITY AND FORT KEARNEY RAILWAY COMPANY (CONTINUED)

5. CHAIN OF TITLE - DISPOSITION.

All the physical property, rights and franchises of this company were sold under foreclosure proceedings and the property conveyed by Thomas P. Wilson, Special Master to Union Pacific Railroad Company by deed dated May 29, 1899.

THE LARAMIE, NORTH PARK AND PACIFIC RAILROAD AND TELEGRAPH COMPANY

CHART NO. 29
PLACE NO. 6

1. (a) INCORPORATION.

This company was incorporated under the general laws of the Territory of Wyoming, May 24, 1880, when Articles of Incorporation were filed with the Secretary of Wyoming Territory, to locate, construct, equip, operate and maintain a railroad and telegraph line from Laramie City in Albany County, Wyoming Territory to a point on the southern boundary of the Territory most practicable for a connection with the North Park and Grand River Railroad of Colorado.

(b) ORGANIZATION.

Organization was perfected July 22, 1880 when the Board of Trustees named in Articles of Incorporation, met and elected officers.

2. TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and extended from a connection with the railroad of The Union Pacific Railway Company at Laramie, Wyoming, to Soda Lakes, Wyoming, a distance of 13.36 miles.

(b) CONSTRUCTION.

Construction of 13.36 miles was completed September 1, 1884. March 1900, 11.73 miles of track were taken up and disposed of leaving 1.63 miles in operation.

3. OPERATION.

From the time it was opened for operation, September 1, 1884, the railroad of this company was operated without formal lease or agreement by The Union Pacific Railway Company which accounted for net earnings or income, until February 1893, after which date no regular train schedule was maintained. October 18, 1893 receivers were appointed for The Union Pacific Railway Company and the system of railroads owned, operated, leased or controlled by it, and this Company being affiliated with The Union Pacific Railway Company went into hands of receivers on that date. There is no record of any operation by the receivers.

March 20, 1897 the receivers surrendered possession of the property to its owners, The Laramie North Park and Pacific Railroad and Telegraph Company; the owners did not operate the property.

An agreement dated November 24, 1897 between receivers of The Union Pacific Railway Company and The Laramie North Park and Pacific Railroad and Telegraph Company provided that these receivers should operate and maintain 2.25 miles of the road extending from a connection with the tracks of the former company to an Ice Pond in Laramie River. This agreement was terminated at midnight January 31, 1898 when the Receivers surrendered possession of the property of The Union Pacific Railway Company to Union Pacific Railroad Company which had purchased it at foreclosure sale. The latter company continued partial operation of the property without formal lease after that date until it purchased it on December 20, 1900.

THE LARAMIE, NORTH PARK AND PACIFIC RAILROAD AND TELEGRAPH COMPANY (CONTINUED)

4. PRESENT STATUS.

This company never complied with the provision of the incorporation laws of Wyoming relative to the filing of Agents in the State. Because of this fact the corporate existence is probably terminated although no notice of dissolution was ever filed.

5. CHAIN OF TITLE - DISPOSITION.

All of the physical property, rights and franchises of this company were sold to Union Pacific Railroad Company, the present owner, and transferred by deed dated December 20, 1900.

THE CARBON CUT-OFF RAILWAY COMPANY

CHART NO. 43
PLACE NO. 7

1. (a) INCORPORATION.

This company was incorporated under the general laws of the territory of Wyoming, February 12, 1889, when Articles of Incorporation were filed with the Secretary of Wyoming Territory, to construct and maintain a steam railroad from a point on the main line of The Union Pacific Railway Company at or near Sulphur Springs, Carbon County, Wyoming to a point on the main line of The Union Pacific Railway Company at or near Rawlins, Wyoming, together with branches thereto extending to any coal or mineral deposits in Carbon, Fremont or Sweetwater Counties.

(b) ORGANIZATION.

Organization was perfected February 16, 1889 when the Board of Trustees met and elected officers.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company extended from a point on the main line of The Union Pacific Railway Company at Allen, Wyoming 16.98 miles in a westwardly direction to Hanna, Wyoming with branches 2.08 miles long at Hanna to Mine No. 1 and Mine No. 2. then owned by The Union Pacific Railway Company and afterwards by Union Pacific Coal Company.

(b) CONSTRUCTION.

Construction of the railroad was completed to Hanna November 4, 1889.

Following is a statement of the constructed mileage:

TERMINI		Miles	Date Completed
From	To		
Allen, Wyoming	Hanna, Wyoming	17.16	Nov. 4, 1889
At Hanna, Branch	To Mine No. 1 & No. 2	2.08	Nov. 4, 1889
Total Constructed		19.24	
Main track abandoned at Hanna, Wyoming		.18	1892
Total January 1, 1900		19.06	

3. OPERATION.

The road was operated without formal lease or agreement by The Union Pacific Railway Company, which accounted to The Carbon Cut-Off Railway Company for net earnings or income from November 4, 1889 until October 13, 1893. On the latter date receivers were appointed for The Union Pacific Railway Company and the system of railroads owned, operated, leased or controlled by it, and this company being controlled by The Union Pacific Railway Company went

THE CARBON CUT-OFF RAILWAY COMPANY (CONTINUED)

into hands of receivers on that date. The receivers operated the property until midnight March 10, 1898, when they surrendered possession of the property to its owners, The Carbon Cut-Off Railway Company. After that date it was operated without formal lease or agreement by Union Pacific Railroad Company which accounted to the owners for net earnings or income until December 31, 1899 when the property, sold December 30, 1899 was surrendered to the new owners.

4. PRESENT STATUS.

This company never complied with the provisions of the incorporation laws of Wyoming relative to the filing of agents in the State. Because of this fact the corporation is probably inoperative although no notice of dissolution was ever filed.

5. CHAIN OF TITLE - DISPOSITION.

All the physical property, rights and franchise of this company were sold to Union Pacific Railroad Company, the present owner and transferred by deed dated December 30, 1899.

THE SOUTH OMAHA AND WESTERN RAILROAD COMPANY

CHART NO. 50

PLACE NO. 8

1. (a) INCORPORATION.

The South Omaha and Western Railroad Company was incorporated under the general laws of the State of Nebraska, September 15, 1905, when Articles of Incorporation were filed with the Secretary of State of Nebraska, to acquire, construct, maintain and operate a railroad or railroads in the State of Nebraska, and in such other states and territories as it may acquire the corporate right to enter for that purpose.

(b) ORGANIZATION.

The organization of this company was perfected September 15, 1905, when first officers were elected.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company extended from a connection with the railroad of Union Pacific Railroad Company at Summit, Nebraska, to a connection with the railroad of Union Pacific Railroad Company, at Lane, Nebraska, 11.61 miles.

(b) CONSTRUCTION.

This company constructed 11.61 miles of double tracked railroad of standard gauge during the period from September 15, 1905 to May 17, 1908.

3. OPERATION.

The railroad of this company was opened for operation May 17, 1908 when Union Pacific Railroad Company began operating it under a temporary arrangement which continued in effect until June 15, 1909 when the property was surrendered to and absorbed by its purchaser. The Union Pacific Railroad Company as lessee paid a rental of 5% of invested cost and in addition paid all of the taxes.

4. PRESENT STATUS.

The corporate existence of this company was terminated and its charter surrendered to the State, May 26, 1914.

5. CHAIN OF TITLE - DISPOSITION.

All the physical property, rights and franchises of this company were sold to Union Pacific Railroad Company, the present owner, and transferred by deed dated December 26, 1908. Surrender of the property to the purchaser did not take place until June 15, 1909.

THE TOPEKA & NORTHWESTERN RAILROAD COMPANY

CHART NO. 49

PLACE NO. 9

1. (a) INCORPORATION.

The Topeka & Northwestern Railroad Company was incorporated under the general laws of the State of Kansas June 9, 1904, when Articles of Incorporation were filed with the Secretary of State of Kansas, to construct, maintain and operate a standard gauged railroad and a telegraph line from Topeka, Kansas to Marysville, Kansas.

(b) ORGANIZATION.

Organization was effected by election of first officers, June 9, 1904.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and extended from a connection with the railroad of Union Pacific Railroad Company at Menoken, Kansas to a connection with the railroad of The Leavenworth, Kansas and Western Railway Company at Onaga, Kansas, a distance of 37.50 miles.

(b) CONSTRUCTION.

Construction was commenced shortly after the company was incorporated and was completed to Onaga, Kansas, February 5, 1906, a distance of 37.50 miles.

3. OPERATION.

The road was operated by Union Pacific Railroad Company under a temporary operating agreement from February 5, 1906 the date the road was opened for operation until the property was sold to Union Pacific Railroad Company, May 30, 1908.

4. PRESENT STATUS.

The charter was forfeited by the Charter Board of Kansas, July 21, 1914.

5. CHAIN OF TITLE - DISPOSITION.

All of the physical property, rights and franchises were sold to Union Pacific Railroad Company, the present owner, and were transferred by deed dated May 30, 1908.

CHART NO. 10
PLACE NO. 10

1. (a) INCORPORATION.

The Denver and Boulder Valley Railroad Company was incorporated for a term of twenty years under the general laws of the Territory of Colorado, on August 5, 1870 when articles of incorporation were filed with the Secretary of the Territory of Colorado, to construct, maintain and operate a railroad and telegraph line between Denver and Boulder City in the Territory of Colorado.

(b) ORGANIZATION.

The Trustees to manage the company for the first year were named in the Articles of Incorporation. There is no record of date of organization.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company extended from a point on the railroad of Denver Pacific Railway and Telegraph Company at Hughes (now Brighton), Colorado, to Boulder, Colorado, a distance of 27 miles.

(b) CONSTRUCTION.

Construction was completed as follows:

From Hughes (now Brighton) to Erie	14.00 miles, January 1, 1871
From Erie to Boulder	<u>13.00 miles, September 17, 1873</u>
Total	27.00

3. OPERATION.

Denver Pacific Railway and Telegraph Company began operation of the part of the line from Hughes (now Brighton), Colorado to Erie, Colorado January 1, 1871 and of the part of the line from Erie, Colorado to Boulder, Colorado September 17, 1873 under 99 year lease dated October 19, 1870 and continued to operate the property until April 5, 1878.

April 5, 1878 receivers appointed April 2, 1878 for the Denver Pacific Railway and Telegraph Company took over operation of the property of The Denver and Boulder Valley Railroad Company and continued its operation under the lease of October 19, 1870 until September 27, 1879.

Jay Gould and Russell Sage then Trustees for the bond holders, pursuant to the terms of the default clause of the mortgage of The Denver and Boulder Valley Railroad Company demanded and received possession of the property on September 27, 1878. Jay Gould and Russell Sage authorized the Kansas Pacific Railway Company to operate the property for their account as Trustees and this arrangement continued until February 1, 1880, when the consolidation of Kansas Pacific Railway Company and other companies to form The Union Pacific Railway Company, effected January 24, 1880 became operative. The Union Pacific Railway Company, as successor in interest to the Kansas Pacific Railway Company, carried out the terms of the arrangement of that company with Jay Gould and Russell Sage and continued to operate the property for them in their various relations to it until October 13, 1893 when receivers were appointed for The Union Pacific Railway Company.

THE DENVER AND BOULDER VALLEY RAILROAD COMPANY (CONTINUED)

Thereafter, receivers for the Union Pacific Railway Company by consent of Jay Gould and Russel Sage, owners, operated the property for the latter until July 16, 1894 when the property passed into hands of receivers under court decree following proceedings foreclosing Kansas Pacific Railway Company Consolidated mortgage. Thereafter until March 30, 1898 when the property was deeded to Union Pacific Railroad Company, operation was carried on for receivers of The Denver and Boulder Valley Railroad Company by receivers of The Union Pacific Railway Company.

4. PRESENT STATUS.

Articles of incorporation limit the existence of the company to twenty years from August 5, 1870. There is no available record indicating any action taken to perpetuate the existence of the company beyond the term specified in the Article of Incorporation.

5. CHAIN OF TITLE - DISPOSITION.

Jay Gould and Russel Sage, Trustees for the bond holders, acquired title to the property at foreclosure sale and received title from Special Master Andrew W. Brazee, Master in Chancery of the Circuit Court of the United States, District of Colorado. Deed from the Master was dated June 26, 1882 but report of sale and deed were not actually approved until January 25, 1884. Deed was filed with the County Clerk and recorder, Boulder County, Colorado, January 28, 1884.

Sold under foreclosure to Union Pacific Railroad Company, the present owner, and transferred by deed from W. D. Cornish, Special Master, dated March 30, 1898.

THE SOLOMON RAILROAD COMPANY

CHART NO. 17
PLACE NO. 11

1. (a) INCORPORATION.

The Solomon Railroad Company was incorporated under the general laws of the State of Kansas, August 13, 1877 when Articles of Incorporation were filed with the Secretary of State of Kansas, to construct a railroad from a point on the line of railroad of Kansas Pacific Railway Company at or near Solomon, Kansas by way of Minneapolis, Beloit and Cawker City to Kerwin, Kansas an estimated distance of 150 miles.

(b) ORGANIZATION.

Organization was perfected August 17, 1877 the date on which first officers were elected.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and extended from a connection with the railroad of Kansas Pacific Railway Company at Solomon, Kansas to Beloit, Kansas, a distance of 56.89 miles.

(b) CONSTRUCTION.

Construction was commenced August 13, 1877 and completed October 30, 1879. Following is a statement of the mileage constructed and mileage abandoned.

FROM	TERMINI	: MILES	: DATE
	: TO		: COMPLETED

MILEAGE CONSTRUCTED

Solomon, Kansas	Minneapolis, Kansas	23.00	June 29, 1878
Minneapolis, Kansas	Beloit, Kansas	34.30	October 30, 1879
At Beloit		.10	1882
At Beloit		.04	1884
Extended		.06	July 1, 1900
Total		57.50	

MILEAGE ABANDONED

At Beloit	.40	1881
Location Unknown	.21	1895
Total Mileage Abandoned	.61	

Net Total Mileage 56.89

3. OPERATION.

The railroad of this company was operated by the receivers of Kansas Pacific Railway Company from date construction was completed until June 14,

THE SOLOMON RAILROAD COMPANY (CONTINUED)

1879, and from this date until February 1, 1880, by Kansas Pacific Railway Company. There is no available record of a formal lease or agreement but the operating company accounted to the owners for the net earnings or income.

By terms of the Articles of Consolidation of Kansas Pacific Railway Company, The Union Pacific Railroad Company and Denver Pacific Railway and Telegraph Company, forming The Union Pacific Railway Company, all leasehold interests of those companies passed to the Consolidated Company which continued the operation of the road from February 1, 1880 until October 13, 1893.

October 13, 1893 receivers were appointed for The Union Pacific Railway Company and the system of railroads owned, operated, leased or controlled by it and this company being controlled by The Union Pacific Railway Company went into the hands of receivers on that date. The property was operated by the receivers from October 13, 1893 until April 15, 1898 when possession was surrendered to its owners, The Solomon Railroad. The receivers were discharged by order of the court, April 11, 1898, but operations were carried in their books until April 15, 1898. The property was operated for the owners by Union Pacific Railroad Company from April 15, 1898 until July 21, 1900 without formal lease or agreement.

July 21, 1900 Erastus Young was appointed Receiver and arranged to have the property operated for him by Union Pacific Railroad Company from that date until September 30, 1900 the date on which he, as receiver, surrendered possession of the property to Union Pacific Railroad Company which had acquired it by deed dated September 21, 1900.

4. PRESENT STATUS.

Charter was forfeited by Charter Board of Kansas. July 21, 1914.

5. CHAIN OF TITLE - DISPOSITION.

All the physical property, rights and franchises of this company were sold under foreclosure by Charles E. Clapp, Special Master, to Union Pacific Railroad Company, the present owner, and transferred by deed dated September 21, 1900.

CENTRAL PACIFIC RAILWAY COMPANY

CHART NO. 16

PLACE NO. 12

The Central Pacific Railway Company under agreement dated June 13, 1875 between it and The Union Pacific Railroad Company (a predecessor in interest of the respondent company) leased for a period of 999 years that portion of the main line of The Union Pacific Railroad Company which extended from the crossing of it by the main line of Utah Central Railroad at Ogden to a point five miles west.

The lease provides for the assumption of all maintenance expenses by the Central Pacific Railway Company which also pays taxes and an annual rental. The lease provides for the return of the railroad in good condition on termination of the lease.

This portion of the property of The Union Pacific Railroad Company followed the remainder of the property through successive steps into the possession of the respondent Company.

CHART NO. 31
PLACE NO. 13

1. (a) INCORPORATION.

This company was formed by consolidation of The Kansas and Southwestern Railway Company and The Salina and Southwestern Railway Company on December 21, 1880. The Articles of Consolidation were filed with the Secretary of State of Kansas, February 24, 1881.

(b) ORGANIZATION.

First officers of this company were named in the Articles of Consolidation.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and extended from a connection with the railroad of The Union Pacific Railway Company at Salina, Kansas to Mc Pherson, Kansas, a distance of 35.46 miles.

(b) CONSTRUCTION.

This company acquired at consolidation from:-

The Salina and Southwestern Railway Company, a line of railroad of standard gauge 20.83 miles long extending from Salina, Kansas to Lindsborg, Kansas,

The Kansas and Southwestern Railway Company, a line of railroad of standard gauge 14.63 miles long extending from Lindsborg, Kansas to Mc Pherson, Kansas.

The railroad as originally constructed extended from a connection with the main line of Kansas Pacific Railway Company (later The Union Pacific Railway Company) west of Salina, Kansas. About 1882 a new connection was made with the main line of The Union Pacific Railway Company east of the depot at Salina, Kansas, and a line was constructed therefrom to a connection with the original main line 3.20 miles south of Salina. As a result of this construction 3.18 miles of the original line were abandoned.

Following is a statement of mileage acquired and mileage constructed:

Acquired at consolidation:

Salina, Kansas to Mc Pherson, Kansas	35.46 Miles
--------------------------------------	-------------

Construction:

At Salina, Kansas- Change of Line (1882)	3.20	"
Total - - - - -	38.66	"

Abandoned:

At Salina, Kansas - Account change of Line (1882)	3.18	"
At Mc Pherson, Kansas (Date Unknown)	.02	"
Total Abandoned - - -	3.20	"

Net Total - - - - -	35.46	"
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SALINA AND SOUTH WESTERN RAILWAY COMPANY (CONTINUED)

3. OPERATION.

The railroad of this company was operated by The Union Pacific Railway Company without formal lease or agreement from December 21, 1880 until October 13, 1893. October 13, 1893 receivers were appointed for The Union Pacific Railway Company and the system of railroads owned, operated, leased or controlled by it and this company being controlled by The Union Pacific Railway Company went into the hands of receivers on that date. The property was operated by the receivers from October 13, 1893 until midnight April 15, 1898 when the receivers surrendered possession of the property to its owners Salina and South Western Railway Company. The property was operated by Union Pacific Railroad Company without formal lease or agreement from April 15, 1898 until July 13, 1900. Erastus Young was appointed receiver July 13, 1900 and he arranged with Union Pacific Railroad Company to operate the road for him; this operating arrangement continued until midnight September 30, 1900 when he surrendered possession of the property to Union Pacific Railroad Company which had purchased it at foreclosure sale, securing title by deed dated September 21, 1900.

4. PRESENT STATUS.

Charter was forfeited by Charter Board of Kansas, July 21, 1914.

5. CHAIN OF TITLE - DISPOSITION.

All the physical property, rights and franchises of this company were sold under foreclosure by Charles E. Clapp, Special Master, et al, to Union Pacific Railroad Company, the present owner, and transferred by deed dated September 21, 1900.

THE UNION PACIFIC LINCOLN AND COLORADO RAILWAY COMPANY

CHART NO. 42
PLACE NO. 14

1 (a) INCORPORATION.

The Union Pacific Lincoln and Colorado Railway Company was formed by consolidation of The Union Pacific, Lincoln and Colorado Railway Company in Kansas, and The Union Pacific Lincoln and Colorado Railway Company in Colorado August 1, 1888 when Articles of Consolidation were signed. The Articles of Consolidation were filed with the Secretary of State of Kansas November 5, 1888 and with the Secretary of State of Colorado October 6, 1888.

(b) ORGANIZATION.

The first officers of the company were named in the Articles of Consolidation and organization was perfected when Articles of Consolidation were signed.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and extended from a connection with the main line of The Union Pacific Railway Company at Salina, Kansas to Colby, Kansas, a distance of 203.39 miles, and from Colby, Kansas to a connection with the main line of The Union Pacific Railway Company at Oakley Kansas, a distance of 21.96 miles, making a total of 225.35 miles.

(b) CONSTRUCTION.

The property of the two companies that consolidated to form The Union Pacific Lincoln and Colorado Railway Company consisted of the following:

The Union Pacific Lincoln and Colorado Railway Company in Kansas: a line of railroad extending from a connection with main line of The Union Pacific Railway Company at Salina, Kansas to Waldo, Kansas, 73.16 miles; a line of railroad extending from a connection with the main line of The Union Pacific Railway Company at Oakley, Kansas to Colby, Kansas, 21.96 miles; a partly constructed railroad extending westward from Waldo, Kansas toward Colby, Kansas; and a railroad grade extending a few miles westward from Colby, Kansas toward the Kansas-Colorado State Line which to date of valuation has never been completed by any company.

The Union Pacific Lincoln and Colorado Railway Company in Colorado:- This company had surveyed lines from the Kansas-Colorado State Line to a connection with the main line of The Union Pacific Railway Company at River Bend, Colorado and at Byers, Colorado. Some right of way had been purchased and some grading done on the projected line to River Bend. The construction of the road in the State of Colorado was never completed and afterwards the project was abandoned.

Following is a statement of mileage of railroad acquired at consolidation, mileage of railroad constructed by this company and changes in mileage during the life of the company:

THE UNION PACIFIC LINCOLN AND COLORADO RAILWAY COMPANY (CONTINUED)

Termini		Description	Mileage		Date
From	To		Acquired:	or : Constructed:Abandoned:	
Salina, Kas.	Waldo, Kas.	Acquired from The Union Pacific Lincoln and Colorado Railway Company in Kansas.	73.16		
Waldo, Kas.	West line of Plainville Twp. Kansas)Partly constructed)line acquired from)The U.P.L. & C.Ry.)Co. in Kansas and construction completed	34.39		11-11-88
West Line Plainville Twp. Kas.	Colby, Kas.)by this company)	96.52		11-11-88
			204.07		
Oakley, Kas.	Colby, Kas.	Acquired from The Union Pacific Lincoln and Colorado Ry. Co. in Kansas	21.96		
			226.03		
Salina, Kas.		Change of line.	1.67	1.72	1890
Colby, Kas.		Main Track Taken up		.04	1890
Colby, Kas.		Main Track Taken up		.03	1890
Colby, Kas.		Main Track Transferred to Side Track		.56	1890
			227.70	2.35	

Net Total mileage at date property was sold to Union Pacific Railroad Company

225.35

3 .OPERATION.

The constructed mileage acquired at Consolidation, 95.12 miles, was operated without formal lease or agreement from August 1, 1888 until November 7, 1888 by The Union Pacific Railway Company, which accounted for net earnings or income. November 7, 1888 an operating and traffic agreement was entered into with The Union Pacific Railway Company, and the operative property acquired at date of consolidation together with that subsequently constructed was operated under that agreement by The Union Pacific Railway Company until October 13, 1893. October 13, 1893 receivers were appointed for The Union Pacific Railway Company and the system of roads owned, operated or leased by it, this company being controlled by The Union Pacific Railway Company went into hands of Receivers on that date. The receivers operated the property from October 13, 1893, until October 31, 1898, when they surrendered possession of the property to Union Pacific Railroad Company which had purchased it at foreclosure sale, securing title under deed dated October 4, 1898.

THE LEAVENWORTH, KANSAS AND WESTERN RAILWAY COMPANY

CHART NO. 47

PLACE NO. 15

1. (a) INCORPORATION.

The Leavenworth, Kansas and Western Railway Company was incorporated under the general laws of the State of Kansas, September 13, 1897 when Articles of Incorporation were filed with the Secretary of State of Kansas, to acquire, own and operate the railroad and telegraph line formerly the property of Kansas Central Railroad Company.

(b) ORGANIZATION.

The date of organization is unknown.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and extended from Leavenworth, Kansas to Miltonvale, Kansas, a distance of 166.37 miles. Of this mileage 165.33 miles were owned and operated and 1.04 miles were operated under trackage rights. The mileage operated under trackage rights consists of 0.57 miles of track at Valley Falls owned by the Atchison, Topeka and Santa Fe Railway Company; 0.32 miles of track at Onaga owned by Union Pacific Railroad Company (constructed by The Topeka and Northwestern Railroad Company and later purchased by Union Pacific Railroad Company), and 0.15 miles of track at Leavenworth, Kansas, owned by the Leavenworth Union Depot Company.

(b) CONSTRUCTION.

The property conveyed to this company by deed dated September 27, 1897 consisted of the property and rights of the Kansas Central Railroad Company which were a standard gauged railroad extending from Leavenworth, Kansas to Miltonvale, Kansas, and certain trackage rights.

Following is a statement of mileage acquired, and modifications thereto by this company:

Termini		Description	Mileage of Track			Date Completed
From	To		Operated and Owned	Operated and Not Owned	Total	

Mileage of Main Track Acquired from Kansas Central Railroad Company:

Leavenworth,	Miltonvale,			
Kansas	Kansas	165.34	.72	166.06

THE LEAVENWORTH, KANSAS AND WESTERN RAILWAY COMPANY (CONTINUED)

Termini		Description	Mileage of Track				Date
From	To		Operated	Operated	Total	Com	
			and	Not			
			Owned	Owned			
Carried Forward - - - - -			165.34	.72	166.06		
Changes in Mileage resulting in an Addition to the Main Track:							
Leavenworth, Kansas		Extension of Main Track to Center of Chestnut Street	.31		.31		
Onaga, Kan- sas		Acquirement of track- age rights over por- tion of The Topeka & Northwestern Railroad Company main line for use as main line in lieu of track transferred from main to side track classification.		.32	.32	1906	
			165.65	1.04	166.69		
Changes in Mileage resulting in a Deduction to Main track:							
Onaga, Kan- sas		Deduction from owned main line mileage account transfer to classification of side track mileage	.32		.32	1906	
Net Total Mileage - - - - -			165.33	1.04	166.37		

3. OPERATION.

This company operated its own property from the date of organization until May 31, 1908, when the property was turned over to Union Pacific Railroad Company which had acquired it by deed dated May 25, 1908.

4. PRESENT STATUS.

Charter was forfeited by the Charter Board of Kansas, July 21, 1914.

5. CHAIN OF TITLE - DISPOSITION.

All of the physical property, rights and franchises of this company were sold to Union Pacific Railroad Company, the present owner, and transferred by deed dated May 25, 1908.

HENRY BUDGE, JOHN KENNEDY TOD AND EDWARD C. HENDERSON

CHART NO. 48
PLACE NO. 16

1. INCORPORATION.

On November 25, 1898, Henry Budge, John Kennedy Tod and Edward C. Henderson purchased at foreclosure sale from Special Master, Marshall E. Johnson, all of the physical property, rights, franchises, etc. of The Union Pacific Denver and Gulf Railway Company.

2. (a) TERMINI AND DESCRIPTION.

That part of the railroad purchased from The Union Pacific, Denver and Gulf Railway Company known as the Julesburg Branch which extends from Julesburg, Colorado to La Salle, Colorado 151.53 miles (standard gauge) is the only part that is now the property of Union Pacific Railroad Company.

(b) CONSTRUCTION.

No construction work was performed during the regime of Henry Budge, John Kennedy Tod and Edward C. Henderson.

3. OPERATION.

The property was operated for Henry Budge, John Kennedy Tod and Edward C. Henderson, during their regime by receiver of The Union Pacific Denver and Gulf Railway Company.

4. PRESENT STATUS.

The relation of Henry Budge, John Kennedy Tod and Edward C. Henderson as individuals and sole owners to this property ceased when they transferred the property they had purchased at foreclosure sale to Union Pacific Railroad Company February 6, 1899.

5. CHAIN OF TITLE - DISPOSITION.

February 6, 1899 Henry Budge, John Kennedy Tod and Edward C. Henderson conveyed by deed to Union Pacific Railroad Company, the present owner, that portion of the railroad of The Union Pacific, Denver and Gulf Railway Company, known as Julesburg Branch, extending from Julesburg, Colorado to La Salle, Colorado, 151.53 miles.

OMAHA AND REPUBLICAN VALLEY RAILWAY COMPANY

CHART NO. 38
PLACE NO. 17

1. (a) INCORPORATION.

Omaha and Republican Valley Railway Company was formed by the consolidation of The Omaha and Republican Valley Railway Company of Nebraska and Blue Valley Railway Company February 3, 1887. The Articles of Consolidation were filed with the Secretary of State of Nebraska and with the Secretary of State of Kansas, February 14, 1887.

(a) ORGANIZATION.

The first officers were named in the Articles of Consolidation. The Articles of Consolidation went into effect and the organization was perfected the date on which the articles were signed, February 3, 1887.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was all of standard gauge and was made up of the following lines of railroad:

TERMINI		MILEAGE			
From	To	Owned & Operated	Jointly Owned & operated	Operated & not owned	Total operated
Valley, Neb.	Stromsburg, Neb.	90.37			90.37
Valparaiso, Neb.	Kas.-Neb. State Line	84.34			84.34
Blue Springs Junction, Neb.	Blue Springs, Neb.	.67			.67
Kansas-Neb. State Line	Manhattan, Kas.	67.60		.09	67.69
Grand Island, Neb.	Ord, Neb.	60.77			60.77
Scotia Junction, Neb.	Scotia, Neb.	1.37			1.37
St. Paul, Neb.	Loup City, Neb.	39.40			39.40
Boelus, Neb.	Pleasanton, Neb.	22.06			22.06
Columbus, Neb.	Norfolk, Neb.	50.00	.37		50.37
Oconee, Neb.	Albion, Neb.	34.54			34.54
Genoa, Neb.	Cedar Rapids, Neb.	30.55			30.55
		481.67	.37	.09	482.13

(b) CONSTRUCTION.

This company acquired at consolidation: from The Omaha and Republican Valley Railway Company of Nebraska 391.58 miles of road owned and a half interest in 0.31 miles of track at Norfolk, Nebraska owned jointly with the Chicago, St. Paul Minneapolis and Omaha Railway Company; and from Blue Valley Railway Company

OMAHA AND REPUBLICAN VALLEY RAILWAY COMPANY (CONTINUED)

67.75 miles of road owned and a trackage right over 0.09 miles of main track at Marysville, Kansas owned by The St. Joseph and Western Railroad Company (now the St. Joseph and Grand Island Railroad Company). A line of railroad was constructed from Boelus, Nebraska to Pleasanton, Nebraska (22.06 miles) and some minor changes and extensions were made. Following is a detail of the mileage acquired, mileage constructed and changes in mileage:

TERMINI		: Mileage acquired or constructed :					: Date
From	To:	: Owned	: Jointly	: Operated:	: not	: Total:	
		: Description: and : Owned & : Operated: Operated: Owned :					: Completed

Acquired at Consolidation fromThe Omaha and Republican Valley Railway Company of Nebraska

Valley, Neb.	Stromsburg, Neb.	90.37				90.37	Febr. 3, 1887
Valparaiso, Neb.	Nebraska-Kans. State Line	84.34				84.34	
Blue Springs Junction, Neb.	Blue Springs, Neb.	.67				.67	
Grand Island, Neb.	Ord, Neb.	60.77				60.77	
Scotia Junction, Neb.	Scotia, Neb.	1.37				1.37	
St. Paul, Neb.	Loup City, Neb.	39.40				39.40	
Columbus, Neb.	Norfolk, Neb.	49.81	.31			50.12	
Oconee, Neb.	Albion, Neb.	34.40				34.40	
Genoa, Neb.	Cedar Rapids, Neb.	30.45				30.45	
		391.58	.31			391.89	

Acquired at Consolidation from Blue Valley Railway Company

Kansas-Neb. State Line	Manhattan, Kas.	67.75		.09	67.84	Febr. 3, 1887
Total Mileage acquired at Consolidation.		459.33	.31	.09	459.73	

Construction by this Company

Boelus, Neb.	Nantasket, Neb.	9.53			9.53	1887
Nantasket, Neb.	Pleasanton, Neb.	12.53			12.53	Mch. 1, 1890
Total Mileage Constructed		22.06			22.06	

Small additions, Line changes, etc., resulting in additional mileage.

At Norfolk, Nebraska	1/2 interest relinquished to C. St. P. M. & O	.06			.06	1898
Oconee, Neb.	Albion, Neb. Extension at Albion and Rechainning	.14			.14	1885-87

TERMINI		Mileage acquired or constructed:					Date
From	To	Description:	Owned	Jointly owned &	Operated:	Not	
			Operated:	operated:	Owned		Completed
Small additions, Line changes, etc., resulting in additional mileage (cont'd).							
Genoa, Neb.	Cedar Rapids, Neb.	Rechainning	.10				.10 1887
Columbus, Neb.	Norfolk, Neb.	Unknown	.25				.25 1887
	Total changes		.49	.06			.55
	Totals		481.88	.37	.09		482.34
Mileage abandoned							
At Norfolk, Nebraska		1/2 interest relinquished to C. ST. P. M. & O.	.06				.06 1898
Kansas-Nebraska State Line	Manhattan, Kas.	Change of line at Rocky Ford, Kas. Rechainning	.15				.15 1887-89
	Total Deductions		.21				.21
	Net Total Mileage		481.67	.37	.09		482.13

In addition to the above mileage of railroad the Omaha and Republican Valley Railway Company made surveys for a number of proposed lines in Nebraska, partly constructed grades from Albion, Nebraska toward Wheeler, Nebraska, from Pleasanton, Nebraska toward Pilot, Nebraska and from Pilot, Nebraska toward Arnold, Nebraska; and it also partly constructed a railroad about 65 miles long extending from a connection with the main line of The Union Pacific Railway Company at Kearney, Nebraska to Milldale, Nebraska.

3. OPERATION.

The railroad of this company was operated without formal lease or agreement by The Union Pacific Railway Company which accounted for net earnings or income until October 13, 1893. October 13, 1893 receivers were appointed for The Union Pacific Railway Company and the system of railroads owned or controlled by it and this company being controlled by The Union Pacific Railway Company went into hands of receivers on that date. The road was operated by the Receivers until October 31, 1898 on which date they surrendered possession of the property to Union Pacific Railroad Company which had purchased it at foreclosure sale and had received title to it by deed dated October 4, 1898.

Accounts of operation by The Union Pacific Railway Company of the property of Blue Valley Railway Company were taken up on this company's books beginning with January 1, 1887 although this company was not formed by consolidation until February 3, 1887.

4. PRESENT STATUS.

Charter was cancelled November 30, 1909 for non-payment of taxes.

5. CHAIN OF TITLE - DISPOSITION.

The partially constructed railroad extending from Kearney, Nebraska to Milldale, Nebraska was sold to The Kearney and Black Hills Railway Company and

OMAHA AND REPUBLICAN VALLEY RAILWAY COMPANY (CONTINUED)

was transferred by deed dated May 1, 1890.

All other physical property, rights and franchises were sold under foreclosure to Union Pacific Railroad Company, the present owner and transferred by deeds from Special Master N. H. Dunnell, et al. and Special Master Sherman E. Day, et al., October 4, 1898.

THE SALINA AND SOUTHWESTERN RAILWAY COMPANY

CHART NO. 18
PLACE NO. 18

1. (a) INCORPORATION.

The Salina and Southwestern Railway Company was incorporated under the general laws of the State of Kansas December 18, 1878 when Articles of Incorporation were filed with the Secretary of State of Kansas, to construct and maintain a standard gauged railway and a telegraph line from Salina to Lindsborg, Kansas, a distance of 25 miles.

(b) ORGANIZATION.

Organization was perfected December 29, 1878 the date on which the Board of Directors elected officers.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and extended from a connection with the railroad of Kansas Pacific Railway Company at Salina, Kansas to Lindsborg, Kansas, a distance of 20.83 miles.

(b) CONSTRUCTION.

The railroad of this Company was constructed during the period from December 18, 1878 to July 3, 1879.

3. OPERATION.

The railroad of this company was operated by Kansas Pacific Railway Company without formal lease or agreement from July 3, 1879 to January 17, 1880; on the latter date an agreement was entered into between the two companies providing that the Kansas Pacific Railway Company should operate the property and account to this company for the receipts or revenues and net earnings. On February 1, 1880 The Union Pacific Railway Company assumed all leasehold interests of Kansas Pacific Railway Company and continued to operate this property until it was consolidated with The Kansas and Southwestern Railway Company, December 21, 1880.

4. PRESENT STATUS.

The corporate existence ceased at date of its consolidation December 21, 1880.

5. CHAIN OF TITLE - DISPOSITION.

This company consolidated with The Kansas and Southwestern Railway Company, December, 21, 1880 to form Salina and South Western Railway Company.

The physical property, rights and franchises of Salina and South Western Railway Company were sold under foreclosure proceedings to Union Pacific Railroad Company, the present owner, and transferred by deed dated September 21, 1900.

THE KANSAS AND SOUTHWESTERN RAILWAY COMPANY

CHART NO. 22
PLACE NO. 19

1. (a) INCORPORATION.

The Kansas and Southwestern Railway Company was incorporated under the general laws of the State of Kansas, July 15, 1879 when Articles of Incorporation were filed with the Secretary of State of Kansas, to construct, operate and maintain a standard gauged railroad and a telegraph line from Lindsborg, Kansas to the south line of the State of Kansas.

(b) ORGANIZATION.

Organization was perfected August 16, 1879 when the Board of Directors met and elected officers.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and extended from Lindsborg, Kansas to Mc Pherson, Kansas, a distance of 14.63 miles.

(b) CONSTRUCTION.

The railroad of this company was constructed during the period from July 15, 1879 to December 29, 1879.

3. OPERATION.

The railroad of this company was operated by Kansas Pacific Railway Company without formal lease or agreement from December 29, 1879 to February 1, 1880 and by The Union Pacific Railway Company from February 1, 1880 until the consolidation of this company with The Salina and Southwestern Railway Company, December 21, 1880 to form Salina and South Western Railway Company.

4. PRESENT STATUS.

The corporate existence ceased upon its consolidation December 21, 1880.

5. CHAIN OF TITLE - DISPOSITION.

This company consolidated with The Salina and Southwestern Railway Company on December 21, 1880 to form Salina and South Western Railway Company.

The physical properties, rights and franchises of Salina and South Western Railway Company were sold under foreclosure proceedings to Union Pacific Railroad Company, the present owner, and transferred by deed dated September 21, 1900.

THE UNION PACIFIC LINCOLN AND COLORADO RAILWAY COMPANY IN KANSAS.

CHART NO. 41
PLACE NO. 20

1. (a) INCORPORATION.

The Union Pacific, Lincoln and Colorado Railway Company in Kansas, was incorporated under the general laws of the State of Kansas June 8, 1888 when Articles of Incorporation were filed with the Secretary of State of Kansas, to construct a railroad of standard gauge from Salina, Saline County, Kansas to west line of the State of Kansas; from Oakley, Logan County, Kansas to the State line of Kansas in Cheyenne County; from Clay Center in Clay County westwardly to a junction with the line from Salina, Kansas to the State Line, and other branches, a total estimated distance of thirteen hundred and fifty miles.

(b) ORGANIZATION.

Organization of this company was perfected July 23, 1888 when first officers were elected.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company consisted of a line of railroad extending from a connection with the main line of The Union Pacific Railway Company at Salina, Kansas to Waldo, Kansas a distance of 73.16 miles; a partly constructed railroad extending from Waldo, Kansas toward Colby, Kansas; a line of railroad extending from a connection with the main line of The Union Pacific Railway Company at Oakley, Kansas to Colby, Kansas a distance of 21.96 miles; and a partly constructed railroad extending westward from Colby, Kansas, toward the Kansas-Colorado State Line.

(b) CONSTRUCTION.

This company did not complete construction of any railroad. It acquired its physical property through the merger into it of three other Companies of which it purchased all the capital stock. The property acquired was as follows:

From Salina, Lincoln and Western Railway Company, a line of railroad extending from Salina, Kansas a distance of 73.16 miles to Waldo, Kansas and a partly constructed railroad extending from Waldo to the west line of Plainville Township, Kansas.

From The Lincoln and Colorado Railway Company a partly constructed railroad extending from the west line of Plainville Township toward Colby, Kansas, and a railroad grade extending a few miles westward from Colby.

From Oakley and Colby Railway Company, a line of railroad extending from Oakley a distance of 21.96 miles to Colby, Kansas.

3. OPERATION.

The railroad of this company was operated without formal lease or agreement by The Union Pacific Railway Company which turned over or accounted for net earnings or income to the owners until August 1, 1888.

THE UNION PACIFIC, LINCOLN AND COLORADO RAILWAY COMPANY IN KANSAS (CONTINUED)

4. PRESENT STATUS.

The corporate existence ceased on the execution of the Articles of Consolidation forming The Union Pacific, Lincoln and Colorado Railway Company August 1, 1888.

5. CHAIN OF TITLE - DISPOSITION.

The Union Pacific, Lincoln and Colorado Railway Company in Kansas consolidated with The Union Pacific, Lincoln and Colorado Railway Company in Colorado August 1, 1883 to form The Union Pacific Lincoln and Colorado Railway Company.

The physical properties, rights and franchises of The Union Pacific, Lincoln and Colorado Railway Company were sold under foreclosure proceedings to Union Pacific Railroad Company, the present owner, October 4, 1898.

THE UNION PACIFIC, LINCOLN AND COLORADO RAILWAY COMPANY IN COLORADO

CHART NO. 40
PLACE NO. 21

1. (a) INCORPORATION.

The Union Pacific, Lincoln and Colorado Railway Company in Colorado was incorporated under the general laws of the State of Colorado, June 8, 1888 when Articles of Incorporation were filed with the Secretary of State of Colorado, to build and operate a railroad of standard gauge with branches, from the eastern boundary of the State of Colorado to Denver, Colorado.

(b) ORGANIZATION.

The date of organization is unknown.

2. (a) TERMINI AND DESCRIPTION.

No construction was completed.

(b) CONSTRUCTION.

Surveys were made from the Colorado-Kansas State Line westward to River Bend, Colorado and to Byers, Colorado both on the main line of The Union Pacific Railway Company. Some right of way was purchased and some grading done on the projected line to River Bend, Colorado.

3. OPERATION.

None.

4. PRESENT STATUS.

Corporate existence ceased on execution of Articles of Consolidation forming The Union Pacific, Lincoln and Colorado Railway Company August 1, 1888.

5. CHAIN OF TITLE - DISPOSITION.

This company consolidated with The Union Pacific, Lincoln and Colorado Railway Company in Kansas August 1, 1888 to form The Union Pacific, Lincoln and Colorado Railway Company.

The physical property, rights and franchises of The Union Pacific, Lincoln and Colorado Railway Company were sold under foreclosure proceedings to Union Pacific Railroad Company, the present owner, October 4, 1898.

KANSAS CENTRAL RAILROAD COMPANY

CHART NO. 19
PLACE NO. 22

1. (a) INCORPORATION.

Kansas Central Railroad Company was incorporated under the general laws of the State of Kansas April 15, 1879, when Articles of Incorporation were filed with the Secretary of State of Kansas, to take over, own, operate, and maintain the railroad heretofore constructed and owned by The Kansas Central Railway Company, and to locate, construct and operate a line of railroad from Onaga, Kansas to the western boundary line of the State of Kansas, with a branch from Pottawatomie County to the northern boundary of Kansas, an estimated distance of 450 miles, including a telegraph line along all the said railroad and its branches.

(b) ORGANIZATION.

The Corporators met April 16, 1879 and formed a temporary organization. Permanent organization was perfected April 22, 1879, when the Board of Directors named in the Articles of Incorporation met and elected officers.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company all of which was of standard gauge extended from a connection with railroad of the Missouri Pacific Railway Company at Leavenworth, Kansas to a connection with the railroad of the Atchison, Topeka and Santa Fe Railroad Company at Valley Falls, Kansas and from a connection with the railroad of the Atchison, Topeka and Santa Fe Railroad Company at Valley Falls, Kansas, to Miltonvale, Kansas, making a total of 165.34 miles of track owned. In addition the company had trackage rights over 0.57 miles of track of standard gauge belonging to the Atchison, Topeka and Santa Fe Railroad Company at Valley Falls, Kansas and 0.15 miles of track of standard gauge owned by Leavenworth Union Depot Company at Leavenworth, Kansas. A total of 166.06 miles of railroad was operated.

(b) CONSTRUCTION.

This company purchased from C. K. Garrison and L. T. Smith the former property of The Kansas Central Railway Company which was a railroad of narrow gauge 80.64 miles long extending from a connection with the main track of the Missouri Pacific Railway Company north of Leavenworth, Kansas to a connection with the main track of the Atchison, Topeka and Santa Fe Railroad Company at Valley Falls, Kansas and from a connection with the main track of the Atchison, Topeka and Santa Fe Railroad Company at Valley Falls, Kansas to Onaga, Kansas. In addition the Kansas Central Railway Company had trackage rights over 1.19 miles of standard gauged track of the Missouri Pacific Railway Company at Leavenworth, Kansas and over 0.47 miles of standard gauged track of the Atchison, Topeka and Santa Fe Railroad Company at Valley Falls, Kansas, on which it had placed a third rail, and these rights, acquired by Garrison and Smith, were transferred to Kansas Central Railroad Company.

KANSAS CENTRAL RAILROAD COMPANY (CONTINUED)

After this company purchased this property the road was extended from Onaga, Kansas to Miltonvale, Kansas. In 1889 and 1890 the road was changed from narrow to standard gauge.

Following is a statement of the mileage of track purchased, mileage of track constructed by this company and a detail of minor changes, additions and abandonments made.

TERMINI		:	:	:	:	To- :
		:	:	Owned :	Operated:	tal : Date
		:	:	& :	Not :	Oper-: Com-
From	To	:	Description:	Operated:	Owned :	ated : pleted

Mileage purchased from C. K. Garrison and L. T. Smith

Leavenworth, Kas.	Onaga, Kansas	80.64		
At Leavenworth, Kansas	Missouri Pacific Track	1.19		
At Valley Falls, Kansas	A.T. & S.F. Track	.47	82.30	

Mileage Constructed

Onaga, Kas.	Blaine, Kas.	13.20	13.20	1879
Blaine, Kas.	Holton, Kas.	20.80	20.80	1880
Holton, Kas.	Clay Center, Kas.	80.60	30.60	1881
Clay Center, Kas.	Miltonvale, Kas.	18.70	18.70	1882
		163.94	1.66	165.60

Minor additions and corrections resulting in Additional Mileage

Leavenworth, Kas.	Miltonvale, Kas.	Unknown difference added to agree with reported mileage of completed road.	.54	.54	1882
At Valley Falls, Kansas.		Additional A.T. & S.F. track	.10	.10	1882
Leavenworth, Kas.	Junction No. of Leavenworth	3 rail track constructed	1.13	1.13	1883
At Miltonvale, Kansas		Extension of Main Track	.05	.05	1885-1888
At Leavenworth, Kansas		Yard changes in connection with construction of Union Depot	.03	.03	1890

KANSAS CENTRAL RAILROAD COMPANY (CONTINUED)

TERMINI		Description	Owned & Operated		To-Total Oper-Com- datedpleted		Date
From	To		Owned	Operated	Owned	Operated	
At Leavenworth, Kansas		Transferred to Leavenworth Union Depot Company			.15	.15	1890
			1.75	.25		2.00	
	Total of above items		165.69	1.91		167.60	
Minor changes resulting in a decrease in mileage							
At Valley Falls, Kansas		Line change	.06			.06	1882
At Leavenworth, Kansas		Use of Missouri Pacific track abandoned		1.19		1.19	1883
At Miltonvale, Kansas		Abandoned	.12			.12	1890
At Leavenworth, Kansas		Transferred to Leavenworth Union Depot Company	.15			.15	1890
At Miltonvale, Kansas		Abandoned	.02			.02	1892
	Total deductions		.35	1.19		1.54	
	Net Total Mileage		165.34	.72		166.06	

3. OPERATION.

This company operated its own property until December 31, 1881. After this date it was operated by The Union Pacific Railway Company without formal lease or agreement until October 13, 1893. October 13, 1893, receivers were appointed for The Union Pacific Railway Company and the system of railroads owned, operated or controlled by it and this company being controlled by The Union Pacific Railway Company went into hands of Receivers on that date and thereafter the property was operated by the receivers until midnight October 1, 1897 when the receivers surrendered possession of the property to The Leavenworth, Kansas and Western Railway Company which had purchased the property at foreclosure sale, securing title by deed dated September 24, 1897.

4. PRESENT STATUS.

The charter was forfeited by the Charter Board of Kansas, July 21, 1914.

5. CHAIN OF TITLE - DISPOSITION.

All of the physical property, rights and franchises of this company were sold under foreclosure and transferred by deed dated September 24, 1897, given by Hiram P. Dillon, Special Master et. al. to The Leavenworth, Kansas and Western Railway Company.

The physical property, rights and franchises of The Leavenworth, Kansas and Western Railway Company were sold to Union Pacific Railroad Company the present owner and transferred by deed dated May 25, 1908.

THE UNION PACIFIC, DENVER AND GULF RAILWAY COMPANY

CHART NO. 44

PLACE NO. 23

1. (a) INCORPORATION.

The Union Pacific, Denver and Gulf Railway Company was formed by the consolidation of Colorado Central Rail Road Company; The Georgetown, Breckenridge and Leadville Railway Company; The Denver and Middle Park Railroad Company; The Denver, Marshall and Boulder Railway Company; The Greeley, Salt Lake and Pacific Railway Company; The Denver, Texas and Gulf Railroad Company; The Denver, Texas and Fort Worth Railroad Company; The Road Canon Railroad Company; The Chicosa Canon Railway Company; The Canon De Agua Railroad Company; The Colorado Central Railroad Company of Wyoming, and The Cheyenne and Northern Railway Company on March 18, 1890. The Articles of Consolidation were filed with the Secretary of State of Colorado April 1, 1890.

(b) ORGANIZATION.

The first officers of the company were named in the Articles of Consolidation.

2. (a) TERMINI AND DESCRIPTION.

That part of the railroad of The Union Pacific, Denver and Gulf Railway Company extending from a connection with the main track of The Union Pacific Railway Company at Julesburg, Colorado, to a connection with the main track of The Union Pacific Railway Company at La Salle, Colorado a distance of 151.53 miles known as the Julesburg Branch all of which was of standard gauge, is the only part now owned by Union Pacific Railroad Company and is the only part of this company's property covered by this corporate history.

(b) CONSTRUCTION.

This company acquired at consolidation from Colorado Central Rail Road Company a number of lines of railroad in the state of Colorado among which was the Julesburg Branch, 151.48 miles in length, later acquired by Union Pacific Railroad Company, the present owner. No new construction work was done on this branch except that an extension of .05 miles of track was made at La Salle, Colorado in 1892.

3. OPERATION.

The Julesburg Branch was operated for The Union Pacific, Denver and Gulf Railway Company from date of its acquirement to October 13, 1893 by The Union Pacific Railway Company without formal lease.

October 13, 1893 receivers were appointed for The Union Pacific Railway Company and the system of railroads owned, controlled or leased by it and this company being controlled by The Union Pacific Railway Company went into hands of Receivers on that date. These receivers operated the property until December 18, 1893 when Mr. Frank Trumbull was appointed sole receiver for The Union Pacific, Denver and Gulf Railway Company.

The Julesburg Branch was turned over with the other property to Frank Trumbull, December 18, 1893 and was operated by him as receiver until

THE UNION PACIFIC, DENVER AND GULF RAILWAY COMPANY (CONTINUED)

on November 25, 1893 it was purchased at foreclosure sale by Henry Budge, John Kennedy Tod and Edward C. Henderson. Frank Trumbull continued to operate the Julesburg Branch during the regime of Messrs. Budge, Tod and Henderson, discontinuing when the property was turned over to its purchaser - Union Pacific Railroad Company, the present owner.

4. PRESENT STATUS.

The company was declared defunct and inoperative September 27, 1915 through failure to pay corporation license tax and file reports.

5. CHAIN OF TITLE - DISPOSITION.

The physical property, rights and franchises of the company were sold under foreclosure proceedings by Marshall E. Johnson, Special Master, to Henry Budge, John Kennedy Tod, and Edward D. Henderson, November 25, 1893.

That part of the property of The Union Pacific, Denver and Gulf Railway Company known as the Julesburg Branch extending from Julesburg, Colorado to La Salle, Colorado was sold to Henry Budge, John Kennedy Tod and Edward C. Henderson to Union Pacific Railroad Company the present owner, February 6, 1899.

BLUE VALLEY RAILWAY COMPANY

CHART NO. 36

PLACE NO. 24

1. (a) INCORPORATION.

This company was formed by the consolidation of The Manhattan and Blue Valley Railroad Company and The Marysville and Blue Valley Railroad Company July 1, 1886 when Articles of Consolidation were signed. The Articles were filed with the Secretary of State of Kansas January 1, 1887.

(b) ORGANIZATION.

The first officers were named in the Articles of Consolidation.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company, all of standard gauge, extended from a connection with the main track of The Union Pacific Railway Company at Manhattan, Kansas to a connection with the main track of The St. Joseph and Western Railroad Company (now The St. Joseph and Grand Island Railway Company) at Marysville, Kansas a distance of 54.95 miles, and from a connection with the main track of The St. Joseph and Western Railroad Company (now The St. Joseph and Grand Island Railway Company) at Marysville, Kansas to the Kansas-Nebraska State Line (12.80 miles) making a total of 67.75 miles of main track owned. The company had trackage rights over 0.09 miles of track of The St. Joseph and Western Railroad Company at Marysville, Kansas joining the two separate sections of the property.

(b) CONSTRUCTION.

This company acquired at consolidation:

From The Manhattan and Blue Valley Railroad Company - a line of railroad extending from a connection with the main track of The Union Pacific Railway Company at Manhattan, Kansas to Randolph, Kansas (21.7 miles) and a partly constructed railroad extending from Randolph, Kansas to a connection with The St. Joseph and Western Railroad Company (now The St. Joseph and Grand Island Railway Company) at Marysville, Kansas (33.25 miles).

From The Marysville and Blue Valley Railroad Company - a line of railroad extending from a connection with The St. Joseph and Western Railroad Company (now The St. Joseph and Grand Island Railway Company) at Marysville, Kansas to the Kansas-Nebraska State Line (12.80 miles).

The construction of the portion of the line acquired from The Manhattan and Blue Valley Railroad Company between Randolph, Kansas and Marysville, Kansas (33.25 miles) was completed August 29, 1886.

Trackage rights were acquired from The St. Joseph and Western Railroad Company over 0.09 miles of their track, (no record of agreement) so that Blue Valley Railway Company had a continuous line from Manhattan, Kansas to the Kansas-Nebraska State Line, a total of 67.75 miles owned and of 0.09 miles operated under trackage rights.

3. OPERATION.

The railroad of this company was operated by The Union Pacific Railway Company without formal lease or agreement. This company kept no books and

BLUE VALLEY RAILWAY COMPANY (CONTINUED)

no mention of it is made in the books of The Union Pacific Railway Company. The earnings and expenses and all other accounts from July 1, 1886 to January 1, 1887 were shown in the books of The Manhattan and Blue Valley Railroad Company and The Marysville and Blue Valley Railroad Company. January 1, 1887 all accounts were transferred to the books of Omaha and Republican Valley Railway Company (Articles of Consolidation forming it being dated February 3, 1887).

4. PRESENT STATUS.

The corporate existence ceased at date of consolidation, February 3, 1887.

5. CHAIN OF TITLE - DISPOSITION.

Blue Valley Railway Company consolidated with The Omaha and Republican Valley Railway Company of Nebraska to form Omaha and Republican Valley Railway Company February 3, 1887. The Articles of Consolidation were filed with the Secretary of State of Nebraska and with the Secretary of State of Kansas February 14, 1887.

The physical property, rights and franchises of Omaha and Republican Valley Railway Company were sold to Union Pacific Railroad Company, the present owner, October 4, 1898.

THE OMAHA AND REPUBLICAN VALLEY RAILWAY COMPANY OF NEBRASKA

CHART NO. 35

PLACE NO. 25

1. (a) INCORPORATION.

The Omaha and Republican Valley Railway Company of Nebraska was formed by consolidation of Omaha and Republican Valley Railroad Company and Omaha, Niobrara and Black Hills Railroad Company June 26, 1886. The Articles of Consolidation were ratified by the stockholders and filed with the Secretary of State of Nebraska July 13, 1886.

(b) ORGANIZATION.

The officers of the company were named in the articles of consolidation.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company all of standard gauge consisted of the following mileage:-

TERMINI		MILES		
From	To	:Owned	:Owned Jointly	:Total
Valley, Nebraska	Stromsburg, Nebraska	90.37		90.37
Valparaiso, "	Neb.-Kas. State Line	84.34		84.34
Blue Springs Jct., Neb.	Blue Springs, Neb.	.67		.67
Grand Island, Nebraska	Ord, "	60.77		60.77
Scotia Junction, "	Scotia, "	1.37		1.37
St. Paul, "	Loup City, "	39.40		39.40
Columbus, "	Norfolk, "	49.81	.31	50.12
Oconee, "	Albion, "	34.40		34.40
Genoa, "	Cedar Rapids, "	30.45		30.45
		391.58	.31	391.89

(b) CONSTRUCTION.

All of the property was acquired at consolidation and no additional construction work was done by this company. A detail of the property acquired from each company follows:-

From Omaha and Republican Valley Railroad Company:

Valley, Nebraska	to Stromsburg, Nebraska	90.37 Miles
Valparaiso, "	" Nebr.-Kas. State Line	84.34 "
Blue Springs Jct., Neb.	" Blue Springs, Neb.	.67 "
Grand Island, "	" Ord, Nebraska	60.77 "
Scotia Jct., "	" Scotia, "	1.37 "
St. Paul, "	" Loup City, "	39.40 "
Total - - - - -		276.92 "

THE OMAHA AND REPUBLICAN VALLEY RAILWAY COMPANY OF NEBRASKA (CONTINUED)

From Omaha, Niobrara and Black Hills Railroad Company:

Columbus, Nebraska	To	Norfolk, Nebraska	49.81 Miles
Oconee, "	"	Albion, "	34.40 "
Gence, "	"	Cedar Rapids, "	30.45 "
Total			<u>114.66 "</u>
At Norfolk, Nebr. Joint Track with C.St.P.M. & O. R.R.			<u>.31 "</u>
Total Operated Mileage			391.89 "

3. OPERATION.

The railroad of this company was operated without formal lease or agreement by The Union Pacific Railway Company which turned over or accounted for net earnings or income.

The portion of the railroad extending from North Loup, Nebraska, to Ord, Nebraska, 11.91 miles constructed by Omaha and Republican Valley Railroad Company was not opened for operation until August 30, 1886.

4. PRESENT STATUS.

The corporate existence of this company ceased at date of its consolidation February 3, 1887.

5. CHAIN OF TITLE - DISPOSITION.

This company consolidated with Blue Valley Railway Company to form Omaha and Republican Valley Railway Company February 3, 1887, the date on which Articles of Consolidation were signed.

The physical property rights and franchises of Omaha and Republican Valley Railway Company were sold under foreclosure proceedings to Union Pacific Railroad Company, the present owner and conveyed by Special Master's deeds dated October 4, 1898.

SALINA, LINCOLN AND WESTERN RAILWAY COMPANY

CHART NO. 33
PLACE NO. 26

1. (a) INCORPORATION.

Salina, Lincoln and Western Railway Company was incorporated under the general laws of the State of Kansas August 12, 1885 when Articles of Incorporation were filed with the Secretary of State of Kansas, to construct, maintain and operate a railroad of standard gauge from some point in Saline County at or near Salina, Kansas to the western boundary of Rooks County, Kansas, an estimated distance of 100 miles.

(b) ORGANIZATION.

Organization was perfected September 1, 1885 when first officers were elected.

2. (a) TERMINI AND DESCRIPTION.

This company constructed a railroad of standard gauge from a connection with the main line of The Union Pacific Railway Company at Salina, Kansas to Waldo, Kansas, a distance of 73.16 miles.

(b) CONSTRUCTION.

Construction was completed from Salina, Kansas to Waldo, Kansas, a distance of 73.16 miles, on November 11, 1887, and partially completed from Waldo to the west line of Plainville Township, just west of Plainville, Kansas.

3. OPERATION.

The road was opened for operation:

FROM	:	TO	:	MILES	:	DATE
Salina, Kansas	:	Lincoln Center	:	34.89	:	August 30, 1886
Lincoln Center	:	Waldo	:	38.27	:	November 11, 1887

It was operated without formal lease or agreement by The Union Pacific Railway Company which accounted for net earnings or income until July 25, 1888.

4. PRESENT STATUS.

Charter was forfeited by the Charter Board of Kansas, July 21, 1914.

5. CHAIN OF TITLE - DISPOSITION.

At a meeting of the directors held July 25, 1888 it was resolved that Salina, Lincoln and Western Railway Company sell, assign and transfer to The

SALINA, LINCOLN AND WESTERN RAILWAY COMPANY (CONTINUED)

Union Pacific, Lincoln and Colorado Railway Company in Kansas, all of its capital stock and receive in exchange therefor an equal number of shares of the capital stock of The Union Pacific, Lincoln and Colorado Railway Company in Kansas. The resolution was approved by the stockholders on the same day and its provisions were carried out.

The Union Pacific, Lincoln and Colorado Railway Company in Kansas consolidated with The Union Pacific, Lincoln and Colorado Railway Company in Colorado August 1, 1888 to form The Union Pacific, Lincoln and Colorado Railway Company.

The physical property rights and franchise of The Union Pacific, Lincoln and Colorado Railway Company were sold under foreclosure proceedings to Union Pacific Railroad Company, the present owner, October 4, 1898.

THE LINCOLN AND COLORADO RAILWAY COMPANY

CHART NO. 37
PLACE NO. 27

1. (a) INCORPORATION.

The Lincoln and Colorado Railway Company was incorporated under the general laws of the State of Kansas, January 8, 1887 when Articles of Incorporation were filed with the Secretary of State of Kansas, to construct, maintain and operate a standard gauged railway from the city of Lincoln (now Lincoln Center), Kansas, to the west line of the State, with a branch line extending from Hoxie, Kansas to Atwood in Rawlins County, Kansas and traversing Lincoln, Russel, Osborne, Ellis, Graham, Sheridan, Thomas, Sherman, Wallace, Decatur, Rawlins and Cheyenne Counties, a total distance of 250 miles.

(b) ORGANIZATION.

Organization was perfected July 23, 1888 when first officers were elected.

2. (a) TERMINI AND DESCRIPTION.

The construction of a railroad of standard gauge was partially completed from the West line of Plainville Township, Rooks County towards Colby, Kansas. A portion of the line between Colby and the Kansas-Colorado State Line was graded but construction was not completed.

(b) CONSTRUCTION.

Some construction was undertaken on the line west of Colby; grading was started in February 1888 and 18.7 miles of grading were completed but no further work has since been performed.

Contract was executed May 10, 1888 with L. T. Wolle providing for construction of a railroad of standard gauge from the west line of Plainville Township, Rooks County, Kansas to Colby, Thomas County, Kansas. The Company was merged into The Union Pacific, Lincoln and Colorado Railway Company in Kansas, before construction was completed.

3. OPERATION.

None.

4. PRESENT STATUS.

Charter was forfeited by the Charter Board of Kansas on July 24, 1914.

5. CHAIN OF TITLE - DISPOSITION.

At a meeting of the Directors, held July 24, 1888, it was resolved that "The Lincoln and Colorado Railway Company, sell, assign and transfer to The Union Pacific, Lincoln and Colorado Railway Company in Kansas, all of its paid capital stock and receive in exchange therefor an equal number of shares in stock of The Union Pacific, Lincoln and Colorado Railway Company in Kansas."

THE LINCOLN AND COLORADO RAILWAY COMPANY (CONTINUED)

This resolution was ratified by the stockholders on July 25, 1888 and the merger effected.

The Union Pacific, Lincoln and Colorado Railway Company in Kansas consolidated with The Union Pacific, Lincoln and Colorado Railway Company in Colorado, August 1, 1888 to form The Union Pacific, Lincoln and Colorado Railway Company.

The physical property rights and franchises of The Union Pacific, Lincoln and Colorado Railway Company were sold under foreclosure proceedings to Union Pacific Railroad Company, the present owner, October 4, 1898.

OAKLEY AND COLBY RAILWAY COMPANY

CHART NO. 34
PLACE NO. 28

1. (a) INCORPORATION.

Oakley and Colby Railway Company was incorporated under the general laws of the State of Kansas, November 16, 1885 when Articles of Incorporation were filed with the Secretary of State of Kansas, to construct, maintain and operate a standard gauge railroad from Oakley, Kansas, to Colby, Kansas, an estimated distance of 35 miles.

(b) ORGANIZATION.

The date of organization is unknown.

2. (a) TERMINI AND DESCRIPTION.

The railway of this company was of standard gauge and extended from a connection with the main line of The Union Pacific Railway Company at Oakley, Kansas to Colby, Kansas, a distance of 21.96 miles.

(b) CONSTRUCTION.

Construction commenced September 1886, and was completed October 10, 1887.

3. OPERATION.

The railroad of the company was opened for operation November 13, 1887 and was operated without formal lease or agreement by The Union Pacific Railway Company which turned over or accounted for net earnings or income to the owners from November 13, 1887 until July 25, 1888.

4. PRESENT STATUS.

Charter was forfeited by the Charter Board of Kansas, July 21, 1914.

5. CHAIN OF TITLE - DISPOSITION.

At the meeting of the Directors, July 24, 1888 it was resolved that Oakley and Colby Railway Company sell, assign and transfer to The Union Pacific, Lincoln and Colorado Railway Company in Kansas, all its capital stock and receive in exchange therefor an equal number of shares of stock in The Union Pacific, Lincoln and Colorado Railway Company in Kansas. This resolution was ratified by the stockholders July 25, 1888 and the merger was effected.

The Union Pacific, Lincoln and Colorado Railway Company in Kansas consolidated with The Union Pacific, Lincoln and Colorado Railway Company in Colorado August 1, 1888 to form The Union Pacific, Lincoln and Colorado Railway Company.

OAKLEY AND COLBY RAILWAY COMPANY (CONTINUED)

The physical properties, rights and franchises of The Union Pacific Lincoln and Colorado Railway Company were sold under foreclosure proceedings to Union Pacific Railroad Company, the present owner, October 4, 1893.

C. K. GARRISON AND L. T. SMITH

CHART NO. 20
PLACE NO. 29

1. (a) INCORPORATION.

On April 15, 1879 C. K. Garrison and L. T. Smith purchased under foreclosure sale from P. G. Lowe, Sheriff of Leavenworth County, all of the property, franchises, etc., of The Kansas Central Railway Company.

2. (a) TERMINI AND DESCRIPTION.

The railroad purchased by C. K. Garrison and L. T. Smith, all of which was of narrow gauge, extended from a connection with the railroad of the Missouri Pacific Railway Company at Leavenworth, Kansas, to a connection with the railroad of the Atchison, Topeka and Santa Fe Railroad Company at Valley Falls, Kansas, and from a connection with the railroad of the Atchison, Topeka and Santa Fe Railroad Company at Valley Falls, Kansas to Onaga, Kansas, making a total of 80.64 miles of track owned. In addition they had trackage rights over 1.19 miles of track of standard gauge belonging to the Missouri Pacific Railway Company at Leavenworth, Kansas, and over 0.47 miles of track of standard gauge belonging to the Atchinson, Topeka and Santa Fe Railroad Company at Valley Falls, Kansas, a third rail being laid by them in each case. A total of 82.30 miles of railroad were operated.

(b) CONSTRUCTION.

No construction work was performed during the regime of C. K. Garrison and L. T. Smith.

3. OPERATION.

The Kansas Central Railway Company continued to operate the property while it was in possession of C. K. Garrison and L. T. Smith.

4. PRESENT STATUS.

The relation of C. K. Garrison and L. T. Smith as individuals and sole owners to this property ceased when they transferred the physical property, rights and franchises to Kansas Central Railroad Company April 17, 1879.

5. CHAIN OF TITLE - DISPOSITION.

C. K. Garrison and L. T. Smith by deed dated April 17, 1879 conveyed the property to Kansas Central Railroad Company.

The physical property, rights and franchises of Kansas Central Railroad Company were sold under foreclosure proceedings to The Leavenworth, Kansas and Western Railway Company September 24, 1897.

The physical property, rights and franchises of The Leavenworth Kansas and Western Railway Company were sold to Union Pacific Railroad Company, the present owner, and transferred by deed dated May 25, 1908.

COLORADO CENTRAL RAIL ROAD COMPANY

CHART NO. 7
PLACE NO. 30

1. (a) INCORPORATION.

This company was incorporated as Colorado and Clear Creek Railroad Company by special act of the Council and the House of Representatives of Colorado Territory approved February 9, 1865. The same legislative body, by special act approved January 20, 1866, changed the name to Colorado Central and Pacific Railroad Company. The name was again changed to Colorado Central Rail Road Company by resolution of the stockholders at an annual meeting held January 14, 1868. Certified copy of the resolution of the stockholders was filed with the Secretary of the Territory of Colorado, January 26, 1869.

(b) ORGANIZATION.

Date of organization is unknown.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company consisted of a number of lines of road in the State of Colorado. The only section of the railroad now forming part of Union Pacific Railroad Company extended from Julesburg, Colorado to La Salle, Colorado, a distance of 151.48 miles. *Julesburg Branch*

(b) CONSTRUCTION.

Part of the railroad of this company was eventually acquired by the Colorado and Southern Railroad Company and part was acquired by the Union Pacific Railroad Company. The construction of that part only of the property acquired by Union Pacific Railroad Company will be considered here.

In 1872 and 1873 a line of railroad was surveyed from a point on the main line of The Union Pacific Railroad Company, now known as Weir, Colorado, in a westerly direction along the valley of the South Platte River to a point near La Salle, Colorado; thence to Longmont, Colorado; thence to Golden, Colorado. The part of the line from near Golden, Colorado to Longmont, Colorado was constructed and is now a part of the Colorado and Southern lines. Parts of the line extending from what is now Weir, Colorado in a westerly direction toward La Salle were graded for a narrow gauged road and portions of the right of way were acquired.

Between 1880 and 1882 a railroad of standard gauge was constructed from a connection with the main track of The Union Pacific Railway Company at Julesburg, Colorado to a connection with the main track of The Union Pacific Railway Company at La Salle, Colorado. In the construction of this railroad about twenty miles of the old grade constructed in 1872 and 1873 were used.

Following is a statement of constructed mileage of this line from Julesburg to La Salle, Colorado:

COLORADO CENTRAL RAIL ROAD COMPANY (CONTINUED)

TERMINI		:	MILES	:	DATE
FROM	TO				COMPLETED
Denver Junction (Julesburg)	Sterling		57.6		1881
Sterling	Deuel		51.4		1881
Deuel	La Salle		42.16		1882
	Total		151.16		
At Julesburg Main Line extended			.32		1886
	Total		151.48		

3. OPERATION.

This company operated its own properties until March 1, 1879. From this date it was operated by The Union Pacific Railroad Company under lease dated February 20, 1879 until February 1, 1880, and thereafter by The Union Pacific Railway Company (successor in interest to The Union Pacific Railroad Company) until the consolidation of Colorado Central Rail Road Company with eleven other companies on March 18, 1890 to form The Union Pacific, Denver and Gulf Railway Company.

The various sections of the Julesburg Branch were opened for operation as follows:

TERMINI		:	MILES	:	DATE OPENED
FROM	TO				FOR OPERATION
Denver Junction- (Now Julesburg)	Sterling		57.60		July 5, 1881
Sterling	Deuel		51.40		November 9, 1881
Deuel	La Salle		42.16		January 1, 1882

4. PRESENT STATUS.

The corporate existence ceased at date of consolidation, March 18, 1890.

5. CHAIN OF TITLE - DISPOSITION.

The Colorado Central Rail Road Company consolidated with the Georgetown, Breckenridge and Leadville Railway Company, The Denver and Middle Park Railroad Company, The Denver, Marshall and Boulder Railway Company, The Greeley, Salt Lake and Pacific Railway Company, The Denver, Texas and Gulf Railroad Company, The Denver, Texas and Fort Worth Railroad Company, The Road Canon Railroad Company, The Chicosa Canon Railway Company, The Canon De Agua Railroad Company, The Colorado Central Railroad Company of Wyoming, and The Cheyenne and Northern Railway Company, to form The Union Pacific, Denver and Gulf Railway Company March 18, 1890.

The physical property, rights and franchises of The Union Pacific, Denver and Gulf Railway Company were sold under foreclosure proceedings to

COLORADO CENTRAL RAIL ROAD COMPANY (CONTINUED)

Henry Budge, John Kennedy Tod, and Edward C. Henderson November 25, 1898.

Henry Budge, John Kennedy Tod and Edward C. Henderson sold that part of the property purchased by them from The Union Pacific, Denver and Gulf Railway Company, which extends from Julesburg, Colorado to La Salle, Colorado to Union Pacific Railroad Company, the present owner, February 6, 1899.

THE MANHATTAN AND BLUE VALLEY RAILROAD COMPANY.

CHART NO. 25
PLACE NO. 31

1. (a) INCORPORATION.

The Manhattan and Blue Valley Railroad Company was incorporated July 28, 1879, when Articles of Incorporation were filed with the Secretary of State of Kansas, to build and operate a standard gauged railroad and telegraph line from Manhattan up the valley of the Big Blue River to the northern boundary of the State of Kansas, and a branch line of railroad and telegraph line from a convenient point on the main line northwesterly up the valley of the Republican River through the counties of Cloud, Washington and Republic to the northern boundary of the State of Kansas.

(b) ORGANIZATION.

The organization of this company was perfected July 28, 1879 when the board of directors met and elected officers.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and consisted of a railroad extending from a connection with the main line of Kansas Pacific Railway Company at Manhattan, Kansas to Randolph, Kansas (21.7 miles) and of a partly constructed railroad extending from Randolph to a junction with the railroad of The St. Joseph and Western Railroad Company (now The St. Joseph and Grand Island Railway Company) at Marysville, Kansas.

(b) CONSTRUCTION.

This company acquired by purchase from E. B. Purcell and Wife July 28, 1879 the former property of the Manhattan and Northwestern Railroad Company consisting of a railroad of standard gauge extending six miles north from Manhattan, Kansas and of a partly constructed railroad extending therefrom to the northern boundary of Riley County, Kansas. This partly constructed railroad was completed to Garrison, 16.8 miles from Manhattan in 1884, and to Randolph, Kansas May 31, 1886. The railroad from Randolph, Kansas to Marysville, 33.25 miles long, was nearly completed on date of consolidation with The Marysville and Blue Valley Railroad Company July 1, 1886. Rails were laid and the road was ready for operation as far as Randolph, Kansas, May 31, 1886.

3. OPERATION.

There are no available records from which information can be abstracted showing the operation of the line between Manhattan and Garrison prior to June 1, 1886. The railroad was completed as far as Randolph on May 31, 1886 and accounting records indicate that regular operation of the property by The Union Pacific Railway Company was in effect June 1, 1886. The Union Pacific Railway Company continued operation, without formal lease or agreement, for The Manhattan and Blue Valley Railroad Company until this company consolidated with The Marysville and Blue Valley Railroad Company to form Blue Valley Railway Company July 1, 1886 and thereafter continued operation for the same company until January 1, 1887.

THE MANHATTAN AND BLUE VALLEY RAILROAD COMPANY (CONTINUED)

Although Blue Valley Railway Company was formed by consolidation of The Manhattan and Blue Valley Railroad Company and The Marysville and Blue Valley Railroad Company when Articles of Consolidation were signed July 1, 1886 and continued in existence until February 3, 1887 when it was consolidated with The Omaha and Republican Valley Railway Company of Nebraska to form Omaha and Republican Valley Railway Company, it seems to have had no connection with the operation or result of operation of this property nor with the completion of construction work in progress. The fact the Articles of Consolidation were not filed with the Secretary of State until January 1, 1887 may have had a bearing on the point.

The accounts covering operation as well as all other accounts were carried on the books of The Manhattan and Blue Valley Railroad Company until January 1, 1887 and no mention is made in the books of this company of Blue Valley Railway Company except a transcript of the Articles of Consolidation forming that company.

The operating and other accounts were transferred January 1, 1887 to books of Omaha and Republican Valley Railway Company (Articles of Consolidation forming it being dated February 3, 1887).

4. PRESENT STATUS.

Articles of Consolidation provided that the corporate existence of the constituent companies should cease upon due execution of the Articles and filing of the same in the office of the Secretary of State. The Articles were signed July 1, 1886 and were filed in the office of Secretary of State January 1, 1887.

5. CHAIN OF TITLE - DISPOSITION.

The company was consolidated with The Marysville and Blue Valley Railroad Company on July 1, 1886 to form Blue Valley Railway Company. Articles of Consolidation were filed with Secretary of State of Kansas January 1, 1887.

Blue Valley Railway Company consolidated with The Omaha and Republican Valley Railway Company of Nebraska February 3, 1887 to form Omaha and Republican Valley Railway Company.

The physical property, rights and franchises of Omaha and Republican Valley Railway Company were sold under foreclosure proceedings to Union Pacific Railroad Company, the present owner, and conveyed by Special Master's deed dated October 4, 1898.

THE MARYSVILLE AND BLUE VALLEY RAILROAD COMPANY

CHART NO. 21

PLACE NO. 32

1. (a) INCORPORATION.

The Marysville and Blue Valley Railroad Company was incorporated under the general laws of the State of Kansas July 5, 1879 when Articles of Incorporation were filed with the Secretary of State of Kansas, to construct, and operate a railroad of standard gauge in the State of Kansas, extending from Manhattan through Riley, Pottawatomie and Marshall counties via Marysville, to a point where the Big Blue river crosses the northern boundary line of the State of Kansas, an estimated distance of 70 miles.

(b) ORGANIZATION.

The organization of this company was perfected July 7, 1879 when directors named in the Articles of Incorporation met and elected officers.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and extended from a connection with the main line of The St. Joseph and Western Railroad Company (now The St. Joseph and Grand Island Railway Company) at Marysville, Kansas to the Kansas-Nebraska State Line, a distance of 12.80 miles.

(b) CONSTRUCTION.

Construction commenced July 15, 1879 and was completed January 1, 1880.

3. OPERATION.

The property was opened for operation January 1, 1880, it being operated without formal lease or agreement by The Union Pacific Railroad Company until February 1, 1880 and thereafter by The Union Pacific Railway Company, which accounted for net earnings. January 1, 1884 a lease was executed by The Marysville and Blue Valley Railroad Company providing that the property be operated by the latter company. This lease was ratified by the Board of Directors May 1, 1886.

All of the railroad property of Omaha and Republican Valley Railroad Company was operated by The Union Pacific Railroad Company until February 1, 1880 and by its successor in interest, The Union Pacific Railway Company after that date without formal lease or agreement. Therefore, the property of The Marysville and Blue Valley Railroad Company was in effect operated by The Union Pacific Railroad Company and The Union Pacific Railway Company. The Union Pacific Railway Company continued its operation for The Marysville and Blue Valley Railroad Company until January 1, 1887.

Although Blue Valley Railroad Company was formed by consolidation of The Marysville and Blue Valley Railroad Company and The Manhattan and Blue Valley Railroad Company when Articles of Consolidation were signed July 1, 1886 and continued in existence until February 3, 1887 when it was consolidated with The Omaha and Republican Valley Railway Company in Nebraska to form Omaha and Republican Valley Railway Company, it seems to have had no connection with the operation or results of operation of this property. The fact that Articles

THE MARYSVILLE AND BLUE VALLEY RAILROAD COMPANY (CONTINUED)

of Consolidation were not filed with the Secretary of State of Kansas until January 1, 1887 may have had a bearing on this point.

The accounts covering operation, as well as all other accounts, were carried in the books of The Marysville and Blue Valley Railroad Company until January 1, 1887 and no mention is made in the books of this company of Blue Valley Railway Company except a transcript of the Articles of Consolidation forming that company. The operating and other accounts were transferred January 1, 1887 to books of Omaha and Republican Valley Railway Company (Articles of Consolidation forming it being dated February 3, 1887).

4. PRESENT STATUS.

Articles of Consolidation provided that the corporate existence of the constituent companies should cease upon due execution of the Articles and the filing of the same with the Secretary of State. The Articles were signed July 1, 1886 and were filed in the office of the Secretary of State January 1, 1887.

5. CHAIN OF TITLE - DISPOSITION.

This company consolidated with The Manhattan and Blue Valley Railroad Company July 1, 1886 to form Blue Valley Railway Company. The Articles of Consolidation were filed in the State of Kansas, January 1, 1887.

Blue Valley Railroad Company consolidated with The Omaha and Republican Valley Railway Company of Nebraska February 3, 1887 to form Omaha and Republican Valley Railway Company.

The physical property, rights and franchises of Omaha and Republican Valley Railway Company were sold under foreclosure proceedings to Union Pacific Railroad Company, the present owner, and transferred by Special Master's deed dated October 4, 1898.

OMAHA NIOBRARA AND BLACK HILLS RAILROAD COMPANY.

CHART NO. 28
PLACE NO. 33

1. (a) INCORPORATION.

Omaha Niobrara and Black Hills Railroad Company was organized under the general laws of the State of Nebraska. Certificate of organization was filed with the Secretary of State of Nebraska April 28, 1879 and Articles of Incorporation were filed with the Secretary of State of Nebraska May 1, 1880. The purpose of the corporation was to construct, maintain and operate a railroad or railroads in the State of Nebraska and in such other states and territories as it may acquire corporate rights.

(b) ORGANIZATION.

Organization was perfected September 16, 1879 when first officers were elected.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company, all of standard gauge consisted of the following:

TERMINI		MILES		
FROM	TO	Owned and Operated	Jointly owned and Operated	Total
Columbus, Nebraska	Norfolk, Nebraska	49.81	.31	50.12
Oconee, "	Albion, "	34.40		34.40
Genoa, "	Cedar Rapids, "	30.45		30.45
		114.66	.31	114.97

(b) CONSTRUCTION.

The main line as originally constructed extended from Jackson (now Duncan) Nebraska to Norfolk, Nebraska and was completed to Norfolk in 1879. Two years later a line was built from Columbus, Nebraska to Lost Creek, (now Oconee) Nebraska and the part of the line originally constructed extending from Jackson (now Duncan) Nebraska to Lost Creek, (now Oconee) Nebraska was abandoned.

Following is a statement of mileage constructed:

TERMINI		MILES		DATE
FROM	TO	OWNED	JOINT WITH C. ST P. M. & O. TOTAL	COMPLETED
<u>COLUMBUS TO NORFOLK</u>				
Jackson (now Duncan) Neb.	Norfolk, Neb.	47.45	47.45	1879
Columbus, Neb.	Lost Creek, (now Oconee) "	9.30	9.30	1881
At Norfolk, Neb. - Main Line extended		.06	.06	1882
Forward		56.81	56.81	

OMAHA NIOBRARA AND BLACK HILLS RAILROAD COMPANY (CONTINUED)

TERMINI		MILES		
FROM	TO	OWNED	JOINT WITH C. ST P. M. & O. TOTAL	DATE COM- PLETED
COLUMBUS TO NORFOLK - Continued				
	Brought Forward	56.81		56.81
At Norfolk, Neb.	- Joint track $\frac{1}{2}$ interest purchased from C. St. P. M. & O.		.31	1882
Columbus, Neb.	Norfolk, Neb.	.07		1886
		56.88	.31	57.19

MILEAGE ABANDONED

Jackson (now Duncan) Neb.	Lost Creek, (now Oconee) Neb.	6.57	6.57	1881
At Norfolk - C. & N.W.	Crossing to end of track turned over to sidings	.25	.25	1882
Unaccounted for difference deducted to agree with mileage taken over by The Omaha and Republican Valley Railway Company of Nebraska as shown in the Articles of Consolidation.		.25	.25	
Total deductions		7.07	7.07	
Net total		49.81	.31	50.12
<u>OCONEE, NEBRASKA TO ALBION, NEBRASKA</u>				
Lost Creek (now Oconee) to Albion		33.98	33.98	July 19, '80
Unaccounted for difference to be added to check mileage taken over by The Omaha and Republican Valley Railway Company of Nebraska		.42	.42	1880 to 1882
		34.40	34.40	
<u>GENOA, NEBRASKA TO CEDAR RAPIDS, NEBRASKA</u>				
Genoa, Nebraska	Fullerton, Neb.	13.92	13.92	1883
Fullerton, "	Cedar Rapids, "	16.53	16.53	Nov. 28, '84
		30.45	30.45	
Total		114.66	.31	114.97

3. OPERATION

The various sections of the road were opened for operation as follows:

Jackson, Nebraska	to Norfolk, Nebraska	December 1, 1879
Columbus, "	" Lost Creek, "	1881
Lost Creek, "	" Albion, "	July 19, 1880
Genoa, "	" Fullerton, "	1883
Fullerton, "	" Cedar Rapids, "	November 28, 1884

OMAHA NIOBRARA AND BLACK HILLS RAILROAD COMPANY (CONTINUED)

Operation of the railroad property of this company was first started December 1, 1879. On that date without formal lease or agreement operation was started and was continued until February 1, 1880 by The Union Pacific Railroad Company which accounted for net earnings or income.

February 1, 1880 The Union Pacific Railway Company (which by virtue of consolidation of January 24, 1880 involving The Union Pacific Railroad Company and other companies succeeded to the leasehold interests of The Union Pacific Railroad Company) took up operation of the railroad of this company and continued to operate it until June 26, 1886 when this company consolidated with Omaha and Republican Valley Railroad Company.

4. PRESENT STATUS.

This Charter was cancelled November 30, 1909, for non-payment of taxes.

5. CHAIN OF TITLE - DISPOSITION.

This company consolidated with Omaha and Republican Valley Railroad Company June 26, 1886 to form The Omaha and Republican Valley Railway Company of Nebraska. Articles of Consolidation were filed with Secretary of State of Nebraska, July 13, 1886.

The Omaha and Republican Valley Railway Company of Nebraska consolidated with Blue Valley Railway Company February 3, 1887 to form Omaha and Republican Valley Railway Company.

The physical property, rights and franchises of Omaha and Republican Valley Railway Company were sold under foreclosure proceedings to Union Pacific Railroad Company, the present owner, and conveyed by Special Master's deed dated October 4, 1898.

OMAHA AND REPUBLICAN VALLEY RAILROAD COMPANY

CHART NO. 15
PLACE NO. 34

1. (a) INCORPORATION.

Certificate of Organization of the Omaha and Republican Valley Railroad Company was dated August 15, 1876 and was filed with the Secretary of State of Nebraska August 18, 1876. Articles of Incorporation dated August 15, 1876 were filed with Secretary of State of Nebraska, September 5, 1876.

(b) ORGANIZATION.

The organization of this company was perfected November 18, 1876 when first officers were elected.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and consisted of the following mileage:

TERMINI		MILES	
FROM	TO	OWNED & OPERATED	TOTAL
Valley, Nebraska	Stromsburg, Nebraska	90.37	90.37
Valparaiso, "	Kansas-Nebraska State Line	84.34	84.34
Blue Springs Jct.	Blue Springs	.67	.67
St. Paul, Nebraska	Loup City, Nebraska	39.40	39.40
Grand Island, "	Ord, Nebraska	60.77	60.77
Scotia Jct. "	Scotia, Nebraska	1.37	1.37
		<u>276.92</u>	<u>276.92</u>

(b) CONSTRUCTION.

Following is a statement of constructed mileage:

SOUTH OF VALLEY		MILES	DATE COMPLETED.
Valley	Wahoo	19.00	1876
Wahoo	Valparaiso	18.07	1877
Valparaiso	Rising	33.93	1877
Rising	Osceola	14.00	1878
Osceola	Stromsburg	5.40	1879
Valparaiso	Lincoln	21.18	1879-80
Lincoln	Beatrice	38.21	1883
Beatrice	Nebraska-Kansas State Line	25.30	1879
Blue Springs Junction-	Blue Springs	.71	1880
	Total	<u>175.80</u>	

OMAHA AND REPUBLICAN VALLEY RAILROAD COMPANY (CONTINUED)

TERMINI		MILES	DATE COMPLETED
FROM	TO		
<u>NORTH OF GRAND ISLAND</u>			
Grand Island	St. Paul	22.32	1880
St. Paul	North Loup	26.54	1892
Scotia Jct.	Scotia	1.37	1882
North Loup	Ord	11.91	1886
St. Paul	Howard (Boelus)	18.60	1885
Howard	Loup City	20.80	1885
	Total	101.54	

Changes resulting in an addition in mileage

Valparaiso	Nebraska-Kansas State Line, Rechaining	.16	1886
	Gross total mileage	277.50	

Mileage abandoned

At Beatrice - Line abandoned	.51	1884
At Blue Springs - Abandoned	.04	1886
Valparaiso to Stromsburg - Unknown	.03	1877 - 86
Total abandoned	.58	
Net Total Mileage	276.92	

3. OPERATION.

Following are dates various sections of the railroad were opened for operation:

Valley to Wahoo	19.00	January 1, 1877
Wahoo to Valparaiso	18.07	July 1, 1877
Valparaiso to Rising	33.93	October 15, 1877
Rising to Osceola	14.00	January 24, 1879
Osceola to Stromsburg	5.40	December 22, 1879
Valparaiso to Lincoln	21.18	April 8, 1880
Lincoln to Beatrice	38.21	January 20, 1884
Beatrice to Neb.-Kas. State Line	25.30	January 1, 1880
Blue Springs Jct. to Blue Springs	.71	1880
Grand Island to St. Paul	22.32	May 23, 1880
St. Paul to North Loup	26.54	October, 1882
Scotia Jct. to Scotia	1.37	October, 1882
St. Paul to Howard (Boelus)	18.60	December 21, 1885
Howard to Loup City	20.80	May 30, 1886

The line between North Loup and Ord, 11.91 miles, was constructed by this company but was not placed in operation until August 30, 1886 after it became the property of The Omaha and Republican Valley Railway Company of Nebraska.

The property of this company was operated without formal lease or agreement by The Union Pacific Railroad Company from the dates when opened for operation until February 1, 1880 and from that date by The Union Pacific Railway

OMAHA AND REPUBLICAN VALLEY RAILROAD COMPANY (CONTINUED)

Company until Omaha and Republican Valley Railroad Company entered into a consolidation June 26, 1886. Each of the operating companies accounted separately to the owners for earnings and operating expenses.

4. PRESENT STATUS.

The corporate existence ceased at date of its consolidation, June 26, 1886.

5. CHAIN OF TITLE - DISPOSITION.

On June 26, 1886 this company consolidated with Omaha Niobrara and Black Hills Railroad Company to form The Omaha and Republican Valley Railway Company of Nebraska. Articles of Consolidation were filed with the Secretary of State of Nebraska, July 13, 1886.

The Omaha and Republican Valley Railway Company of Nebraska consolidated with Blue Valley Railway Company February 3, 1887 to form Omaha and Republican Valley Railway Company.

The physical property, rights and franchises of Omaha and Republican Valley Railway Company were sold at foreclosure sale to Union Pacific Railroad Company, the present owner, and conveyed by Special Master's deed dated October 4, 1898.

THE UNION PACIFIC RAILWAY COMPANY

CHART NO. 27
PLACE NO. 35

1. (a) INCORPORATION.

The Union Pacific Railway Company was formed by the consolidation of The Union Pacific Railroad Company, Kansas Pacific Railway Company and Denver Pacific Railway and Telegraph Company. The Articles of Consolidation were signed January 24, 1880, and were filed in the Department of the Interior, Washington, D.C. January 26, 1880, in the State of Nebraska, September 20, 1880, in the State of Colorado, August 2, 1880 and in the State of Kansas, April 30, 1880. In furtherance of the plan of consolidation outlined in the Articles of Consolidation the three constituent companies united in signing a joint deed dated January 24, 1880 transferring all their several properties, rights and franchises to the Consolidated Company.

(b) ORGANIZATION.

The Articles of Consolidation went into effect and the Consolidated Company came into existence on the date of filing in the Department of the Interior in accordance with provision of Act of Congress approved July 2, 1864. The first officers of the Company were named in the Articles of Consolidation.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company all of standard gauge consisted of the following mileage at date the property was sold to Union Pacific Railroad Company:

MAIN LINE - FIRST MAIN TRACK

FROM	TO	MILES
Council Bluffs, Ia.	Ogden, Utah	1033.46
Ogden to 5 miles west	(Leased to Central Pacific)	5.00
Kansas City, Missouri	Denver, Colorado	639.52
Denver, Colorado	Cheyenne, Wyoming	104.15
	Total	1782.13

BRANCH LINES - FIRST MAIN TRACK

Leavenworth, Kansas	Lawrence, Kansas	31.63
Council Bluffs Station	Broadway Street	1.72
Almy Junction	Almy, Wyoming	3.88
	Total	37.23

Total First Main Track

1819.36

SECOND TRACK

Council Bluffs, Iowa	Gilmore, Nebraska	11.33
At Armstrong, Kansas		1.49
Lawrence Junction	Lawrence, Kansas	1.82
Denver, Colorado	Pullman, Colorado	1.98
	Total Second Track	16.62

THE UNION PACIFIC RAILWAY COMPANY (CONTINUED)

(b) CONSTRUCTION.

Following is a statement of the mileage of railroad acquired at consolidation, mileage constructed and changes in mileage:

FROM	TERMINI TO	MILES	DATE COMPLETED
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MILEAGE ACQUIRED AT CONSOLIDATION - (ALL SINGLE TRACK)FROM - THE UNION PACIFIC RAILROAD COMPANY

Omaha, Nebraska	Ogden, Utah	1003.40	
Ogden, Utah	5 miles west of Ogden, Utah	5.00	
Council Bluffs, Iowa	Omaha, Nebraska	4.01	
		<u>1042.41</u>	

FROM - KANSAS PACIFIC RAILWAY COMPANY

Kansas City, Missouri	Denver, Colorado	638.50	
Armstrong, Kansas	Wyandotte, Kansas	2.08	
Leavenworth, Kansas	Lawrence, Kansas	31.90	
Detroit, Kansas	Enterprise, Kansas	1.95	
		<u>674.43</u>	

FROM - DENVER PACIFIC RAILWAY AND TELEGRAPH COMPANY

Denver, Colorado	Cheyenne, Wyoming	<u>106.00</u>	
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Total mileage acquired at Consolidation 1822.84

MILEAGE CONSTRUCTEDFIRST MAIN TRACK

Council Bluffs, Iowa	(Broadway Spur)	1.72	1883
Almy Junction, Wyoming	Almy, Wyoming	3.88	Extended 1881 (a)
Kansas City, Missouri	Missouri-Kansas State Line	.51	1880-1885
Abilene, Kansas	Solomon, Kansas	3.61	1889 (Change of Line)
22nd Street, Denver, Colo.	18th Street, Denver, Colo.	.32	1880-1885
At Leavenworth, Kansas		.05	1888
		<u>10.09</u>	

CHANGES IN MILEAGE RESULTING IN AN ADDITION TO FIRST MAIN TRACK

Kansas City, Missouri	Denver, Colorado	.30	1892 (Correction)
Denver, Colorado	Cheyenne, Wyoming	.08	1889-1891 (Rechain-
Denver, Colorado	Cheyenne, Wyoming	.05	ing)
	Total Additions	<u>.43</u>	
	Total	<u>1833.36</u>	

THE UNION PACIFIC RAILWAY COMPANY (CONTINUED)

CHANGES IN MILEAGE RESULTING IN A DECREASE IN FIRST MAIN TRACK

FROM	TERMINI	TO	MILES	DATE COMPLETED
Initial point Spur, Omaha, Nebraska			3.95	Dec.15,1898 (transferred to side track)
Wyandotte, Kansas	Armstrong, Kansas		2.08	do
Detroit, Kansas	Enterprise, Kansas		1.95	do
Abilene, Kansas	Solomon, Kansas		3.72	1889 (Abandoned account line change)
Denver, Colorado	Pullman, Colorado		1.98	1893)Transferred to second track)
At Leavenworth, Kansas			.02	1886 (Abandoned)
At Leavenworth, Kansas			.30	Unknown (Abandoned)
Total Decrease			14.00	
Net Total Mileage First Main Track			1819.36	

SECOND MAIN TRACK CONSTRUCTED

Council Bluffs, Iowa	Gilmore, Nebraska	11.33	November 1890
At Armstrong, Kansas		1.49	Before 1899
Lawrence Jct., Kansas	Lawrence, Kansas	1.82	Before 1899
Denver, Colorado	Pullman, Colorado	1.98 (b)	1893
Total		16.62	

- (a) This line was originally surveyed in 1869 and a spur of one and one half miles (classified as side track) constructed in 1869 by The Union Pacific Railroad Company. In 1880 this spur was extended and the total mileage 3.88 miles, was taken up in branch line mileage.
- (b) There were formerly two tracks between Pullman and Denver classified as first main track - one serving the Kansas City-Denver line and one serving the Cheyenne-Denver line. In 1893 the classification of one of these tracks was changed from first main track to second main track.

3. OPERATION.

With the exception of that part of the main line extending five miles west of Ogden, Utah which was leased to Central Pacific Railroad Company, the property of The Union Pacific Railway Company was operated by its own officers until October 13, 1893. On October 13, 1893 Receivers were appointed for all the railroads owned, operated or controlled by The Union Pacific Railway Company, and the property was operated by the receivers in the various causes from that date until possession was surrendered to Union Pacific Railroad Company which had purchased the property at foreclosure sale.

Following are dates the receivers surrendered possession of various sections of the railroad.

Council Bluffs, Iowa to five miles west of Ogden, Utah	-Midnight January 31, 1898
Kansas City, Missouri to Denver, Colorado, including Leavenworth, Kansas to Lawrence, Kansas Branch	-Midnight March 31, 1898
Denver, Colorado to Cheyenne, Wyoming	-Midnight March 31, 1898

THE UNION PACIFIC RAILWAY COMPANY (CONTINUED)

The branch line from Leavenworth to Lawrence was deeded to Union Pacific Railroad Company by Wm. D. Cornish, Special Master, March 22, 1898 under decree foreclosing Consolidated First Mortgage on Kansas Pacific Railway. It was operated by Union Pacific Railroad Company from March 31, 1898 until June 8, 1901 when it passed into the hands of Erastus Young, Receiver appointed by decree of the court dated June 5, 1901 in proceedings foreclosing Leavenworth Branch mortgage brought against The Union Pacific Railway Company and Union Pacific Railroad Company on account of default by The Union Pacific Railway in payment of interest on bonds. An operating agreement between the Receiver of the Leavenworth Branch and Union Pacific Railroad Company, dated June 8, 1901 provided that Union Pacific Railroad Company be given possession of the property and hold and operate it as agent for the receiver. The property was operated under terms of this agreement until midnight August 31, 1901 when entire possession of the property was surrendered to Union Pacific Railroad Company which had been given a deed to it by the Special Master, dated August 9, 1901. The receiver was discharged by order of the court dated March 1, 1902.

4. PRESENT STATUS.

There is no record of the demise of this company.

5. CHAIN OF TITLE - DISPOSITION.

All the physical property, rights and franchises of this company were sold under various foreclosure proceedings to Union Pacific Railroad Company, the present owner, and transferred by deeds which are listed as follows:

Deed dated January 22, 1898 from W. D. Cornish, Special Master et al under decree foreclosing First Mortgage of The Union Pacific Railroad Company conveying the property extending from East property line at Council Bluffs, Iowa to 20th Street, Omaha, from the Initial Point of construction Omaha, Nebraska to a point five miles west of Ogden, Utah, The Broadway line Council Bluffs, Iowa, The Almy Branch at Almy, Wyoming and the connecting track with the tracks of The Union Pacific Denver and Gulf Railway Company (now Colorado and Southern Railway Company) 2.04 miles north of Cheyenne.

Deed dated January 22, 1898 from W. D. Cornish, Special Master, et al under decree foreclosing Government Subsidy Lien on The Union Pacific Railroad Company conveying the property extending from East property line at Council Bluffs, Iowa to 20th Street, Omaha, from the Initial Point of construction Omaha, Nebraska to a point five miles west of Ogden, Utah, The Broadway line Council Bluffs, Iowa, The Almy Branch at Almy, Wyoming and the connecting track with the tracks of The Union Pacific Denver and Gulf Railway Company (now Colorado and Southern Railway Company) 2.04 miles north of Cheyenne.

Deed dated March 22, 1898 from W. D. Cornish et al under decree foreclosing Consolidated First Mortgage on the property of Kansas Pacific Railway Company conveying the property extending from Kansas City, Missouri to Denver, Colorado from Armstrong, Kansas to Wyandotte, Kansas, from Leavenworth, Kansas to Lawrence, Kansas and from Detroit, Kansas to Enterprise, Kansas.

Deed dated April 19, 1898 from W. D. Cornish, Special Master et al under decree foreclosing Government Subsidy Lien on property of Kansas Pacific Railway Company conveying the property extending

THE UNION PACIFIC RAILWAY COMPANY (CONTINUED)

from Kansas City, Missouri to a point 393.9425 miles west of the Missouri-Kansas State line, the Wyandotte Branch from Armstrong, Kansas to Wyandotte, Kansas and from Detroit, Kansas to Enterprise, Kansas.

Deed dated April 19, 1898 from W. D. Cornish, Special Master, et al under decree foreclosing Eastern Division Mortgage on property of Kansas Pacific Railway Company conveying the property extending from Kansas City, Missouri to a point 1.81 miles west of Junction City, Kansas and the Wyandotte Spur from Armstrong, Kansas to Wyandotte, Kansas.

Deed dated April 19, 1898 from W. D. Cornish, Special Master, et al under decree foreclosing Middle Division Mortgage on property of Kansas Pacific Railway Company conveying the property extending from a point 1.81 miles west of Junction City, Kansas to a point 253.9425 miles westward and the branch line from Detroit, Kansas to Enterprise, Kansas.

Deed dated March 22, 1898 from W. D. Cornish, Special Master, et al under decree foreclosing First Mortgage on property of Denver Pacific Railway and Telegraph Company conveying the property extending from Denver, Colorado to Cheyenne, Wyoming.

Deed dated August 9, 1901 from Hiram P. Dillon, Special Master, et al foreclosing Leavenworth Branch Mortgage conveying the property extending from Leavenworth, Kansas to Lawrence, Kansas.

Deed dated January 6, 1900 from The Union Pacific Railway Company, W. D. Cornish and O. W. Mink, and Thomas P. Wilson, Receivers to Union Pacific Railroad Company conveying certain Lands, Land rights, contracts, etc.

Deed dated September 30, 1898 from W. D. Cornish, Special Master under decree foreclosing First Mortgage on Denver Pacific Railway and Telegraph Company conveying certain lands in Colorado.

THE KANSAS CENTRAL RAILWAY COMPANY

CHART NO. 11
PLACE NO. 36

1. (a) INCORPORATION.

The Kansas Central Railway Company was incorporated under the general laws of the State of Kansas, June 1, 1871 when Articles of Incorporation were filed with the Secretary of State of Kansas, to build a railway and telegraph line with various branch lines, from Leavenworth, Kansas to the western boundary of the State of Kansas.

(b) ORGANIZATION.

The date of organization is unknown.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company all of which was of narrow gauge extended from a connection with the railroad of the Missouri Pacific Railway Company at Leavenworth, Kansas to a connection with the railroad of the Atchison, Topeka and Santa Fe Railroad Company at Valley Falls, Kansas and from a connection with the railroad of the Atchison, Topeka and Santa Fe Railroad Company at Valley Falls, Kansas to Onaga, Kansas making a total of 80.64 miles of track owned. In addition the company had trackage rights over 1.19 miles of track of standard gauge belonging to the Missouri Pacific Railway Company at Leavenworth, Kansas and over 0.47 miles of track of standard gauge belonging to the Atchison, Topeka and Santa Fe Railroad Company at Valley Falls, Kansas, a third rail being laid by it in each case. A total of 82.30 miles of railroad was operated.

(b) CONSTRUCTION.

Following is a statement of mileage constructed.

TERMINI		MILES	DATE COMPLETED
FROM	TO		
Leavenworth, Kansas	Holton, Kansas	55.30	1872
Holton, Kansas	Onaga, Kansas	27.00	1877
Total - - - - -		82.30	

This total 82.30 miles included 1.19 miles of track of the Missouri Pacific Railway Company at Leavenworth, Kansas and 0.47 miles of track of the Atchison, Topeka and Santa Fe Railroad Company at Valley Falls, Kansas, on which The Kansas Central Railway Company had a third rail and operated under trackage rights.

3. OPERATION.

The road was opened for operation to Holton, Kansas in 1872 and to Onaga, Kansas December 14, 1877 and was operated by its own officers until

THE KANSAS CENTRAL RAILWAY COMPANY (CONTINUED)

it passed into the hands of receivers. The records of the receivership period are not available so that the length of the period the road was operated by the receivers is unknown.

4. PRESENT STATUS.

Charter was forfeited by Charter Board of Kansas, July 21, 1914.

5. CHAIN OF TITLE - DISPOSITION.

All of the physical property, rights and franchises of this company were sold under foreclosure proceedings by P. G. Lowe, Sheriff of Leavenworth County, Kansas to C. K. Garrison and L. T. Smith and transferred by deed dated April 15, 1879.

C. K. Garrison and L. T. Smith conveyed the former physical property, rights and franchises of The Kansas Central Railway Company to Kansas Central Railroad Company, April 17, 1879.

The physical property, rights and franchises of Kansas Central Railroad Company were sold under foreclosure proceedings to The Leavenworth Kansas and Western Railway Company September 24, 1897.

The physical property, rights and franchises of The Leavenworth Kansas and Western Railway Company were sold to Union Pacific Railroad Company, the present owner, and transferred by deed dated May 25, 1908.

COLORADO CENTRAL AND PACIFIC RAILROAD COMPANY

CHART NO. 5
PLACE NO. 37

1. (a) INCORPORATION.

This company was incorporated as Colorado and Clear Creek Railroad Company by special act of the Council and House of Representatives of Colorado Territory, approved February 9, 1865. The name was changed to Colorado Central and Pacific Railroad Company by special act of the Council and House of Representatives of Colorado Territory approved January 20, 1866.

(b) ORGANIZATION.

This company continued operation under the organization originated by the Colorado and Clear Creek Railroad Company.

2. (a) TERMINI AND DESCRIPTION.

No part of the railroad owned or operated by this company under its corporate name (Colorado Central and Pacific Railroad Company) is now a part of the owned or operated mileage of Union Pacific Railroad Company.

(b) CONSTRUCTION.

No part of the railroad of this company which may have been constructed under its corporate name (Colorado Central and Pacific Railroad Company) is now a part of the owned or operated mileage of Union Pacific Railroad Company.

3. OPERATION.

No part of the railroad operated by this company under the corporate name (Colorado Central and Pacific Railroad Company) is now a part of the owned or operated mileage of Union Pacific Railroad Company.

4. PRESENT STATUS.

Present status is unknown.

5. CHAIN OF TITLE - DISPOSITION.

The corporate name of this company was changed to Colorado Central Rail Road Company by resolution of the stockholders at an annual meeting held January 14, 1868. A certified copy of this resolution was filed with the Secretary of State of Colorado, January 26, 1869.

The Colorado Central Rail Road Company consolidated with The Georgetown, Breckenridge and Leadville Railway Company, The Denver and Middle Park Railroad Company, The Denver, Marshall and Boulder Railway Company, The Greeley, Salt Lake and Pacific Railway Company, The Denver, Texas and Gulf Railroad Company, The Denver, Texas and Fort Worth Railroad Company, The Road Canon Railroad Company, The Chicosa Canon Railway Company, The Canon De Agua Railroad Company, The Colorado Central Railroad Company of Wyoming, and The Cheyenne and Northern Railway Company, to form The Union Pacific, Denver and Gulf Railway Company, March 18, 1890.

COLORADO CENTRAL AND PACIFIC RAILROAD COMPANY (CONTINUED)

The physical property, rights and franchises of The Union Pacific, Denver and Gulf Railway Company were sold under foreclosure proceedings to Henry Budge, John Kennedy Tod and Edward C. Henderson, November 25, 1898.

Henry Budge, John Kennedy Tod and Edward C. Henderson sold that part of the property purchased by them from The Union Pacific, Denver and Gulf Railway Company, which extends from Julesburg, Colorado to La Salle, Colorado to Union Pacific Railroad Company, the present owner, February 6, 1899.

E. B. PURCELL

CHART NO. 24
PLACE NO. 38

1. (a) INCORPORATION.

On July 19, 1879 R. W. Donnell, Trustee, conveyed all the physical property, rights and franchises of the Manhattan and Northwestern Railroad Company to E. B. Purcell who was the owner and holder of all the outstanding bonds.

2. (a) TERMINI AND DESCRIPTION.

The property purchased by E. B. Purcell consisted of a railroad of standard gauge extending from Manhattan, Kansas to a point 6 miles north and in addition of a partly constructed railroad extending therefrom to the north line of Riley County, Kansas.

(b) CONSTRUCTION.

No construction work was done during the regime of E. B. Purcell.

3. OPERATION.

There are no records of the operation of this road.

4. PRESENT STATUS.

The relation of E. B. Purcell as an individual and sole owner to this property ceased when he transferred the physical property, rights and franchises to The Manhattan and Blue Valley Railroad Company July 28, 1879.

5. CHAIN OF TITLE - DISPOSITION.

E. B. Purcell and Wife conveyed the property to The Manhattan and Blue Valley Railroad Company July 28, 1879.

The Manhattan and Blue Valley Railroad Company consolidated with The Marysville and Blue Valley Railroad Company, to form Blue Valley Railway Company July 1, 1886.

Blue Valley Railway Company consolidated with Omaha and Republican Valley Railway Company of Nebraska to form Omaha and Republican Valley Railway Company February 3, 1887.

The physical property, rights and franchises of Omaha and Republican Valley Railway Company were sold at foreclosure sale to Union Pacific Railroad Company, the present owner, and conveyed by Special Master's deed dated October 4, 1898.

THE UNION PACIFIC RAILROAD COMPANY

CHART NO. 2
PLACE NO. 39

1. (a) INCORPORATION.

The Union Pacific Railroad Company was incorporated by Act of Congress approved July 1, 1862, entitled "An Act to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific Ocean and to secure to the government the use of the same for postal, military and other purposes." This Act authorized and required the Company to construct a railroad of four feet eight and one half inches gauge and a telegraph line from a point on the western boundary of the State of Iowa to a point on the one hundredth meridian of longitude, between the south margin of the valley of the Republican River and the north margin of the valley of the Platte River, in the territory of Nebraska thence running westerly upon the most direct practicable route through the territories of the United States to the western boundary of the Territory of Nevada, thence to meet and connect with the line of the Central Pacific Railroad Company of California.

As aids to this Company in the construction of its railroad this Act provided for a grant of right of way 400 feet in width through public lands together with such additional lands as are necessary for stations, buildings, shops, etc.; for a grant of every section of public land designated by odd numbers within the limits of ten miles on each side of the road not otherwise previously disposed of by the United States; and for an issue of bonds of the United States in denominations of one thousand dollars each (payable in thirty years after date, and bearing six per cent interest) to the amount of \$16,000.00 per mile, such bonds to be a loan to the Company and the issuance and delivery of them ipso facto to constitute a first mortgage on the property.

A supplemental Act, approved July 2, 1864 amending certain parts of the original Act, extended the land grant to include every odd numbered section of land within limits of twenty miles on each side of the road not otherwise previously disposed of by the United States and authorized the Company to issue its own first mortgage bonds to an amount not exceeding the amount of bonds of the United States issued in aid of the project (the United States bonds to be sub-ordinate to the Railroad Company's bonds) and increased the amount of aid to be given through issue of United States bonds from \$16,000 per mile to \$48,000 per mile on that section of the road extending 150 miles westward from the eastern base of the Rocky Mountains and from \$16,000 per mile to \$32,000 per mile for that section of the road west of the Rocky Mountains.

(b) ORGANIZATION.

Those provided for in the Act of July 1, 1862 and named the "Board of Commissioners of The Union Pacific Railroad and Telegraph Company" met at Chicago, September 2, 1862 and organized as provided for in the Act of Congress, by choosing from its members a President, a Secretary and a Treasurer. The company was fully organized by election of first officers by Board of Directors at meeting held in New York, October 30, 1863.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and extended from a point on the west bank of the Missouri River at Omaha, Nebraska to a point five miles west of Ogden, Utah a distance of 1038.40 miles, and from the Company's east property line Council Bluffs, Iowa to a junction with the original main line near Twentieth Street, Omaha, Nebraska, a distance of 4.01 miles, the total mileage being 1042.41.

(b) CONSTRUCTION.

Ground was broken at Omaha, Nebraska December 12, 1863; grading was started in March 1864, and the last section of the road extending to Promontory, Utah was accepted by the President of the United States July 15, 1869.

That part of the company's railroad extending from a point five miles west of Ogden, Utah westward to the point where the rails of The Union Pacific Railroad Company and those of the Central Pacific Railroad Company met at Promontory, Utah, a distance of 47.20 miles, was sold to Central Pacific Railroad Company under agreement dated November 10, 1869. The point five miles west of Ogden was fixed by Act of Congress approved May 6, 1870 as the western terminus of the railroad of The Union Pacific Railroad Company and the point of junction with the railroad of Central Pacific Railroad Company.

Government bonds were issued in aid of the last section of the railroad on November 6, 1869 and this day has been fixed by the United States Supreme Court as the date of completion of the railroad "so far as the duty of the company to account for earnings is concerned".

A double tracked bridge across the Missouri River and a single tracked railroad crossing it were constructed during the period from 1869 to 1872 the line extending from the east property line of The Union Pacific Railroad Company at Council Bluffs, Iowa, to a junction with the original main line near Twentieth Street, Omaha, Nebraska, a distance of 4.01 miles.

Following is a statement of constructed mileage:

TERMINI			DATE OF			
FROM	TO	MILES	U.P. CER- TIFICATES TO GOVERNMENT	COMMIS- SIONERS' REPORT	PRESIDENT'S ACCEPTANCE	ISSUE OF BONDS
1st Mile	40th Mile	40	2-1-66	1-24-66	1-24-66	1-27-66
40	65	25	5-7-66	4-30-66	5-1-66	5-7-66
65	105	40	6-25-66	6-16-66	6-25-66	6-26-66
105	125	20	7-11-66	7-4-66	7-12-66	7-13-66
125	160	35	8-7-66	8-1-66	8-8-66	8-9-66
160	205	45	9-15-66	9-1-66	9-11-66	9-11-66
205	240	35	10-10-66	10 2-66	10-12-66	10-13-66
240	270	30	1-7-67	11-6-66	11-6-66	11-7-66
270	305	35	1-7-67	12-25-66	1-2-67	1-8-67
305	345	40	5-29-67	5-30-67	6-10-67	6-9-67
345	385	40	7-5-67	6-29-67	7-5-67	7-6-67
385	420	35	8-27-67	8-14-67	8-27-67	8-29-67
420	455	35	9-25-67	9-26-67	10-1-67	10-2-67
455	490	35	10-28-67	10-29-67	11-4-67	11-5-67
490	510	20	11-9-67	12-6-67	12-11-67	12-13-67
510	540	30	1-10-68	1-21-68	1-25-68	1-27-68

THE UNION PACIFIC RAILROAD COMPANY (CONTINUED)

TERMINI				DATE OF			
FROM	TO	MILES	U.P. CER- TIFICATES TO GOVERNMENT	COMMISS- IONERS REPORT	PRESIDENT'S ACCEPTANCE	ISSUE OF BONDS	
540 Mile	560 Mile	20	4-23-68	5-4-68	5-15-68	5-16-68	
560 "	580 "	20	5-9-68	5-11-68	5-16-68	5-18-68	
580 "	600 "	20	5-28-68	6-5-68	6-12-68	6-12-68	
600 "	620 "	20	6-4-68	6-9-68	6-16-68	6-18-68	
620 "	640 "	20	6-16-68	7-14-68	7-21-68	7-22-68	
640 "	680 "	40	7-8&9-68	7-16&18-68	7-23-68	7-24-68	
680 "	700 "	20	8-12-68	7-29-68	8-3-68	8-11-68	
700 "	720 "	20	8-1-68	8-6-68	8-27-68	8-28-68	
720 "	760 "	40	8-9&19-68	8-17&21-68	9-5-68	9-7-68	
760 "	780 "	20	9-2-68	9-5-68	9-22-68	9-23-68	
780 "	800 "	20	9-11-68	9-24-68	10-21-68	10-21-68	
800 "	820 "	20	9-24-68	11-9-68	11-19-68	11-19-68	
820 "	860 "	40	10-22-68	11-10-68	12-5-68	12-7-68	
860 "	880 "	20	10-27-68	11-13-68	12-12-68	12-14-68	
880 "	900 "	20	11-5-68	11-14-68	12-16-68	12-16-68	
900 "	920 "	20	11-19-68	11-20-68	12-23-68	12-23-68	
920 "	940 "	20	12-1-68	12-7-68	12-23-68	12-24-68	
940 "	960 "	20	12-18-68	1-20-69	1-28-69	1-29-69	
960 "	1000 "	40	1-22-69	1-27&29-69	2-9-69	2-10-69	
1000 "	1085.88"	85.88	5-13-69	6-9-69	7-15-69	(7-16-69 (7-14-70 (11-6-69	

Total Omaha
to Ogden 1085.88
Council Bluffs to
Omaha 4.01
1089.89

Construction period 1869 to 1872, opened
for operation March 22, 1872

STATEMENT OF DECREASES IN MILEAGE

Point 5 Promon-
mies west tory
of Ogden 47.20
Omaha Ogden .28
Total deductions 47.48
Net Mileage 1038.40
" " 4.01
Total Net Mileage 1042.41

Sold to Central Pacific as per agreement
dated November 10, 1869
Corrections account changes line and
rechaining

Omaha to Ogden
Council Bluffs to Omaha

3. OPERATION.

On April 1, 1867 the road had been turned over for operation by the contractors as far as North Platte, and was opened for traffic as far as Cheyenne, November 18, 1867. Trains began running regularly for the entire distance from Omaha to Promontory on May 11, 1869. The road is considered as being opened for traffic November 6, 1869 the date used by the United States Supreme Court in the "Five Per Cent Case".

THE UNION PACIFIC RAILROAD COMPANY (CONTINUED)

The extension of the main line from Omaha across the Missouri River to Council Bluffs, was opened for operation March 22, 1872.

This company continued operation until February 1, 1880 when the property was taken over by The Union Pacific Railway Company which was formed by the consolidation of this company with Kansas Pacific Railway Company and Denver Pacific Railway and Telegraph Company January 24, 1880.

4. PRESENT STATUS.

The Articles of Consolidation provided that the corporate existence of the respective constituent companies should not absolutely cease on the consummation of the consolidation, but should remain and continue so far as necessary to carry out the intent and purpose thereof.

5. CHAIN OF TITLE - DISPOSITION.

The Union Pacific Railroad Company consolidated with Kansas Pacific Railway Company and Denver Pacific Railway and Telegraph Company, under articles of consolidation dated January 24, 1880 to form The Union Pacific Railway Company. Articles of Consolidation were filed with the Secretary of the Interior of the United States January 26, 1880. In furtherance of the plan of consolidation outlined in the Articles of Consolidation this company joined with the other two constituent companies in signing a joint deed dated January 24, 1880 transferring all the several properties, rights and franchises to the consolidated company.

The physical property, rights and franchises of The Union Pacific Railway Company were sold to Union Pacific Railroad Company, the present owner, January 22, 1898.

CHART NO. 8
PLACE NO. 40

1. (a) INCORPORATION.

This company was incorporated as Leavenworth, Pawnee and Western Railroad Company by special act of Legislature of the Territory of Kansas approved August 30, 1855. The name was changed to Union Pacific Railway Company, Eastern Division by resolution of the stockholders at a meeting held June 6, 1863; and that name was changed to Kansas Pacific Railway Company by authority of joint resolution of Congress approved March 3, 1869 and by action of Board of Directors April 5, 1869.

This company succeeded to all rights granted to Union Pacific Railway Company, Eastern Division by acts of Congress approved July 1, 1862, July 2, 1864 and July 3, 1866.

(b) ORGANIZATION.

The company was fully organized before the name was changed.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company consisted of a main line extending from the Missouri-Kansas State line at Kansas City to Denver, Colorado a distance of 638.50 miles; of a branch line extending from Leavenworth, Kansas to Lawrence, Kansas, a distance of 31.90 miles; of a branch line extending from Detroit to Enterprise, Kansas, a distance of 1.95 miles; and of a branch known as the Wyandotte Branch extending from Armstrong, Kansas to Wyandotte, Kansas, a distance of 2.08 miles; a total mileage of 674.43 miles.

(b) CONSTRUCTION.

The following mileage of road was constructed prior to the time the name of the company was changed to Kansas Pacific Railway Company:

Missouri-Kansas Main Line from Kansas City to Sheridan, (now Lisbon, Kansas)	
Main Line	405 Miles
Leavenworth, Kansas to Lawrence, Kansas - (Branch)	31.90 Miles
Wyandotte Branch	1.82 "
	<hr/> 438.72

The construction of the above mileage was completed and the main line as far as mile post 400 was accepted by the President of the United States October 31, 1868. Afterwards mile post 393.9425 was fixed by the Government as the point to which the company was entitled to aid in bonds of the United States, in accordance with terms of the Acts of Congress as outlined in the chapter devoted to Union Pacific Railway Company, Eastern Division. In 1869 and 1870 the construction of the road was continued beyond mile post 405 and rails were laid to mile post 638.6 Denver, Colorado September 1, 1870. December 8, 1870 commissioners were appointed by the President of the United States to inspect the newly constructed railroad and they submitted their report January 13, 1871 upon the portion of the road from Mile Post 393.9425 to Mile Post 638.6, stating that the road as constructed and equipped substantially complied with the Act of Congress and recommending its acceptance. The commissioners' report was approved by the President of the United States October 19, 1872.

KANSAS PACIFIC RAILWAY COMPANY (CONTINUED)

Between 1878 and 1879 a branch line 1.95 miles long was constructed from Detroit, Kansas to Enterprise, Kansas.

RECAPITULATION OF MILEAGE CONSTRUCTED BY UNION PACIFIC RAILWAY COMPANY, EASTERN DIVISION AND BY KANSAS PACIFIC RAILWAY COMPANY AND OF SUBSEQUENT CHANGES IN MILEAGE.

	MILES	DATE
Main Line originally constructed from Missouri-Kansas State Line to Denver, Colorado	638.60	1864-1872
Deduct correction in mileage	.10	
	<u>638.50</u>	
Wyandotte Branch	1.82	1864-1866
Additional track constructed (Date unknown)	.26	
	<u>2.08</u>	
Leavenworth, Kansas to Lawrence, Kansas - Branch	31.90	1864-1866
Detroit, Kansas to Enterprise, Kansas -- Branch	1.95	1878-1879
Total mileage	<u>674.43</u>	

3. OPERATION.

The main line trains were originally operated from Wyandotte, Kansas. Later all trains were operated from the State line at a point on the South side of the Kansas River at Kansas City. The operation of passenger trains from Wyandotte was discontinued December 24, 1875.

The sections of the railroad constructed by this company were opened for operation as follows:

Sheridan to Kit Carson	April 1, 1870
Kit Carson to Denver	September 1, 1870
Detroit, Kansas to Enterprise, Kansas	1878-1879

The entire property was operated by this company until it passed into the hands of receivers November 21, 1876. The property was operated by the receivers until June 14, 1879 when it was surrendered by them to the owner (Kansas Pacific Railway Company) who continued operation until February 1, 1880 when the property was taken over by The Union Pacific Railway Company which was formed by the consolidation of this company with The Union Pacific Railroad Company and Denver Pacific Railway and Telegraph Company January 24, 1880.

4. PRESENT STATUS.

The Articles of Consolidation provided that the corporate existence of the respective constituent companies should not absolutely cease on the consummation of the consolidation but should remain and continue so far as necessary to carry out the intent and purpose thereof.

5. CHAIN OF TITLE - DISPOSITION.

Kansas Pacific Railway Company consolidated with The Union Pacific Railroad Company and Denver Pacific Railway and Telegraph Company, Articles of Consolidation being dated January 24, 1880 to form The Union Pacific Railway Company. Articles of Consolidation were filed with the Secretary of the

KANSAS PACIFIC RAILWAY COMPANY (CONTINUED)

Interior of the United States January 26, 1880. In furtherance of the plan of consolidation outlined in the articles of consolidation this company joined with the other two companies in signing a joint deed dated January 24, 1880 transferring the several properties, rights and franchises to the Consolidated Company.

The physical property, rights and franchises of The Union Pacific Railway Company were sold to Union Pacific Railroad Company, the present owner, and transferred by deed dated January 22, 1898.

DENVER PACIFIC RAILWAY AND TELEGRAPH COMPANY

CHART NO. 6
PLACE NO. 41

1. (a) INCORPORATION.

Denver Pacific Railway and Telegraph Company was incorporated for a term of twenty years under the Acts of the Council and House of Representatives of Colorado Territory, November 19, 1867 when Articles of Incorporation were filed with the Secretary of Colorado Territory. The purpose was to construct and operate a railroad and telegraph line from Denver to the northern boundary of Colorado Territory, in the direction of the most practical point of connection with the line of The Union Pacific Railroad Company.

A committee of three directors was appointed on December 26, 1867 to organize a company under the laws of the Territory of Dakota, which at that time included practically all of what is now the state of Wyoming, for the extension of the railroad to a connection with the main track of The Union Pacific Railroad Company. This committee reported March 13, 1868. The charter was presented, read and signed by the directors in behalf of the incorporators and ordered to be forwarded to Cheyenne to be filed with the county clerk. There is now no record of this charter in either the office of the county clerk or the office of the Secretary of State of Wyoming at Cheyenne, or in the files of the Secretary of State of North Dakota or of South Dakota, and no other records have been found relative to the incorporation of the company in Wyoming or Dakota territories.

An Act of Congress approved March 3, 1869 authorized the transfer of lands granted to Union Pacific Railway Company, Eastern Division between Denver and the point of its connection with The Union Pacific Railroad to Denver Pacific Railway and Telegraph Company. The Act also provided that the Union Pacific Railway Company, Eastern Division might contract with Denver Pacific Railway and Telegraph Company for the construction, operation and maintenance of that part of its proposed line between Denver, Colorado and its point of connection with The Union Pacific Railroad at Cheyenne, Wyoming and might transfer to Denver Pacific Railway and Telegraph Company the perpetual use of its right of way and depot grounds and transfer to it all the rights and privileges of the Union Pacific Railway Company, Eastern Division between Denver, Colorado and Cheyenne, Wyoming, subject to all obligations pertaining to that part of the line.

In accordance with the terms of this Act, Union Pacific Railway Company, Eastern Division entered into a contract with this company dated March 19, 1869 granting the rights and privileges as set out in the Act of Congress and providing that this company should construct and equip that part of the proposed line of Union Pacific Railway Company, Eastern Division from Denver, Colorado to Cheyenne, Wyoming by January 1, 1871. The Act provided that Denver Pacific Railway and Telegraph Company should utilize the construction work it had already performed as part of the line covered by the contract.

(b) ORGANIZATION.

The organization was perfected on November 19, 1867, when the trustees named in the charter met and elected officers.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company extended from Denver, Colorado to a connection with the railroad of The Union Pacific Railroad Company at Cheyenne,

DENVER PACIFIC RAILWAY AND TELEGRAPH COMPANY (CONTINUED)

Wyoming a distance of 106 miles.

(b) CONSTRUCTION.

The railroad was constructed during the period from November 19, 1867 to June 23, 1870.

A board of commissioners was appointed by the President of the United States to examine this railroad and on December 8, 1870 they received instructions to make the examination. The commissioners reported that they believed the road as constructed and equipped, substantially complied with the requirements of the Acts of Congress. Their report was approved by the President of the United States May 2, 1872.

Following is a statement of mileage as constructed:

TERMINI		MILES	DATE COMPLETED
FROM	TO		
Cheyenne, Wyoming	Evans, Colorado	58.00	January 1, 1870
Evans, Colorado	Johnson (near what is now Platteville) Colo.	16.00	May 30, 1870
Johnson (near what is now Platteville) Colo.	Hughes (now Brighton) "	13.00	June 9, 1870
Hughes (now Brighton) Colorado	Denver, Colorado	19.00	June 23, 1870
		106.00	

3. OPERATION.

The property was operated by its own officers until April 5, 1878 when Receivers appointed April 2, 1878 took over operation of the property; these Receivers continued operation until September 27, 1879.

September 27, 1879 Jay Gould and Russell Sage, Trustees for the bond holders, pursuant to the default clause of the mortgage and the order of the Honorable Moses Hallett, Judge of the Circuit Court for the District of Colorado, took possession of the property. On the same date Jay Gould and Russell Sage authorized the Kansas Pacific Railway Company to operate the property for their account as Trustees; this arrangement continued in effect until February 1, 1880 when the property was turned over to The Union Pacific Railway Company which had been formed January 24, 1880 by consolidation of Kansas Pacific Railway Company, The Union Pacific Railroad Company and Denver Pacific Railway and Telegraph Company.

4. PRESENT STATUS.

The articles of consolidation dated January 24, 1880 provided that the corporate existence of the respective constituent companies should not absolutely cease on the consummation of the consolidation, but should remain and continue so far as necessary to carry out the intent and purpose thereof. The articles of incorporation limit the existence of the company to twenty years from November 19, 1867.

5. CHAIN OF TITLE - DISPOSITION.

Denver Pacific Railway and Telegraph Company was consolidated with The Union Pacific Railroad Company and Kansas Pacific Railway Company, to form The Union Pacific Railway Company. Articles of Consolidation dated January 24, 1880 were filed with the Secretary of the Interior, January 26, 1880. In

DENVER PACIFIC RAILWAY AND TELEGRAPH COMPANY (CONTINUED)

furtherance of the plan of consolidation, this company joined with the other two constituent companies in signing a joint deed dated January 24, 1880 transferring the physical properties, rights and franchises to the consolidated company.

The physical property, rights and franchises of The Union Pacific Railway Company were sold to Union Pacific Railroad Company, January 22, 1898.

COLORADO AND CLEAR CREEK RAILROAD COMPANY

CHART NO. 4
PLACE NO. 42

1. (a) INCORPORATION.

This company was incorporated by special act of the Council and House of Representatives of the Territory of Colorado, approved February 9, 1865 for the purpose of surveying, locating, constructing, completing, maintaining and operating a railroad commencing near Golden City, Colorado extending thence westerly up Clear Creek on Vasquez Fork to a junction with the north and south fork of said stream; thence up the north fork of said stream to the City of Black Hawk and Central in Gilpin County; thence from a junction of said forks up the south fork to Idaho and Empire City in Clear Creek County in the direction of Provost City in Utah Territory; also commencing in Golden City in a southeasterly direction to Denver City; thence in a southeasterly direction to a point on the east line of Colorado Territory where the main line of The Union Pacific Railroad Company intersects the east boundary line of Colorado Territory; also from a point near Golden running northeasterly to the coal beds on Coal Creek, Boulder City, St. Vrain, Big Thompson, and Cache La Poudre by the most practical route.

(b) ORGANIZATION.

The organization of this company was perfected July 10, 1865, when the incorporators met and elected officers.

2. (a) TERMINI AND DESCRIPTION.

No railroad which now forms a part of the property of Union Pacific Railroad Company was constructed by this company during its existence as Colorado and Clear Creek Railroad Company.

(b) CONSTRUCTION.

No railroad which now forms a part of the property of Union Pacific Railroad Company was constructed by this company during the period of its existence as Colorado and Clear Creek Railroad Company.

3. OPERATION.

No railroad which now forms a part of the property of Union Pacific Railroad Company was operated by this company during the period of its existence as Colorado and Clear Creek Railroad Company.

4. PRESENT STATUS.

The name of this company was changed to Colorado Central and Pacific Railroad Company by act of Council and House of Representatives of Colorado Territory, approved January 20, 1856.

5. CHAIN OF TITLE - DISPOSITION.

The name of this company was changed to Colorado Central and Pacific Railroad Company by act of Council and House of Representatives of Colorado

COLORADO AND CLEAR CREEK RAILROAD COMPANY (CONTINUED)

Territory, approved January 20, 1866.

The corporate name of Colorado Central and Pacific Railroad Company was changed to Colorado Central Rail Road Company by resolution of the stockholders at an annual meeting held January 14, 1868. A certified copy of this resolution was filed with the Secretary of State of Colorado, January 26, 1869.

The Colorado Central Rail Road Company consolidated with the Georgetown, Breckenridge and Leadville Railway Company, The Denver and Middle Park Railroad Company, The Denver, Marshall and Boulder Railway Company, The Greeley, Salt Lake and Pacific Railway Company, The Denver, Texas and Gulf Railroad Company, The Denver, Texas and Fort Worth Railroad Company, The Road Canon Railroad Company, The Chicosa Canon Railway Company, The Canon De Agua Railroad Company, The Colorado Central Railroad Company of Wyoming, and the Cheyenne and Northern Railway Company, to form The Union Pacific, Denver and Gulf Railway Company, March 18, 1890.

The physical property, rights and franchises of The Union Pacific, Denver and Gulf Railway Company were sold under foreclosure proceedings to Henry Budge, John Kennedy Tod, and Edward C. Henderson, November 25, 1898.

Henry Budge, John Kennedy Tod and Edward C. Henderson, sold that part of the property purchased by them from The Union Pacific, Denver and Gulf Railway Company which extends from Julesburg, Colorado to La Salle, Colorado to Union Pacific Railroad Company, the present owner, February 6, 1899.

R. W. DONNELL, TRUSTEE.

CHART NO. 23
PLACE NO. 43

1. (a) INCORPORATION.

R. W. Donnell purchased the railroad property and franchises of Manhattan and Northwestern Railroad Company at foreclosure sale and received deed thereto dated July 15, 1879 from Chas. H. Miller, Special Master.

2. (a) TERMINI AND DESCRIPTION.

The property purchased by R. W. Donnell, Trustee consisted of a railroad of standard gauge extending from Manhattan, Kansas to a point 6 miles north and in addition of a partly constructed railroad extending therefrom to the north line of Riley County, Kansas.

(b) CONSTRUCTION.

No construction work was done during the regime of R. W. Donnell, Trustee.

3. OPERATION.

There are no records of the operation of this road.

4. PRESENT STATUS.

The relation of R. W. Donnell, Trustee, as an individual and sole owner, to this property ceased when he transferred the physical property, rights and franchises to E. B. Purcell July 19, 1879.

5. CHAIN OF TITLE - DISPOSITION.

R. W. Donnell conveyed this property to E. B. Purcell by deed dated July 19, 1879.

E. B. Purcell and Wife conveyed the property to The Manhattan and Blue Valley Railroad Company, July 28, 1879.

The Manhattan and Blue Valley Railroad Company consolidated with The Marysville and Blue Valley Railroad Company, to form Blue Valley Railway Company, July 1, 1886.

Blue Valley Railway Company consolidated with The Omaha and Republican Valley Railway Company of Nebraska to form Omaha and Republican Valley Railway Company February 3, 1887.

The physical property, rights and franchises of Omaha and Republican Valley Railway Company were sold at foreclosure sale to Union Pacific Railroad Company, the present owner, and conveyed by Special Master's deeds dated October 4, 1898.

UNION PACIFIC RAILWAY COMPANY, EASTERN DIVISION

CHART NO. 3
PLACE NO. 44

1. (a) INCORPORATION.

This company was incorporated as Leavenworth, Pawnee and Western Railroad Company by special act of legislature of the territory of Kansas, approved August 30, 1855. By resolution of the stockholders at a meeting held June 6, 1863 the name of Leavenworth, Pawnee and Western Railway Company was changed to Union Pacific Railway Company, Eastern Division.

Right to operate and acquire property in Missouri was granted by "An Act of the General Assembly of the State of Missouri, relating to Union Pacific Railway Company, Eastern Division," approved February 20, 1865.

Section 9, of the Act of Congress approved July 1, 1862 enacted to "Aid in construction of a Railroad and Telegraph Line from the Missouri River to the Pacific Ocean," authorized this company to construct a railroad and telegraph line from the Missouri River at the mouth of the Kansas River, on the south side thereof so as to connect with the Pacific Railroad of Missouri, to a point on the one hundredth meridian, on the same terms as granted to The Union Pacific Railroad Company namely: the United States government would grant to the railroad company a strip of right of way 400 feet wide through government lands, and in addition as an aid every alternate section of government land within a limit of ten miles on each side of the railroad; and further would issue bonds, to aid in the construction of the road, which should constitute a first mortgage on the property of the railroad company.

An Act of Congress was approved July 2, 1864 to amend the Act approved July 1, 1862 and it increased the land grant to include every alternate section of government land within a limit of 20 miles on each side of the railroad, provided that the Union Pacific Railway Company, Eastern Division should build the railroad from the mouth of the Kansas River by way of Leavenworth, or if that be not deemed the best route then the company should within two years build a railroad from Leavenworth, Kansas to Lawrence, Kansas to unite with the main line at or near Lawrence, Kansas; but to aid in the construction of such branch line the company should not be entitled to any Government bonds. The act also authorized the company, after it had completed the construction to the one hundredth meridian in good faith, to extend the road westward until it connected with the Central Pacific Railroad, provided that no bonds be issued or land certified by the United States to any person or company for the construction of any part of the main trunk line of the railroad west of the one hundredth meridian and east of the Rocky Mountains until the construction of The Union Pacific Railroad should be completed from Omaha, Nebraska to the one hundredth meridian.

An Act of Congress was approved July 3, 1866, amending the acts approved July 1, 1862 and July 2, 1864, which authorized the Union Pacific Railway Company, Eastern Division to designate the general route of its road and to file a map, showing the route as required by law, at any time before the first day of December 1866. The Act provided that upon the filing of such map the lands along the entire line so far as they might be designated, should be reserved from sale by order of the Secretary of the Interior; provided that, the railway company should be entitled to no more bonds of the United States to aid in the construction of its line of railroad and telegraph than it would have been entitled to if it had connected its line with the Union Pacific Railroad on the one hundredth meridian; and provided further that its line of railroad should connect with The Union Pacific Railroad at a point not more than fifty miles westward from the meridian of Denver, Colorado.

(b) ORGANIZATION.

Organization was effected by election of officers by Board of Directors at a meeting held June 6, 1863.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and extended from a point on the Missouri-Kansas State Line (now Kansas City) to Sheridan, (now Libson) Kansas, a distance of 405 miles, with a branch from Leavenworth, Kansas to a connection with the main line at Lawrence, Kansas 31.90 miles long and a branch line to Wyandotte, Kansas 1.82 miles long, a total of 438.72 miles of railroad.

(b) CONSTRUCTION.

This company constructed a railroad of standard gauge from the Missouri-Kansas State line at a point on the south side of the Kansas river, (now at Kansas City) to Sheridan, (now Libson) Kansas, a distance of 405 miles; a line of railroad beginning on the bank of the Missouri river on the north side of the mouth of the Kansas river in the city of Wyandotte and running up the Kansas River Valley to a connection with the main line, a distance of 1.82 miles; and a branch line from Leavenworth, Kansas to a junction with the main line at Lawrence, Kansas 31.90 miles long. In constructing these lines this Company probably made use of the small amount of construction work performed by Leavenworth Pawnee and Western Railroad Company at Leavenworth and Wyandotte. These lines of road were built in accordance with the terms of the Acts of Congress approved July 1, 1862 and July 2, 1864. Each section of the road when completed was inspected by a board of commissioners appointed by the President of the United States, and after approval of the report of the Commissioners' by the President of the United States government aid was extended as provided for in the Acts. A list of the various sections of the road constructed with the date the commissioners' report for each was approved by the President of the United States follows:

Number of Section	Mile Post		Date Accepted By President of U.S.
	From	To	
1	0	40)	June 19, 1865 (Main Line
	0	1.82)	Oct. 28, 1865 (Wyandotte (Branch.
2 ¹	40	62 ¹	Dec. 20, 1865
3	62	85	May 8, 1866
4	85	105	July 7, 1866
5	105	130	Oct. 15, 1866
6	130	155	Jan. 22, 1867
7	155	185	May 4, 1867
8	185	210	June 10, 1867.
9	210	234	Aug. 12, 1867
10	234	259	Sept. 19, 1867
11	259	285	Oct. 25, 1867
12	285	305	Dec. 2, 1867
13	305	335	Jan. 9, 1868
14	335	360	Apr. 4, 1868
15	360	380	May 30, 1868
16 ¹	380	400	Oct. 31, 1868

UNION PACIFIC RAILWAY COMPANY, EASTERN DIVISION (CONTINUED)

The Main line was actually built to Mile Post 405 at Sheridan, (now Lisbon) Kansas but last five miles was not covered by the commissioners' report approved by the President of the United States October 31, 1868.

August 20, 1868 the Board of Directors adopted a resolution suspending construction on the extension beyond mile post 405 until it should be fully decided whether or not any further legislation could be had by which the route of the road might be influenced and aid be given in making the extension westward. August 31, 1868 the contract with the contractors, Shoemaker, Miller and Company was cancelled and no further construction work was performed under the name of Union Pacific Railway Company, Eastern Division.

The branch line from Leavenworth, Kansas to Lawrence, Kansas was constructed in 1865 and 1866 and the construction of the road was accepted by the President of this Company October 15, 1866; the President's action was approved by the Board of Directors, December 17, 1866.

3. OPERATION.

Originally the main line trains of this company were operated from Wyandotte. Later they were operated from the initial point at the Missouri-Kansas state line on the south side of the Kansas river, after which time the track to Wyandotte, 1.82 miles long, was operated as a branch line. The date of beginning of operation of the main track from the state line on the south side of the Kansas River is not definitely known. Passenger trains were operated on the Wyandotte Branch until December 24, 1875.

The various sections of road were opened for operation on the following dates:

Wyandotte to Topeka	January 1, 1866
Topeka to Wamego	June 20, 1866
Wamego to Manhattan	August 20, 1866
Manhattan to Ogden	October 15, 1866
Ogden to Fort Riley	October 17, 1866
Fort Riley to Junction City	November 12, 1866
Junction City to Salina	May 8, 1867
Salina to Ellsworth	July 15, 1867
Ellsworth to Hays	October 14, 1867
Hays to Coyote	January 4, 1868
Coyote to Monument	June 5, 1868
Monument to Sheridan	August 22, 1868
Leavenworth to Lawrence	May 15, 1866

and were operated by the Union Pacific Railway, Eastern Division until March 3, 1869.

4. PRESENT STATUS.

The name was changed to Kansas Pacific Railway Company March 3, 1869.

5. CHAIN OF TITLE - DISPOSITION.

By joint resolution of Congress approved March 3, 1869 and by resolution of Board of Directors April 6, 1869 the name of this company was changed to Kansas Pacific Railway Company.

UNION PACIFIC RAILWAY COMPANY, EASTERN DIVISION (CONTINUED).

Kansas Pacific Railway Company consolidated with The Union Pacific Railroad Company and Denver Pacific Railway and Telegraph Company to form The Union Pacific Railway Company, articles of consolidation being dated January 24, 1880.

All the physical properties, rights and franchises of The Union Pacific Railway Company were sold under various foreclosure proceedings to Union Pacific Railroad Company, the present owner, January 22, 1898.

ECHO AND PARK CITY RAILWAY COMPANY.

CHART NO. 32

PLACE NO. 45

1. (a) INCORPORATION.

Echo and Park City Railway Company was incorporated under the general laws of the Territory of Utah. Articles of Association were filed with the Auditor of Public Accounts, January 17, 1881, and with the Secretary of Utah Territory, January 19, 1881. The company was incorporated to acquire the property of The Summit County Railroad Company.

(b) ORGANIZATION.

First officers were elected January 17, 1881. Organization was perfected January 19, 1881, the date Articles of Incorporation were filed with the Secretary of Utah Territory.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company extended from a connection with the main line of The Union Pacific Railway Company at Echo, Utah to Park City, Utah, a distance of 27.59 miles, and from Coalville to Coal Mines, a distance of 2.60 miles, making a total mileage of 30.19.

(b) CONSTRUCTION.

This company undertook no major construction but made minor modifications in the properties which it purchased from other companies.

This company purchased from Sidney Dillon July 1, 1881 the former property of The Summit County Railroad Company and improved the property, purchased additional equipment and made minor extensions and changes.

May 18, 1887 this company purchased from Edward Dickinson the former property of Utah Eastern Railroad Company. The property purchased from Edward Dickinson consisted of a narrow gauged railroad extending from Park City, Utah to Coalville, Utah (approximately 22.4 miles) with a branch line 2.60 miles long from Coalville to mines above Coalville and of a partly constructed grade extending from Park City, Utah toward Salt Lake City, Utah. The partly constructed grade from Park City toward Salt Lake City was abandoned by this company. The operation of the main line, about 22.4 miles long from Coalville to Park City had been discontinued while it was in the possession of Utah Eastern Railroad Company, and shortly after the property was acquired by Echo and Park City Railway Company the main line was abandoned and track was taken up; so that the branch line, 2.60 miles long, from Coalville to the mines was the only portion of the former property of Utah Eastern Railroad Company that was utilized by Echo and Park City Railway Company. This branch line which was acquired as a narrow gauged line was changed to a standard gauged line some time during ownership by Echo and Park City Railway Company.

A detailed statement of the operative property purchased from predecessors together with statement of extensions, abandonments and reclassifications of track by Echo and Park City Railway Company follows:

ACQUIRED BY PURCHASEMILES

Former property of The Summit County Railroad Company,
purchased July 1, 1881 from Sidney Dillon,
Main Line

27.27

ECHO AND PARK CITY RAILWAY COMPANY (CONTINUED).

		MILES
Brought forward		27.27
Branch from Grass Creek Junction to mines above Grass Creek		3.94
Former property of the Utah Eastern Railroad Company, purchased May 18, 1887 from Edward Dickinson, Trustee, and used as a branch to the coal mines at Coalville		2.60 ✓
Total acquired by purchase		33.81
Modification of mileage of lines purchased (33.81 miles), through extensions, reclassifications and abandonments:		
	INCREASES	DECREASES DATE
Extension beyond M.P. 27.27 at Park City	1.04 Miles	1883
Reclassified and transfer to Side Track mileage, (M.P. 27)-		0.31 Miles 1883
Reclassified and transfer to Side Track mileage, (point of switch at Echo to initial point)		0.44 " 1885
Unknown	.03 "	1887
Extension of Grass Creek Branch	.05 "	1887
Abandonment of Branch from Grass Creek Junction to mines above Grass Creek		3.99 " 1887
Total	1.12 "	4.74 "
Net decrease to 1887 in Main Line mileage purchased		3.62 Miles
Mileage owned subsequent to last modification in 1887	27.59 Miles Main Track	
	2.60 " Coal Spur	
	30.19 Total	

3. OPERATION.

The main line and the Grass Creek branch which were acquired from Sidney Dillon July 1, 1881 were operated for Echo and Park City Railway Company by The Union Pacific Railway Company which credited this company with earnings and charged it with operating expenses, this operating arrangement continuing until midnight October 12, 1893. Operation of the Grass Creek branch was discontinued in 1887 when the branch line was abandoned and the track taken up.

After the acquirement by this company May 18, 1887 from Edward Dickinson of the branch line, 2.60 miles long, from Coalville, Utah to mines, this branch line was included with the other property of Echo and Park City Railway Company under the arrangement whereby The Union Pacific Railway Company operated the property. This branch was for a time operated with the narrow gauged rolling stock formerly used by Utah Eastern Railroad Company and coal from the mines was transferred to standard gauged cars on the tracks of Echo and Park City Railway at Coalville.

ECHO AND PARK CITY RAILWAY COMPANY (CONTINUED)

October 13, 1893 receivers were appointed for The Union Pacific Railway Company and the system of railroads owned, operated or controlled by it, and this company being controlled by The Union Pacific Railway Company went into the hands of receivers on that date. Thereafter the property was operated by the receivers until midnight April 15, 1898 when the property was turned back to the officers of Echo and Park City Railway Company, who operated it until midnight December 31, 1899 when it was relinquished to Union Pacific Railroad Company which had purchased the property and acquired title by deed dated December 30, 1899.

4. PRESENT STATUS.

Charter was forfeited for non payment of taxes for 1909-10, forfeiture being effected by "advertising out".

5. CHAIN OF TITLE - DISPOSITION.

All the physical property, rights and franchises were sold to Union Pacific Railroad Company, the present owner, and transferred by deed dated December 30, 1899.

MANHATTAN AND NORTHWESTERN RAILROAD COMPANY.

CHART NO. 12
PLACE NO. 46

1. (a) INCORPORATION.

The Manhattan and Northwestern Railroad Company was incorporated under the general laws of the State of Kansas, June 2, 1871 when Articles of Incorporation were filed with the Secretary of State of Kansas, to build, construct and operate a railroad and telegraph line from Manhattan, Kansas up the valley of the Big Blue River through the counties of Riley and Marshall, to the northern boundary of the State of Kansas, with a branch line from a convenient point on the main line through the counties of Riley and Clay to the valley of the Republican River, thence up the Republican River through the counties of Cloud, Washington and Republic to the northern boundary of the State of Kansas, an estimated length of 63 miles of main line, and 80 miles of branch line.

(b) ORGANIZATION.

The date of organization is unknown as the records of the company are not available.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company was of standard gauge and consisted of a constructed road extending from a connection with the main line of Kansas Pacific Railway Company at Manhattan, Kansas six miles northward to a point on the Blue River and of a partly constructed road extending therefrom to a point near the north line of Riley County.

(b) CONSTRUCTION.

Surveys were commenced in June 1872, and six miles of road were completed about November 1874.

3. OPERATION.

There are no records available relative to the operation of this road.

4. PRESENT STATUS.

Charter was forfeited by the Charter Board of Kansas, July 21, 1914.

5. CHAIN OF TITLE - DISPOSITION.

All of the physical property, rights and franchises of this company were sold under foreclosure by Charles H. Miller, Special Master, to R. W. Donnell, Trustee, and conveyed by deed dated July 15, 1879.

R. W. Donnell, Trustee deeded the property, rights and franchises to E. B. Purcell July 19, 1879.

E. B. Purcell and Wife deeded the property, rights and franchises, July 28, 1879 to The Manhattan and Blue Valley Railroad Company.

The Manhattan and Blue Valley Railroad Company consolidated with The Marysville and Blue Valley Railroad Company to form the Blue Valley Railway

MANHATTAN AND NORTHWESTERN RAILROAD COMPANY (CONTINUED)

Company July 1, 1886.

Blue Valley Railway Company consolidated with The Omaha and Republican Valley Railway Company of Nebraska February 3, 1887 to form the Omaha and Republican Valley Railway Company.

The physical properties, rights and franchises of Omaha and Republican Valley Railway Company were sold under foreclosure proceedings to Union Pacific Railroad Company, the present owner, and transferred by Special Master's deed dated October 4, 1898.

LEAVENWORTH, PAWNEE AND WESTERN RAILROAD COMPANY ✓

CHART NO. 1.
PLACE NO. 47.

1. (a) INCORPORATION.

Incorporation of Leavenworth, Pawnee and Western Railroad Company was effected by special act of the Legislative Assembly of the Territory of Kansas, approved August 30, 1855 and acts supplemental and amendatory thereto, for the purpose of constructing a railroad from the west bank of the Missouri River, in the town of Leavenworth, Kansas westward to the town of Pawnee or to some other point near to the Government Reservation at Fort Riley. The Company was granted the privilege of extending its proposed railroad to the west boundary of the Territory of Kansas, and was empowered to construct a branch from any point on main line of said railroad to Kickapoo on the Missouri River. Under act of Congress, approved July 1, 1862, (the terms of which were accepted by the railroad company November 14, 1862), and several acts of Congress amendatory thereof and supplemental thereto, Leavenworth, Pawnee and Western Railroad Company was authorized to construct a railroad and telegraph line from the Missouri River, at the mouth of the Kansas River and on the south side thereof, to a connection with the railroad of The Union Pacific Railroad Company at a point not more than fifty miles westwardly from the meridian of Denver.

(b) ORGANIZATION.

Organization of this company was perfected on January 5, 1857, when the Board of Directors met and elected first officers.

2. (a) TERMINI AND DESCRIPTION.

This company did not complete any line of railroad.

(b) CONSTRUCTION.

Certain surveys were made from Leavenworth toward Lawrence, Kansas and from Wyandotte, Kansas westward. On September 9, 1862 a contract was entered into with Ross-Steele and Company of Montreal, Canada for the construction of the railroad. The Contractors made some surveys in the latter part of 1862 and performed a small amount of construction work at Leavenworth and at Wyandotte, Kansas in the Spring of 1863. Later when Samuel Hallet and John C. Fremont, became dominant in the affairs of the Company this contract was cancelled.

3. OPERATION.

None.

PRESENT STATUS.

The name was changed to Union Pacific Railway Company, Eastern Division, by resolution of its stockholders at a meeting held June 6, 1863.

LEAVENWORTH, PAWNEE AND WESTERN RAILROAD COMPANY (CONTINUED)

5. CHAIN OF TITLE - DISPOSITION.

The name was changed to Union Pacific Railway Company, Eastern Division June 6, 1863 by resolution of its stockholders.

Union Pacific Railway Company, Eastern Division: Name changed April 6, 1869 to Kansas Pacific Railway Company.

Kansas Pacific Railway Company consolidated January 24, 1880 with certain others to form The Union Pacific Railway Company.

The physical property, rights and franchises of The Union Pacific Railway Company were sold to Union Pacific Railroad Company and conveyed under various deeds dated January 22, 1898 and subsequent thereto.

EDWARD DICKINSON, TRUSTEE.

CHART NO. 39

PLACE NO. 48

1. INCORPORATION.

On April 30, 1887, Edward Dickinson, Trustee for the Echo and Park City Railway Company purchased at foreclosure sale, the physical property, rights and franchises of the Utah Eastern Railroad Company from Frank Dyer, United States Marshal for the Territory of Utah.

2. (a) TERMINI AND DESCRIPTION.

The property purchased by Edward Dickinson consisted of a railroad of narrow gauge, extending from Park City, Utah to Coalville, Utah, approximately 22.4 miles long, with a branch line of narrow gauge, extending from Coalville to the mines above Coalville, 2.60 miles long; and of a partly constructed line extending from Park City, Utah toward Salt Lake City, Utah.

(b) CONSTRUCTION.

No construction work was performed under Edward Dickinson's regime.

3. OPERATION.

The operation of the main line had been discontinued prior to the purchase of the property by Edward Dickinson and only the mine branch, 2.60 miles long, from Coalville to mines was operated. This branch line (2.60 miles) was operated by The Union Pacific Railway Company as a part of the Echo and Park City Railway while the property was in Edward Dickinson's name.

4. PRESENT STATUS.

The relation of Edward Dickinson, Trustee as an individual and sole owner, to this property ceased when he transferred the physical property, rights and franchises to Echo and Park City Railway Company May 18, 1887.

5. CHAIN OF TITLE - DISPOSITION.

Edward Dickinson conveyed the physical property, rights and franchises to Echo and Park City Railway Company by deed dated May 18, 1887.

Echo and Park City Railway Company deeded the property to respondent Company, Union Pacific Railroad Company, on December 30, 1899.

SIDNEY DILLON

CHART NO. 30
PLACE NO. 49

1. INCORPORATION.

On November 23, 1880 following his purchase at foreclosure sale, Sidney Dillon received from E. M. Allison, Sheriff of Summit County, Utah deed to the physical property, rights and franchises of The Summit County Railroad Company.

2. (a) TERMINI AND DESCRIPTION.

The railroad property purchased by Sidney Dillon from The Summit County Railroad Company consisted of a railroad of standard gauge 27.27 miles long, with appurtenances extending from a connection with the railroad of The Union Pacific Railroad Company at Echo, Utah to Park City, Utah with a branch line 3.94 miles long from Grass Creek station on the main line to the Church Coal Mines.

(b) CONSTRUCTION.

No construction work was performed during Sidney Dillon's regime.

3. OPERATION.

The property was operated for Sidney Dillon by The Union Pacific Railway Company from date of its acquirement by him November 23, 1880 to the date of its transfer by him to the Echo and Park City Railway Company.

4. PRESENT STATUS.

The relation of Sidney Dillon, as an individual and sole owner, to this property ceased when he transferred the physical property, rights and franchises to Echo and Park City Railway Company July 1, 1881.

5. CHAIN OF TITLE - DISPOSITION.

Sidney Dillon conveyed the physical property, rights and franchises, to Echo and Park City Railway Company by deed dated July 1, 1881.

Echo and Park City Railway Company deeded the property to respondent Company, Union Pacific Railroad Company on December 30, 1899.

UTAH EASTERN RAIL ROAD COMPANY.

CHART NO. 26
PLACE NO. 50

1. (a) INCORPORATION.

Utah Eastern Rail Road Company was incorporated under the general laws of the Territory of Utah. The Articles of Incorporation were filed in the office of Auditor of Public Accounts December 27, 1879 and with the Secretary of the Territory of Utah February 28, 1881. The company was incorporated to construct, build, equip, own and operate by steam power, a railroad from Salt Lake City, Utah to Coalville, Utah, the general route to be up either Emigration canyon or Parleys Canyon to the summit of Wahsatch Range; thence across Parleys Park to the head of East Canon Creek; thence across the divide to the head of Silver Creek and to Park City; thence down Silver Creek to Wanship; thence down to Weber River and to Coalville, a distance of about 50 miles.

(b) ORGANIZATION.

The organization of this company was perfected on December 27, 1879 when the Board of Directors met and elected officers.

2. (a) TERMINI AND DESCRIPTION.

The property of this company consisted of a railroad of narrow gauge, with appurtenances, extending from Park City, Utah to Coalville, Utah (22.40 miles) and of a branch line 2.60 miles long from Coalville to the coal mines east of Coalville, a total length of about 25 miles, and of a partly constructed road extending westward from Park City towards Salt Lake City, Utah.

(b) CONSTRUCTION.

This company completed in December 1880 construction of a railroad of narrow gauge extending from Park City, Utah to Coalville and thence to the Coal Mines east of Coalville, Utah a total distance of about 25 miles, and partly constructed a line extending from Park City, Utah towards Salt Lake City, Utah. The partly constructed road extending from Park City toward Salt Lake City, was not completed by this company and was apparently abandoned; a part of the grade was later used by the Denver and Rio Grande Railroad Company.

3. OPERATION.

This company operated its own property from December 1880 until November 1, 1883. November 1, 1883 The Union Pacific Railway Company which had obtained control of the property assumed the operation until December 19, 1883 without formal lease or agreement and accounted for net income. The operation of the main line from Coalville to Park City (approximately 22.40 miles long) was discontinued December 19, 1883 and thereafter The Union Pacific Railway Company operated only the coal mine branch (2.60 miles long) from Coalville to mines until the property was sold under foreclosure proceedings April 30, 1887.

UTAH EASTERN RAIL ROAD COMPANY (CONTINUED)

This coal mine branch was operated with narrow gauged equipment of the Utah Eastern Rail Road Company and the coal was transferred to standard gauged cars on the tracks of the Echo and Park City Railway Company at Coalville.

H. S. McMillan was appointed receiver February 16, 1885 and handled the accounts of the company but did not operate the property.

The receiver completed his accounting in April 1887 but did not make any formal delivery of the property to the purchaser as he never actually had possession of it.

4. PRESENT STATUS.

Charter was forfeited for non-payment of taxes for 1909-10.

5. CHAIN OF TITLE - DISPOSITION.

All the physical property, rights and franchises of this company were sold under foreclosure proceedings April 30, 1887 by Frank H. Dyer, United States Marshal for the Territory of Utah, to Edward Dickinson, Trustee for the Echo and Park City Railway Company.

Edward Dickinson, Trustee conveyed the physical property, rights and franchises of this company to Echo and Park City Railway Company and transferred them by deed dated May 18, 1887.

The physical property, rights and franchises of Echo and Park City Railway Company were sold to respondent company, Union Pacific Railroad Company and transferred by deed dated December 30, 1899.

THE SUMMIT COUNTY RAILROAD COMPANY

CHART NO. 14
PLACE NO. 51

1. (a) INCORPORATION.

The Summit County Railroad Company was incorporated under the general laws of the Territory of Utah, November 29, 1871 when Articles of Incorporation were filed with the Auditor of Public Accounts, to construct, operate and maintain a railroad connecting at Echo, Utah with the railroad of The Union Pacific Railroad Company, and extending therefrom via Grass Creek, Coalville, Unionville and Wanship and through Silver Creek Canyon to Park City, Utah in the Uintah Mining District. The length of the projected line was to be twenty six miles and the gauge three feet.

(b) ORGANIZATION.

Organization of this company was perfected November 29, 1871 when the Board of Directors met and elected officers.

2. (a) TERMINI AND DESCRIPTION.

The railroad of this company, as finally completed, consisted of a railroad of standard gauge extending from a junction with the railroad of The Union Pacific Railroad Company at Echo, Utah to Park City, Utah a distance of 27.27 miles, with a branch line from Grass Creek, Utah to the Church Coal Mines, a distance of 3.94 miles, a total of 31.21 miles of railroad.

(b) CONSTRUCTION.

In July 1874 this company purchased from Coalville and Echo Railway Company its rights in the old partly constructed grade which extended from Echo to Coalville. This company had previously made use of this grade and had repaired and completed it and had built a narrow gauged railroad track thereon from Echo, Utah to Coalville, Utah. The railroad was extended from Coalville, Utah to Park City, Utah as a standard gauged line between 1878 and 1880, at which time the portion between Echo and Coalville was changed from narrow to standard gauge.

Total main line constructed was 27.27 miles long.

In 1880 a branch line 3.94 miles long was constructed from Grass Creek station to the Church mines, (now Union Coal Company mines).

3. OPERATION.

The construction was completed and the first car of coal was shipped from Coalville May 14, 1872. The books of the company show earnings from July 1, 1873 which date is assumed to be the beginning of regular operation. The road at this date extended only from Echo, Utah to Coalville, Utah approximately 7 miles. The company operated its own property until about February 24, 1877 when The Union Pacific Railroad Company acquired control of The Summit County Railroad Company by purchasing all of the first mortgage bonds and a majority of the capital stock. From this date the property was operated for this company without formal lease or agreement by The Union Pacific Railroad Company until February 1, 1880 and after that date by The Union Pacific Railway Company (successor in interest to The Union Pacific Railroad Company) until the property was sold to Sidney Dillon.

THE SUMMIT COUNTY RAILROAD COMPANY(CONTINUED)

4. PRESENT STATUS.

Charter was forfeited for non-payment of taxes, 1909-10

5. CHAIN OF TITLE - DISPOSITION.

The physical property, rights and franchises were sold under foreclosure proceedings pursuant to decree of the District Court of the Third Judicial district in and for the Territory of Utah and were transferred by deed from E. M. Allison, Sheriff of Summit County, Utah to Sidney Dillon, dated November 23, 1880.

The physical property, rights and franchises were sold by Sidney Dillon to Echo and Park City Railway Company and conveyed by deed dated July 1, 1881.

The physical property, rights and franchises of Echo and Park City Railway Company were sold to respondent company, Union Pacific Railroad Company and conveyed by deed dated December 30, 1899.

COALVILLE AND ECHO RAILWAY COMPANY

CHART NO. 9
PLACE NO. 52

1. (a) INCORPORATION.

There is no record in the office of the Secretary of State of Utah of the incorporation of this company.

(b) ORGANIZATION.

No record has been found relative to the organization of this company.

2. (a) TERMINI AND DESCRIPTION.

The property of this company consisted of a partially constructed grade extending from Echo to Coalville, Utah.

(b) CONSTRUCTION.

Ground was broken in Summit County, Utah on Wednesday, October 20, 1869. There is no other available record relative to construction work performed.

3. OPERATION.

The Coalville and Echo Railway company never completed and never operated any part of its projected line of railroad.

4. PRESENT STATUS.

Unknown.

5. CHAIN OF TITLE - DISPOSITION.

The rights of this company in the old partially constructed grade were disposed of to The Summit County Railroad Company in July 1874. No record of deed conveying the physical property, rights and franchises has been found.

The physical property, rights and franchises of The Summit County Railroad Company were sold to Sidney Dillon by E. M. Allison, Sheriff of Summit County, Utah under foreclosure proceedings November 23, 1880.

The physical property, rights and franchises were sold by Sidney Dillon to Echo and Park City Railway Company July 1, 1881.

The physical property, rights and franchises of Echo and Park City Railway Company were sold to respondent company, Union Pacific Railroad Company, and transferred by deed dated December 30, 1899.

SCHEDULE OF INSTRUMENTS AND RECORDS

Original Filed	Description	Chart No.	Place No.
Law Dept.	BLUE VALLEY RAILWAY COMPANY. Articles of Consolidation forming Blue Valley Railway Company, dated July 1, 1886. Filed in Kansas, January 1, 1887.	36	24
Law Dept.	Articles of Consolidation of Blue Valley Railway Company with the Omaha and Republican Valley Railway Company of Nebraska to form Omaha and Republican Valley Railway Company dated Feb. 3, 1887.		
	HENRY BUDGE, JOHN KENNEDY TOD AND EDWARD C. HENDERSON.	48	16
Audit No.58	Deed dated Feb. 6, 1899, from Henry Budge, John Kennedy Tod and Edward C. Henderson sold, under foreclosure to the Union Pacific Railroad Company that part of the U.P.D. & G. Ry. Co. extending from Julesburg, Colo. to La Salle, Colo. about 150 miles.		
Law Dept.	THE CARBON CUT-OFF RAILWAY COMPANY Articles of Incorporation dated Feb.8, 1899. Filed in Wyoming Feb. 12, 1889.	43	7
Val.Dept. File 220	Deed from the Carbon Cut-Off Railway Company to the Union Pacific Railroad Company dated Dec. 30, 1899.		
Audit No.16	CENTRAL PACIFIC RAILWAY COMPANY Lease dated June 13, 1875 of five miles of Union Pacific Railroad Company's lines west of Ogden, Utah by The Union Pacific Railroad Company to the Central Pacific Railroad Company (now Central Pacific Railway Company) covering a period of 999 years.	16	12
No record	COALVILLE AND ECHO RAILWAY COMPANY No record of incorporation - Ground broken Oct. 20, 1869.	9	52
No Record	Grade purchased by The Summit County Railroad Company July 1874. No record of deed.		
Colo.Laws 1865 Page 111	COLORADO AND CLEAR CREEK RAILROAD CO. Act of Incorporation Colorado and Clear Creek Railroad Company, incorporated in Territory of Colorado by Act of Legislature. Approved Feb. 9, 1865.	4	42
Colo.Laws 1866	Act of Legislature changing name to Colorado Central and Pacific Railroad Company Jan. 20, 1866.		

Original Filed	Description	Chart No.	Place No.
	COLORADO CENTRAL AND PACIFIC RAILROAD COMPANY.	5	37
Colo.Laws 1866	Act changed name from Colorado and Clear Creek Railroad Company to Colorado Central and Pacific Railroad Company approved Jan.20,1866.		
Law Dept.	Name changed by resolution of stockholders to Colorado Central Rail Road Company. Filed Jan. 26, 1869.		
	COLORADO CENTRAL RAILROAD COMPANY	7	30
Law Dept.	Resolution of stockholders changes name from Colorado Central and Pacific Railroad Company to Colorado Central Rail Road Company, dated Jan. 14, 1868. Filed in Colorado, Jan. 26,1869.		
Law Dept.	Articles of Consolidation with 11 other companies, none of which now form part of U.P.R.Co., to form The Union Pacific, Denver and Gulf Railway Company, dated March 18,1890.		
Audit No.56	Lease of the property to The Union Pacific Railroad Company dated Feb. 20, 1879.		
	THE DENVER AND BOULDER VALLEY RAILROAD COMPANY.	10	10
Law Dept.	Articles of Incorporation dated Aug.4, 1870. Filed Aug. 5, 1870.		
Vol.of deed & assignments of bids. Page 385	William D. Cornish, Special Master, to the Union Pacific Railroad Company. Deed dated March 30, 1898.		
	Lease of the property to Denver Pacific Railway and Telegraph Company dated Oct.19,1870.		
	Deed from Andrew W. Brazee, Master in Chancery of the Circut Court, District of Colorado dated June 26, 1882 conveying the physical property rights and franchises of The Denver and Boulder Valley Railroad Company to Russell Sage and Jay Gould.		
	DENVER PACIFIC RAILWAY & TELEGRAPH CO.	6	41
Law Dept.	Articles of Incorporation dated Nov. 19,1867,		
Law Dept.	Articles of Consolidation with The Union Pacific Railroad Company and Kansas Pacific Railway Company to form The Union Pacific Railway Company dated Jan. 24, 1880.		
Audit No.37133	Deed to The Union Pacific Railway Company dated Jan. 24, 1880.		
	EDWARD DICKINSON, TRUSTEE.	39	48
Audit No.2053	Deed from Edward Dickinson, Trustee, conveying the properties and franchises of the Utah Eastern Railroad Company to The Echo and Park City Railway Company dated May 18, 1887.		

Original Filed	Description	Chart No.	Place No.
Audit #2038	SIDNEY DILLON. Deed from Sidney Dillon conveying properties and franchises of The Summit County Railroad Company to The Echo and Park City Railway Company dated July 1, 1881.	30	43
Val.Dept. Boston Book 401 Page 344	R. W. DONNELL, TRUSTEE Deed from R.W.Donnell, Trustee, conveying the properties and franchises of Manhattan and Northwestern Railroad Company to E.B.Purcell dated July 19, 1879.	23	43
Law Dept. Audit No.388	ECHO AND PARK CITY RAILWAY COMPANY Articles of Incorporation dated Jan.17, 1881. Filed in Utah Jan. 19, 1881. Deed to Union Pacific Railroad Company dated Dec.30, 1899.	32	45
Val.Dept. No.220	C.K.GARRISON and L.T.SMITH Deed from C.K.Garrison and L.T.Smith conveying the property and franchises of the Kansas Central Railway Company to the Kansas Central Railroad Company dated April 17,1879.	20	29
Law Dept. Audit No.2607 Audit No.9079	HASTINGS AND NORTHWESTERN RAILROAD CO. Articles of Incorporation dated July 22,1912 Filed in Nebraska July 24, 1912 Deed from Hastings and Northwestern Railroad Company dated Dec. 28, 1917 Lease of the property to Union Pacific Railroad Company dated July 1, 1913.	51	3
Law Dept. Val.Dept. File 220	JUNCTION CITY AND FORT KEARNEY RAILWAY COMPANY Articles of Incorporation dated June 28, 1871. Filed in Kansas June 29, 1871. Deed from Thomas P. Wilson, Special Master to the Union Pacific Railroad Company dated May 29, 1899. Agreement with Robert E.Carr and associates showing provision for the operation of the property by Kansas Pacific Railway Company dated April 9, 1872 Agreement with Receivers Kansas Pacific Railway Company for operation of the property dated May 16, 1877.	13	5
Law Dept. Law Dept. File C1103	KANSAS CENTRAL RAILROAD COMPANY Articles of Incorporation dated April 4, 1879. Filed in Kansas April 15, 1879. Deed from Hiram P.Dillon,Special Master to The Leavenworth, Kansas and Western Railway Company, dated Sept. 24, 1897.	19	22

Original Filed	Description	Chart Place	
		No.	No.
	THE KANSAS CENTRAL RAILWAY COMPANY	11	36
Law Dept.	Articles of Incorporation dated May 31, 1871. Filed in Kansas June 1, 1871.		
Val. Dept.	Deed from P.G. Lowe, Sheriff, Leavenworth County, Kansas to C.K. Garrison and L.T. Smith, dated April 15, 1879.		
File 220			
	KANSAS PACIFIC RAILWAY COMPANY	8	40
Statutes 15	Act of Congress changing name to Kansas Pacific Railway Company approved April 6, 1869.		
Page 348			
Law Dept.	Articles of Consolidation with The Union Pacific Railroad Company and Denver Pacific Railway and Telegraph Company to form The Union Pacific Railway Company dated Jan. 24, 1880.		
Audit No. 37133	Deed to The Union Pacific Railway Company dated Jan. 24, 1880.		
	THE KANSAS AND SOUTHWESTERN RAILWAY COMPANY	22	19
Law Dept.	Articles of Incorporation dated July 10, 1879 Filed in Kansas, July 15, 1879.		
Law Dept.	Articles of Consolidation with The Salina and South Western Railway Company to form Salina and South Western Railway Company, dated Dec. 21, 1880.		
	THE KEARNEY AND BLACK HILLS RAILWAY CO.	45	4
Law Dept.	Articles of Incorporation dated May 1, 1889 Filed in Nebraska May 22, 1889.		
Audit No. 62	Deed from Sherman E. Day, Special Master and others, to Union Pacific Railroad Company dated Oct. 4, 1898.		
Audit No. 4621	Lease of the property to Wood River Improvement Company dated October 1, 1890.		
	THE LARAMIE NORTH PARK AND PACIFIC RAILROAD AND TELEGRAPH COMPANY.	29	6
Law Dept.	Articles of Incorporation dated May 1, 1880 Filed in Wyoming, May 24, 1880.		
Audit No. 121	Deed from the Laramie North Park and Pacific Railroad and Telegraph Company to Union Pacific Railroad Company, dated Dec. 20, 1900.		
Audit No. 6171	Lease of the property to Receivers The Union Pacific Railway Company dated November 24, 1897		
	THE LEAVENWORTH, KANSAS AND WESTERN RAILWAY COMPANY	47	15
Law Dept.	Articles of Incorporation dated Sept. 13, 1897. Filed in Kansas Sept. 13, 1897.		
Audit No. 1384	Deed from The Leavenworth Kansas and Western Railway Company to Union Pacific Railroad Company, dated May 25, 1908.		

Original Filed	Description	Chart No.	Place No.
	LEAVENWORTH, PAWNEE AND WESTERN RAILROAD COMPANY.	1	47
Law Dept.	Leavenworth, Pawnee and Western Railroad Company incorporated by Act of Legislature of Territory of Kansas Approved Aug.30,1855.		
Val.Dept. "Boston Books" #379 Page 49	Resolution of stockholders changing name to Union Pacific Railway Company, Eastern Division passed June 6, 1863.		
	THE LINCOLN AND COLORADO RAILWAY COMPANY.	37	27
Law Dept.	Articles of Incorporation dated Jan.8, 1887. Filed in Kansas Jan. 8, 1887.		
Val.Dept. "Boston Books" File #95	Abstract of minutes of stockholders and Directors meeting of The Lincoln and Colorado Railway Company covering transfer of entire capital stock for equal number of shares of The Union Pacific Lincoln & Colorado Railway Company. July 25, 1888.		
	THE MANHATTAN AND BLUE VALLEY RAILROAD COMPANY.	25	31
Law Dept.	Articles of Incorporation dated July 28, 1879. Filed in Kansas July 28, 1879.		
Law Dept.	Articles of Consolidation with The Marysville & Blue Valley Railroad Company to form Blue Valley Railway Company dated July 1, 1886.		
	MANHATTAN AND NORTHWESTERN RAILROAD COMPANY.	12	46
Law Dept.	Articles of Incorporation dated June 1, 1871. Filed in Kansas June 2, 1871		
Val.Dept. Boston Book #401 Page 340	Deed from Charles H.Miller, Special Master, conveying the property of Manhattan and Northwestern Railroad Company to R.W. Donnell, Trustee, dated July 15, 1879.		
	THE MARYSVILLE AND BLUE VALLEY RAILROAD COMPANY.	21	32
Law Dept.	Articles of Incorporation dated July 2, 1879. Filed in Kansas July 5, 1879.		
Law Dept.	Articles of Consolidation with The Manhattan and Blue Valley Railroad Company, forming Blue Valley Railway Company dated July 1, 1881.		
Minute Book.	Lease of the property to Omaha and Rep- ublican Valley Railway Company dated Jan.1, 1884.		
	OAKLEY AND COLBY RAILWAY COMPANY.	34	28
Law Dept.	Articles of Incorporation dated Nov.16, 1885. Filed in Kansas Nov. 16, 1885		
Val.Dept. Boston Books File #95	Abstract of minutes of stockholders and Directors meetings of Oakley and Colby Railway Company covering transfer of entire capital stock for equal number of shares of The Union Pacific,		

Original Filed	Description	Chart Place No. No.	
	Lincoln & Colorado Railway Company in Kansas. Date July 25, 1888.		
	OMAHA, NIOBRARA AND BLACK HILLS RAILROAD COMPANY.	28	33
Law Dept.	Certificate of Organization dated April 22, 1879. Filed in Nebraska April 25, 1879.		
Law Dept.	Articles of Incorporation dated April 22, 1879. Filed in Nebraska May 1, 1880.		
Law Dept.	Articles of Consolidation with Omaha and Republican Valley Railroad Company to form The Omaha and Republican Valley Railway Company of Nebraska, dated June 26, 1886.		
	OMAHA AND REPUBLICAN VALLEY RAILROAD COMPANY.	15	34
Law Dept.	Certificate of Organization dated Aug. 15, 1876. Filed in Nebraska August 17, 1876.		
Law Dept.	Articles of Incorporation dated Aug. 15, 1876. Filed in Nebraska Sept. 5, 1876.		
Law Dept.	Articles of Consolidation of Omaha and Republican Valley Railroad Company and Omaha, Niobrara and Black Hills Railroad Company, forming Omaha and Republican Valley Railway Company of Nebraska, dated June 26, 1886. Filed in Nebraska, July 13, 1886.		
	OMAHA AND REPUBLICAN VALLEY RAILWAY COMPANY.	38	17
Law Dept.	Articles of Consolidation dated Feb. 3, 1887. Filed in Nebraska, Feb. 14, 1887. Filed in Kansas Feb. 14, 1887.		
Audit No.12451	Deed Omaha and Republican Valley Railway Company to Kearney and Black Hills Railway Company of partly graded road from Kearney to Milldale dated May 1, 1890.		
Audit No.60	Deed from Mark H.Dunnell, Special Master, and others, to Union Pacific Railroad Company, dated October 4, 1898.		
Audit No.59	Deed from Sherman E.Day, Special Master, and others, to Union Pacific Railroad Company dated October 4, 1898.		
	THE OMAHA AND REPUBLICAN VALLEY RAILWAY OF NEBRASKA.	35	25
Law Dept.	Articles of Consolidation, dated June 26, 1886. Filed in Nebraska July 18, 1886.		
Law Dept.	Articles of Consolidation with Blue Valley Railway Company to form Omaha and Republican Valley Railway Company, dated Feb. 3, 1887.		
	E. B. PURCELL.	24	38
Val.Dept. Boston Books No.401 P.346	Deed from E.B.Purcell and wife conveying the property and franchises of The Manhattan and Northwestern Railroad Company to The Manhattan and Blue Valley Railroad Company dated July 28,1879.		

Original Filed	Description	Chart No.	Place No.
Law Dept.	SALINA LINCOLN AND WESTERN RAILWAY COMPANY. Articles of Incorporation dated May 6, 1885 Filed in Kansas Aug. 12, 1885.	33	26
Val. Dept. Boston Books File No. 95	Abstract of minutes of stockholders and Directors meeting showing resolutions covering transfer of the entire capital stock for equal number of shares of stock in the U.P.L. & C. Ry. Co. in Kansas, passed July 25, 1888.		
Law Dept.	THE SALINA AND SOUTHWESTERN RAILWAY COMPANY. Articles of Incorporation dated Dec. 16, 1876. Filed in Kansas Dec. 18, 1878.	18	18
Law Dept.	Articles of Consolidation with the Kansas and Southwestern Railway Company to form Salina and South Western Railway Company dated Dec. 21, 1880. Filed in Kansas Feb. 24, 1881. Lease of the property to Kansas Pacific Railway Company dated Jan. 17, 1880.		
Law Dept.	SALINA AND SOUTH WESTERN RAILWAY COMPANY. Articles of Consolidation dated Dec. 21, 1880. Filed Feb. 24, 1881 in Kansas.	31	13
Audit No. 1575	Deed from Charles E. Clapp, Special Master, and others, to Union Pacific Railroad Company, dated Sept. 21, 1900.		
Law Dept.	THE SOLOMON RAILROAD COMPANY. Articles of Incorporation dated August 4, 1877. Filed in Kansas August 13, 1877.	17	11
Law Dept. File No. H213	Deed from Chas. E. Clapp, Special Master, and others, to Union Pacific Railroad Company, dated Sept. 21, 1900.		
Law Dept.	THE SOUTH OMAHA AND WESTERN RAILROAD COMPANY. Articles of Incorporation dated Sept. 15, 1905. Filed in Nebraska Sept. 15, 1905.	50	8
Audit No. 1622	Deed from The South Omaha and Western Railroad Company to Union Pacific Railroad Company dated Dec. 26, 1908.		
Law Dept.	THE SUMMIT COUNTY RAILROAD COMPANY. Articles of Incorporation dated Nov. 27, 1871. Filed in Territory of Utah, Nov. 29, 1871.	14	51
Audit No. 2037	Deed from E. M. Allison, Sheriff of Summit County et al, to Sidney Dillon, Deed dated Nov. 23, 1880.		
Law Dept.	THE TOPEKA AND NORTHWESTERN RAILROAD COMPANY. Articles of Incorporation of The Topeka & Northwestern Railroad Company, dated June 9, 1904. Filed in Kansas June 9, 1904.	49	9
Audit No. 1382	Deed from The Topeka & Northwestern Railroad Company to Union Pacific Railroad Company, dated May 30, 1908.		

Original Filed	Description	Chart No.	Place No.
	UNION FUEL COMPANY.	5	22
Audit No.12210	Lease of Branch from Grass Creek to mines of Union Fuel Company, 5.8 miles, dated Sept. 7,1916. Road operated by Union Pacific Railroad Company.		
	THE UNION PACIFIC, DENVER AND GULF RAILWAY COMPANY.	44	23
Law Dept.	Articles of Consolidation, dated March 18,1890. Filed in Colorado April 1,1890.		
Val.Dept. File 220	Deed from Marshall E.Johnson, Special Master, et al, to Henry Budge, John Kennedy Tod and Edward C.Henderson, dated Nov.25,1898.		
	THE UNION PACIFIC, LINCOLN AND COLORADO RAILWAY COMPANY.	42	14
Law Dept.	Articles of Consolidation dated August 1, 1888. Filed in Kansas Nov. 5, 1888. Filed in Colorado October 6, 1888.		
Audit No.61	Deed from Sherman E.Day, Special Master and others to Union Pacific Railroad Company dated October 4, 1898.		
	Operating agreement dated Nov. 7,1888 which provided for operation of the property by The Union Pacific Railway Company.		
	THE UNION PACIFIC, LINCOLN AND COLORADO RAILWAY COMPANY IN COLORADO.	40	21
Law Dept.	Articles of Incorporation dated June 7, 1888. Filed in Colorado June 8,1888.		
Law Dept.	Articles of Consolidation with The Union Pacific, Lincoln and Colorado Railway Company in Kansas to form The Union Pacific Lincoln and Colorado Railway Company dated Aug. 1,1888. Filed in Kansas Nov.15,1888, and in Colorado Oct.6,1888.		
	THE UNION PACIFIC, LINCOLN AND COLORADO RAILWAY COMPANY IN KANSAS.	41	20
Law Dept.	Articles of Incorporation dated June 16, 1888. Filed in Kansas June 18,1888.		
Law Dept.	Articles of Consolidation with The Union Pacific, Lincoln and Colorado Railway Company in Colorado to form The Union Pacific Lincoln and Colorado Railway Company dated Aug.1,1888. Filed in Kansas, Nov.5,1888.		
	UNION PACIFIC RAILROAD COMPANY.	46	1
Law Dept.	Articles of Incorporation dated June 23, 1897. Filed in Kansas March 19,1898. Filed in Wyoming Jan. 24,1898. Filed in Iowa Jan. 22,1898 Filed in Colorado Jan. 22,1898. Filed in Nebraska Jan. 21,1898. Filed in Utah July 1,1897. Filed in Missouri (not filed)		

Original Filed	Description	Chart No.	Place No.
Audit No.1445	Agreement dated March 19,1887 between The Union Pacific Railway Company and The Chicago, Kansas and Nebraska Railway Company (now Chicago Rock Island and Pacific Railway Company) providing for use of tracks between Kansas City and Topeka, Kansas.		
Audit No.3017	Agreement dated April 10,1889 between The Union Pacific Railway Company, The Chicago Rock Island and Pacific Railway Company and The Chicago Kansas and Nebraska Railway (now a part of The Chicago Rock Island and Pacific Railway Company) for use of tracks between Limon and Denver, Colorado.		
Audit No.3450	Agreement dated May 1,1890 between The Union Pacific Railway Company, Omaha and Republican Valley Railway Company, The Salina and Southwestern Railway Company, Chicago Rock Island and Pacific Railway Company and The Chicago, Kansas and Nebraska Railway Company, covering use of tracks between Council Bluffs Iowa and C.R.I. & P. Junction West of South Omaha, Neb.		
Audit No.158	Agreement dated May 26,1898 between Union Pacific Railroad Company and Chicago and Northwestern Railway Company for use of tracks between Council Bluffs, Iowa and South Omaha, Nebraska.		
Audit No.159	Agreement dated May 26,1898 between Union Pacific Railroad Company and Chicago, Milwaukee & St.Paul Railway Company for use of tracks between Council Bluffs, Iowa and South Omaha, Nebr.		
Audit No.967	Agreement dated January 26,1900 between Union Pacific Railroad Company and Illinois Central Railroad Company for trackage to Union Pacific General Passenger Station at Omaha, Nebr.		
Audit No.4537 Filed with Audit No.967	Agreement dated July 6, 1908 between Union Pacific Railroad Company and Illinois Central Railroad Company for trackage to Union Pacific General Passenger Station at Omaha, Neb.		
Audit No.1090	Agreement dated August 7, 1900 between Union Pacific Railroad Company and Chicago Burlington and Quincy Railroad Company for trackage between Gilmore Junction and South Omaha, Neb.		
Audit No.1091	Agreement dated August 7, 1900 between Union Pacific Railroad Company and Chicago, Burlington and Quincy Railroad Company for use of tracks between Sterling and Union, Colorado.		

Original Filed	Description	Chart Place No. No.
Audit No.1576	Agreement dated April 25,1900 between Union Pacific Railroad Company and The Missouri Pacific Railway Company for track-age between Gilmore Junction and Omaha, Neb.	
Audit No.1235	Agreement dated Jan. 23,1901 between Union Pacific Railroad Company and Chicago Burlington and Quincy Railroad Company providing for use of tracks between Council Bluffs, Iowa and Omaha, Neb.	
Audit No.2605	Decree of Court, dated August 12,1903 in case entitled Mason City, and Fort Dodge Railroad Company, Complainant vs Union Pacific Railroad Company, Defendant, granting Mason City and Fort Dodge Railroad Company (now Chicago, Great Western Railroad Company) the right to use tracks between Council Bluffs Iowa and South Omaha, Neb.	
Audit No.18934	Agreement dated September 6,1904 between Union Pacific Railroad Company and Chicago Burlington & Quincy Railroad Company, providing for use of tracks and facilities at Stromsburg Nebraska.	
Audit No. 5886	Agreement dated September 12,1910 between Union Pacific Railroad Company and Colorado & Southern Railway Company providing for use of tracks and facilities at Boulder, Colorado	
Audit No.6593	Agreement dated May 15,1911 between Union Pacific Railroad Company and Chicago Great Western Railroad Company, providing for use of tracks at Leavenworth, Kansas.	
Audit No.9888	Agreement dated January 2,1914 between Union Pacific Railroad Company and Missouri Pacific Railway Company providing for use of tracks at Kansas City.	
Audit No.11075	Agreement dated June 30,1915 between Union Pacific Railroad Company and Chicago and Northwestern Railway Company providing for use of tracks between Summit and Omaha Nebraska.	
Audit No. 13017	Agreement dated September 1,1917 between Union Pacific Railroad Company and Wabash Railway Company covering use of tracks between Council Bluffs, Iowa and Omaha, Neb.	

Original Filed	Description	Chart No.	Place No.
Audit No.3096	Agreement dated Jan. 7,1889 between Union Pacific Railway Company, Central Pacific Railroad Company and The Ogden Union Railway and Depot Company providing for use of tracks and facilities at Ogden, Utah.		
Audit No.3674	Agreement dated Jan. 1,1903 between The Leavenworth Kansas and Western Railway Company and The Atchison Topeka and Santa Fe Railway Company, providing for use of tracks and facilities at Valley Falls, Kansas.		
Audit No.5121	Agreement dated June 12,1909 and supplemental agreement dated Jan.24,1910 between Union Pacific Railroad Company, et al, and Kansas City Terminal Railway Company providing for use of Union Passenger Station and other terminal facilities at Kansas City.		
Audit No.6515	Agreement dated November 1,1910 between Union Pacific Railroad Company and St.Joseph and Grand Island Railway Company providing for use of tracks between Carden,Kansas and Marysville,Kansas.		
Audit No.13927	Agreement dated October 10,1913 between Union Pacific Railroad Company and St.Joseph and Grand Island Railway Company providing for use of tracks at Marysville, Kansas.		
Audit No.9471	Agreement dated March 2nd,1914 between Union Pacific Railroad Company, et al, and The Denver Union Terminal Railway Company providing for use of Union Passenger Station and other terminal facilities at Denver, Colo.		
Audit No.3253	Agreement dated April 11,1887 between The Union Pacific Railway Company, et al and The Leavenworth Depot and Railroad Company providing for use of Union Passenger Station and other terminal facilities at Leavenworth, Kansas.		
	THE UNION PACIFIC RAILROAD COMPANY.	2	39
U.S.Stat. Vol.12,P.489 Law Dept.	Act of Congress approved July 1, 1862 incorporating the road. Articles of Consolidation with Kansas Pacific Company and Denver Pacific Railway and Telegraph Company to form The Union Pacific Railway Company dated Jan.24,1880. Filed with Secretary of Interior Jan.26,1880;in Kansas April 30, 1880, In Colorado Aug.2,1880 and in Nebraska Sept. 20,1880.		
Audit No.37133	Deed to The Union Pacific Railway Company dated Jan. 24, 1880.		

Original Filed	Description	Chart Place No. No.	
Law Dept.	<p>THE UNION PACIFIC RAILWAY COMPANY.</p> <p>Articles of Consolidation dated Jan.24, 1880. Filed with Dept. of Interior Jan.26, 1880. Filed in Nebraska Sept. 20, 1880. " " Colorado Aug. 2, 1880. " " Kansas April 30, 1880.</p>	27	35
Audit No.23	Deed from William D. Cornish, Special Master and others, to Union Pacific Railroad Company under decree foreclosing Government Subsidy Lien on the Union Pacific Railroad dated Jan 22,1898.		
Audit No.68	Deed from Oliver W.Mink & Thomas P. Wilson,Receivers, and The Union Pacific Railway Company and Wm.D.Cornish to Union Pacific Railroad Company, dated Jan.6,1900.		
Audit No.10	Deed from Wm.D.Cornish, Special Master to Union Pacific Railroad Company,dated Sept. 30.1898.		
Audit No.24	Deed from Wm.D.Cornish, Special Master, and others, to Union Pacific Railroad Company under decree foreclosing First Mortgage of The Union Pacific Railroad Company dated Jan. 22,1898.		
Vol.of Deeds & assignments of Bids, P.133	Deed from Wm.D.Cornish, Special Master, and others, to Union Pacific Railroad Company under decree foreclosing middle division mortgage of the Kansas Pacific Railway Company dated April 19,1898.		
Vol.of Deeds & assignments of Bids P.97	Deed from Wm.D.Cornish, Special Master, et al to Union Pacific Railroad Company under decree foreclosing Eastern Division Mortgage of Kansas Pacific Railway Company, dated April 19, 1898.		
Vol.of Deeds & assignments of Bids P.171	Deed from Wm.D.Cornish, Special Master, et al, to Union Pacific Railroad Company under decree foreclosing Government Subsidy Lien on Kansas Pacific Railway Company, dated Apr. 19,1898.		
Vol.of Deeds & assignments Bids P.205	Deed from Wm.D.Cornish, Special Master, et al, to Union Pacific Railroad Company under decree foreclosing Consolidated First Mortgage on Kansas Pacific Railway Company, dated March 22,1898.		
Vol.of Deeds & assignments of Bids P.405 also Audit No.10	Deed from Wm.D.Cornish, Special Master, et al to Union Pacific Railroad Company under decree foreclosing First Mortgage of Denver Pacific Railway and Telegraph Company, dated March 22,1898.		
Boston Book No.379, P.48	<p>UNION PACIFIC RAILWAY COMPANY, EASTERN DIVISION.</p> <p>Resolution of stockholders changing name of Leavenworth, Pawnee and Western Railway Company to Union Pacific Railway Company, Eastern Division passed June 6,1863.</p>	3	44

Original Filed	Description	Chart No.	Place No.
United States Statutes 15 Page 348	Name changed to Kansas Pacific Railway Company by authority approved March 3, 1869		
Val.Dept. Boston Books File Book 379-Page 127	Name changed to Kansas Pacific Railway Company, by vote of stockholders April 5, 1869.		
Val.Dept. Boston Books File Book 379 Page 121	Name changed to Kansas Pacific Railway Company, by vote of Directors, April 6, 1869.		
Law Dept.	UTAH EASTERN RAIL ROAD COMPANY. Articles of Incorporation, dated Dec.27 1879. Filed in Territory of Utah Dec.27,1879. Deed from Frank H. Dyer, United States Marshal of Utah to Edward Dickinson, Trustee, dated April 30,1887.	26	50
Audit No.2053			