Form 70

UNION PACIFIC RAILROAD COMPANY

INCLUDING ITS LEASED LINES

LIST OF

AGENCIES, STATIONS, EQUIPMENT, ETC.

No. 64

JANUARY 1, 1946

ISSUED BY

ACCOUNTING DEPARTMENT

OMAHA, NEBRASKA

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H 203	Alexandria.....Neb.	Kansas.....	Main.....	60
194	Alfalfa Center.....Neb.	Nebraska.....	Main.....	45
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A 482	Arena.....Colo.	Colorado.....	Main.....	61
1951	Argo.....Wash.	Oregon.....	Main.....	202
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A 508	Aroya.....Colo.	Colorado.....	Main.....	61
CS 3	Arrow.....Idaho	.....	Camas Prairie.....	245
B 1459	Arrolime.....Nev.	Los Angeles.....	Main.....	153
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A 468	Ascalon.....Colo.	Colorado.....	Main.....	61
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F 1189	Bassett.....Idaho	Idaho.....	Main.....	137
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OW 56	Bohna....Ore.	Idaho	Oregon Eastern	135
Y 1296	Boise....Idaho	Idaho	Main	133
OR 3	Boise Freight....Idaho	Idaho	Boise	133
Y 1298	Boise Jct....Idaho	Idaho	Main	133
NG 72	Bolles....Wash.	Washington	Pendleton-Tucannon	211
F 1327	Bond....Mont.	Idaho	Main	140
1536	Bonifer....Ore.	Oregon	Main	207
A 18	Bonner Springs....Kan.	Kansas	Main	54
1737	Bonneville....Ore.	Oregon	Main	204
UD 27	Boone....Neb.	Nebraska	Albion	44
1090	Borah....Idaho	Idaho	Main	130
B 1517	Borax....Nev.	Los Angeles	Main	152
B 1192	Borden....Utah	Utah	Main	142
939	Border....Wyo.	Idaho	Main	128
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585	Boxler....Wyo.	Wyoming	Main	50
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B 1109	Boulter....Utah	Utah	Main	142
NC 46	Bourbon....Ore.	Oregon	Grass Valley	206
OS 9	Bowmont....Idaho	Idaho	Murphy	134
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B 1484	Bracken....Nev.	Los Angeles	Main	152
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GM 67	Bradley....Idaho	Washington	Wallace	214
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262	Brady Island....Neb.	Nebraska	Main	46
UB 14	Brainard....Neb.	Nebraska	Stromsburg	44
OT 22	Bramwell....Idaho	Idaho	Idaho Northern	134
B 1550	Brant....Cal.	Los Angeles	Main	152
H 158	Bremen....Kan.	Kansas	Main	60
1749	Bridal Veil....Ore.	Oregon	Main	204
B 994	Bridge Jct....Utah	Utah	Main	144
AD 16	Bridgeport....Kan.	Kansas	McPherson	57
B 886	Bridger....Wyo.	Wyoming	Main	52
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1022	Broxon....Idaho	Idaho	Main	129
344	Brule....Neb.	Nebraska	Main	47
W 1773	Bruun....Ore.	Oregon	Main	204
830	Bryan....Wyo.	Wyoming	Main	52
B 1688	Bryman....Cal.	Los Angeles	Main	149
A 46	Buck Creek....Kan.	Kansas	Main	54
EA 42	Buckeye....Colo.	Colorado	Ft. Collins	66
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B 1034	Buena Vista.....Utah	Utah.....	Main.....	142
A 351	Buffalo Park.....Kan.	Colorado.....	Main.....	61
UL 194	Buffington.....Wyo.	Nebraska.....	North Platte.....	48
537	Buford.....Wyo.	Wyoming.....	Main.....	50
OH 74	Buhl.....Idaho	Idaho.....	Twin Falls.....	131
A 567	Buick.....Colo.	Colorado.....	Main.....	61
UL 179	Bullard.....Wyo.	Nebraska.....	North Platte.....	48
CP 91	Bundy.....Idaho	.....	Camas Prairie.....	246
AL 1	Bunell.....Colo.	Colorado.....	U. S. Hospital.....	62
A 253	Bunker Hill.....Kan.	Kansas.....	Main.....	57
GM 87	Burke.....Idaho	Washington	Wallace.....	214
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.....	Mill Spur....Neb.	Nebraska	Cedar Rapids	44
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B 1430	Moapa....Nev.	Los Angeles....	Main....	153
BD 1	Moberly....Utah	Utah....	Syracuse....	145
GE 72	Mockonema....Wash.	Washington....	Ayer-Tekoa....	212
B 1303	Modena....Utah	Utah....	Main....	141
UL 122	Mohler....Neb.	Nebraska....	North Platte....	47
T 1111	Mona....Utah	Utah....	Main....	143
752	Monell....Wyo.	Wyoming....	Main....	51
F 1257	Monida....Mont.	Idaho....	Main....	137
F 1165	Monroe....Idaho	Idaho....	Main....	137
UD 4	Monroe....Neb.	Nebraska....	Albion....	44
.....	Montana Jct....Idaho	Idaho....	Main....	137
BX 3	Montana Ranch Spur....Cal.	Los Angeles....	San Pedro....	150
W 1770	Montavilla....Ore.	Oregon....	Main....	204
B 1804	Montebello....Cal.	Los Angeles....	Main....	148
NO 2	Montesano....Wash.	Oregon....	Montesano....	203
OT 41	Montour....Idaho	Idaho....	Idaho Northern....	134
962	Montpelier....Idaho	Idaho....	Main....	128, 129
A 386	Monument....Kan.	Colorado....	Main....	61
FU 34	Moody....Idaho	Idaho....	East Belt....	138
NB 5	Moody....Ore.	Oregon....	Bend....	206
UM 6	Moon....Neb.	Nebraska....	Gering....	48
B 1541	Moore....Cal.	Los Angeles....	Main....	152
FL 67	Moore....Idaho	Idaho....	Mackay....	137
1290	Mora....Idaho	Idaho....	Main....	132
HB 94	Moray....Kan.	Kansas....	Main....	59
FL 5.7	Moreland....Idaho	Idaho....	Mackay....	137
NE 20	Morgan....Ore.	Oregon....	Heppner....	207
B 968	Morgan....Utah	Wyoming....	Main....	53
AE 150	Morland....Kan.	Kansas....	Plainville....	58
NC 27	Moro....Ore.	Oregon....	Grass Valley....	206
HB 59	Morrill....Kan.	Kansas....	Main....	59
B 1052	Morris....Utah	Utah....	Main....	142
F 1051	Morton....Utah	Utah....	Main....	145
GH 28	Moscow....Idaho	Washington....	Moscow....	213
CP 62	Moses....Wash.	.....	Camas Prairie....	245
1706	Mosier....Ore.	Oregon....	Main....	204
1308	Moss....Idaho	Idaho....	Main....	133
1500	Motanic....Ore.	Oregon....	Main....	207
T 1053	Mount....Utah	Utah....	Main....	143
1249	Mountain Home....Idaho	Idaho....	Main....	132
.....	Mountain States Mixed Feed Co. Spur....Colo.	Colorado....	Main....	62
855	Moxa....Wyo.	Idaho....	Main....	128
890	Moyer Jct....Wyo.	Idaho....	Main....	128
1746	Multnomah Falls....Ore.	Oregon....	Main....	204
A 10	Muncie....Kan.	Kansas....	Main....	54
.....	Muncie Sand Co. Spur....Kan.	Kansas....	Main....	54
1600	Munley....Ore.	Oregon....	Main....	205
1557	Munra....Ore.	Oregon....	Main....	207
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OS 30	Murphy....Idaho	Idaho....	Murphy....	134
S 1036.2	Murray....Utah	Utah....	Main....	144
OH 41	Murtaugh....Idaho	Idaho....	Twin Falls....	130
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OL 5	Myers....Idaho	Idaho....	North Side....	131
CS 7	Myrtle....Idaho	.....	Camas Prairie....	245
B 1258	Nada....Utah	Utah....	Main....	141
OW 51	Namorf....Ore.	Idaho....	Oregon Eastern....	135
1304	Nampa....Idaho	Idaho....	Main....	132, 133, 134
Y 1312	Nampa Loop Jct..Idaho	Idaho....	Main....	133
1851	Napavine....Wash.	Oregon....	Main....	202
OV 17	Napton....Ore.	Idaho....	Homedale....	134
D 471	Narrows....Colo.	Colorado....	Main....	65
BN 5	Narrows....Nev.	Los Angeles....	St. Thomas....	153
AM 10	National....Colo.	Colorado....	Boulder....	63
AE 87	Natoma....Kan.	Kansas....	Plainville....	58
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UL 168.5	Neb.-Wyo. State Line...	Nebraska....	North Platte....	48
B 1187	Neels....Utah	Utah....	Main....	142
CH 28	Nelson....Idaho	.....	Camas Prairie....	246
1403	Nelson....Ore.	Oregon....	Main....	208
NB 63	Nena....Ore.	Oregon....	Bend....	206
T 1118	Nephi....Utah	Utah....	Main....	143
B 1312.4	Nev.-Utah State Line...	Utah....	Main....	141
UL 20	Nevens....Neb.	Nebraska....	North Platte....	47
A 180	New Cambria....Kan.	Kansas....	Main....	56
FU 38	Newdale....Idaho	Idaho....	East Belt....	138
A 56	Newman....Kan.	Kansas....	Main....	54
H 270	Newmarch....Neb.	Nebraska....	Hastings....	46
OP 90	New Meadows....Idaho	Idaho....	New Meadows....	136
OY 11	New Plymouth....Idaho	Idaho....	Payette....	135
AC 7	Niles....Kan.	Kansas....	Solomon....	57
B 1535	Nipton....Cal.	Los Angeles....	Main....	152
NC 20	Nish....Ore.	Oregon....	Grass Valley....	206
1892	Nisqually....Wash.	Oregon....	Main....	202, 20
1577	Nolin....Ore.	Oregon....	Main....	205
1504	Nordeen....Ore.	Oregon....	Main....	207
UC 50	Norfolk....Neb.	Nebraska....	Norfolk....	44
54	North Bend....Neb.	Nebraska....	Main....	43
1524	North Fork....Ore.	Oregon....	Main....	207
80	Northgate....Colo.	.....	L. N. P. & W. R. R....	125
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UF 49	North Loup....Neb.	Nebraska....	Ord....	45
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.....	North Portland Stock Yds....Ore.	Oregon....	Main....	202
1453	North Powder....Ore.	Oregon....	Main....	208
GB 51	North Prosser....Wash.	Washington....	Yakima....	210
1924	North Puyallup...Wash.	Oregon....	Main....	202
.....	North River Jct...Wash.	Oregon....	Grays Harbor....	203
B 1024	North Salt Lake....Utah	Utah....	Main....	144
A 657	Northway....Colo.	Colorado....	Main....	62, 65
OT 121	Norwood....Idaho	Idaho....	Idaho Northern....	134
1320	Notus....Idaho	Idaho....	Main....	133
CP 102	Nucrag....Idaho	.....	Camas Prairie....	246
903	Nugget....Wyo.	Idaho....	Main....	128
A 712	Nunn....Colo.	Colorado....	Main....	63
863	Nutria....Wyo.	Idaho....	Main....	128
1336	Nyssa....Ore.	Idaho....	Main....	133, 134
NB 39	Oakbrook....Ore.	Oregon....	Bend....	206
GG 39	Oakesdale....Wash.	Washington....	Pleasant Valley....	213
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A 377	Oakley....Kan.	Colorado....	Main....	58, 61
B 1169	Oasis....Utah	Utah....	Main....	142
UC 9	Oconee....Neb.	Nebraska....	Norfolk....	44
UK 52	Oconto....Neb.	Nebraska....	Kearney....	46
198	Odessa....Neb.	Nebraska....	Main....	45
301	O'Fallons....Neb.	Nebraska....	Main....	46, 47
S 1032	Officer....Utah	Utah....	Main....	144
A 314	Ogallah....Kan.	Colorado....	Main....	61
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GM 26	O'Gara....Idaho	Washington....	Wallace....	213
B 993	Ogden....Utah	Wyoming, Utah	Main....	53, 144, 145, 146
A 130	Ogdensburg....Kan.	Kansas....	Main....	55
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NS 7	Olympia....Wash.	Oregon	Olympia	203
NS 5	Olympia Brewery.Wash.	Oregon	Olympia	203
3	Omaha....Neb.	Nebraska	Main	42
CH 19	Omill....Idaho		Camas Prairie	246
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1744	Oneonta....Ore.	Oregon	Main	204
B 1740	Ono....Cal.	Los Angeles	Main	149
B 1775	Ontario....Cal.	Los Angeles	Main	148
1346	Ontario....Ore.	Idaho	Main	133, 135
1345	Ontario Stock Yds...Ore.	Idaho	Main	133
1044	Onyx....Idaho	Idaho	Main	129
B 1232	Opal....Utah	Utah	Main	142
872	Opal....Wyo.	Idaho	Main	128
NB 121	Opal City....Ore.	Oregon	Bend	206
180	Optic....Neb.	Nebraska	Main	45
D 483	Orchard....Colo.	Colorado	Main	65
1270	Orchard....Idaho	Idaho	Main	132
EB 2	Orcutt....Colo.	Colorado	Ripple	66
UF 61	Ord....Neb.	Nebraska	Ord	45
1597	Ordnance....Ore.	Oregon	Main	205
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FR 3	Orvin....Idaho	Idaho	Yellowstone	138, 139
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UL 71	Oshkosh....Neb.	Nebraska	North Platte	47
1822	Ostrander....Wash.	Oregon	Main	202
385	Ottman....Neb.	Nebraska	Main	47
524	Otto....Wyo.	Wyoming	Main	50
BE 674	Overland....Wyo.		S. & E. V. R. R.	123
15	Overland....Wyo.		L. N. P. & W. R. R.	125
OV 8	Overstreet....Ore.	Idaho	Homedale	134
213	Overton....Neb.	Nebraska	Main	45
BN 15	Overton....Nev.	Los Angeles	St. Thomas	153
D 372	Ovid....Colo.	Colorado	Main	64
440	Owasco....Neb.	Nebraska	Main	49
1151	Owinza....Idaho	Idaho	Main	130
1282	Owyhee....Idaho	Idaho	Main	132
F 1074	Oxford....Idaho	Utah	Main	145
1414	Oxman....Ore.	Oregon	Main	208
532	Ozone....Wyo.	Wyoming	Main	50
129	Paddock....Neb.	Nebraska	Main	43
ON 22	Pagari....Idaho	Idaho	Ketchum	132
G 1652	Page....Wash.	Washington	Main	209
A 394	Page City....Kan.	Colorado	Main	61
AE 118	Palco....Kan.	Kansas	Plainville	58
S 1037	Pallas....Utah	Utah	Main	144
G 1741	Palm Lake....Wash.	Washington	Main	209
GF 5	Pampa....Wash.	Washington	Connell	213
BM 15	Panaca....Nev.	Utah	Pioche	141
Z 17	Papillion....Neb.	Nebraska	Old Main	42
AE 79	Paradise....Kan.	Kansas	Plainville	58
CS 47	Pardee....Idaho		Camas Prairie	245
G 1698	Park....Wash.	Washington	Main	209
BA 28	Park City....Utah	Wyoming	Park City	53
AM 11	Parkdale Jct....Colo.	Colorado	Boulder	63, 64
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GH 8	Parvin....Wash.	Washington	Moscow	213
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B 1812	Pasadena Jct....Cal.	Los Angeles	Main	148, 151
GE 12	Pataha....Wash.	Washington	Ayer-Tekoa	212
FN 2	Patterson....Idaho	Idaho	Thomas	138
OL 6	Paul....Idaho	Idaho	North Side	131
316	Paxton....Neb.	Nebraska	Main	47
NB 99	Paxton....Ore.	Oregon	Bend	206
1350	Payette....Idaho	Idaho	Main	133, 135
F 1184	Payne....Idaho	Idaho	Main	137
T 1092	Payson....Utah	Utah	Main	143
OH 69	Peavey....Idaho	Idaho	Twin Falls	131
1018	Pebble....Idaho	Idaho	Main	129
CS 23	Peck....Idaho		Camas Prairie	245
UC 29	Peck....Neb.	Nebraska	Norfolk	44
BM 6	Peck....Nev.	Utah	Pioche	141
A 683	Peckham....Colo.	Colorado	Main	63, 65
B 1763	Pedley....Cal.	Los Angeles	Main	149
945	Pegram....Idaho	Idaho	Main	128
B 1096	Pehrson....Utah	Utah	Main	142
OJ 5	Pella....Idaho	Idaho	Oakley	131
UL 157	Pelton....Neb.	Nebraska	North Platte	47
CP 24	Penawawa....Wash.		Camas Prairie	245
CP 22	Penawawa Spur...Wash.		Camas Prairie	245
1562	Pendair....Ore.	Oregon	Main	207
1560	Pendleton....Ore.	Oregon	Main	207, 210
1776	Peninsula Jct....Ore.	Oregon	Main	204, 205
NV 2	Peninsula Lbr. Co...Ore.	Oregon	St. Johns	205
OR 5	Penitentiary Spur.Idaho	Idaho	Boise	133
AE 145	Penokee....Kan.	Kansas	Plainville	58
CS 36	Penoyer....Idaho		Camas Prairie	245
A 590	Peoria....Colo.	Colorado	Main	62
648	Percy....Wyo.	Wyoming	Main	51
Y 1299	Perkins....Idaho	Idaho	Main	133
OL 35	Perrine....Idaho	Idaho	North Side	131
A 52	Perry....Kan.	Kansas	Main	54
1490	Perry....Ore.	Oregon	Main	207
F 1010	Perry....Utah	Utah	Main	145
825	Peru....Wyo.	Wyoming	Main	52
969	Pescadero....Idaho	Idaho	Main	129
1614	Peters....Ore.	Oregon	Main	205
FF 5	Petersboro....Utah	Utah	Cache Valley	147
FM 3	Peterson....Idaho	Idaho	Gardner	138
B 976	Peterson....Utah	Wyoming	Main	53
CP 16	Peyton....Wash.		Camas Prairie	245
ON 37	Picabo....Idaho	Idaho	Ketchum	132
UA 89	Pickrell....Neb.	Nebraska	Beatrice	43
B 1803	Pico....Cal.	Los Angeles	Main	148
A 707	Pierce....Colo.	Colorado	Main	63
NF 15	Pilot Rock....Ore.	Oregon	Pilot Rock	207
467	Pine Bluffs....Wyo.	Nebraska	Main	49
GM 64	Pine Creek....Idaho	Washington	Wallace	214
FR 73	Pineview....Idaho	Idaho	Yellowstone	139
FO 10	Pingree....Idaho	Idaho	Aberdeen	138
BM 33	Pioche....Nev.	Utah	Pioche	141
1903	Pioneer....Wash.	Oregon	Main	202
925	Pixley....Wyo.	Idaho	Main	128
CH 22	Placer....Idaho		Camas Prairie	246
AE 104	Plainville....Kan.	Kansas	Plainville	58
FS 25	Plano....Idaho	Idaho	West Belt	139
565	Plaster Spur....Wyo.	Wyoming	Main	50
AH 44	Plaster Spur....Kan.	Kansas	Manhattan	55
UC 15	Platte Center....Neb.	Nebraska	Norfolk	44
A 675	Platteville....Colo.	Colorado	Main	63, 65
OT 32	Plaza....Idaho	Idaho	Idaho Northern	134
T 1065	Pleasant Grove....Utah	Utah	Main	143
UH 22	Pleasanton....Neb.	Nebraska	Pleasanton	45
1420	Pleasant Valley....Ore.	Oregon	Main	208
1879	Plumb....Wash.	Oregon	Main	202
GM 15	Plummer....Idaho	Washington	Wallace	213
FC 28	Plymouth....Utah	Utah	Malad	148
1061	Pocatello....Idaho	Idaho	Main	129, 130, 137

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B 1781	Pomona....Cal	Los Angeles	Main	148
UH 16	Poole....Neb.	Nebraska	Pleasanton	45
CH 21	Poorman....Idaho		Camas Prairie	246
FC 37	Portage....Utah	Utah	Malad	146
Z 19	Portal....Neb.	Nebraska	Old Main	42
1515	Porter....Ore.	Oregon	Main	207
68	Porters Landing....Wyo.		L. N. P. & W. R. R.	125
W 1775	Portland....Ore.	Oregon	Main	204
NV 5	Portland Municipal Terminal No. 4...Ore.	Oregon	St. Johns	205
NV 3	Portland Woolen Mills....Ore.	Oregon	St. Johns	205
1055	Portneuf....Idaho	Idaho	Main	129
NV 1	Portsmouth....Ore.	Oregon	St. Johns	205
426	Potter....Neb.	Nebraska	Main	49
EA 28	Poudre....Colo.	Colorado	Ft. Collins	66
A 663	Powars....Colo.	Colorado	Main	62, 65
D 406	Powell....Colo.	Colorado	Main	64
H 197	Powell....Neb.	Kansas	Main	60
.....	Power House Spur..Neb.	Nebraska	Stromsburg	44
BL 31	Power Plant Spur..Utah	Utah	Cedar City	141
NG 97	Powers....Wash.	Washington	Pendleton-Tucannon	211
NN 47	Preacher's Slough..Wash.	Oregon	Grays Harbor	203
NG 67	Prescott....Wash.	Washington	Pendleton-Tucannon	211
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ON 34	Priest....Idaho	Idaho	Ketchum	132
UE 37	Primrose....Neb.	Nebraska	Cedar Rapids	44
BY 9	Prince....Nev.	Utah	Prince	141
BM 32	Prince Jct....Nev.	Utah	Pioche	141
UA 75	Princeton....Neb.	Nebraska	Beatrice	43
NB 132	Prineville Jct....Ore.	Oregon	Bend	206
D 404	Proctor....Colo.	Colorado	Main	64
T 1076	Provo....Utah	Utah	Main	143, 144
T 1074	Provo Cutting Spur....Utah	Utah	Main	143
T 1076	Provo Joint Yard..Utah	Utah	Main	143
NG 35	Prunedale....Ore.	Washington	Pendleton-Tucannon	210
A 638	Pullman....Colo.	Colorado	Main	62, 65
GH 19	Pullman....Wash.	Washington	Moscow	213
B 1208	Pumice....Utah	Utah	Main	142
BW 5	Purex Co....Cal.	Los Angeles	San Pedro	150
AN 2	Puritan....Colo.	Colorado	Puritan	64
CP 19	Purrington....Wash.		Camas Prairie	245
FS 35	Pyke....Idaho	Idaho	West Belt	139
1470	Pyle....Ore.	Oregon	Main	208
W 1769	Quarry....Ore.	Oregon	Main	204
B 1380	Quarry Spur....Nev.	Los Angeles	Main	153
CH 26	Quartz....Idaho		Camas Prairie	246
1428	Quartz....Ore.	Oregon	Main	208
AE 33	Quartzite....Kan.	Kansas	Plainville	58
OA 9	Quealy....Wyo.	Idaho	Kemmerer	128
1097	Quigley....Idaho	Idaho	Main	130
E 650	Quimby....Colo.	Colorado	Main	66
F 1358	Quinn....Mont.	Idaho	Main	140
A 343	Quinter....Kan.	Colorado	Main	61
1652	Quinton....Ore.	Oregon	Main	205
B 895	Ragan....Wyo.	Wyoming	Main	52
GJ 126	Rahm....Wash.	Washington	Tekoa-Spokane	212
BE 697	Rainbow....Wyo.		S. & E. V. R. R.	123
NN 3	Raisch....Wash.	Oregon	Grays Harbor	203
1650	Ramsay....Ore.	Oregon	Main	205
639	Ramsey....Wyo.	Wyoming	Main	51
BW 7	Rancho Los Amigos..Cal.	Los Angeles	San Pedro	150
AH 22	Randolph....Kan.	Kansas	Manhattan	55
OO 37	Rands....Idaho	Idaho	Hill City	132
HC 3	Ratcliff....Kan.	Kansas	Highland	59
683	Rawlins....Wyo.	Wyoming	Main	51
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B 1223	Read....Utah	Utah	Main	142
FR 97	Reas Pass....Idaho	Idaho	Yellowstone	139
OP 6	Rebecca....Idaho	Idaho	New Meadows	136
557	Red Buttes....Wyo.	Wyoming	Main	50
733	Red Desert....Wyo.	Wyoming	Main	51
OW 144	Redess....Ore.	Idaho	Oregon Eastern	135
GJ 152	Redlin....Wash.	Washington	Tekoa-Spokane	212
D 388	Red Lion....Colo.	Colorado	Main	64
EA 16	Redmond....Colo.	Colorado	Ft. Collins	66
NB 134	Redmond....Ore.	Oregon	Bend	206
OK 94	Red Point....Nev.	Idaho	Wells	131
F 1295	Red Rock....Mont.	Idaho	Main	140
GA 8	Reese....Wash.	Washington	Walluls	209
UT 6	Reliance Jct....Wyo.	Wyoming	South Pass	52
UU 2	Reliance Mine....Wyo.	Wyoming	Reliance	52
BE 1	Relico....Utah	Utah	Evona	146
NG 89	Relief....Wash.	Washington	Pendleton-Tucannon	211
1917	Reservation....Wash.	Oregon	Main	202
CP 109	Reubens....Idaho		Camas Prairie	246
1240	Reverse....Idaho	Idaho	Main	132
CH 30	Revling....Idaho		Camas Prairie	246
AA 3	Rex....Kan.	Kansas	Leavenworth	55
FR 26	Rexburg....Idaho	Idaho	Yellowstone	139
ON 15	Richfield....Idaho	Idaho	Ketchum	132
BW 11	Richfield Oil Co....Cal.	Los Angeles	San Pedro	150
77	Richland....Neb.	Nebraska	Main	43
FF 37	Richmond....Utah	Utah	Cache Valley	147
T 1051	Rideout....Utah	Utah	Main	143
617	Ridge....Wyo.	Wyoming	Main	50
1794	Ridgefield....Wash.	Oregon	Main	202
CP 10	Ridpath....Wash.		Camas Prairie	245
1564	Rieth....Ore.	Oregon	Main	205, 207
UM 10	Riford....Neb.	Nebraska	Gering	48
GE 3	Rifton....Wash.	Washington	Ayer-Tekoa	212
A 308	Riga....Kan.	Colorado	Main	61
FR 14	Rigby....Idaho	Idaho	Yellowstone	139
UL 104	Riley....Neb.	Nebraska	North Platte	47
701	Riner....Wyo.	Wyoming	Main	51
BW 11	Rioco....Cal.	Los Angeles	San Pedro	150
GE 17	Riparia....Wash.	Washington	Ayer-Tekoa	212
CP 0	Riparia....Wash.		Camas Prairie	245
EA 39	Ripple....Colo.	Colorado	Ft. Collins	66
EA 38.3	Ripple Branch Jct..Colo.	Colorado	Ft. Collins	66
FU 16	Ririe....Idaho	Idaho	East Belt	138
GH 5	Risbeck....Wash.	Washington	Moscow	213
UB 33	Rising City....Neb.	Nebraska	Stromsburg	44
B 1039	Riter....Utah	Utah	Main	142
HA 18	River....Neb.	Kansas	Main	60
A 557	River Bend....Colo.	Colorado	Main	61
UK 10	Riverdale....Neb.	Nebraska	Kearney	46
B 990	Riverdale....Utah	Wyoming	Main	53
OW 93	Riverside....Ore.	Idaho	Oregon Eastern	135
B 1755	Riverside....Cal.	Los Angeles	Main	149
B 1754	Riverside Jct....Cal.	Los Angeles	Main	149, 152
G 1609	Riverview....Ore.	Washington	Main	209
821	Riview....Wyo.	Wyoming	Main	52
B 1521	Roach....Nev.	Los Angeles	Main	152
F 1195	Roberts....Idaho	Idaho	Main	137
OZ 33	Robinette....Ore.	Idaho	Homestead	136
HB 79	Robinson....Kan.	Kansas	Main	59
743	Robinson....Wyo.	Wyoming	Main	51
ND 16	Rock Creek....Ore.	Oregon	Condon	206
FO 4	Rockford....Idaho	Idaho	Aberdeen	138
GJ 138	Rockford....Wash.	Washington	Tekoa-Spokane	212
1381	Rock Island....Idaho	Idaho	Main	133
605	Rock River....Wyo.	Wyoming	Main	50
802	Rock Springs....Wyo.	Wyoming	Main	51, 52
UG 26	Rockville....Neb.	Nebraska	Loup City	45
AH 5	Rocky Ford....Kan.	Kansas	Manhattan	55
BE 2.5	Rocky Mt. Feeders..Utah	Utah	Evona	146
1826	Rocky Point....Wash.	Oregon	Main	202
61	Rogers....Neb.	Nebraska	Main	43
OK 29	Rogerson....Idaho	Idaho	Wells	131

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NM 37	Rondowa....Ore.	Oregon	Joseph	208
NN 29	Rony....Wash.	Oregon	Grays Harbor	203
CH 25	Rooney....Idaho		Camas Prairie	246
1753	Rooster Rock....Ore.	Oregon	Main	204
328	Roscoe....Neb.	Nebraska	Main	47
987	Rose....Idaho	Idaho	Main	129
GM 49	Rose Lake....Idaho	Washington	Wallace	214
1507	Ross....Ore.	Oregon	Main	207
A 84	Rosville....Kan.	Kansas	Main	55
UM 7	Roubadeau....Neb.	Nebraska	Gering	48
1700	Rowena....Ore.	Oregon	Main	204
B 1723	Rowland....Cal.	Los Angeles	Main	148
B 1415	Rox....Nev.	Los Angeles	Main	153
B 999	Roy....Utah	Utah	Main	144
A 633	Roydale....Colo.	Colorado	Main	62
OP 84	Rubicon....Idaho	Idaho	New Meadows	136
A 71	Ruby....Kan.	Kansas	Main	54
CH 15	Rudo....Idaho		Camas Prairie	246
1666	Rufus....Ore.	Oregon	Main	205
OH 14	Rupert....Idaho	Idaho	Twin Falls	130, 131
A 263	Russell....Kan.	Kansas	Main	57
NG 53	Russell....Wash.	Washington	Pendleton-Tucannon	210
UL 52	Ruthton....Neb.	Nebraska	North Platte	47
G 1676	Ruxby....Wash.	Washington	Main	209
HB 53	Sabetha....Kan.	Kansas	Main	59
A 631	Sable....Colo.	Colorado	Main	62
910	Sage....Wyo.	Idaho	Main	128
NN 31	Saginaw....Wash.	Oregon	Grays Harbor	203
1460	Sago....Ore.	Oregon	Main	208
FR 37	St. Anthony....Idaho	Idaho	Yellowstone	138, 139
.....	St. Clair....Wash.	Oregon	Main	202
UD 22	St. Edward....Neb.	Nebraska	Albion	44
A 112	St. George....Kan.	Kansas	Main	55
B 1802	St. Helens Spur....Cal.	Los Angeles	Main	148
B 1077	St. John....Utah	Utah	Main	142
GG 18	St. John....Wash.	Washington	Pleasant Valley	213
NV 3	St. Johns....Ore.	Oregon	St. Johns	205
V 1778	St. Johns Jct....Ore.	Oregon	Main	204, 205
HB 113	St. Joseph....Mo.	Kansas	Main	58
FR 4	St. Leon....Idaho	Idaho	Yellowstone	139
UF 11	St. Libory....Neb.	Nebraska	Ord	45
A 92	St. Marys....Kan.	Kansas	Main	55
UF 22	St. Paul....Neb.	Nebraska	Ord	45
E 663	St. Vrains....Colo.	Colorado	Main	63, 66
A 187	Salina....Kan.	Kansas	Main	56,57,58
A 458	Salis....Colo.	Colorado	Main	61
B 1029	Salt Lake City....Utah	Utah	Main	143, 144
.....	Salt Mines Spur....Kan.	Kansas	Main	56
789	Salt Wells....Wyo.	Wyoming	Main	51
B 1779	San Antonio Meat Co. Spur....Cal.	Los Angeles	Main	148
B 1746	San Bernardino....Cal.	Los Angeles	Main	149
G 1616	Sand....Ore.	Washington	Main	209
1218	Sand Bank....Idaho	Idaho	Main	130
A 645	Sand Creek Jct....Colo.	Colorado	Main	62,65,66
NC 16	Sandon....Ore.	Oregon	Grass Valley	206
A 634	Sandown....Colo.	Colorado	Main	62
B 1595	Sands....Cal.	Los Angeles	Main	152
A 168	Sand Spring....Kan.	Kansas	Main	56
CP 128	Sand Spur....Idaho		Camas Prairie	246
.....	Sand Spur....Neb.	Nebraska	Stromsburg	44
.....	Sand Spur....Wyo.	Wyoming	Main	52
S 1042	Sandy....Utah	Utah	Main	143
OK 61	San Jacinto....Nev.	Idaho	Wells	131
T 1098	Santaquin....Utah	Utah	Main	143
BE 686	Saratoga....Wyo.		S. & E. V. R. R.	123
UL 13	Sarben....Neb.	Nebraska	North Platte	47
14	Sarpy....Neb.	Nebraska	Main	42
558	Satanka....Wyo.	Wyoming	Main	50
E 657	Satt....Colo.	Colorado	Main	66
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GE 32	Schreck....Wash.	Washington	Ayer-Tekoa	212
AH 49	Schroyer....Kan.	Kansas	Manhattan	55
CP 32	Schultz....Wash.		Camas Prairie	245
69	Schuyler....Neb.	Nebraska	Main	43
UF 46	Scotia....Neb.	Nebraska	Ord	45
UF 45	Scotia Junction....Neb.	Nebraska	Ord	45
G 1669	Scott....Wash.	Washington	Main	209
FL 40	Scoville....Idaho	Idaho	Mackay	137
1122	Sears....Idaho	Idaho	Main	130
UN 3	Sears....Neb.	Nebraska	Lyman	48
1954	Seattle....Wash.	Oregon	Main	202
1255	Sebree....Idaho	Idaho	Main	132
H 231	Sedan....Neb.	Kansas	Main	60
D 380	Sedgwick....Colo.	Colorado	Main	64
AE 179	Seguin....Kan.	Kansas	Plainville	58
OO 40	Selby....Idaho	Idaho	Hill City	132
GE 110	Seltice....Wash.	Washington	Ayer-Tekoa	212, 213
HB 36	Seneca....Kan.	Kansas	Main	59
1143	Senter....Idaho	Idaho	Main	130
BR 1	Setout Track....Cal.	Los Angeles	Crestmore Spur	148
1688	Seufert....Ore.	Oregon	Main	205
HB 89	Severance....Kan.	Kansas	Main	59
NM 57	Sevier....Ore.	Oregon	Joseph	208
9	Seymour....Neb.	Nebraska	Main	42
AE 26	Shady Bend....Kan.	Kansas	Plainville	58
Y 1289	Shafer....Idaho	Idaho	Main	133
A 430	Sharon Springs....Kan.	Colorado	Main	61
T 1125	Sharp....Utah	Utah	Main	143
GH 10	Shawnee....Wash.	Washington	Moscow	213
G 1661	Sheffler....Wash.	Washington	Main	209
UB 40	Shelby....Neb.	Nebraska	Stromsburg	44
UC 4	Sheldonville....Neb.	Nebraska	Norfolk	44
F 1168	Shelley....Idaho	Idaho	Main	137
OU 4	Shelp....Idaho	Idaho	Wilder	134
170	Shelton....Neb.	Nebraska	Main	45
NB 47	Sherar....Ore.	Oregon	Bend	206
540	Sherman....Wyo.	Wyoming	Main	50
B 1061	Shields....Utah	Utah	Main	142
AE 6	Shipton....Kan.	Kansas	Plainville	58
GM 73	Shont....Idaho	Washington	Wallace	214
OK 87	Shores....Nev.	Idaho	Wells	131
1169	Shoshone....Idaho	Idaho	Main	130, 132
ND 8	Shutler....Ore.	Oregon	Condon	206
1147	Sid....Idaho	Idaho	Main	130
408	Sidney....Neb.	Nebraska	Main	47, 49
1633	Silica....Ore.	Oregon	Main	205
F 1383	Silver Bow....Mont.	Idaho	Main	140
BG 2	Silver City....Utah	Utah	Silver City	143
102	Silver Creek....Neb.	Nebraska	Main	43
GP 1	Silver King....Idaho	Washington	Sierra Nevada	214
A 79	Silver Lake....Kan.	Kansas	Main	55
G 1660	Simmons....Wash.	Washington	Main	209
OU 3	Simplot....Idaho	Idaho	Wilder	134
AC 47	Simpson....Kan.	Kansas	Solomon	57
NB 29	Sinamox....Ore.	Oregon	Bend	206
676	Sinclair....Wyo.	Wyoming	Main	51
1906	Sixth Ave....Wash.	Oregon	Main	202
1244	Slade....Idaho	Idaho	Main	132
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1530	Sloan....Ore.	Oregon	Main	207
461	Smeed....Neb.	Nebraska	Main	49
GM 66	Smelterville....Idaho	Washington	Wallace	214
FF 32	Smithfield....Utah	Utah	Cache Valley	147
OT 83	Smiths Ferry....Idaho	Idaho	Idaho Northern	134
F 1265	Snowline....Mont.	Idaho	Main	137
D 452	Snyder....Colo.	Colorado	Main	65
993	Soda Springs....Idaho	Idaho	Main	129
A 172	Solomon....Kan.	Kansas	Main	56, 57
T 1150	Soma....Utah	Utah	Main	143
A 426	Somena....Kan.	Colorado	Main	61
Y 1308	Sonna....Idaho	Idaho	Main	133
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UL 156	South Mitchell.....Neb.	Nebraska.....	North Platte.....	47
NN 42	South Montesano..Wash.	Oregon.....	Grays Harbor.....	203
UL 162	South Morrill.....Neb.	Nebraska.....	North Platte.....	47
Z 6	South Omaha.....Neb.	Nebraska.....	Old Main.....	42
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UL 201	South Torrington...Wyo.	Nebraska.....	North Platte.....	48
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UE 44	Spalding.....Neb.	Nebraska.....	Cedar Rapids.....	44
T 1085	Spanish Fork.....Utah	Utah.....	Main.....	143
NF 7	Sparks.....Ore.	Oregon.....	Pilot Rock.....	207
ND 33	Speece.....Ore.	Oregon.....	Condon.....	206
A 738	Speer.....Wyo.	Colorado.....	Main.....	63
H 168	Spence.....Kan.	Kansas.....	Main.....	60
F 1241	Spencer.....Idaho	Idaho.....	Main.....	137
AE 218	Spies.....Kan.	Kansas.....	Plainville.....	58
NG 41	Spofford.....Ore.	Washington.....	Pendleton-Tucannon.....	210
G 1786	Spokane.....Wash.	Washington.....	Main.....	209, 212
36	Spring Creek.....Wyo.	.....	L. N. P. & W. R. R.....	125
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FO 17	Springfield.....Idaho	Idaho.....	Aberdeen.....	138
GM 34	Springston.....Idaho	Washington.....	Wallace.....	214
B 898	Spring Valley.....Wyo.	Wyoming.....	Main.....	52
T 1081	Springville.....Utah	Utah.....	Main.....	143
B 1341	Spur.....Nev.	Utah.....	Main.....	141
A 705	Stage.....Colo.	Colorado.....	Main.....	63
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OP 69	Starkey.....Idaho	Idaho.....	New Meadows.....	136
T 1107	Starr.....Utah	Utah.....	Main.....	143
OH 26	Starrh's Ferry.....Idaho	Idaho.....	Twin Falls.....	130
AM 11	State Coal Mine Jct. .....Colo.	Colorado.....	Boulder.....	63
NG 42	State Line.....Ore.	Washington.....	Pendleton-Tucannon.....	210
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UN 6	Stegall.....Neb.	Nebraska.....	Lyman.....	48
1900	Steilacoom.....Wash.	Oregon.....	Main.....	202
D 423	Sterling.....Colo.	Colorado.....	Main.....	64, 65
FO 20	Sterling.....Idaho	Idaho.....	Aberdeen.....	138
OZ 16	Still.....Ore.	Idaho.....	Homestead.....	136
B 1363	Stine.....Nev.	Los Angeles.....	Main.....	153
CS 66	Stites.....Idaho	.....	Camas Prairie.....	245
AH 11	Stockdale.....Kan.	Kansas.....	Manhattan.....	55
B 1070	Stockton.....Utah	Utah.....	Main.....	142
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BL 30	Stock Yards.....Utah	Utah.....	Cedar City.....	141
.....	Stock Yards and Industry Spurs...Colo.	Colorado.....	Ft. Collins.....	66
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OS 17	Stoddard.....Idaho	Idaho.....	Murphy.....	134
B 971	Stoddard.....Utah	Wyoming.....	Main.....	53
AH 77	Stone Siding.....Neb.	Kansas.....	Manhattan.....	56
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OH 52	Stowe.....Idaho	Idaho.....	Twin Falls.....	130
FO 24	Strang.....Idaho	Idaho.....	Aberdeen.....	138
A 603	Strasburg.....Colo.	Colorado.....	Main.....	62
B 978	Strawberry.....Utah	Wyoming.....	Main.....	53
B 1739	Streeter.....Cal.	Los Angeles.....	Main.....	149
UB 53	Stromsburg.....Neb.	Nebraska.....	Stromsburg.....	44
B 1157	Strong.....Utah	Utah.....	Main.....	142

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D 371	Sugar Factory.....Colo.	Colorado.....	Main.....	64
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FF 22	Sugar Factory Jct..Utah	Utah.....	Cache Valley.....	147
.....	Sugar Factory Spur.Neb.	Nebraska.....	Main.....	45
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FC 21	Sugar Works.....Utah	Utah.....	Malad.....	146
BE 3	Sugar Works.....Utah	Utah.....	Evona.....	146
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GF 46	Sulphur.....Wash.	Washington.....	Connell.....	213
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B 1718	Summit.....Cal.	Los Angeles.....	Main.....	149
CH 34	Summit.....Idaho	.....	Camas Prairie.....	246
HB 19	Summit.....Kan.	Kansas.....	Main.....	59
5	Summit.....Neb.	Nebraska.....	Main.....	42
UK 33	Sumner.....Neb.	Nebraska.....	Kearney.....	46
1925	Sumner.....Wash.	Oregon.....	Main.....	202
AC 29	Sumnerville.....Kan.	Kansas.....	Solomon.....	57
A 17	Sunflower.....Kan.	Kansas.....	Main.....	54
A 434	Sunland.....Kan.	Colorado.....	Main.....	61
BT 14	Sunny Hills.....Cal.	Los Angeles.....	Anaheim.....	151
1266	Sunnyside.....Idaho	Idaho.....	Main.....	132
GC 3	Sunnyside.....Wash.	Washington.....	Sunnyside.....	210
396	Sunol.....Neb.	Nebraska.....	Main.....	47
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OA 5	Susie.....Wyo.	Idaho.....	Kemmerer.....	128
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B 1507	Sutor.....Nev.	Los Angeles.....	Main.....	152
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A 115	Swamp Angel.....Kan.	Kansas.....	Main.....	55
F 1077	Swan Lake.....Idaho	Utah.....	Main.....	145
CP 88	Sweetwater.....Idaho	.....	Camas Prairie.....	246
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AE 47	Sylvan Grove.....Kan.	Kansas.....	Plainville.....	58
BD 5	Syracuse.....Utah	Utah.....	Syracuse.....	145
FL 20	Taber.....Idaho	Idaho.....	Mackay.....	137
747	Table Rock.....Wyo.	Wyoming.....	Main.....	51
AM 16	Tabor.....Colo.	Colorado.....	Boulder.....	63
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BU 5	Team Track.....Cal.	Los Angeles.....	Pasadena.....	151
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1873	Tenino.....Wash.	Oregon.....	Main.....	202
1872	Tenino Jct.....Wash.	Oregon.....	Main.....	202
F 1200	Tenno.....Idaho	Idaho.....	Main.....	137
BW 21	Terminal Island....Cal.	Los Angeles.....	San Pedro.....	151
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G 1729	Teske.....Wash.	Washington.....	Main.....	209
FV 30	Tetonia.....Idaho	Idaho.....	Teton Valley.....	140
FD 6	Thatcher.....Utah	Utah.....	Thatcher.....	146
G 1720	Thavis.....Wash.	Washington.....	Main.....	209
784	Thayer Jct.....Wyo.	Wyoming.....	Main.....	51
1691	The Dalles.....Ore.	Oregon.....	Main.....	204, 205
BW 19	Thenard.....Cal.	Los Angeles.....	San Pedro.....	150
GE 65	Thera.....Wash.	Washington.....	Ayer-Tekoa.....	212
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1543	Thorn Hollow	Ore.	Main	207
FR 21	Thornton	Idaho	Yellowstone	139
GG 31	Thornton	Wash.	Pleasant Valley	213
119	Thummel	Neb.	Main	43
1205	Ticeska	Idaho	Main	130
ON 30	Tikura	Idaho	Ketchum	132
GM 2	Tilma	Wash.	Wallace	213
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D 399	Tobin	Colo.	Main	64
B 1307	Tomas	Utah	Main	141
AA 13	Tonganoxie	Kan.	Leavenworth	55
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B 1645	Toomey	Cal.	Los Angeles	152
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A 68	Topeka	Kan.	Kansas	54
GA 15	Touchet	Wash.	Washington	209
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A 285	Toulon	Kan.	Kansas	57
UL 110	Towers	Neb.	Nebraska	47
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1541	Tumia	Ore.	Main	207
1178	Tunupa	Idaho	Main	130
A 415	Turkey Creek	Kan.	Colorado	61
NK 25	Turner	Wash.	Dayton	211
NB 50	Tuskan	Ore.	Bend	206
OL 66	Tuttle	Idaho	North Side	131
OH 59	Twin Falls	Idaho	Twin Falls	131
F 1133	Tyhee	Idaho	Main	137
FR 8	Ucon	Idaho	Yellowstone	139
B 985	Uintah	Utah	Main	53
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GB 95	Union Gap	Wash.	Yakima	210
1473	Union Jct.	Ore.	Main	208
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1837	VaderJct.	Wash.	Main	202
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28	Valley	Neb.	Nebraska	42, 43
B 1470	Valley	Nev.	Main	153
NG 54	Valley Grove	Wash.	Pendleton-Tucannon	210
AM 24	Valmont	Colo.	Boulder	63
UA 37	Valparaiso	Neb.	Beatrice	43, 44
B 1173	Van	Utah	Main	142
1780	Vancouver	Wash.	Main	202
1783	Vancouver Jct.	Wash.	Main	202
302	Varner	Neb.	Main	46
A 677	Vasquez	Colo.	Main	63, 65
OW 110	Venator	Ore.	Oregon Eastern	135
NV 3	Veneering Factory	Ore.	St. Johns	205
B 1737	Verdemont	Cal.	Main	149
AC 9	Verdi	Kan.	Solomon	57
B 854	Verne	Wyo.	Main	52
OR 6	Vernon	Idaho	Boise	133
BW 1	Vernon Industrial Spur	Cal.	Los Angeles	149
AE 41	Vesper	Kan.	Kansas	58
UL 188	Veteran	Wyo.	Nebraska	48
FV 46	Victor	Idaho	Idaho	140
A 280	Victoria	Kan.	Kansas	57
B 1699	Victorville	Cal.	Los Angeles	149
B 1399	Vigo	Nev.	Los Angeles	153
GB 6	Villard	Wash.	Washington	210
NM 41	Vincent	Ore.	Oregon	208
T 1070	Vineyard	Utah	Utah	143
1134	Vining	Idaho	Idaho	130
BN 13	Virgin	Nev.	Los Angeles	153
F 1093	Virginia	Idaho	Utah	145
A 330	Voda	Kan.	Colorado	61
255	Vroman	Neb.	Nebraska	46
1864	Wabash	Wash.	Oregon	202, 203
GF 34	Wacota	Wash.	Washington	213
UA 19	Wahoo	Neb.	Nebraska	43
B 928	Wahsatch	Utah	Wyoming	53
NK 4	Waitsburg	Wash.	Washington	211
NK 5	Waitsburg Jct.	Wash.	Washington	211
A 322	Wakeeney	Kan.	Colorado	61
AJ 19	Wakefield	Kan.	Kansas	56
NV 3	Wakefield	Ore.	Oregon	205
662	Walcott	Wyo.	Wyoming	51
662	Walcott	Wyo.		123
92	Walden	Colo.		125
AE 72	Waldo	Kan.	Kansas	58
BW 8	Waldrip Engineering Co.	Cal.	Los Angeles	150
FU 28	Walker	Idaho	Idaho	138
A 276	Walker	Kan.	Kansas	57
G 1663	Walker	Wash.	Washington	209
	Walker Pit	Wash.	Washington	209
GM 80	Wallace	Idaho	Washington	214
A 421	Wallace	Kan.	Colorado	61
NG 47	Walla Walla	Wash.	Washington	209, 210
NM 60	Wallowa	Ore.	Oregon	208
G 1629	Wallula	Wash.	Washington	209
B 1789	Walnut	Cal.	Los Angeles	148
GE 98	Walters	Wash.	Washington	212
S 1034.1	Walton	Utah	Utah	144
A 105	Wamego	Kan.	Kansas	55
724	Wamsutter	Wyo.	Wyoming	51
B 1474	Wann	Nev.	Los Angeles	153
BA 13	Wanship	Utah	Wyoming	53
F 1157	Wapello	Idaho	Idaho	137
1103	Wapi	Idaho	Idaho	130
1768	Ward	Ore.	Oregon	204
FR 58	Warm River	Idaho	Idaho	139
B 1065	Warner	Utah	Utah	142
GG 45	Warner	Wash.	Washington	213
OJ 19	Warr	Idaho	Idaho	131
A 731	Warren	Colo.	Colorado	63
NC 10	Wasco	Ore.	Oregon	206
FC 35	Washakie	Utah	Utah	146
GH 26	Wash.-Idaho State Line		Washington	213
GM 2.3	Wash.-Idaho State Line		Washington	213

ALPHABETICAL LIST OF STATIONS—Continued

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1348	Washoe.....Idaho	Idaho.....	Main.....	133
GF 23	Washtucna.....Wash.	Washington.....	Connell.....	213
881	Waterfall.....Wyo.	Idaho.....	Main.....	128
25	Waterloo.....Neb.	Nebraska.....	Main.....	42
BM 20	Water Tank.....Nev.	Utah.....	Pioche.....	141
UK 23	Watertown.....Neb.	Nebraska.....	Kearney.....	46
B 1562	Water Track.....Cal.	Los Angeles.....	Main.....	152
HB 108	Wathena.....Kan.	Kansas.....	Main.....	58
A 618	Watkins.....Colo.	Colorado.....	Main.....	62
GM 12	Watt.....Idaho	Washington.....	Wallace.....	213
CP 43	Wawawai.....Wash.	.....	Camas Prairie.....	245
1398	Weatherby.....Ore.	Oregon.....	Main.....	208
.....	Weber Mine.....Utah	Wyoming.....	Park City.....	53
FF 41	Webster.....Utah	Utah.....	Cache Valley.....	147
UF 43	Week's Spur.....Neb.	Nebraska.....	Ord.....	45
371	Weir.....Colo.	Nebraska.....	Main.....	47
1363	Weiser.....Idaho	Idaho.....	Main.....	133, 136
E 648	Welby.....Colo.	Colorado.....	Main.....	66
.....	Welch Sandler Sand Spur.....Kan.	Kansas.....	Main.....	54
D 474	Weldona.....Colo.	Colorado.....	Main.....	65
OK 124	Wells (Pasagr.).....Nev.	Idaho.....	Wells.....	131
OK 123	Wells (Frt.).....Nev.	Idaho.....	Wells.....	131
G 1748	Wells.....Wash.	Washington.....	Main.....	209
FF 14	Wellsville.....Utah	Utah.....	Cache Valley.....	147
OL 57	Wendell.....Idaho	Idaho.....	North Side.....	131
A 442	Weskan.....Kan.	Colorado.....	Main.....	61
AD 3	Wesleyan.....Kan.	Kansas.....	McPherson.....	57
FF 16	West.....Utah	Utah.....	Cache Valley.....	147
A 165	West Abilene.....Kan.	Kansas.....	Main.....	56
1595	Westland.....Ore.	Oregon.....	Main.....	205
UA 55	West Lincoln.....Neb.	Nebraska.....	Beatrice.....	43
OS 12	Westma.....Idaho	Idaho.....	Murphy.....	134
F 1058	Weston.....Idaho	Utah.....	Main.....	145
UA 26	Weston.....Neb.	Nebraska.....	Beatrice.....	43
NG 22	Weston.....Ore.	Washington.....	Pendleton-Tucannon.....	210
G 1785	West Spokane.....Wash.	Washington.....	Main.....	209
1901	West Tacoma.....Wash.	Oregon.....	Main.....	202
.....	West Topeka.....Kan.	Kansas.....	Main.....	54
HA 21	Westwood.....Neb.	Kansas.....	Main.....	60
FR 107	West Yellowstone..Mont.	Idaho.....	Yellowstone.....	139
B 1652	West Yermo.....Cal.	Los Angeles.....	Main.....	149
F 1037	Wheelon.....Utah	Utah.....	Main.....	145
NK 23	Whetstone.....Wash.	Washington.....	Dayton.....	211
GH 21	Whitlow.....Wash.	Washington.....	Moscow.....	213
GA 24	Whitman.....Wash.	Washington.....	Wallula.....	209
FF 48	Whitney.. .....Idaho	Utah.....	Cache Valley.....	147
BT 2	Whittier.....Cal.	Los Angeles.....	Anaheim.....	151
B 1802	Whittier Jct.....Cal.	Los Angeles.....	Main.....	148, 151
609	Wilcox.....Wyo.	Wyoming.....	Main.....	50
B 1679	Wild.....Cal.	Los Angeles.....	Main.....	149
E 679	Wild Cat.....Colo.	Colorado.....	Main.....	66
OU 12	Wilder..... .....Idaho	Idaho.....	Wilder.....	134
A 500	Wild Horse..... Colo.	Colorado.....	Main.....	61
FR 33	Wilford.....Idaho	Idaho.....	Yellowstone.....	139
GG 12	Willada.....Wash.	Washington.....	Pleasant Valley.....	213
F 1007	Willard.....Utah	Utah.....	Main.....	145
A 49	Williamstown.....Kan.	Kansas.....	Main.....	54
243	Willow Island.....Neb.	Nebraska.....	Main.....	46
BW 19	Willow Jct.....Cal.	Los Angeles.....	San Pedro.....	150
1629	Willows.....Ore.	Oregon.....	Main.....	205
CP 66	Wilma.....Wash.	.....	Camas Prairie	245
BW 20	Wilmington Team...Cal.	Los Angeles.....	San Pedro.....	150
A 240	Wilson.....Kan.	Kansas.....	Main.....	57
B 1767	Winery Spur Mira Loma.....Cal.	Los Angeles.....	Main.....	148
1438	Wing.....Ore.	Oregon.....	Main.....	208
H 137	Winifred.....Kan.	Kansas.....	Topeka.....	59
1845	Winlock.....Wash.	Oregon.....	Main.....	202
A 399	Winona.....Kan.	Colorado.....	Main.....	61
GE 52	Winona.....Wash.	Washington.....	Ayer-Tekoa.....	212, 213
UW 5	Winton.....Wyo.	Wyoming.....	Winton.....	52
UT 10	Winton Jct.....Wyo.	Wyoming.....	So. Pass.....	52
1353	Wood.....Idaho	Idaho.....	Main.....	133
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OP 80	Woodland.....Idaho	Idaho.....	New Meadows.....	136

ALPHABETICAL LIST OF STATIONS—Concluded

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162	Wood River.....Neb.	Nebraska.....	Main.....	45
FC 41	Woodruff.....Idaho	Utah.....	Malad.....	146
B 1021	Woods Cross.....Utah	Utah	Main.....	144
UD 19	Woodville.....Neb.	Nebraska.....	Albion.....	44
BW 7	Workman.....Cal.	Los Angeles....	San Pedro.....	150
UP 44	Wycross.....Wyo.	Nebraska.....	North Platte Cut-Off.....	49
1726	Wyeth.....Ore.	Oregon.....	Main.....	204
64	Wyocolo.....Wyo.	.....	L. N. P. & W. R. R.....	125
578	Wyoming.....Wyo.	Wyoming.....	Main.....	50
939	Wyo.-Idaho State Line..	Idaho.....	Main.....	128
B 923	Wyo.-Utah State Line...	Wyoming.....	Main	53
B 922	Wyuta.....Wyo.	Wyoming.....	Main.....	53
GB 98	Yakima.....Wash.	Washington.....	Yakima.....	210
B 1292	Yale.....Utah	Utah.....	Main.....	141
B 1650	Yermo.....Cal.	Los Angeles.....	Main.....	149, 152
1574	Yoakum.....Ore.	Oregon.....	Main.....	205
A 295	Yocemento.....Kan.	Kansas.....	Main.....	57
UL 182	Yoder.....Wyo.	Nebraska.....	North Platte.....	48, 49
T 1101	York.....Utah	Utah.....	Main.....	143
AM 4	Yoxall.....Colo.	Colorado.....	Boulder.....	63
UA 6	Yutan.....Neb.	Nebraska.....	Beatrice.....	43
B 1281	Zane.....Utah	Utah.....	Main.....	141
F 1083	Zenda.....Idaho	Utah.....	Main.....	145
GB 78	Zillah.....Wash.	Washington.....	Yakima.....	210
NL 25	Zumwalt.....Wash.	Washington.....	Pomeroy.....	211
AE 110	Zurich.....Kan.	Kansas.....	Plainville.....	58

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Pioche Branch	BM	141
Plainville Branch	AE	58
Pleasanton Branch	UH	45
Pleasant Valley Branch	AP	64
Pleasant Valley Branch	GG	213
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Prince Branch	BY	141
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Puritan Branch	AN	64
Raft River Branch	OM	132
Reliance Branch	UU	52
Ripple Branch	EB	66
St. Johns Branch	NV	205
St. Joseph Subdivision	HB	58
St. Thomas Branch	BN	153
San Pedro Branch	BW, BX	149
Scotia Branch	UF	45
Sears Branch	UO	48
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Silver City Branch	BG	143
Solomon Branch	AC	57
South Pass Branch	UT	52
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West Belt Branch	FS	139
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Winton Branch	UW	52
Wyoming Division—Main Line	B	50
Yakima Branch	GB	210
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EXPLANATION OF LETTERS AND CHARACTERS SHOWN IN LIST OF STATIONS

KIND OF AGENCY—

F—Freight Station.

T—Ticket Office.

X—Express Agency.

P—Railroad Telephone.

S—Station operated only certain months of the year.

CLASS OF FREIGHT STATION, i. e., amount of freight that may be received or delivered—

A—Freight will be received or delivered in any quantity.

B—Carload freight only will be received or delivered.

C—Less carload freight only will be received or delivered.

LOCATION OF FREIGHT PLATFORM—

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

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

LOCATION OF AUTOMOBILE PLATFORM—

S—Same side of unloading track as freight platform.

O—Opposite side of unloading track as compared with location of freight platform.

E—End of unloading track.
(Combined symbols indicate 2 or more platforms thus,—"SE," same side and end; "OE," opposite side and end; "SOE," both sides and end.)

STOCK YARDS—

For complete data regarding Stock Yards on—

Eastern District, see pages 94 to 105, inclusive.

South-Central District, see pages 180 to 188, inclusive.

Northwestern District, see pages 234 to 237, inclusive.

DISTANCES—

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

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

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

NEBRASKA DIVISION

FIRST SUBDIVISION

MAIN LINE—COUNCIL BLUFFS TO GRAND ISLAND

Sta. No.	Dist. from Co. Bluffs	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
.....	0.0	Co. Bluffs Union Depot.....Iowa		.....	T	.....	.....	.....
.....	.....	Co. Bluffs, 10th Ave. do	Double Track	.....	F	A	.....	.....
0	.....	Co. Bluffs Transfer, do	Double Track	.....	P	A	.....	Yes
.....	2.2	Iowa-Neb. State Line	Double Track	.....	.....	.....	.....	.....
.....	2.4	C. B. & Q. R. R. Crossing.....Neb.	Double Track	.....	.....	.....	.....	.....
.....	.....	Omaha City, 1614 Farnam St..... do	Double Track	.....	T	.....	.....	.....
.....	.....	Omaha, Gen. Agt. Frt. Dept..... do	Double Track	.....	T	.....	.....	.....
3	2.8	Omaha, Un. Pass. Sta. do	Double Track	.....	T P	.....	.....	.....
.....	2.8	Omaha, Baggage.... do	Double Track	.....	.....	.....	.....	.....
3	.....	Omaha, Freight, Jones and 9th Sts. do	Double Track	.....	F P	A	.....	.....
.....	.....	Omaha Hdqtrs. Ticket Office..... do	Double Track	.....	T P	.....	.....	.....
.....	.....	Omaha, Headqrts. Tel..... do	Double Track	U	P	.....	.....	.....
.....	.....	Omaha, Supt. Office do	Double Track	Fr	P	.....	.....	.....
.....	.....	Omaha, Dispatcher do	Double Track	Rh	P	.....	.....	.....
.....	.....	Omaha, Bdg. Dist. Disp'r..... do	Double Track	Wa	P	.....	.....	.....
.....	.....	Omaha, Store..... do	Double Track	.....	P	.....	.....	.....
.....	.....	Omaha, Tel. (Union Sta.)..... do	Double Track	Yd	P	.....	.....	.....
5	5.2	Summit (Tower).... do	Double Track	Su	P	.....	.....	.....
.....	5.5	32nd Avenue..... do	Double Track	.....	P	.....	.....	.....
.....	5.6	I. C. R. R. Cross.—M. P. R. R. Cross. do	Double Track	.....	.....	.....	.....	.....
7	6.9	Foxley..... do	Double Track	.....	P	A	.....	Yes
.....	8.0	C. & N. W. Ry. Cross..... do	Double Track	.....	.....	.....	.....	.....
.....	8.3	M. P. R. R. Cross.. do	Double Track	.....	.....	.....	.....	.....
9	8.9	Seymour..... do	Double Track	.....	P	A	.....	.....
14	13.6	Sarpy..... do	Double Track	.....	P	.....	.....	.....
17	17.1	Lane..... do	Double Track	Cj	P	.....	.....	.....
5	5.2	Via Old Line—Summit to Lane Summit Tower ..... do	Double Track	Su	P	.....	.....	.....
.....	5.3	C. B. & Q. R. R. Cross..... do	Double Track	.....	.....	.....	.....	.....
Z 6	6.4	So. Omaha..... do	Double Track	.....	F P	A	.....	.....
Z 6	6.5	So. Omaha U. S. Yds..... do	Double Track	.....	F T P	A	.....	Yes
Z 10	10.2	Avery..... do	Double Track	.....	P	A	.....	.....
.....	10.9	Gilmore Tower..... do	Double Track	Jn	P	.....	L	.....
Z 12	11.9	Gilmore..... do	Double Track	.....	P	A	L	Yes
.....	13.4	C. R. I. & P. Ry. Cross..... do	Double Track	.....	.....	.....	.....	.....
Z 17	16.8	Papillion..... do	Double Track	Po	F X P	A	L	Yes
Z 19	19.2	Portal—M. P. R. R. Cross ..... do	Double Track	.....	P	.....	.....	.....
.....	20.0	C. B. & Q. R. R. Cross..... do	Double Track	.....	.....	.....	.....	.....
Z 23	22.5	Millard..... do	Double Track	Md	F X P	A	L	Yes
17	26.1	Lane..... do	Double Track	Cj	P	.....	.....	.....
22	21.7	Elkhorn..... do	Double Track	Kh	F T X P	A	L-O	Yes
25	24.5	Waterloo..... do	Double Track	Wo	F T X P	A	R	.....
28	28.0	Valley..... do	Double Track	V	F T X P	A	L-S	Yes
34	34.3	Mercer..... do	Double Track	.....	P	A	.....	.....
.....	38.2	F. S. Y. & L. Co. Cross..... do	Double Track	.....	.....	.....	.....	.....
.....	39.3	Fremont, Un. Pass. Sta..... do	Double Track	Fn	T P	.....	.....	.....
39	.....	Fremont, Freight... do	Double Track	.....	F P	A	R-OE	Yes
.....	40.0	C. B. & Q. R. R. Cross..... do	Double Track	.....	P	.....	.....	.....

Automatic Block Signals

Note—For accounting purposes the Iowa-Nebraska state line is assumed to be and remain at the middle of the bridge 2.25 miles from Council Bluffs.

NEBRASKA DIVISION

FIRST SUBDIVISION—Concluded

MAIN LINE—COUNCIL BLUFFS TO GRAND ISLAND—Concluded

Sta. No.	Dist. from Co. Bluffs	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
.....	44.8	C. & N. W. Ry. Cross. Neb.	Double Track	.....	P	.....	.....	.....
46	46.3	Ames..... do	Double Track	.....	F T X P	A	R	.....
54	54.4	North Bend..... do	Double Track	Nb	F T X P	A	R	Yes
61	61.4	Rogers..... do	Double Track	Dj	F T X P	A	R	.....
69	68.7	Schuyler..... do	Double Track	Sc	F T X P	A	L-O	Yes
77	76.9	Richland..... do	Double Track	Bs	F T X P	A	L	.....
.....	83.8	C. B. & Q. R. R. Cross..... do	Double Track	.....	P	.....	.....	.....
85	84.5	Columbus, Pass.... do	Double Track	C	T P	.....	.....	.....
.....	.....	Columbus, Baggage do	Double Track	.....	X	.....	.....	.....
.....	.....	Columbus, Frt..... do	Double Track	.....	F P	A	RL-SE	Yes
92	92.2	Duncan..... do	Double Track	Dq	F T X P	A	L-S	Yes
97	96.5	Gardiner..... do	Double Track	.....	P	A	.....	.....
102	102.3	Silver Creek..... do	Double Track	Si	F T X P	A	L	Yes
108	107.9	Havens..... do	Double Track	.....	P	A	.....	Yes
113	113.0	Gibson, Stock Yards do	Double Track	.....	.....	A	.....	.....
114	113.6	Clarks..... do	Double Track	Cx	F T X P	A	R	Yes
119	119.1	Thummel..... do	Double Track	.....	P	A	.....	.....
124	123.8	Stock Yards..... do	Double Track	.....	.....	A	.....	.....
.....	124.3	C. B. & Q. R. R. Cross..... do	Double Track	.....	P	.....	.....	.....
125	124.9	Central City..... do	Double Track	Ci	F T P	A	L-E	Yes
129	128.5	Paddock..... do	Double Track	.....	P	A	.....	Yes
135	135.1	Chapman..... do	Double Track	Cp	F T X P	A	L	Yes
141	140.7	Lockwood..... do	Double Track	.....	P	A	.....	.....
.....	146.5	C. B. & Q. R. R. Cross..... do	Double Track	.....	P	.....	.....	.....
147	146.9	Grand Island, Pass. do	Double Track	.....	T P	.....	.....	.....
.....	.....	Grand Island, Frt.. do	Double Track	.....	F P	A	RL-SE	Yes
.....	.....	Grand Island, Bge.. do	Double Track	.....	X P	.....	.....	.....
.....	.....	Grand Island, Tele. do	Double Track	Ge	P	.....	.....	.....
.....	.....	GrandIsland, Disp'r do	Double Track	H	P	.....	.....	.....
.....	.....	Grand Island, Yard Tel..... do	Double Track	Gd	P	.....	.....	.....

Automatic Block Signals

	Dist. from Valley	BEATRICE BRANCH						
28	0.0	Valley.....Neb.		V	F T X P	A	L-S	Yes
.....	0.1	Valley (Jct. H. B.)..... do		.....	.....	.....	.....	.....
.....	0.9	Consumers Sand Co. Spur do		.....	.....	.....	.....	.....
.....	1.7	Davis-Hadden Spur..... do		.....	.....	A	.....	.....
.....	5.8	C. B. & Q. R. R. Cross.. do		.....	.....	.....	.....	.....
UA 6	6.3	Yutan..... do		Yn	F X P	A	R	.....
UA 12	11.6	Mead..... do		Ad	F X P	A	L-S	.....
UA 19	18.9	Wahoo..... do		W	F P	A	R-S	Yes
.....	19.6	C. & N. W. Ry. Cross... do		.....	.....	.....	.....	.....
.....	19.6	C. B. & Q. R. R. Cross.. do		.....	.....	.....	.....	.....
UA 26	26.3	Weston..... do		Wn	F X P	A	R	.....
UA 33	33.2	Touhy..... do		.....	P	A	.....	.....
UA 37	37.3	Valparaiso..... do		Vo	F T X P	A	R	Yes
UA 42	41.8	Agnew..... do		.....	P	A	.....	.....
UA 47	46.5	Raymond..... do		Rm	F T X P	A	L	.....
UA 53	52.7	Garratt..... do		.....	P	A	.....	.....
UA 55	55.3	West Lincoln..... do		.....	.....	A	.....	.....
.....	56.5	C. B. & Q. R. R. Cross.. do		.....	.....	.....	.....	.....
.....	.....	Lincoln City, 130 So. 13th St..... do		.....	T	.....	.....	.....
UA 57	57.2	Lincoln, Pass..... do		Ni	T P	.....	.....	.....
UA 57	57.1	Lincoln, Frt..... do		Sn	F P	A	RL-SE	.....
.....	.....	Lincoln, Bge..... do		.....	.....	.....	.....	.....
.....	57.4	C. B. & Q. R. R. Cross.. do		.....	.....	.....	.....	.....
.....	59.0	C. B. & Q. R. R. Cross.. do		.....	.....	.....	.....	.....
.....	62.0	C. R. I. & P. Ry. Cross.. do		.....	.....	.....	.....	.....
UA 65	65.4	Jamaica..... do		.....	P	A	R	.....
UA 68	68.2	Hanlon..... do		.....	P	A	.....	.....
.....	69.5	Mo. Pac. R. R. Cross.... do		.....	.....	.....	.....	.....
UA 75	74.7	Princeton..... do		.....	P	A	.....	.....
UA 80	79.5	Cortland..... do		Rd	F T X P	A	L	.....
UA 89	88.9	Pickrell..... do		Ik	F T X P	A	R	Yes
.....	96.0	Kilpatrick Bros. Spur... do		.....	.....	.....	.....	.....
UA 97	96.8	Beatrice..... do		Bx	F T P	A	R-L	Yes

NEBRASKA DIVISION

STROMSBURG BRANCH

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

NORFOLK BRANCH

	Dist. from Columbus	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
85	0.0	Columbus, Pass.....Neb.	C	T P	.....	.....	.....
.....	.....	Columbus, Baggage..... do	.....	X P	.....	.....	.....
.....	.....	Columbus, Frt..... do	.....	F P	A	RL-SE	Yes
.....	1.0	Columbus (Jct. H. B.)... do	.....	.....	.....	.....	.....
UC 4	4.2	Sheldonville..... do	.....	.....	A	.....	Yes
UC 9	9.4	Oconee..... do	.....	P	A	.....	.....
UC 15	14.7	Platte Center..... do	Pc	F T X P	A	R	.....
UC 20	20.3	Tarnov..... do	.....	.....	A	.....	Yes
.....	25.1	C. & N. W. Ry. Cross... do	.....	.....	.....	.....	.....
UC 26	25.7	Humphrey..... do	Hx	F T X	A	R-O	Yes
UC 29	29.1	Peck..... do	.....	.....	A	.....	.....
UC 35	35.4	Madison..... do	Ma	F T X	A	R-SE	Yes
UC 41	40.9	Enola..... do	.....	.....	A	.....	Yes
.....	48.7	C. & N. W. Ry. Cross... do	.....	.....	.....	.....	.....
.....	50.2	Creighton Branch, C. & N. W. Ry. Cross. do	.....	.....	.....	.....	.....
UC 50	50.4	Norfolk..... do	Kn	F T P	A	R-E	Yes

ALBION BRANCH

	Dist. from Oconee	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UC 9	0.0	Oconee.....Neb.	.....	P	A	.....	.....
.....	0.1	Oconee (Jct. H. B.)..... do	.....	.....	.....	.....	.....
UD 4	4.3	Monroe..... do	Mn	F T X	A	R	.....
UD 11	11.3	Genoa..... do	G	F T X P	A	RL	Yes
UD 19	18.8	Woodville..... do	.....	.....	A	.....	Yes
UD 22	22.3	St. Edward..... do	St	F T X	A	R-O	Yes
UD 27	27.3	Boone..... do	.....	.....	A	.....	Yes
UD 34	33.7	Albion..... do	A	F T X	A	RL	Yes

CEDAR RAPIDS BRANCH

	Dist. from Genoa	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UD 11	0.0	Genoa.....Neb.	G	F T X P	A	RL	Yes
.....	0.1	Genoa (Jct. H. B.)..... do	.....	.....	.....	.....	.....
UE 5	5.3	Kent..... do	.....	.....	A	.....	Yes
UE 9	9.3	Merchiston..... do	.....	.....	A	R	Yes
UE 14	13.7	Fullerton..... do	Fu	F T X	A	L-O	Yes
UE 22	22.2	Stock Yard Siding..... do	.....	.....	A	.....	.....
UE 23	23.1	Belgrade..... do	Bl	F T X	A	L	Yes
.....	29.9	Mill Spur..... do	.....	.....	.....	.....	.....
UE 30	30.3	Cedar Rapids..... do	Cd	F T X	A	R	Yes
UE 37	36.6	Primrose..... do	P	F T X	A	R	Yes
UE 44	44.3	Spalding..... do	Sg	F T X	A	R-L-S	Yes

NEBRASKA DIVISION

ORD BRANCH

Sta. No.	Dist. from Grd. Isld.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
147	0.0	Grand Island, Pass.....Neb.	.....	T P	.....	.....	.....
.....	.....	Grand Island, Frt..... do	.....	F P	A	RL-SE	Yes
.....	.....	Grand Island, Bge..... do	.....	X P	.....	.....	.....
.....	.....	Grand Island, Tele..... do	Ge	P	.....	.....	.....
.....	.....	Grand Island, Dispr..... do	H	P	.....	.....	.....
.....	.....	Grand Island, Yard Tele. do	Gd	P	.....	.....	.....
.....	0.4	C. B. & Q. R. R. Cross.. do	.....	P	.....	.....	.....
.....	0.5	Grand Island (Jct. H. B.) do	.....	.....	.....	.....	.....
UF 3	2.5	Carey..... do	.....	.....	A	.....	.....
UF 11	11 1	St. Libory..... do	Ry	F T X	A	L	Yes
UF 22	21.9	St. Paul..... do	Sp	F T X	A	L-O	Yes
.....	22.2	C. B. & Q. R. R. Cross.. do	.....	.....	.....	.....	.....
UF 31	30.7	Elba..... do	Eb	F T X	A	L-S	.....
UF 37	36.8	Cotesfield..... do	.....	.....	A	R	Yes
UF 43	43.1	Week's Spur..... do	.....	.....	A	.....	Yes
UF 45	44.5	Scotia Junction..... do	.....	.....	.....	.....	.....
UF 46	45.7	Scotia (Scotia Branch)... do	Sk	F T X	A	L-O	Yes
UF 49	48.8	North Loup..... do	Nu	F T X	A	L-S	Yes
UF 58	58.4	Saunders..... do	.....	.....	A	.....	.....
.....	60.7	C. B. & Q. R. R. Cross.. do	.....	.....	.....	.....	.....
UF 61	61.0	Ord..... do	Rd	F T X	A	L-O	Yes

LOUP CITY BRANCH

	Dist. from St. Paul	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UF 22	0.0	St. Paul.....Neb.	Sp	F T X	A	L-O	Yes
UG 8	8.3	Dannebrog..... do	Db	F T X	A	R	Yes
UG 19	18.6	Boelus..... do	Hw	F T X	A	R	Yes
UG 26	25.8	Rockville..... do	Rv	F T X	A	R	Yes
UG 39	39.0	Loup City..... do	Op	F T X	A	R-O	Yes

PLEASANTON BRANCH

	Dist. from Boelus	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UG 19	0.0	Boelus.....Neb.	Hw	F T X	A	R	Yes
.....	0.3	Boelus (Jct. H. B.)..... do	.....	.....	.....	.....	.....
.....	8.8	C. B. & Q. R. R. Cross... do	.....	.....	.....	.....	.....
UH 12	12.4	South Ravenna..... do	.....	.....	A	L	Yes
UH 16	15.5	Poole..... do	.....	.....	A	R	.....
UH 22	22.1	Pleasanton..... do	Pn	F T X	A	L	Yes

SECOND SUBDIVISION
MAIN LINE—GRAND ISLAND TO NORTH PLATTE

	Dist. from Co. Bluffs	STATION	Automatic Block Signals	Double Track	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
147	146.9	Grand Island, Pass.Neb.			.....	T P	.....	.....	.....
.....	.....	Grand Island, Frt.. do			.....	F P	A	RL-SE	Yes
.....	.....	Grand Island, Bge.. do			.....	X P	.....	.....	.....
.....	.....	Grand Island, Tele. do			Ge	P	.....	.....	.....
.....	.....	Grand Island, Disp. do			H	P	.....	.....	.....
.....	.....	Grand Island, Yard Tel..... do			Gd	P	.....	.....	.....
.....	148.5	Sugar Factory Spur do			.....	P	.....	.....	.....
.....	149.0	Stock Yards Sdg... do			.....	.....	.....	.....	.....
155	154.5	Alda..... do			Da	F T X P	A	R-SE	Yes
162	162.3	Wood River..... do			Wr	F T X P	A	R-O	Yes
170	169.9	Shelton..... do			St	F T X P	A	L-S	Yes
176	176.0	Gibbon..... do			Gb	F T X P	A	R-O	Yes
180	180.2	Optic..... do			.....	P	A	.....	Yes
184	184.3	Buda..... do			.....	P	A	L-SE	Yes
189	189.1	Kearney, Pass..... do			Kr	T P	.....	.....	.....
.....	.....	Kearney, Frt..... do			.....	F P	A	RL-S	Yes
194	194.1	Alfalfa Center..... do			.....	P	A	R	.....
198	198.3	Odessa..... do			Dz	F T X P	A	R	Yes
205	204.6	Elm Creek..... do			Qr	F T X P	A	L-O	Yes
213	213.3	Overton..... do			Ov	F T X P	A	R-O	Yes
218	217.9	Josselyn..... do			.....	P	A	.....	.....
224	224.4	Lexington..... do			Um	F T X P	A	L-S	Yes
233	232.5	Darr..... do			.....	F T X P	A	R	Yes

NEBRASKA DIVISION

SECOND SUBDIVISION—Concluded

MAIN LINE—GRAND ISLAND TO NORTH PLATTE—Concluded

Sta. No.	Dist. from Co. Bluffs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
238	238.2	Cozad....Neb.	Co	F T X P	A	R-O	Yes
243	243.2	Willow Island....do		F T X P	A	L	Yes
249	248.8	Gothenburg....do	Bu	F T X P	A	R-OE	Yes
255	254.5	Vroman....do		P	A		
262	261.5	Brady Island....do	Bi	F T X P	A	L-O	Yes
267	266.6	Hindrey....do		P	A		
271	270.6	Maxwell....do	Mx	F T X P	A	L	Yes
275	274.6	Keith....do			A		Yes
279	278.5	Gannett....do		P	A		
281	280.5	Beck....do			A		
284	284.1	North Platte, Pass..do		T P			
		North Platte, Frt...do		F P	A	L-SE	Yes
		North Platte, Bge..do		X P			
		North Platte, Tele..do	No	P			
		North Platte, Op'r..do		P			
		North Platte, Disp.do	Rn	P			
		North Platte Yard..do	Ny	P			

Automatic Block Signals — Double Track

	Dist. from Gibbon	HASTINGS BRANCH					
176	0.0	Gibbon....Neb.	Gb	F T X P	A	R	Yes
	1.1	Gibbon (Jct. H. B.)...do		P			
H 283	7.9	Denman....do		P	B	L	Yes
H 275	15.4	Hayland....do	Ha	F X P	A	R	Yes
H 270	20.8	Newmarch....do			A	L	
H 262	28.1	Hastings....do	W	F T P	A		
		Hastings Yard....do	An	P			

Auto. Blk. Sig.

Note—Hastings station belongs to Kansas Division.

	Dist. from Kearney	KEARNEY BRANCH					
189	0.0	Kearney, Pass....Neb.	Kr	T P			
		Kearney, Frt....do		F P	A	R	Yes
	0.5	Kearney (Jct. H. B.)....do					
UK 6	5.5	Glenwood Park....do			A		
UK 10	10.1	Riverdale....do		F T X P	A	R	Yes
UK 17	16.8	Amherst....do	Hr	F T X	A	R	Yes
UK 23	22.7	Watertown....do			A	R	
UK 26	26.3	Miller....do	Mr	F T X	A	L	Yes
UK 33	32.5	Sumner....do	Su	F T X	A	L	Yes
UK 40	40.4	Eddyville....do	Vd	F T X	A	R	Yes
UK 46	45.9	Lomax....do			A	L	
UK 52	52.1	Oconto....do	Bs	F T X	A	L	Yes
UK 59	59.1	Lodi....do			A	L	Yes
UK 66	65.5	Callaway....do	Ca	F T X P	A	L	Yes
UK 73	73.1	Milldale....do			A	R	Yes
UK 76	75.8	Finchville....do			A		Yes
UK 83	83.1	Arnold....do	Ad	F T X P	A	L-S	Yes
UK 91	90.6	Logan....do			A		Yes
UK 95	94.6	Hoagland....do			A		Yes
UK 99	99.2	Gandy....do		F T X P	A		Yes
UK102	102.4	Stapleton....do	Sn	F T X	A	R-O	Yes

	Dist. from Co. Bluffs	THIRD SUBDIVISION MAIN LINE—NORTH PLATTE TO SIDNEY					
284	284.1	North Platte, Pass..Neb.		T P			
		North Platte, Frt...do		F P	A	L-S	Yes
		North Platte, Bge..do		X P			
		North Platte, Tele..do	No	P			
		No. Platte, Disp'r..do	Rn	P			
		North Platte Yard..do	Ny	P			
291	290.5	Birdwood....do		P	A	L	Yes
297	296.9	Hershey....do	Of	F T X P	A	R	Yes
301	300.7	O'Fallons....do	Fa	P	A		
302	301.8	Varner....do			A		
303	303.4	Sutherland....do	Su	F T X P	A	R-O	Yes
308	307.9	Dexter....do		P	A		Yes

Automatic Block Signals — Double Track

NEBRASKA DIVISION

THIRD SUBDIVISION—Concluded

MAIN LINE—NORTH PLATTE TO SIDNEY—Concluded

Sta. No.	Dist. from Co. Bluffs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
316	315.5	Paxton....Neb.	Pn	F T X P	A	R-S	Yes
322	321.7	Korty....do		P	A		
328	327.7	Roscoe....do	Ro	F T X P	A	R-S	Yes
335	334.8	Ogallala....do	Gt	F T X P	A	R	Yes
344	343.9	Brule....do	Ru	F T X P	A	R-OE	Yes
349	349.1	Megeath....do			A		Yes
354	353.9	Big Springs....do	Gs	F T X P	A	R-O	Yes
359	359.3	Barton....do		P	A		Yes
363.3	363.3	**Neb.-Colo. State Line.**					
365	365.3	Julesburg....Colo.	Jb	F T X P	A	L-O	Yes
371	370.6	Weir....Colo.		P	A		
372.2	372.2	**Colo.-Neb. State Line.**					
380	380.3	Chappell....Neb.	Cq	F T X P	A	R-O	Yes
385	385.0	Ottman....do			A		
390	389.7	Lodge Pole....do	Gp	F T X P	A	R-O	Yes
396	396.3	Sunol....do	Un	F T X P	A	L-O	Yes
401	401.0	Colton....do		P	A	L-S	Yes
	406.7	C.B.& Q.R.R.Cross do					
408	407.5	Sidney, Pass....do		T P			
		Sidney, Frt....do		F P	A	R-O	Yes
		Sidney, Tele....do	Cd	P			

Automatic Block Signals — Double Track

	Dist. from O'Fallons	NORTH PLATTE BRANCH					
	0.2	O'Fallons (Jct. H. B.)....Neb.					
301	0.0	O'Fallons....do	Fa	P	A		
UL 3	2.8	Coker....do			A		Yes
UL 6	5.9	Glenburnie....do			A	L	
UL 13	12.8	Sarben....do	Ak	F T X P	A	L	Yes
UL 20	19.6	Nevens....do			A	L	Yes
UL 25	24.8	Brogansville....do			A	R	Yes
UL 28	28.4	Keystone....do	Ks	F T X P	A	L	Yes
UL 31	30.7	Kingsley....do			A		Yes
UL 35	34.9	Martin....do	Sa	F T X P	A	L	Yes
UL 41	41.2	Lemoyne....do		P	A	L	Yes
UL 47	46.8	Belmar....do			A	L	Yes
UL 52	51.7	Ruthton....do			A	L	Yes
UL 59	59.3	Lewellen....do	W	F T X P	A	R-O	Yes
UL 63	63.0	Lutherville....do			A	L	
UL 71	70.8	Oshkosh....do	Oz	F T X P	A	L-O	Yes
UL 82	81.8	Lytle....do			A	R	Yes
UL 86	86.4	Lisco....do	Co	F T X P	A	L-O	Yes
UL 95	95.4	Finley....do			A	R	Yes
UL 100	100.4	Broadwater....do	Br	F T X	A	R	Yes
UL 104	104.2	Riley....do			A		
UL 108	108.4	Kelly....do			A	R	
UL 110	109.6	Towers....do			A		
UL 114	114.1	Northport....do	Np	F T X P	A	R-S	Yes
UL 115	115.3	Burlington Jct....do					
	115.5	C. B. & Q. R. R. Crossing do					
UL 122	121.8	Mohler....do			A		Yes
UL 127	126.7	South Bayard....do	Cr	F T X P	A		Yes
UL 132	132.1	McGrew....do	Mc	F T X	A	R	Yes
UL 138	137.9	Melbeta....do	Mb	F T X P	A	L	Yes
UL 143	143.3	Brockhoff....do			A		Yes
UL 145	145.0	Gering (Jct. H. B.)....do					
UL 146	145.9	Gering....do	G	F T X P	A	R-S	Yes
UL 151	150.5	Costin....do			A		Yes
UL 152	152.3	Haig....do	Ha	F T X	A	L	Yes
UL 156	155.8	South Mitchell....do	Mi	F T X P	A	L-S	Yes
UL 157	157.1	Pelton....do			A		
UL 160	159.5	Baileyvue....do			A		
UL 162	162.1	South Morrill....do	Bi	F T X P	A	L-O	Yes
UL 164	164.2	Joyce....do			A		

NEBRASKA DIVISION

NORTH PLATTE BRANCH—Concluded

Sta. No.	Dist. from O'Fallons	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UL 167	167.4	Lyman Branch Jct.....Neb.	.....	.....	.....	.....	.....
UL 168	167.9	Lyman..... do	Mu	F T X P	A	L-O	Yes
UL168.5	168.5	**Nebraska-Wyoming State Line**.....	.....	.....	.....	.....	.....
UL 170	170.1	Canal.....Wyo.	.....	.....	A	.....	.....
UL 173	172.8	Stebbins..... do	.....	.....	A	.....	.....
UL 174	173.7	Huntley..... do	Hu	F T X P	A	L	Yes
UL 177	177.0	Holly..... do	.....	.....	A	.....	Yes
UL 179	178.9	Bullard..... do	.....	.....	A	.....	.....
UL 182	181.6	Yoder..... do	Dr	F T X P	A	L-O	Yes
UP 62	182.1	North Platte Cut-Off Jct. do	.....	.....	.....	.....	.....
UL 188	188.1	Veteran..... do	Vn	F T X P	A	R-O	Yes
UL 192	191.5	Heldt..... do	.....	.....	A	.....	Yes
UL 194	193.6	Buffington..... do	.....	.....	A	.....	.....
UL 196	196.1	Cottier..... do	.....	P	A	L	Yes
UL 201	200.6	South Torrington..... do	Ri	F T X P	A	R-S	Yes

	Dist. from Gering	GERING BRANCH					
UL 146	0.0	Gering.....Neb.	G	F T X P	A	R-S	Yes
UL 145	0.9	Gering (Jct. H. B.)..... do	.....	.....	.....	.....	.....
UM 5	5.4	Mathers..... do	.....	.....	B	.....	Yes
UM 6	6.1	Moon..... do	.....	.....	B	.....	.....
UM 7	7.1	Roubadeau..... do	.....	.....	A	.....	.....
UM 8	8.4	Hilliker..... do	.....	.....	B	.....	Yes
UM 10	9.8	Riford..... do	.....	.....	B	.....	Yes

	Dist. from Lyman	LYMAN BRANCH					
UL 168	0.0	Lyman.....Neb.	Mu	F T X P	A	L-O	Yes
.....	0.4	Lyman (Jct. H. B.)..... do	.....	.....	.....	.....	.....
UN 3	2.8	Sears..... do	.....	.....	B	.....	Yes
.....	3.3	Siding No. 1..... do	.....	.....	.....	.....	.....
UN 5	4.6	Hartman..... do	.....	.....	B	.....	Yes
UN 6	6.4	Stegall..... do	.....	.....	B	.....	Yes

	Dist. from Sears	SEARS BRANCH					
UN 3	0.0	Sears.....Neb.	.....	.....	B	.....	Yes
UO 1	1.2	Bellinger..... do	.....	.....	B	.....	.....
UO 3	2.8	Janise..... do	.....	.....	B	.....	Yes

NEBRASKA DIVISION

FOURTH SUBDIVISION

MAIN LINE—SIDNEY TO CHEYENNE

Sta. No.	Dist. from Co. Bluffs	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
408	407.5	Sidney, Pass.....Neb.	Automatic Block Signals	.....	T P	.....	.....	.....
.....	.....	Sidney, Frt..... do		.....	F P	A	R-O	Yes
.....	.....	Sidney, Tele..... do		Cd	P	.....	.....	.....
416	415.5	Brownson..... do		Bw	P	A	L-OE	Yes
426	426.4	Potter..... do		Pr	F T X P	A	R-O	Yes
431	430.9	Jacinto..... do		.....	.....	A	.....	.....
435	435.4	Dix..... do		Dx	F T X P	A	L-S	Yes
440	439.9	Owasco..... do		.....	P	A	R	Yes
445	444.5	Kimball..... do		Kb	F T X P	A	L-SOE	Yes
451	451.1	Oliver..... do		.....	.....	A	.....	.....
457	456.6	Bushnell..... do		Bn	F T X P	A	L-O	Yes
461	460.9	Smeed..... do		.....	.....	A	L	.....
465.7	465.7	**Neb.-Wyo. State Line**..		.....	.....	.....	.....	.....
467	466.7	Pine Bluffs.....Wyo.		Uf	F T X P	A	L-S	Yes
472	472.0	Tracy..... do		.....	.....	A	.....	.....
478	477.5	Egbert..... do		Gx	F T X P	A	R	Yes
483	483.2	Burns..... do		Ux	F T X P	A	L	Yes
490	489.7	Hillsdale..... do		Hd	P	A	R	Yes
496	495.9	Durham..... do		.....	P	A	L	.....
501	501.2	Archer..... do		Rd	P	A	L	Yes
.....	506.3	C. B. & Q. R. R. Crs do		.....	.....	.....	.....	.....
.....	.....	Cheyenne City, 120. W. 16th St..... do		.....	T P	.....	.....	.....
510	509.5	Cheyenne, Pass..... do		.....	T	.....	.....	.....
.....	.....	Cheyenne, Frt..... do		.....	F	A	R-SE	Yes
.....	.....	Cheyenne, Bge..... do		.....	P	.....	.....	.....
.....	.....	Cheyenne, Tele..... do		N	P	.....	.....	.....
.....	.....	Cheyenne, Yard Telegraph Office.. do		Cy	P	.....	.....	.....
.....	.....	Cheyenne, Disp'r... do	Double Track	Di	P	.....	.....	.....

Note—Cheyenne belongs to Wyoming Division.

	Dist. from Egbert	NORTH PLATTE CUT-OFF					
.....	0.2	Egbert (Jct. H. B.).....Wyo.	.....	.....	.....	.....	.....
478	0.0	Egbert..... do	Gx	T X	A	R	Yes
UP 15	14.6	Lindbergh..... do	Bg	F T X	A	L	Yes
UP 22	21.8	Albin..... do	Ab	F T X	A	L	Yes
UP 34	33.6	Tremain..... do	.....	.....	A	.....	Yes
UP 41	40.5	Lagrange..... do	Ga	F T X	A	L	Yes
UP 44	43.5	Wycroes..... do	.....	.....	A	.....	Yes
UP 50	49.8	Duroc..... do	.....	.....	A	.....	Yes
UP 52	51.9	Hawk Springs..... do	Hk	F T X	A	R	Yes
UP 54	53.8	Creighton..... do	.....	.....	B	.....	.....
UP 57	56.7	Fonda..... do	.....	.....	B	.....	Yes
UP 59	58.9	Goodland..... do	.....	.....	B	.....	.....
UP 62	62.1	North Platte Cut-Off Jct..... do	.....	.....	.....	.....	.....
UL 182	62.7	Yoder..... do	Dr	F T X P	A	.....	Yes

WYOMING DIVISION

FIFTH SUBDIVISION

MAIN LINE—CHEYENNE TO LARAMIE

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

Automatic Block Signals — Double Track

SIXTH SUBDIVISION

MAIN LINE—LARAMIE TO RAWLINS

566	566.0	Laramie, Pass.....Wyo.	Ki	T P			
		Laramie, Bge..... do		X P			
		Laramie, Frt..... do		F P	A	L-S	Yes
		Laramie, Telegraph do	K	P			
574	574.1	Howell..... do		P	A	R-S	
578	577.7	Wyoming..... do		P			Yes
585	585.3	Bosler..... do	Fy	F T X P	A	L	Yes
591	590.6	Cooper Lake..... do		P	A	R	
594	593.9	Lookout..... do	Xn	F T X P	A	L	Yes
599	598.9	Harper..... do		P	A	L	
	603.8	Illinois Pipeline Co. Spur..... do					
605	605.3	Rock River..... do	Ck	F T X P	A	R-O	Yes
609	609.0	Wilcox..... do		P	A	R	
617	616.8	Ridge..... do		P	A		
623	622.9	Medicine Bow..... do	Mb	F T X P	A	R	Yes
627	627.0	Calvin..... do		P	A		
633	632.6	Como..... do		P	A	L	

Automatic Block Signals — Double Track

‡Distance given for Laramie is via the Eastbound (short) track. Distance via Westbound track is 0.31 mile longer than the Eastbound track.

WYOMING DIVISION—Continued

SIXTH SUBDIVISION—Concluded

MAIN LINE—LARAMIE TO RAWLINS—Concluded

Sta. No.	Dist. from Co. Bluffs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
639	638.7	Ramsey.....Wyo.		P	A		
643	643.1	Hanna..... do	Hn	F T X P	A	R-S	Yes
648	648.4	Percy..... do		P	A		
652	651.8	Dana..... do		P	A	L	
657	657.0	Edson..... do		P	A		
662	661.9	Walcott..... do	Wa	F T X P	A	L-S	Yes
	666.9	Carbon Timber Co. Spur..... do					
668	667.6	Fort Steele..... do		P	B	L	
676	676.3	Sinclair..... do	Gv	F T X P	A	R-S	
683	682.8	Rawlins..... do		F T	A	R-SOE	Yes
		Rawlins, Bge..... do		X P			
		Rawlins, Telegraph do	Rs	P			

Automatic Block Signals — Double Track

SEVENTH SUBDIVISION

MAIN LINE—RAWLINS TO GREEN RIVER

683	682.8	Rawlins.....Wyo.		F T P	A	R-SOE	Yes
		Rawlins, Bge..... do		X P			
		Rawlins, Telegraph do	Rs	P			
686	686.0	Ferris..... do		P	A		Yes
690	689.8	Hadsell..... do		P	A		
693	693.0	Knobs..... do		P	A		
697	697.0	Daley's Ranch..... do		P	A		Yes
701	700.7	Riner..... do		P	A		Stock Chute
705	705.3	Cherokee..... do		P	A		
712	712.0	Creston..... do		P	A	L	
716	716.0	Latham..... do		P	A	R	
724	724.2	Wamsutter..... do	Wm	F T X P	A	L-O	Yes
729	729.1	Frewen..... do		P	A		
733	732.8	Red Desert..... do		P	A		
740	740.0	Tipton..... do		P	A	L	
743	743.4	Robinson..... do		P	A		
747	746.7	Table Rock..... do		P	A	L	
752	751.7	Monell..... do		P	A		
757	756.7	Bitter Creek..... do	Bk	F T X P	A	R	Yes
766	766.3	Black Buttes..... do		P	A	R	
771	771.2	Hallville..... do		P	A		
777	777.1	Point of Rocks..... do	Ro	F T X P	A	R	Yes
784	784.1	Thayer Junction... do		P	A	R	
789	788.6	Salt Wells..... do		P	A	L	
796	795.7	Baxter ..... do		P	A		
797	796.5	Gunn Junction..... do		P			
802	802.1	Rock Springs, Pass. do		T P			
		Rock Springs, Bge.. do		X P			
		Rock Springs, Frt.. do		F P	A	L-SE	Yes
		Rock Springs, Tele. do	Sg	P			
803	803.2	Blairtown..... do		P	A		
809	809.0	Kanda..... do		P	A		
817	817.0	Green River..... do		F T	A	R-S	Yes
		Green River, Bge... do		X			
		Green River, Tele.. do	Gr	P			
		Green River, Disp'r.do	D	P			
		Green River, East End..... do	Gy	P			

Automatic Block Signals — Double Track

	Dist. from Thayer Jct.	SUPERIOR BRANCH					
784	0.0	Thayer Jct.....Wyo.		P	A		
UR 8	7.6	Superior..... do	Su	F T X P	A		

	Dist. from Gunn Jct.	GUNN BRANCH					
797	0.0	Gunn Junction.....Wyo.		P			
US 4	3.7	Gunn..... do			A		

WYOMING DIVISION

SOUTH PASS BRANCH

Sta. No.	Dist. from Rock Springs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
802	0.0	Rock Springs (Jct. H. B.) Wyo.	Sg	F T X P	A	L	.....
UT 3	3.4	Lionkol Jct..... do	.....	P	.....	.....	.....
UT 6	5.5	Reliance Jct..... do	.....	P	.....	.....	.....
UT 8	7.9	Stansbury Jct..... do	.....	.....	.....	.....	.....
UT 10	9.5	Winton Jct..... do	.....	P	.....	.....	Yes
	Dist. from Reliance Jct.	**RELIANCE BRANCH**					
UT 6	0.0	Reliance Jct..... Wyo.	.....	P	.....	.....	.....
UU 2	1.7	Reliance Mine..... do	.....	.....	A	.....	.....
	Dist. from Stansbury Jct.	**STANSBURY BRANCH**					
UT 8	0.0	Stansbury Jct..... Wyo.	.....	.....	.....	.....	.....
UZ 2	2.2	Stansbury Mine..... do	.....	.....	A	.....	.....
	Dist. from Lionkol Jct.	**LIONKOL BRANCH**					
UT 3	0.0	Lionkol Jct..... Wyo.	.....	P	.....	.....	.....
UV 2	2.0	Lionkol..... do	.....	.....	A	.....	.....
	Dist. from Winton Jct.	**WINTON BRANCH**					
UT 10	0.0	Winton Jct..... Wyo.	.....	P	.....	.....	Yes
UW 2	2.4	Hay..... do	.....	.....	A	.....	.....
UW 5	5.0	Winton..... do	.....	.....	A	.....	.....
	Dist. from Hay	**DINES BRANCH**					
UW 2	0.0	Hay..... Wyo.	.....	.....	A	.....	.....
UX 2	1.5	Dines..... do	.....	.....	A	.....	.....
	Dist. from Co. Bluffs	**EIGHTH SUBDIVISION** **MAIN LINE—GREEN RIVER TO OGDEN**					
817	817.0	Green River..... Wyo.	.....	F T	A	R-S	Yes
.....	.....	Green River, Bge... do	.....	X	.....	.....	.....
.....	.....	Green River, Tele.. do	Gr	P	.....	.....	.....
.....	.....	Green River, Disp'r do	D	P	.....	.....	.....
.....	.....	Green River, Yard.. do	Gy	P	.....	.....	.....
.....	817.9	Sand Spur..... do	.....	.....	.....	.....	.....
821	821.1	Riview..... do	.....	P	A	.....	.....
825	824.9	Peru..... do	.....	P	A	.....	.....
830	830.2	Bryan..... do	.....	P	A	L	.....
838	837.8	Marston..... do	.....	P	A	.....	.....
847	847.2	Granger..... do	Gn	F T X P	A	R-L	.....
B 854	854.0	Verne..... do	.....	P	A	.....	.....
B 859	858.7	Church Buttes..... do	.....	P	A	R	.....
B 866	865.9	Hampton..... do	.....	P	A	L	.....
B 870	869.7	Elkhurst..... do	.....	P	A	.....	.....
B 875	875.4	Carter..... do	Q	F T X P	A	R	Yes
B 881	880.9	Antelope..... do	.....	P	A	.....	.....
B 886	885.6	Bridger..... do	.....	P	A	R	.....
B 891	890.5	Leroy..... do	.....	P	A	L	.....
B 895	894.8	Ragan..... do	.....	P	A	.....	.....
B 898	897.6	Spring Valley..... do	.....	P	A	.....	.....
B 902	901.8	Aspen..... do	Wx	P	A	R	.....
B 904	903.6	Altamont..... do	Ap	R X P	A	R	Yes

Automatic Block Signals — Double Track

WYOMING DIVISION

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

Sta. No.	Dist. from Co. Bluffs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
B 909	908.7	Knight..... Wyo.	.....	P	A	L	.....
B 913	912.9	Millis..... do	.....	P	A	.....	.....
B 917	917.2	Evanston..... do	.....	F T P	A	L-S	Yes
.....	.....	Evanston, Tele..... do	Na	P	.....	.....	.....
B 918	918.4	Almy Jct..... do	.....	.....	.....	.....	Yes
B 922	921.7	Wyuta..... do	.....	P	C	.....	.....
B 923	922.8	**Wyo.-Utah State Line**	.....	.....	.....	.....	.....
B 928	927.6	Wahsatch..... Utah	Wh	F T X P	A	L	Yes
B 933	932.6	Curvo..... do	.....	P	.....	.....	.....
B 936	936.3	Castle Rock..... do	.....	P	A	R	Yes
B 943	942.8	Emory..... do	.....	P	A	.....	Yes
B 948	948.2	Baskin..... do	.....	P	A	.....	.....
B 953	952.7	Echo..... do	Ho	F T X P	A	R	.....
.....	952.9	E. & P. C. Jct..... do	.....	.....	.....	.....	.....
B 957	956.5	Henefer..... do	Nf	F T X P	A	L	Yes
B 961	960.6	Devil's Slide..... do	Cn	F T X P	A	R	.....
B 968	968.0	Morgan..... do	Wb	F T X P	A	R-S	Yes
B 971	970.6	Stoddard..... do	.....	.....	C	.....	.....
B 976	975.5	Peterson..... do	.....	P	A	R	Yes
B 978	977.7	Strawberry..... do	.....	P	A	.....	.....
B 980	980.1	Gateway..... do	.....	P	A	.....	.....
B 985	985.1	Uintah..... do	.....	P	A	R	.....
B 990	989.9	Riverdale..... do	Da	P	A	.....	.....
B 991	991.4	B. R. R. Crsg..... do	.....	P	.....	.....	.....
.....	.....	Ogden City, Ben Lomond Hotel Bldg. do	.....	T P	.....	.....	.....
B 993	992.6	Ogden Union Depot do	.....	T P	.....	.....	.....
.....	.....	Ogden, Baggage..... do	.....	.....	.....	.....	.....
.....	.....	Ogden, Freight..... do	.....	F T P	A	R	Yes
.....	.....	Ogden, Tele..... do	Og	P	.....	.....	.....
.....	.....	Ogden, Yard, Tele.. do	Yd	P	.....	.....	.....
.....	.....	Ogden Yard (Browning)..... do	.....	P	.....	.....	.....
	Dist. from Echo	**PARK CITY BRANCH**					
.....	0.2	Echo (Jct. H. B.)..... Utah	.....	.....	.....	.....	.....
B 953	0.0	Echo..... do	Ho	F T X P	A	R	.....
BA 6	5.7	Coalville..... do	Ve	F T X P	A	L	Yes
.....	5.8	June-Weber Mine Spur.. do	.....	.....	.....	.....	.....
.....	2.5	Weber Mine..... do	.....	.....	A	.....	.....
BA 7	6.8	Briquette Spur..... do	.....	.....	.....	.....	.....
BA 9	8.6	Hoytsville..... do	.....	.....	A	.....	.....
BA 13	13.4	Wanship..... do	.....	P	A	.....	Yes
BA 20	20.3	Atkinson..... do	.....	P	A	.....	Yes
BA 24	24.0	Homer Spur..... do	.....	.....	A	.....	.....
BA 25	24.5	Keetley Junction..... do	.....	P	A	.....	.....
.....	26.0	Beggs Spur..... do	.....	.....	.....	.....	.....
BA 27	27.4	Freight Yard Junct..... do	.....	.....	.....	.....	.....
.....	28.4	D.&R.G.W.R.R.Crsg... do	.....	.....	.....	.....	.....
BA 28	28.4	Park City..... do	Kd	F T P	A	L	Yes
	Dist. from Keetley Jct.	**ONTARIO BRANCH**					
BA 25	0.0	Keetley Junction..... Utah	.....	P	A	.....	.....
BC 5	5.2	Keetley..... do	.....	P	A	.....	Yes

Automatic Block Signals — Double Track

KANSAS DIVISION

EASTERN SUBDIVISION

MAIN LINE—KANSAS CITY TO JUNCTION CITY

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

Block Signals — Double Track

KANSAS DIVISION

EASTERN SUBDIVISION—Concluded

MAIN LINE—KANSAS CITY TO JUNCTION CITY—Concluded

Sta. No.	Dist. from Kansas City	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 75	75.2	Kiro.....Kan.	.....	P	A	.....	.....
A 79	78.7	Silver Lake..... do	Si	F T X P	A	L	.....
A 84	84.0	Rossville..... do	Rv	F T X P	A	R-O	.....
A 92	91.6	St. Marys}..... do	Sy	F T X P	A	R-O	Yes
A 98	97.8	Belvue..... do	Bv	F T X P	A	R	Yes
A 105	104.7	Wamego..... do	Wa	F T X P	A	L	Yes
A 112	111.5	St. George..... do	.....	P	A	R	.....
A 115	114.9	Swamp Angel..... do	.....	.....	A	.....	.....
A 119	119.3	Manhattan, Pass..... do	Mh	T P	.....	.....	.....
.....	.....	Manhattan, Frt..... do	.....	F P	A	R-LE	Yes
.....	119.4	C. R. I. & P. Ry. Crossing..... do	.....	.....	.....	.....	.....
A 126	125.9	Eureka Lake..... do	.....	P	A	L	.....
A 130	130.3	Ogdensburg..... do	.....	.....	A	L	Yes
A 132	131.6	East Funston..... do	.....	P	.....	.....	.....
A 134	133.6	Funston..... do	Fn	F T X P	A	R-E	.....
A 136	135.7	Ft. Riley..... do	Ft	F T X P	A	R	Yes
A 140	139.5	Junction City, Pass... do	.....	T	.....	.....	.....
.....	.....	Junction City, Frt.... do	.....	F	A	R-SE	Yes
.....	.....	Junction City, Tele.... do	Jn	P	.....	.....	.....

Block Signals

LEAVENWORTH BRANCH

	Dist. from Lawrence						
.....	0 2	Lawrence (Jct. H. B.)..Kan.	.....	.....	.....	.....	.....
A 40	0.0	Lawrence Depot..... do	.....	F T P	A	L-SE	.....
.....	.....	Lawrence Telegraph..... do	Ds	P	.....	.....	.....
AA 1	1.4	Bismarck Grove..... do	.....	P	A	R	Yes
AA 3	2.8	Rex..... do	.....	.....	A	.....	.....
AA 13	13.1	Tonganoxie..... do	Nx	F T X	A	R	.....
AA 24	23.8	Fairmount..... do	.....	.....	A	R	.....
.....	.....	A. T. & S. F. Ry. Cross. do	.....	.....	.....	.....	.....
AA 29	28.9	Lansing..... do	.....	.....	A	R	.....
AA 30	30.3	Cochrane..... do	.....	.....	.....	.....	.....
AA 31	31.4	Military Home..... do	.....	.....	.....	.....	.....
.....	33.3	South Leavenworth..... do	.....	.....	.....	.....	.....
.....	34.2	C. G. W. Ry. Cross..... do	.....	.....	.....	.....	.....
.....	34.2	L. T. & B. Co. Cross..... do	.....	.....	.....	.....	.....
AA 34	34.3	Leavenworth, Union Depot..... do	.....	T	.....	.....	.....
.....	.....	Leavenworth, Frt..... do	.....	F	A	L	.....
.....	.....	Leavenworth, Telegraph (Union Depot)..... do	Rh	.....	.....	.....	.....
.....	35.8	Corral..... do	.....	.....	A	R	.....
.....	37.4	Knox..... do	.....	.....	A	R	.....

MANHATTAN BRANCH

	Dist. from Manhattan						
A 119	0.0	Manhattan, Pass.....Kan.	Mh	T P	.....	.....	.....
.....	.....	Manhattan, Frt..... do	.....	F P	A	R-LE	Yes
.....	0.0	Manhattan (Jct. H. B.).. do	.....	.....	.....	.....	.....
AH 4	4.2	Casement..... do	.....	.....	A	L	Yes
AH 5	4.8	Rocky Ford..... do	.....	.....	A	L	.....
AH 11	10.6	Stockdale..... do	.....	.....	A	L	Yes
AH 17	16.5	Garrison..... do	.....	.....	A	L	.....
AH 22	21.8	Randolph..... do	Fh	F T X	A	L-S	Yes
AH 29	28.7	Cleburne..... do	.....	.....	A	L	Yes
AH 33	33.1	Florena..... do	.....	.....	A	R	.....
.....	36.7	Mo. P. R. R. Cross..... do	.....	.....	.....	.....	.....
AH 38	38.2	Irving..... do	Vn	F T X	A	L-S	Yes
AH 43	42.7	Blue Rapids..... do	Pd	F T X	A	L-SE	Yes
AH 44	43.5	Plaster Spur..... do	.....	.....	A	.....	.....
AH 49	49.4	Schroyer..... do	.....	.....	A	R	.....

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

KANSAS DIVISION

MANHATTAN BRANCH—Concluded

Sta. No.	Dist. from Manhattan	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
H 148	55.2	Marysville.....Kan.	Ms	F T X P	A	R-S	Yes
AH 64	63.5	Marietta..... do	.....	P	A	R	.....
AH 65	65.1	Oketo..... do	Kt	F T X P	A	L	.....
AH 67.9	67.9	**Kan.-Neb. State Line**	.....	.....	.....	.....	.....
AH 71	71.4	Barneston.....Neb.	Nr	F T X P	A	R	Yes
AH 75	75.1	Badger..... do	.....	P	A	R	.....
.....	76.3	C.B.& Q.R.R. Cross.... do	.....	.....	.....	.....	.....
AH 77	77.0	Stone Siding..... do	.....	.....	A	.....	.....
AH 79	79.1	Blue Springs..... do	Bs	F T X P	A	L	.....
AH 84	83.8	Holmesville..... do	.....	P	A	R	Yes
.....	91.9	C. B. & Q. R. R. Cross.. do	.....	.....	.....	.....	.....
.....	92.2	C. R. I. & P. Ry. Cross.. do	.....	.....	.....	.....	.....
UA 97	92.6	Beatrice..... do	Bx	F T P	A	R	Yes

Note—Beatrice Station belongs to Beatrice Branch.

JUNCTION CITY BRANCH

	Dist. from Junction City						
A 140	0.0	Junction City, Pass.....Kan.	.....	T	.....	R-SE	.....
.....	.....	Junction City, Frt..... do	.....	F	A	.....	Yes
.....	.....	Junction City, Tele..... do	Jn	P	.....	.....	.....
AJ 8	8.1	Alida..... do	Ad	F T X	A	L	Yes
AJ 14	13.6	Milford..... do	Mr	F T X	A	R	Yes
AJ 19	19.4	Wakefield..... do	Wf	F T X	A	L-S	Yes
AJ 28	27.9	Broughton..... do	.....	.....	A	R	Yes
AJ 33	33.4	Clay Center..... do	Ca	F T	A	L-S	Yes
AJ 41	41.1	Idana..... do	Dy	F T X	A	R-O	Yes
AJ 46	46.0	Browndale..... do	.....	.....	A	R	.....
AJ 52	51.9	Miltonvale..... do	Mv	F T X	A	R-O	Yes
AJ52.1	52.1	M. V. Junction..... do	.....	.....	.....	.....	.....
AJ 72	72.1	C. O. Junction..... do	.....	.....	.....	.....	.....
AJ 73	72.5	Concordia..... do	Nd	F T X	A	L-SOE	.....
.....	73.1	C. B. & Q. R. R. Cross... do	.....	.....	.....	.....	.....

WESTERN SUBDIVISION
MAIN LINE—JUNCTION CITY TO ELLIS

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

Block Signals

KANSAS DIVISION

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

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

Block Signals

SOLOMON BRANCH

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

McPHERSON BRANCH

	Dist. from Salina						
A 187	0.0	Salina, Un. Pass. Sta....Kan.	.....	T P	.....	.....	.....
.....	.....	Salina, Baggage..... do	.....	X	.....	.....	.....
.....	.....	Salina, Freight..... do	.....	F	A	L-SOE	Yes
.....	.....	Salina, Telegraph..... do	Sc	P	.....	.....	.....
.....	.....	Salina, Dispatcher..... do	A	P	.....	.....	.....
.....	.....	Salina, Chief Dispatcher do	Cd	P	.....	.....	.....
.....	0.3	Salina (Jct. H. B.)..... do	.....	.....	.....	.....	.....
.....	0.5	A. T. & S. F. Ry. Cross... do	.....	.....	.....	.....	.....
.....	0.6	C. R. I. & P. Ry. Cross... do	.....	.....	.....	.....	.....
.....	0.6	Mo. Pac. R. R. Cross.... do	.....	.....	.....	.....	.....
AD 3	2.9	Wesleyan..... do	.....	.....	A	.....	.....
AD 8	8.0	Mentor..... do	.....	.....	A	R	Yes
AD 12	12.2	Assaria..... do	Ri	F T X	A	R	Yes
AD 16	15.9	Bridgeport..... do	.....	.....	A	L	Yes
.....	20.7	Mo. Pac. R. R. Cross.... do	.....	.....	.....	.....	.....
AD 21	20.9	Lindsborg..... do	Dn	F T X	A	R-OE	Yes
AD 27	26.7	Johnstown..... do	.....	.....	A	R	Yes
AD 30	30.3	Hilton..... do	.....	.....	A	R	Yes
.....	35.1	A. T. & S. F. Ry. Cross.. do	.....	.....	.....	.....	.....
AD 35	35.4	McPherson..... do	Mf	F T	A	R-SE	Yes

KANSAS DIVISION
PLAINVILLE BRANCH

Sta. No.	Dist. from Salina	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 187	0.0	Salina, Un. Pass.....Kan.	.....	T P	.....	.....	.....
.....	.....	Salina, Baggage..... do	.....	X	.....	.....	.....
.....	.....	Salina, Freight..... do	.....	F	A	L-SOE	Yes
.....	.....	Salina, Telegraph..... do	Sc	P	.....	.....	.....
.....	.....	Salina, Dispatcher..... do	A	P	.....	.....	.....
.....	.....	Salina, Chief Dispatcher do	Cd	P	.....	.....	.....
.....	0.0	Salina (Jct. H. B.)..... do	.....	.....	.....	.....	.....
AE 3	3.4	Trenton..... do	.....	.....	A	R	.....
AE 6	6.0	Shipton..... do	.....	.....	A	L	.....
AE 9	9.0	Marydel..... do	.....	.....	A	L	.....
AE 12	11.5	Culver..... do	Cu	F T X	A	R	Yes
AE 19	18.5	Tescott..... do	Sx	F T X	A	R-S	Yes
AE 24	23.8	Beverly..... do	Vy	F T X	A	R-S	Yes
AE 26	26.4	Shady Bend..... do	.....	.....	A	L	Yes
AE 33	32.9	Quartzite..... do	.....	.....	A	.....	.....
.....	33.8	A. T. & S. F. Ry. Cross.. do	.....	.....	.....	.....	.....
AE 34	34.1	Lincoln Center..... do	Nc	F T X	A	L-OE	Yes
AE 41	40.7	Vesper..... do	Vs	F T X	A	R	Yes
AE 47	46.9	Sylvan Grove..... do	Yg	F T X	A	R-S	Yes
AE 56	56.0	Lucas..... do	Qs	F T X	A	R-S	Yes
AE 65	65.4	Luray..... do	Au	F T X	A	R-S	Yes
AE 72	71.5	Waldo..... do	Ow	F T X	A	R	Yes
AE 79	79.2	Paradise..... do	Vm	F T X	A	R	Yes
AE 87	87.0	Natoma..... do	No	F T X	A	R-S	Yes
AE 95	95.1	Codell..... do	.....	F T X	A	R	Yes
AE 104	103.5	Plainville..... do	Vn	F T	A	R-SE	Yes
AE 110	110.4	Zurich..... do	Zu	F T X	A	R	Yes
AE 118	117.8	Palco..... do	Po	F T X	A	R	Yes
AE 123	122.7	Damar..... do	.....	F T X	A	L	Yes
AE 129	129.3	Bogue..... do	Bg	F T X	A	L	Yes
AE 138	138.0	Hill City..... do	Ci	F T X	A	R-OE	Yes
AE 145	144.7	Penokee..... do	Pk	F T X	A	L-S	Yes
AE 150	150.2	Morland..... do	Md	F T X P	A	L	Yes
AE 155	155.4	Studley..... do	.....	F T X P	A	R-S	Yes
AE 163	162.5	Tasco..... do	.....	P	A	R	Yes
AE 170	170.4	Hoxie..... do	Kz	F T X P	A	R-O	Yes
AE 179	179.1	Seguin..... do	.....	P	A	R	Yes
AE 186	186.2	Menlo..... do	Mz	F T X	A	R	Yes
AE 194	194.0	Halford..... do	.....	.....	A	L	Yes
AE 204	203.5	Colby..... do	Cb	F T X P	A	R-O	Yes
AE 209	208.9	Altair..... do	.....	.....	A	L	.....
AE 213	212.5	Mingo..... do	.....	P	A	L	Yes
AE 218	218.0	Spica..... do	.....	.....	A	L	Yes
A 377	224.7	Oakley..... do	Oq	F T X P	A	L	Yes

	Dist. from St. Joseph	ST. JOSEPH SUBDIVISION MAIN LINE—ST. JOSEPH TO UPLAND
.....	.....	St. Joseph, Stock Yards.Mo.
.....	.....	St. Joseph, City Ticket Office 517 Francis St... do
HB 113	0.0	St. Joseph, Un. Sta..... do
.....	.....	St. Joseph, Frt. Sta..... do
.....	.....	St. Joseph, Yard..... do
.....	0.2	C. R. I. & P. Ry. Cross.. do
.....	0.2	C. B. & Q. R. R. Cross... do
.....	0.3	Union Term. R. R. Cross. do
.....	0.4	C. R. I. & P. Ry. E. Jct. Switch..... do
.....	0.4	St. Joseph, Mo. River B'dge..... do
.....	0.4	**Missouri-Kansas State Line**.....
HB 112	1.2	Elwood.....Kan.
HB 108	5.4	Wathena..... do
HB 105.7	7.5	Hunt Spur..... do
HB 104	8.9	Blair..... do
.....	13.9	C. R. I. & P. Ry. Jct.... do
HB 101	13.9	Appleton Spur..... do
HB 99	13.9	Troy..... do
.....	15.7	C. R. I. & P. Ry. Cross.. do

Sta. No.	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
.....	.....	T	B	.....	Yes
.....	.....	T	.....	.....	.....
.....	Un	T	.....	.....	.....
.....	.....	F T P	A	SOE	Yes
.....	Mk	P	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	Toll P P	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	A	L	.....
.....	Wa	F T X P	A	L-O	.....
.....	.....	.....	B	.....	.....
.....	.....	T P	A	R	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	Ro	F T X P	A	R-S	.....
.....	.....	.....	.....	.....	.....

KANSAS DIVISION
ST. JOSEPH SUBDIVISION—Concluded
MAIN LINE—ST. JOSEPH TO UPLAND—Concluded

Sta. No.	Dist. from St. Joseph	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
HB 96	17.6	Double.....Kan.	.....	P	.....	R	.....
HB 94	19.1	Moray..... do	.....	P	A	L	.....
HB 91	22.0	Stout..... do	.....	P	A	L	.....
HB 89	24.8	Severance..... do	.....	P	A	L	Yes
HB 84	28.9	Leona..... do	.....	F T X	A	L	Yes
HB 79	34.2	Robinson..... do	Hr	F T X	A	L	Yes
.....	42.2	Mo. Pac. R. R. Cross.... do	.....	.....	.....	.....	.....
HB 71	42.7	Hiawatha..... do	H	F T X	A	R-OE	.....
HB 63	50.2	Hamlin..... do	.....	.....	A	R	Yes
HB 59	54.0	Morrill..... do	Wb	F T X	A	L	Yes
HB 53	60.7	Sabetha..... do	S	F T X	A	LS	.....
.....	61.7	C. R. I. & P. Ry. Cross.. do	.....	.....	.....	.....	.....
HB 45	68.8	Oneida..... do	.....	F T X	A	R	.....
HB 36	77.5	Seneca..... do	Sn	F T X	A	R-S	Yes
HB 29	84.2	Baileyville..... do	Cu	F T X	A	R	.....
HB 24	89.2	Axtell..... do	Fr	F T X	A	L-O	.....
HB 19	94.4	Summit..... do	.....	.....	A	R	.....
HB 14	99.3	Beattie..... do	B	F T X	A	R	.....
HB 8	105.2	Home..... do	Ho	F T X	A	R	.....
H 143	107.8	Upland..... do	Sj	P	.....	R	.....

	Dist. from Stout	HIGHLAND BRANCH
HB 91	0.0	Stout.....Kan.
HC 3	3.2	Ratcliff..... do
HC 7	7.2	Highland..... do

Sta. No.	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
HB 91	.....	P	A	L	.....
HC 3	.....	.....	A	L	Yes
HC 7	Hg	F T X P	A	L	Yes

	Dist. from Menoken	TOPEKA SUBDIVISION TOPEKA BRANCH
A 73	0.0	Menoken.....Kan.
.....	0.0	Menoken (Jct. H. B.).. do
H 81	7.9	Grove..... do
H 88	15.4	Delia..... do
H 95	22.2	Emmett..... do
H 101	27.6	Aikins..... do
H 110	37.0	Onaga..... do
H 114	41.1	Duluth..... do
H 122	49.1	Lillis..... do
H 127	53.9	Sullivan..... do
.....	58.2	Mo. Pac. R. R. Cross.. do
H 131	58.4	Frankfort..... do
H 137	63.9	Winifred..... do
H 143	69.9	Upland..... do

Sta. No.	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 73	Mz	P	A	R	.....
.....	.....	.....	.....	.....	.....
H 81	Ov	F T P	A	R	Yes
H 88	Ia	F T X P	A	R	.....
H 95	Gc	F T X P	A	L	Yes
H 101	.....	P	A	R	Yes
H 110	Ga	F T X P	A	R	Yes
H 114	.....	P	A	L	.....
H 122	Is	F T X P	A	R	Yes
H 127	.....	P	A	R	.....
.....	.....	.....	.....	.....	.....
H 131	Fn	F T X P	A	R-O	Yes
H 137	Wi	F T X P	A	R	.....
H 143	Sj	P	.....	R	.....

	Dist. from Menoken	MAIN LINE—UPLAND TO MARYSVILLE
H 143	69.9	Upland.....Kan.
H 144	71.1	Carden..... do
H 148	75.3	Marysville..... do
.....	.....	Marysville, Dispatcher do
.....	.....	Marysville, Yard..... do
.....	.....	Marysville, Stock Yards..... do

Sta. No.	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
H 143	Sj	P	.....	R	.....
H 144	.....	P	A	R	.....
H 148	Ms	F T X P	A	R-S	.....
.....	Di	P	.....	.....	.....
.....	Yd	P	.....	.....	.....
.....	.....	P	.....	.....	Yes

KANSAS DIVISION

GRAND ISLAND SUBDIVISION

MAIN LINE—MARYSVILLE TO GRAND ISLAND

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

COLORADO DIVISION

ELLIS SUBDIVISION

MAIN LINE—ELLIS TO SHARON SPRINGS

Sta. No.	Dist. from Kansas City		STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 303	303.3		Ellis.....Kan.	.....	F T X P	A	L-E	Yes
.....	.....		Ellis, Telegraph..... do	Rt	P	.....	.....	.....
A 308	308.4		Riga..... do	.....	P	A	.....	.....
A 314	313.7		Ogallah..... do	Og	F T X P	A	R	Yes
A 322	322.3		Wakeeney..... do	W	F T X P	A	R-SOE	Yes
A 330	330.0		Yoda..... do	.....	P	A	R	Yes
A 336	335.8		Collyer..... do	Jy	F T X P	A	R-S	Yes
A 343	343.3		Quinter..... do	Qn	F T X P	A	L-O	Yes
A 351	350.9		Buffalo Park..... do	Bp	F T X P	A	R	Yes
A 356	356.3		Grainfield..... do	Gf	F T X P	A	R-S	Yes
A 365	365.2		Grinnell..... do	Gd	F T X P	A	R-O	Yes
A 371	371.2		Campus..... do	.....	P	A	R	Yes
A 377	377.4		Oakley..... do	Oq	F T X P	A	R-S	Yes
A 386	386.1		Monument..... do	.....	F T X P	A	L	Yes
A 394	393.6		Page City..... do	.....	F T X P	A	R	Yes
A 399	399.0		Winona..... do	Gw	F T X P	A	R-S	Yes
A 408	408.4		McAllaster..... do	.....	P	A	L	Yes
A 415	414.5		Turkey Creek..... do	.....	P	A	R	.....
A 421	421.1		Wallace..... do	A	F T X P	A	R	Yes
A 426	425.6		Somena..... do	.....	P	A	R	.....
A 430	429.8	Automatic Block Signals	Sharon Springs..... do	Ps	F T X P	A	R	Yes

Note—Ellis station belongs to the Kansas Division.

HUGO SUBDIVISION

MAIN LINE—SHARON SPRINGS TO HUGO

A 430	429.8		Sharon Springs.....Kan.	Ps	F T X P	A	R	Yes
A 434	433.8		Sunland..... do	.....	P	A	.....	.....
A 438	438.4		Lapaz..... do	.....	P	A	R	.....
A 442	441.8		Weskan..... do	Mo	F T X P	A	R	Yes
A 446.1	446.1		**Kan.-Colo. State Line**..	.....	.....	.....	.....	.....
A 448	448.2		Chemung.....Colo.	.....	P	A	R	.....
A 453	453.1		Arapahoe..... do	.....	P	A	R	Yes
A 458	458.2		Salis..... do	.....	P	A	R	.....
A 463	463.0		Cheyenne Wells..... do	Cw	F T X P	A	R-S	Yes
A 468	468.1		Ascalon..... do	.....	P	A	R	.....
A 474	473.5		First View..... do	.....	P	A	L	Yes
A 482	482.3		Arena..... do	.....	P	A	L	.....
A 488	487.7		Kit Carson..... do	Kc	F T X P	A	R	Yes
A 494	494.0		Sorrento..... do	.....	P	A	R	Yes
A 500	500.4		Wild Horse..... do	.....	P	A	L	Yes
A 508	507.6		Aroya..... do	.....	P	A	R	Yes
A 518	518.0		Boyero..... do	.....	P	A	R	Yes
A 526	526.3		Clifford..... do	.....	P	A	L	.....
A 536	535.5	Automatic Block Signals	Hugo..... do	Hu	F T X P	A	R-O	Yes

DENVER SUBDIVISION

MAIN LINE—HUGO TO DENVER

A 536	535.5		Hugo.....Colo.	Hu	F T X P	A	R-O	Yes
A 542	541.7		Bagdad..... do	.....	P	A	R	Yes
A 548	547.9		Lake..... do	.....	P	A	R	.....
A 551	550.5		Limon, C. R. I. & P. Ry. Cross..... do	Mn	F T X P	A	R	Yes
A 557	556.6		River Bend..... do	.....	P	A	L	Yes
A 563	563.2		Cedar Point..... do	.....	P	A	R	.....
A 567	567.1		Buick..... do	.....	P	A	R	.....
A 572	572.2		Agate..... do	Ax	F T X P	A	R	Yes
A 578	578.1		Lowland..... do	.....	P	A	R	.....
A 584	584.2	Automatic Block Sig.	Deer Trail..... do	Dx	F T X P	A	L-SE	Yes

COLORADO DIVISION

DENVER SUBDIVISION—Concluded

MAIN LINE—HUGO TO DENVER—Concluded

Sta. No.	Dist. from Kansas City	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 590	590.1	Peoria...Colo.		.....	P	A	L	.....
A 597	596.6	Byers... do		By	F T X P	A	L	Yes
A 603	602.5	Strasburg... do		Sr	F T X P	A	R	Yes
A 609	608.9	Bennett... do		Bt	F T X P	A	L	Yes
A 614	613.7	Manila... do		.....	P	A	L	.....
A 618	618.4	Watkins... do		.....	P	A	L	Yes
A 625	625.0	Mesa... do		.....	P	A	R	.....
A 628	628.1	Magee... do		.....	P	A	.....	.....
A 631	630.5	Sable... do		Sb	P	A	R	Yes
A 633	633.2	Roydale... do		Ry	P	A	.....	.....
A 634	634.3	Sandown... do		.....	P	A	R	.....
.....	636.9	C. B. & Q. R. R. Cross... do		.....	.....	.....	.....	.....
A 638	638.2	Pullman... do		.....	P	.....	.....	.....
A 638	638.6	Pullman (36th St.).. do		Ra	P	.....	.....	.....
.....	.....	Denver City, 535 17th St... do		.....	T P	.....	.....	.....
A 640	640.4	Denver, Union Depot... do		.....	T P	.....	.....	.....
.....	.....	Denver, Baggage... do		.....	.....	.....	.....	.....
A 640	640.3	Denver, Freight... do		.....	F T P	A	SOE	.....
.....	.....	Denver, Union Stk. Yards... do		.....	F T P	A	.....	Yes
.....	.....	Denver, Gen. Agts. Tele... do		Cg	.....	.....	.....	.....
.....	.....	Denver, Dispatcher do		De	P	.....	.....	.....
.....	.....	Denver, Telegraph (Freight House)... do		Ud	P	.....	.....	.....

Automatic Block Signals — Double Track

	Dist. from Sable	U. S. HOSPITAL BRANCH					
A 631	0.0	Sable...Colo.	Sb	P	A	R	Yes
AL 1	1.4	Bunell... do	.....	F	A	.....	.....

	Dist. from Kansas City[1]	NORTHERN SUBDIVISION MAIN LINE—DENVER TO CHEYENNE					
.....	.....	Denver, Telegraph Freight Depot ..Colo.	Ud	P	.....	.....	.....
.....	.....	Denver, Dispatcher do	De	P	.....	.....	.....
.....	.....	Denver, Gen. Agts'. Tel... do	Cg	.....	.....	.....	.....
.....	.....	Denver, Union Stk. Yards... do	.....	F T P	A	.....	Yes
A 640	640.3	Denver, Freight... do	.....	F T P	A	SOE	.....
A 640	640.4	Denver, Union Depot... do	.....	T P	.....	.....	.....
.....	.....	Denver City, 535 17th St... do	.....	T P	.....	.....	.....
A 638	638.6	Pullman, 36th St... do	Ra	P	.....	.....	.....
A 638	638.2	Pullman... do	.....	P	.....	.....	.....
.....	644.7	M.S.M.Feed Co., Spur... do	.....	.....	.....	.....	.....
.....	645.2	C.B.&Q.R.R.Cross. do	.....	P	.....	.....	.....
A 645	645.4	Sand Creek Jct... do	Sk	.....	A	R	.....
A 646	646.4	Adams... do	.....	.....	A	L	.....
A 648	648.4	Dupont... do	.....	P	A	R	.....
A 650	650.3	Rolla... do	.....	.....	A	.....	.....
A 652	651.7	Hazeltine... do	.....	P	A	R	.....
A 655	654.5	Henderson... do	.....	P	A	R	Yes
A 657	656.3	Northway... do	.....	.....	A	.....	.....
A 659	659.4	Brighton... do	Bi	F T X P	A	L	Yes
A 663	663.2	Powars... do	.....	P	A	.....	.....
A 666	666.1	Lupton... do	Up	F T X P	A	L	Yes

Automatic Block Signals — Double Track

[1] Distances via Denver.

COLORADO DIVISION

NORTHERN SUBDIVISION—Concluded

MAIN LINE—DENVER TO CHEYENNE—Concluded

Sta. No.	Dist. from Kansas City	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 671	670.5	Ione... Colo.		.....	P	A	R	Yes
A 675	675.2	Platteville... do		Pa	F T X P	A	L	.....
A 677	676.6	Vasquez... do		.....	.....	A	.....	.....
A 678	678.2	Houston... do		.....	P	A	.....	Yes
A 680	680.3	Gilcrest... do		Gi	F T X P	A	R	Yes
A 683	682.6	Peckham... do		.....	P	A	R	Yes
A 684	683.7	Hambert... do		.....	.....	A	.....	.....
A 687	686.5	La Salle... do		Sa	F T X P	A	R	Yes
A 689	688.6	Evans... do		.....	P	A	R	.....
A 692	692.1	Greeley, Freight... do		Hg	F P	A	R-SE	Yes
.....	.....	Greeley, Passenger. do		.....	T P	.....	.....	.....
A 694	694.4	Greeley Jct... do		.....	P	A	.....	Yes
A 696	696.2	Lucerne... do		C	F T X P	A	L	Yes
A 700	699.6	Eaton... do		Ur	F T X P	A	R-O	Yes
.....	699.7	G. W. Ry. Cross... do		.....	.....	.....	.....	.....
A 703	703.4	Ault... do		A	F T X P	A	L-O	Yes
A 705	705.3	Stage... do		.....	.....	A	.....	.....
A 707	707.2	Pierce... do		Ri	F T X P	A	R	Yes
A 712	712.2	Nunn... do		Nu	F T X P	A	L-O	Yes
A 717	717.4	Dover... do		.....	P	A	L	.....
A 722	722.2	Decker... do		.....	P	A	L	.....
A 726	726.4	Carr... do		Cr	F T X P	A	R	Yes
A 731	730.8	Warren... do		.....	P	A	R	.....
A 734	734.0	**Colo.-Wyo. State Line**... do		.....	.....	.....	.....	.....
A 735	734.7	Gleason...Wyo.		.....	P	A	R	Yes
.....	738.1	C. & S. Ry. Cross... do		.....	.....	.....	.....	.....
A 738	738.2	Speer... do		S	P	A	L	.....
A 738	738.2	Speer...Wyo.		S	P	A	.....	.....
.....	743.5	Borie Jct.(Tower).. do		.....	.....	.....	.....	.....
519	743.9	Borie... do		Bo	P	A	.....	.....
514	741.9	Corlett Jct...Wyo.		.....	P	A	.....	.....
.....	745.1	Tower A... do		Ay	P	.....	.....	.....
.....	.....	Cheyenne City, 120 W. 16th St... do		.....	T P	.....	.....	.....
510	746.4	Cheyenne, Pass... do		.....	T P	.....	.....	.....
.....	.....	Cheyenne, Frt... do		.....	F P	A	.....	Yes
.....	.....	Cheyenne, Baggage. do		.....	P	.....	.....	.....
.....	.....	Cheyenne, Tele... do		N	P	.....	.....	.....
.....	.....	Cheyenne, Yd. Tel. Office... do		Cy	P	.....	.....	.....
.....	.....	Cheyenne, Disp'r.. do		Di	P	.....	.....	.....

Automatic Block Signals — Double Track

Note—Cheyenne station belongs to the Wyoming Division. [1]Distances via Denver and Brighton.

	Dist. from Brighton	BOULDER BRANCH					
A 659	0.0	Brighton...Colo.	Bi	F T X P	A	R	Yes
AM 4	4.2	Yoxall... do	.....	P	A	L	Yes
AM 7	7.1	Dick... do	.....	.....	A	.....	.....
E 663	8.1	St. Vrains... do	Vs	F T X P	A	L	.....
.....	8.1	Dent Subdivision Cross.. do	.....	.....	.....	.....	.....
AM 10	10.0	National... do	.....	P	A	.....	.....
AM 11	10.9	State Coal Mine Jct... do	.....	P	.....	.....	.....
AM 11	11.4	Parkdale Junction... do	.....	P	.....	.....	.....
AM 15	15.1	Erie... do	.....	P	A	R	.....
.....	15.1	C. B. & Q. R. R. Cross... do	.....	.....	.....	.....	.....
AM 16	16.4	Tabor... do	.....	.....	A	L	Yes
AM 18	17.8	Leyner... do	.....	.....	A	.....	.....
AM 20	19.6	Liggett... do	.....	.....	A	L	Yes
AM 24	24.0	Valmont... do	.....	F P	A	L	.....
.....	26.0	C. & S. Ry. Cross... do	.....	.....	.....	.....	.....
AM 26	26.1	Ara... do	.....	P	.....	.....	.....
AM 28	27.6	Boulder... ... do	Br	F P	A	R	.....

COLORADO DIVISION

PURITAN BRANCH

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

GREELEY BRANCH

Sta. No.	Dist. from Greeley	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 692	0.0	Greeley, Freight.....Colo.	Hg	F P	A	R	Yes
.....	.....	Greeley, Passenger..... do	.....	T P	.....	.....	.....
A 694	2.3	Greeley Jct. (H. B.)..... do	.....	P	A	.....	Yes
AO 6	6.0	Cloverly..... do	.....	P	B	R	Yes
AO 6.2	6.2	Cloverly Jct..... do	.....	.....	B	.....	.....
AO 8	8.4	Alden..... do	.....	.....	B	L	.....
AO 10	10.4	Gill..... do	Gi	F P	B	R	Yes
AO 14	13.8	Matthews..... do	.....	.....	B	.....	.....
AO 15	14.5	Barnesville..... do	.....	.....	B	L	Yes
AO 19	18.6	Cornish..... do	.....	.....	B	L	.....
AO 23	23.2	Fosston..... do	.....	P	B	L	.....
AO 28	28.1	Briggsdale..... do	.....	P	B	R	Yes

PLEASANT VALLEY BRANCH

Sta. No.	Dist. from Cloverly	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
AO 6	0.0	Cloverly.....Colo.	.....	P	B	R	Yes
AO 6.2	0.2	Cloverly (Jct. H. B.)..... do	.....	.....	.....	.....	.....
AP 3	3.1	Lowe..... do	.....	.....	B	L	.....
AP 5	5.1	Galeton..... do	Gn	F P	B	L	Yes

JULESBURG SUBDIVISION—(Distance from Council Bluffs.)

MAIN LINE—JULESBURG TO STERLING

Sta. No.	Dist. from Co. Bluffs		STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
365	365.3		Julesburg.....Colo.	Jb	F T X P	A	R	Yes
D 371	371.4		Sugar Factory..... do	.....	.....	.....	.....	.....
D 372	372.4	Automatic Block Signals	Ovid..... do	Vi	F T X P	A	R-S	Yes
D 380	379.9		Sedgwick..... do	Zd	F T X P	A	L-O	Yes
D 384	384.3		Dorsey..... do	.....	P	A	R	Yes
D 388	388.2		Red Lion..... do	.....	P	A	R	Yes
D 391	391.1		Marcott..... do	.....	P	A	.....	Yes
D 395	395.4		Crook..... do	Ck	F T X P	A	L-S	Yes
D 399	399.4		Tobin..... do	.....	.....	A	.....	.....
D 404	404.1		Proctor..... do	.....	P	A	R	Yes
D 406	406.3		Powell..... do	.....	P	A	L	Yes
D 408	407.5		Griff..... do	.....	.....	A	.....	.....
D 411	410.9		Iliff..... do	F	F T X P	A	L	Yes
D 415	415.4		Ford..... do	.....	.....	A	R	Yes
D 419	418.7		Hayford..... do	.....	P	A	L	.....
.....	422.5		C. B. & Q. R. R. Cross. do	.....	P	.....	.....	.....
D 423	422.8		Sterling..... do	St	F T P	A	R	Yes

Note—Julesburg station belongs to the Nebraska Division.

COLORADO DIVISION

STERLING SUBDIVISION

MAIN LINE—STERLING TO LA SALLE

Sta. No.	Dist. from Co. Bluffs		STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
D 423	422.8		Sterling, Freight.....Colo.	St	F	A	R	Yes
.....	.....		Sterling, Passenger..... do	.....	T P	.....	.....	.....
D 424	424.1		Beet Sugar Fct. Spur.. do	.....	P	.....	.....	.....
D 427	426.9		Hall..... do	.....	.....	A	R	Yes
D 429	429.3		Atwood..... do	Od	F T X P	A	L	Yes
D 432	432.1		Beetland..... do	.....	.....	A	.....	.....
D 436	435.5		Merino..... do	Mi	F T X P	A	L	Yes
D 437	437.3		Beta..... do	.....	.....	A	R	.....
D 441	441.2		Messex..... do	.....	P	A	R	.....
D 444	443.7		Balzac..... do	.....	P	A	R	Yes
D 446	446.3		Union..... do	Un	F T X P	A	R	.....
D 448	448.1		Cooper..... do	.....	.....	A	L	.....
D 452	452.3		Snyder..... do	Sn	F T X P	A	R	Yes
D 459	459.1		Dodd..... do	.....	P	A	L	Yes
D 462	462.1		Hurley..... do	.....	.....	A	.....	.....
D 464	463.9		Fort Morgan..... do	Fm	F T P	A	R	Yes
D 471	471.3		Narrows..... do	.....	P	A	L	Yes
D 474	474.3		Weldona..... do	Dn	F T X P	A	R	Yes
D 480	479.5		Goodrich..... do	.....	P	A	L	Yes
D 483	482.9		Orchard..... do	.....	P	A	L	Yes
D 487	486.7		Sublette..... do	.....	P	A	R	.....
D 490	490.1		Masters..... do	.....	P	A	R	Yes
D 496	495.5		Canton..... do	.....	P	A	L	.....
D 501	500.6		Hardin..... do	.....	P	A	L	Yes
D 504	504.4		Kuner..... do	.....	P	A	L	.....
D 508	508.4	Automatic Block Signals	Kersey..... do	Kr	F T X P	A	L	Yes
D 512	512.4		Auburn..... do	.....	.....	A	R	.....
D 515.3	515.3		Beet Spur..... do	.....	P	.....	.....	.....
A 687	516.3		La Salle..... do	Sa	F T X P	A	R	Yes
A 684	519.2		Hambert..... do	.....	.....	A	.....	.....
A 683	520.3		Peckham..... do	.....	P	A	L	Yes
A 680	522.5		Gilcrest..... do	Gi	F T X P	A	L	Yes
A 678	524.7		Houston..... do	.....	P	A	.....	Yes
A 677	526.3		Vasquez..... do	.....	.....	A	.....	.....
A 675	527.7		Platteville..... do	Pa	F T X P	A	R	.....
A 671	532.4		Ione..... do	.....	P	A	L	Yes
A 666	536.7		Lupton..... do	Up	F T X P	A	R	Yes
A 663	539.7		Powars..... do	.....	P	A	.....	.....
A 659	543.4		Brighton..... do	Bi	F T X P	A	R	Yes
A 657	546.5		Northway..... do	.....	.....	A	.....	.....
A 655	548.4		Henderson..... do	.....	P	A	L	Yes
A 652	551.2		Hazeltine..... do	.....	P	A	L	.....
A 650	552.5		Rolla..... do	.....	.....	A	.....	.....
A 648	554.4		Dupont..... do	.....	P	A	L	.....
A 646	556.4		Adams..... do	.....	.....	A	R	.....
A 645	557.5		Sand Creek Jct.....Colo.	Sk	P	A	L	.....
.....	557.6		C. B. & Q. R. R. Crs do	.....	P	.....	.....	.....
A 638	560.3		Pullman..... do	.....	P	.....	.....	.....
.....	560.7		Pullman, 36th St..... do	Ra	P	.....	.....	.....
.....	.....		Denver City, 535 17th St..... do	.....	T P	.....	.....	.....
A 640	562.5		Denver, Un. Dpt... do	.....	T P	.....	.....	.....
.....	.....		Denver, Baggage... do	.....	.....	.....	.....	.....
A 640	.....		Denver, Freight.... do	.....	F T P	A	SOE	.....
.....	.....	Double Track	Denver, Un. Sk. Yds do	.....	F T P	A	.....	Yes
.....	.....		Denver, Gen. Agt's. Tele..... do	Cg	P	.....	.....	.....
.....	.....		Denver, Dispatcher do	De	P	.....	.....	.....
.....	.....		Denver, Tel., (Freight House).. do	Ud	P	.....	.....	.....

Note—La Salle to Denver belongs to the Northern Subdivision.

COLORADO DIVISION

DENT SUBDIVISION

MAIN LINE—SAND CREEK TO LA SALLE

Sta. No.	Dist. from Kansas City	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 645	645.4	Sand Creek Jct.....Colo.	Sk	P	A	R	.....
E 648	648.6	Welby..... do	.....	.....	A	L	.....
E 650	650.2	Quimby..... do	.....	P	A	R	.....
E 652	651.4	Gallup..... do	.....	.....	A	.....	.....
E 654	654.2	East Lake..... do	.....	P	A	R	Yes
E 657	656.7	Satt..... do	.....	.....	A	R	.....
E 658	658.4	Darlow..... do	.....	P	A	R	Yes
E 663	662.6	St. Vrains..... do	Vs	F T X P	A	R	.....
.....	662.6	Boulder Br. Cross..... do	.....	.....	.....	.....	.....
E 664	664.7	Graden..... do	.....	.....	A	.....	.....
E 666	666.5	Frederick..... do	Fr	F T X P	A	R	.....
E 668	667.8	Firestone..... do	.....	P	.....	L	Yes
E 671	670.5	Harney..... do	.....	P	A	R	.....
E 675	675.0	Gowanda..... do	.....	P	A	R	Yes
E 679	678.7	Wild Cat..... do	.....	P	A	R	Yes
.....	681.2	Gt. W. Ry. Cross..... do	.....	.....	.....	.....	.....
E 683	683.2	Dent..... do	Fd	P	A	L	.....
E 685	684.8	Ogilvy..... do	.....	.....	A	.....	.....
E 691	690.8	La Salle Jct..... do	.....	P	.....	.....	.....
A 687	691.0	La Salle..... do	Sa	F T X P	A	R	Yes

Automatic Block Signals

)Note—Distances via Denver.

FORT COLLINS BRANCH

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

)RIPPLE BRANCH

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

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

OPERATED MILEAGE

		First Main Track		Second Main Track	Add'l Main Track
NEBRASKA DIVISION—					
Main Line—					
First Subdivision....	Co. Bluffs to Grand Island....		146.86	146.86	5.39
Second Subdivision..	Grand Island to No. Platte....		137.24	137.24	
Third Subdivision....	No. Platte to Sidney.....		123.44	123.44	
Fourth Subdivision...	Sidney to Cheyenne.....		100.96	100.96	
	Total.....		508.50	508.50	5.39
Branches—					
Old Main Line.....	Summit to Lane.....		20.56	6.82	
Beatrice.....	Valley to Beatrice.....		98.75		
Stromsburg.....	Valparaiso to Central City.....		75.28		
Norfolk.....	Columbus to Norfolk.....		50.10		
Albion.....	Oconee to Albion.....		34.57		
Cedar Rapids.....	Genoa to Spalding.....		44.46		
Ord.....	Grand Island to Ord.....	60.80			
do	Scotia Jct. to Scotia.....	1.37	62.17		
Loup City.....	St. Paul to Loup City.....		39.40		
Pleasanton.....	Boelus to Pleasanton.....		22.10		
Hastings.....	Gibbon to Hastings.....		27.46		
Kearney.....	Kearney to Stapleton.....		102.46		
North Platte.....	O'Fallons to South Torrington.		200.88		
Gering.....	Gering to Riford.....		9.14		
Lyman.....	Lyman to Stegall.....		6.16		
Sears.....	Sears to Janise.....		2.59		
North Platte Cut-off.	Egbert to Yoder.....		62.25		
	Total.....		858.33	6.82	
	Total Nebraska Division..		1366.83	515.32	5.39
WYOMING DIVISION—					
Main Line—					
Fifth Subdivision....	Cheyenne to Laramie.....		57.47	)57.78	
Sixth Subdivision....	Laramie to Rawlins.....		116.87	116.87	
Seventh Subdivision.	Rawlins to Green River.....		134.17	133.94	
Eighth Subdivision..	Green River to Ogden.....		)175.52	)172.85	
O. U. R. & D. Co.'s...	Track, Ogden Yard.....		1.00	.15	
	Total.....		485.03	481.59	
Branches—					
Superior.....	Thayer Jct. to Superior.....		9.05		
Gunn.....	Gunn Jct. to Gunn.....		3.93		
South Pass.....	Rock Springs to Winton Jct...	9.21			
Reliance.....	Reliance Jct. to Reliance Mine.	2.07			
Lionkol.....	Lionkol Jct. to Lionkol.....	2.34			
Winton.....	Winton Jct. to Winton.....	5.25			
Dines.....	Hay to Dines.....	1.85	20.72		
Park City.....	Echo to Park City.....		28.66		
Ontario.....	Keetley Jct. to Keetley.....		5.43		
	Total.....		67.79		
	Total Wyoming Division..		552.82	481.59	
KANSAS DIVISION—					
Main Line—					
Eastern Subdivision..	Kan. Cy. Term. Ry., Kan. Cy. Mo. to Kan. Cy., Kan.....	3.19		3.22	
do	Kan. Cy., Kan. to Junc. Cy...	136.30		64.96	
do	Old Main Line Kan. Cy., Mo. to Kan. Cy., Kan.....	2.47	141.96	2.29	
Western Subdivision.	Junction City to Ellis.....		164.44		
St. Jos. Subdivision..	St. Joseph Term. Ry., St. Joseph.....	.12			
do	St. Joseph Union Depot Co., St. Joseph.....	.18			
do	St. Joseph, Mo. to Upland, Kan.....	107.69	107.99		
Topeka Subdivision..	Upland to Marysville.....		5.24		
Grand Island Subdiv.	Marysville to Grand Island...		138.30		
	Total.....		557.93	70.47	

)Includes 1.34 miles at Ogden, leased to O. U. R. & D. Co.
)Includes .79 mile at Ogden, leased to O. U. R. & D. Co.
)Old line Hermosa to Laramie is second track and is .31 mile longer than new line.

OPERATED MILEAGE—Continued

		First Main Track		Second Main Track	Add'l Main Track
KANSAS DIVISION—Continued					
Branches—					
Leavenworth	Knox to Lawrence		37.59		
Topeka	Menoken to Upland		69.76		
Manhattan	Manhattan to Beatrice	91.53			
do	Blue Springs Jct. to Blue Spgs.	.67	92.20		
Junction City	Junction City to Concordia		72.82		
Solomon	Solomon to Beloit		57.05		
McPherson	Salina to McPherson		35.37		
Plainville	Salina to Oakley		225.52		
Highland	Stout to Highland		6.85		
	Total		597.16		
	Total Kansas Division		1155.09	70.47	
COLORADO DIVISION—					
Main Line—					
Ellis Subdivision	Ellis to Sharon Springs		125.91		
Hugo Subdivision	Sharon Springs to Hugo		105.68		
Denver Subdivision	Hugo to Denver	104.48			
do	D. U. T. Ry. tracks to Pass. station	.37	104.85	.18	
Northern Subdivision	Cheyenne to Denver	104.66			
do	Speer to Borie Junction	5.37	110.03	4.66	
Julesburg Subdivision	Julesburg to Sterling		58.08		
Sterling Subdivision	Sterling to Denver		139.70		
Dent Subdivision	Sand Creek Jct. to La Salle Jct.		45.40		
	Total		689.65		
	DEDUCT: For mileage, La Salle to Pullman included in both Northern and Sterling Subdivisions	44.13			
	For mileage, Pullman to Denver, 2.17 miles included in Denver, Northern and Sterling Subdivisions	4.34	48.47		
	Total		641.18	4.84	
Branches—					
U. S. Hospital	Sable to Bunell		1.40		
Boulder	Brighton to Boulder	28.26			
Puritan	Parkdale Jct. to Puritan	3.07	31.33		
Fort Collins	Dent to Buckeye		42.40		
Ripple	Ripple to Orcutt		2.35		
Greeley	Greeley Jct. to Briggsdale		26.17		
Pleasant Valley	Cloverly Jct. to Galeton		5.30		
	Total		108.95		
	Total Colorado Division		750.13	4.84	
	Total Main Line		2,192.64	1,065.40	5.39
	Total Branches		1,632.23	6.82	
	Total Operated		3,824.87	1,072.22	5.39

Note—The distances given in the foregoing table are measured to and from initial or terminal points of tracks and include the exact mileage of other companies, operated under Trackage Rights. Distances to and from depots are given in connection with the list of stations pages 42 to 66.

OPERATED MILEAGE—Continued

OPERATED FIRST TRACK MILEAGE BY STATES

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

MILEAGE OF ALL TRACKS OWNED AND OPERATED, OWNED AND NOT OPERATED, AND OPERATED UNDER CONTRACT, TRACKAGE RIGHTS OR LEASE

	First Main Track	Second Main Track	Add'l Main Track	Yard Tracks and Sidings	Total
Mileage operated as shown on page 68	⁽¹⁾3,824.87	⁽²⁾1,072.22	⁽³⁾5.39	1,882.85	6,785.33
Add mileage owned but leased to Cent. Pac. Ry. Co. (So. Pac. Co.)..					
Ogden to a point 5 miles west	5.00				5.00
O. U. R. & D. Co., Ogden	1.34	.79		15.30	17.43
To City of Prineville Ry				.14	.14
Total	3,831.21	1,073.01	5.39	1,898.29	6,807.90
Deduct mileage of other companies operated under Contract or Trackage Rights:					
I. C. R. R. at Omaha, Neb				.04	.04
I. C. R. R. at Carter Lake, Iowa				.24	.24
C. B. & Q. R. R., at Grand Island Neb				1.43	1.43
C. B. & Q. R. R. at Lincoln, Neb	1.28			.52	1.80
M. P. R. R. at Kansas City, Kan				.39	.39
Kansas City Terminal Ry. Kansas City, Mo., to Kansas City, Kan	3.19	3.22			6.41
M. P. R. R., at Kansas City, Mo				6.07	6.07
C. R. I. & P. Ry. at Beatrice, Neb				.06	.06
Denver Union Terminal Ry. at Denver, Colo	.37	.18			.55
O. U R. & D. Co. at Ogden, Utah					
Owned by O. U R. & D. Co	1.00	.15			1.15
Owned by U. P. leased to O U. R. & D. Co	1.34	.79			2.13
Leavenworth Depot & R. R. at Leavenworth, Kan	.17			.64	.81
M. P. R. R. at Leavenworth, Kan				.72	.72
St. Joseph Union Depot Co. at St. Joseph, Mo	.18			2.03	2.21
St. Joseph Terminal R. R. at St. Joseph, Mo	.12			9.78	9.90
C. B. & Q. R. R., Gilmore to Fort Crook, Neb				.99	.99
C. B. & Q. R. R., St. Joseph to So. St. Joseph, Mo				2.32	2.32
M. P. R. R. at Hiawatha, Kan				2.52	2.52
C. B. & Q. R R. at Hanover, Kan				.20	.20
C. B. & Q. R. R. at Hastings, Neb				.02	.02
Great Western Ry. at Eaton, Colo				1.71	1.71
U. S. Government, Sable to Bunell, Colo	1.30			.41	1.71
C. & S. Ry., Ara (Boulder Town Spur) to Boulder, Colo	1.21			4.28	5.49
C. B. & Q. R. R. at Concordia, Kan.				1.28	1.28
C. & S. Ry. at Greeley ,Colo				4.25	4.25
Wabash R. R. at Kansas City, Mo				.11	.11
C. R. I. & P. Ry. at Kansas City, Kan				1.14	1.14
C. R. I. & P. Ry. at Wathena, Kan.				.98	.98
City of Kansas City, Kan. at Kansas City, Kan				2.43	2.43
A. T. & S. F. Ry. Miltonvale to Concordia, Kan	20.08				20.08
C. R. I. & P. Ry. at So. Omaha, Neb				.32	.32
C.R.I.&P.Ry.at CouncilBluffs,Iowa				.06	.06
C.&N.W.Ry. at Council Bluffs, Iowa				.21	.21

⁽¹⁾Includes 1.34 miles owned by U. P. R. R. Co., and Leased O. U. R. & D. Co.
⁽²⁾Includes .79 mile owned by U. P. R. R. Co. and Leased to O. U. R. & D. Co.
⁽³⁾Includes 2.69 miles of third main track and 2.70 miles of fourth main track.

OPERATED MILEAGE—Concluded

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

	First Main Track	Second Main Track	Add'l Main Track	Yard Tracks and Sidings	Total
A. T. & S. F. Ry. at Emery, Kan...				.57	.57
A. T. & S. F. Ry. at Aurora, Kan...				.26	.26
A. T. & S. F. Ry. at Huscher, Kan.				.21	.21
C. G. W. Ry. at Kansas City, Kan..				.22	.22
C. R. I. & P. Ry. at Topeka, Kan...				.50	.50
C. R. I. & P. Ry., Hunt Spur to Troy, Kan.....	6.47			1.34	7.81
M. P. R. R. at Concordia, Kan.....				.30	.30
Total Mileage of Other Companies operated under contract or Trackage Rights					
Total to deduct.....	36.71	4.34		48.55	89.60
Balance Mileage Owned and Jointly Owned.					
By U. P. R. R.....	3,542.89	1,068.67	5.39	1,788.62	6,405.57
By St. J. & G. I. Ry.....	251.61			61.12	312.73
Total Owned and Jointly Owned.....	3,794.50	1,068.67	5.39	1,849.74	6,718.30
Deduct other companies proportion of Jointly Owned Mileage—Owned Jointly by U. P. R. R. or St. J. & G. I. Ry. and:					
A. T. & S. F. Ry. at Salina, Kan..				.07	.07
A. T. & S. F. Ry. at Lansing, Kan.				.13	.13
A. T. & S. F. Ry. and C. R. I. & P. Ry. at Salina, Kan.....				.02	.02
C. B. & Q. R. R. at Central City, Neb.....				.18	.18
C. B. & Q. R. R. at Grand Island, Neb.....				.13	.13
C. B. & Q. R. R. at Denver, Colo.				3.03	3.03
C. B. & Q. R. R. and M. P. R. R. at Ft. Crook, Neb.....				1.00	1.00
C. B. & Q. R. R. and Continental Oil Co. at Sand Creek Jct., Colo.				.04	.04
Colorado & Southern Ry. at Cheyenne, Wyo.....				3.15	3.15
Colorado & Southern Ry. at Denver, Colo.....				.41	.41
C. & N. W. Ry. and I. C. R. R. at Omaha, Neb.....				.61	.61
C. R. I. & P. Ry. at Kansas City Kan.....				.02	.02
C. R. I. & P. Ry. at Salina, Kan..				.07	.07
C. R. I. & P. Ry. at Elwood, Kan.				.01	.01
C. R. I. & P. Ry. at Wathena, Kan.....				.02	.02
C. R. I. & P. Ry. at Blair, Kan...				.02	.02
C. R. I. & P. Ry. at Troy, Kan...	.06				.06
C. St. P. M. & O. at Norfolk, Neb.	.24			1.66	1.90
D. & R. G. W. R. R. at Park City, Utah.....				1.69	1.69
K. C. S. Ry. and Wabash R. R. at Kansas City, Mo.....				.06	.06
Kansas City, Kaw Valley & Western Ry. at Bonner Springs, Kan.				.10	.10
I. C. R. R. at Carter Lake, Iowa...				.02	.02
I. C. R. R. at Omaha, Neb.....				.50	.50
M. P. R. R. at Kansas City, Kan.				1.27	1.27
M. P. R. R. at Cochrane, Kan....				.38	.38
M. P. R. R., Leavenworth to Cochrane, Kan.....	1.97			.17	2.14
M. P. R. R. at Frankfort, Kan....				.01	.01
M. P. R. R. and Wabash R. R. at Kansas City, Mo.....				.01	.01
O. T. Ry. at Prineville, Ore.....				.07	.07
Total to deduct.....	2.27			14.85	17.12
Total Mileage Owned.....	3,792.23	1,068.67	5.39	1,834.89	6,701.18

JOINT TRACKAGE

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

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

JOINT TRACKAGE—Concluded

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

		First Main Track	Add'l Main Track	Yard Tracks and Sidings
		Miles	Miles	Miles
TRACKS OWNED OR LEASED JOINTLY WITH OTHER COMPANIES				
ALSO USED BY U. P. R. R.				
Illinois Central R. R. Co.	At Omaha, Neb.			1.00
Illinois Central R. R. Co.	At Carter Lake, Ia.			.05
Illinois Central R. R. Co. and Chicago & Northwestern Ry. Co.	At Omaha, Neb.			.91
Chicago, Burlington & Quincy R. R. Co.	At Central City, Neb.			.35
Chicago, Burlington & Quincy R. R. Co.	At Grand Island, Neb.			.26
Chicago, Burlington & Quincy R. R. Co.	At Denver, Colo.			6.06
Chicago, Burlington & Quincy R. R. Co. and Continental Oil Co.	At Sand Creek Jct., Colo.			.06
Chicago, Burlington & Quincy R. R. Co. and Missouri Pacific R. R. Co.	At Ft. Crook, Neb.			1.49
Colorado & Southern Ry. Co.	At Cheyenne, Wyo.			6.30
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	At Norfolk, Neb.	.49		3.32
Wabash R. R. Co. and Kansas City Southern Ry. Co.	At Kansas City, Mo.			.09
Missouri Pacific R. R. Co., and Wabash R. R. Co.	At Kansas City, Mo.			.02
Chicago, Rock Island & Pacific Ry. Co.	At Salina, Kan.			.15
Denver and Rio Grande Western R. R.	At Park City, Utah			3.38
Colorado & Southern Ry. Co.	At Denver, Colo.			.81
Missouri Pacific R. R. Co.	At Cochrane, Kan.			.76
Atchison, Topeka & Santa Fe Ry. Co.	At Lansing, Kan.			.27
Missouri Pacific R. R. Co.	Cochrane to Leavenworth, Kan.	3.93		.35
Missouri Pacific R. R. Co.	At Frankfort, Kan.			.02
Missouri Pacific R. R. Co.	At Kansas City, Kan.			2.54
Atchison, Topeka & Santa Fe Ry. Co.	At Salina, Kan.			.13
Chicago, Rock Island & Pacific Ry. Co.	At Kansas City, Kan.			.04
Atchinson, Topeka & Santa Fe Ry. Co. and Chicago, Rock Island & Pacific Ry. Co.	At Salina, Kan.			.03
Oregon Trunk Ry.	At Prineville, Ore.			.14
Kansas City, Kaw Valley & Western Ry. Co.	At Bonner Springs, Kan.			.19

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION		CONNECTING LINES	Track Connection
Abilene	Kan.	Atchison, Topeka & Santa Fe Ry.	Yes
do	do	Chicago, Rock Island & Pacific Ry.	Yes‡
Albion	Neb.	Chicago & North Western Ry.	Yes
Ames (near)	do	Chicago & North Western Ry.	No
Ara	Colo.	Colorado & Southern Ry.	Yes
Beatrice	Neb.	Chicago, Burlington & Quincy R. R.	Yes
do	do	Chicago, Rock Island & Pacific Ry.	Yes
Beloit	Kan.	Missouri Pacific R. R.	Yes
Belvidere	Neb.	Chicago, Burlington & Quincy R. R.	No
Blair	Kan.	Chicago, Rock Island & Pacific Ry.	Yes
Blue Rapids	do	Missouri Pacific R. R.	No
Blue Springs	Neb.	Chicago, Burlington & Quincy R. R.	No
Bonner Springs	Kan.	Atchison, Topeka & Santa Fe Ry.	No
do	do	Kansas City, Kaw Valley & Western Ry.	Yes
Boulder	Colo.	Colorado & Southern Ry.	Yes
Brainard	Neb.	Chicago & North Western Ry.	No
Bridgeport	Kan.	Missouri Pacific R. R.	No
Broughton	do	Chicago, Rock Island & Pacific Ry.	No
Central City	Neb.	Chicago, Burlington & Quincy R. R.	Yes
Cheyenne	Wyo.	Chicago, Burlington & Quincy R. R.	Yes
do	do	Colorado & Southern Ry.	Yes
Clay Center	Kan.	Chicago, Rock Island & Pacific Ry.	Yes
Cochrane	do	Missouri Pacific R. R.	Yes
Co. Bluffs B'y	Iowa	Chicago & North Western Ry.	Yes
do	do	Illinois Central R. R.	Yes
do (Trfr.)	do	Chicago & North Western Ry.	Yes
do	do	Illinois Central R. R.	Yes
do	do	Chicago, Burlington & Quincy R. R.	Yes
do	do	Chicago, Rock Island & Pacific Ry.	Yes
do	do	Chicago, Milwaukee, St. Paul & Pacific R. R.	Yes
do	do	Wabash Ry.	Yes
do	do	Chicago Great Western Ry.	Yes
Columbus	Neb.	Chicago, Burlington & Quincy R. R.	Yes
Colby	Kan.	Chicago, Rock Island & Pacific Ry.	Yes
Concordia	do	Missouri Pacific R. R.	Yes
do	do	Chicago, Burlington & Quincy R. R.	Yes
do	do	Atchison, Topeka & Santa Fe Ry.	Yes
Davenport	Neb.	Chicago & North Western Ry.	Yes
David City	do	Chicago, Burlington & Quincy R. R.	Yes
Denver	Colo.	Atchison, Topeka & Santa Fe Ry.	Yes‡
do	do	Denver & Rio Grande Western R. R.	Yes‡
do	do	Chicago, Burlington & Quincy R. R.	Yes
do	do	Colorado & Southern Ry.	Yes
do	do	Chicago, Rock Island & Pacific Ry.	Yes
do	do	Denver Union Terminal Ry.	Yes
do	do	Denver & Inter-Mountain R. R.	Yes‡
do	do	Denver and Salt Lake R. R.	Yes‡
do	do	Northwestern Terminal Ry.	Yes
Eaton	do	Great Western Ry.	Yes
Edgar	Neb.	Chicago, Burlington & Quincy R. R.	No
Endicott	Neb.	Chicago, Burlington & Quincy R. R.	Yes
Detroit	Kan.	Atchison, Topeka & Santa Fe Ry.	Yes
do	do	Chicago, Rock Island & Pacific Ry.	Yes‡
Ellsworth	do	St. Louis-San Francisco Ry.	Yes
Erie	Colo.	Chicago, Burlington & Quincy R. R.	No
Fairbury	Neb.	Chicago, Rock Island & Pacific Ry.	Yes
do	do	Chicago, Burlington & Quincy R. R.	Yes
Fort Collins	Colo.	Colorado & Southern Ry.	Yes
Fort Morgan	do	Chicago, Burlington & Quincy R. R.	No
Frankfort	Kan.	Missouri Pacific R. R.	Yes
Fremont	Neb.	Chicago & North Western Ry.	Yes
do	do	Fremont Stock Yards & Land Co.	Yes
do	do	Chicago, Burlington & Quincy R. R.	Yes
Gilmore Jct.	do	Chicago, Burlington & Quincy R. R.	Yes
do	do	Missouri Pacific R. R.	Yes
Grand Island	do	Chicago, Burlington & Quincy R. R.	Yes
Greeley	Colo.	Colorado & Southern Ry.	Yes
Hanover	Kan.	Chicago, Burlington & Quincy R. R.	Yes
Hastings	Neb.	Chicago, Burlington & Quincy R. R.	Yes
do	do	Missouri Pacific R. R.	Yes
Hiawatha	Kan.	Missouri Pacific R. R.	Yes

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

JUNCTION STATIONS AND CONNECTING LINES—Continued

JUNCTION STATION		CONNECTING LINES	Track Connection
Humphrey	Neb.	Chicago & North Western Ry.	No
Irving	Kan.	Missouri Pacific R. R.	Yes
Junction City	Kan.	Missouri-Kansas-Texas R. R.	Yes
Kanopolis	do	Missouri Pacific R. R.	Yes
Kansas City	Mo.	Chicago, Burlington & Quincy R. R.	Yes
do	do	St. Louis-San Francisco Ry.	)Yes
do	do	Chicago Great Western Ry.	)Yes
do	do	Kansas City Southern Ry.	Yes
do	do	Chicago, Milwaukee, St. Paul & Pacific R. R.	)Yes
do	do	Kansas City Terminal Ry.	Yes
do	do	Wabash Ry.	Yes
do	do	Missouri Pacific R. R.	Yes
do	do	Chicago & Alton R. R.	)Yes
do	do	Atchison, Topeka & Santa Fe Ry.	)Yes
do	do	Missouri-Kansas-Texas R. R.	)Yes
do	do	K. C. I. Air Line	)Yes
do	do	Chicago, Rock Island & Pacific Ry.	)Yes
Kansas City	Kan.	Missouri Pacific R. R.	Yes
do	do	Kansas City Southern Ry.	)Yes
do	do	Chicago, Great Western Ry.	Yes
do	do	Chicago, Rock Island & Pacific Ry.	Yes
do	do	Kansas City Terminal Ry.	Yes
do	do	Chicago, Milwaukee, St. Paul & Pacific R. R.	)Yes
Kearney	Neb.	Chicago, Burlington & Quincy R. R.	Yes
Kelim	Colo.	Great Western Ry.	Yes
Lansing	Kan.	Atchison, Topeka & Santa Fe Ry.	Yes
Laramie	Wyo.	Laramie, North Park & Western R. R.	Yes
Lawrence	Kan.	Atchison, Topeka & Santa Fe Ry.	No
do	do	Kansas City K. V. & W. R. R.	Yes
Leavenworth	do	Missouri Pacific R. R.	Yes
do	do	Atchison, Topeka & Santa Fe Ry.	)Yes
do	do	Leavenworth Terminal Ry. & Bridge Co.	)Yes
do	do	Leavenworth & Topeka R. R.	)Yes
do	do	Chicago, Burlington & Quincy R. R.	)Yes
do	do	Chicago Great Western Ry.	Yes
do	do	Leavenworth Depot & R. R.	Yes
Limon	Colo.	Chicago, Rock Island & Pacific Ry.	Yes
Lincoln	Neb.	Chicago, Burlington & Quincy R. R.	Yes
do	do	Missouri Pacific R. R.	Yes
do	do	Chicago & North Western Ry.	)Yes
do	do	Chicago, Rock Island & Pacific Ry.	)Yes
Lincoln Center	Kan.	Atchison, Topeka & Santa Fe Ry.	No
Lindsborg	do	Missouri Pacific R. R.	Yes
Loup City	Neb.	Chicago, Burlington & Quincy R. R.	No
McPherson	Kan.	Atchison, Topeka & Santa Fe Ry.	Yes
do	do	Chicago, Rock Island & Pacific Ry.	)Yes
do	do	Missouri Pacific R. R.	Yes
Manhattan	do	Chicago, Rock Island & Pacific Ry.	Yes
Mead	Neb.	Chicago, Burlington & Quincy R. R.	)Yes
Miltonville	do	Atchison, Topeka & Santa Fe Ry.	Yes
Milliken	Colo.	Great Western Ry.	Yes
Minneapolis	Kan.	Atchison, Topeka & Santa Fe Ry.	Yes
Norfolk	do	Chicago & North Western Ry.	Yes
do	do	Chicago, St. Paul, Minneapolis & Omaha Ry.	Yes
Northport	do	Chicago, Burlington & Quincy R. R.	Yes
Omaha	do	Chicago & North Western Ry.	Yes
do	do	Missouri Pacific R. R.	Yes
do	do	Chicago, Rock Island & Pacific Ry.	Yes
do	do	Chicago, Burlington & Quincy R. R.	Yes
do	do	Chicago, Milwaukee, St. Paul & Pacific R. R.	Yes
do	do	Wabash Ry.	Yes
do	do	Illinois Central R. R.	Yes
do	do	Chicago Great Western Ry.	Yes
do	do	Chicago, St. Paul, Minneapolis & Omaha Ry.	Yes
Ogden	Utah	Ogden Union Railway & Depot Co.	Yes
do	do	Utah-Idaho Central R. R.	)Yes
do	do	Southern Pacific Co.	Yes
do	do	Denver & Rio Grande Western R. R.	Yes
do	do	Bamberger Electric R. R.	Yes
Ord	Neb.	Chicago, Burlington & Quincy R. R.	No

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

JUNCTION STATIONS AND CONNECTING LINES—Concluded

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

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

RAILROAD CROSSINGS

NEBRASKA DIVISION

Station and State	Road Crossed	Kind of Track: Crossed	Kind of Track: Crossed By	How Crossed	Location	Track Connection
Council Bluffs, Iowa	C. & N. W. Ry.	Side	Side	At grade	Union Ave. & 12th St.	Yes
do ..... do	do	do	do	do	10th Ave. & 12th St..	No
do ..... do	C. B. & Q. R. R.	1 do	2 do	do	Union Ave. & 14th St.	No
do ..... do	do	2 do	2 do	do	10th Ave. & So. 6th St.....	No
do ..... do	do	1 do	1 do	do	10th Ave. & 14th St..	No
do ..... do	I. C. R. R.....	Main	2 do	do	Union Ave. & 4th Ave.....	Yes
do ..... do	O. B. & T. Ry..	Side	2 do	do	Union Ave. & 14th St.	Yes
do ..... do	do	do	1 do	do	10th Ave. & 14th St..	No
do ..... do	C. R. I. & P. Ry.	do	do	do	do do	No
do ..... do	O. & C. B. St. Ry.	Main	2 do	do	Union Ave. & 14th St.	No
Omaha..... Neb.	C. B. & Q. R. R.	7 Side	2 Main	Over grade	Mo. River Bridge....	No
do ..... do	do	do	do	do	9th & Jackson Sts...	No
do ..... do	do	2 do	Main	do	5th & Howard Sts...	Yes
do ..... do	do	2 do	2 Side	do	do do	No
do ..... do	do	Main	2 Main & 5 Side	Undergrade	2.46 miles W. Station.	No
do ..... do	Jt. C. B. & Q. R. R. & C. St. P. M. & O. Ry.	3 Side	2 Side	At grade	9th St. & Alley Blk. 153.....	No
do ..... do	do	3 do	1 do	do	9th St. & Alley Blk. 133.....	No
do ..... do	do	2 do	do	do	9th St. & Alley Blk. 100.....	No
do ..... do	do	2 do	do	do	9th St. & Alley Blk. E.....	No
do ..... do	C. G. W. Ry....	Side	do	Undergrade	20th & Williams Sts..	No
do ..... do	I. C. R. R.....	2 do	2 Main	Over grade	2.77 miles W. Station	No
do ..... do	Mo. Pac. R. R..	Main	2 do	do	2.78 do do ..	No
do ..... do	do	3 Side	Jt. U. P. R. R., C. & N. W. Ry. & O. B. & T. Ry.-Side	At grade	12th & California Sts	No
do ..... do	O. B. & T. Ry..	Side	Side	At grade	11th & Burdette Sts.	Yes
do ..... do	do	do	do	do	Nicholas St., Blk. 309	No
do ..... do	Jt. U. P. R. R. & O. B. & T. Ry.....	3 Side	Jt. U. P. R. R. & O. B. & T. Ry.-2 Side	do	11th St. & Capitol Ave.....	No
do ..... do	Jt. U. P. R. R. & O. B. & T. Ry.....	Side	Jt. U. P. R. R., C. & N. W. Ry. & O. B. & T. Ry.-Side	At grade	12th St. & Capitol Ave.....	Yes
do ..... do	Jt. C. B. & Q. R. R. & C. St. P. M. & O. Ry.	do	Jt. U. P. R. R. & I. C. R. R. -Side	do	11th St. & Alley Blk. 102.....	No
do ..... do	Jt. U. P. R. R. C. & N. W. Ry., & O. B. & T. Ry.....	do	Jt. U. P. R. R., C. & N. W. Ry. & O. B. & T. Ry.-Side	do	12th & Cass Sts.....	No
do ..... do	Jt. U. P. R. R., C. & N. W. Ry., & O. B. & T. Ry.....	do	Jt. U. P. R. R., & I. C. R. R. -Side	do	12th St. & Capitol Ave.....	No
do ..... do	Jt. C. B. & Q. R. R. & C. St. P. M. & O. Ry.	do	Jt. U. P. R. R., C. & N. W. Ry. & O. B. & T. Ry.-Side	do	12th St. & Alley Blk. 102.....	No

)See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Continued

NEBRASKA DIVISION—Concluded

Station and State	Road Crossed	Kind of Track: Crossed	Kind of Track: Crossed By	How Crossed	Location	Track Connection
Omaha..... Neb.	Jt. C. B. & Q. R. R., C. St. P. M. & O. Ry., & C. & N. W. Ry....	Side	Jt. U. P. R. R. & O. B. & T. Ry.-2 Side	At grade	11th & Davenport Sts.....	No
do ..... do	O. & C. B. St. Ry.	2 Main	4 Main & 22 Side	Under grade	10th St. Viaduct.....	No
do ..... do	do	do	4 Main & 3 Side	Under grade	16th St. Viaduct.....	No
do ..... do	do	do	4 Main & 11 Side	Under grade	24th St. Viaduct.....	No
do ..... do	do	2 Main	3 Side	At grade	9th & Douglas Sts...	No
do ..... do	do	2 do	1 Side	do	10th & Jackson Sts..	No
do ..... do	do	2 Main	1 Main & Side	Under grade	Douglas St. Viaduct.	No
Seymour..... do	Mo. Pac. R. R..	1 do	2 Main	Overgrade	0.56 Mile E. Station..	No
do ..... do	C. & N. W. Ry.	do	do	do	0.93 do	No
Gilmore..... do	C. R. I. & P. Ry.	do	1 do	Undergrade	1.48 do W. do ..	No
Portal..... do	Mo. Pac. R. R..	do	do	At grade	At Station.....	No
do ..... do	C. B. & Q. R. R.	do	do	Undergrade	0.74 Mile W. Station.	No
Fremont..... do	F. S. Y. & L. Co.	Side	2 do	At grade	1.09 do E. do ..	Yes
do ..... do	do	do	Side	do	0.12 do E. do ..	No
do ..... do	C. B. & Q. R. R.	Main	do	do	0.28 do E. do ..	No
do ..... do	C B & Q R R.	do	2 Main	do	0.74 do W. do ..	Yes
Ames..... do	C. & N. W. Ry.	do	do	do	1.48 do E. do ..	No
Columbus.... do	C B. & Q. R. R.	do	do	do	0.74 do E. do ..	Yes
Central City.. do	C. B. & Q. R. R.	Main	2 Main & 1 Side	At grade	0.56 do E. Station.	Yes
Grand Island do	do	do	2 Main & 4 Side	do	0.39 do E. do ..	Yes
Sidney..... do	do	do	2 Main	Undergrade	0.80 do E. do ..	Yes
Yutan..... do	do	do	Main	At grade	0.48 do N. do ..	No
Wahoo..... do	do	do	do	do	0.69 do S. do ..	No
do ..... do	C. & N. W. Ry.	do	do	do	0.68 do S. do ..	No
Lincoln..... do	C. B. & Q. R. R	do	do	do	0.60 do N. do ..	Yes
do ..... do	do	2 do	do	do	0.32 do S. do ..	No
do ..... do	do	1 do	do	do	0.34 do S. do ..	Yes
do ..... do	do	do	do	do	1.93 do S. do ..	No
Jamaica..... do	C. R. I. & P. Ry	do	do	Undergrade	3.43 do N. do ..	No
Hanlon..... do	Mo. Pac. R. R..	do	do	do	1.27 do S. do ..	No
Beatrice..... Neb	C. B. & Q. R. R.	Main	Main	At grade	0.72 do S. do ..	No
do ..... do	do	do	do	do	0.41 do S. do ..	No
Brainard..... do	C. & N. W Ry.	do	do	do	1.52 do W do ..	No
David City... do	C. B. & Q. R. R.	do	do	do	0.21 do W. do ..	Yes
Humphrey... do	C. & N. W. Ry.	do	do	do	0.57 do S. do ..	No
Norfolk..... do	do	do	do	do	0.19 do S. do ..	Yes
do ..... do	do	do	do	do	1.72 do S. do ..	No
St. Paul..... do	C. B. & Q. R. R.	do	do	Undergrade	0.23 do N. do ..	No
Ord..... dc	do	do	do	At grade	0.37 do S. do ..	No
So. Ravenna. do	do	do	do	do	3.43 do E. do ..	No
Northport.... do	C. B. & Q. R. R.	Main	2 Main	At grade	1.37 do W. do ..	Yes

WYOMING DIVISION

Cheyenne..... Wyo.	C. B. & Q. R. R.	Main	2 Main	Over grade	3.17 do E. do ..	No
do ..... do	do	do	Side	At grade	Lake Minnehaha.....	Yes
do ..... do	C. & S. Ry.....	do	3 Main	Undergrade	1.35 miles W. Station	No
Park City..... Utah	D. & R. G. W. R. R.....	Side	Main & Side	At grade	0.04 miles E. Station	Yes
Ogden..... do	B. R. R.....	2 Main	2 Main & 2 Side	Under-grade	1.12 do E. do	Yes

)See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Continued

KANSAS DIVISION

Station and State	Road Crossed	Kind of Track: Crossed	Kind of Track: Crossed By	How Crossed	Location	Track Connection
Kansas City....Mo.	St. L. & S. F. Ry.	Side	Main	At grade	11th & Santa Fe Sts.	No
do ..... do	do	do	Jt. U. P. R. R., K. C. S. Ry. & Wab. Ry. -Side	do	Between 8th & 9th Sts.....	No
do ..... do	Mo. Pac. R. R..	2 Main & 1 Side	Jt. U. P. R. R., K. C. S. Ry. & Wab. Ry. -Side	do	Santa Fe St. Blk. 29.	No
do ..... do	do	Side	Side	do	do do do do do	No
do ..... do	do	do	Side	do	Liberty St. W. Blk. 45	No
do ..... do	C. B. & Q. R. R.	Side	Main	At grade	11th & Mulberry Sts.	Yes
do ..... do	K. C. St. Ry...	2 Main	Jt. U. P. R. R. K. C. S. Ry. & Wab. Ry. -Side	Under grade	9th St. Viad. & Santa Fe St.....	No
do .....Kan.-Mo.	do	do	2 Main & 14 Side	Undergrade	James St. Viaduct...	No
do .....Kan.	K.C.Conn.Ry..	2 do	2 Main	Overgrade	East end Kan. River Bridge.....	No
do ..... do	K. C. S. Ry....	Side	do	do	West end Kan. River Bridge.....	No
do ..... do	K. C. T. Ry....	2 Main	2 Main & 32 Side	Undergrade	East end Armstrong Yard.....	No
do ..... do	C.R.I.& P.Ry..	3 Side	Side	At grade	Berger Ave. & Railroad St.....	Yes
do ..... do	Mo. Pac. R R..	1 do	2 do	do	Minnesota & 2nd Sts.	No
do ..... do	do	Freight Main	2 do	do	State Ave. East Blk. 16.....	No
do ..... do	do	Side	Side	do	State Ave. South opposite Blk. 16.....	No
do ..... do	do	do	do	do	North City Limits...	No
do ..... do	K.& M.Ry.& T. Co.....	Main	2 Main	Undergrade	M. P. 4.96.....	No
do ..... do	K. C. St. Ry...	2 Main	2 Main & 7 Side	do	M. P. 3.01 10th St. Viaduct.....	No
do ..... do	do	do	2 Main & 1 Side	do	M. P. 3.78 18th St. Viaduct.....	No
do ..... do	do	do	1 Side	At grade	Kan. Ave. & Railroad St.....	No
do ..... do	do	do	do	Undergrade	5th St. & Central Ave. Viaduct.....	No
do ..... do	do	do	do	do	James St. Bridge Kan. River.....	No
do ..... do	City Ry.....	Side	2 Side	At grade	Walker Ave. East....	Yes
Bonner Spgs...Kan.	A. T. & S. F. Ry	Main	2 Main	At grade	0.47 miles W. Station.	No
Sunflower.... do	KCKV&W Ry.	do	Side	do	1.00 do E. do	Yes
Fall Leaf..... do	do	Side	2 Main	Undergrade	3.44 do W. do	No
Lawrence..... do	K.C.K.V.& W. Ry.....	Main	3 Side	At grade	2nd & Locust Sts....	Yes
Topeka..... do	A. T. & S. F....	do	2 Main	At grade	0.45 miles E. Station.	Yes
do ..... do	C.R.I.& P.Ry...	1 Main	Main & 2 Side	At grade	0.27 miles W. Station	Yes
do ..... do	do	do	2 Side	do	0.20 do W. do	No
do ..... do	do	Side	Side	do	0.40 do W. do	No
Manhattan... do	C. R. I. & P. Ry.	Main	Main & 3 Side	At grade	0.09 do W. do	Yes
Detroit..... do	A. T. & S. F. Ry.	do	1 Side	do	1.54 do W. do	Yes
Abilene.....Kan.	A. T. & S. F. Ry.	do	1 Main	do	0.90 miles W. Station	Yes
Salina..... do	do	do	do	do	0.64 do W. do	Yes
do ..... do	do	Main & Side	Side	do	Fifth & North Sts.	Yes
do ..... do	do	Main	Main	do	Fourth & North Sts.	Yes

}See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Continued

KANSAS DIVISION—Concluded

Station and State	Road Crossed	Kind of Track: Crossed	Kind of Track: Crossed By	How Crossed	Location	Track Connection
Salina.....Kan.	Mo. Pac. R. R..	Main	Main	At grade	Fourth & Pine Sts.	No
do ..... do	do	do	2 Side	do	do do do do	Yes
do ..... do	do	2 Side	1 do	do	do do do do	Yes
do ..... do	C.R.I.& P.Ry..	Main	Main	do	Fourth St. N. of Pine St.....	Yes
do ..... do	do	do	Side	do	do do do do	No
do ..... do	do	Side	do	do	Fourth & Pine Sts.	No
do ..... do	do	do	do	do	Fourth St. N. of Elm St.. ...	No
Lincoln Ctr... do	A. T. & S. F. Ry.	do	do	do	0.38 miles E. Station	No
Ellsworth..... do	St. L. & S. F. Ry..	do	do	do	0.62 do W. do	Yes
Lansing..... do	A. T. & S. F. Ry..	do	do	Over grade	2.57 do W. do	No
Minneapolis.. do	do	do	do	At grade	0.43 do W. do	Yes
Beloit..... do	Mo. Pac. R. R..	do	do	do	0.28 do E. do	Yes
Lindsborg..... do	do	do	do	do	0.25 do N. do	Yes
McPherson... do	A. T. & S. F. Ry.	Main & 2 Side	do	do	0.27 do N. do	Yes
St. Joseph.....Mo.	Un. Term. R. R..	Main	Main & Side	At grade	0.32 mile W. Station.	Yes
Troy.....Kan.	C.R.I.& P.Ry.	do	do	Over grade	1.80 do W. do	No
Hiawatha..... do	Mo. Pac. R. R..	do	do	At grade	0.50 do E. do	Yes
Sabetha ..... do	C.R.I.& P.Ry..	do	do	Over grade	0.94 do W. do	No
Hanover..... do	C. B. & Q. R. R.	do	Main	At grade	0.11 do E. do	Yes
Endicott.....Neb.	do	do	do	do	0.10 do E. do	Yes
Fairbury..... do	C.R.I.& P.Ry..	do	Main	do	0.31 do E. do	Yes
do ..... do	do	Side	do	do	0.34 do E. do	No
do ..... do	do	Main	Main	do	1.30 do W. do	No
Belvidere..... do	C. B. & Q. R. R	do	do	do	0.32 do W. do	No
Davenport... do	C. & N. W. Ry.	do	do	do	At Station	Yes
Edgar..... do	C. B. & Q. R. R.	do	do	do	0.23 mile E. Station	No
Hastings..... do	Mo. Pac. R. R..	do	do	do	0.93 do E. do	Yes
do ..... do	C. B. & Q. R. R.	Main & Side	do	do	0.13 do E. do	Yes
do ..... do	do	Main & Side	Main	At grade	0.13 mile E. Station.	No
Grand Island.. do	do	Belt Line	do	do	2.14 do E. do	No
Leavenworth..Kan.	L. T. & B. Co...	Main	do	do	0.12 do E. do	Yes
do ..... do	do	do	Side	do	0.11 do W. do	No
do ..... do	do	do	Jt. U. P. R. R. & M. P. R. R. Main	do	0.11 do W. do	No
do ..... do	C. G. W. Ry.....	Main	do	do	0.12 do W. do	No
do ..... do	do	do	Side	do	0.12 do W. do	No
Frankfort.... do	Mo. Pac. R. R..	do	Main	do	0.23 do S. do	Yes
Irving..... do	do	do	do	do	1.45 do S. do	Yes
Badger.....Neb.	C. B. & Q. R. R.	do	Main	At grade	1.19 do N. do	No
Concordia.....Kan.	do	do	Side	do	0.62 do E. do	Yes
do ..... do	A. T. & S. F. Ry..	do	do	do	0.23 do E. do	No

}See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Concluded

COLORADO DIVISION

Station and State	Road Crossed	Kind of Track: Crossed	Kind of Track: Crossed By	How Crossed	Location	Track Connection
Limon.....Colo.	C.R.I.& P.Ry..	Main	Main	At grade	At station	Yes
Pullman..... do	C. B. & Q. R. R.	Side	do	Over grade	1.29 miles E. tele.off.	No
Denver..... do	Jt. U. P. R. R. & C.B.& Q. R. R.....	do	Side	At Grade	27th & Blake Sts.	Yes
do ..... do	D. T. Corp.(St. Ry.).....	2 Main	do	do	40th & Franklin Sts.	No
do ..... do	do	2 do	do	do	40th & Gilpin Sts.	No
do ..... do	C. B. & Q. R. R.	Main & Side	C. B. & Q. R. R. used by U. P. R. R.-Side	At Grade	At Denver Union Stockyards	Yes
Sand Creek Jct.do	C. B. & Q. R. R.	Main	2 Main	do	At interlocking tower	Yes
Eaton..... do	G. W. Ry.....	do	do	do	0.11 miles N. Station	Yes
Speer.....Wyo.	C. & S. Ry.....	do	do	Over grade	0.10 do S. do	No
Sterling.....Colo.	C. B. & Q. R. R.	do	Main & 2 Side	At grade	0.31 do E. do	Yes
Dent..... do	G. W. Ry.....	do	Main	do	1.95 do S. do	No
Milliken..... do	do	do	do	do	0.32 do N. do	Yes
Kelim..... do	do	do	do	do	0.08 do S. do	Yes
Ft. Collins... do	C. & S. Ry.....	Main & Side	do	do	0.13 do N. do	Yes
do ..... do	do	Main	do	do	0.23 do N. do	Yes
Erie..... do	C. B. & Q. R. R.	do	do	do	At station	No
Valmont..... do	C. & S. Ry.....	Side	Side	do	0.97 mile S. Station.	No
Ara..... do	C. & S. Ry.....	Main	Main	do	0.10 do E. Station.	Yes

)See Junction Stations and Connecting Lines.

MILES OF TRACK PROTECTED BY AUTOMATIC BLOCK SIGNALS

	Main Track	Second Track	Third Track	Fourth Track
Nebraska Division—				
Council Bluffs to Grand Island	141.68	142.31	1.17	1.15
Grand Island to North Platte	137.15	136.65		
)North Platte to Sidney	122.90	123.10		
)Sidney to Cheyenne	100.96	100.96		
Old Main Line Summit to Lane	19.87	6.56		
Hastings to Gibbon	24.90			
Total	547.46	509.58	1.17	1.15
Wyoming Division—				
Cheyenne to Laramie	55.87	55.92		
Laramie to Rawlins	116.65	116.41		
Rawlins to Green River	134.79	134.61		
Green River to Ogden	172.46	172.50		
Total	479.77	479.44		
Kansas Division—				
Kansas City to Junction City	134.48	63.71		
Junction City to Ellis	162.97			
Menoken to Upland	69.57			
Upland to Hastings	120.38			
Total	487.40	63.71		
Colorado Division—				
Ellis to Sharon Springs	125.92			
Sharon Springs to Hugo	105.68			
Hugo to Pullman	102.68			
Denver to Cheyenne	103.62	4.07		
Speer to Borie Junction	5.28			
Julesburg to Sterling	56.76			
Sterling to LaSalle	92.90			
Sand Creek Junction to LaSalle, via Dent	45.22			
Total	638.06	4.07		
Grand Total	2,152.69	1,056.80	1.17	1.15

)225.00 miles of double track protected by Automatic Cab Signals.

INTERLOCKING PLANTS

Location	Protection	Ownership
Nebraska Division		
Council Bluffs (2)	Junction	U. P.
Omaha (2)	Union Depot	U. P.
do Tower C	Yards	U. P.
do Summit	Crossing	U. P.
Gilmore Jct	Junction	U. P. 29.335%, C. B. & Q. 29.335%, M. P. 41.33%
Portal	Crossing	U. P. 50%, M. P. 50%
Lane	Junction	U. P.
Fremont	Crossing	C. B. & Q.
do	do	F. S. Y. & L. Co.
Ames	do	U. P. 62.5%, C. & N. W. 37.5%.
Columbus	do	U. P. 68.75%, C. B. & Q. 31.25%.
Central City	do	U. P. 68.75%, C. B. & Q. 31.25%.
Grand Island	do	U. P. 55.47%, C. B. & Q. 44.53%.
Gibbon	Junction	U. P.
Julesburg	Junction	U. P.
Yutan	Crossing	C. B. & Q.
Lincoln, Hall Tower	do	U. P. 40.10%, C. B. & Q. 59.90%.
Lincoln, Hill St	do	U. P. 50%, C. B. & Q. 50%.
do Baird Tower	do	U. P. 8.906%, C. B. & Q. 91.094%.
Norfolk	do	U. P.
Northport	do	U. P. 50%, C. B. & Q. 50%.
Wyoming Division		
Cheyenne	Yards	U. P.
Borie	Junction	U. P.
Aspen	End of Double Track.	U. P.
Altamont	Beginning of Double Track	U. P.
Granger	Junction	U. P.
Kansas Division		
Kansas City, Mo	Union Depot	K. C. T. Ry. Co.
do Kan., Minn. Ave	Junction	U. P. 22.39%, M. P. 77.61%.
Bonner Springs	A.T.& S.F.Ry.Cross...	U. P. 56.41%, A. T. & S. F. 38.49%, K. C. K. V. & W. 5.10%.
Topeka	A.T.& S.F.Ry.Cross...	U. P. 63.51%, A. T. & S. F. 28.38%, C. R. I. & P. 8.11%.
Ellsworth	Crossing	U. P. 50%, St. L.-S. F. Ry. 50%.
Abilene	do	U. P. 60.00%, A. T. & S. F. 40.00%.
St. Joseph	Missouri River Bdge...	St. J. & G. I.
Hiawatha	Crossing	M. P. R. R.
Hanover	do	St. J. & G. I.
Endicott	do	St. J. & G. I.
Fairbury	do	St. J. & G. I. 50%, C. R. I. & P. 50%.
Belvidere	do	St. J. & G. I. 50%, C. B. & Q. 50%.
Davenport	do	St. J. & G. I. 50%, C. & N. W. 50%.
Edgar	do	St. J. & G. I. 50%, C. B. & Q. 50%.
Hastings	do	St. J. & G. I. 50%, Mo. Pac. 50%.
Hastings	do	U. P. 38%, St. J. & G. I. 12%, C. B. & Q. 50%.
Badger	do	U. P. 50%, C. B. & Q. 50%.
Leavenworth	Crossing and Jct	L. D. & R. R.
Frankfort	Crossing	U. P.
Colorado Division		
Denver	Union Depot	D. U. T. Ry. Co.
Sterling	do	U. P. 46.15%, C. B. & Q. 53.85%.
Sand Creek Jct	Crossing, Junction & End Dbl. Track	U. P. 68.52%, C. B. & Q. 31.48%.
St. Vrains	Crossing	U. P.
Eaton	do	U. P. 50%, G. W. 50%.

ENGINE HOUSES AND TURNTABLES

LOCATION	Engine Houses: No. of Stalls	Engine Houses: Length of Stalls	Turntables: Length in Feet	Turntables: Kind	Turntables: How Operated
NEBRASKA DIVISION					
Council Bluffs	40	18 96 ft. 2 170 ft. 1 188 ft. 3 114 ft. 4 116 ft. 12 118 ft.	100	(5)	Electricity
Omaha	10	77 ft. 4½ in.	72	(1)	do
Valley	3	96 ft.			
Columbus	4	68 ft. 4 in.	72	(1)	Electricity
Grand Island	23	15 77 ft. 4½ in. 8 88 ft. 3 in.	92	(3)	Electricity
do	15	96 ft.			
Lincoln	3	1 66 ft. 2 80 ft.	85	(2)	Electricity
Beatrice	4	65 ft. 6 in.	72	(1)	do
Norfolk	2	78 ft. 3 in.	80	(1)	Hand
St. Paul	1	102 ft.			
Ord	1	78 ft.			
Kearney	4	80 ft. 8 in.			
Stapleton	2	78 ft. 11 in.			
North Platte	28	114 ft.	100	(5)	Electricity
Sidney	7	96 ft.	92	(3)	Electricity
Northport			80	(1)	Hand
Gering	5	96 ft.	85	(2)	Electricity
South Torrington	2	85 ft. 11 in.			
WYOMING DIVISION					
Cheyenne	20	120 ft.	126	(2)	Electricity
do	[1]28	1 114 ft. 17 135 ft. 2 141 ft. 2 163 ft. 6 120 ft.	60	(1)	Hand
Laramie	27	1 108 ft. 6 114 ft. 13 130 ft. 7 150 ft.	135	(2)	Electricity
Hanna	2	1 72 ft. 1 81 ft.			
Rawlins	[3]20	10 96 ft. 10 87 ft. 6 in.	100	(6)	Electricity
Rock Springs	8	6 96 ft. 2 114 ft. 1 144 ft. 5 118 ft.	100	(6)	do
Green River	29	15 150 ft. 5 156 ft. 3 178 ft.	135	(2)	do
Evanston (used as Reclamation Plant)	26	15 96 ft. 8 104 ft. 3 114 ft.	100	(6)	Electricity
Echo			80	(1)	Hand
Ogden	20	11 114 ft. 8 153 ft. 1 233 ft.	135	(2)	Electricity
KANSAS DIVISION					
Kansas City	[4]35	28 96 ft. 2 114 ft. 5 102 ft.	110	(4)	Electricity
Lawrence	2	70 ft.	66	(1)	Hand
Topeka	2	84 ft. 6 in.	72	(1)	do
Manhattan	2	70 ft.	72	(1)	do
Junction City	20	96 ft.	92	(3)	Electricity
Salina	7	85 ft.	72	(1)	do
Ellis	14	96 ft.	92	(3)	do
Beloit			66	(1)	Hand
McPherson			66	(1)	do
Plainville	2	78 ft. 6 ft.			
St. Joseph (St. J. T. R. R.)	[2]14	12 79 ft. 2 71 ft. 2 in.	90	(2)	Electricity
Hanover			80	(1)	Air
Leavenworth			66	(1)	Hand

[1] 1-114′ stall used for pipe and tool shops.
[3] 4-87′ 6″ stalls and 3-96′ stalls used by Store Dept.
[4] 8 stalls used as machine shops and 4 stalls used for servicing diesel engines.
[2] 2-71′ 2″ stalls and 1-79′ stall used as Boiler Shop, Locker Room and Machine Shop.

ENGINE HOUSES AND TURNTABLES—Concluded

LOCATION	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
KANSAS DIVISION —Concluded					
Concordia	2	88 ft.			
Marysville	]16	10 96 ft. 6 110 ft.	100	(4) (3)	Electricity
Hastings	8	96 ft.	92	(3)	Electricity
COLORADO DIVISION					
Oakley	4	1 96 ft. 3 69 ft.			
Sharon Springs	5	85 ft.	80	(1)	Air
Hugo	8	85 ft.	80	(1)	Hand
Pullman	]47	1 100 ft. 19 98 ft. 7 84 ft. 20 78 ft.	100	(4)	Electricity
La Salle	4	85 ft.	80	(1)	Electricity
Sterling	10	85 ft.	80	(1)	Electricity

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

]1-96′ stall used as machine shop.
]1-98′ and 9-78′ stalls used as repair shops.

WYES

NEBRASKA DIVISION

Council Bluffs	Valparaiso	Pleasanton	Egbert
Valley	Oconee	Callaway	Lewellen
Columbus	Genoa	Stapleton	Gering
Central City	Albion	O'Fallons	Lyman
Grand Island	Spalding	North Platte	Yoder
Gibbon	St. Paul	Julesburg	South Torrington
Kearney	Ord	Sidney	Creighton
Lexington	Boelus	Pine Bluffs	Lagrange
Gothenburg	Loup City		

WYOMING DIVISION

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

KANSAS DIVISION

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

COLORADO DIVISION

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

]Owned by U. S. Government.
§Owned by C. & S. Ry. but used jointly.
]Owned by C. B. & Q. but used jointly.

FUEL STATIONS

Location	Kind	Capacity
NEBRASKA DIVISION		
Council Bluffs	Conveyor type (4 track)	650 tons
Omaha	Coal trestle (1 track)	2 10-ton pockets
Valley	Conveyor type (4 track)	150 tons
Columbus	Conveyor type (4 track)	350 tons
Grand Island	Conveyor type (4 track)	650 tons
Kearney	Conveyor type (4 track)	3 80-ton pockets
Gothenburg	do do	2 60-ton pockets 4 35-ton pockets
Valparaiso	Skip Hoist Type (2 track)	50 tons
Lincoln	Coal platform	60 tons
Norfolk	Coal platform derrick and air hoist.	81 tons
Ord	Coal platform	90 tons
St. Paul	Coal platform derrick and air hoist.	100 tons
Stapleton	Coal platform and air hoist	78 tons
North Platte	Conveyor type (4 track)	4 100-ton pockets
Ogallala	Conveyor type (3 track)	3 80-ton pockets
Julesburg	Conveyor type (4 track)	3 60-ton pockets 2 30-ton pockets
Sidney	Conveyor type (4 track)	450 tons
Pine Bluffs	Conveyor type (3 track)	380 tons
Lewellen	Coal platform derrick and air hoist.	60 tons
Northport	Conveyor type	1 50-ton pocket
Gering	Skip Hoist Type (2 track)	50 tons
Yoder	Skip Hoist Type (1 track)	50 tons
Albin	Skip Hoist Type (1 track)	50 tons
WYOMING DIVISION		
Cheyenne	Conveyor type (5 track)	650 tons
Laramie	Conveyor type (5 track)	650 tons
Rock River	Conveyor type (3 track)	3 100-ton pockets
Hanna	Conveyor type M. L. (4 track)	420 tons.
Rawlins	Conveyor type (5 track)	650 tons
Wamsutter	Conveyor type (3 track)	450 tons
Bitter Creek	Conveyor type (3 track)	2 100-ton pockets
Rock Springs	Skip Hoist Type (2 track)	300 tons
Green River	Conveyor type (3 track)	500 tons
Carter	Conveyor type (3 track)	420 tons
Evanston	Skip Hoist Type (3 track)	200 tons
Echo	Skip Hoist Type (2) track	200 tons
Ogden	Conveyor type (3 track)	350 tons
KANSAS DIVISION		
Kansas City, Kan.	Conveyor type (3 track)	500 tons
Lawrence	Coal platform (1 track)	30 tons
Topeka	Conveyor type (2 M.L. track)	2 50-ton pockets 2 70-ton pockets
Manhattan	Coal platform derrick and air hoist (2 track)	100 tons
Junction City	Conveyor type (4 track)	450 tons
Salina	Conveyor type (1 M. L. track)	2 60-ton pockets
Dorrance	Conveyor type (1 M. L. track)	50 tons
Ellis	Cable hoist (2 track)	2 100-ton pockets
Plainville	Platform and air hoist (2 track)	105 tons
St. Joseph (St. J. T. R. R.)	Coal chute (2 track)	19 5-ton pockets
Sabetha	Coal chute (1 track)	6 10-ton pockets
Carleton	Coal chute (1 M.L. & 1 Yd. track)	12 10-ton pockets
Concordia	Coal platform	30 tons
Hastings	Conveyor type (1 M.L. & 2 Yd. trk.)	300 tons
Marysville	Skip Hoist (3 track)	450 tons
COLORADO DIVISION		
Oakley	Conveyor type (1 M.L. track)	150 tons
Sharon Springs	Conveyor type (1 track)	1 50-ton pocket
Kit Carson	Conveyor type (1 M.L. track)	50 tons
Hugo	Conveyor type (1 track)	1 50-ton pocket
Deer Trail	do (1 M.L. track)	50 tons
Pullman	Conveyor type (4 track)	650 tons
LaSalle	Conveyor type (3 M.L. track)	350 tons
Carr	do (1M. L. & 1 Side Trk.)	150 tons
Sterling	Conveyor type (1 track)	1 50-ton pocket
Ft. Morgan	Coal chute steam hoist (1 M.L. trk.)	2 5-ton pockets

FUEL OIL AND WATER STATIONS

STREAMLINE AND MOTOR TRAINS

Location	Fuel Oil		Water
	Streamline Trains	Motor Trains	
NEBRASKA DIVISION			
Council Bluffs	.....	24,000 gallons Gas & Oil	Yes
Omaha	20,000 gallons	11,500 gallons Gas & Oil	Yes
North Platte	20,000 gallons	.....	Yes
Columbus	.....	6,852 gallons Butane, Gas & Oil	Yes
Grand Island	.....	27,566 gallons Butane, Gas & Oil	Yes
Kearney	.....	8,554 gallons Butane, Gas & Oil	Yes
Lincoln	.....	17,566 gallons Butane	Yes
WYOMING DIVISION			
Cheyenne	40,000 gallons	.....	Yes
Rawlins	No	.....	In Emergency
Green River	No	.....	Yes
Ogden	20,000 gallons	.....	No
KANSAS DIVISION			
Kansas City	20,000 gallons	.....	Yes
Junction City	20,000 gallons	17,000 gallons Gas	Yes
Ellis	20,000 gallons	.....	Yes
Salina	.....	10,000 gallons Gas 20,784 gallons Butane	Yes
St. Joseph	.....	12,500 gallons Gas	Yes
Marysville	.....	16,586 gallons Gas	Yes
COLORADO DIVISION			
Denver	20,000 gallons	.....	Yes
Sharon Springs	.....	.....	Yes
Oakley	.....	12,750 gallons Dist. 5,000 gallons Gas	In Emergency
Hugo	.....	.....	do
Sterling	.....	.....	do

}Diesel Switchers.

WATER STATIONS

Nebraska Division

Location		Source of Supply	Pumping Plant: Power	Pumping Plant: Capacity Gals. per Min.	Capacity of Tank Gals.	No. of Water Columns
First Sub-Division: Council Bluffs to Grand Island	Council Bluffs	City Water	.....	.....	500,000	6
	Omaha	do	.....	.....	.....	2
	South Omaha	do	.....	.....	.....	1
	Valley	Well	Gas	250	200,000	3
	do	do	Electricity	800	.....	.....
	Fremont	do	Electricity	300	100,000	3
	North Bend	do	Gas	250	65,000	2
	Schuyler	do	Electricity	150	50,000	2
	Columbus	do	do	440	350,000	2
	Silver Creek	do	Gas	250	65,000	2
	Central City	do	Electricity	375	65,000	2
Second Sub-Division: Grand Island to North Platte	Grand Island: Stock Yards	Well	Electricity	1000	65,000	1
	Shop Yards	Well	Electricity	1000	500,000	3
	Depot	Well	Electricity	1000	65,000	2
	Wood River	do	Gas	200	65,000	2
	Gibbon	Well & City Water	do	250	65,000	2
	Kearney: Coal Chute	Well	Electricity	825	200,000	3
	Elm Creek	do	Gas	135	65,000	2
	Lexington	City Water	.....	.....	200,000	2
	Cozad	Well	Gas	175	65,000	2
	Gothenburg	do	Electricity	450	125,000	.....
					65,000	2
	Brady Island	Well & City Water	Gas	250	65,000	1
Third Sub-Division: North Platte to Sidney	North Platte Depot	North Platte River & City	Electricity	800	65,000 65,000 500,000	6
	Stock Yards	Well	do	100	50,000	.....
	O'Fallons	do	Gas	200	65,000	2
	Paxton	Wells & City	do	165	65,000	2
	Ogallala	Wells & City	Electricity	800	200,000	2
	Big Springs	Well & City	Gas	165	65,000	2
	Julesburg	Wells & City	Electricity	250	200,000	3
	Chappell	do do	Gas	200	65,000	2
	Lodge Pole	do do	do	395	65,000	2
Fourth Sub-Division: Sidney to Cheyenne	Sidney	Wells	Electricity	940	65,000	4
	Potter	City	.....	.....	65,000	1
	Kimball	Well & City	Gas	225	65,000	2
	Bushnell	do do	do	165	65,000	1
	Pine Bluffs	do do	Electricity	450	65,000	3
	Egbert	do	Gas	135	65,000	2
	Hillsdale	do	Electricity	335	65,000	2
Beatrice Branch	Wahoo	Well & City	Windmill	50	50,000	1
	Valparaiso	do	Electricity	350	65,000	1
	Lincoln	City Water	.....	.....	.....	1
	Hanlon	Well	Windmill	50	65,000	1
	Cortland	Well & City	do	20	65,000	1
	Beatrice	City Water	.....	.....	65,000	2
Stromsburg Branch	David City	City Water	.....	.....	.....	1
	Stromsburg	City Water	.....	.....	.....	1
Norfolk Branch	Humphrey	City Water	.....	.....	.....	1
	Madison	City Water	.....	.....	.....	1
	Norfolk	City Water	.....	.....	.....	1
Albion Branch	Genoa	Well & City Water	.....	.....	65,000	1
	Albion	City Water	.....	.....	.....	1
Cedar Rapids Branch	Cedar Rapids	City Water	.....	.....	.....	1
	Spalding	do	.....	.....	50,000	.....

WATER STATIONS—Continued

Nebraska Division—Concluded

Location		Source of Supply	Pumping Plant: Power	Pumping Plant: Capacity Gals. per Min.	Capacity of Tank Gals.	No. of Water Columns
Ord Branch	St. Paul	Well & City				1
	Scotia Junction	Well	Windmill	50	65,000	1
Loup City Branch	Boelus	City Water				1
	Loup City	City Water				1
Pleasanton Branch	Pleasanton	Well	Windmill	50	50,000	
Hastings Branch	Hayland	Well	Elect	100	65,000	1
Kearney Branch	Watertown	Well	Gas	50	50,400	1
	Callaway	City Water				1
	Arnold	do				1
	Stapleton	do				1
North Platte Branch	Keystone	Well	Gas	200	65,000	1
	Lewellen	do	do	165	65,000	1
	Lisco	do	do	165	65,000	1
	Northport	do	do	200	65,000	1
	Gering	Wells & City	do	117	65,000	3
	Lyman	Well	do	165	65,000	1
	Yoder	do	do	165	65,000	1
	S. Torrington	do	do	200	65,000	1
North Platte Cut-Off	Albin	Well	Gas	100	50,000	1
	Lagrange	do	do	150	50,000	1
	Hawk Springs	do	do	150	50,000	1

Wyoming Division

Fifth Sub-Division: Cheyenne to Laramie	Cheyenne	City Water			350,000	7
	Corlett	Clear Creek	Oil	135	50,000	1
	Otto	Lone Tree Crk.	do	350	200,000	2
	Granite Canon	Crow Creek & Springs	do	335	125,000 (Res.) 130,000 (Res.)	2
	Buford	Lone Tree Crk.	Oil	350	125,000	2
	Dale Creek	Dale Creek	do	200	45,000	1
	Colores	Springs / Well	Gravity / Gas	150	200,000	2
	Red Buttes	Springs	Gravity		50,000	
Sixth Sub-Division: Laramie to Rawlins	Laramie	Springs	Gravity		65,000 200,000	7
	Rock River	Rock Creek	Gravity		500,000	3
	Medicine Bow	City Water	do			2
	Hanna	U.P. Water Co.	do		65,000 200,000	3
	Ft. Steele	U.P. Water Co.			65,000	2
Seventh Sub-Division: Rawlins to Green River	Rawlins	U.P. Water Co.			500,000	5
	Riner	Wells	Steam	100	500,000	2
	Wamsutter	do	do	400	350,000	2
	Bitter Creek	Antelope Sprgs and Wells	Gravity / Gas	900	350,000 250,000 100,000 (Cistern)	2
	Point of Rocks	Wells	Oil	300	350,000	3
	Rock Springs	So. Wyo. Utilities Company			65,000	3
	do	do			350,000 (SWU Co.)	
	Green River	do			500,000	8

WATER STATIONS—Continued

Wyoming Division—Concluded

Location		Source of Supply	Pumping Plant: Power	Pumping Plant: Capacity Gals. per Min.	Capacity of Tank Gals.	No. of Water Columns
Eighth Sub-Division: Green River to Ogden	Granger	Hams Fork River & Wells	Steam	400	200,000	4
	Carter	Little and Hague Creeks	Gravity		500,000 (Res.)	3
	Leroy	do	do		400,000 (Res.)	2
	Spring Valley	do	do		50,000	1
	Evanston	City Water	Gravity		350,000	3
	Wahsatch	Springs	Gravity		65,000	2
	Castle Rock (EBML)	Well	Oil	300	50,000	1
	Castle Rock (WBML)	do	do	300	65,000	1
	Emory	Springs	Gravity		50,000	1
	Echo	Weber River	Steam	400	200,000	2
	Morgan	Springs	Gravity		65,000	2
	Gateway	do	do		50,000	1
	Ogden	Taylor Canyon City Water & Weber River	do			
	do	Auxiliary Plant	Electricity / Steam	1000	65,000	2
Superior Branch	Superior	U.P. Coal Co.	Gravity		50,000	1
Park City Branch	Homer Spur	Springs	Gravity		25,000 (Res.)	1
	Park City	City Water				2

Kansas Division

Eastern Sub-Division: Kansas City to Junction City	Kan. Cy., Kan.	City Water			200,000	3
	Lawrence	City Water and Wells	Gas	300	(2)65,000	2
	Perry	Delaware Rvr. and Wells	do	150	65,000	2
	Topeka (East)	City Water	do		65,000	1
	do (West)	Well	Electricity	435	(2)65,000	2
	Rossville	Well	do	150	65,000	1
	Wamego	City Water			65,000	2
	Manhattan	City Water and Wells	Steam	300	50,000	2
	Junction City	City Water			200,000	2
Western Sub-Division: Junction City to Ellis	Abilene	City Water			65,000	2
	Salina	City Water			65,000	2
	Kanopolis	City Water				1
	Ellsworth	Well	Gas	196	65,000	1
	Dorrance	Wells	do	126	50,000	1
	Russell	City Water				1
	Gorham	Well	Gas	150	65,000	1
	Hays	Big Creek	do	150	65,000	1
	Ellis	do	Steam	200 145	65,000	3
St. Joseph Sub-Division: St. Joseph to Marysville	St. Joseph (St. J. T. R. R.)	City Water			50,000	
	Severance	Well	Gas	190	50,000	
	Hiawatha	City Water			65,000	2
	Sabetha	City Water			65,000	1
	Seneca	City Water			94,000 Standpipe	1

WATER STATIONS—Continued

Kansas Division—Concluded

Location		Source of Supply	Pumping Plant: Power	Pumping Plant: Capacity Gals. per Min.	Capacity of Tank Gals.	No. of Water Columns
Grand Island Sub-Division: Marysville to Grand Island	Marysville	Big Blue River, Well and City Water	Steam and Oil	650	116,000 Standpipe	1
			Electricity	500		
	Marysville	do	Steam and Oil	650	100,000	5
			Electricity	500	50,000	
	Hanover	Little Blue River & Well	Oil	225	50,000	
	Fairbury	City Water			50,000	1
	Alexandria	Well	Oil	267	50,000	
	Carleton	do	do	220	94,000 Standpipe	1
	Edgar	City Water				1
	Hastings	City Water			100,000	2
	Grand Island	Well	Electricity	1,000	500,000	6
Manhattan Branch	Garrison	Big Blue River & Well	Windmill & Steam	233	65,000	1
	Blue Rapids	City Water			50,000	
Junction City Branch	Wakefield	City Water			50,000	
	Concordia	City Water				1
	Clay Center	do			25,000	
Solomon Branch	Minneapolis	City Water			50,000	
	Beloit	do	Windmill	50	50,000	
McPherson Branch	McPherson	City Water				1
Plainville Branch	Beverly	Wells	Steam	183	50,000	
	Sylvan Grove	do	Oil	150	65,000	
	Paradise	do	Gas	147	50,000	
	Plainville	City Water			50,000	
		Well	Gas	150		
		do	Steam	240		
	Palco	Well	Windmill	3	10,000	
	Bogue	City Water				1
	Morland	do	do	50	65,000	
	Hoxie	City Water				1
	Menlo	Well		15	50,000	
	Colby	City Water				1
Highland Branch	Highland	City Water				1
Topeka Sub-Division:	Emmett	Cross Creek	Windmill and Oil	283	65,000	
	Onaga	Vermillion River, Hise Creek, Well and City	Oil and Steam	343	65,000	1
	Frankfort	City Water and Well	Windmill	50	65,000	1

WATER STATIONS—Concluded

Colorado Division

Location		Source of Supply	Pumping Plant: Power	Pumping Plant: Capacity Gals. per Min.	Capacity of Tank Gals.	No. of Water Columns
Ellis Sub-Division: Ellis to Sharon Spgs.	Wakeeney	City Water			50,000	1
	Winona	City Water				1
	Buffalo Park	Well	Windmill and Steam	10	65,000	1
	Oakley	City Water			65,000	2
	Sharon Springs	Eagle Tail Creek	Gravity		65,000	3
Hugo Sub-Division: Sharon Springs to Hugo	Weskan	Well	Windmill	8	65,000	1
	Cheyenne Wells	City Water		60	65,000	1
	Kit Carson	Well	Oil	130	65,000	
	Clifford	Well	Gas	130	65,000	1
	Hugo	City Water			65,000	3
Denver Sub-Division: Hugo to Denver	Lake	Well	Gas	180	65,000	1
	Deer Trail	do	Electricity	200	50,000	1
	Strasburg	do	Gas, Oil	110	65,000	1
	Watkins	do	Oil	150	50,000	
Northern Sub-Division: Denver to Cheyenne	Pullman	City Water			65,000	7
	Brighton	Well	Steam	150	65,000	1
	LaSalle	do	Electricity	165	65,000	4
	Greeley	City Water			65,000	2
	Pierce	Well	Electricity	180	65,000	1
	Carr	Well	Oil	180	65,000	2
					65,000	
	Speer	Well	Oil	55	65,000	1
Julesburg Sub-Division: Julesburg to Sterling	Sedgwick	City Water			65,000	1
	Crook	do				1
	Sterling	Well & City			65,000	3
Sterling Sub-Division: Sterling to LaSalle	Snyder	do	Windmill	50	65,000	1
	Ft. Morgan	City Water			65,000	1
	Orchard	Well	Windmill		65,000	1
	Hardin	do	do		65,000	1
Dent Sub-Division: Sand Creek Jct. to LaSalle	St. Vrains	Cistern (Water Hauled)	Oil	245	65,000	1
	Dent	do	Electricity	300	50,000	1
Boulder Branch	Ara (C.& S.Ry.)	City Water			50,000	1
Ft. Collins Branch	Ft. Collins	City Water				1
Greeley Branch						

WATER SOFTENERS

Location	Kind	Capacity Gallons per Hour	Year Built
NEBRASKA DIVISION:			
Council Bluffs	International	50,000	1938
Omaha (Union Station)	Treating Plant for Streamliners		1938
Fremont	Zeolite	8,000	1929
Columbus	International	30,000	1927
Grand Island	2-Wayside Treating Plants		1939
Kearney	Graver, Type K	25,000	1919
Gothenburg	Wayside Treating Plant		1941
Ogallala	Infilco	50,000	1945
Julesburg	International	20,000	1920
Sidney	Infilco	50,000	1945
Kimball	Kennicott	10,000	1904
North Platte	International	60,000	1929
Pine Bluffs	Wayside Treating Plant		1941
Valparaiso	International	10,000	1926
Beatrice	Graver, Type K	10,000	1926
WYOMING DIVISION			
Cheyenne	Wayside Treating Plant		1934
Laramie	International	80,000	1940
Hanna	Infilco	50,000	1945
Rawlins	International	70,000	1940
Bitter Creek	Roberts	32,000	1928
Green River	International	70,000	1931
Granger	Graver, Type K	20,000	1923
Evanston	Wayside Treating Plant		1941
Echo	International	30,000	1931
Ogden	Wayside Treating Plant		1935
Superior	Wayside Treating Plant		1944
KANSAS DIVISION			
Kansas City, Kan	Graver, Type K	30,000	1923
Lawrence	Infilco	12,000	1945
Topeka	International	24,000	1941
do	Wayside Treating Plant		1941
Manhattan	Zeolite	8,000	1928
Junction City	International	20,000	1923
Salina	Infilco	12,000	1945
Ellsworth	American Water Softener	10,000	1938
Dorrance	Kennicott	10,000	1904
Ellis	Infilco	12,000	1945
Onaga	Graver, Type K	10,000	1920
Marysville	do	25,000	1924
St. Joseph	Wayside Treating Plant		1941
COLORADO DIVISION			
Oakley	Wayside Treating Plant		1941
Sharon Springs	International	10,000	1942
Kit Carson	Kennicott	10,000	1904
Denver	Wayside Treating Plant		1933
do	Zeolite Plant		1937
Brighton	Wayside Treating Plant		1939
La Salle	Graver Type K	15,000	1904
Ft. Morgan	Wayside Treating Plant		1936

TRACK SCALES

Location	Capacity Tons	Length Feet	Make	Recording Device
NEBRASKA DIVISION				
Council Bluffs (3)	150	50	Fairbanks	Type Register
Omaha (4)	150	50	do	do
do —Coach Yard	100	70	do	do
South Omaha	150	56	do	do
Fremont	100	50	do	do
Columbus	100	50	Strait	do
Grand Island	150	50	Fairbanks	do
Kearney	150	50	Strait	do
Lexington	150	50	Fairbanks	do
North Platte	150	50	Strait	do
Gering	150	50	Fairbanks	do
Lincoln	150	50	do	do
Beatrice	150	50	do	do
Norfolk-Jt. with C. St. P. M. & O. Ry	150	50	do	do
WYOMING DIVISION				
Cheyenne	150	50	do	do
Cheyenne	150	50	Strait	do
Laramie	150	50	do	do
Hanna	100	50	Fairbanks	do
Rawlins	100	40	do	do
Rock Springs	150	50	do	do
Green River	150	50	Strait	do
Evanston	100	50	Fairbanks	do
Ogden—O. U. R. & D. Co.	150	50	do	do
do do	100	50	do	do
Coalville	150	50	do	do
Gunn	100	50	do	do
KANSAS DIVISION				
Kansas City, Kan	150	63	do	do
Lawrence	100	50	do	do
Topeka	150	50	do	do
Junction City	150	50	do	do
Salina	150	50	do	do
Ellis	150	50	do	do
St. Joseph, Jt.—A. T. & S. F. Ry	100	50	do	do
Marysville	150	50	do	do
Hastings	150	50	Strait	do
Leavenworth	100	50	Fairbanks	do
COLORADO DIVISION				
Sharon Springs	100	50	do	do
Denver	100	40	do	do
do	125	60	do	do
Brighton	150	50	do	do
Greeley	150	50	do	do
Ovid	150	50	do	do
Sterling	150	50	do	do
Ft. Collins	150	50	do	do

STOCK YARDS

NEBRASKA DIVISION
FIRST SUBDIVISION

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Council Bluffs...Iowa	12	.....	.....	6	25	25	Water.
Foxley.....Neb.	4	.....	.....	1	13	13	Scale & Truck Chute.
South Omaha.... do	.....	.....	.....	.....	.....	.....	Union Stock Yard.
Gilmore..... do	2	.....	1	1	10	10	Water.
Papillion..... do	3	.....	1	.....	13	13	Water.
Millard..... do	3	.....	2	.....	17	17	Water, Scales.
Elkhorn..... do	3	.....	.....	1	12	12	Water.
Valley..... do	72	22	.....	10	72	166	Chutes, Scales, Water, Covered Pens, U. P. propy.
Fremont..... do	.....	.....	.....	.....	.....	.....	F. S. Y. & L. Co.
North Bend..... do	4	.....	1	.....	20	20	Water, Scales.
Schuyler(North). do	18	.....	.....	2	26	26	Water, Scales.
Columbus(South) do	4	.....	.....	2	15	15	Water.
Duncan..... do	2	.....	1	.....	10	10	Water, Scales.
Silver Creek..... do	4	.....	2	.....	25	25	Water, Scales.
Havens..... do	4	.....	1	.....	7	7	Water.
Clarks (East)..... do	2	.....	.....	1	15	15	Private Water.
Clarks (West)..... do	5	.....	1	1	15	15	Water, Scales.
Central City..... do	3	.....	1	.....	18	18	Water, Scales, Truck Chute.
Paddock..... do	3	.....	.....	1	18	18	Water.
Chapman..... do	3	.....	.....	1	12	12	Water, Scales.
Grand Island (East)..... do	17	12	.....	6	29	135	Water.
Grand Island (West)..... do	182	188	.....	14	110	130	Water, Lights, Truck Chutes, Privately Owned Yards.
Grand Island.... do	16	16	.....	6	28	180	Water, Lights, Truck Chutes, U. S. Yards of G.I. Ltd.

SECOND SUBDIVISION

Grand Island (East).....Neb.	17	12	.....	6	29	135	Water.
Grand Island (West)..... do	182	188	.....	14	110	130	Water, Lights, Truck Chutes, Privately Owned Yards.
Grand Island.... do	16	16	.....	6	28	180	Water, Lights, Truck Chutes, U. S. Yrds. of G. I. Ltd.
Alda..... do	3	.....	.....	1	12	12	Water, Scales.
Wood River..... do	5	.....	1	1	15	15	Water, Scales, Lights.
Shelton..... do	2	.....	.....	1	10	10	Water, Scales, Truck Chute
Gibbon..... do	7	.....	1	1	42	42	Water, Scales.
Optic..... do	1	.....	1	.....	6	6	.....
Buda..... do	2	.....	.....	1	12	12	Water.
Kearney (East).. do	10	.....	.....	2	43	43	Water, Scales.
Kearney (West).. do	4	.....	.....	1	15	15	Water.
Odessa..... do	4	.....	1	.....	13	13	Water, Scales.
Elm Creek..... do	2	.....	1	.....	12	12	Water, Scales.
Overton..... do	6	.....	.....	1	21	21	Water, Scales.
Lexington..... do	13	.....	1	1	40	40	Water, Scales.
Darr..... do	2	.....	.....	1	12	12	Water, Scales.

)For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS

NEBRASKA DIVISION—Continued
SECOND SUBDIVISION—Concluded

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Cozad.....Neb.	8	.....	.....	2	30	30	Water, Scales.
Willow Island.... do	4	.....	.....	2	18	18	Water.
Gothenburg..... do	6	.....	1	1	20	20	Water, Private Scales.
Brady Island.... do	4	.....	1	.....	24	24	Water, Scales.
Maxwell..... do	4	.....	.....	1	21	21	Water, Scales.
Keith..... do	2	.....	1	.....	11	11	Scales.
North Platte.... do	38	39	6	8	92	273	Water, Feed, Scales.

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

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

BEATRICE BRANCH

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

STROMSBURG BRANCH

Valparaiso.....Neb.	1	.....	1	.....	4	4	Water, Scales.
Hordville..... do	2	.....	.....	1	4	4	Water, Scales.
Heber..... do	3	.....	1	.....	26	26	Water.

)For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS

NEBRASKA DIVISION—Continued

NORFOLK BRANCH

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Columbus.....Neb.	4	.....	.....	2	15	15	Water.
Sheldonville..... do	2	.....	1	.....	6	6	Water.
Tarnov..... do	1	.....	1	.....	3	3	Water.
Humphrey..... do	3	.....	.....	1	19	19	Water, Scales, Lights.
Madison..... do	7	.....	.....	1	14	14	Water, Scales.
Enola..... do	2	.....	.....	1	5	5	Water.
Norfolk..... do	2	.....	1	.....	12	12	Water, Scales.

ALBION BRANCH

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

CEDAR RAPIDS BRANCH

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

ORD BRANCH

Grand Island (East.).....Neb.	17	12	.....	6	29	135	Water.
Grand Island (West)..... do	182	188	.....	14	110	130	Water, Lights, Truck Chutes, Privately Owned Yards.
Grand Island.... do	16	16	.....	6	28	180	Water, Lights, Truck Chutes U. S. Yrds. of G. I. Ltd.
St. Libory..... do	2	.....	1	.....	10	10	Water, Scales.
St. Paul..... do	2	.....	1	.....	11	11	Water, Scales.
Cotesfield..... do	3	.....	1	.....	8	8	Water, Scales.
Week's Spur..... do	2	.....	1	.....	2	2	.....
Scotia..... do	3	.....	1	.....	9	9	Water, Scales.
North Loup..... do	4	.....	1	.....	11	11	Water, Scales.
Ord..... do	7	.....	1	1	26	26	Water, Scales.

LOUP CITY BRANCH

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

Capacity in Decks for Immediate Loading (600 sq. ft.)

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

STOCK YARDS

NEBRASKA DIVISION—Continued

PLEASANTON BRANCH

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Boelus.....Neb.	1	.....	1	.....	5	5	Water, Scales.
South Ravenna. do	2	.....	1	.....	10	10	Water, Scales.
Pleasanton..... do	2	.....	1	1	11	11	Water, Private Scales.

HASTINGS BRANCH

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

KEARNEY BRANCH

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

NORTH PLATTE BRANCH

Coker.....Neb.	9	.....	1	1	24	24	Water, Scales.
Sarben..... do	3	.....	1	.....	11	11	Water, Scales.
Nevens..... do	3	.....	1	.....	20	20	Water.
Broganville..... do	5	.....	1	.....	17	17	Water, Scales.
Keystone..... do	7	.....	1	1	34	34	Water, Scales.
Kingsley..... do	4	.....	.....	1	17	17	.....
Martin..... do	6	.....	1	1	13	13	Water, Scales.
Lemoyne..... do	7	.....	1	1	19	19	Water, Scales.
Belmar..... do	5	.....	1	.....	12	12	Water, Scales
Ruthton..... do	7	.....	2	.....	28	28	Water, Scales.
Lewellen..... do	8	.....	1	1	38	38	Water, Scales.
Oshkosh..... do	8	.....	1	1	20	20	Water, Scales.
Lytle..... do	1	.....	1	.....	7	7	Water.
Lisco..... do	5	.....	1	1	27	27	Water, Scales.
Finley..... do	2	.....	1	.....	13	13	Water.
Broadwater..... do	5	.....	1	1	27	27	Water, Scales.
Northport..... do	5	.....	1	1	26	26	Water, Scales.
Mohler..... do	2	.....	.....	1	5	5	Water, Scales.
South Bayard... do	4	.....	1	1	22	22	Water, Scales.
McGrew..... do	2	.....	.....	1	14	14	Water, Scales.
Melbeta..... do	8	.....	.....	2	35	35	Water, Scales.
Brockhoff..... do	2	.....	.....	1	4	4	.....
Gering (South)... do	26	7	.....	4	108	131	Water, Scales.
Gering (North).. do	7	.....	.....	2	30	30	Water, Private Scales.
Coetin..... do	2	.....	.....	1	5	5	Water.
Haig..... do	5	.....	.....	2	32	32	Water, Scales.

Capacity in Decks for Immediate Loading (600 sq. ft.)

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

STOCK YARDS

NEBRASKA DIVISION—Concluded
NORTH PLATTE BRANCH—Concluded

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
South Mitchell...Neb.	5	.....	.....	2	25	25	Water, Scales.
South Morrill.... do	2	.....	.....	1	12	12	Water, Scales.
Lyman..... do	4	.....	.....	2	25	25	Water, Scales.
Lyman (G.W.S. Co.)..... do	2	.....	.....	1	4	4	.....
Huntley.....Wyo.	4	.....	1	1	14	14	Water, Scales.
Holly..... do	3	.....	.....	1	8	8	.....
Yoder..... do	3	.....	1	1	12	12	Water.
Veteran..... do	4	.....	1	.....	19	19	Water, Scales.
Heldt..... do	2	.....	.....	1	6	6	.....
Cottier..... do	3	.....	1	1	12	12	Water.
South Torrington do	5	.....	.....	2	28	28	Water, Scales.
GERING BRANCH							
Gering (South)...Neb.	26	7	.....	4	108	131	Water, Scales.
Gering (North).. do	7	.....	.....	2	30	30	Water, Private Scales.
Mathers..... do	2	.....	.....	1	10	10	Water, Scales.
Hilliker..... do	1	.....	.....	1	4	4	.....
Riford..... do	3	.....	.....	1	14	14	Scales.
LYMAN BRANCH							
Lyman.....Neb.	4	.....	.....	2	25	25	Water, Scales.
Lyman (G. W. S. Co.)..... do	2	.....	.....	1	4	4	.....
Sears..... do	3	.....	.....	1	13	13	Scales.
Hartman..... do	2	.....	.....	1	10	10	Water.
Stegall..... do	3	.....	.....	1	5	5	Scales.
SEARS BRANCH							
Sears.....Neb.	3	.....	.....	1	13	13	Scales.
Janise..... do	4	.....	.....	1	16	16	Water, Scales.
NORTH PLATTE CUT-OFF							
Egbert.....Wyo.	3	.....	1	.....	18	18	Water, Scales.
Lindbergh..... do	2	.....	.....	1	5	5	Water, Scales.
Albin..... do	5	.....	.....	1	13	13	Water, Scales.
Tremain..... do	6	.....	.....	2	20	20	Water, Scales.
Lagrange..... do	7	.....	.....	2	21	21	Water, Scales.
Wycross..... do	5	.....	.....	1	16	16	Water, Scales.
Duroc..... do	2	.....	.....	1	5	5	Water, Scales.
Hawk Springs... do	5	.....	.....	1	13	13	Water, Scales.
Fonda..... do	2	.....	.....	1	5	5	Scales.
Yoder..... do	3	.....	1	1	12	12	Water.
WYOMING DIVISION							
FIFTH SUBDIVISION							
Cheyenne (West)Wyo.	29	.....	.....	10	103	103	Water, Scales.
Cheyenne (East). do	2	.....	.....	1	6	6	Water.
Otto..... do	3	.....	1	.....	24	24	.....
Sherman..... do	3	.....	.....	1	28	28	.....
Hermosa..... do	3	.....	2	.....	12	12	.....
Red Buttes..... do	4	.....	.....	1	10	10	Water, Scales.
Laramie..... do	89	20	8	21	760	1046	Water, Scales.
SIXTH SUBDIVISION							
Laramie.....Wyo.	89	20	8	21	760	1046	Water, Scales.
Wyoming..... do	4	.....	.....	1	30	30	.....
Bosler..... do	9	.....	.....	2	25	25	Water, Scales.
Lookout..... do	7	.....	.....	2	43	43	Water, Scales.
Rock River..... do	12	.....	.....	2	74	74	Water, Scales.
Medicine Bow... do	19	10	.....	3	198	251	Water, Scales, Truck Chute.
Hanna..... do	6	.....	.....	2	42	42	Water, Scales.
Walcott..... do	4	2	.....	2	21	61	Scales.
Rawlins..... do	44	4	.....	8	291	614	Water, Scales.

)For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS

WYOMING DIVISION—Concluded
SEVENTH SUBDIVISION

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Rawlins.....Wyo.	44	4	.....	8	291	614	Water, Scales.
Ferris..... do	.....	2	.....	1	.....	.....	Not U. P. Property.
Daley's Ranch.. do	3	.....	.....	1	7	7	.....
Riner..... do	.....	.....	.....	1	.....	.....	.....
Wamsutter..... do	6	2	.....	2	46	85	Water, Scales.
Bitter Creek..... do	7	2	.....	2	47	93	Scales.
Point of Rocks.. do	2	.....	.....	1	13	13	.....
Rock Springs.... do	18	.....	.....	2	154	154	Water, Scales.
Green River..... do	47	.....	.....	6	245	245	Water, Scales.
EIGHTH SUBDIVISION							
Green River.....Wyo.	47	.....	.....	6	245	245	Water, Scales.
Carter..... do	8	1	.....	2	31	89	Water, Scales.
Altamont..... do	4	4	.....	2	46	92	Water, Scales.
Evanston..... do	3	.....	1	1	62	62	Water, Scales.
Almy Jct..... do	4	.....	.....	1	11	11	Water, Scales.
Wahsatch.....Utah	6	.....	.....	2	57	57	Water, Scales, Truck Chute.
Castle Rock..... do	1	4	.....	1	4	57	Scales.
Emory..... do	2	.....	.....	2	28	28	.....
Henefer..... do	2	.....	.....	1	13	13	Scales.
Morgan..... do	2	.....	.....	1	13	13	.....
Peterson..... do	2	1	.....	1	15	24	.....
Ogden..... do	.....	.....	.....	.....	.....	.....	Union Stock Yards.
SOUTH PASS BRANCH							
Winton Jct.....Wyo.	10	.....	.....	2	73	73	Scales.
PARK CITY BRANCH							
Coalville.....Utah	2	2	.....	1	14	62	Scales.
Wanship..... do	2	3	.....	1	15	48	.....
Atkinson..... do	4	.....	.....	2	31	31	.....
Park City..... do	1	2	.....	1	11	46	.....
ONTARIO BRANCH							
Keetley.....Utah	5	.....	.....	2	24	24	Scales, Truck Chute.
KANSAS DIVISION							
EASTERN SUBDIVISION							
Kansas City (Union Stock Yards)..Kan.	.....	.....	.....	.....	.....	.....	Water, Scales.
Lenape..... do	2	.....	1	.....	6	6	Water.
Bismarck Grove. do	19	.....	5	1	60	60	Water, Feed.
Bismarck Grove. do	.....	16	.....	.....	.....	20	Privately Owned Yards, Scales.
Topeka..... do	2	.....	1	.....	6	6	Water.

)For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS

KANSAS DIVISION—Continued
EASTERN SUBDIVISION—Concluded

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
St. Mary.....Kan.	6	.....	1	1	28	28	Water, Scales.
Belvue..... do	2	.....	1	.....	10	10	Water, Private Scales.
Wamego..... do	2	.....	.....	1	11	11	Water, Scales.
Manhattan..... do	3	10	1	1	9	19	Water, Scales.
Ogdensburg..... do	3	.....	1	.....	18	18	Water, Scales.
Ft. Riley..... do	1	.....	1	.....	6	6	.....
Junction City... do	12	.....	.....	2	79	79	Water, Scales.

WESTERN SUBDIVISION

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

ST. JOSEPH SUBDIVISION

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

‡For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS

KANSAS DIVISION—Continued
GRAND ISLAND SUBDIVISION

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Marysville.....Kan.	124	.....	22	22	248	248	Water, Feed, Scales.
Hanover..... do	1	.....	1	.....	4	4	Water, Scales.
Hollenberg..... do	2	.....	1	.....	6	6	Water, Scales.
Fairbury.....Neb.	14	.....	2	1	23	23	Water, Feed, Scales.
Powell..... do	2	.....	1	.....	7	7	Water, Scales.
Belvidere..... do	1	.....	1	.....	3	3	Water, Scales.
Carleton..... do	4	.....	1	.....	14	14	Water, Scales.
Davenport..... do	4	.....	1	.....	10	10	Water, Scales.
Edgar..... do	2	.....	1	.....	7	7	Water, Scales.
Fairfield..... do	1	.....	1	.....	4	4	Water, Scales.
Hastings (Old Yds) do	6	5	.....	1	10	13	Water, Scales.
Hastings (New Yds) do	5	.....	.....	1	15	15	Water.
Doniphan..... do	1	.....	1	.....	6	6	Water, Scales.
River..... do	1	.....	1	.....	3	3	Water, Scales.
Grand Island.... do	(See Nebraska Division, page 94)						

LEAVENWORTH BRANCH

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

MANHATTAN BRANCH

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

JUNCTION CITY BRANCH

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

‡For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS

KANSAS DIVISION—Continued

SOLOMON BRANCH

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Solomon.....Kan.	5	.....	.....	2	25	25	Water, Scales.
Niles..... do	3	.....	1	.....	18	18	Water, Scales.
Bennington..... do	3	.....	1	.....	10	10	Water, Scales.
Lindsey..... do	2	.....	1	.....	4	4	Water.
Minneapolis— East Yards.... do	8	.....	1	.....	28	28	Water, Scales.
Sumnerville..... do	2	.....	1	.....	7	7	Water.
Delphos— West Yards.... do	4	.....	1	.....	8	8	Water, Scales.
Glasco..... do	4	.....	1	.....	12	12	Water, Scales.
Simpson..... do	4	.....	1	.....	18	18	Water, Scales.
Asherville..... do	3	.....	1	.....	17	17	Water, Scales.
Beloit..... do	5	.....	2	.....	9	9	Water, Scales.

McPHERSON BRANCH

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

PLAINVILLE BRANCH

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

)For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS

KANSAS DIVISION—Concluded

HIGHLAND BRANCH

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Ratcliff.....Kan.	2	.....	1	.....	5	5	Scales.
Highland..... do	3	.....	1	.....	9	9	Water, Scales.

TOPEKA BRANCH

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

COLORADO DIVISION

ELLIS SUBDIVISION

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

HUGO SUBDIVISION

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

DENVER SUBDIVISION

Hugo.....Colo.	6	.....	1	1	35	35	Water, Scales.
Bagdad..... do	2	.....	1	.....	13	13	.....
Limon..... do	6	.....	1	.....	26	26	Water, Scales.
River Bend..... do	5	.....	.....	1	40	40	Water, Scales.
Agate..... do	4	.....	.....	1	31	31	Water, Scales.
Deer Trail..... do	9	.....	.....	1	37	37	Water, Scales.
Byers..... do	2	.....	.....	1	14	14	Water.
Strasburg..... do	2	.....	1	.....	4	4	Water.
Bennett..... do	2	.....	.....	1	12	12	.....
Watkins..... do	2	.....	.....	1	13	13	Water.
Sable..... do	4	.....	1	.....	25	.....	Scales.
Denver Union Stock Yards... do	.....	.....	.....	.....	.....	.....	.....

)For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS

COLORADO DIVISION—Continued

NORTHERN SUBDIVISION

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Denver (U. S. Yards)....Colo.	.....	.....	.....	.....	.....	.....	.....
Henderson..... do	1	.....	1	.....	4	4	.....
Brighton..... do	2	.....	1	.....	12	12	Water.
Lupton..... do	3	.....	.....	1	15	15	Water, Scales.
Ione..... do	3	.....	1	.....	14	14	Water, Scales.
Houston..... do	1	.....	1	.....	5	5	.....
Gilcrest..... do	5	.....	1	1	25	25	Water, Scales, Truck Chute.
Peckham..... do	3	.....	.....	1	8	8	Scales.
LaSalle (North).. do	6	.....	1	1	25	25	Water, Scales.
LaSalle (West)... do	2	.....	1	.....	6	6	.....
Greeley..... do	4	.....	.....	1	25	25	Water, Scales.
Greeley Jct..... do	2	.....	.....	1	14	14	Scales.
Lucerne..... do	5	3	1	1	25	38	Water, Scales.
Eaton..... do	9	.....	.....	2	36	36	Water, Scales.
Ault..... do	6	.....	.....	2	20	20	Water, Scales.
Pierce..... do	2	.....	.....	1	11	11	.....
Nunn..... do	2	.....	1	.....	13	13	Water.
Carr..... do	1	.....	1	.....	6	6	.....
Gleason..... do	2	1	.....	1	6	16	.....
Cheyenne.....Wyo.	29	.....	.....	10	103	103	Water, Feed, Scales.
do ..... do	2	.....	.....	1	6	6	Water.

JULESBURG SUBDIVISION

Julesburg.....Colo.	5	.....	1	1	12	12	Water, Scales.
Ovid..... do	5	.....	.....	1	16	16	Water, Scales.
Sedgwick..... do	4	.....	1	.....	15	15	Water, Scales.
Dorsey..... do	2	.....	.....	1	13	13	Water, Scales.
Red Lion..... do	2	.....	.....	1	5	5	Water, Scales.
Marcott..... do	2	.....	.....	1	6	6	Water, Scales.
Crook..... do	6	.....	.....	1	27	27	Water, Scales.
Proctor..... do	4	.....	.....	1	12	12	Water, Scales.
Powell..... do	4	.....	.....	1	25	25	Water, Scales.
Iliff..... do	6	.....	1	1	47	47	Water, Scales.
Ford..... do	2	.....	.....	1	6	6	Scales.
Sterling(E.Yds.). do	4	‡13	1	2	20	‡50	Water, Scales.
Sterling(W.Yds.). do	10	.....	1	1	29	‡29	Water, Scales.

STERLING SUBDIVISION

Sterling (East Yards).....Colo.	4	‡13	1	2	20	‡50	Water, Scales.
Sterling (West Yards)..... do	10	.....	1	1	29	‡29	Water, Scales.
Hall..... do	.....	1	.....	1	.....	2	.....
Atwood..... do	4	.....	.....	1	19	19	Water, Scales.
Merino..... do	3	.....	.....	1	21	21	Water, Scales.
Balzac..... do	6	.....	.....	1	20	20	Water, Scales.
Snyder..... do	7	.....	.....	1	25	25	Water, Scales.
Dodd..... do	4	.....	.....	1	14	14	Water, Scales.
Fort Morgan..... do	5	.....	.....	1	14	14	Water, Scales.
Narrows..... do	1	.....	.....	1	3	3	.....
Weldona..... do	4	.....	1	1	15	15	Water, Scales.
Goodrich..... do	2	.....	.....	1	12	12	Water, Scales, Truck Chute.
Orchard..... do	4	.....	.....	1	26	26	Water.
Masters..... do	4	.....	1	.....	26	26	Water, Scales.
Hardin..... do	4	.....	1	.....	51	51	Water, Scales.
Kersey..... do	2	2	.....	1	10	18	Water, Scales.
LaSalle (North).. do	6	.....	1	1	25	25	Water, Scales.
LaSalle (West)... do	2	.....	1	.....	6	6	.....

‡For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

‡Hogs only. ‡Sheep only.

STOCK YARDS

COLORADO DIVISION—Concluded

DENT SUBDIVISION

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
East Lake.....Colo.	2	.....	.....	1	7	7	.....
Darlow..... do	1	.....	1	.....	6	6	.....
Firestone..... do	3	.....	1	.....	5	5	Scales.
Gowanda..... do	2	.....	.....	1	7	7	.....
Wild Cat..... do	2	.....	.....	1	7	7	.....
LaSalle (North).. do	6	.....	1	1	25	25	Water, Scales.
LaSalle (West)... do	2	.....	1	.....	6	6	.....

BOULDER BRANCH

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

FORT COLLINS BRANCH

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

GREELEY BRANCH

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

PLEASANT VALLEY BRANCH

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

‡For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

HOG DRENCHING STATIONS

NEBRASKA DIVISION

Council Bluffs	Columbus	Gothenburg
Omaha	Grand Island	North Platte
South Omaha	Kearney	Juleeburg
Valley	Gering	Sidney

WYOMING DIVISION

Cheyenne	Green River	Castle Rock

KANSAS DIVISION

Hastings	Topeka	Junction City
Carleton	Ellis	Manhattan
Hanover	Ellsworth	Wamego
Marysville	Salina	Perry
Onaga	Plainville	Lawrence
Severance	Kansas City	Sylvan Grove

COLORADO DIVISION

Oakley	Kit Carson	Carr
Hugo	Deer Trail	Ft. Morgan
Sharon Springs	La Salle	Sterling

MAIL CRANES

NEBRASKA DIVISION

Location		Kind	Location		Kind
Elkhorn (2)	Neb.	Barker	Willow Island (2)	Neb.	Barker
Waterloo (2)	do	do	Gothenburg (2)	do	do
Valley (2)	do	do	Brady Island (2)	do	do
Ames (2)	do	do	Maxwell (2)	do	do
North Bend (2)	do	do	Hershey (2)	do	do
Rogers (2)	do	do	Sutherland (2)	do	do
Schuyler (2)	do	do	Paxton (2)	do	do
Richland (2)	do	do	Roscoe (2)	do	do
Duncan (2)	do	do	Ogallala	do	do
Silver Creek (2)	do	do	Brule (2)	do	do
Clarks (2)	do	do	Big Springs (2)	do	do
Central City (2)	do	do	Julesburg E. B	do	do
Chapman (2)	do	do	Chappell (2)	do	do
Alda (2)	do	do	Lodge Pole (2)	do	do
Wood River	do	Special	Sunol (2)	do	do
Wood River	do	Barker	Lemoyne	do	do
Shelton (2)	do	do	Potter (2)	do	do
Gibbon (2)	do	do	Dix (2)	do	do
Odessa W. B	do	do	Kimball (2)	do	do
Elm Creek (2)	do	do	Bushnell (2)	do	do
Overton (2)	do	do	Pine Bluffs (2)	Wyo.	do
Lexington (2)	do	do	Egbert (2)	do	do
Cozad (2)	do	do	Burns (2)	do	do
			Hillsdale (2)	do	do

WYOMING DIVISION

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

KANSAS DIVISION

Muncie (2)	Kan.	Barker	Chapman	Kan.	Barker
Edwardsville (2)	do	do	Detroit	do	do
Bonner Springs (2)	do	do	Solomon	do	do
Loring (2)	do	do	New Cambria	do	do
Lawrence	do	do	Bavaria	do	do
Linwood (2)	do	do	Brookville	do	do
Williamstown (2)	do	do	Carneiro	do	do
Perry (2)	do	do	Kanopolis	do	do
Newman (2)	do	do	Black Wolf	do	do
Grantville (2)	do	do	Wilson	do	do
Silver Lake	do	do	Dorrance	do	do
Roesville	do	do	Bunker Hill	do	do
St. Mary	do	do	Russell	do	do
Belvue	do	do	Gorham	do	do
Wamego	do	do	Walker	do	do
St. George	do	do	Victoria	do	do
Ogdensburg	do	do	Hays	do	do

MAIL CRANES

COLORADO DIVISION

Location	Kind	Location	Kind
Ogallah.....Kan.	Barker	Ione.....Colo.	Barker
Wakeeney..... do	do	Platteville..... do	do
Collyer..... do	do	Gilcrest..... do	do
Quinter..... do	do	Evans..... do	do
Buffalo Park..... do	do	Lucerne..... do	do
Grainfield..... do	do	Eaton..... do	do
Grinnell..... do	do	Ault..... do	do
Monument..... do	do	Pierce..... do	do
Page City..... do	do	Nunn..... do	do
Winona..... do	do	Carr..... do	do
McAllaster..... do	do	Ovid..... do	do
Wallace..... do	do	Sedgwick..... do	do
Weskan..... do	do	Crook..... do	do
Arapahoe.....Colo.	do	Proctor..... do	do
Cheyenne Wells..... do	do	Iliff..... do	do
First View..... do	do	Atwood..... do	do
Kit Carson..... do	do	Merino..... do	do
Wild Horse..... do	do	Messex..... do	do
Aroya..... do	do	Union..... do	do
Boyero..... do	do	Snyder..... do	do
Agate..... do	do	Fort Morgan..... do	do
Deer Trail..... do	do	Weldona..... do	do
Byers..... do	do	Goodrich..... do	do
Strasburg..... do	do	Orchard..... do	do
Bennett..... do	do	Masters..... do	do
Watkins..... do	do	Hardin..... do	do
Henderson..... do	do	Kersey..... do	do
Brighton..... do	do	Firestone..... do	do
Lupton..... do	do	East Lake..... do	do

ICE HOUSES

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

‡Regular Icing Station—Westbound.
§Regular Icing Station—East and Westbound.
‡Regular Icing Station East and Westbound (except eastbound fruits and vegetable billed "S. R." from Nov. 1, to Apr. 15).
§Emergency Icing Station.
‡Not in use.
§Ice furnished by outside parties on joint U. P.-P. F. E. contracts.
‡Owned by P. F. E. Company.
§Owned by Western Light & Telephone Co.

STANDARD CLOCKS

Division	Station	Location
NEBRASKA	Council Bluffs	Freight Conductors' Register Room.
	Council Bluffs	Yardmen's Locker Room.
	Council Bluffs	Roundhouse.
	Council Bluffs	Passenger Depot Waiting Room.
	Council Bluffs	West Yard Yardmaster's Office.
	Omaha	Dispatcher's Office.
	Omaha	Tower "B."
	Omaha	Union Station Telegraph Office.
	Omaha	Enginemen's Washroom—14th Street.
	Omaha	Yardmen's Wash Room—14th Street.
	Omaha	Roundhouse.
	Omaha	Yardmen's Washroom—Davenport St.
	Valley	Telegraph Office.
	Columbus	Telegraph Office.
	Central City	Telegraph Office.
	Grand Island	Telegraph Office.
	Grand Island	Dispatcher's Office.
	Grand Island	Yard Office.
	Grand Island	Roundhouse.
	Grand Island	Enginemen's Washroom, Passenger Station.
	Kearney	Telegraph Office.
	Kearney	Engineers' Register Room.
	Valparaiso	Telegraph Office.
	Lincoln	Telegraph Office.
	Beatrice	Telegraph Office.
	Beatrice	Roundhouse.
	St. Paul	Telegraph Office.
	Norfolk	Telegraph Office.
	Stapleton	Telegraph Office.
	)North Platte	Telegraph Office.
	)North Platte	Yard Office.
	)North Platte	Dispatcher's Office.
	)North Platte	Engine Dispatcher's Office.
	)North Platte	Enginemen's Washroom.
	Julesburg	Telegraph Office.
	Sidney	Telegraph Office.
	Sidney	Engineers' Locker Room.
	Gering	Telegraph Office.
	Gering	Dispatcher's Office.
	Gering	Roundhouse.
	South Torrington	Telegraph Office.
WYOMING	Cheyenne	Telegraph Office.
	Cheyenne	Yard Office.
	Cheyenne	Dispatcher's Office.
	Cheyenne	Engine Dispatcher's Office.
	Cheyenne	Conductor's Room, Passenger Station.
	Buford	Telegraph Office.
	Laramie	Yard Office.
	Laramie	Depot Telegraph Office.
	Laramie	Engine Dispatcher's Office.
	Laramie	Passenger Engineers' Locker Room.
	Laramie	Telegraph Office, Freight House.
	Hanna	Telegraph Office.
	Rawlins	Telegraph Office.
	Rawlins	Engine Dispatcher's Office.
	Rawlins	Yard Office.
	Rock Springs	Telegraph Office.
	Rock Springs	Roundhouse Foreman's Office.
	Green River	Dispatcher's Office.
	Green River	Telegraph Office.
	Green River	Engine Dispatcher's Office.
	Green River	Switchman's Locker Room.
	Evanston	Telegraph Office.
	Evanston	Engine Dispatcher's Office.
	Ogden	Telegraph Office (Union Station)
	Ogden	Telegraph Office—Yard Office.
	Ogden	Engine Dispatcher's Office.
	Ogden	Passenger Enginemen's Washroom.
	Ogden	"RD" Telegraph Office, 28th Street.
KANSAS	Kansas City	Union Station.
	Kansas City	Dispatcher's Office.
	Armstrong	Yard Office.
	Armstrong	Roundhouse.
	Terminal Junction	Telegraph Office.
	Lawrence	Telegraph Office.
	Topeka	Telegraph Office.

)Both Central and Mountain Time.

STANDARD CLOCKS—Concluded

Division	Station	Location
KANSAS—Concluded	Topeka	Engineer's Washroom.
	Topeka	Yard Office.
	Manhattan	Telegraph Office.
	Manhattan	Engineer's Washroom.
	Junction City	Telegraph Office.
	Junction City	Crew Dispatcher's Office.
	Salina	Dispatcher's Office.
	Salina	Union Station.
	Salina	Yard Office.
	Salina	Roundhouse.
	Ellsworth	Telegraph Office.
	Russell	Telegraph Office.
	)Ellis	Telegraph Office.
	Leavenworth	Telegraph Office.
	Beloit	Telegraph Office.
	Plainville	Telegraph Office.
	)Oakley	Telegraph Office.
	St. Joseph	Union Station Telegraph Office.
	St. Joseph	Terminal Yard Office.
	St. Joseph	Roundhouse Shop Office.
	Marysville	Dispatchers' Office.
	Marysville	Telegraph Office.
	Marysville	Roundhouse
	Marysville	Yard Office.
	Fairbury	Telegraph Office.
	Hastings	Yard Office.
	Concordia	Telegraph Office.
COLORADO	)Ellis	Telegraph Office.
	)Oakley	Telegraph Office.
	Sharon Springs	Telegraph Office.
	Hugo	Telegraph Office.
	Limon	Telegraph Office.
	Denver	"U. D." Telegraph Office.
	Denver (3)	Dispatchers' Office.
	Denver	Conductors' Register Room.
	Denver	29th St. Yard Office.
	Denver	36th St. Telegraph Office.
	Pullman	Engine Dispatchers' Office, Roundhouse.
	Pullman	Yard Office.
	Brighton	Telegraph Office.
	La Salle	Telegraph Office.
	Sterling	Telegraph Office.
	Julesburg	Telegraph Office.
	Greeley	Telegraph Office.
	Ft. Collins	Telegraph Office.
	Eaton	Telegraph Office.

)Both Central and Mountain Time.

LICENSED WATCH INSPECTORS

R. V. Owens, General Supervisor of Time Service	Omaha, Neb.
C. R. Chaffee	Council Bluffs, Ia.
Borsheim & Dorcy Jewelry Co	Omaha, Neb.
Grover Spangler	Fremont, Neb.
Rogers Jewelry Co	Columbus, Neb.
George Schafer	Central City, Neb.
C. A. Waterman	Grand Island, Neb.
August Meyer & Sons	Grand Island, Neb.
J. G. McKee	Kearney, Neb.
Harry Dixon	North Platte, Neb.
F. N. Renner	Bridgeport, Neb.
L. M. Evans	Gering, Neb.
W. M. Garing	Torrington, Wyo.
W. F. Ramsel	Julesburg, Colo.
S. A. Sherrerd & Son	Sidney, Neb.
J. Burri Jewelry Co	Cheyenne, Wyo.
O. C. Dinelly	Laramie, Wyo.
Union Pacific Coal Co. Store	Hanna, Wyo.
Harris Jewelry Co	Rawlins, Wyo.
W. P. Adams	Rock Springs, Wyo.
C. D. Anderson Jewelry Co	Gren River, Wyo.
P. J. Troyer, Jeweler	Evanston, Wyo.
Anderson Jewelry Co	Ogden, Utah
Mrs. C. V. Hodgson	Park City, Utah
J. H. Mace Co	Kansas City, Mo.
Zajic Jewelry Co	No. Kansas City, Mo.
W. L. Foote	Kansas City, Kan.
J. Fred Gambrill	Kansas City, Kan.
Mace-Jones Co	Kansas City, Kan.
Reynolds Jewelry Co	Kansas City, Kan.
John E. Meditz	Kansas City, Kan.
E. W. Parsons	Lawrence, Kan.
I. N. Cassity	Topeka, Kan.
Mace Jewelry Co	Topeka, Kan.
R. C. Smith	Manhattan, Kan.
W. G. Glick	Junction City, Kan.
Vernon Jewelers	Salina, Kan.
Raplee Jewelry Co	Salina, Kan.
Vern Webster	Hays, Kan.
Mulheims	Ellis, Kan.
H. G. Meredith	Plainville, Kan.
Ernest H. Newhouse	Colby, Kan.
H. V. Keller	Limon, Colo.
Hansen & Hansen, Inc.	Denver, Colo.
Gumm Watch Co	Denver, Colo.
J. L. Faulkner	Brighton, Colo.
Utter Jewelry Co	Greeley, Colo.
W. J. Headrick	Sterling, Colo.
Rominger Jewelry Co., Inc.	Sterling, Colo.
J. W. Crowder	Boulder, Colo.
C. W. Hodgson	Ft. Collins, Colo.
Sartor Jewelry Co	Lincoln, Neb.
K. C. Koons	Beatrice, Neb.
Gillespie Bros	Norfolk, Neb.
R. L. Schumacher	St. Paul, Neb.
W. J. Breckenridge	Hastings, Neb.
E. H. Lavery Jewelry Co	Leavenworth, Kan.
A. Buchmann, Jr	Clay Center, Kan.
Paul Lange	Miltonvale, Kan.
A. C. Wilson	Concordia, Kan.
J. D. Crum	Onaga, Kan.
H. Ackerman	Marysville, Kan.
E. C. Maxwell	St. Joseph, Mo.
Haas Jewelry Store	Hiawatha, Kan.
A. J. Geiger	Sabetha, Kan.
Geo. Shreve	Seneca, Kan.
John Mesing	Hanover, Kan.
A. D. Ackerman	Fairbury, Neb.
M. L. Jones	Fairfield, Neb.

TELEGRAPH WRECKING BOXES

DIVISION	STATION	Box No.	LOCATION
Nebraska	Grand Island, Neb.	15	With Wrecker.
	North Platte, do	54	do do
	Gering, do	51	do do
Wyoming	Cheyenne, Wyo.	50	do do
	Laramie, do	36	do do
	Rawlins, do	20	do do
	Green River, do	21	do do
	Ogden, Utah	23	do do
Kansas	Kansas City, Mo.	12	Bus. Car #5.
	Lawrence, Kan.	5	Telegraph Office.
	Salina, do	47	do do
	Ellis, do	4	do do
	Junction City, do	13	do do
	Plainville, do	2	do do
	Marysville, do	10	do do
	Marysville, do	53	With Wrecker.
Colorado	Denver, Colo.	31	With Wrecker.

HOSPITALS

Council Bluffs, Iowa	Jennie Edmundson
Omaha, Neb	St. Joseph's
Columbus, Neb	St. Mary's
Columbus, Neb	Lutheran
Grand Island, Neb	Grand Island
Grand Island, Neb	St. Francis
North Platte, Neb	St. Mary
Cheyenne, Wyo	Memorial Hospital of Laramie County
Laramie, Wyo	Ivinson Memorial
Rawlins, Wyo	Memorial Hospital of Carbon County
Rock Springs, Wyo	Wyoming General
Ogden, Utah	Thos. D. Dee Memorial
Denver, Colo	Mercy Hospital
Kansas City, Kan	St. Margaret's
Junction City, Kan	Junction City Municipal
Salina, Kan	St. John's Hospital
St. Joseph, Mo	St. Joseph's Hospital
Marysville, Kan	Randell

EMERGENCY HOSPITALS

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

SECTION HOUSES

NEBRASKA DIVISION

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

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

SECTION HOUSES—Continued

NEBRASKA DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIRST SUBDIVISION —Concluded			
Pleasanton Branch	166	)Poole	22.38
SECOND SUBDIVISION	) 55	Alda	154.00
	) 56	Alda	158.50
	) 57	Wood River	163.50
	) 58	Shelton	168.50
	) 59	Shelton	173.00
	) 60	)Gibbon	177.50
	) 61	)Gibbon	182.00
	) 62	Buda	187.00
	) 65	Kearney	189.75
	) 66	Alfalfa Center	194.50
	) 67	Odessa	199.00
	) 68	)Elm Creek	203.75
	) 69	)Elm Creek	208.25
	) 69½	)Overton	213.00
	) 70	Overton	217.75
Main Line	) 71	Josselyn	222.50
	) 72	)Lexington	226.00
	) 73	)Lexington	230.75
	) 74	Darr	235.25
	) 75	Cozad	239.00
	) 76	)Cozad	243.00
	) 76½	Gothenburg	247.50
	) 77	)Gothenburg	251.00
	) 78	Gothenburg	255.50
	) 79	Brady Island	259.75
	) 80	)Brady Island	264.25
	) 81	Hindrey	268.75
	) 82	Maxwell	273.25
	) 83	Maxwell	277.75
	) 84	North Platte	282.50
	172	)Hayland	11.00
Hastings Branch	173	Denman	19.00
	174	Gibbon	27.23
	175	)Riverdale	21.00
	177	)Miller	41.00
Kearney Branch	179	)Oconto	61.00
	180	)Callaway	82.00
	182	Stapleton	102.68
THIRD SUBDIVISION	)190	North Platte	285.00
	)191	)North Platte	287.50
	)192	Birdwood	291.75
	)192½	)Hershey	296.00
	)194	Hershey	300.25
	)195	)Sutherland	304.25
	)196	Sutherland	308.50
	)198	)Paxton	312.75
	)199	)Paxton	316.75
	)200	Korty	321.00
	)201	Roscoe	325.25
	)202	Roscoe	329.50
	)203	)Ogallala	333.75
Main Line	)204	Ogallala	337.50
	)205	Ogallala	341.75
	)206	)Brule	345.75
	)206½	Brule	350.00
	)207	Big Springs	354.25
	)208	Big Springs	358.50
	)210	Julesburg	362.75
	)211	Julesburg	366.00
	)212	Julesburg	370.50
	)213	)Chappell	375.00
	)214	)Chappell	379.50
	)215	Chappell	384.00
	)217	Lodge Pole	388.50
	)218	Lodge Pole	392.75
	)219	Sunol	397.00
	)220	Colton	401.50
	)220½	)Sidney	406.00

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

SECTION HOUSES—Continued

NEBRASKA DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
THIRD SUBDIVISION —Concluded	301	Sarben	14.50
	302	Keystone	28.50
	303	Lemoyne	42.50
	304	‡Lewellen	56.50
	304½	Lewellen	69.50
	305	Oshkosh	84.50
	306	Lisco	99.50
North Platte Branch	307	Broadwater	113.50
	312	Northport	124.50
	314	McGrew	139.50
	315	Gering	149.50
	316	Haig	163.50
	318	Lyman	173.50
	320	Yoder	187.50
	321	So. Torrington	200.70
FOURTH SUBDIVISION	‡221	Sidney	409.00
	‡222	‡Sidney	413.50
	‡223	Brownson	418.00
	‡224	Brownson	422.50
	‡225	Potter	427.00
	‡226	Potter	431.50
	‡227	Dix	436.00
	‡228	Dix	440.50
	‡229	Kimball	445.00
	‡230	Kimball	449.50
Main Line	‡231	Bushnell	454.00
	‡232	Bushnell	458.50
	‡233	Pine Bluffs	463.00
	‡234	Pine Bluffs	467.50
	‡234½	‡Pine Bluffs	472.00
	‡235	Egbert	476.50
	‡236	Egbert	481.00
	‡237	Burns	485.50
	‡238	Hillsdale	490.00
	‡239	‡Hillsdale	494.50
	‡240	Durham	499.25
	‡241	Archer(2)	504.00
	‡242	‡Cheyenne	508.50
North Platte Cut-Off	332	Lindbergh	17.00
	333	Albin	32.00
	335	Lagrange	47.00
	336	Hawk Springs	62.10

WYOMING DIVISION

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

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

SECTION HOUSES—Continued

WYOMING DIVISION—Continued

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

‡Double Track Sections.
‡Includes Gunn Branch.
‡Includes Lionkol Branch.
‡Includes Reliance, Winton and Dines Branches.
‡Location of section headquarters. No section house.

SECTION HOUSES—Continued

WYOMING DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
	›390	›Green River	816.60
	›391	›Green River	817.25
	›392	›Green River	821.00
	›393	Peru	825.50
	›394	Bryan	830.00
	›395	Bryan	834.50
	›397	Marston	839.00
	›398	Marston	843.50
	›399	Granger	847.50
	›400	Granger	851.50
	›401	Verne	855.50
	›402	Church Buttes	859.50
	›403	Hampton	863.50
	›404	Hampton	867.50
	›405	Elkhurst	871.50
	›406	Carter	875.25
	›407	Carter	879.00
	›408	Antelope	883.00
	›409	Bridger	887.00
	›410	Leroy	891.00
	›411	Ragan	895.00
	›412	Spring Valley	898.50
	›413	Aspen	902.00
EIGHTH SUBDIVISION	›414	Aspen	903.50
	›415	Altamont	907.50
	›416	Knight	911.50
	›417	Millis	915.00
	›420	Evanston	918.00
	›421	Evanston	921.00
	›422	Wyuta	925.00
	›423	›Wahsatch	928.00
	›424	›Wahsatch	931.50
	›425	Castle Rock	935.50
	›426	Castle Rock	939.50
	›427	Emory	943.50
	›428	Emory	947.50
	›429	Echo	951.50
	›430	Echo	955.50
	›431	Henefer	959.50
	›432	Devils Slide	963.50
	›433	Morgan	967.50
	›434	Morgan	971.50
	›435	Peterson	976.00
	›436	Strawberry	980.00
	›437	Uintah	984.00
	›438	Uintah	988.00
	›439	›Ogden	990.95
	462	Coalville	8.00
Park City Branch	463	Wanship	20.00
	›464	Keetley Jct	25.00
	465	Park City	28.43

KANSAS DIVISION

EASTERN SUBDIVISION	›498	›Kansas City, Kan	1.02
	›498½	›Armstrong	1.36
	›499	›Armstrong	2.00
	›500	›Fairfax	Yard Tracks
	›500½	›Fairfax	Yard Tracks
	›501	›Armstrong	3.31
	›502	›Terminal Jct	7.50
	›503	Muncie	11.75
Main Line	›504	›Edwardsville	16.00
	›505	›Bonner Springs	20.25
	›506	›Loring	24.50
	›507	›Lenape	28.50
	›508	›Linwood	33.00
	›510	›Lawrence	38.00
	›511	›Lawrence	42.00
	›512	›Midland	46.50
	›513	›Williamstown	51.00

›Double Track Sections.
›Includes Ontario Branch.
›Location of section headquarters. No section house.

SECTION HOUSES—Continued

KANSAS DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
EASTERN SUBDIVISION —Concluded	›514	›Perry	56.00
	›516	Grantville	61.00
	›518	›Topeka	66.00
	›521	›Topeka	70.00
	522	›Silver Lake	78.00
	523	›Rossville	86.00
Main Line	524	›St. Mary	94.00
	525	Belvue	102.00
	526	›Wamego	110.00
	528	›St. George	119.00
	529	›Manhattan	125.00
	532	›Ogdensburg	132.00
	533	Junction City	138.50
	535	Junction City	143.50
Leavenworth Branch	584	›Leavenworth	10.00
	582	›Tonganoxie	31.75
	811	Grove	8.50
	812	Delia	16.25
	813	Emmett	24.00
	814	›Emmett	32.00
Topeka Subdivision	815	›Onaga	39.00
	816	Duluth	46.00
	817	Lillis	54.00
	818	Frankfort	62.00
	819	Winifred	70.20
	781	›Beatrice	106.50
	782	›Blue Springs	115.00
	783	›Barneston	124.00
	785	Oketo	132.71
Manhattan Branch	787	›Blue Rapids	146.00
	790	›Irving	156.25
	791	Randolph	167.50
	792	Stockdale	178.00
	793	›Manhattan	189.10
	901	›Wathena	7.40
	904	›Severance	23.00
	906	›Robinson	35.00
	907	›Hiawatha	46.00
St. Joseph Subdivision	908	›Morrill	58.00
	910	›Sabetha	69.00
	912	›Seneca	80.00
	914	›Axtell	92.00
	916	›Beattie	104.00
	917	›Marysville	112.96
	918	›Marysville	115.00
	919	›Herkimer	123.00
	921	›Hanover	131.00
	922	›Hollenburg	139.00
	923	›Steele City	146.99
	925	›Fairbury	154.00
	926	›Fairbury	162.00
	927	›Alexandria	170.00
Grand Island Subdivision	928	›Belvidere	178.00
	929	›Carleton	186.00
	930	›Davenport	194.00
	931	›Edgar	202.00
	932	›Fairfield	210.00
	933	›Glenvil	218.00
	934	›Hastings	226.00
	935	›Hastings	229.00
	936	›Hastings	240.00
	938	›Doniphan	250.00
	797	›Wakefield	20.00
Junction City Branch	799	›Clay Center	34.00
	803	Miltonvale	52.12
	804	›Concordia	72.86
WESTERN SUBDIVISION	537	Chapman	152.50
	538	›Detroit	160.50
	539	›Abilene	168.50
	540	›Solomon	176.50
Main Line	542	›New Cambria	184.50
	551	›Salina	187.00
	551½	›West Salina	194.00
	552	Bavaria	201.00
	554	Brookville	208.00

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

SECTION HOUSES—Continued

KANSAS DIVISION—Concluded

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

COLORADO DIVISION

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

❩Location of section headquarters. No section house.

SECTION HOUSES—Concluded

COLORADO DIVISION—Concluded

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

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

TUNNELS

No.	Location	Tunnel Section	Length (feet)	Lining
	NEBRASKA DIVISION			
	North Platte Cut-Off			
11	Near Albin.....M. P. 27.1	Single	565	Concrete
	WYOMING DIVISION			
	Main Line			
1	Hermosa (E. B. Track).....M. P. 546.5	Single	1827	Concrete
1	Hermosa (W. B. Track).....M. P. 546.5	Single	1827	Concrete
2	Aspen.....M. P. 902.1	Single	5941	Concrete
5	Curvo (W. B. Track).....M. P. 931.3	Single	691	Concrete
6	Curvo (E. B. Track).....M. P. 931.3	Single	1223	Concrete
7	Castle Rock (E. B. Track).....M. P. 935.5	Single	201	Concrete
8	West of Devil's Slide (E. B. Track)....M. P. 963.2	Single	538	Concrete
8	West of Devil's Slide (W. B. Track)....M. P. 963.2	Single	523	Concrete
9	West of Devil's Slide (E. B. Track)....M. P. 964.0	Single	311	Concrete
9	West of Devil's Slide (W. B. Track)....M. P. 964.0	Single	322	Concrete
10	Gateway (E. B. Track).....M. P. 982.1	Single	250	Concrete

SNOW SHEDS

Location			Length (feet)	Construction
WYOMING DIVISION				
Rock River	M. P. 604.61	One continuous Shed (3 tracks) }(Dbl. track)	4471	Concrete
do	M. P. 605.46		1177	Galvanized Iron & Timber
Wilcox	M. P. 610.27	(Dbl. track)	1500	Concrete
Medicine Bow	M. P. 621.08	(Dbl. track)	1800	Concrete

}West 550 feet over 3 tracks.

SARATOGA & ENCAMPMENT VALLEY RAILROAD COMPANY

MAIN LINE—WALCOTT TO ENCAMPMENT

Sta. No.	Dist. from Walcott	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Walcott	Stock Yard Facilities
662	0.0	Walcott.....Wyo.	WA	F T X P	A	L	}Yes
BE 669	6.6	Meads..... do	.....	.....	A	.....	.....
BE 674	12.1	Overland..... do	.....	.....	A	L	Yes
BE 681	19.3	Lake Creek..... do	.....	.....	A	.....	.....
BE 682	20.4	Fish Hatchery..... do	.....	.....	A	.....	.....
BE 686	23.9	Saratoga..... do	.....	F T X	A	R	Yes
BE 690	27.8	Dahlstrom..... do	.....	.....	A	.....	.....
BE 692	29.5	Davis..... do	.....	.....	A	R	Yes
BE 694	31.5	Days..... do	.....	.....	A	.....	.....
BE 696	34.1	Cow Creek..... do	.....	.....	A	R	Yes
BE 697	35.1	Rainbow..... do	.....	.....	.....	.....	.....
BE 701	39.2	Canyon..... do	.....	.....	A	.....	Yes
BE 706	44.3	Encampment..... do	.....	F T X	A	R	Yes

}Joint U. P. R. R. Co.

OPERATED MILEAGE

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

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	TRACK CONNECTIONS
Walcott.....Wyo.	Union Pacific Railroad.....	Yes

ENGINE HOUSES AND TURNTABLES

LOCATION	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
Encampment.....	2	1-100 ft. 1-118 ft.	.....	.....	.....

WYES

Walcott Saratoga Encampment

SECTION HOUSES

Section Number	Location of House	Mile Post of West Section Limit
1	Encampment.....	44.74

WATER STATIONS

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Saratoga	City Water	Gravity			1
Encampment	do	do			1

STOCK YARDS

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Overland....Wyo.	2		1		8	8	
Saratoga.... do	3			2	19	19	Scales
Davis.... do	1		1		3	3	
Cow Creek.... do	6				14	14	
Canyon.... do	7		1		24	24	
Encampment....do	11		1		73	73	

)For capacity of yards for holding, resting and feeding use one half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

LARAMIE, NORTH PARK & WESTERN RAILROAD COMPANY

MAIN LINE—LARAMIE TO COALMONT

Sta. No.	Dist. from Laramie	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Laramie	Stock Yard Facilities
566	0.0	Laramie....Wyo.		F T P	A	R	
15	14.5	Overland.... do		P	A		
18	17.8	Milbrook.... do		P	A	R	Yes
21	21.3	Hatton.... do		P	A		
30	29.7	Centennial.... do		P	A	R	Yes
35	34.5	Deerwood.... do			A		Yes
36	35.6	Spring Creek.... do			A		
40	40.4	Albany.... do		P	A	R	
47	47.3	Lake.... do		P	A		
55	54.6	Fox Park.... do		F T X P	A	R	
58	57.5	Gramm.... do			A		
64	63.9	Wyocolo.... do		P	A		Yes
68	68.0	Porters Landing.... do				R	
71	70.8	Camp....Colo.		P	A		Yes
74	73.8	Kings Canon.... do		P	A		
80	79.8	Northgate.... do		P	A	L	Yes
84	83.5	Cowdrey.... do			A	L	Yes
88	88.2	Brownlee.... do			A		
92	92.2	Walden.... do		F T X P	A	L	Yes
97	96.6	Anderson.... do					
101	100.7	Larand.... do			A	L	Yes
108	107.6	Hebron.... do			A		Yes
111	111.1	Coalmont.... do		P	A	R	

OPERATED MILEAGE

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

JUNCTION STATIONS AND CONNECTING LINES

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

ENGINE HOUSES AND TURNTABLES

LOCATION	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
Laramie....Wyo.	5	75 ft.			

WYES

Laramie
Camp

Deerwood
Northgate

Fox Park
Coalmont (Loop track)

FUEL STATIONS

Location	Kind	Capacity
Laramie	Coal Chute	50 tons
Fox Park	Coal Chute	50 tons
Coalmont	Elevated track	

WATER STATIONS

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
Laramie	City			40,000	
Hatton	Little Laramie River	Gasoline	40	40,000	
Spring Creek	Creek			40,000	
Lake	do			40,000	
Northgate	Spring			40,000	
Coalmont	Dug Well	Gasoline	40	40,000	

TRACK SCALES

Location	Capacity Tons	Length Feet	Make	Recording Device
Laramie	100	50	Fairbanks	Type Register

SECTION HOUSES

Section Number	Location of House	Mile Post of West Section Limit
1	Laramie	14
2	Hatton	25
3	}Centennial	37
4	Albany	47
5	Fox Park	58
6	Wyocolo	68
7	Kings Canon	78
8	Northgate	89
9	Walden	100
10	Coalmont	111.35

}Location of section headquarters. No section house.

STOCK YARDS

Location	Number of Pens		Number of Loading Chutes		}Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Milbrook....Wyo.	5			1	38	38	Scales
Centennial.. do	2		1		17	17	
Deerwood... do	1		1		8	8	
Wyocolo..... do	1		1		5	5	
Camp.....Colo.	2		1		17	17	
Northgate... do	3			1	17	17	
Cowdrey.... do	2		1		17	17	
Walden..... do	36			2	36	36	Scales
Larand.....do	5			1	39	39	
Hebron..... do	5			1	52	52	Scales

}For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

PAGES 128 TO 199, INCLUSIVE
CONTAIN INFORMATION PERTAINING
TO
SOUTH-CENTRAL DISTRICT
UNION PACIFIC RAILROAD COMPANY

IDAHO DIVISION

FIRST SUBDIVISION

MAIN LINE—GRANGER TO MONTPELIER

Sta. No.	Dist. from Granger	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
847	0.0	Granger.....Wyo.	Gn	F T XP	A	L	Yes
851	4.1	Donovan..... do	.....	P	A	R	.....
855	7.7	Moxa..... do	.....	P	A	L	.....
860	12.5	Hassett..... do	.....	P	A	.....	.....
863	15.4	Nutria..... do	.....	P	A	L	.....
867	20.2	Cosgriff..... do	.....	P	A	L	.....
872	24.5	Opal..... do	Ow	F T XP	A	L	Yes
877	29.3	Folger..... do	.....	P	A	L	.....
881	33.6	Waterfall..... do	.....	P	A	L	.....
886	39.0	East Kemmerer.... do	.....	.....	A	L	.....
887	39.7	Kemmerer..... do	Z	F T XP	A	R	.....
890	42.4	Moyer Jct..... do	.....	P	A	L	.....
898	50.3	Fossil..... do	Fi	P	A	L	Yes
903	56.0	Nugget..... do	.....	P	A	R	.....
907	59.6	Orr..... do	.....	P	A	.....	.....
910	63.1	Sage..... do	Su	P	A	L	Yes
915	67.3	Carlson..... do	.....	P	A	L	.....
919	71.3	Beckwith..... do	.....	P	A	R	.....
925	77.4	Pixley..... do	.....	P	A	R	.....
931	83.5	Cokeville..... do	Ck	F T XP	A	L	Yes
935	88.2	Marse..... do	.....	P	A	.....	.....
939	92.1	Border..... do	.....	P	A	L	Yes
939	92.2	**Wyo.-Idaho State Line**					
945	97.7	Pegram.....Idaho	Ra	P	A	R	Yes
950	102.9	Harer..... do	.....	P	A	.....	.....
955	108.0	Dingle..... do	.....	P	A	L	Yes
962	115.0	Montpelier..... do	Mx	F T XP	A	R	Yes

Automatic Block Signals — Double Track — D. T.

KEMMERER BRANCH

	Dist. from Kemmerer	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
887	0.0	Kemmerer.....Wyo.	Z	F T XP	A	R	.....
OA 1	1.0	N. Kemmerer Jct..... do	.....	P	A	.....	.....
OA 2.4	2.4	North Kemmerer..... do	.....	.....	A	.....	.....
OA 5	5.1	Susie..... do	.....	.....	A	.....	Yes
OA 9	9.2	Quealy..... do	.....	.....	A	.....	.....

CUMBERLAND BRANCH

	Dist. from Moyer Junction	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
890	0.0	Moyer Jct.....Wyo.	.....	P	A	L	.....
OB 5	5.0	Glencoe Jct..... do	.....	P	A	L	.....
OB 9	8.8	Blazon Jct..... do	.....	P	A	.....	.....
OB 13	)13.0	Mine No. 8..... do	.....	.....	A	.....	.....

)On extension of Main Track classed as Side Track.

BLAZON BRANCH

	Dist. from Blazon Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OB 9	0.0	Blazon Jct.....Wyo.	.....	P	A	L	.....
OC 1	1.0	Blazon..... do	.....	.....	A	.....	.....

IDAHO DIVISION—Continued

ELKOL BRANCH

Sta. No.	Dist. from Glencoe Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OB 5	0.0	Glencoe Jct.....Wyo.	.....	.....	A	L	.....
OD 4	3.9	Elkol..... do	.....	.....	A	.....	.....

GLENCOE BRANCH

	Dist. from Glencoe Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OB 5	0.0	Glencoe Jct.....Wyo.	.....	.....	A	L	.....
OE 2	1.8	Glencoe..... do	.....	.....	A	.....	.....

SECOND SUBDIVISION

MAIN LINE—MONTPELIER TO POCATELLO

	Dist. from Granger	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
962	115.0	Montpelier.....Idaho	Mx	F T XP	A	R	Yes
969	121.3	Pescadero..... do	.....	P	A	L	Yes
974	126.8	Georgetown..... do	.....	P	A	L	Yes
979	131.9	Cavanaugh..... do	.....	P	A	R	Yes
983	136.1	Manson..... do	.....	P	A	L	Yes
987	140.0	Rose..... do	.....	P	A	L	.....
993	146.0	Soda Springs..... do	Sd	F T XP	A	R-O	Yes
999	151.6	Alexander..... do	.....	P	A	R	Yes
1003	156.2	Talmage..... do	.....	P	A	L	.....
1009	161.8	Bancroft..... do	Bn	F T XP	A	L	Yes
1013	165.6	Kinport..... do	.....	P	A	R	.....
1018	170.3	Pebble..... do	.....	P	A	R	Yes
1022	174.8	Broxon..... do	.....	P	A	R	.....
1025	177.4	Blaser..... do	.....	P	A	R	.....
1027	180.0	Lava Hot Springs.. do	Xy	F T XP	A	L	Yes
1032	184.3	Topaz..... do	.....	P	A	L	.....
1038	191.2	McCammon..... do	Mc	F T XP	A	L	Yes
	191.4	**Jct. Switch Line to Ogden**					
1044	197.1	Onyx (Spur).....Idaho	.....	P	A	R	.....
1049	201.9	Inkom..... do	Ko	F T XP	A	L	Yes
1055	207.7	Portneuf..... do	.....	.....	A	.....	.....
1061	213.9	Pocatello Passenger St..... do	Ca	T P	.....	.....	.....
.....	.....	Pocatello Bag.....Idaho	.....	X P	.....	.....	.....
.....	.....	Pocatello Disp'r.... do	H	P	.....	.....	.....
.....	.....	Pocatello Store..... do	.....	F	.....	.....	.....
.....	.....	Pocatello Yard..... do	Po	P	.....	R	Yes
.....	.....	Pocatello Freight... do	.....	F P	A	L-SOE	.....
.....	214.0	**Junction Switch Line to Silver Bow.**					

Automatic Block Signals — Double Track — D. T.

GRACE BRANCH

	Dist. from Alexander	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
999	0.0	Alexander.....Idaho	.....	P	A	L	Yes
.....	0.3	Alexander (Jct. H. B.).. do	.....	.....	.....	.....	.....
OG 6	6.0	Grace..... do	Ga	F T X	A	L	Yes

IDAHO DIVISION—Continued

THIRD SUBDIVISION

MAIN LINE—POCATELLO TO GLENNS FERRY

Sta. No.	Dist. from Granger	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1061	213.9	Pocatello Pas. Sta..Idaho	Double Track	Ca	T P	.....	.....	.....
.....	.....	Pocatello, Bag..... do		.....	X P	.....	.....	.....
.....	.....	Pocatello, Disp'r.... do		H	P	.....	.....	.....
.....	.....	Pocatello, Store..... do		.....	F P	.....	.....	.....
.....	.....	Pocatello, Yard..... do		Po	P	.....	R	Yes
.....	.....	Pocatello, Freight.. do		.....	FP	A	L-SOE	.....
.....	215.0	Gould St..... do		.....	.....	.....	.....	.....
1067	219.6	Don..... do		.....	.....	A	L	.....
.....	219.7	**E. Line Ft. Hall Indian Reservation.**						
1071	224.3	Michaud.....Idaho		Ch	P	A	R	.....
1074	226.5	Schiller..... do		.....	.....	A	L	.....
1077	230.1	Bannock..... do		.....	P	A	L	.....
.....	230.7	**West Line Fort Hall Indian Reservation.**						
1081	233.3	Igo.....Idaho		.....	P	A	R	.....
1086	238.5	American Falls..... do		Af	F T XP	A	R-SOE	Yes
1090	242.3	Borah..... do		.....	P	A	L	.....
1094	247.1	Coolidge..... do		.....	P	A	R	.....
1097	250.1	Quigley..... do		.....	P	A	L	.....
1103	256.0	Wapi..... do		W	P	A	L	.....
1107	259.8	DeWoff..... do		.....	P	A	R	.....
1111	264.1	Chybo..... do		.....	P	A	R	.....
1115	267.3	Hawley..... do		.....	P	A	L	.....
1120	272.4	Minidoka..... do		Rt	F T XP	A	L	Yes
1122	274.6	Sears..... do		.....	.....	A	.....	.....
1123	276.2	Max..... do		.....	P	A	R	.....
1127	280.1	Cole..... do		.....	P	A	R	.....
1132	284.3	Adelaide..... do		.....	P	A	L	.....
1134	287.0	Vining..... do		.....	.....	.....	.....	.....
1136	289.0	Kimama..... do		Km	P	A	R	Yes
1143	295.7	Senter..... do		.....	P	A	R	.....
1147	299.3	Sid..... do		.....	P	A	R	.....
1151	303.5	Owinza..... do		.....	P	A	R	.....
1152	305.2	Rayle..... do		.....	P	.....	.....	.....
1157	309.3	Besslen..... do		.....	P	A	L	.....
1158	310.6	Clagett..... do		.....	P	.....	.....	.....
1161	313.9	Dietrich..... do	D. T.	Hd	F T XP	A	R	Yes
1165	317.9	Brady..... do		.....	P	A	.....	.....
1169	321.6	Shoshone..... do		X	F T XP	A	R	Yes
1173	325.8	Disney..... do		.....	P	A	.....	.....
1178	330.8	Tunupa..... do		.....	P	A	R	.....
1185	337.5	Gooding..... do		Gd	F T XP	A	L	Yes
1191	344.2	Fuller..... do		.....	P	C	.....	.....
1198	350.5	Bliss..... do		Is	F T XP	A	L	Yes
1205	357.3	Ticeska..... do	Dbl. Trk.	.....	P	A	L	.....
.....	358.2	Ticeska Wye..... do		.....	.....	.....	.....	.....
1214	366.9	King Hill..... do		Kh	P	A	R	Yes
1218	370.8	Sand Bank..... do		.....	P	A	.....	.....
1221	373.8	Glenns Ferry..... do		Gf	F T XP	A	R	Yes

Automatic Block Signals

TWIN FALLS BRANCH

Sta. No.	Dist. from Minidoka	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1120	0.0	Minidoka.....Idaho	Rt	F T X	A	L	Yes
.....	0.1	Minidoka (Jct. H. B.)... do	.....	.....	.....	.....	.....
OH 8	8.2	Acequia..... do	.....	P	A	L	Yes
OH 14	13.5	Rupert..... do	Ms	F T XP	A	R	Yes
OH 17	17.3	Amalga (Spur)..... do	.....	.....	A	.....	.....
OH 20	19.6	Heyburn..... do	.....	.....	A	R	.....
OH 22	21.7	Burley..... do	Bu	F T XP	A	L-E	Yes
OH 26	25.8	Starrh's Ferry..... do	.....	P	A	R	.....
OH 34	33.5	Milner..... do	.....	P	A	R	.....
OH 36	35.5	Parsons..... do	.....	.....	A	L	Yes
OH 41	41.4	Murtaugh..... do	Mu	F T XP	A	L	Yes
OH 45	45.1	Bickel..... do	.....	P	A	L	.....
OH 48	47.9	Bills (Spur)..... do	.....	.....	A	.....	.....
OH 50	49.7	Hansen..... do	Ns	F T XP	A	L	Yes
OH 52	52.1	Stowe (Spur)..... do	.....	.....	A	.....	.....
OH 53	53.3	Kimberly..... do	Ky	F T XP	A	L	Yes
OH 56	56.4	McMillan..... do	.....	P	A	.....	.....

IDAHO DIVISION—Continued

TWIN FALLS BRANCH—Concluded

Sta. No.	Dist. from Minidoka	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OH 57	56.5	McMillan Sugar Fcty. (Spur).....Idaho	.....	.....	.....	.....	Yes
OH 59	58.9	Twin Falls..... do	Na	F T XP	A	R-E	Yes
OH 63	63.3	Curry..... do	.....	.....	A	R	Yes
OH 66	65.9	Filer..... do	Fr	F T XP	A	L	Yes
OH 69	68.5	Peavey..... do	.....	.....	A	R	Yes
OH 71	71.3	Cedar..... do	.....	.....	A	L	.....
OH 74	73.8	Buhl..... do	Bo	F T XP	A	R-SE	Yes

OAKLEY BRANCH

Sta. No.	Dist. from Burley	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OH 22	0.0	Burley.....Idaho	Bu	F T P	A	L-E	Yes
OJ 3	3.1	Beetville..... do	.....	.....	A	L	.....
OJ 5	5.2	Pella..... do	.....	.....	A	.....	.....
OJ 16	16.3	Trout..... do	.....	.....	A	L	Yes
OJ 18	17.6	Marion..... do	.....	.....	.....	.....	.....
OJ 19	19.4	Warr..... do	.....	.....	A	.....	.....
OJ 22	21.8	Oakley..... do	Oa	F T X	A	L	Yes

WELLS BRANCH

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

NORTH SIDE BRANCH

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

IDAHO DIVISION—Continued

RAFT RIVER BRANCH

Sta. No.	Dist. from Burley	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OH 22	0.0	Burley.....Idaho	Bu	F T XP	A	L-E	Yes
.....	0.0	Burley (Jct. H. B.)..... do	.....	.....	.....	.....	.....
OM 3	3.1	Unity..... do	.....	.....	A	L	.....
OM 6	6.0	Springdale..... do	.....	.....	A	L	.....
OM 9	8.9	Declo..... do	.....	F T X	A	R	Yes
OM 11	11.0	Benning (Spur)..... do	.....	.....	A	.....	.....

KETCHUM BRANCH

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

HILL CITY BRANCH

Sta. No.	Dist. from Richfield	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
ON 15	0.0	Richfield.....Idaho	Fk	F T X P	A	R	Yes
.....	0.1	Richfield (Jct. H. B.)..... do	.....	.....	.....	.....	.....
OO 5	4.5	Rawson..... do	.....	.....	A	.....	.....
OO 9	9.4	Burmah..... do	.....	.....	A	R	Yes
OO 22	21.5	Magic..... do	.....	P	A	.....	.....
OO 31	31.2	Macon..... do	.....	.....	A	.....	Yes
OO 34	34.0	Blaine..... do	.....	P	A	R	.....
OO 37	36.8	Rands..... do	.....	.....	A	L	.....
OO 40	39.7	Selby..... do	.....	.....	A	.....	.....
OO 44	43.8	Fairfield..... do	Fd	F T XP	A	R-E	Yes
OO 52	51.7	Corral..... do	.....	.....	A	R	Yes
OO 58	57.8	Hill City..... do	Hc	S F T X P	A	R-E	Yes

FOURTH SUBDIVISION
MAIN LINE—GLENNS FERRY TO HUNTINGTON

	Dist. from Granger	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
	1221	373.8	Glenns Ferry.....Idaho	T.	Gf	F T XP	A	R	Yes
	1230	382.7	Hammett..... do	D.	.....	P	A	L	Yes
	1240	393.1	Reverse..... do		Rv	P	A	L	.....
	1244	396.9	Slade.....Idaho		.....	P	A	.....	.....
	1249	401.6	Mountain Home..... do		Mz	F T XP	A	L	Yes
	1255	407.5	Sebree..... do		.....	P	A	.....	.....
	1260	412.7	Cleft..... do		.....	P	A	R	.....
	1266	418.5	Sunnyside..... do		.....	P	A	L	.....
	1270	423.0	Orchard..... do		Od	P	A	R	Yes
	1274	427.0	Hickey..... do		.....	P	A	L	.....
	1278	430.8	Ely..... do		.....	P	A	.....	.....
	1282	434.7	Owyhee..... do		.....	P	A	R	.....
	1286	438.6	Kiesel..... do		.....	P	A	L	.....
	1290	442.6	Mora..... do		.....	P	A	R	.....
	1294	446.7	Kuna..... do		Ka	F T XP	A	R	Yes
	1299	451.8	Collopy..... do		.....	P	A	.....	.....
	.....	456.3	Main Line Jct..... do		.....	.....	.....	.....	.....
	1304	456.6	Nampa..... do		Au	F T XP	A	L-OE	Yes
	.....	.....	Nampa Dispatcher ... do		D	P	.....	.....	.....
	.....	.....	Nampa Opr..... do		Q	P	.....	.....	.....
			Via Boise Main Line						
	1270	423.0	Orchard..... do		Od	P	A	R	Yes
	.....	423.0	Orchard (Jct. H.B.)... do		.....	.....	.....	.....	.....
	Y 1278	430.4	Leone..... do		.....	P	A	.....	.....
	Y 1283	435.9	Black's Creek..... do		.....	P	A	.....	.....

Automatic Block Signals

IDAHO DIVISION—Continued

FOURTH SUBDIVISION—Concluded
MAIN LINE—GLENNS FERRY TO HUNTINGTON—Concluded

Sta. No.	Dist. from Granger	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
Y 1289	441.8	Shafer.....Idaho	.....	P	A	.....	.....
Y 1292	445.1	Hillcrest..... do	.....	P	A	.....	.....
Y 1296	448.5	Boise Passenger Sta.... do	Bg	T P	.....	.....	.....
.....	.....	Boise, City Ticket Office..... do	.....	T P	.....	.....	.....
.....	.....	Boise, Freight..... do	Bd	F P	A	L-SOE	Yes
Y 1298	450.8	Boise Jct..... do	.....	P	.....	.....	.....
Y 1299	451.3	Perkins..... do	.....	P	A	L	.....
Y 1302	454.8	Beatty..... do	.....	P	A	L	.....
Y 1305	457.3	Meridian..... do	Md	F T XP	A	L	Yes
Y 1308	460.8	Sonna..... do	.....	P	A	L	.....
Y 1312	465.0	Nampa Loop Jct..... do	.....	P	.....	.....	.....
Y 1314	467.7	Main Line Jct..... do	.....	.....	.....	.....	.....
1304	468.0	Nampa..... do	Au	F T XP	A	L-OE	Yes
.....	.....	Nampa Dispatcher.... do	D	P	.....	.....	.....
.....	.....	Nampa Opr..... do	Q	P	.....	.....	.....
1308	460.8	Moss..... do	.....	P	A	.....	.....
.....	464.4	Caldwell Stk. Yds..... do	.....	.....	.....	.....	Yes
1313	465.5	Caldwell..... do	Cw	F T XP	A	L-SOE	Yes
1316	469.2	Enrose..... do	.....	P	A	.....	.....
1320	472.5	Notus..... do	U	F T XP	A	R	.....
1323	476.1	Tucker..... do	.....	P	A	R	.....
1328	480.8	Parma..... do	Ma	F T XP	A	L	Yes
1333	485.9	Apple Valley..... do	.....	.....	A	R	.....
1334.7	487.5	**Idaho-Ore. State Line**	.....	.....	.....	.....	.....
1336	488.4	Nyssa.....Ore.	Sy	F T XP	A	L	Yes
1339	491.7	Arcadia..... do	.....	P	A	L	Yes
.....	496.8	Malheur Jct..... do	.....	P	A	.....	.....
1345	497.6	Ontario Stk. Yds..... do	.....	.....	.....	.....	Yes
1346	498.7	Ontario..... do	On	F T XP	A	R	.....
1347.3	500.1	**Ore-Idaho State Line**.....	.....	.....	.....	.....	.....
1348	500.9	Washoe (Spur).....Idaho	.....	.....	A	R	.....
.....	502.1	Payette Jct..... do	.....	P	.....	.....	.....
1350	502.5	Payette..... do	Ay	F T XP	A	R	Yes
1353	506.2	Wood..... do	.....	.....	A	L	.....
1357	509.3	Crystal..... do	.....	P	A	L	Yes
1360	512.7	Feltham..... do	.....	.....	A	R	.....
1363	515.9	Weiser..... do	Sr	F T XP	A	R-O	Yes
1369	522.0	Eaton..... do	.....	P	A	R	.....
1373	525.7	Cobb..... do	.....	P	A	R	.....
1377	529.9	Olds Ferry..... do	.....	P	A	R	.....
1381	534.0	Rock Island..... do	.....	P	B	L	.....
1383.5	536.3	**Idaho-Ore. State Line**....	.....	.....	.....	.....	.....
1384	537.1	Blakes Jct.....Ore.	.....	P	C	R	.....
1386	538.8	Huntington..... do	Hu	F T XP	A	L	Yes
.....	.....	Huntington Yard..... do	Hn	.....	.....	.....	.....

Automatic Block Signals

NAMPA BRANCH

Sta. No.	Dist. from Nampa	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1304	0.0	Nampa.....Idaho	Au	F T XP	A	L-OE	Yes
.....	.....	Nampa Disp'r..... do	D	P	.....	.....	.....
.....	.....	Nampa Opr..... do	Q	P	.....	.....	.....
.....	0.3	Nampa (Jct. H. B.)..... do	.....	.....	.....	.....	.....
.....	0.7	Idaho Nor. Jct..... do	.....	.....	.....	.....	.....
Y 1312	2.5	Nampa Loop Jct..... do	.....	P	.....	.....	.....

BOISE BRANCH

Sta. No.	Dist. from Boise Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
Y 1298	0.0	Boise Jct. (H. B.).....Idaho	.....	P	.....	.....	.....
OR 1	1.1	Fair Grounds..... do	.....	.....	A	.....	Yes
OR 3	3.2	Boise Freight..... do	Bd	F P	A	L-SOE	Yes
OR 5	5.0	Penitentiary (Spur) ..... do	.....	.....	.....	.....	.....
OR 6	6.3	Vernon..... do	.....	.....	A	L	.....
OR 8	8.4	Barber..... do	.....	.....	A	.....	Yes

IDAHO DIVISION—Continued

MURPHY BRANCH

Sta. No.	Dist. from Nampa	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1304	0.0	Nampa.....Idaho	Au	F T X P	A	L-OE	Yes
.....	.....	Nampa Disp'r..... do	D	P	.....	.....	.....
.....	.....	Nampa Opr..... do	Q	P	.....	.....	.....
.....	0.1	Nampa (Jct. H. B.)..... do	.....	.....	.....	.....	.....
OS 4	4.4	Deal..... do	.....	.....	A	.....	.....
OS 9	8.9	Bowmont..... do	.....	.....	A	.....	.....
OS 12	11.6	Westma (Spur)..... do	.....	.....	A	L	.....
OS 15	14.6	Melba..... do	.....	F X	A	L	.....
OS 17	17.1	Stoddard..... do	.....	.....	A	.....	Yes
OS 30	29.8	Murphy..... do	.....	.....	A	R	Yes

IDAHO NORTHERN BRANCH

	Dist. from Nampa						
1304	0.0	Nampa.....Idaho	Au	F T X P	A	L-OE	Yes
.....	.....	Nampa Disp'r..... do	D	P	.....	.....	.....
.....	.....	Nampa Opr..... do	Q	P	.....	.....	.....
.....	0.7	Idaho Nor. (Jct. H. B.). do	.....	.....	.....	.....	.....
OT 2	2.4	Fischer..... do	.....	P	A	.....	.....
OT 6	6.1	Maddens (Spur)..... do	.....	.....	A	L	.....
OT 9	9.3	Middleton..... do	.....	P	A	L	Yes
OT 19	18.9	Jenness..... do	.....	.....	A	.....	.....
OT 22	22.2	Bramwell (Spur)..... do	.....	.....	A	L	.....
.....	26.4	Emmett (Jct. H. B.).... do	.....	.....	.....	.....	.....
OT 27	27.0	Emmett..... do	Mf	F T X P	A	R	Yes
OT 32	31.8	Plaza..... do	.....	.....	A	.....	.....
OT 33	33.0	Black Canyon (Spur).... do	.....	P	A	.....	.....
OT 41	41.1	Montour..... do	.....	P	A	R-E	Yes
OT 50	49.7	Horseshoe Bend..... do	Hb	F T X P	A	L	Yes
OT 55	55.1	Gardena..... do	.....	P	A	.....	.....
OT 64	64.1	Banks..... do	Ab	F T X P	A	L	Yes
OT 75	75.4	Big Eddy..... do	.....	P	A	.....	.....
OT 83	83.0	Smiths Ferry..... do	Sf	P	A	L	Yes
OT 93	92.7	Cabarton..... do	.....	P	A	L	.....
OT 96	95.5	Belvidere..... do	.....	.....	A	R	Yes
OT 99	99.2	Cascade..... do	Cd	F T X P	A	R	Yes
OT 108	108.1	Arling..... do	.....	.....	A	.....	Yes
OT 115	115.3	Donnelly..... do	Fy	F T X	A	L	Yes
OT 121	120.6	Norwood..... do	.....	.....	A	R	Yes
OT 123	123.3	Archabal..... do	.....	.....	A	.....	.....
OT 129	128.7	McCall..... do	Ne	F T X P	A	L	Yes

WILDER BRANCH

	Dist. from Caldwell						
1313	0.0	Caldwell.....Idaho	Cw	F T X P	A	L-SOE	Yes
.....	0.2	Caldwell (Jct. H. B.)..... do	.....	.....	.....	.....	.....
OU 3	2.5	Simplot (Siding)..... do	.....	.....	A	.....	.....
OU 4	3.7	Shelp..... do	.....	.....	A	.....	.....
OU 7	7.0	Greenleaf (Spur)..... do	.....	.....	A	R	Yes
OU 10	9.7	Allendale..... do	.....	.....	A	.....	.....
OU 12	11.5	Wilder..... do	.....	F T X	A	R	Yes

HOMEDALE BRANCH

	Dist. from Nyssa						
1336	0.0	Nyssa.....Ore.	Sy	F T X P	A	L	Yes
OV 7	6.7	Kingman..... do	.....	.....	A	.....	.....
OV 8	8.1	Overstreet..... do	.....	.....	A	.....	.....
OV 11	10.6	Adrian..... do	.....	.....	A	.....	Yes
OV 17	16.9	Napton..... do	.....	.....	A	.....	.....
OV 18.6	18.6	**Ore.-Idaho State Line**					

IDAHO DIVISION—Continued

HOMEDALE BRANCH—Concluded

Sta. No.	Dist. from Nyssa	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OV 24	24.4	Homedale.....Idaho	Hr	F T X P	A	L	Yes
OV 31	31.0	Claytonia..... do	.....	.....	A	.....	.....
OV 33	33.1	Marsing..... do	Mr	F X P	A	R	Yes

OREGON EASTERN BRANCH

	Dist. from Ontario						
1346	0.0	Ontario.....Ore.	On	F T XP	A	R	Yes
.....	1.9	Malheur Junction..... do	.....	P	A	.....	.....
OW 4	3.8	Cairo..... do	.....	.....	A	R	.....
OW 7	6.9	Luse..... do	.....	.....	A	.....	.....
OW 10	10.0	Mallett..... do	.....	.....	A	R	Yes
OW 16	15.5	Vale..... do	Va	F T XP	A	L	Yes
OW 24	23.5	Hope..... do	.....	.....	A	.....	Yes
OW 35	34.8	Little Valley..... do	.....	.....	A	.....	.....
OW 42	42.0	Harper..... do	Ha	F T XP	A	L	Yes
OW 48	48.0	Kime..... do	.....	.....	.....	L	.....
OW 51	51.2	Namorf..... do	.....	.....	A	.....	.....
OW 56	56.4	Bohna..... do	.....	.....	C	L	.....
OW 62	62.2	Jonesboro..... do	.....	.....	A	.....	Yes
OW 74	73.6	Juntura..... do	Jn	F T XP	A	L	Yes
OW 87	86.6	Long..... do	.....	.....	A	.....	.....
OW 93	92.7	Riverside..... do	.....	P	A	L	Yes
OW 100	100.0	Fort..... do	.....	.....	.....	.....	.....
OW 103	102.8	Dunnean..... do	.....	.....	A	.....	.....
OW 110	110.2	Venator..... do	.....	P	A	L	Yes
OW 118	117.9	Circle Bar..... do	.....	.....	A	.....	.....
OW 127	126.6	Crane..... do	.....	P	A	L	Yes
OW 138	138.4	Lawen..... do	.....	.....	A	L	.....
OW 144	143.5	Redess..... do	.....	.....	A	.....	Yes
OW 157	156.8	Burns..... do	Br	F T X	A	L	Yes

BROGAN BRANCH

	Dist. from Vale						
OW 16	0.0	Vale.....Ore.	Va	F T XP	A	L	Yes
.....	0.1	Vale (Jct. H. B.)..... do	.....	.....	.....	.....	.....
OX 17	17.3	Jamieson..... do	.....	.....	A	L	Yes
OX 23	23.3	Brogan..... do	.....	.....	A	L	Yes

PAYETTE BRANCH

	Dist. from Payette						
1350	0.0	Payette.....Idaho	Ay	F T XP	A	R	Yes
.....	0.4	Payette (Jct. H. B.)..... do	.....	P	.....	.....	.....
OY 3	3.3	Ingard..... do	.....	.....	A	.....	.....
OY 4	3.9	Eiffie..... do	.....	.....	A	.....	.....
OY 5	5.1	Fruitland..... do	Fu	F T X P	A	R	.....
OY 7	6.8	Buckingham..... do	.....	.....	A	.....	.....
OY 11	11.1	New Plymouth..... do	Np	F T X P	A	L	Yes
OY 17	17.2	Falks (Spur)..... do	.....	.....	A	L	.....
OY 19	18.9	Little Rock..... do	.....	.....	A	.....	.....
OY 22	21.6	Letha..... do	.....	.....	A	L	Yes
.....	29.1	Emmett (Jct. H. B.)..... do	.....	.....	.....	.....	.....
OT 27	29.7	Emmett..... do	Mf	F T X P	A	R	Yes

IDAHO DIVISION—Continued

HOMESTEAD BRANCH

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

	Dist. from Weiser	NEW MEADOWS BRANCH					
1363	0.0	Weiser.....Idaho	Sr	F T XP	A	R-O	Yes
OP 6	6.0	Rebecca..... do	.....	.....	A	.....	.....
OP 12	11.7	Presley..... do	.....	.....	A	.....	.....
OP 19	19.1	Concrete..... do	.....	P	A	.....	.....
OP 27	26.7	Diamond (Spur)..... do	.....	P	A	.....	.....
OP 32	31.8	Midvale..... do	Mi	F T XP	A	L	Yes
OP 41	40.5	Cambridge..... do	Ra	F T XP	A	L	Yes
OP 50	49.8	Goodrich..... do	.....	P	A	.....	.....
OP 57	56.6	Mesa..... do	.....	P	A	.....	.....
OP 60	60.2	Council..... do	Cn	F T XP	A	R	Yes
OP 62	61.6	Hoover..... do	.....	.....	A	.....	.....
OP 67	66.5	Fruitvale..... do	.....	.....	A	.....	Yes
OP 69	69.3	Starkey (Spur)..... do	.....	P	A	.....	.....
OP 72	72.0	Glendale..... do	.....	P	A	.....	.....
OP 80	80.0	Woodland..... do	.....	P	A	.....	Yes
OP 82	81.9	Tamarack..... do	.....	P	A	.....	.....
OP 84	84.1	Rubicon..... do	.....	P	A	.....	.....
OP 90	89.7	New Meadows..... do	Ds	F T XP	A	R	Yes

IDAHO DIVISION—Continued

FIFTH SUBDIVISION

MAIN LINE—POCATELLO TO LIMA

(Mileage is over original Main Line through Pocatello Yard)

Sta. No.	Dist. from Ogden		STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Ogden	Stock Yard Facilities
1061	133.9		Pocatello.....Idaho	Ca	T P	.....	.....	.....
.....	.....		Pocatello Baggage..... do	.....	X P	.....	.....	.....
.....	.....		Pocatello Dispr..... do	H	P	.....	.....	.....
.....	.....		Pocatello Store..... do	.....	F	.....	.....	.....
.....	.....		Pocatello Yard..... do	Po	P	.....	R	Yes
.....	.....		Pocatello Freight..... do	.....	F P	A	L-SOE	.....
.....	136.7		Montana Jct..... do	.....	P	A	.....	.....
F 1131	138.2		Chubbuck..... do	.....	.....	A	.....	.....
F 1133	140.4		Tyhee..... do	.....	P	A	R	Yes
.....	141.1		**East Line Fort Hall Indian Reservation.**					
F 1138	145.7		Fort Hall.....Idaho	Fh	F T X P	A	L	Yes
F 1144	151.0		Gibson..... do	.....	P	A	R	.....
.....	157.0		**West Line Fort Hall Indian Reservation.**					
F 1151	158.1	Automatic Block Signals	Blackfoot.....Idaho	Bf	F T X P	A	L-OE	Yes
F 1157	163.9		Wapello..... do	.....	P	A	R	Yes
F 1159	166.6		Kimball..... do	.....	.....	A	.....	.....
F 1162	169.4		Firth..... do	Fr	F T X P	A	L-E	Yes
F 1162	169.8		Goshen Jct..... do	.....	P	C	.....	.....
F 1165	172.2		Monroe..... do	.....	.....	A	.....	.....
F 1168	175.5		Shelley..... do	Sy	F T X P	A	L	Yes
F 1170	176.9		Mitchell..... do	.....	.....	A	.....	.....
F 1172	179.3		Cotton..... do	.....	P	A	.....	.....
F 1176	183.1		Bach..... do	.....	P	A	.....	.....
F 1177	184.5		Idaho Falls..... do	Ak	F T X P	A	L-OE	Yes
.....	.....		Idaho Falls, Baggage.. do	.....	.....	.....	.....	.....
F 1184	191.2		Payne..... do	.....	P	A	L	Yes
F 1189	196.5		Bassett..... do	.....	P	A	L	.....
F 1195	202.0		Roberts..... do	Ar	F T X P	A	R	Yes
F 1200	207.0		Tenno..... do	.....	P	A	.....	.....
F 1205	212.1		Hawgood..... do	.....	P	A	R	.....
F 1210	217.5		Hamer..... do	.....	P	A	L	Yes
F 1216	223.1		Camas..... do	.....	P	A	L	Yes
F 1221	228.2		Jones..... do	.....	P	A	L	.....
F 1228	234.9		Dubois..... do	Bo	F T X P	A	R	Yes
F 1236	242.9		High Bridge..... do	.....	P	A	L	.....
F 1241	248.5	Blk. Sig.	Spencer..... do	Rc	F T X P	A	R	Yes
F 1251	258.0	Blk. Sig.	Humphrey..... do	.....	P	A	L	.....
F 1256.9	264.3		**Ida.-Mont. State Line**....	.....	.....	.....	.....	.....
F 1257	264.7		Monida.....Mont.	Mo	F T X P	A	R	Yes
F 1265	272.8		Snowline..... do	.....	P	A	R	Yes
F 1273	279.9		Lima..... do	Rd	F T X P	A	L	Yes

	Dist. from Blackfoot	MACKAY BRANCH					
F 1151	0.0	Blackfoot.....Idaho	Bf	F T X P	A	L-OE	Yes
.....	0.0	Blackfoot (Jct. H. B.)... do	.....	.....	.....	.....	.....
FL 2	2.1	Collins..... do	.....	.....	A	.....	.....
FL 3	2.6	Gardner Jct..... do	.....	.....	C	.....	.....
FL 4	3.7	Aiken..... do	.....	.....	A	.....	.....
FL 4	4.3	Clarkson..... do	.....	.....	A	.....	Yes
FL 5.7	5.7	Moreland..... do	.....	.....	A	R	.....
FL 6	5.9	Thomas Jct..... do	.....	.....	C	.....	.....
FL 7	7.1	Aberdeen Jct..... do	.....	P	A	.....	.....
FL 20	20.1	Taber..... do	.....	P	A	R	.....
FL 40	39.7	Scoville..... do	.....	P	A	.....	.....
FL 59	59.1	Arco..... do	Ro	F T X P	A	L	Yes
FL 67	66.7	Moore..... do	.....	P	A	L	Yes
FL 73	72.6	Darlington..... do	.....	.....	A	L	Yes
FL 77	77.3	Leslie..... do	.....	.....	A	L	Yes
FL 85	85.3	Mackay..... do	My	F T X P	A	R	Yes

IDAHO DIVISION—Continued

GARDNER BRANCH

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

THOMAS BRANCH

Sta. No.	Dist. from Thomas Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
FL 6	0.0	Thomas Jct.....Idaho	.....	.....	C	.....	.....
FN 2	2.1	Patterson..... do	.....	.....	A	R	.....
FN 4	4.4	Thomas (Spur)..... do	.....	.....	A	L	.....

ABERDEEN BRANCH

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

GOSHEN BRANCH

Sta. No.	Dist. from Goshen Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
F 1162	0.0	Goshen Jct.....Idaho	.....	P	C	.....	.....
FK 3	3.2	Anton..... do	.....	.....	A	L	.....
FK 5	4.8	Goshen..... do	.....	.....	A	L	.....
FK 9	9.2	Cox (Spur)..... do	.....	.....	A	.....	.....
FK 11	10.6	Gerrard..... do	.....	.....	A	.....	.....
FK 12	12.4	Indian..... do	.....	.....	A	.....	.....
FK 15	15.2	Hackman..... do	.....	.....	A	.....	.....
FK 18	18.1	Ammon (Spur)..... do	.....	.....	A	L	.....
FU 3	21.6	Lincoln Jct..... do	.....	.....	C	.....	.....

EAST BELT BRANCH

Sta. No.	Dist. from Orvin	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
FR 3	0.0	Orvin.....Idaho	.....	P	A	L	.....
.....	0.1	Orvin (Jct. H. B.)..... do	.....	P	.....	.....	.....
FU 2	2.3	Lincoln..... do	.....	P	A	.....	.....
FU 3	3.1	Lincoln Jct..... do	.....	P	C	.....	.....
FU 6	5.7	Iona..... do	.....	P	A	L	Yes
FU 16	16.4	Ririe..... do	Rk	F T X P	A	L-E	Yes
FU 21	21.4	Byrne..... do	.....	P	A	R-E	.....
FU 26	25.6	Jenson..... do	.....	P	A	.....	.....
FU 28	27.5	Gale (Spur)..... do	.....	.....	A	.....	.....
FU 28	28.2	Walker..... do	.....	P	A	R	.....
FU 32	32.4	Parkinson..... do	.....	P	A	.....	.....
FU 34	34.3	Moody..... do	.....	P	A	.....	.....
FU 38	38.1	Newdale..... do	Ne	F T X P	A	R-E	Yes
FR 38	44.4	Belt..... do	.....	P	.....	.....	.....
FR 37	45.9	St. Anthony..... do	Sh	F T X P	A	R-SE	Yes

IDAHO DIVISION—Continued

WEST BELT BRANCH

Sta. No.	Dist. from Ucon	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
FR 8	0.0	Ucon.....Idaho	Un	F T XP	A	R	Yes
.....	0.1	Ucon (Jct. H. B.)..... do	.....	.....	.....	.....	.....
FS 3	2.8	Coltman (Spur)..... do	.....	.....	A	.....	.....
FS 5	4.8	Grant (Spur)..... do	.....	P	A	R	.....
FS 7	7.0	Barlow (Spur)..... do	.....	.....	A	.....	.....
FS 9	8.8	Lewisville..... do	.....	P	A	R	Yes
FS 9	9.4	Midway (Spur)..... do	.....	.....	A	.....	.....
FS 11	10.5	Menan..... do	Mn	F T XP	A	R	Yes
FS 12	11.5	Annis Jct..... do	.....	.....	C	.....	.....
FS 25	25.0	Plano..... do	.....	.....	A	L	.....
FS 27	26.7	Edmonds..... do	.....	.....	A	.....	Yes
FS 29	29.3	Egin..... do	.....	P	A	L	.....
FS 32	31.6	Heman (Spur)..... do	.....	.....	A	.....	.....
FS 34	33.5	Parker..... do	.....	P	A	L	Yes
FS 35	35.3	Pyke (Spur)..... do	.....	.....	A	.....	.....
FR 37	38.7	St. Anthony..... do	Sh	F T XP	A	R-SE	Yes

ANNIS BRANCH

Sta. No.	Dist. from Annis Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
FS 12	0.0	Annis Jct.....Idaho	.....	.....	C	.....	.....
FT 1	0.5	Grays (Spur)..... do	.....	.....	A	R	.....
FT 3	2.6	Annis (Spur)..... do	.....	.....	A	L	.....

YELLOWSTONE BRANCH

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

IDAHO DIVISION—Concluded

TETON VALLEY BRANCH

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

SIXTH SUBDIVISION

MAIN LINE—LIMA TO MEADERVILLE

Sta. No.	Dist. from Ogden	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Ogden	Stock Yard Facilities
F 1273	279.9	Lima.....Mont.	Rd	F T X P	A	L	Yes
F 1281	288.0	Dell..... do	De	F T X P	A	R	Yes
F 1287	294.0	Kidd..... do	.....	P	A	R	Yes
F 1295	302.8	Red Rock..... do	.....	P	A	R	Yes
F 1300	307.0	Armstead..... do	Ad	F T X P	A	R	Yes
F 1306	312.9	Grayling..... do	.....	P	A	L	.....
F 1309	316.4	Dalys..... do	.....	P	C	L	.....
F 1313	320.4	Barratts..... do	.....	P	A	R	.....
F 1321	328.0	Dillon..... do	Dn	F T X P	A	R	Yes
F 1327	334.4	Bond..... do	.....	X P	A	R	Yes
F 1333	340.3	Apex..... do	.....	P	A	R	Yes
F 1340	347.8	Glen (Spur)..... do	.....	.....	A	R	.....
F 1341	348.7	Navy..... do	.....	P	A	R	Yes
F 1344	351.7	Lavon..... do	.....	P	A	R	.....
F 1352	358.9	Melrose..... do	Vi	F T X P	A	L	Yes
F 1358	364.9	Quinn..... do	.....	P	A	L	.....
F 1359	366.0	Maiden Rock..... do	.....	P	C	R	.....
F 1363	370.1	Divide..... do	J	F T X P	A	L	Yes
F 1367	374.3	Woodin..... do	.....	P	A	R	.....
F 1373	380.7	Feely..... do	.....	P	A	R	.....
F 1377	384.6	Buxton..... do	.....	P	A	L	.....
F 1383	390.0	Silver Bow..... do	Sb	F T X P	A	L	Yes
.....	.....	Butte City (A) 2 No. Main St..... do	.....	T	.....	.....	.....
F 1390	396.9	Butte Union Depot..... do	By	T P	.....	L	.....
.....	.....	Butte Freight..... do	.....	F P	A	L-OE	Yes
F 1392	398.7	Meaderville..... do	.....	.....	.....	.....	.....

UTAH DIVISION

FIRST SUBDIVISION

MAIN LINE—CALIENTE TO MILFORD

Sta. No.	Dist. from Los Angeles	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1353	451.5	Caliente Frt. and Tkt.....Nev.	.....	F T P	A	R	Yes
.....	.....	Caliente Telegraph..... do	Cs	P	.....	.....	.....
B 1349	466.3	Eccles..... do	.....	P	A	.....	.....
B 1345	470.4	Minto..... do	.....	P	A	.....	.....
B 1341	474.3	Spur..... do	.....	.....	.....	.....	.....
B 1338	477.2	Islen..... do	Sn	P	A	R	.....
B 1334	480.6	Barclay..... do	.....	P	A	.....	Yes
B 1328	486.6	Acoma..... do	.....	P	A	L	Yes
B 1324	491.3	Brown..... do	.....	P	A	.....	.....
B 1319	495.7	Crestline..... do	Ne	P	A	L	.....
B 1315	499.6	Lien..... do	.....	P	A	.....	.....
B 1312.4	502.5	**Nev.-Utah State Line.**	.....	.....	.....	.....	.....
B 1312	503.2	Uvada.....Utah	.....	P	A	.....	.....
B 1307	507.9	Tomas..... do	.....	P	A	.....	.....
B 1303	511.8	Modena..... do	Na	F T X P	A	R-O	Yes
B 1297	517.8	Heist..... do	.....	P	A	.....	.....
B 1292	523.1	Yale..... do	.....	P	A	L	.....
B 1286	528.7	Beryl..... do	By	P	A	.....	.....
B 1281	533.5	Zane..... do	.....	P	A	.....	.....
B 1277	538.4	Ford..... do	.....	P	A	.....	.....
B 1272	543.4	Lund..... do	Un	F T X P	A	R	Yes
B 1267	547.8	Kerr..... do	.....	P	A	.....	.....
B 1262	552.5	Latimer..... do	.....	P	A	.....	.....
B 1258	556.9	Nada..... do	.....	P	A	R	.....
B 1251	563.6	Thermo..... do	Mo	P	A	L	.....
B 1246	568.6	Laho..... do	.....	P	A	R	.....
B 1241	573.7	Upton..... do	.....	P	A	.....	.....
.....	578.8	Milford Freight..... do	.....	F	A	L	Yes
B 1236	.....	Milford Ticket..... do	.....	T P	.....	.....	.....
.....	.....	Milford Telegraph..... do	Fd	P	.....	.....	.....
.....	.....	Milford Dispatcher..... do	Di	P	.....	.....	.....

Automatic Block Signals

	Dist. from Caliente	PIOCHE BRANCH					
B 1353	0.0	Caliente.....Nev.	Cs	F T P	A	R	Yes
.....	0.2	Caliente (Jct. H. B.)..... do	.....	.....	.....	.....	.....
BM 6	6.0	Peck..... do	.....	.....	C	.....	.....
BM 15	14.4	Panaca..... do	.....	.....	A	.....	Yes
BM 20	20.4	Water Tank..... do	.....	.....	.....	.....	.....
BM 21	21.3	Delmues..... do	.....	.....	A	.....	.....
BM 32	32.4	Prince Jct ..... do	.....	.....	.....	.....	.....
BM 33	32.7	Pioche..... do	Rm	F T X P	A	R	Yes

	Dist. from Prince Jct.	PRINCE BRANCH					
BM 32	0.0	Prince Jct.....Nev.	.....	.....	.....	.....	.....
BY 3	2.6	Atlanta..... do	.....	.....	A	R	.....
BY 4	4.2	Mendha..... do	.....	.....	A	.....	.....
BY 7	6.5	Caselton..... do	.....	.....	A	.....	.....
BY 9	8.6	Prince..... do	.....	.....	A	.....	.....

	Dist. from Lund	CEDAR CITY BRANCH					
B 1272	0.0	Lund.....Utah	Un	F T X P	A	R	Yes
BL 9	9.4	Avon..... do	.....	P	A	.....	.....
.....	20.3	Iron Springs (Jct. H. B.)..... do	.....	.....	.....	.....	.....
BL 21	21.0	Iron Springs..... do	Gs	F P	A	R	Yes
BL 25	25.2	Halivah..... do	.....	P	A	.....	.....
BL 30	29.9	Stock Yards..... do	.....	P	.....	.....	Yes
BL 31	31.0	Power Plant Spur..... do	.....	.....	.....	.....	.....
.....	.....	Cedar City Freight..... do	.....	F P	A	R-O	.....
BL 33	32.5	Cedar City Ticket..... do	Cd	T P	.....	.....	.....

	Dist. from Iron Springs	IRON MOUNTAIN BRANCH					
BL 21	0.0	Iron Springs.....Utah	Gs	F P	A	R	Yes
.....	0.7	Iron Springs (Jct. H. B.)..... do	.....	.....	.....	.....	.....
BJ 15	15.4	Iron Mountain..... do	Mn	F P	A	.....	.....

UTAH DIVISION—Continued

SECOND SUBDIVISION

MAIN LINE—MILFORD TO LYNNDYL

Sta. No.	Dist. from Los Angeles		STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
.....	.....	Automatic Block Signals	Milford Freight	Utah	.....	F P	A	L	Yes
B 1236	578.8		Milford Ticket	do	.....	T P	.....	.....	.....
.....	.....		Milford Telegraph	do	Fd	P	.....	.....	.....
B 1232	583.0		Opal	do	.....	P	A	.....	.....
B 1228	587.1		Murdock	do	.....	P	A	.....	.....
B 1223	591.7		Read	do	.....	P	A	R	.....
B 1218	596.7		Malone	do	.....	P	A	R	.....
B 1214	601.5		Black Rock	do	Ko	F T X P	A	R	Yes
B 1208	606.6		Pumice	do	.....	P	A	.....	.....
B 1203	611.6		Cruz	do	.....	P	A	.....	.....
B 1198	616.6		Bloom	do	Bo	P	A	.....	.....
B 1192	623.0		Borden	do	.....	P	A	.....	.....
B 1187	627.9		Neels	do	.....	P	A	.....	.....
B 1182	633.0		Clear Lake	do	Ck	P	A	R	Yes
B 1177	637.5		Jerome	do	.....	P	A	.....	.....
B 1173	641.9		Van	do	.....	P	A	.....	.....
B 1169	646.4		Oasis	do	.....	P	A	.....	.....
B 1164	651.4		Delta	do	Ak	F T X P	A	R-O	.....
B 1157	657.5		Strong	do	.....	P	A	L-O	Yes
B 1153	662.3		Cline	do	.....	P	A	.....	.....
B 1147	667.9		Lynndyl	do	Ny	F T X P	A	R	Yes

	Dist. from Delta	FILLMORE BRANCH						
.....	0.1	Delta (Jct. H. B.)	Utah	.....	.....	.....	.....	.....
B 1164	0.0	Delta	do	Ak	F T X P	A	L	Yes
BI 22	21.7	Greenwood	do	.....	.....	A	R	Yes
BI 32	32.2	Fillmore	do	Fi	F X	A	R	Yes

THIRD SUBDIVISION
MAIN LINE—LYNNDYL TO SALT LAKE VIA BOULTER

Sta. No.	Dist. from Los Angeles		STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1147	667.9	Automatic Block Signals	Lynndyl	Utah	Ny	F T X P	A	R	Yes
B 1142	673.0		Adams	do	.....	P	A	R	.....
B 1138	677.0		Champlin	do	.....	P	A	.....	.....
B 1133	681.5		Dyer	do	.....	P	A	.....	.....
B 1128	687.3		Jericho	do	.....	P	A	.....	Yes
B 1121	693.9		McIntyre	do	.....	P	A	.....	Yes
B 1114	700.6		Tintic	do	U	F T P	A	R	.....
B 1109	706.2		Boulter	do	.....	P	A	.....	.....
B 1103	712.0		Lofgreen	do	.....	P	A	L	.....
B 1099	716.1		Dunbar	do	.....	P	A	L	.....
B 1096	719.2		Pehrson	do	.....	P	A	.....	.....
B 1090	725.3		Faust	do	Fa	P	A	L	Yes
B 1084	731.2		Ajax	do	.....	P	A	.....	.....
B 1081	733.7		Clover	do	.....	P	A	L	.....
B 1077	738.1		St. John	do	Sj	F T X P	A	L	Yes
B 1070	744.6		Stockton	do	Kn	F T X P	A	R-O	.....
B 1068	746.8		Bauer	do	Ba	F P	A	.....	.....
B 1065	750.2		Warner	do	Du	F T P	A	R-O	Yes
B 1061	754.3		Shields	do	.....	P	A	.....	.....
B 1057	758.4		Erda	do	.....	P	A	L	.....
B 1052	763.5		Morris	do	.....	P	A	L	.....
B 1049	766.4		Lake Point	do	Pn	P	.....	.....	Yes
.....	769.1		B. & G. Crossing	do	.....	.....	.....	.....	.....
B 1045	770.3		Garfield	do	Gf	F T X P	A	R-O	Yes
B 1045	770.4		East Garfield	do	.....	.....	.....	.....	.....
B 1039	775.7		Riter	do	.....	P	A	.....	.....
B 1034	781.2		Buena Vista	do	Bv	P	A	R	.....
.....	784.4		D. & R. G. W. Crossing	do	.....	.....	.....	.....	.....
.....	784.5		D. & R. G. W. Crossing	do	.....	.....	.....	.....	.....
.....	.....		Salt Lake "A" So. Tem. & Main	do	.....	T P	.....	.....	.....
.....	.....		Salt Lake City S. P., 14 So. Main St.	do	.....	T P	.....	.....	.....

UTAH DIVISION—Continued
THIRD SUBDIVISION—Concluded
MAIN LINE—LYNNDYL TO SALT LAKE VIA BOULTER—Concluded

Sta. No.	Dist. from Los Angeles		STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1029	786.0	Automatic Block Signals	Salt Lake City Un. Sta.	Utah	.....	T P	.....	.....	.....
.....	.....		Salt Lake City Baggage	do	.....	P	.....	.....	.....
.....	.....		Salt Lake City Freight	do	.....	F P	A	R-SOE	.....
.....	.....		Salt Lake City Telegraph	do	Vn	P	.....	.....	.....
.....	.....		Salt Lake City Dispatcher	do	Ds	P	.....	.....	.....

	Dist. from Tintic	EUREKA BRANCH						
B 1114	0.0	Tintic	Utah	U	F T P	A	R	.....
.....	0.4	Tintic (Jct. H. B.)	do	.....	.....	.....	.....	.....
BF 2	1.6	Mammoth Junction	do	.....	.....	.....	.....	.....
BF 4	3.6	Eureka	do	Rk	F T X	A	R	.....

	Dist. from Tintic	SILVER CITY BRANCH						
B 1114	0.0	Tintic	Utah	U	F T P	A	L	.....
.....	0.4	Tintic (Jct. H. B.)	do	.....	.....	.....	.....	.....
BG 2	2.4	Silver City	do	.....	.....	A	R	.....

	Dist. from Mammoth Jct.	MAMMOTH BRANCH						
BF 2	0.0	Mammoth Junction	Utah	.....	.....	.....	.....	.....
BH 2	1.6	Mammoth	do	.....	.....	A	R	.....

PROVO SUBDIVISION
MAIN LINE—LYNNDYL TO SALT LAKE VIA PROVO

Sta. No.	Dist. from Los Angeles	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1147	667.9	Lynndyl	Utah	Ny	F T X P	A	R	Yes
T 1159	671.9	Mack	do	.....	.....	.....	.....	.....
T 1158	673.3	Leamington	do	.....	P	A	R	Yes
T 1153	678.3	Uisco	do	.....	.....	B	.....	.....
T 1150	681.0	Soma	do	.....	P	A	.....	Yes
T 1148	683.1	Parley	do	.....	P	A	.....	.....
T 1140	691.3	Mills	do	.....	.....	A	R	Yes
T 1133	698.3	Juab	do	.....	P	A	L	Yes
T 1130	701.0	Levan	do	.....	.....	A	R	.....
T 1125	705.6	Sharp	do	.....	P	A	.....	.....
T 1118	712.8	Nephi	do	Ni	F T X P	A	R	Yes
T 1112	718.7	Burriston	do	.....	P	A	.....	.....
T 1111	720.4	Mona	do	.....	.....	A	L	.....
T 1107	724.0	Starr	do	.....	P	A	R	Yes
T 1101	730.0	York	do	.....	P	A	.....	.....
T 1098	732.7	Santaquin	do	.....	P	A	R	.....
T 1092	738.8	Payson	do	Cn	F T X P	A	R	Yes
T 1090	741.2	Stearns-Beet Spur	do	.....	.....	A	.....	.....
T 1087	743.6	Benjamin	do	.....	P	A	L	.....
T 1085	746.4	Spanish Fork	do	Sf	F T X P	A	R-O	Yes
T 1081	750.0	Springville	do	.....	.....	A	R	Yes
T 1076	754.7	Provo Union Depot	do	Vo	T P	.....	R	.....
.....	754.7	Provo Freight Depot	do	De	F P	A	L-OE	Yes
T 1076	754.7	Provo Joint Yard	do	Ur	P	.....	L	.....
T 1074	756.8	Provo-Cutting Spur	do	.....	.....	A	.....	.....
.....	759.3	D. & R. G. W. Crossing	do	.....	.....	.....	.....	.....
T 1072	760.0	Geneva	do	.....	F P	A	.....	.....
T 1070	761.1	Vineyard	do	.....	.....	A	.....	.....
T 1067	763.8	Hardy	do	.....	.....	A	.....	.....
T 1065	765.5	Pleasant Grove	do	Go	F T X P	A	R	.....
.....	768.0	S. L. & U. R. R. Co., Crossing	do	.....	.....	.....	.....	.....
T 1062	768.5	American Fork	do	Af	F T X P	A	L-O	.....
.....	771.1	Lehi-Sugar Spur	do	.....	.....	.....	.....	.....
T 1059	771.5	Lehi	do	Hi	F T X P	A	L-O	Yes
T 1058	773.0	Cutler	do	.....	P	A	L	.....
T 1053	777.5	Mount	do	.....	P	A	.....	.....
T 1051	780.0	Rideout	do	.....	.....	A	.....	.....
T 1048	783.3	Mellen Sand Spur	do	.....	.....	.....	.....	.....
T 1046	784.9	Draper	do	A	F T X P	A	L	Yes
S 1042	789.4	Sandy	do	.....	P	A	L-O	Yes
.....	789.8	D. & R. G. W. Little Cottonwood Branch Crossing	do	.....	.....	.....	.....	.....
S 1040.1	790.7	Midvale (on U. S. Smelter Spur)	do	.....	F P	A	R	.....

UTAH DIVISION—Continued

PROVO SUBDIVISION—Concluded

MAIN LINE—LYNNDYL TO SALT LAKE VIA PROVO—Concluded

Sta. No.	Dist. from Los Angeles	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
S 1040	790.8	Cushing.....Utah	.....	P	A	L	.....
S 1039	792.4	Atwoods..... do	.....	P	B	.....	.....
.....	792.5	Connection U. S. Smelter Spur do	.....	.....	.....	.....	.....
S 1037	794.1	Pallas..... do	.....	P	B	R	.....
S 1036.2	794.7	Murray..... do	Fn	F X P	A	R-OE	Yes
S 1036	795.4	Fireclay..... do	.....	.....	A	.....	.....
S 1035	796.0	Bentz..... do	.....	.....	A	.....	.....
S 1034.1	797.2	Walton..... do	.....	.....	B	.....	.....
S 1034	797.4	Huslers..... do	.....	P	B	L	Yes
.....	798.6	D. & R. G. W. R. R. Park City Branch Crossing..... do	.....	.....	.....	.....	.....
S 1032	798.8	Burton..... do	.....	.....	B	R	Yes
S 1032	799.4	Officer..... do	.....	P	A	R	.....
.....	799.9	S. L. & U. R. R. Crossing..... do	.....	.....	.....	.....	.....
.....	.....	Salt Lake City, "A," So. Tem. & Main..... do	.....	T P	.....	.....	.....
.....	.....	Salt Lake City S. P., 14 So. Main St..... do	.....	T P	.....	.....	.....
B 1029	802.0	Salt Lake City Union Station.. do	.....	T P	.....	.....	.....
.....	.....	Salt Lake City Baggage..... do	.....	P	.....	.....	.....
.....	.....	Salt Lake City Freight..... do	.....	F P	A	R-SOE	.....
.....	.....	Salt Lake City Headquarters.. do	Sa	P	.....	.....	.....
.....	.....	Salt Lake City Dispatcher..... do	Ds	P	.....	.....	.....
.....	.....	Salt Lake City, Telegraph.... do	Vn	P	.....	.....	.....

IRONTON BRANCH

	Dist. from Provo	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
T 1076	0.0	Provo Union Depot.....Utah	Vo	T P	.....	R	.....
.....	1.4	Provo (Jct. H. B.)..... do	.....	.....	.....	.....	.....
TB 2	2.8	Ironton (Columbia Steel Plant) do	.....	.....	A	R	.....

FAIRFIELD BRANCH

	Dist. from Cutler	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
.....	0.2	Cutler (Jct. H. B.).....Utah	.....	.....	.....	.....	.....
T 1058	0.0	Cutler..... do	.....	P	A	L	.....
.....	1.9	S. L & U. Crossing..... do	.....	.....	.....	.....	.....
TA 5	4.9	Clinton..... do	.....	.....	A	.....	.....
TA 13	12.7	Dahl (Spur)..... do	.....	.....	A	.....	.....
TA 17	17.4	Floyd..... do	.....	.....	A	.....	.....
TA 20	20.3	Fairfield..... do	.....	.....	A	L	Yes
TA 24	23.6	Five Mile Pass..... do	.....	.....	A	.....	.....

FOURTH SUBDIVISION

MAIN LINE—OGDEN TO SALT LAKE CITY

	Dist. from Ogden	STATION	Automatic Block Signals	Double Track	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
.....	.....	Ogden City, Ben Lomond Hotel Bldg ...Utah			.....	T P	.....	.....	.....
B 993	0.0	Ogden, Union Pass. Sta... do			.....	T P	.....	.....	.....
.....	.....	Ogden, Baggage..... do			.....	P	.....	.....	.....
.....	.....	Ogden, Freight..... do			.....	F T P	A	L-OE	Yes
.....	.....	Ogden, Telegraph..... do			Og	P	.....	.....	.....
.....	.....	Ogden, Yard..... do			Yd	P	.....	.....	.....
.....	0.6	U. P. Crossing..... do			.....	.....	.....	.....	.....
B 994	1.0	Bridge Junction..... do			.....	P	C	.....	.....
B 999	6.1	Roy..... do			.....	P	A	L	.....
B 1002	9.8	Clearfield..... do			Cf	F T X P	A	L	.....
B 1007	14.5	Layton..... do			Ny	F T X P	A	L	Yes
B 1009	16.7	Kaysville..... do			K	F T X P	A	L	Yes
B 1014	21.3	Farmington..... do			.....	X P	A	L	.....
B 1019	26.0	Centerville..... do			.....	.....	C	L	.....
B 1021	28.1	Woods Cross..... do			Wc	F T X P	A	L	.....
.....	31.0	B. R. R. Crossing..... do			.....	.....	.....	.....	.....
B 1024	31.1	)North Salt Lake..... do			.....	F P	A	L	Yes
B 1026	32.9	Becks..... do			.....	.....	A	.....	.....
.....	33.7	North Yard..... do			C	P	.....	.....	.....
.....	.....	Salt Lake City ("A") So. T. and Main..... do			.....	T P	.....	.....	.....
.....	.....	Salt Lake City S. P., 14 So. Main St..... do			.....	T P	.....	.....	.....
B 1029	36.3	Salt Lake City Passenger Station..... do			.....	T X P	.....	.....	.....
.....	.....	Salt Lake Bag..... do			.....	P	.....	.....	.....
.....	.....	Salt Lake Freight..... do			.....	F P	A	L-SOE	.....
.....	.....	Salt Lake Headqtrs..... do			Sa	P	.....	.....	.....
.....	.....	Salt Lake Disp'r..... do			Ds	P	.....	.....	.....
.....	.....	Salt Lake City, Telegraph do			Vn	P	.....	.....	.....

)Note—Powder is at the end of the spur which runs from North Salt Lake.

UTAH DIVISION—Continued

SYRACUSE BRANCH

Sta. No.	Dist. from Clearfield	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1002	0.0	Clearfield.....Utah	Cf	F T X P	A	L	.....
.....	0.3	D. & R. G. W. Crossing..... do	.....	.....	.....	.....	.....
BD 1	1.0	Moberly (Spur)..... do	.....	.....	A	R	.....
BD 2	2.1	Barnes (Spur)..... do	.....	.....	A	L	.....
BD 3	3.2	Steed (Spur)..... do	.....	.....	A	R	.....
BD 5	4.7	Syracuse..... do	.....	.....	.....	.....	.....

FIFTH SUBDIVISION

MAIN LINE—OGDEN TO McCAMMON

Sta. No.	Dist. from Ogden	STATION	Automatic Block Signals	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Ogden	Stock Yard Facilities
.....	.....	Ogden City, Ben Lomond Hotel Bldg.....Utah		.....	T P	.....	.....	.....
B 993	0.0	Ogden, Un. Pas. Sta..... do		.....	T P	.....	.....	.....
.....	.....	Ogden, Baggage..... do		.....	P	.....	.....	.....
.....	.....	Ogden, Freight..... do		.....	F T P	A	R-OE	Yes
.....	.....	Ogden, Telegraph..... do		Og	P	.....	.....	.....
.....	.....	Ogden, Yard..... do		Yd	P	.....	.....	.....
.....	0.7	D. & R. G. W. Crsg..... do		.....	.....	.....	.....	.....
F 994	1.6	S. P. Junction..... do		.....	P	.....	R	.....
F 995	2.7	Browning..... do		.....	.....	.....	.....	.....
.....	4.7	U. I. C. R. R. Crsg..... do		.....	.....	.....	.....	.....
F 997	4.7	Harrisville..... do		.....	P	A	L	.....
F 1001	8.8	Hot Springs..... do		.....	P	A	L	.....
F 1007	14.0	Willard..... do		.....	P	A	R	.....
F 1010	17.2	Perry..... do		.....	P	A	R	.....
F 1012	19.3	Bushnell..... do		.....	P	A	R	.....
F 1014	21.1	Brigham..... do		Bm	F T X P	A	R-OE	Yes
F 1018	25.3	Bakers..... do		.....	P	A	L	.....
F 1023	30.4	Honeyville..... do		Hx	F T X P	A	R	Yes
F 1025	32.5	Madsen..... do		.....	.....	A	R	.....
F 1029	35.9	Dewey..... do		.....	P	A	R	Yes
F 1033	40.1	Collinston..... do		.....	P	A	R	Yes
F 1037	44.6	Wheelon..... do		.....	P	A	L	.....
.....	45.2	Bear River Tunnel (Tunnel No. 15)..... do		.....	P	.....	.....	.....
F 1041	48.8	Cache Junction..... do		Cj	F T X P	A	R	Yes
F 1046	52.9	Hammond..... do		.....	P	A	L	.....
F 1050	56.9	Trenton..... do		On	F T X P	A	L	Yes
F 1051	58.2	Morton..... do		.....	.....	A	R	.....
F 1053	60.6	Cornish..... do		Cg	F T X P	A	L	Yes
F 1055	62.4	Utida..... do		.....	P	A	R	Yes
F 1055	62.4	**Utah-Idaho St. Line**						
F 1056	63.7	Anderson (Spur).....Idaho		.....	.....	A	R	.....
F 1058	65.1	Weston..... do		Wi	F T X P	A	L	Yes
F 1061	68.5	Thorensen (Spur)..... do		.....	.....	B	R	.....
F 1064	71.0	Dayton..... do		Cn	F T X P	A	L	Yes
F 1065	72.4	Beers (Spur)..... do		.....	.....	A	L	.....
F 1068	75.2	Clifton..... do		.....	P	A	R	Yes
F 1071	78.3	Coulam..... do		.....	P	A	R	Yes
F 1074	81.3	Oxford..... do		.....	P	A	L	Yes
F 1077	84.7	Swan Lake..... do		.....	P	A	L	Yes
F 1083	89.9	Zenda..... do		.....	P	A	R	.....
F 1088	95.0	Downey..... do		Do	F T X P	A	R	Yes
F 1093	100.0	Virginia..... do		.....	P	A	L	.....
F 1095	102.5	Marsh Valley (Spur)..... do		.....	P	A	L	.....
F 1097	104.7	Arimo..... do		A	F T X P	A	L	Yes
	1038 111.2	McCammon..... do		Mc	F T X P	A	L	Yes
.....	111.4	**Jct. Switch Line to Ogden**						

UTAH DIVISION—Continued

EVONA BRANCH

Sta. No.	Dist. from Ogden	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Ogden	Stock Yard Facilities
B 993	0.0	Ogden.....Utah	Og	F T X P	A	R-OE	Yes
BE 0.5	0.5	Globe Mills (Spur)..... do	.....	.....	.....	.....	.....
BE 0.7	0.7	Evona..... do	.....	.....	A	L	Yes
BE 1	1.1	Relico..... do	.....	.....	A	R	.....
.....	2.4	Olson & Stratford... Sugar do	.....	.....	.....	.....	.....
BE 2.5	2.5	Rky. Mt. Feeders... Works do	.....	.....	.....	.....	Yes
BE 2.8	2.8	Lindsay Live Stock. Spur do	.....	.....	.....	.....	.....
BE 3	3.4	Sugar Works..... do	.....	.....	A	R	.....

MALAD BRANCH

Sta. No.	Dist. from Brigham	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Ogden	Stock Yard Facilities
F 1014	0.0	Brigham.....Utah	Bm	F T XP	A	R-OE	Yes
FC 4	3.9	Corinne Junction..... do	.....	.....	C	R	.....
FC 6	5.6	Corinne..... do	.....	.....	A	R	Yes
FC 12	11.6	Evans..... do	.....	.....	A	L	.....
FC 14	13.7	Cropley..... do	.....	.....	A	L	Yes
FC 16	15.7	Elwood..... do	.....	.....	A	L	.....
FC 18	17.8	Tremonton..... do	Mu	F T X	A	R-O	Yes
FC 20	19.8	Garland..... do	Aj	F T X	A	L	Yes
FC 21	20.1	Sugar Works..... do	.....	.....	A	R	.....
FC 23	23.4	Belmont..... do	.....	.....	A	R	.....
FC 25	25.0	Fielding..... do	.....	.....	A	R	Yes
FC 28	27.9	Plymouth (Spur)..... do	.....	.....	A	L	.....
FC 31	30.5	Halbert (Spur)..... do	.....	.....	A	L	Yes
FC 35	34.5	Washakie (Spur)..... do	.....	.....	A	L	Yes
FC 37	36.7	Portage..... do	.....	.....	A	R	Yes
FC 38.6	38.6	**Utah-Idaho State Line**					
FC 41	40.7	Woodruff (Spur).....Idaho	.....	.....	A	L	.....
FC 45	44.5	Cherry Creek (Spur)..... do	.....	.....	A	R	.....
FC 52	51.5	Malad..... do	Mv	F T X	A	R-OE	Yes

THATCHER BRANCH

Sta. No.	Dist. from Tremonton	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Ogden	Stock Yard Facilities
FC 18	0.0	Tremonton.....Utah	Mu	F T X	A	R-O	Yes
.....	0.4	Tremonton (Jct. H. B.)..... do	.....	.....	.....	.....	.....
FD 5	5.1	Sunset..... do	.....	.....	A	R	.....
FD 6	5.6	Thatcher..... do	.....	.....	A	R	.....

BEAR RIVER BRANCH

Sta. No.	Dist. from Garland	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Ogden	Stock Yard Facilities
FC 20	0.0	Garland.....Utah	Aj	F T X	A	L	Yes
.....	0.2	Garland (Jct. H. B.)..... do	.....	.....	.....	.....	.....
FE 1	1.1	Garland Jct..... do	.....	.....	A	.....	.....
FE 3	3.4	Haws..... do	.....	.....	A	L	.....
FE 6	5.6	Lamb..... do	.....	.....	A	L	.....
FE 8	7.5	Bush..... do	.....	.....	A	L	.....
FE 9	9.2	Bradford..... do	.....	.....	A	L	.....

URBAN BRANCH

Sta. No.	Dist. from Bakers	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Ogden	Stock Yard Facilities
F 1018	0.0	Bakers (Jct. H. B.).....Utah	.....	P	A	L	.....
FA 3	2.6	Teal..... do	.....	.....	A	L	.....
FA 5	4.9	Urban (Spur)..... do	.....	.....	A	L	.....

UTAH DIVISION—Concluded

CACHE VALLEY BRANCH

Sta. No.	Dist. from Cache Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Ogden	Stock Yard Facilities
F 1041	0.0	Cache Junction.....Utah	Cj	F T XP	A	R	Yes
.....	0.2	Cache Junction (H. B.)..... do	.....	.....	.....	.....	.....
FF 5	4.8	Petersboro (Spur)..... do	.....	.....	A	L	.....
FF 9	8.6	Mendon..... do	.....	.....	A	R	Yes
FF 12	12.4	Nebeker..... do	.....	.....	A	R	.....
FF 14	13.8	Wellsville..... do	Wv	F T X)	A	R-O	Yes
FF 15	14.5	Hills (Spur)..... do	.....	.....	A	R	.....
FF 16	16.4	West (Spur)..... do	.....	.....	A	R	.....
FF 18	17.6	Hyrum..... do	.....	X	A	L-O	Yes
FF 20	20.3	Holt (Spur)..... do	.....	.....	A	R	.....
FF 22	21.7	Sugar Factory Jct..... do	.....	.....	A	.....	.....
.....	23.7	Logan Jct..... do	.....	.....	.....	.....	.....
FF 24	24.1	Logan..... do	Q	F T	A	R	Yes
.....	24.4	Benson Jct..... do	.....	.....	.....	.....	.....
FF 30	30.0	Cardon..... do	.....	.....	B	.....	.....
FF 32	31.5	Smithfield..... do	Sm	F T X	A	R	Yes
FF 33	33.4	Baugh (Spur)..... do	.....	.....	A	R	.....
FF 37	36.5	Hodges (Spur)..... do	.....	.....	A	L	.....
FF 37	37.4	Richmond..... do	Rn	F T X)	A	R	.....
FF 40	39.6	Merrills..... do	.....	.....	A	R	.....
.....	39.9	U. I. C. R. R. Under Grade Crossing..... do	.....	.....	.....	.....	.....
FF 41	40.9	Webster..... do	.....	.....	A	L	.....
FF 42	41.5	Lewiston Sugar (Spur)..... do	.....	S F	B	L	.....
FF 42.7	42.7	**Utah-Idaho State Line**					
FF 44	43.8	Franklin.....Idaho	F	F T X	A	R	Yes
FF 48	48.0	Whitney..... do	.....	.....	A	L	Yes
.....	50.6	U. I. C. R. R. Crossing..... do	.....	.....	.....	.....	.....
FF 51	50.8	Preston..... do	Pn	F T X	A	R-OE	Yes

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

BENSON BRANCH

Sta. No.	Dist. from Logan	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Ogden	Stock Yard Facilities
FF 24	0.0	Logan.....Utah	Q	F T	A	R	Yes
FG 3	0.3	Benson Junction (H. B.)..... do	.....	.....	.....	.....	.....
FG 6	5.4	Benson..... do	.....	.....	A	L	.....

LOGAN SUGAR FACTORY BRANCH

Sta. No.	Dist. from Sugar Factory Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Ogden	Stock Yard Facilities
FF 22	0.0	Sugar Factory Jct.....Utah	.....	.....	A	.....	.....
FJ 1	0.8	Sugar Factory..... do	.....	.....	A	L	Yes
FJ 2	1.9	College Jct..... do	.....	.....	A	.....	.....
FJ 3	2.5	Logan Jct..... do	.....	.....	.....	.....	.....

COLLEGE BRANCH

Sta. No.	Dist. from College Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Ogden	Stock Yard Facilities
FJ 2	0.0	College Jct.....Utah	.....	.....	A	.....	.....
FH 3	2.8	College (Spur)..... do	.....	.....	A	L	.....

LOS ANGELES DIVISION

FIRST SUBDIVISION

MAIN LINE—LOS ANGELES TO YERMO

Sta. No.	Dist. from Los Angeles	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
.....	.....	Los Angeles City Ticket and Executive Offices—U. P. Bldg. 6th and Olive Streets..Cal.	Go	T P	.....	.....	.....
.....	.....	Los Angeles Freight—840 So. Alameda Street..... do	.....	F T P	A	R & L SOE	.....
.....	.....	Los Angeles, Jct. Station..... do	.....	T P	.....	.....	.....
.....	.....	Los Angeles Baggage..... do	.....	.....	.....	.....	.....
.....	.....	Los Angeles Telegraph 2025 Hunter Street..... do	Z	P	.....	.....	.....
.....	.....	Los Angeles Dispatcher's Office 2025 Hunter Street..... do	Ds	P	.....	.....	.....
B 1813	0.0	Los Angeles Union Passenger Terminal, 800 No. Alameda Street.....Cal.	UD	T P	.....	.....	.....
.....	0.6	Mission Tower—A. T. & S. F. Ry. Crossing..... do	.....	.....	.....	.....	.....
B 1812	0.8	Pasadena Jct..... do	.....	.....	.....	.....	.....
.....	1.7	First Street..... do	.....	.....	.....	.....	.....
.....	3.4	Ninth Street Jct..... do	.....	P	.....	.....	.....
B 1811	3.9	Soto Street Jct..... do	.....	P	.....	.....	.....
B 1810	4.6	Downey Road..... do	.....	P	.....	.....	.....
B 1809	5.6	East Yard..... do	D	P	.....	.....	.....
.....	7.3	Telegraph Road..... do	Rd	P	.....	.....	.....
.....	7.5	East Los Angeles..... do	.....	T P	.....	.....	.....
B 1804	10.3	Montebello..... do	Mk	F T X P	A	L	.....
B 1803	12.1	Pico..... do	K	F T X P	A	R	.....
B 1802	12.6	Whittier Junction..... do	.....	P	.....	.....	.....
B 1802	12.8	St. Helens Spur..... do	.....	.....	A	.....	.....
B 1799	15.4	Clayton..... do	.....	P	A	.....	.....
B 1796	18.7	Hillgrove..... do	Bg	F P	A	R	.....
B 1795	19.6	Hudson..... do	.....	.....	.....	.....	.....
B 1793	21.6	Rowland..... do	.....	P	.....	.....	.....
B 1791	23.4	Fallon..... do	.....	.....	.....	.....	.....
B 1789	26.1	Walnut..... do	Wa	F P	A	R	.....
B 1786	28.7	Feed Spur..... do	.....	P	A	.....	.....
B 1784	30.6	Spadra..... do	.....	P	.....	.....	.....
B 1781	33.8	Pomona Ticket..... do	Po	T P	.....	.....	.....
.....	.....	Pomona Freight..... do	.....	F P	A	R	.....
.....	34.7	Southern Pacific Crossing. do	.....	.....	.....	.....	.....
.....	34.7	W. O. Tower..... do	Wo	P	.....	.....	.....
B 1779	35.8	San Antonio Meat Co. Spur do	.....	.....	A	.....	.....
B 1777	37.3	Sunsweet..... do	.....	P	A	.....	.....
B 1775	39.5	Ontario..... do	Ra	F T P	A	L	.....
.....	39.9	Southern Pacific Crossing. do	.....	.....	.....	.....	.....
B 1774	40.8	Cucamonga Co-op Winery do	.....	.....	A	.....	.....
B 1773	42.1	Ballou..... do	.....	.....	A	.....	.....
B 1771	43.4	Collins..... do	.....	P	A	L	.....
B 1769.4	45.4	Champagne..... do	.....	.....	A	L	.....
B 1767.3	47.4	Mira Loma..... do	V	F P X	A	.....	.....
B 1767	47.5	Winery Spur Mira Loma... do	.....	.....	.....	.....	.....
B 1765	50.0	Bly..... do	By	P	A	.....	.....

Automatic Block Signals — Dble. Trk.

	Dist. from Bly	CRESTMORE SPUR					
B 1765	0.0	Bly.....Cal.	By	P	A	.....	.....
BR 1	0.2	Setout Track..... do	.....	.....	.....	.....	.....
BR 3	3.1	Ennis..... do	.....	.....	A	R	.....
BR 4	3.9	Ormand..... do	.....	P	A	.....	.....
BR 4	3.9	Ormand Quarry Track..... do	.....	.....	.....	.....	.....
BS 4	6.5	Crestmore..... do	.....	P	A	.....	.....
.....	6.9	Crestmore (Jct. H. B.)..... do	.....	.....	.....	.....	.....

LOS ANGELES DIVISION—Continued

FIRST SUBDIVISION—Concluded

MAIN LINE—LOS ANGELES TO YERMO—Concluded

Sta. No.	Dist. from Los Angeles	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
B 1763	51.5	Pedley.....Cal.	.....	P	A	.....	.....
B 1760	54.5	Arlington..... do	AN	P	B	.....	.....
B 1759	55.5	Streeter..... do	.....	P	C	.....	.....
B 1758	56.8	Magnolia Ave..... do	.....	P	A	.....	.....
.....	56.8	Pacific Electric Ry. Crossing..... do	.....	.....	.....	.....	.....
.....	57.3	North Street..... do	.....	.....	.....	.....	.....
.....	.....	Riverside Freight..... do	.....	F P	A	R	Yes
B 1755	59.2	Riverside Depot Ticket.... do	Vn	T P	.....	.....	.....
B 1754	59.9	Riverside Junction..... do	.....	P	C	.....	.....
.....	59.9	S. P. and A. T. & S. F. Crossing..... do	.....	P	.....	.....	.....
B 1752	62.4	Highgrove..... do	.....	F T X	A	R	.....
.....	65.8	Southern Pacific Crossing. do	.....	.....	.....	.....	.....
B 1749	66.2	Colton..... do	.....	F T P	A	R	.....
.....	68.4	Pacific Electric Ry. Crossing..... do	.....	.....	.....	.....	.....
.....	.....	San Bernardino Freight... do	.....	F P	A	R E	Yes
B 1746	69.0	San Bernardino Ticket.... do	.....	T P	.....	.....	.....
.....	.....	San Bernardino Baggage... do	.....	X P	.....	.....	.....
.....	.....	San Bernardino Telegraph. do	B	P	.....	.....	.....
.....	.....	San Bernardino Dispatcher do	Sm	P	.....	.....	.....
B 1743	70.9	Highland Junction..... do	.....	.....	C	.....	.....
B 1740	74.3	Ono..... do	.....	P	A	.....	.....
B 1737	76.8	Verdemont..... do	.....	P	A	.....	.....
B 1735	79.3	Devore..... do	.....	.....	A	L	.....
B 1730	84.0	Keenbrook..... do	.....	P	A	L	.....
B 1726	87.8	Cajon..... do	Jo	F T X P	A	L	.....
B 1721	92.5	Alray {Eastbound..... do	.....	.....	.....	.....	.....
.....	96.3	Summit} do	.....	.....	.....	R	Yes
B 1724	90.6	Gish..... do	.....	.....	A	.....	.....
B 1723	91.6	Dell..... do	.....	.....	A	.....	.....
B 1718	94.3	Summit..... do	Su	F T X P	A	R	Yes
B 1712	101.8	Lugo..... do	.....	P	A	.....	.....
B 1707	107.0	Hesperia..... do	.....	.....	A	L	Yes
B 1703	111.1	Thorn..... do	.....	P	A	.....	.....
B 1702	113.4	Frost..... do	.....	.....	A	.....	.....
B 1699	115.4	Victorville..... do	Vr	F T X P	A	L	Yes
B 1697	116.9	Leon..... do	.....	P	.....	.....	.....
B 1693	120.5	Oro Grande..... do	.....	P	A	L	Yes
B 1688	125.9	Bryman..... do	.....	P	A	.....	.....
B 1683	130.8	Helendale..... do	.....	P	A	R	.....
B 1679	135.1	Wild..... do	.....	.....	.....	.....	.....
B 1674	140.0	Hodge..... do	.....	P	A	R	Yes
B 1668	145.9	Lenwood..... do	.....	P	A	.....	.....
.....	.....	Barstow Freight..... do	Ba	F P	A	L	Yes
B 1663	151.8	Barstow Ticket..... do	.....	T P	.....	.....	.....
B 1658	156.9	Nebo..... do	.....	.....	A	.....	.....
B 1654	160.6	Daggett..... do	H	F T X P	A	R	.....
B 1652	162.2	West Yermo..... do	.....	.....	A	.....	.....
B 1650	165.2	Yermo..... do	Bn	F T X P	A	L	Yes

Auto. Block Signals — Dbl. Trk. — Double Track

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

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

LOS ANGELES DIVISION—Continued

SAN PEDRO BRANCH—Continued

Sta. No.	Dist. from Downey Road	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
.....	4.0	Fiberboard Products Co.....Cal.	.....	.....	.....	.....	.....
.....	4.1	U.S.A. Salvage Segregation Center..... do	.....	.....	.....	.....	.....
.....	4.2	L. A. Chem. Prod. Co..... do	.....	.....	.....	.....	.....
BW 4	4.5	A. R. Maas. Chem. Co..... do	.....	.....	.....	.....	.....
BW 5	4.5	South Gate—Team Track..... do	.....	.....	.....	.....	.....
.....	4.6	So. Pac. Crossing..... do	.....	.....	.....	.....	.....
.....	4.9	Davenport Mfg. Co..... do	.....	.....	.....	.....	.....
BW 5	5.2	Purex Co..... do	.....	.....	A	.....	.....
.....	5.3	Pacific Cast Iron Ftgs. Co..... do	.....	.....	.....	.....	.....
.....	5.4	Pacific Screw Prod. Co..... do	.....	.....	.....	.....	.....
BW 5	5.4	P. Grassi Spur..... do	.....	.....	.....	.....	.....
.....	5.7	Flood Control Spur..... do	.....	.....	.....	.....	.....
BW 7	6.6	Workman..... do	.....	.....	A	.....	Yes
BW 7	7.1	Rancho Los Amigos..... do	.....	.....	A	.....	.....
BW 7	7.4	Dayton Foundry..... do	.....	.....	.....	.....	.....
BW 8	7.6	Waldrip Engineering Co..... do	.....	.....	.....	.....	.....
BW 7	7.6	Hollydale Spur..... do	.....	.....	A	.....	.....
.....	7.8	Hardman Air Craft Corp..... do	.....	.....	.....	.....	.....
.....	8.4	Pac. Elect. Csg..... do	.....	.....	.....	.....	.....
BW 8	8.7	Macco Lumber Spur..... do	.....	.....	.....	.....	.....
BW 10	9.7	Hynes..... do	Hy	F T X P	A	L	Yes
.....	10.1	So. Cal. Edison Spur..... do	.....	.....	.....	.....	.....
BW 11	10.7	Export Petroleum Spur..... do	.....	.....	.....	.....	.....
.....	10.7	International Cementers..... do	.....	.....	.....	.....	.....
BW 11	11.0	Richfield Oil Co..... do	.....	P	.....	.....	.....
.....	11.0	Dooley Wholesale Hdw. Co Spur..... do	.....	.....	.....	.....	.....
.....	11.3	Exeter Refinery Co..... do	.....	.....	.....	.....	.....
BW 11	11.0	Rioco..... do	.....	P	B	.....	.....
.....	11.6	Operators Oil & Ref'g Spur.... do	.....	.....	.....	.....	.....
BW 12	11.8	Douglas Jct..... do	.....	P	.....	.....	.....

	Dist. from Douglas Jct.						
BW 12	0.0	Douglas Jct.....Cal.	.....	P	.....	.....	.....
BX 2	1.9	North Long Beach..... do	.....	F P	A	L	.....
BX 2	2.2	Douglas Aircraft Spur..... do	.....	.....	.....	.....	.....
BX 3	2.5	Montana Ranch Spur..... do	.....	.....	.....	.....	.....
.....	2.5	City of Long Beach Spur..... do	.....	.....	.....	.....	.....
BX 3	2.6	Hancock Ref. Co. Spur..... do	.....	.....	.....	.....	.....

	Dist. from Downey Road						
BW 12	11.8	Douglas Jct.....Cal.	.....	P	.....	.....	.....
.....	14.6	Cota (P-E Crossing)..... do	.....	.....	.....	.....	.....
BW 16	16.3	Manuel..... do	.....	F P	B	.....	.....
BW 19	18.7	Willow Jct..... do	.....	.....	.....	.....	.....
.....	18.9	So. Pac. Crsg..... do	.....	.....	.....	.....	.....
BW 19	19.0	Thenard..... do	.....	.....	.....	.....	.....
.....	19.1	Pac. Elect. Crsg..... do	.....	.....	.....	.....	.....
BW 19	19.3	Mead Transfer..... do	Wi	P	A	.....	.....

	Dist. from Mead Transfer						
BW 19	0.0	Mead Transfer.....Cal.	Wi	P	A	.....	.....
BW 20	1.3	Mead So. Pac. Intchg..... do	.....	P	.....	.....	.....
.....	2.9	Long Beach, Frt..... do	.....	F P	A	.....	.....

	Dist. from Downey Road						
BW 19	19.3	Mead Transfer.....Cal.	Wi	P	A	.....	.....
.....	19.3	Ford Motor Co. Spur..... do	.....	.....	.....	.....	.....
.....	19.4	Oil Warehouse Spur..... do	.....	.....	.....	.....	.....
BW 20	19.6	Wilmington Team..... do	.....	.....	.....	.....	.....

LOS ANGELES DIVISION—Continued

SAN PEDRO BRANCH—Concluded

Sta. No.	Dist. from Downey Road	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
.....	19.8	Henry Ford Ave. Crsg. Trk.....Cal.	.....	.....	.....	.....	.....
.....	20.4	Henry Ford Ave. Draw Bdg... do	.....	P	.....	.....	.....
.....	20.6	Rohl-Connelly Spur..... do	.....	.....	.....	.....	.....
.....	20.6	West Long Beach Spur..... do	.....	.....	.....	.....	.....
.....	20.7	Spencer-Kellogg Spur..... do	.....	.....	.....	.....	.....
.....	20.7	Permanente Corp. Spur Csg... do	.....	.....	.....	.....	.....
BW 21	21.4	Terminal Island..... do	.....	P	.....	.....	.....
BW 23	23.1	East San Pedro (L.A. Harbor).. do	Dn	F P	A	L	.....

	Dist. from Pasadena Jct.	PASADENA BRANCH					
B 1812	0.0	Aut. Blk. Sig. / Dbl. Trk. — Pasadena Jct.....Cal.	.....	.....	.....	.....	.....
.....	0.1	Alhambra Ave..... do	.....	.....	.....	.....	.....
.....	0.1	So. Pac. Crsg..... do	.....	.....	.....	.....	.....
.....	0.5	L. A. Ry. Crsg..... do	.....	.....	.....	.....	.....
BU 1	0.7	Glendale Jct..... do	.....	P	.....	.....	.....
BU 2	1.8	Avenue 33..... do	.....	.....	.....	.....	.....
BU 4	4.4	Highland Park..... do	.....	.....	A	.....	.....
BU 4	4.4	Baker Spur..... do	.....	.....	.....	.....	.....
BU 5	4.5	Team Track..... do	.....	.....	.....	.....	.....
.....	4.5	A. T. & S. F. Ry. Crsg... do	.....	.....	.....	.....	.....
.....	7.3	Muni. Lght. Plant Spur.. do	.....	.....	.....	.....	.....
BU 7	7.4	Raymond.....Cal.	.....	.....	A	R	.....
.....	7.4	Muni. Lght. Plant..... do	.....	.....	.....	.....	.....
.....	7.5	Pasadena Canning Co..... do	.....	.....	.....	.....	.....
.....	7.6	P. E. Ry. Crsg..... do	.....	.....	.....	.....	.....
BU 9	8.5	St'd Bakeries Corp'n..... do	.....	.....	.....	.....	.....
BU 9	8.8	Pasadena Frt..... do	.....	F P	A	R&LE	.....
.....	8.9	Pasadena Depot..... do	Fh	P	.....	.....	.....
.....	.....	Pasadena City Tkt..... do	.....	T P	.....	.....	.....
.....	8.9	Industrial Spur..... do	.....	.....	.....	.....	.....

	Dist. from Glendale Jct.	GLENDALE BRANCH					
BU 1	0.0	Auto. Blk. Sig. — Glendale Jct.....Cal.	.....	P	.....	.....	.....
.....	0.4	Avenue 18..... do	.....	.....	.....	.....	.....
BV 1	0.9	Dayton Ave. Tower..... do	.....	.....	.....	.....	.....
.....	2.2	Taylor Mlg. Co. Spur..... do	.....	.....	.....	.....	.....
BV 3	3.0	Arroyo Jct..... do	.....	.....	.....	.....	.....
BV 3	3.4	Delay Drive..... do	.....	.....	.....	.....	.....
BV 4	3.6	Fletcher Drive..... do	.....	.....	.....	.....	.....
.....	3.8	Clifford Spur..... do	.....	.....	B	.....	.....
BV 4	4.2	Forest Lawn..... do	.....	.....	A	.....	.....
BV 6	6.3	Glendale Depot..... do	.....	F P	A	RL&E	.....
.....	.....	Glendale City Tkt..... do	.....	T P	.....	.....	.....
.....	.....	Glendale Baggage..... do	.....	.....	.....	.....	.....

	Dist. from Whittier Jct.	ANAHEIM BRANCH					
B 1802	0.0	Whittier Jct.....Cal.	.....	P	.....	.....	.....
BT 1	0.2	Gladding McBean Spur..... do	.....	.....	.....	.....	.....
BT 2	2.3	Whittier..... do	Wr	F T	A	L&E	.....
.....	6.8	Pac. Elec. Ry. Crsg..... do	.....	.....	.....	.....	.....
BT 10	9.6	La Habra..... do	Ha	F T	A	L	.....
.....	10.5	Pac. Elect Ry. Crsg..... do	.....	.....	.....	.....	.....
BT 14	13.8	Sunny Hills Spur..... do	.....	.....	A	.....	.....
BT 14	13.9	Sunny Hills..... do	.....	.....	.....	.....	.....
.....	15.5	A. T. & S. F. Ry. Crsg..... do	.....	.....	.....	.....	.....
BT 17	17.3	Fullerton..... do	Rn	F T	A	R&E	.....
.....	19.0	A. T. & S. F. Ry. Crsg..... do	.....	.....	.....	.....	.....
BT 20	20.0	Anaheim..... do	Mn	F T	A	R&E	.....

LOS ANGELES DIVISION—Continued

CRESTMORE BRANCH

Sta. No.	Dist. from Riverside Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
B 1754	0.0	Riverside Jct.....Cal.	.....	P	C	.....	.....
.....	0.1	Junction Switch Br. Line..... do	.....	.....	.....	.....	.....
.....	0.4	S. P. Intchg..... do	.....	.....	.....	.....	.....
BS 1	1.4	Alamo..... do	.....	.....	.....	.....	Yes
.....	3.3	Riverside Portland Cement Co..... do	.....	.....	.....	.....	.....
BS 4	3.6	Crestmore..... do	.....	P	A	.....	.....
.....	3.7	Crestmore (Jct. H. B.)..... do	.....	.....	.....	.....	.....

SECOND SUBDIVISION
MAIN LINE—YERMO TO LAS VEGAS

Sta. No.	Dist. from Los Angeles		STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
B 1650	165.2	Automatic Block Signals	Yermo.....Cal.	Bn	F T X P	A	L	Yes
B 1645	170.3		Toomey..... do	.....	.....	A	.....	.....
B 1640	175.4		Harvard..... do	.....	P	A	.....	.....
B 1635	179.9		Manix..... do	.....	.....	A	L	.....
B 1631	184.4		Field..... do	.....	P	A	.....	.....
B 1626	189.4		Dunn..... do	.....	P	A	.....	.....
B 1625	190.6		Industry Track..... do	.....	.....	.....	.....	.....
B 1621	193.6		Afton..... do	.....	P	A	.....	.....
B 1617	198.4		Baxter Lime Spur..... do	.....	.....	.....	.....	.....
B 1616	199.0		Baxter..... do	.....	P	A	.....	.....
B 1609	206.4		Crucero..... do	.....	P	A	.....	.....
B 1601	214.0		Balch..... do	.....	P	C	.....	.....
B 1595	219.3		Sands..... do	.....	P	A	.....	.....
B 1591	224.1		Glasgow..... do	.....	P	C	.....	.....
B 1587	228.0		Kerens..... do	.....	.....	C	.....	.....
B 1582	232.7		Flynn..... do	.....	P	C	.....	.....
B 1577	237.5		Kelso..... do	Fo	F T X P	A	R	.....
B 1574	241.2		Hayden..... do	.....	.....	A	.....	.....
B 1570	245.5		Dawes..... do	.....	.....	A	R	.....
B 1566	249.2		Flora..... do	.....	P	A	.....	.....
B 1563	252.3		Chase..... do	.....	.....	A	.....	.....
B 1562	253.3		Water Track..... do	.....	.....	.....	.....	.....
B 1559	256.2		Cima..... do	.....	P	A	L	Yes
B 1555	260.1		Joshua..... do	.....	.....	A	.....	.....
B 1550	265.0		Brant..... do	.....	P	A	.....	.....
B 1545	269.5		Ivanpah..... do	.....	P	A	.....	Yes
B 1541	274.2		Moore..... do	.....	P	A	.....	.....
B 1535	279.6		Nipton..... do	Ch	F T X P	A	R	Yes
B 1530	284.9		Desert..... do	.....	P	A	.....	.....
B 1526	289.3		Calada..... do	.....	.....	A	.....	.....
B 1524.9	290.1		**Cal.-Nev. State Line**.....	.....	.....	.....	.....	.....
B 1521	293.8		Roach.....Nev.	.....	P	A	R	.....
B 1517	298.4		Borax..... do	.....	.....	A	.....	.....
B 1512	303.2		Jean..... do	Je	F T X P	A	L	.....
B 1507	307.8		Sutor..... do	.....	.....	A	.....	.....
B 1504	311.3		Erie..... do	.....	P	A	.....	.....
B 1498	317.1		Sloan..... do	Sx	F T X P	A	R	.....
B 1491	323.9		Blue Diamond Spur..... do	.....	.....	.....	.....	.....
B 1490	324.6		Arden..... do	A	F T X P	A	R	.....
B 1486	329.2		Boulder Junction..... do	.....	.....	A	.....	.....
B 1484	331.4		Bracken..... do	.....	P	A	.....	.....
.....	.....		Las Vegas, Freight..... do	.....	F P	A	R E	Yes
B 1479	336.3		Las Vegas, Ticket..... do	.....	T P	.....	.....	.....
.....	.....		Las Vegas, Baggage..... do	.....	P	.....	.....	.....
.....	.....		Las Vegas, Telegraph..... do	Vg	P	.....	.....	.....
.....	.....		Las Vegas, Dispatcher..... do	Do	P	.....	.....	.....

BOULDER CITY BRANCH

Sta. No.	Dist. from Boulder Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
B 1486	0.0	Boulder Jct.....Nev.	.....	.....	.....	.....	.....
BO 10	9.8	Henderson..... do	Rb	F P	A	L	.....
BO 22	22.4	Boulder City..... do	Be	F T X P	A	R	.....

LOS ANGELES DIVISION—Concluded

THIRD SUBDIVISION
MAIN LINE—LAS VEGAS TO CALIENTE

Sta. No.	Dist. from Los Angeles		STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
.....	.....		Las Vegas, Freight.....Nev.	.....	F P	A	R	Yes
B 1479	336.3		Las Vegas, Ticket..... do	.....	T P	.....	.....	.....
.....	.....		Las Vegas, Telegraph..... do	Vg	P	.....	.....	.....
.....	.....		Las Vegas, Dispatcher..... do	Do	P	.....	.....	.....
B 1474	340.8		Wann..... do	.....	.....	C	.....	.....
B 1470	344.6		Valley..... do	.....	.....	A	.....	.....
.....	344.7		McCarran Spur..... do	.....	.....	.....	.....	.....
BQ 3	346.1		McCarran..... do	.....	.....	A	.....	.....
B 1468	346.6	Automatic Block Signals	Lovell..... do	.....	.....	A	R	.....
B 1466	349.0		Dike..... do	.....	.....	A	.....	.....
B 1461	354.0		Apex..... do	.....	.....	A	.....	.....
B 1459	355.8		Arrolime..... do	.....	.....	A	.....	.....
B 1455	359.5		Garnet..... do	.....	P	A	.....	.....
B 1450	365.0		Dry Lake..... do	.....	P	A	.....	.....
B 1444	370.5		Cryatal..... do	.....	.....	A	.....	.....
B 1439	375.5		Ute..... do	.....	.....	A	.....	.....
B 1435	380.0		Byron..... do	.....	P	A	.....	.....
B 1430	385.1		Moapa..... do	Ma	F T X P	A	R	Yes
B 1425	390.1		Acton..... do	.....	P	C	.....	.....
B 1420	395.4		Farrier..... do	.....	.....	C	.....	.....
B 1415	399.9		Rox..... do	.....	P	A	.....	.....
B 1411	403.7		Hoya Gravel Pit..... do	.....	P	.....	.....	.....
B 1410	404.9		Hoya..... do	.....	P	A	.....	.....
B 1404	410.4		Galt..... do	.....	P	A	.....	.....
B 1399	415.4		Vigo..... do	.....	.....	A	.....	.....
B 1394	421.1		Carp..... do	.....	P	A	.....	Yes
B 1389	426.0		Cloud..... do	.....	.....	A	.....	.....
B 1384	431.0		Leith..... do	.....	P	A	.....	.....
B 1380	434.6		Quarry Spur..... do	.....	.....	.....	.....	.....
B 1379	436.0		Kyle..... do	.....	.....	A	.....	.....
B 1375	440.5		Elgin..... do	.....	P	A	.....	.....
B 1368	446.9		Boyd..... do	.....	.....	A	.....	.....
B 1363	451.5		Stine..... do	.....	.....	A	.....	.....
B 1358	456.5		Etna..... do	.....	P	A	.....	.....
B 1353	461.5		Caliente, Freight and Ticket. do	.....	F T	A	R	Yes
.....	.....		Caliente, Telegraph..... do	Cs	P	.....	.....	.....

ST. THOMAS BRANCH

Sta. No.	Dist. from Moapa	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L. A.	Stock Yard Facilities
B 1430	0.0	Moapa.....Nev.	Ma	F T X P	A	R	Yes
.....	0.1	Moapa (Jct. H. B.)..... do	.....	.....	.....	.....	.....
BN 3	3.2	Glendale..... do	.....	.....	B-C	.....	.....
BN 5	5.1	Narrows..... do	.....	.....	A	.....	.....
BN 10	9.6	Amber..... do	.....	.....	A	.....	.....
BN 10	10.3	Logandale..... do	.....	.....	A	L	.....
BN 13	12.8	Virgin..... do	.....	.....	A	R	.....
BN 14	13.7	Glasgand..... do	.....	.....	A	.....	.....
BN 15	14.9	Overton..... do	.....	.....	A	R	.....
BN 17	16.9	Mead Lake..... do	.....	.....	A	.....	.....

Note—Caliente station belongs to Utah Division.

OPERATED MILEAGE

		First Main Track	Second Main Track	Add'l Main Track
IDAHO DIVISION—				
Main Line—				
First Subdivision	Granger to Montpelier	115.15	19.59	
Second Subdivision	Montpelier to Pocatello	98.97	42.50	
Third Subdivision	Pocatello to Glenns Ferry	159.84	36.89	
Fourth Subdivision	Glenns Ferry to Huntington	165.41	19.31	
do	Orchard to Nampa, via Boise	44.67		
Fifth Subdivision	Pocatello to Lima	145.74	2.42	
Sixth Subdivision	Lima to Butte	118.11	1.70	
	Total	847.89	122.41	
Branches—				
Kemmerer	No. Kemmerer Jct. to Quealy	8.50		
Cumberland	Moyer Jct. to Blazon Jct.	9.26		
Glencoe	Glencoe Jct. to Glencoe	2.30		
Elkol	Glencoe Jct. to Elkol	3.45		
Grace	Alexander to Grace	6.59		
Twin Falls	Minidoka to Buhl	74.23		
Oakley	Burley to Oakley	22.04		
Wells	Twin Falls to Wells	122.88		
North Side	Rupert to Bliss	72.74		
Raft River	Burley to Benning	11.04		
Ketchum	Shoshone to Ketchum	69.86		
Hill City	Richfield to Hill City	58.26		
Nampa	Nampa to Nampa Loop Jct.	2.17		
Boise	Boise Jct. to Barber	8.38		
Murphy	Nampa to Murphy	30.08		
Idaho Northern	Idaho Northern Jct. to McCall	128.80		
Wilder	Caldwell to Wilder	11.34		
Homedale	Nyssa to Marsing	33.39		
Oregon Eastern	Ontario to Malheur Jct.	1.88		
Oregon Eastern	Malheur Jct. to Burns	155.31		
Brogan	Vale to Brogan	23.74		
Payette	Payette Jct. to Emmett Jct.	28.68		
New Meadows	Weiser to New Meadows	90.01		
Homestead	Blakes Jct. to Robinette	33.09		
Mackay	Blackfoot to Mackay	86.03		
Gardner	Gardner Jct. to Peterson	3.37		
Thomas	Thomas Jct. to Thomas	4.54		
Aberdeen	Aberdeen Jct. to Aberdeen	28.44		
Goshen	Goshen Jct. to Lincoln Jct.	21.60		
Yellowstone	Idaho Falls to West Yellowstone	106.18		
East Belt	Orvin to Belt	44.28		
West Belt	Ucon to St. Anthony	38.49		
Annis	Annis Jct. to Annis	2.72		
Teton Valley	Ashton to Victor	45.79		
	Total	1,389.46		
	Total Idaho Division	2,237.35	122.41	

OPERATED MILEAGE—Continued

		First Main Track		Second Main Track	Add'l Main Track
UTAH DIVISION—					
Main Line—					
Fifth Subdivision	McCammon to Ogden		111.42		
Fourth Subdivision	Ogden to Salt Lake City		36.67	35.36	.54
Third Subdivision	No. Tem. St. Jct. to Buena Vista	3.63			
do	Salt Lake City to Lynndyl	118.16	121.79		
Second Subdivision	Lynndyl to Milford		89.13		
First Subdivision	Milford to Caliente		117.48		
Provo Subdivision	Salt Lake City to Lynndyl		133.09		
	Total		609.58	35.36	.54
Branches—					
Cache Valley	Cache Jct. to Preston		50.90		
Benson	Benson Jct. to Benson		5.22		
College	College Jct. to College		2.98		
Logan Sugar Factory	Sugar Fact. Jct. to Logan Jct.		2.46		
Malad	Brigham to Malad		52.06		
Bear River	Garland to Bradford		9.78		
Thatcher	Tremonton to Thatcher		5.21		
Urban	Bakers to Urban		4.95		
Evona	Ogden to Sugar Works SW		1.60		
Syracuse	Clearfield to Syracuse		4.80		
Fairfield	Cutler to Five Mile Pass		24.02		
Ironton	Provo to Ironton		.68		
do	Joint L.A.& S.L.-D & R G W, Ironton		1.19		
Eureka	Tintic to Eureka		3.66		
Mammoth	Mammoth Jct. to Mammoth Mine		3.74		
Silver City	Tintic to Silver City		1.94		
Fillmore	Delta to Fillmore		32.34		
Cedar City	Lund to Cedar City		33.46		
Iron Mountain	Iron Springs to Iron Mountain		14.97		
Pioche	Caliente to Pioche		32.70		
Prince	Prince Jct. to Prince		8.71		
	Total		297.37		
	Total Utah Division		906.95	35.36	.54

OPERATED MILEAGE—Concluded

		First Main Track		Second Main Track	Add'l Main Track
LOS ANGELES DIVISION—					
Main Line—					
First Subdivision	Los Angeles to Riverside Junction	59.94		4.58	
do	A. T. & S. F. Ry., Riverside Jct., to Daggett	101.38		99.83	1.48
do	Daggett to Yermo	4.27	165.59		
Second Subdivision	Yermo to Las Vegas		171.17		
Third Subdivision	Las Vegas to Caliente		125.00		
	Total		461.76	104.41	1.48
Branches—					
San Pedro	Downey Road to E. San Pedro	23.14			
do	⟩Municipal Terminal R. R., L. A. Harbor	2.13		2.36	
do	⟩Municipal Terminal R. R. and A.T.& S.F.Ry.Co.,L.A.Harbor	.80			
do	⟩Municipal Terminal R. R. and Sou.Pac.Co., L.A.Harbor	.16			
do	⟩Sou.Pac.Co., L.A Harbor	4.88			
do	⟩P.E.Ry.Co., L.A.Harbor	9.21	40.32	7.51	
do	Long Beach Jct. to Long Beach		3.18		
Pasadena	Pasadena Jct. to Pasadena		10.84	.41	
Glendale	Glendale Jct., to Glendale		6.12		
Anaheim	Whittier Jct., to Anaheim		20.27		
Crestmore	Riverside Jct., to Crestmore		4.20		
San Bernardino	⟩Sou.Pac.Co., Riverside Jct., to San Bernardino		9.82		
Boulder City	Boulder Jct. to Boulder City		22.67		
St Thomas	Moapa to Mead Lake		17.15		
	Total		134.57	10.28	
	Total Los Angeles Division		596.33	114.69	1.48
	Total Main Line		1,919.23	262.18	2.02
	Total Branches		1,821.40	10.28	
	Grand Total (Operated Mileage)		3,740.63	272.46	2.02

Note—The distances given in the foregoing table are measured to and from initial or terminal points of tracks and include the exact mileage of other companies, operated under Trackage Rights. Distances to and from depots are given in connection with list of stations pages 128 to 153.

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

⟩Trackage rights granted by S. P. Co.—but not used.

FIRST TRACK MILEAGE BY STATES

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

MILEAGE OF ALL TRACKS OWNED AND OPERATED

	First Main Track	Second Main Track	Add'l Main Track	Yard Tracks and Sidings	Total
Mileage operated as shown on page 156	⟩ 3,740.63	⟩ 272.46	2.02	⟩ 1,750.17	5,765.28
Add mileage owned but leased to other companies:					
O. S. L. R. R. Co. track Meaderville to Garrison, Mont.—Operated by N. P. Ry.	52.29	1.70		22.16	76.15
O. S. L. R. R. Co. tracks in Ogden Yard which are operated by O. U. R. & D. Co.	1.67	.12		2.16	3.95
O. S. L. R. R. Co. track at Cushing, Utah which is operated by D. & R. G. W. R. R.				.18	.18
Total	3,794.59	274.28	2.02	1,774.67	5,845.56
Deduct mileage of other companies operated under lease or trackage rights:					
(Leased by or trackage rights granted O.S.L.)					
D. & R. G. W. R. R. Co. at North Salt Lake				.01	.01
D. & R. G. W. R. R. Co. at Salt Lake City				.24	.24
D. & R. G. W. R. R. Co. at Pallas				1.89	1.89
Bamberger Electric R. R. Co. at Salt Lake City				.52	.52
Ogden Union Ry. & Depot Co. at Ogden	1.56	.10	.54		2.20
Utah-Idaho Central R. R. Co.:					
At Browning				.37	.37
At Brigham				.32	.32
At Dewey				.03	.03
At Logan				.56	.56
At Richmond				.05	.05
At Lewiston				.54	.54
Southern Pacific Co.—Corinne Jct. to Corinne	1.86			1.40	3.26
At Wells				2.07	2.07
Western Pacific R. R. Co. at Wells				1.46	1.46
Northern Pacific Ry. Co. at Butte				1.13	1.13
Oregon & Northwestern R. R. Co. at Burns				.21	.21
O. S. L. R. R. Co. tracks leased to O. U. R.& D. Co	1.67	.12			1.79
O. S. L. R. R. Co. tracks leased to N. P. Ry. Co., Silver Bow to Butte	8.18	1.70		9.44	19.32
Butte, Anaconda & Pacific Ry. Co., at Silver Bow				.78	.78
(Trackage rights granted, L. A. & S. L.)					
A. T. & S. F. Ry. Co.—Coast Lines:					
Riverside Jct. to Daggett	101.38	99.83	1.48	129.77	332.46
Board of Harbor Commissioners, City of Long Beach	.72			5.39	6.11
Denver & Rio Grande Western R. R. Co.:					
At Lehi				.78	.78
At Provo				.34	.34
At Spanish Fork				1.90	1.90
At Eureka				.05	.05
Los Angeles Junction Ry. Co.:					
Junction Station, Los Angeles (Vernon)				.95	.95
Municipal Terminal R. R.:					
⟩At Los Angeles Harbor	2.13	2.36		49.87	54.36
Municipal Terminal R. R. and A. T. & S. F.					
⟩At Los Angeles Harbor	.80				.80
Municipal Terminal R. R. and Sou. Pac. Co.—Pacific Lines					
⟩At Los Angeles Harbor	.16			.02	.18

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

⟩Includes 1.67 miles O. S. L. R. R. first main track and ⟩ includes .12 miles O. S. L. R. R. second main track at Ogden leased to the O. U. R. & D. Co. which is operated by the U. P. R. R. under trackage rights.

⟩Includes 8.18 miles of O. S. L. R. R. first main track ⟩ includes 1.70 miles O. S. L R. R. second main track and ⟩ includes 9.53 miles of O. S. L. R. R. side track, Silver Bow to Butte, leased to N. P. Ry. Co., which is operated by the U. P. R. R. under trackage rights.

MILEAGE OF ALL TRACKS OWNED AND OPERATED—Concluded

	First Main Track	Second Main Track	Add'l Main Track	Yard Tracks and Sidings	Total
Pacific Electric Ry. Co.:					
At Colton				.30	.30
At Fruitland				.35	.35
At Los Angeles				.23	.23
‡At Los Angeles Harbor	9.21	7.51		6.64	23.36
Long Beach Jct. to Long Beach	.69			.80	1.49
Salt Lake & Utah R. R. Co.:					
At Ironton				.24	.24
At Spanish Fork				.48	.48
Southern Pacific Co.—Pacific Lines:					
At Los Angeles, Alhambra Ave				1.94	1.94
At Los Angeles, Taylor Street Yard	2.71			2.62	5.33
At Los Angeles, Freight Terminal Track				.15	.15
‡Los Angeles Harbor	4.88			16.29	21.17
Long Beach Jct. to Long Beach	.72			.36	1.08
At South Gate				.25	.25
Riverside Jct. to San Bernardino	9.82			3.39	13.21
Tooele Valley Ry. Co.:					
At Warner				.31	.31
Utah-Idaho Sugar Co.:					
At Spanish Fork				1.04	1.04
Corinne to Dathol				5.03	5.03
Stokes to Rochefort				2.40	2.40
Western Pacific Ry. Co.					
At Garfield				.10	.10
Total to Deduct	146.49	111.62	2.02	253.01	513.14
Total Owned and Jointly Owned	3,648.10	162.66		1,521.66	5,332.42
Deduct other Companies proportion of mileage owned jointly.					
Owned jointly by O. S. L. R. R. and C. M. St. P. & P. R. R. Co. at Silver Bow				.06	.06
D. & R. G. W. R. R. Co.:					
At Ogden Sugar Works				1.83	1.83
At Layton				.74	.74
At North Salt Lake				1.67	1.67
At Pallas				1.17	1.17
At Midvale				.17	.17
Utah Idaho Central R. R. at Hyrum				.27	.27
W. P. R. R. Co. at Salt Lake City				.14	.14
Owned jointly by L. A. & S. L. R. R. Co. and A. T. & S. F. Ry. Co.:					
At Riverside Jct.	.01			.20	.21
At Fullerton				.42	.42
At Los Angeles, East Yard				1.15	1.15
At Hobart				1.51	1.51
A. T. & S. F. Ry. Co. & So. Pac. Co. Los Angeles Union Passenger Term.	.59	.58		8.39	9.56
Bingham & Garfield Ry. Co. at Garfield				.97	.97
D. & R. G. W. R. R. Co.:					
At Provo				.68	.68
At Ironton	.60			2.42	3.02
Municipal Terminal R.R. at Mead Transfer				.54	.54
Pacific Electric Ry. Co.:					
At La Habra				.04	.04
At Fruitland				.27	.27
Southern Pacific Co.:					
At Los Angeles				1.03	1.03
At South Gate				.92	.92
Utah Ry. Co. at Provo				4.34	4.34
Total to Deduct	1.20	.58		28.93	30.71
Balance Mileage Owned	3,646.90	162.08		§1492.73	5,301.71

‡Operated through the Agency of the Harbor Belt Line R. R.
§Does not include .20 mile which is O. S. L. R. R. Co's proportion of .40 mile owned jointly with O. W. R. R. & N. Co. at Huntington, Ore., all of which is included in mileage of Northwestern District.

JOINT TRACKAGE

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

		First Main Track	Add'l Main Track	Yard Tracks and Sidings
		Miles	Miles	Miles
TRACKS OWNED OR LEASED BY O. S. L. R. R. CO.				
ALSO USED BY:				
Utah Light & Traction Co	‡At Salt Lake City, Utah			.06
Bamberger R. R. Co				.86
Denver & Rio Grande West. R. R. Co.	At Pallas, Utah			1.18
Denver & Rio Grande West. R. R. Co.	At Evona, Utah			.12
Utah-Idaho Central R. R. Co	At Browning, Utah			.30
Utah-Idaho Central R. R. Co	At Dewey, Idaho			.01
Utah-Idaho Central R. R. Co	At Logan, Utah			.36
Utah-Idaho Central R. R. Co	At Richmond, Utah			.04
Utah-Idaho Central R. R. Co	At Lewiston, Utah			.27
Empire Copper Co. (non-carrier)	At Mackay, Idaho			.28
Oregon & Northwestern R. R. Co	At Burns, Ore			.12
Butte, Anaconda & Pac. Ry. Co	At Silver Bow, Mont			.64
Southern Pacific Co	At Wells, Nev			.47
Western Pacific R. R. Co	At Wells, Nev	.59		.87
Boise-Payette Lumber Co	At New Meadows, Idaho	.71		1.95
TRACKS OWNED JOINTLY WITH OTHER COMPANIES				
ALSO USED BY U. P. R. R. CO.:				
Denver & Rio Grande West. R. R. Co.	At Ogden Sugar Works, Utah			3.66
Denver & Rio Grande West. R. R. Co.	At Layton, Utah			1.49
Denver & Rio Grande West. R. R. Co.	At No. Salt Lake, Utah			3.33
Denver & Rio Grande West. R. R. Co.	At Pallas, Utah			2.33
Denver & Rio Grande West. R. R. Co.	At Midvale, Utah			.34
Western Pacific R. R. Co	At Salt Lake, Utah			.29
Ore.-Wash. R. R. & N. Co	At Huntington, Ore			.40
Utah-Idaho Central R. R. Co	At Hyrum, Utah			.54
Chicago, Milwaukee, St.P.& P.R.R.Co.	At Silver Bow			.12
	Total			12.50
TRACKS OWNED OR LEASED BY L. A. & S. L. R. R. CO.				
ALSO USED BY:				
A. T. & S. F. Ry. Co.—Coast Lines	Daggett to Yermo, Cal	1.76		.22
A. T. & S. F. Ry. Co.—Coast Lines	At Hobart			.17
A. T. & S. F. Ry. Co.—Coast Lines	Hobart to Fruitland, Cal	.99		.25
A. T. & S. F. Ry. Co.—Coast Lines	‡At Los Angeles Harbor	2.32		13.60
Sou. Pac. Co.—Pacific Lines	Washington St. Jct. to Ave. 18	3.86	3.05	4.38
Sou. Pac. Co.—Pacific Lines	Hobart to Fruitland	.99		.25
Sou. Pac. Co.—Pacific Lines	Bridge Jct. to Hobart	1.32	1.14	1.04
Sou. Pac. Co.—Pacific Lines	At L. A. (Taylor Mill)			.10
Sou. Pac. Co.—Pacific Lines	‡At Los Angeles Harbor	2.32		13.60
Sou. Pac. Co.—Pacific Lines	At Mead	.05		
Los Angeles Jct. Ry. Co	At Junction Sta., Los Angeles (Vernon)			1.72
Pacific Electric Ry. Co.	At Fruitland			.35
Pacific Electric Ry. Co	At La Habra			.12
Pacific Electric Ry. Co	‡At Los Angeles Harbor	2.32		13.60
Tooele Valley Ry. Co	At Warner			1.91
Western Pacific R. R. Co	At East Garfield			.10
Denver & Rio Grande Western R. R. Co	At Eureka			.07
Denver & Rio Grande Western R. R. Co	At Nephi	.30		1.11
Denver & Rio Grande Western R. R. Co	At Provo			.38
U. S. Bureau of Reclamation	At Boulder City	.31		4.43
Harbor Belt Line R. R.	Mead Transfer to Terminal Island	2.42		4.93

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

JOINT TRACKAGE—Concluded

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

		First Main Track	Add'l Main Track	Yard Tracks and Sidings
		Miles	Miles	Miles
TRACKS OWNED JOINTLY WITH OTHER COMPANIES				
ALSO USED BY U. P. R. R. CO.:				
A. T. & S. F. Ry. Co.—Coast Lines	At Fullerton			.84
A. T. & S. F. Ry. Co.—Coast Lines	At Riverside Junction	.03		.40
A. T. & S. F. Ry. Co.—Coast Lines	At East Yard			2.30
A. T. & S. F. Ry. Co.—Coast Lines	At Hobart			3.02
A. T. & S. F. Ry. Co. and Sou. Pac. Co.	L. A. Union Pass. Term.	.76	.75	10.89
Sou. Pac. Co.—Pacific Lines	At Los Angeles			2.05
Sou. Pac. Co.—Pacific Lines	At South Gate			1.83
Pacific Electric Ry. Co	At Fruitland			.54
Pacific Electric Ry. Co	At La Habra			.08
Municipal Terminal R. R.	At Mead Transfer			1.08
Bingham & Garfield Ry. Co	At Garfield			1.94
Denver & Rio Grande Western R. R. Co	At Provo			1.36
Denver & Rio Grande Western R. R. Co	At Ironton	1.19		4.84
Utah Railway Co	At Provo			8.68
	Total	1.98	.75	39.86

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	Track Connection
Brigham, Utah	Utah-Idaho Central R. R. Co. (Electric)	Yes
Browning, do	do	Yes
Burns, Ore.	Oregon Northwestern R. R. Co.	Yes
Butte, Mont.	Great Northern Ry. Co.	Yes
do do	Northern Pacific Ry. Co.	Yes
do do	Chicago, Milwaukee, St. Paul & Pacific R. R. Co.	Yes
do do	Butte, Anaconda & Pacific Ry. Co. (Electric)	‡Yes
Barstow, Cal.	Atchison, Topeka & Santa Fe Ry.—CL.	Yes
Clearfield, Utah	Denver & Rio Grande Western R. R. Co.	‡Yes
Colton, Cal.	Atchison, Topeka & Santa Fe Ry.—CL.	Yes
do do	Pacific Electric Ry.	Yes
do do	Southern Pacific Company—P. L.	Yes
Corinne, Utah	§Southern Pacific Co.	Yes
Corinne Jct., do	§ do	No
Dewey, do	Utah-Idaho Central R. R. Co. (Electric)	Yes
Daggett, Cal.	Atchison, Topeka & Santa Fe Ry.—CL.	Yes
East Garfield, Utah	Western Pacific R. R.	Yes
East San Pedro, Cal.	Municipal Terminal Railroad	Yes
East Yard, do	Atchison, Topeka & Santa Fe Ry.—CL.	Yes
Eureka, Utah	Denver & Rio Grande Western R. R. Co.	Yes
Fruitland, Cal.	Pacific Electric Ry.	Yes
Fullerton, do	Atchison, Topeka and Santa Fe Ry.—CL.	Yes
Fireclay, Utah	Denver & Rio Grande Western R. R. Co.	Yes
Garfield, do	Bingham & Garfield Ry.	Yes
do do	Denver & Rio Grande Western R. R. Co.	‡Yes
do do	American Smelting & Refining Co.	‡Yes
Geneva, do	Denver & Rio Grande Western R. R. Co.	‡Yes
Highgrove, Cal.	Atchison, Topeka & Santa Fe Ry.—CL.	Yes
Highland Junction do	Atchison, Topeka & Santa Fe Ry.—CL.	Yes
Hobart, do	Atchison, Topeka & Santa Fe Ry.—CL.	Yes
Harrisville, Utah	Utah-Idaho Central R. R. Co. (Electric)	No
Hyrum, do	Utah-Idaho Central R. R. Co. (Electric)	Yes
Ironton, do	Denver & Rio Grande Western R. R. Co.	Yes
do do	Salt Lake & Utah R. R. (Electric)	Yes
do do	Utah Railway	‡Yes
Junction Station, Los Angeles, Cal.	Los Angeles Junction Ry.	Yes
La Habra, do	Pacific Electric Ry.	‡Yes
Lake Point, Utah	American Smelting & Refining Co.	Yes
do do	Denver & Rio Grande Western R. R. Co.	‡Yes
Lehi, do	Denver & Rio Grande Western R. R. Co.	Yes
do do	Salt Lake & Utah R. R. (Electric)	Yes
Leon, Cal.	Mojave Northern R. R.	Yes
Long Beach, do	Pacific Electric Ry.	Yes
Los Angeles, do	Atchison, Topeka & Santa Fe. Ry.—CL.	Yes
do do	Pacific Electric Ry.	Yes
do do	Southern Pacific—P. L.	Yes
Layton, Utah	Denver & Rio Grande Western R. R. Co.	Yes
Lewiston, do	Utah-Idaho Central R. R. Co. (Electric)	Yes
Logan, do	do	Yes
Merrills, do	do	No
Midvale, do	Denver & Rio Grande Western R. R. Co.	Yes
Mead (Thenard), Cal.	Southern Pacific—P. L.	Yes
Nephi, Utah	Denver & Rio Grande Western R. R. Co.	Yes
North Salt Lake, do	do	Yes
do do	Bamberger R. R. Co.	‡Yes
Ogden, do	Southern Pacific Co.	Yes
do do	Denver & Rio Grande Western R. R. Co.	Yes
do do	Utah-Idaho Central R. R. Co. (Electric)	‡Yes
do do	Bamberger R. R. Co.	‡Yes
Pallas, Utah	Denver & Rio Grande Western R. R. Co.	Yes
Pomona, Cal.	Southern Pacific Co.	Yes
Preston, Idaho	Utah-Idaho Central R. R. Co. (Electric)	No
Provo, Utah	Denver & Rio Grande Western R. R. Co.	Yes
do do	Utah Railway	Yes
do do	Salt Lake & Utah R. R. (Electric)	‡Yes
Riverside Jct., Cal.	Atchison, Topeka & Santa Fe Ry.—CL.	Yes
do do	Southern Pacific—P. L.	Yes
Richmond, Utah	Utah-Idaho Central R. R. Co. (Electric)	Yes
Riter, do	Western Pacific R. R. Co.	Yes
Salt Lake City, do	Bamberger R. R. Co.	Yes
do do	Denver & Rio Grande Western R. R. Co.	Yes
do do	Western Pacific R. R. Co.	‡Yes

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

JUNCTION STATIONS AND CONNECTING LINES—Concluded

JUNCTION STATION	CONNECTING LINES	Track Connection
Sal Lake City....Utah	Salt Lake, Garfield & Western Ry. Co. (Electric).....	Yes
do ..... do	Salt Lake & Utah R. R. Co. (Electric).....	Yes
Silver Bow.....Mont.	Northern Pacific Ry. Co.....	Yes
do ..... do	Butte, Anaconda & Pacific Ry. Co. (Electric).....	Yes
do ..... do	Chicago, Milwaukee, St. Paul & Pacific R. R. Co.....	Yes
San Bernardino.....Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
do ..... do	Pacific Electric Ry.....	Yes
South Gate.....Cal.	Southern Pacific—P. L.....	Yes
Spanish Fork.....Utah	Utah Idaho Sugar Co.....	Yes
do ..... do	Denver & Rio Grande Western R. R. Co.....	}Yes
do ..... do	Salt Lake & Utah R. R. (Electric).....	}Yes
Warner.....Utah	Tooele Valley Ry.....	Yes
do ..... do	Western Pacific R. R. Co.....	}Yes
Wilmington.....Cal.	Pacific Electric Ry.....	Yes
do ..... do	Municipal Terminal Railroad.....	Yes
do ..... do	Southern Pacific—P. L.....	}Yes
do ..... do	Atchison, Topeka & Santa Fe Ry.—C. L.....	}Yes
Wells.....Nev.	Southern Pacific Co.....	Yes
do ..... do	Western Pacific R. R. Co.....	Yes

}Track Connections are made over tracks of another company.

RAILROAD CROSSINGS

IDAHO DIVISION

MAIN LINE

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

UTAH DIVISION

MAIN LINE

Main Line Via Boulter						
Warner.....Utah	West. Pac. R. R.....	Main	Main	Under-grade	747.65 mi. E. Los Angeles.....	No
Garfield..... do	Bing. & Garf. Ry....	Side	do	Grade	769.1 mi. E. Los Angeles.....	No
Salt Lake City do	West. Pac. R. R.....	Main	do	do	1st So. & 13th W. St.	Yes
Main Line Via Provo						
Payson.....Utah	D.& R.G.W.R.R....	Main	Main	Under-grade	735.76 mi. E. Los Angeles.....	No
Provo..... do	D.& R.G.W.R.R....	Main	Side	Grade	6th S. St. near 1st W. St.....	Yes
Ironton..... do	do	2 Main	Main	do	2.30 miles W. Provo..	Yes
Ironton Branch do	S.L.& Utah R.R.....	Main	do	do	2.39 do W. do	No
Geneva..... do	D.& R.G.W.R.R....	2 Main	do	do	757.25 mi. E. Los Angeles.....	No
American Fork do	S.L.& Utah R.R.....	Main	do	do	W.of E.Main & S. 5th E. Sts.....	No
Lehi Sugar Wks. do	do	Main	Side	do	.67 miles S. Lehi.....	No
Sandy.....Utah	D. & R. G. W. R. R.	Main	Main	At grade	.32 miles N. Depot...	Yes
Midvale..... do	do do	Spur	Spur	do	.34 miles N. Depot..	Yes
Atwoods..... do	do do	Main & Side	Spur	Under-grade	.34 miles S. Spur Switch.....	No
Pallas.....do	do do	Side	Main & Side	At grade	In Yard at M.P 44.39	Yes
Burton..... do	do do	Main	Main	do	.20 miles S. Sta.Sign.	No
Salt Lake City. do	S. L & U. R. R.....	Main	Main	do	1st West & California Ave.....	Yes
do ..... do	D.& R.G.W.R.R....	2 Main	Main	do	4th W. & 9th S. Sts.	No
do do	do do	2 Main	Side	do	4th W. Bet. 8th & 9th So. Sts.....	No
do do	do do	2 Main	Main	do	5th W. & 9th S. Sts.	No
do do	Utah L. & T. Co.....	Main	Side	do	3rd W. & 1st S. Sts	No
do do	D & R.G.W.R.R....	Side	Side	At grade	4th W Bet. S. Tem. & 1st S. Sts.....	No
do do	S. L. G. & W. Ry...	Main	Main	do	S Tem.& 5th W.Sts.	Yes
do do	D. & R. G. W. R. R.	Main & Side	Main	do	S.Tem.& 6th W. Sts.	Yes
do do	Western Pacific R.R.	Main	Side	do	10th W.& 1st S. Sts..	Yes
do do	Utah L. & T. Co.....	Main	Side	do	5th N. & 4th W. Sts.	Yes
do do	Bamberger R. R.....	Main	Side	do	16th N.& Hot Spgs. Sts.....	Yes

}See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Continued

UTAH DIVISION—Concluded

MAIN LINE—Concluded

Station and State	Road Crossed	Kind of Track: Crossed	Kind of Track: Crossed By	How Crossed	Location	Track Connection
North Salt Lake .....Utah	D.& R.G.W.R.R....	Main	Side	At grade	.30 miles S. of depot.	Yes
do do	Bamberger R. R....	Side	2 Main	do	.17 miles N. of depot.	Yes
Ogden..... do	D.& R.G.W.R.R....	2 Side	Main	do	Wall Ave. Bet. 21st St. & Spencer Ave.	Yes
Harrisville..... do	U. I. C. R. R.....	Main	Main, 3 Side	do	.03 miles S.of Station Sign.....	No
do do	do	Main & Side	2 Side	do	.03 miles S.of Station Sign.....	No
Bushnell..... do	do	Main	Side	do	.81 miles E.Spur Sw.	No

FAIRFIELD BRANCH

Cutler.....Utah	D.& R.G.W.R.R....	Main	Main	Under-grade	1.60 mi. W. Cutler...	No
do do	S.L.& Utah R.R.....	do	do	Grade	1.85 mi. W. Cutler...	No

SYRACUSE BRANCH

Clearfield.....Utah	D.& R.G.W.R.R....	Main	Main	At grade	.34 miles W. ofdepot.	Yes

EVONA BRANCH

Ogden.....Utah	D.& R.G.W.R.R....	Main	Spur	At grade	.49 miles S. of Sugar Wks., Sw.....	Yes

CACHE VALLEY BRANCH

Merrilla.....Utah	U. I. C. R. R.....	Main	Main	Over head	.26 miles N.sta.sign..	No
Preston..... do	do	Main	Main & Side	At grade	.23 miles S.of depot..	No

}See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Continued

LOS ANGELES DIVISION

Station and State	Road Crossed	Kind of Track: Crossed	Kind of Track: Crossed By	How Crossed	Location	Track Connection
Old Main Line via Butte Street						
Los Angeles....Cal.	S. P.—P. L.....	Side	Side	Grade	W. of Butte St. & Santa Fe Ave.....	Ye
do do	L. A. Ry.....	2 Main	do	do	Santa Fe Ave. & Butte St.....	No
do do	Santa Fe Alley Spur (Jt.with S.P.).....	Side	do	do	Butte St. & Alley E. of Santa Fe Ave...	Yes
do do	A.T.& S.F.Ry.—C. L.....	2 Main 1 Side	do	do	Butte St. W. of L. A. River(Redondo Tower).....	No
do do	A. T. & S. F. Ry.—C. L.....	Side	do	do	Butte St. & W. Line of L. A. River.....	No
Ninth St. Frt. Term. Track						
Los Angeles....Cal.	A. T. & S. F. Ry.—C. L.....	do	Side	do	W. of Butte St. & Santa Fe Ave.....	No
North Alley Spur						
Los Angeles....Cal.	do do	Side	Side	do	E. of Butte St. & Santa Fe Ave.....	No
do do	do do	2 Side	do	do	E. 15th St. near Santa Fe Alley....	No
do do	do do	2 Side	do	do	Sacramento St. & Santa Fe Alley....	No
do do	S. P.—P. L.....	do	do	do	Near Bay St. & Santa Fe Alley.....	No
South Alley Spur						
Los Angeles....Cal.	A. T. & S. F. Ry.—C. L.....	do	do	do	E. 30th St. near Santa Fe Ave.....	No
Pasadena Branch						
Los Angeles....Cal.	S. P.—P. L.....	2 Side	2 Main	Grade	Alhambra Ave. & E. Line L. A. River..	Yes
do ..... do	do	2 Main	2 Main	Grade	Alhambra Ave. & E. Line L. A. River..	Yes
do ..... do	L. A. Ry.....	2 Main	do	do	N. Main St. & E. Line L. A. River...	No
do ..... do	do	2 Main	3 Main Side	Under-grade	N. Broadway & E. Line L. A. River...	No
do ..... do	do	2 Main	Main	Grade	San Fernando Rd. & Humboldt St.....	No
do ..... do	A. T. & S. F.—C. L..	Main	Main	Grade	Ave. 61 near No. Figueroa.....	No
Raymond..... do	P. E. Ry.....	2 Main	do	Under-grade	Fair Oaks Ave. near Columbia St.....	No
Pasadena..... do	do	2 Main	do	Grade	Fair Oaks Ave. near Arlington Drive...	No
}do .... do	do	2 Main	do	do	Lincoln Ave. near Mentone Ave.....	No
Glendale Branch						
Los Angeles....Cal.	L. A. Ry.....	2 Main	2 Main	Under-grade	No. Broadway & E. Line L. A. River..	No
Glendale..... do	P. E. Ry.....	2 Main	do	Grade	Broadway & Glendale Ave.....	No
San Pedro Branch						
Downey Road to East San Pedro...	A.T.& S.F.—C.L.....	2 Main	Main	do	3.15 miles S. Los-Angeles.....	Yes
Hobart.....Cal. Junction Station, Los Angeles.. do	L. A. Jct. Ry.....	Main	do	do	3.60 do S. do	Yes
Bell..... do	P. E. Ry.....	Main	do	do	5.09 do S. do	No
South Gate.... do	S. P.—P. L.....	Main	do	do	7.43 do S. do	Yes
Clearwater..... do	P. E. Ry.....	Main	do	do	11.15 do S. do	No
Cota..... do	do	2 Main	Main	do	17.37 do S. do	No
Thenard..... do	S. P.—P. L.....	Main	Main	do	21.71 do S. do	No
do ..... do	P. E. Ry.....	2 Main	do	do	21.92 do S. do	No

}See Junction Stations and Connecting Lines.
}In place but not used.

RAILROAD CROSSINGS—Concluded

LOS ANGELES DIVISION—Concluded

Station and State	Road Crossed	Kind of Track: Crossed	Kind of Track: Crossed By	How Crossed	Location	Track Connection
San Pedro Branch—Concluded						
Mead Transfer Cal.	P. E. Ry.	2 Main	Side	do	22.40 do S. do	No
do do	do	2 Main	do	do	22.56 do S. do	No
do do	Mun. Term. Ry.	Main	2 Side	do	22.66 do S. do	No
Terminal Island do	P. E. Ry.	3 Side	2 Main	do	23.62 do S. do	No
do do	do	Side	2 Main	do	23.65 do S. do	No
do do	do	do	2 Main	do	23.73 do S. do	No
do do	do	do	2 Main	do	23.84 do S. do	No
do do	do	do	2 Main	do	23.89 do S. do	No
Vernon Spur						
Vernon Cal.	L. A. Jct. Ry.	Main	Side	Grade	Near Vernon Ave. & Soto St.	Yes
Anaheim Branch						
Leffingwell Spur Cal.	P. E. Ry.	Side	Main	Grade	6.86 miles S. Whittier Jct.	No
La Habra do	do	Main	do	do	10.54 miles S. Whittier Jct.	No
Viejo do	do	do	do	Under-grade	12.53 miles S. Whittier Jct.	No
Sunny Hills Spur do	A. T. & S. F. Ry.—C. L.	Side	Side	Grade	.14 mile N. Sunny Hills	No
Sunny Hills Spur do	Pac. Elec. Ry.	Main	do	do	.82 mile N. Sunny Hills	No
Fullerton do	A.T.& S.F.Ry.-C.L.	Side	Main	O'Head	15.02 miles S. Whittier Jct.	No
do do	do	Main	do	Grade	15.51 miles S. Whittier Jct.	Yes
Anaheim do	do	Side	do	do	19.02 miles S. Whittier Jct.	No
Main Line—LA UPT to Riverside Jct.						
Los Angeles Cal.	A.T.& S.F.-C.L.Ry.	2 Main	Main	Grade	Mission Tower	No
do do	L. A. Ry.	do	2 Main	Under-grade	Macy St. & E. Line L. A. River	No
do do	P. E. Ry.	do	2 Main 1 Side	do	Aliso St. & E. Line L. A. River	No
do do	L. A. Ry.	do	2 Main 2 Side	do	E. 1st St. & E. Line L. A. River	No
do do	do	do	2 Main 7 Side	do	E. 4th St. & E. Line L. A. River	No
do do	do	do	2 Main 2 Side	do	E. 7th St. & E. Line L. A. River	No
Pomona do	S. P.—P. L.	Main	Main	Grade	32.97 miles E. Los Ang.	No
Ontario do	do	do	do	do	38.10 do E. do 1st St.	No
Magnolia Ave. do	Pac. Elec. Ry.	do	do	do	55.19 do E. do do	No
Riverside Jct. do	S. P.—P. L.	do	do	do	58.15 do E. do do	Yes
Crestmore Branch						
Crestmore do	Riverside Portland Cement Co. Trk.	do	do	do	3.26 mile N. Riverside Jct.	Yes
Main Line E. of Riverside Jct.						
Highgrove Cal.	Pac. Elec. Ry.	Main	do	O'Head	61.42 miles E. Los Ang.	No
Colton do	S. P.—P. L.	do	Main	Grade	64.14 do E. do	Yes
do do	A.T.& S.F.Ry.-C.L.	do	Side	do	64.18 do E. do	Yes
do do	S. P.—P. L.	do	do	do	6th St.& SP Co. Main Track	Yes
do do	Pac. Elec. Ry.	do	do	do	9th St. & SP Co. Main Track	Yes
do do	do	do	do	do	9th & "K" Sts.	Yes
do do	S. P.—P. L.	Side	do	do	9th & "K" Sts.	Yes
San Bernardino do	Pac. Elec. Ry.	Main	Main	do	Rialto Ave. & Cal. St.	No
do do	do	do	do	Under-grade	Rialto near Penn. Av.	No

‡See Junction Stations and Connecting Lines.

MILES OF TRACK PROTECTED BY AUTOMATIC BLOCK SIGNALS

	Main Track	Second Track	Third Track	Fourth Track
Idaho Division—				
Granger to Montpelier	114.29	18.78		
Montpelier to Pocatello	98.31	41.86		
Pocatello to Glenns Ferry	157.92	34.90		
Glenns Ferry to Huntington	163.80	19.30		
Orchard to Nampa via Boise	44.55			
Pocatello to Idaho Falls	49.96			
Spencer to Humphrey	11.82			
Total	640.65	114.14		
Utah Division—				
Caliente to Milford	117.48			
Milford to Lynndyl	89.13			
Lynndyl to Salt Lake City	116.80			
Salt Lake City Lemington Cut-Off	.22			
Ogden to Salt Lake City	35.30	35.30		
Ogden to McCammon	110.65			
Total	469.58	35.30		
Los Angeles Division—				
Los Angeles to Riverside Junction	‡ 58.83	‡ 4.20		
Daggett to Las Vegas	175.69	.70		
Las Vegas to Caliente	126.98			
Riverside to Daggett	‡101.34	‡ 96.88		
Total	462.84	101.78		
Grand Total	1,573.07	251.22		

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

‡Includes .34 mi. single track Glendale Branch and .25 mi. single track Pasadena Branch operated as double track.

‡Includes .59 mi. side track Glendale Branch operated as double track.

‡Owned by A. T. & S. F. Ry. Co.

MILES OF TRACK PROTECTED BY CENTRALIZED TRAFFIC CONTROL

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

INTERLOCKING PLANTS

Location	Protection	Ownership
Idaho Division:		
McCammon	Junction	O. S. L. R. R. Co.
Orchard	Junction	O. S. L. R. R. Co.
Silver Bow	Crossing	N. P.—C. M. St. P. & P.
Utah Division:		
Ironton (Provo)	Crossing and Junction	L. A. & S. L. R. R. Co. 74.2%—D. & R. G. W. R. R. Co. 25.8%.
Garfield	Crossing	B. & G. R. R. Co.
Geneva	do	L. A. & S. L. R. R. Co. 50%—D. & R. G. W. R. R. Co. 50%.
American Fork	do	S. L. & U. R. R. Co.
Cushing	Gauntlet	O. S. L. R. R. Co.
Salt Lake City—W. P. Crossing	Crossing	L. A. & S. L. R. R. Co. 50%—W. P. Ry. 50%.
9th So. & 5th West Sts., Salt Lake	Crossing	O. S. L. R. R. Co. 50%—D. & R. G. W. R. R. Co. 50%.
Sandy	Crossing	O. S. L. R. R. Co.
13th S. St., Salt Lake	Crossing	S. L. & U. R. R. Co.
5th N. St. Salt Lake	Yards	O. S. L. R. R. Co.
North Salt Lake	Crossing	O. S. L. R. R. Co., 63.26%; B E. R. R. Co., 36.74%
Clearfield	Crossing	O. S. L. R. R. Co.
Harrisville	Crossing	Utah-Idaho Central R. R. Co.
Ogden, 21st & Wall Ave.	Crossing	O. S. L. R. R. Co.
Los Angeles Division:		
Los Angeles (LA UPT)	Union Depot	L. A. U. P. T.
Los Angeles (Mission Tower)	Crossing and Junction	S. P. Co.—PL 23.49%—A. T. & S. F. Ry. Co.—CL 24.27%—L. A. & S. L. R. R. Co. 17.82%—LA UPT 34.42%.
Los Angeles (9th St. Jct)	Junction	L. A. & S. L. R. R. Co.
Hobart	Crossing & Junction	A. T. & S. F. Ry. Co.—CL 53.46%—L. A. & S. L. R. R. Co. 46.54%.
Bell	do	Pac. Elec. Ry. Co. 50%—L. A. & S. L. R. R. Co. 50%.
South Gate	do	L. A. & S. L. R. R. Co.
Clearwater	do	Pac. Elec. Ry. Co. 50%—L. A. & S. L. R. R. Co. 50%
Badger Av. Drawbridge	Drawbridge	L. A. & S. L. R. R. Co.
Fullerton	Crossing	L. A. & S. L. R. R. Co.
Pomona	do	L. A. & S. L. R. R. Co.
Riverside (Magnolia)	do	Pac. Elec. Ry. Co. 50%—L. A. & S. L. R. R. Co. 50%
Riverside Junction	Crossing and Junction	A. T. & S. F. Ry. Co.
Colton	do	S. P. Co.—P. L. 33⅓%—A. T. & S. F. Ry. Co.—CL 33⅓%—L. A. & S. L. R. R. Co. 33⅓%
W. San Bernardino	Yards	A. T. & S. F. Ry. Co.—C. L.
E. do	do	do
Daggett	do	do
Redondo Jct.	Crossing	L. A. & S. L. R. R. Co.
Cota	Crossing	L. A. & S. L. R. R. Co.
Thenard	do	L. A. & S. L. R. R. Co. 25%—A. T. & S. F. Ry. Co.—CL 37.5% City of L. A. 37.5%

ENGINE HOUSES AND TURNTABLES

LOCATION	Engine Houses		Turntables		
	No. of Stalls	Inside Length of Stalls	Length in Feet	Kind	How Operated
IDAHO DIVISION:					
Kemmerer	8	3 96 ft. 5 78 ft.	100	(4)	Electricity
Montpelier	[3]20	9 88 ft. Mech. 1 110 ft. Dept. 5 110 ft. Store 5 96 ft. Dept. 32 100 ft.	100	(4)	do
Pocatello	[3]53	1 127 ft. 5 110 ft. 15 120 ft.	100	(4)	do
Minidoka	2	80 ft.			
Shoshone	6	112 ft. 6 in.			
Glenns Ferry	[3]17	9 103 ft. 5 96 ft. 3 88 ft.	100	(4)	Electricity
Nampa	8	96 ft.	92	(2)	do
Twin Falls	4	90 ft.			
Boise Freight	4	86 ft.	65	(1)	Hand and Air
Weiser	[3]3	75 ft.			
Banks			66	(1)	Hand
McCall	[2]2	79 ft.			
Robinette			66	(1)	Hand
Blackfoot	2	108 ft.			
Idaho Falls	4	86 ft.	80	(1)	Electricity
Lima	4	3 90 ft. 1 118 ft.			
Butte	2	121 ft.			
Ashton	4	86 ft. 3 in.			
UTAH DIVISION:					
Caliente	[3]14	105 ft.	126	(3)	Electricity
Lund	2	104 ft.			
Milford	10	6 105.5 ft. [3]4 88.8 ft.	100	(4)	Air
Lynndyl	18	[2]8 85.8 ft. [1]10 90.9 ft.	75	(1)	Air
Tintic	3	81ft.			
Provo	7	2 104 ft. 5 146 ft. 1 105 ft.	92	(2)	Electricity
Salt Lake City	[3]32	5 96 ft. 2 85 ft. 18 110 ft. 6 117 ft.	100	(4)	Electricity
Cache Junction	3	78 ft.			
Iron Mountain	1	60.8 ft.			
Malad	2	85 ft.			
LOS ANGELES DIVISION:					
Los Angeles (East Yard)	20	105.6 ft.	135	(5)	Electricity
do	[3]8	105.6 ft.			
Anaheim			75	(1)	Air
San Bernardino	2	110 ft.			
Yermo	10	95.8 ft.	100	(4)	Electricity
Kelso	5	92.8 ft.			
Las Vegas	18	14 85 ft. 4 107 ft.	100	(4)	do

[3]3–96 ft. and 4–110 ft. stalls have no track connections.
[2]2–100 ft. stalls used for office and tool room.
[1]1–88 ft. stall has no track connection.
[2]2 stalls used for machine shop.
[1]1 stall has no track connection.
[2]2 stalls used for machine shop.
[1]1 96 ft. stall used for office and tool room. 1–110 ft. stall used as magnaflux shop.
[3]Open air type.
[1]1 stall used for office.
[1]10 stalls used by Store Dept. 7 have no track connection.

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

WYES

IDAHO DIVISION

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

UTAH DIVISION

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

LOS ANGELES DIVISION

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

}Owned by U. S. Government.

FUEL STATIONS

Location	Kind and Number of Tracks Served	Capacity
IDAHO DIVISION:		
Kemmerer	Balanced Bucket—3-Tracks	200 tons
Montpelier	Coal Trestle with Cable Hoist—2-Tracks	300 tons
Bancroft	Balanced Bucket—2-Tracks	150 tons
Pocatello	Conveyor—4-Tracks	900 tons
do	Underground Oil Tank	40,000 gallons
Minidoka	Balanced Bucket—2-Tracks	200 tons
do	Fuel Oil Tank	3,000 gallons
do	Gasoline Storage Tank (Underground)	1,350 gallons
Shoshone	Bal. Bucket—3-Tracks	150 tons
do	Fuel Oil Tank	3,000 gallons
Glenns Ferry	Skip Hoist—4-Tracks	550 tons
do	Facilities for Oiling Locomotives	Tank car
Orchard	Skip Hoist—3-Tracks	150 tons
Nampa	Coal Trestle with Cable Hoist—2-Tracks	200 tons
do	Facilities for Oiling Locomotives	Tank car
do	Fuel Oil Storage Tank	65,000 gallons
Ontario	Skip Hoist—2-Tracks	350 tons
do	Distillate Storage Tank	12,500 gallons
do	Gasoline Tank	2,000 gallons
do	Facilities for Oiling Locomotives	Tank car
Jerome	Balanced Bucket—1-Track	150 tons
Twin Falls	do	150 tons
Red Point	Coal Platform Air Hoist—1-Track	40 tons
Burley	Platform, Air Hoist—1-Track	65 tons
Wells	Platform, Air Hoist—1-Track	50 tons
Emmett	Facilities for Oiling Locomotives	Tank car
Banks	Flatform, Air Hoist—1-Track	70 tons
do	Facilities for Oiling Locomotives	Tank car
McCall	Platform, Air Hoist—1-Track	70 tons
do	Facilities for Oiling Locomotives	Tank car
Payette	Facilities for Oiling Locomotives	Tank car
Burns	Platform—1-Track	40 tons
do	Distillate Storage Tank (in concrete pit)	2,000 gallons
Weiser	Distillate Storage Tank	11,000 gallons
do	Gasoline Tank	2,900 gallons
do	Coal Dock	150 tons
do	Facilities for Oiling Locomotives	Tank car
do	Gasoline Storage Tank (underground)	2,940 gallons
Council	Fuel Oil Tank	21,500 gallons
do	Underground Fuel Oil Tank	12,500 gallons
Idaho Falls	Coal Trestle with Cable Hoist—2-Tracks	250 tons
do	Facilities for Oiling Locomotives	Tank car
Dubois	Coal Trestle with Cable Hoist—2-Tracks	200 tons
Lima	Coal Trestle with Cable Hoist—2-Tracks	250 tons
Dillon	Bal. Bucket—2-Tracks	150 tons
Melrose	Bal. Bucket—2-Tracks	150 tons
Ashton	Platform—1-Track	100 tons
do	Gravity Oil Tank	65,000 gallons
West Yellowstone	Gravity Oil Tank	15,200 gallons
UTAH DIVISION:		
Caliente	Oil Delivery Tank (Steel)	467 bbls.
Caliente	Oil Storage Tank (Steel)	15,000 bbls.
Caliente	Oil Delivery Tank (Steel)	467 do
Caliente	Oil Underground Tank	1,200 do
Modena	Oil Delivery Tank (Steel)	467 do
Lund	Oil Delivery Tank (Steel)	467 do
Milford	Oil Storage Tank (Steel)	30,000 do
Milford	Oil Delivery Tank (Steel)	467 do
Milford	Oil Storage Tank (Steel)	118,000 do
Lynndyl	Oil Storage Tank (Steel)	15,000 do
Lynndyl	Oil Delivery Tank (Steel)	467 do
Lynndyl	Oil Storage Tank (Steel)	118,000 do
Tintic	Oil Storage Tank (Steel)	15,000 do
Tintic	Oil Delivery Tank (Steel)	467 do
Provo	Coal trestle with cable hoist—joint yard	200 tons
Provo	Oil Storage Tank (Steel)	15,000 bbls.
Provo	Oil Delivery Tank (Steel)	467 do
Salt Lake City	Coal—Cable Hoist	500 tons

FUEL STATIONS—Concluded

Location	Kind and Number of Tracks Served	Capacity
UTAH DIVISION:		
Salt Lake City	Oil Delivery Tank (Steel)	1,550 bbls.
Salt Lake City	Oil Storage Tank (Steel)	30,000 do
Salt Lake City	Oil Underground Tank (Steel)	300 bbls.
Cache Junction	Coal trestle with Cable Hoist	230 tons
Cache Junction	Gasoline Storage Tank (underground)	1,350 gallons
Preston	Platform	100 tons
LOS ANGELES DIVISION:		
Los Angeles (East Yard)	Oil Storage Tank (Steel)	12,000 bbls.
Los Angeles (East Yard)	Oil Delivery Tank (Steel)—10-Trks.	1,500 do
Crestmore	Oil Storage Tank (Steel)—1-Track	476 do
San Bernardino	Oil Delivery Tank (Steel)—2-Trks.	297 bbls.
San Bernardino	Oil Storage Tank (Steel)	1,323 do
San Bernardino (A. T. & S. F. Ry. Co.—C. L.)	Oil Storage Tank (Steel)	2 Tanks 38,500 bbls. ea.
San Bernardino (A. T. & S. F. Ry. Co.—C. L.)	Oil Delivery Tank (Steel)—2-Trks.	465 do
San Bernardino (A. T. & S. F. Ry. Co.—C. L.)	Oil Delivery Tank (Steel)—2-Trks.	1,000 do
Victorville (A. T. & S. F. Ry. Co.—C. L.)	Oil Delivery Tank (Steel)	476 do
Yermo	Oil Storage Reservoir (Earth)	50,000 do
Yermo	2 Oil Delivery Tanks (Steel)—5-Tracks	465 do ea.
Yermo	Oil Storage Reservoir (Concrete)	310 bbls.
Kelso	Oil Storage Reservoir (Earth)	60,000 do
Kelso	Oil Delivery Tank (Steel)—3-Trks.	465 do
Desert	Oil Delivery Tank (Galv. Iron)—1-Track	158 do
Desert	Oil Storage Tank (Underground Wood Stave)	722 do
Las Vegas	Oil Storage Tank (Steel)	30,000 do
Las Vegas	Oil Delivery Tank (Steel)—2-Trks.	465 do
Las Vegas	Oil Delivery Tank (Steel)—2-Trks.	475 do
Carp	Oil Delivery Tank (Steel)—2-Trks.	310 do
Carp	Oil Storage Tank (Steel)	298 do
Carp	Oil Storage Tank (Steel)	238 do

FUEL OIL AND WATER STATIONS

STREAMLINE AND MOTOR TRAINS

Location	Fuel Oil		Water
	Streamline Trains	Motor Trains	
IDAHO DIVISION:			
Pocatello	Tank car		Yes
Minidoka		1,000 gal. Gasoline Tank... 2,000 gal. Distillate Tank.. 3,000 gal. Fuel Oil Tank...	Yes
Shoshone		3,250 gal. Distillate Tank...	Yes
Ontario		1,200 gal. Gasoline Tank... 1,200 gal. Distillate Tank..	Yes
Weiser		11,000 gal. Gasoline Tank....	Yes
UTAH DIVISION:			
Caliente			Yes
Milford			Yes
Salt Lake City		3,500 gal. Distillate Tank.. 12,000 gal. Gasoline Tank...	Yes
Iron Mountain		‡12,500 gal. Distillate Tank (underground)	No
Malad			Yes
Cache Jct.		3,250 gal. Distillate Tank.. 1 000 gal Gasoline Tank...	Yes
LOS ANGELES DIVISION:			
Los Angeles	20.000 gal. underground tank		Yes
Las Vegas	24,000 gal. 2 tanks underground		Yes

‡Diesel Switcher.

WATER STATIONS

IDAHO DIVISION

Location		Source of Supply	Pumping Plant: Power	Pumping Plant: Capacity Gals. per Min.	Capacity of Tank Gals.	No. of Water Columns
First Sub-Division:						
Granger to Montpelier	Granger (U.P.)	River	Steam	400	200,000	4
	Waterfall	Spring	Gravity	50	50,000	
	Kemmerer	City			200,000 50,000 50,000	
	Fossil	Creek	Gravity	57	65,000	
	Nugget	Creek	Gravity	14	65,000	
	Cokeville	City Water	Gravity		50,000	
	Pegram	Well	Gas	117	65,000	
	Montpelier	City Water	Gravity		350,000	4
Second Sub-Division:						
Montpelier to Pocatello	Georgetown	Spring	Gravity	102	50,000	1
	Soda Springs	Creek	Gravity	191	50,000	
	do	Water Co.	Gravity		50,000	
	Alexander	River	Gas	125	50,000	1
	Bancroft	Deep Well	Electricity	133		
	do	Spring	Gravity	42	350,000	2
	Blazer	Spring	Gravity	266		1
	McCammon	River	Gravity	208	350,000	3
	Inkom	Creek	Gravity	63	65,000	2
	§Pocatello				20,000	
	do	Springs	Electricity	3300	65,000	8
	do	Creek	Gravity	150	65,000	
Third Sub-Division:						
Pocatello to Glenns Ferry	American Falls	City Water			50,000 50,000	2
	Wapi	Deep Well	Gas	42	150,000	1
	Minidoka	Deep Well	Electricity	150	350,000	3
	do	Deep Well	do	100		
	Kimama	Deep Well	Gas	67	150,000	2
	Owinza	Deep Well	Gas	75	50,000	
	Shoshone	City Water			200,000	2
	Gooding	City Water			50,000	
	Bliss	Deep Well	Electricity	67	350,000	1
	do	Deep Well	§Electricity	60		
	do	Deep Well	§Electricity	167		
	King Hill	River	Electricity	200	50,000	1
	Glenns Ferry	River	Electricity	1800	200,000	6
Twin Falls Branch	Rupert	City Water			50,000	1
	Burley	City Water			50,000	
	do	Well	§Electricity	150		
	Murtaugh	Creek	Gas	50	50,000	
	Twin Falls	City Water	Gravity		50,000	1
	Buhl	City Water	Gravity		50,000	
North Side Branch	Eden	Deep Well	§Electricity	175	50,000	
	Jerome	Deep Well	§Electricity	175	50,000	
Wells Branch	Rogerson	Rogerson Water Co.	Gravity		50,000	
	Delaplain	Deep Well	Oil	80	50,000	
	Henry	Deep Well	Oil	80	50,000	
	Red Point	Deep Well	Oil	79	50,000	
	Melandco	Deep Well	Oil	46	50,000	
	Wells	Flowing Well	Oil	133	50,000	

‡2 Reservoirs store 4,339,000 gallons additional.
§Auxiliary Pump.

WATER STATIONS—Continued

IDAHO DIVISION—Continued

Location		Source of Supply	Pumping Plant: Power	Pumping Plant: Capacity Gals. per Min.	Capacity of Tank Gals.	No. of Water Columns
Ketchum Branch	Richfield	Deep Well	Gas	50	50,000	
	Picabo	Well	Steam	117	50,000	
	Hailey	Creek	Gravity	29	50,000	
	Ketchum	City Water	Gravity		25,000	1
Hill City Branch	Magic	Spring	Gas	67	50,000	
	Fairfield	Flowing Well	Gas	33	50,000	
	Hill City	Deep Well	Gas	20	50,000	1
Fourth Sub-Division: Glenns Ferry to Huntington	Hammett	Well	Electricity	53	200,000	1
	Mountain Home	Well	do	93	50,000	1
	Cleft	Deep Well	Gas	100	350,000	1
	Orchard	Deep Well	Electricity	100		2
	do	Deep Well	do	100	200,000	
	Boise (B.M.L.)	Boise Wtr. Co.			50,000	2
	Owyhee	Deep Well	Steam	42	350,000	1
	Nampa	Deep Well	Electricity	200	65,000	6
	do	Deep Well	Steam	85	65,000	
	Caldwell	City Water				1
	Nyssa	River	Electricity	113	65,000	1
	Payette	River	Electricity	200	65,000	1
	Weiser	River	Electricity	142	50,000	2
	Olds Ferry	Well	Steam	87	125,000	2
	Huntington (OWR R&NCo.)	Burnt River	Electricity	700	200,000 40,000	2
Murphy Branch	Murphy	Flowing Well	Electricity	109	50,000	
Boise Branch	Boise (Freight)	Flowing Well	Electricity	117	65,000	1
Idaho Northern Branch	Emmett	Deep Well	Electricity	117	50,000	
	Banks	River	Gas	117	50,000	
	Big Eddy	River	Gas	133	50,000	
	Mile Post 80	Creek	Gravity		6,000	
	Belvidere	Creek	Gravity	25	50,000	
	Donnelly	Well	Gas	117	50,000	
	McCall	City Water			50,000	1
Homedale Branch	Homedale	Deep Well	Gas	55	50,000	
Oregon Eastern Branch	Ontario	City Water				1
	Vale	Well	Oil	217	50,000	1
	Little Valley	River	Gas	125	50,000	
	Juntura	Deep Well	Gas	55	65,000	
	Riverside	Deep Well	Gas	50	50,000	
	Venator	Deep Well	Gas	50	50,000	
	Crane	Deep Well	Gas	50	50,000	
	Burns	Deep Well	Oil	117	50,000	1
Brogan Branch	Brogan	Well	Gas	100	50,000	
Homestead Branch	Mineral	River	Steam	100	50,000	
New Meadows Branch	Diamond	Spring	Gravity	200	50,000	
	Goodrich	Creek	do	50	20,000	
	Council	City Water				1
	Starkey	Spring	Gravity	6	10,000	1
	Woodland	Creek	do	200	25,000	1
	New Meadows	Sump	Electricity	50	20,000	
Fifth Sub-Division: Pocatello to Lima	Fort Hall	Deep Well	Steam	33	50,000	1
	Blackfoot	Deep Well	Electricity	155	200,000	3
	Firth	Well	Steam	150	50,000	
	Idaho Falls	City Water			200,000	3
	Roberts	Well	Electricity	150	50,000	
	Dubois	Deep Well	Electricity	150	50,000	3
	Spencer	Creek	Gravity	100	50,000	
	Humphrey	Creek	Gravity	33	50,000	
	Snow Line	Spring	Gravity	90	50,000	
	Lima	Spring	Gravity	312	65,000	2

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

WATER STATIONS—Continued

IDAHO DIVISION—Concluded

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

UTAH DIVISION

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

WATER STATIONS—Continued

UTAH DIVISION—Concluded

Location		Source of Supply	Pumping Plant: Power	Pumping Plant: Capacity Gals. per Min.	Capacity of Tank Gals.	No. of Water Columns
Third Sub-Division: Lynndyl to Salt Lake City..... Via Boulter:	Lynndyl.....	Well.....	Electricity.	204	70,000	3
		Well.....	Electricity.	245	125,000	
		Well.....	Electricity.	165	65,000	
	Jericho.....	Springs.....	Gravity...		48,000	.....
	Tintic.....	Well	Steam.....	60	48,000	1
		Well.....	Electricity.	200		
	Lofgreen.....	Spring.....	Gravity...		150,000	1
					Res'rv.	
	Faust.....	Spring.....	Gravity...	.....	70,000	1
					150,000	
					Res'rv.	
	Stockton.....	Springs.....	Gravity...	.....	500,000	1
					Res'rv.	
					65,000	
	Erda.....	Spring.....	Gravity...	.....	75,000	1
					Res'rv.	
	Garfield.....	City Water....	.....	.....	70,000	.....
Mammoth Branch.....	Mammoth.....	Mammoth Mining Co...	.....	.....	.....	1
Provo Sub-Division: Lynndyl to Salt Lake City..... Via Provo	Mills.....	Well.....	Oil Engine	160	50,000	1
	Nephi.....	City Water....	.....	.....	30,000	.....
	Starr.....	Well.....	Artesian ..	230Flow	48,000	.....
	Payson.....	Well.....	Electricity.	.....	70,000	.....
	Provo (Joint Yard).....	Well.....	Steam.....	575	70,000	.....
	Provo.....	City Water....	.....	.....	30,000	.....
	Cutler.....	City of Lehi...	Electricity.	80	70,000	.....
	Draper.....	Draper Irrigation Co.....	Gravity...	.....	70,000	1
	Pallas (OSLRR).	City of Murray	.....	.....	50,000	.....
Fourth Sub-Division: Salt Lake City to Ogden.....	Salt Lake City...	City Water	.....	.....	200,000	5
	Farmington.....	Farmington Com. & Mfg. Co.....	Gravity...	33	65,000	2
	‡Ogden (OUR&D).....	River (Weber).	Electricity.	1000	50,000	5
	do	Canyon.....	Gravity...	.....	.....	
	do	City Water....	Gravity...	.....	.....	
Fifth Sub-Division: Ogden to McCammon.....	Brigham.....	City Water....	Gravity...	.....	50,000	1
	Dewey.....	Spring.....	Gravity...	43	50,000	.....
	Cache Jct.....	River.....	Electricity	258	200,000	3
	Clifton.....	Well.....	Electricity.	150	65,000	1
	Swan Lake.....	Creek.....	Gravity...	67	50,000	.....
	Downey.....	Springs.....	Gravity...	33	65,000	2
Malad Branch..	Garland.....	Well & Canal..	Steam.....	117	50,000	.....
	Malad.....	City of Malad..	.....	.....	50,000	.....
Cache Valley Branch.....	Wellsville.....	City Water....	Gravity...	.....	50,000	.....
	Logan.....	City Water....	Gravity...	.....	.....	1
	Richmond.....	Spring.....	Gravity...	39	50,000	.....
	Preston.....	City Water....	Gravity...	.....	50,000	1

‡Reservoir stores 2,000,000 gallons.

WATER STATIONS—Concluded

LOS ANGELES DIVISION

Location		Source of Supply	Pumping Plant: Power	Pumping Plant: Capacity Gals. per Min.	Capacity of Tank Gals.	No. of Water Columns
First Sub-Division: Los Angeles to Yermo.....	Los Angeles-7th Street.....	City Water....	.....	.....	6,000	1
	East Yard.....	Well.....	Electricity.	300	201,778	4
		Well.....	Electricity.	400		
		Well.....	Electricity.	300	236,000	
		City Water....	.....	.....	.....	
	Hillgrove.....	Well.....	Electricity.	150	65,000	1
	Pomona.....	City Water....	.....	.....	70,000	1
	Ontario.....	City Water....	.....	.....	65,000	1
	Riverside.....	City Water....	.....	.....	.....	1
	San Bernardino..	City Water....	.....	.....	42,000	1
	‡San Bernardino.	City Water....	.....	.....	.....	4
	‡Keenbrook.....	Well.....	Gas Eng....	.....	.....	2
	‡Cajon.....	Well.....	Steam.....	.....	.....	2
	‡Victorville.....	Wells.....	Electricity.	.....	.....	3
	‡Hodge.....	Well.....	Electricity.	.....	.....	1
	‡Barstow.....	City Water....	.....	.....	.....	2
San Pedro Branch.....	Fruitland...	Federal Refrigerating Co.....	Electricity.	.....	15,000	1
	E. San Pedro....	City Water....	.....	.....	40,000	2
	Wilmington.....	do	.....	.....	.....	1
Pasadena Branch.....	Los Angeles-No. Spring St..	City Water....	.....	.....	.....	1
Anaheim Branch.....	Anaheim.....	City Water....	.....	.....	.....	1
Crestmore Branch.....	Crestmore.....	Riverside Portland Cem. Co.	.....	.....	.....	1
Second Sub-Division: Yermo to Las Vegas.....	Yermo.....	Well.....	Electricity.	600	.....	4
		Well.....	Air Lift....	250	70,000	
		Well.....	Air Lift....	200	143,000	
	Harvard.....	Well.....	Gasoline...	40	70,000	.....
		Well.....	Gasoline...	150	.....	
		Well.....	Air Lift....	55	65,000	1
	Sands.....	Well.....	Gas Engine	200	.....	
		Well.....	Air Lift....	55	60,000	
		Springs.....	Gravity....	.....	1,000,000	
					Rsrv.	
		Well.....	Air Lift....	60	70,000	
		Well.....	Air Lift....	20	70,000	
	Kelso.....	Well.....	Air Lift....	20	500,000	4
		Well.....	Air Lift....	70	.....	
		Well.....	Electricity.	220	.....	
		Well.....	Air Lift....	125	.....	
		Well.....	Air Lift....	150	.....	
	Chase.....	Train Haul....	Gravity...	.....	100,000	.....
					Rsvr.	
					70,000	
	Ivanpah.....	Well.....	Air Lift....	200	260,000	1
		Well.....	Air Lift....	300	.....	
		Well.....	Gas Engine	250	.....	
	Desert.....	Well.....	Gas Engine	250	200,000	2
		Well.....	Air Lift....	110	52,000	
	Arden.....	Spring.....	Gravity....	.....	70,000	1
	Las Vegas.....	12 Flow'g Wells	Grav. & El.	13,855	2,500,000	4
		3 Springs.....	Nat'l Flow	985	Rsvr.	
					70,000	
					200,000	
	Boulder City....	Train Haul....	Gravity...	.....	37,874	1
					4 tanks	
Third Sub-Division: Las Vegas to Caliente:	Dry Lake.....	Well.....	Steam.....	205	.....	.....
		Well.....	Steam.....	205	70,000	1
	Moapa.....	River.....	Oil Engine	200	70,000	1
	Rox.....	Well.....	Oil Engine	400	70,000	1
	Carp.....	Well.....	Steam.....	240	150,000	1
					Rsvr.	
	Elgin.....	Well.....	Oil Engine	156	70,000	1

‡Owned by A. T. & S. F. Ry.—C. L.

WATER SOFTENERS

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

TRACK SCALES

Location	Capacity Tons	Length Feet	Make	Recording Device
IDAHO DIVISION:				
Kemmerer	100	50	Fairbanks	Type Register
Montpelier	100	50	do	do
Pocatello	150	63	do	do
Pocatello (Store Dept.)	100	50	do	do
Twin Falls	100	50	do	do
Nampa	100	50	do	do
Boise	100	50	do	do
Burns	150	50	do	do
Idaho Falls	150	50	do	do
UTAH DIVISION:				
Iron Springs	150	50	Fairbanks	Type Register
Milford	100	63	do	do
Tintic	100	60	do	do
Provo	100	50	do	do
Salt Lake City	150	50	do	do
Salt Lake City (North Yards)	150	63	do	do
Ogden (U. P. Yard)	150	50	do	do
Ogden (Town Track)	100	50	do	do
Cache Jct.	100	50	do	do
Logan	150	50	do	do
LOS ANGELES DIVISION:				
Los Angeles ("A" Yard)	150	56	Fairbanks	Type Register
Los Angeles ("C" Yard)	150	50	do	do
Los Angeles (Reclaim)	100	46	do	do
East San Pedro	150	50	do	do
‡Crestmore	80	48	do	do
Las Vegas	100	56	do	do

‡Scale owned by Riverside Portland Cement Co.

STOCK YARDS—IDAHO DIVISION

FIRST SUBDIVISION

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Granger	4	.....	1	.....	23	23	.....
Opal	18	.....	.....	3	95	95	Water, Scales.
Fossil	3	.....	.....	2	28	28	Scales.
Sage	6	.....	.....	1	31	31	Scales.
Cokeville	4	2	.....	2	29	53	Water, Scales
Border	3	.....	.....	2	26	26	Private Scales (sheep only).
Pegram	3	.....	1	.....	14	14	Private Scales (sheep only).
Dingle	3	.....	1	.....	28	28	.....
Montpelier	14	10	.....	6	401	441	Water, Lights. Over 300 acres pasture adjoining stock yards fenced with woven wire. Scales.

SECOND SUBDIVISION

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

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

Glenns Ferry	8	.....	6	.....	50	50	Water, Lights.
Hammett	2	.....	.....	1	6	6	Water.
Mountain Home	6	3	.....	2	75	260	Water, Lights, Private Scales.
Orchard	1	.....	.....	1	5	5	Water.
Meridian	5	.....	.....	2	16	16	Water, Scales.
Meridian	6	.....	1	.....	25	17	Water, Scales (pvt. yard).
Kuna	4	.....	.....	1	5	5	.....
Nampa	20	16	.....	6	130	350	Water, Lights, Private Scales.

}For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—IDAHO DIVISION—Continued

FOURTH SUBDIVISION—Concluded

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Caldwell	42	.....	.....	16	260	260	Water, Lights, Private Scales (U. S. Y. Co.).
Parma	5	.....	.....	1	16	16	Water, Scales.
Nyssa	4	.....	.....	1	14	14	Water, Scales.
Nyssa (Sugar Factory)	3	.....	.....	1	16	16	Water, Lights, Scales.
Arcadia	2	.....	1	.....	17	17	.....
Ontario	7	.....	1	1	36	36	Water, Lights, Private Scales.
Payette	9	.....	1	1	28	28	Water, Lights, Private Scales.
Crystal	1	.....	1	.....	2	2	.....
Weiser	12	.....	1	1	29	29	Water, Lights, Private Scales.
Huntington	50	.....	4	2	173	173	Water, Lights, Private Scales.

FIFTH SUBDIVISION

Pocatello	20	8	.....	6	232	252	Water, Lights, Scales, 8 covered hog pens with capacity of 20 decks included.
Tyhee	1	.....	1	.....	4	4	.....
Fort Hall	8	.....	.....	1	26	26	Water, Lights, Private Scales.
Blackfoot	6	.....	.....	2	21	21	Water, Lights.
Wapello	2	.....	.....	1	10	10	.....
Firth	3	1	.....	.....	16	16	Water, Private Scales.
Shelley	4	.....	1	1	18	18	Water, Private Scales.
Idaho Falls	31	20	.....	6	128	164	Water, Scales.
Idaho Falls	6	.....	.....	2	24	24	Water, Scales (Private Yards).
Payne	1	.....	.....	1	4	4	.....
Roberts	2	.....	1	.....	22	22	.....
Hamer	1	.....	.....	1	3	3	.....
Camas	3	.....	1	.....	14	14	.....
Dubois	8	.....	.....	1	37	37	Water, Lights, Scales.
Spencer	6	.....	.....	2	89	89	Private Scales, Lights.
Monida	9	.....	.....	2	6	6	Water, Scales.
Snowline	1	.....	1	.....	2	2	.....
Lima	5	.....	.....	2	86	86	Water, Lights.

SIXTH SUBDIVISION

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

KEMMERER BRANCH

Susie	3	3	.....	1	9	31	Scales.

}For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—IDAHO DIVISION—Continued

GRACE BRANCH

Location	Number of Pens		Number of Loading Chutes		‡Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Alexander	1	3	1		5	35	
Grace	3			1	12	12	Water, Scales.

TWIN FALLS BRANCH

Minidoka	3		1		8	8	Water.
Acequia	1		1		1	1	
‡Rupert	4	8	1	2	12	52	Water, Lights, Scales.
Burley	4	3		2	12	120	Water, Lights.
Parsons	2		1		10	10	
Murtaugh	2			1	10	10	Water.
Hansen	3			1	18	18	Water, Lights.
Kimberly	5			2	33	33	Water, Lights, Private Scales.
McMillan	3			1	10	10	Scales.
Twin Falls	30	5		4	98	190	Water, Lights, Scales.
Curry	2			1	5	5	
Filer	5		2	1	17	17	Water, Scales.
Peavey	2			1	8	8	
Buhl	9			2	45	45	Water, Lights, Scales.

OAKLEY BRANCH

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

WELLS BRANCH

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

NORTH SIDE BRANCH

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

‡For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

‡Rupert Yard contains 1 quarantine pen with capacity of 2 decks and 3 private pens under lease with a capacity of 16 decks not included in total shown above.

STOCK YARDS—IDAHO DIVISION—Continued

RAFT RIVER BRANCH

Location	Number of Pens		Number of Loading Chutes		‡Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Burley	4	3		2	38	54	Water, Lights, Scales.
Declo	2			1	13	13	

KETCHUM BRANCH

Shoshone	4			2	38	38	Water, Scales.
Richfield	2			1	12	12	Water, Private Scales.
Tikura	2		1		13	13	
Picabo	6		1	1	22	22	Water, Scales.
Gannett	1		1		5	5	
Bellevue	3	4		2	62	89	Water, Private Scales.
Hailey	4	5		2	34	134	Water, Scales.
Ketchum	7	5	1	2	16	124	Water, Scales.

HILL CITY BRANCH

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

BOISE BRANCH

Fair Grounds			1				Chute only.
Boise Freight	1		1		2	2	
Barber	4			1	11	11	Water.

MURPHY BRANCH

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

IDAHO NORTHERN BRANCH

Nampa	20	16		6	130	350	Water, Lights, Private Scales.
Middleton	2		1		4	4	
Emmett	4			1	30	30	Water, Scales.
Montour	4		1		27	27	Water.
Horseshoe Bend	3		1		36	36	
Banks	4		1		11	11	Water.
Smiths Ferry	3	6		2	15	106	Private Scales.
Belvidere	3			2	20	20	Water.
Cascade	5		2		26	26	Water.
Arling	3			2	13	13	Water, Scales.
Donnelly	2			1	12	12	Water, Scales.
Norwood	2	2		1	5	9	Water, Scales.
McCall	8	4		2	55	132	Water, Scales.

‡For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—IDAHO DIVISION—Continued

WILDER BRANCH

Location	Number of Pens		Number of Loading Chutes		‡Capacity in Decks for Immediate Loading (600 sq ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Caldwell	42			8	260	260	Water, Lights, Scales (U. S. Y. Co.)
Greenleaf	1		1		1	1	
Wilder	4			1	11	11	Water, Private Scales.

HOMEDALE BRANCH

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

OREGON EASTERN BRANCH

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

BROGAN BRANCH

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

PAYETTE BRANCH

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

NEW MEADOWS BRANCH

Weiser	12		1	1	29	29	Water, Lights, Private Scales.
Midvale	5		1		10	10	Water.
Cambridge	6		1		12	12	Water, Private Scales.
Council	3			1	16	16	Water, Scales.
Fruitvale	1		1		2	2	
Woodland	2		1		10	10	
New Meadows	9			2	98	98	Water, Scales.

HOMESTEAD BRANCH

Sturgill	1			1	2	2	
Robinette	5			1	11	11	Water, Scales.

‡For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—IDAHO DIVISION—Concluded

MACKAY BRANCH

Location	Number of Pens		Number of Loading Chutes		‡Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Blackfoot	4			2	30	30	Water, Scales.
Clarkson	4			1	11	11	Scales.
Arco	4			1	18	18	Water.
Moore	2		1		13	13	Water.
Darlington	1		1		6	6	
Leslie	1			1	5	5	
Mackay	6	3		2	36	44	Water, Private Scales.

ABERDEEN BRANCH

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

YELLOWSTONE BRANCH

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

WEST BELT BRANCH

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

EAST BELT BRANCH

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

TETON VALLEY BRANCH

Ashton	8		1	1	27	27	Water, Scales.
Drummond	2		1		12	12	Water.
Lamont	2			1	10	10	
Tetonia	4			1	25	25	Water, Scales.
Driggs	2			1	13	13	Water, Scales.
Victor	13			2	257	257	Water, Private Scales.

‡For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

‡Pens furnished by Forest Department.

STOCK YARDS—UTAH DIVISION

FIRST SUBDIVISION

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Caliente	11			2	72	72	Water, Lights, Feed.
Barclay	3		1		24	46	Enclosed Field, Water, Private Scales.
Acoma		1				8	Portable Chute.
Modena	4	3		1	23	46	Water, Scales.
Lund	3			1	33	33	Water, Feed, Scales.
Milford	8	4		2	40	76	Water, Lights, Feed, Scales Shearing Pen.

SECOND SUBDIVISION

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

THIRD SUBDIVISION

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

PROVO SUBDIVISION

Leamington	2			1	2	2	
Soma				1			
Mills	2			1	8	8	
Juab	2			1	11	11	
Nephi	4		1		18	18	Water, Feed, Private Scales.
Starr	1		1		3	3	
Payson	3			1	29	29	Water, Feed, Scales.
Spanish Fork	‡7			1	16	16	Water, Feed, Private Scales.
Springville	2			1	4	4	Water, Scales.
Provo	2		1		13	13	Water, Feed.
Lehi	6	1		1	16	21	
Draper	3	3		1	18	54	Water, Feed.
Sandy	1	2	1		4	26	Water.
Murray	2			1	5	5	Water.
Huslers	1		1		2	2	
Burton	2		2		6	6	

FOURTH SUBDIVISION

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

†For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.
‡Includes 2 privately owned pens.

STOCK YARDS—UTAH DIVISION—Continued

FIFTH SUBDIVISION

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Ogden							Union Stock Yards.
Brigham	4			1	18	18	Water, Scales.
Honeyville	2	1		1	7	12	Water, Lights, Scales.
Dewey	3			1	10	10	Water.
Collinston	2		1		12	12	
Cache Jct.	2			1	7	7	Water.
Trenton	1	1		1	5	22	
Cornish	‡5			1	22	22	Water, Private Scales.
Utida	2		1		12	12	
Weston	3			1	16	16	Scales.
Dayton	3			1	11	11	Scales.
Clifton	2		1		6	6	
Coulam	1		1		5	5	
Oxford	1		1		6	6	
Swan Lake	1		1		6	6	
Downey	5		1		1	14	Water, Scales.
Arimo	2			1	11	11	
McCammon	4			1	43	43	Water, Scales.

PIOCHE BRANCH

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

CEDAR CITY BRANCH

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

FILLMORE BRANCH

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

FAIRFIELD BRANCH

Fairfield		2		1		32	

MALAD BRANCH

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

†For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.
‡Includes 2 privately owned pens.

STOCK YARDS—UTAH DIVISION—Concluded

CACHE VALLEY BRANCH

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Cache Jct.	4			1	7	7	Water.
Mendon	1		1		7	7	
Wellsville	2		1		9	9	Water.
Hyrum	1	2		1	5	36	Water.
Logan	3		1		8	8	Water, Scales.
Smithfield	3		1		10	10	Water.
Lewiston	3		1		32	32	(Joint with U. I. C.).
Franklin	1		1		5	5	
Whitney	3		1		6	6	Scales.
Preston	3			1	7	7	Water, Scales.

LOGAN SUGAR FACTORY BRANCH

Sugar Factory	1		1		6	6	

EVONA BRANCH

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

LOS ANGELES DIVISION

FIRST SUBDIVISION

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

SECOND SUBDIVISION

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

THIRD SUBDIVISION

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

SAN PEDRO BRANCH

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

CRESTMORE BRANCH

Alamo			2	2			

)For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

HOG DRENCHING STATIONS

IDAHO DIVISION

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

UTAH DIVISION

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

LOS ANGELES DIVISION

San Bernardino	Sands	Las Vegas
Yermo	Desert	Rox

MAIL CRANES

IDAHO DIVISION

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

UTAH DIVISION

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

LOS ANGELES DIVISION

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

)Postoffice Names.

ICE HOUSES

Location	Operated By	Interior Dimensions Feet	Capacity Tons
IDAHO DIVISION:			
Kemmerer	U. P.	18 x 30 x 9	140
§Montpelier	do	18 x 22 x 12	120
§Pocatello—Ice Manufacturing Plant with reserve storage			
Pocatello—55 Car Platform	P. F. E.		8734
Minidoka	U. P.	18 x 22 x 12	100
Shoshone	do	30 x 45 x 18	500
Glenns Ferry	do	32 x 60 x 22	1000
§Nampa	do		Ice secured commercially.
§Nampa—Ice Manufacturing Plant with reserve storage.			
Nampa—55 Car Platform	P. F. E.		23500
Blackfoot	U. P.	22 x 30 x 30	400
Idaho Falls	do	22 x 30 x 30	400
Ashton	do	24 x 30 x 20	350
Lima	do	23 x 44 x 32	700
West Yellowstone	do	30 x 30 x 20	250
Dubois	do	18 x 20 x 14	85
UTAH DIVISION:			
§Caliente	do	18 x 64.8 x 19.3	500
§Cedar City	do	16 x 28 x 14.5	100
Cedar City, 4 Car Platform	P.F.E.		
‡Milford, 23 Car Platform	do	38 x 62.8 x 19.5	1000
§‡Milford, ‡Stored in Cars	P.F.E.		
§Lynndyl	U.P.	18 x 44 x 29	500
§Salt Lake City, 11 Car Platform	do		Ice secured commercially.
Salt Lake City, 13 Car Platform	P.F.E.		
§Ogden—Ice Manufacturing Plant with reserve storage	P.F.E.		21257
Brigham	U.P.	30 x 45 x 20	500
Cache Junction	do	30 x 45 x 18	500
LOS ANGELES DIVISION:			
§Los Angeles East Yard, 10 Car Platform	P.F.E.		
§Colton—Ice Manufacturing Plant	P.F.E.		500 Daily
§Colton—Reserve Storage			30,000
§Colton—37 Car Platform			
§Colton—40 Car Platform			
§Yermo	U.P.	14 x 14 x 18	100
§Kelso	do	12 x 12 x 16	42
§Las Vegas—Ice Manufacturing Plant	P.F.E.		100 Daily
§Las Vegas—Reserve Storage			6,500
§Las Vegas—34 Car Platform			

§Regular icing station—East and Westbound.
§Supply shipped from Las Vegas and Salt Lake City.
‡Owned by Pacific Fruit Express Co.
‡House shown is used for railroad storage only.
§Regular icing stations. Perishable freight may be re-iced at other stations shown in this list in case of emergency.
§No reserve. Supply shipped from Los Angeles or Colton.

STANDARD CLOCKS

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

§Both Mountain and Pacific Time.

STANDARD CLOCKS—Concluded

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

LICENSED WATCH INSPECTORS

R. V. Owens, General Supervisor of Time Service	Omaha, Neb.
Hubbard-Denn Co	Salt Lake City, Utah
H. B. Miller Co	Salt Lake City, Utah
Anderson Jewelry Co	Ogden, Utah
Milton D. Peters	Brigham, Utah
Rudman & Gottberg	Malad, Ida.
B. T. Cardon	Logan, Utah
T. C. Merril	Preston, Ida.
Ashcraft Jewelry Co	Tremonton, Utah
Nate Morgan Jewelry Co	Pocatello, Ida.
Parry Harrison	Pocatello, Ida.
F. E. Curtis	Kemmerer, Wyo.
E. R. Kammerath	Montpelier, Ida.
C. D. Anderson Jewelry Co	Green River, Wyo.
S. G. Davis	Jerome, Ida.
D. W. Martin	Glenns Ferry, Ida.
Strait Jewelry Co	Gooding, Ida.
Lester Hamilton, Jeweler	Caldwell, Ida.
Bullock Jewelry Store	Nampa, Ida.
Lester Hamilton, Jeweler	Nampa, Ida.
Wright & Glover	Boise, Ida.
F. Earl Wyckoff	Ontario, Ore.
Ginzel Jewelry Shop	Ontario, Ore.
H. O. Zernaski	Weiser, Ida.
Paulus Jewelry Co	Nyssa, Ore.
G. H. Scholer	Burley, Ida.
Scholer Jewelry Store	Rupert, Ida.
R. L. Roberts	Twin Falls, Ida.
Harry Wilson	Buhl, Ida.
Smith Jewelry Co	Emmett, Ida.
Rolf Bellingmo	Blackfoot, Ida.
C. F. Ames	Idaho Falls, Ida.
Ashcraft Jewelry Co	St. Anthony, Ida.
S. & S. Jewelry Co	Butte, Mont.
G. D. Davidson	Los Angeles, Cal.
M. D. Dooley	Los Angeles, Cal.
Roy Blake	Los Angeles, Cal.
H. S. Downs	Los Angeles, Cal.
Baehr & Bakula, Inc	Los Angeles, Cal.
H. E. Wellman	Alhambra, Cal.
James Podmore	Huntington Park, Cal.
Arnold's Jewelry Co	Pasadena, Cal.
Boyson Jewelry Co	Long Beach, Cal.
A. J. Bryngelson	San Pedro, Cal.
J. L. Swanson	Riverside, Cal.
M. G. Hale	San Bernardino, Cal.
M. J. Christensen	Las Vegas, Nev.
J. G. Morris	Caliente, Nev.
E. N. Webb	Lehi, Utah
W. E. Mitchell	Provo, Utah
Eldridge Jewelry Co	Milford, Utah
W. F. Mullet	Cedar City, Utah

TELEPHONE EMERGENCY BOXES

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

TELEGRAPH WRECKING BOXES

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

HOSPITALS

Idaho Falls, Idaho	Idaho Falls Latter Day Saints'
Kemmerer, Wyo	Lincoln County
Nampa, Idaho	Mercy or Nazarene
Twin Falls, Idaho	County Hospital
Pocatello, Idaho	Pocatello General Hospital
Ogden, Utah	Dee Memorial
Salt Lake City, Utah	Dr. Groves-Latter Day Saints'
Montpelier, Idaho	Montpelier Hospital
Butte, Mont	St. James
Los Angeles, Cal	Hospital of the Good Samaritan
Las Vegas, Nev	Clark General Hospital

(FOR EMERGENCIES ONLY)

San Bernardino, Cal	St. Bernardine's Hospital
Caliente, Nev	Lincoln County Hospital
Cedar City, Utah	Iron County Hospital
Milford, Utah	Milford Hospital
Provo, Utah	Utah Valley Hospital

EMERGENCY HOSPITALS
(Located in Yards)

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

SECTION HOUSES
IDAHO DIVISION

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

‡Double track sections.
‡Location of section headquarters. No section house.
NOTE—Section limits are based on distances from initial points and reflect actual track mileage.

SECTION HOUSES—Continued
IDAHO DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
THIRD SUBDIVISION: Concluded	451	Richfield	15.0
	452	‡Richfield	30.0
Ketchum Branch	453	Picabo	45.0
	454	Bellevue	60.0
	455	Ketchum	69.8
	462	Magic	22.0
	463	‡Fairfield	43.0
Hill City Branch	464	Hill City	58.3
	303	King Hill	362.0
	‡304	King Hill	367.0
	‡305	‡Glenns Ferry	372.75
	‡306	Glenns Ferry	375.0
	‡310	‡Hammett	381.0
	‡311	Hammett	387.0
	‡313	Reverse	393.3
	314	Mountain Home	403.5
FOURTH SUBDIVISION:	315	Mountain Home	414.0
	318	Orchard	424.0
	319	Owyhee	436.0
	321	Kuna	447.0
	322	‡Nampa, inc. 5.2 mi. Boise M. L.	454.5
	323	Orchard	B-434.0
	324	Boise	B-444.0
	325	Boise	B-454.0
Boise Main Line	326	‡Meridian Inc. 1.3 mi. Nampa Br.	B-464.0
	331	Nampa, inc. 0.6 M.L. 0.9 Nampa Br., 0.8 Murphy Br.	460.0
	333	Caldwell, inc. 11.3 mi. Wilder Branch	466.0
	334	Notus	475.5
	335	Parma	485.0
	337	Nyssa	493.0
	338	Ontario, inc. 1.9 mi. Ore. E. Branch	502.0
	339	Payette	511.0
	341	Weiser	520.0
	342	‡Weiser	529.0
	343	Olds Ferry	538.5
Boise Branch	481	Boise	8.4
Murphy Branch	471	Nampa	30.2
	491	‡Middleton	20.0
	492	‡Emmett	38.0
	493	Montour	57.0
Idaho Northern Branch	494	Banks	73.0
	495	Smiths Ferry	87.0
	496	Cascade	101.0
	497	Donnelly	116.0
	498	McCall	129.5
Payette Branch	501	New Plymouth	16.0
	502	‡Emmett	29.0
Homedale Branch	511	Homedale	33.5
	551	Weiser	15.0
	552	Midvale	30.0
New Meadows Branch	553	Cambridge	45.0
	554	Council	60.0
	555	‡Council	75.0
	556	New Meadows	89.7
	521	Vale, inc. 4.4 mi. Brogan Br.	16.8
	522	‡Vale	36.0
	523	Harper	55.0
	524	Juntura	74.0
Ore. Eastern Branch	525	Riverside	92.0
	526	‡Riverside	110.0
	527	Crane	127.0
	528	‡Crane	142.0
	529	Burns	157.2
Homestead Branch	541	‡Mineral	33.2
Brogan Branch	531	Brogan	23.9
	72	Fort Hall	147.0
FIFTH SUBDIVISION:	73	Blackfoot	157.0
	74	Blackfoot	165.0
	75	Firth	175.0
	76	Shelley	183.5

‡Double track sections.
‡Location of section headquarters. No section house.
NOTE—Section limits are based on distances from initial points and reflect actual track mileage.

SECTION HOUSES—Continued

IDAHO DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
	80	Idaho Falls [Inc. 1.0 mile.... Yellowstone Br.	186.0
	81	Idaho Falls	195.5
	82	Roberts	205.0
	83	Roberts	213.0
FIFTH SUBDIVISION: Concluded	84	Hamer	222.5
	86	Camas	232.0
	87	Dubois	242.0
	89	Spencer	252.0
	91	Humphrey	261.0
	98	Monida	270.0
Mackay Branch	141	Blackfoot [Inc. 3.4 Gardner Branch.... Inc. 4.5 Thomas Branch....	14.0
	142	Taber	32.0
	143	Cerro Grande	50.0
	145	Arco	68.0
	147	Mackay	86.1
Aberdeen Branch	148	Pingree	15.0
	149	Aberdeen	28.4
Goshen Branch	150	Goshen	21.8
	151	Ucon	13.0
Yellowstone Branch	152	‡Rigby	24.0
	154	Rexburg	34.0
West Belt Branch	181	Menan, Inc., 2.7 mi. Annis Br.	19.0
	182	Parker	38.0
	100	Lima	279.0
	101	Lima	288.0
	102	Dell	296.5
	103	Red Rock	305.0
	104	Armstead	314.0
	106	Barratts	323.0
SIXTH SUBDIVISION:	107	Dillon	330.0
	108	Dillon	340.0
	110	Navy	350.0
	111	Melrose	360.0
	112	‡Melrose	369.0
	113	Divide	380.0
	116	Silver Bow	390.0
	155	St. Anthony	45.0
	157	Ashton, inc. 2.0 mi. Teton Valley Branch	56.0
Yellowstone Branch	158	Warm River	68.0
	159	Pineview	81.0
	161	Big Springs	95.0
	162	West Yellowstone	107.2
	172	Iona	22.0
East Belt Branch	174	Newdale	44.3
	191	Drummond	17.0
Teton Valley Branch	193	Tetonia	32.0
	194	Victor	45.8

UTAH DIVISION

	52	Caliente	458.75
	53	Eccles	460.80
	54	Minto	468.00
	55	Islen	474.50
	56	Acoma	482.50
	58	Crestline	490.50
	59	Uvada	498.25
FIRST SUBDIVISION:	60	Modena	507.00
	61	Beryl	515.00
	62	Zane	525.00
	62½	Lund	533.00
	63	Lund	541.50
	64	Nada	549.50
	65	Thermo	558.00
	66	Milford	567.00
	67	Milford	576.00
	52	Caliente	4.00
Pioche Branch	217	Peck	22.00
	219	Pioche	32.94
Prince Branch	219	Pioche	8.62
	62½	Lund	0.40
Cedar City Branch	220	Avon	12.00
	221	Iron Springs	22.00
	222	Cedar City	33.17

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

‡Location of section headquarters. No section house.

SECTION HOUSES—Continued

UTAH DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIRST SUBDIVISION: Concluded	222	Iron Springs	3.0
Iron Mountain Branch	223	Iron Mountain	15.10
	67½	Milford	578.50
	68	Read	587.00
	69	Black Rock	595.50
	70	Pumice	604.00
	71	Bloom	612.50
	72	Borden	620.50
SECOND SUBDIVISION:	73	Clear Lake	629.00
	74	Oasis	637.50
	75	Delta	646.50
	76	Cline	655.00
	77	Lynndyl	664.00
	77	Lynndyl (Provo Sub.)	665.67
Fillmore Branch	225	Delta	32.24
	78	Adams	667.00
	79	Champlin	675.00
	80	Jericho	683.00
	81	McIntyre	691.00
	82	Tintic	698.00
	83	Lofgreen	705.00
	84	Dunbar	713.00
THIRD SUBDIVISION:	85	Faust	722.00
	86	Ajax	731.00
	87	Stockton	740.00
	89	Warner	747.00
	90	Erda	755.00
	92	Garfield	764.00
	94	Buena Vista	773.00
	94	Buena Vista (Freight Line)	779.16
	15	Salt Lake	42.50
	16	Murray	49.98
Eureka Branch	230	Tintic	3.66
Silver City Branch	230	Tintic	2.42
Mammoth Branch	230	Tintic	5.21
	95	Leamington	666.70
	97	Mills	679.00
	98	Juab	690.00
	99	‡Nephi	702.00
	101	Starr	714.00
	103	Payson	726.00
PROVO SUBDIVISION:	104	Spanish Fork	737.00
	105	‡Provo	Yards
	106	Provo	748.00
	107	‡Pleasant Grove	758.00
	108	Cutler	768.00
	109	‡Draper	777.00
Ironton Branch	105	Provo	1.87
Fairfield Branch	234	Cutler	23.86
	‡ 2	Roy	1.08
	‡ 3	Clearfield	7.00
	3	Syracuse Branch	4.78
	‡ 5	Layton	11.50
	‡ 6	‡Kaysville	16.00
	‡ 7	Farmington	21.24
	‡ 9	Woods Cross	27.00
	‡ 10	Salt Lake City	32.84
‡FOURTH SUBDIVISION:	11	Salt Lake City	34.82
	‡ 12	Salt Lake City	35.29
	‡ 13	Salt Lake City	35.20
	13	Salt Lake City Frt. Line	1.23
	42	S. P. Jct.	10.00
	43	Willard	17.50
	44	Brigham	22.40
	44	Brigham	1.50
	120	Corinne	16.00
	121	Garland	20.00
	121	Bear River Branch	9.95
Malad Branch	121	Thatcher Branch	5.63
	123	Portage	37.00
	124	Malad	52.16
	54	Urban Branch	4.95
FIFTH SUBDIVISION:	54	Honeyville	31.00
	55	Collinston	41.50

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

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

‡Double Track Sections. ‡Maintains yard trackage only.

‡Location of section headquarters. No section house.

SECTION HOUSES—Concluded

UTAH DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
FIFTH SUBDIVISION: Concluded	58	Cache Jct.	50.50
		Cache Valley Branch	1.00
	59	Trenton	61.00
	60	Utida	71.50
	62	Oxford	81.50
	63	Swan Lake	91.50
	64	Downey	101.00
	66	Arimo	110.31
	132	Wellsville	18.00
	134	Logan	25.00
	134	Logan Sug. Fac. Br.	2.46
Cache Valley Branch	134	College Branch	2.80
	134	Benson Branch	5.22
	136	Richmond	38.50
	137	Preston	51.08
LOS ANGELES DIVISION			
	1	East Yard	Yards
	2	East Yard	Yards
	3	Montebello	2.87
	4	Rowland	11.00
	5	Walnut	19.00
FIRST SUBDIVISION:	6	Pomona	26.50
	7	Ontario	34.50
	8	Mira Loma	42.50
	10	Riverside	50.50
	200	1st St. Los Angeles	.86
	202	do do	.86
	204	Hobart	7.43
San Pedro Branch	206	Hynes	17.37
	207	Mead Transfer	23.63
Pasadena Branch	200	Los Angeles 1st St.	1.65
	209	do Ave. 33	9.87
Glendale Branch	200	Los Angeles, 1st St.	1.96
	209	do Ave. 33	8.17
Anaheim Branch	210	La Habra	20.27
Bly and Crestmore Spurs	212	Riverside	6.89
Crestmore Branch	212	Riverside	4.24
	11	West Yermo	158.82
	12	Yermo	161.50
	13	Harvard	169.00
	14	Field	177.00
	15	Afton	185.00
	16	Baxter	193.00
	17	Crucero	201.00
	18	Baleh	209.00
	19	Glasgow	217.00
	20	Flynn	225.00
	21	Kelso	233.00
SECOND SUBDIVISION:	23	Elora	238.50
	24	Cima	249.00
	25	Brant	257.00
	26	Moore	266.00
	28	Desert	275.00
	29	Desert	284.00
	30	Jean	293.00
	31	Erie	302.00
	32	Sloan	311.00
	33	Arden	319.00
	34	Bracken	324.00
	35	Las Vegas	333.00
Boulder City Branch	214	Boulder City	22.69
	36	Wann	335.00
	38	Garnet	344.00
	39	Dry Lake	354.00
	40	Crystal	363.50
	41	Byron	372.50
	42	Acton	381.50
THIRD SUBDIVISION:	43	Rox	390.00
	44	Hoya	399.00
	45	Galt	408.00
	46	Carp	417.00
	47	Leith	425.00
	48	Elgin	433.00
	49	Elgin	441.00
	50	Etna	449.00
St. Thomas Branch	215	Logandale	17.18

}Location of section headquarters. No section house.

TUNNELS

No.	Location	Tunnel Section	Length (feet)	Lining
	IDAHO DIVISION			
	Idaho Northern Branch			
2	Black Canyon M. P. 33.3	Single Trk.	475	254-ft. Timber.
3	Montour M. P. 38.6	do	129	Timber.
4	Big Eddy M. P. 77.3	do	221	Timber.
5	Smiths Ferry M. P. 83.8	do	37	Unlined.
	Oregon Eastern Branch			
6	Namorf M. P. 53.7	Single Trk.	2537	Timber.
7	Juntura M. P. 71.2	do	138	Timber.
	Homestead Branch			
8	Gypsum M. P. 4.0	Single Trk.	244	Unlined.
9	Robinette M. P. 32.1	do	376	34-ft. Timber.
	Yellowstone Branch			
16	Gerrit M. P. 62.8	Single Trk.	557	Timber.
	UTAH DIVISION			
	Main Line			
15	Wheelon M. P. 45.2	Single Trk.	210	77-ft. Stone.
11	Eccles M. P. 462.78	}DoubleTrk	1324	Concrete.
12	Eccles M. P. 463.26	} do	502	do
13	Minto M. P. 471.38	Single Trk.	571	do
14	Minto M. P. 472.81	do	693	do
15	Islen M. P. 473.97	}DoubleTrk	232	do
16	Islen M. P. 474.26	do	387	do
17	Islen M. P. 474.63	do	299	do
18	Brown M. P. 487.89	Single Trk.	301	do
	LOS ANGELES DIVISION			
	Main Line			
1	Afton M. P. 192.34	Single Trk.	542	Timber.
2	Alray, A. T. & S. F. Jnt. Line E. B. Track ≠ 2 M. P. 91.25	do	468	Concrete.
1	Alray, A. T. & S. F. Jnt. Line E. B. Track ≠ 1 M. P. 91.57	do	379	do
4	Kyle M. P. 433.67	}DoubleTrk	1226	Concrete.
5	Elgin M. P. 441.95	Single Trk.	600	do
6	Stine M. P. 449.05	}DoubleTrk	456	do
7	Stine M. P. 450.92	} do	431	do
8	Stine M. P. 451.34	} do	264	do
9	Etna M. P. 453.31	} do	612	do
10	Etna M. P. 455.97	} do	745	do

}Contains One Track.

SNOW SHEDS

Location	Length	Construction
NONE		

PAGES 202 TO 247, INCLUSIVE
CONTAIN INFORMATION PERTAINING
TO
NORTHWESTERN DISTRICT
UNION PACIFIC RAILROAD COMPANY

CAMAS PRAIRIE RAILROAD COMPANY

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

Sta. No.	Dist. from Portland	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1778	6.8	North Portland Jct.	Ore.	Kd	P	.....	.....	.....
.....	6.8	No. Portland Stock Yards	do	.....	.....	.....	.....	.....
1778	7.3	North Portland	do	.....	F T P	A	.....	.....
1779.3	8.6	Ore.-Wash. State Line		.....	.....	.....	.....	.....
1780	8.7	Vancouver "Depot"	Wash.	Mx	T P	.....	.....	.....
.....	.....	Vancouver "Freight"	do	.....	F P	A	R	.....
1783	11.8	Vancouver Jct.	do	.....	P	C	.....	.....
1786	14.6	Felida	do	.....	.....	A	L	.....
1789	17.9	Knapp	do	.....	.....	A	R	Yes
1794	23.1	Ridgefield	do	Rg	F T X P	A	R	Yes
1799	28.5	Woodland	do	Wd	F T X P	A	R	Yes
1809	37.6	Kalama	do	Ka	F T X P	A	L	Yes
1813	42.0	Carrolls	do	.....	.....	A	R L	.....
1815	44.2	Longview Jct.	do	.....	P	.....	.....	.....
Q1819	.....	}Longview	do	Vw	F T P	A	.....	.....
1819	47.7	Kelso	do	Ks	F T P	A	R	Yes
1820	49.4	Rocky Point	do	.....	.....	.....	.....	.....
1822	51.4	Ostrander	do	.....	X	A	R	.....
1828	57.7	Castle Rock	do	Ca	F T X P	A	L	Yes
1835	64.6	Olequa	do	.....	.....	A	L	.....
1837	66.1	Vader Jct.	do	.....	.....	.....	.....	.....
1838	67.3	Vader	do	Pn	F T X P	A	R	Yes
1845	73.8	Winlock	do	Wi	F T X P	A	R	Yes
1848	76.8	Evaline	do	.....	.....	A	L	.....
1851	80.0	Napavine	do	Na	F T X P	A	L	Yes
1858	87.4	Chehalis	do	Ch	F T P	A	R	Yes
1862	91.1	Centralia	do	Ds	F T P	A	L	Yes
1863	92.1	Centralia Jct.	do	.....	.....	.....	.....	.....
1864	93.3	Wabash (Jct. H. B.)	do	.....	P	A	.....	.....
1869	98.4	Bucoda	do	Bu	F T X P	A	L	.....
1872	101.6	Tenino Jct.	do	.....	.....	.....	.....	.....
1873	102.1	Tenino	do	No	F T X P	A	L S	Yes
1879	107.6	Plumb	do	.....	.....	B	.....	.....
.....	110.0	East Olympia (Jct. H. B.)	do	.....	.....	.....	.....	.....
1881	110.2	East Olympia	do	.....	P	A	L	.....
1886	115.3	Kyro	do	.....	.....	A	.....	.....
.....	116.9	St. Clair	do	.....	.....	C	.....	.....
1890	118.9	Olegard	do	.....	.....	B	.....	.....
.....	120.6	Nisqually (Jct. H. B.)	do	.....	.....	.....	.....	.....
1892	120.7	Nisqually	do	Nu	F T X P	A	.....	Yes
1898	127.4	Ketron	do	.....	.....	C	.....	.....
1900	129.4	Steilacoom	do	Uo	F T X P	A	.....	.....
1901	130.7	West Tacoma	do	.....	.....	B	.....	.....
.....	130.7	Cascade Paper Spur	do	.....	.....	.....	.....	.....
.....	131.1	Gravel Center	do	.....	.....	A	.....	.....
1903	132.0	Pioneer	do	.....	.....	A	.....	.....
1906	135.4	Sixth Ave.	do	Sx	F P	A	.....	.....
1914	142.3	McCarver St.	do	Nx	.....	.....	.....	.....
1916	145.1	Tacoma "Depot"	do	Mn	T P	.....	.....	.....
.....	.....	Tacoma "Baggage"	do	.....	P	.....	.....	.....
.....	.....	Tacoma "Freight"	do	Mn	F P	A	R L S E	Yes
.....	.....	Tacoma "City"	do	.....	T P	.....	.....	.....
1917	146.8	Reservation	do	Rn	P	.....	.....	.....
1918	147.5	Tacoma Junction	do	Jn	P	.....	.....	.....
1922	151.5	Hughes Spur	do	.....	.....	B	.....	.....
1924	153.0	North Puyallup	do	Px	F T X P	A	R O	.....
1925	154.7	Sumner	do	Ux	F T X P	A	R	.....
1928	157.2	Benroy	do	.....	.....	B	.....	.....
1933	161.8	Auburn	do	Br	F T X P	A	R S	Yes
1936	165.1	Thomas	do	.....	.....	A	.....	.....
1938	166.9	Kent	do	K	F T X P	A	R S	.....
1945	173.8	Black River Jct.	do	Bi	P	A	.....	.....
1951	180.1	Argo	do	G	P	A	.....	.....
1954	183.2	Seattle "Depot"	do	Ow	T P	.....	.....	.....
.....	.....	Seattle "Baggage"	do	.....	P	.....	.....	.....
.....	.....	Seattle "Freight"	do	.....	F P	A	R L S E	.....
.....	.....	Seattle "Wharf"	do	.....	P	A	R L	.....
.....	.....	Seattle "City"	do	.....	T P	.....	.....	Yes

Automatic Block Signals — Manual Block Signals — Automatic Block Signals

Double Track — Dbl. Trk.

}On Spur Track Longview Jct. to Longview.

OREGON DIVISION—Continued

GRAYS HARBOR BRANCH

Sta. No.	Dist. from Centralia	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1862	0.0	Centralia	Wash.	Ds	F T P	A	L	Yes
1863	1.0	Centralia Jct.	do	.....	.....	.....	.....	.....
NN 2	2.4	Blakeslee Jct.	do	.....	P	.....	.....	.....
NN 3	3.3	Raisch	do	.....	.....	A	.....	.....
NN 5	5.0	Galvin	do	.....	P	A	L	.....
NN 12	12.2	Helsing Jct.	do	.....	P	A	R	.....
NN 14	13.7	Independence	do	Nd	P	A	L	.....
NN 18	18.3	Balch	do	.....	P	A	L	.....
NN 22	22.2	Cedarville	do	.....	P	A	R	.....
NN 26	26.3	Lankner	do	.....	P	A	R	Yes
NN 29	28.9	Rony	do	.....	.....	B	.....	.....
NN 31	30.8	Seginaw	do	.....	P	A	L	.....
NN 33	32.5	South Elma	do	.....	P	A	L S	.....
NN 36	36.0	Fuller	do	.....	P	A	R	.....
.....	42.3	So. Montesano (Jct. H. B.)	do	.....	.....	.....	.....	.....
NN 42	42.4	South Montesano	do	.....	P	A	R	.....
NN 44	43.8	Melbourne	do	.....	P	A	R	.....
NN 45	44.7	Law	do	.....	.....	B	.....	.....
NN 47	46.6	Preacher's Slough	do	.....	P	A	R	.....
.....	50.4	North River Jct.	do	.....	.....	C	.....	.....
NN 51	51.2	Cosmopolis	do	.....	P	A	R	.....
NN 54	53.9	Aberdeen "Depot"	Wash.	Sa	T P	.....	.....	.....
.....	.....	Aberdeen "Freight"	do	.....	F P	A	R S O E	.....
NN 58	57.5	Hoquiam	do	Ho	F T P	A	R	.....

Dbl. Trk.

MONTESANO BRANCH

	Dist. from So. Montesano	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
NN 42	0.1	South Montesano (Jct. H. B.)	Wash.	.....	.....	.....	.....	.....
NN 42	0.0	South Montesano	do	.....	P	A	L	.....
NO 2	1.4	Montesano	do	Mo	F T P	A	L S	.....

TONO BRANCH

	Dist. from Wabash	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
.....	0.0	Wabash (Jct. H. B.)	Wash.	.....	.....	.....	.....	.....
1864	0.2	Wabash	do	.....	P	A	.....	.....
NR 6	5.7	Tono	do	.....	P	A	L	.....

OLYMPIA BRANCH

	Dist. from East Olympia	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1881	0.0	East Olympia	Wash.	.....	P	A	L	.....
.....	0.1	East Olympia (Jct. H. B.)	do	.....	.....	.....	.....	.....
NS 5	5.4	Olympia Brewery	do	.....	.....	.....	.....	Yes
NS 7	7.6	Olympia	do	Oa	F T P	A	R L S	.....

AMERICAN LAKE BRANCH

	Dist. from Nisqually	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
.....	0.1	Nisqually (Jct. H. B.)	Wash.	.....	.....	.....	.....	.....
1892	0.0	Nisqually	do	Nu	F T X P	A	.....	Yes
NT 3	3.2	Dupont	do	.....	.....	A	.....	.....
NT 4	4.0	Fort Lewis	do	D	F T X P	A	R	.....

OREGON DIVISION—Continued

FOURTH SUBDIVISION

MAIN LINE—PORTLAND TO THE DALLES

Sta. No.	Dist. from Portland	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
.....	.....	Portland-Pittock Blk.	Ore.	P	P	.....	.....	.....
.....	.....	Portland "City"	do	.....	TP	.....	.....	.....
W 1775	0.0	Portland "U. D."	do	Ve	TP	.....	.....	.....
.....	.....	Portland "Baggage"	do	.....	P	.....	.....	.....
.....	.....	Portland "B. & O. T. Co."	do	.....	.....	.....	.....	.....
.....	.....	Portland "Freight"	do	.....	FP	A	RLSE	.....
.....	0.5	East Portland (Jct. H. B.)	do	.....	P	.....	.....	.....
V 1781	0.6	East Portland	do	.....	FP	B	R	.....
W 1773	1.9	Bruun	do	.....	.....	.....	.....	.....
W 1771	4.4	Graham	do	.....	P	.....	.....	.....
W 1770	5.4	Montavilla	do	.....	.....	B	L	.....
W 1769	6.7	Quarry	do	.....	.....	A	.....	.....
W 1768	7.7	Clarnie	do	.....	P	.....	L	.....
W 1762	13.2	Fairview	do	Fa	FTXP	A	R	.....
1760	15.6	Troutdale	do	Sn	FTXP	A	L	.....
1756	19.1	Taylor	do	.....	P	.....	.....	.....
1755	20.4	Corbett	do	.....	P	C	R	.....
1753	22.4	Rooster Rock	do	.....	P	A	R	.....
1751	23.9	Latourell	do	.....	.....	C	R	.....
1749	26.3	Bridal Veil	do	Ju	FTXP	A	R	.....
1746	29.6	Multnomah Falls	do	.....	P	C	.....	.....
1744	31.4	Oneonta	do	.....	P	A	.....	.....
1741	34.1	Dodson	do	.....	P	A	R	.....
1737	38.8	Bonneville	do	Mu	FTXP	A	R	.....
1733	42.8	Cascade Locks	do	.....	P	A	RS	.....
1729	46.7	Farley	do	.....	P	C	.....	.....
1726	49.6	Wyeth	do	We	P	A	R	.....
1723	52.8	Lindsey	do	.....	P	C	.....	.....
1716	59.0	Meno	do	.....	P	A	.....	.....
1712	63.1	Hood River	do	Ki	FTP	A	RS	.....
1706	69.1	Mosier	do	H	P	C	R	.....
1703	72.4	Chatfield	do	.....	P	A	.....	.....
1700	76.0	Rowena	do	.....	P	C	.....	.....
1694	81.6	Crates	do	.....	P	A	.....	.....
1691	84.0	The Dalles	do	Wh	FTP	A	RS	Yes

Automatic Block Signals and Automatic Train Control — Double Track — D.T.

MAIN LINE—PORTLAND TO NORTH PORTLAND JCT.

.....	.....	Portland "City"	Ore.	.....	TP	.....	.....	.....
W 1775	0.0	Portland "U. D."	do	Ve	TP	.....	.....	.....
.....	.....	Portland "Baggage"	do	.....	P	.....	.....	.....
.....	.....	Portland "B. & O. T. Co."	do	.....	.....	.....	.....	.....
.....	.....	Portland "Freight"	do	.....	FP	A	RLSE	.....
V 1781	0.6	East Portland (Jct. H. B.)	do	.....	.....	.....	.....	.....
V 1780	1.6	Albina	do	B	P	B	R	.....
V 1778	4.2	St. Johns Jct.	do	Jn	P	.....	.....	.....
1776	5.6	Peninsula Jct.	do	.....	P	.....	.....	.....
1778	6.8	North Portland Jct.	do	Kd	P	.....	.....	.....

Auto. Blk. Sig. — Double Track

MAIN LINE—PENINSULA JCT. TO TROUTDALE

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

OREGON DIVISION—Continued

ST. JOHNS BRANCH

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

THIRD SUBDIVISION
MAIN LINE—THE DALLES TO RIETH

	Dist. from Portland							
1691	84.0	The Dalles	Ore.	Wh	FTP	A	RS	Yes
1688	87.5	Seufert	do	.....	.....	A	L	.....
1684	91.5	Dune	do	.....	P	C	.....	.....
1682	93.2	Dillon	do	.....	.....	A	.....	.....
1680	95.1	Oregon Trunk Jct.	do	Vo	P	.....	.....	.....
1679	96.3	Celilo	do	.....	.....	A	L	.....
1675	100.1	Miller	do	.....	P	A	R	.....
1672	103.7	Biggs	Ore.	Bx	FTXP	A	R	Yes
.....	103.9	Biggs (Jct. H. B.)	do	.....	.....	.....	.....	.....
1669	106.5	Grant	do	.....	P	A	R	.....
1666	109.2	Rufus	do	.....	P	A	R	.....
1663	111.9	Day	do	.....	P	A	.....	.....
1661	114.8	Goff	do	.....	P	C	.....	.....
1657	118.7	Hook	do	.....	P	A	.....	.....
1652	123.1	Quinton	do	Qn	P	A	L	Yes
1650	125.5	Ramsay	do	.....	P	C	.....	.....
1646	129.4	Blalock	do	.....	P	A	R	Yes
1641	133.9	Gilmore	do	.....	P	C	.....	.....
1638	137.6	Arlington	do	Mx	FTXP	A	RSO	Yes
.....	137.9	Arlington (Jct. H. B.)	do	.....	.....	.....	.....	.....
1633	142.2	Silica	do	.....	P	C	.....	.....
1629	146.6	Willows	do	.....	P	A	L	.....
.....	148.0	Heppner Junction (Jct. H. B.)	do	.....	.....	.....	.....	.....
1627	148.1	Heppner Junction	do	Wi	P	A	R	.....
1623	152.1	Boulder	do	.....	P	C	.....	.....
1617	157.9	Castle	do	.....	P	A	L	.....
1614	161.8	Peters	do	.....	P	C	R	.....
1612	163.6	Boardman	do	.....	P	A	RS	Yes
1610	165.4	Messner	do	Fe	FXP	A	R	.....
		Via Umatilla						
.....	165.6	Messner (Jct. H. B.)	do	.....	.....	.....	.....	.....
X 1613	171.7	Judson	do	.....	P	C	.....	.....
X 1609	175.5	Irrigon	do	.....	P	A	L	.....
X 1606	178.6	Bailey	do	.....	P	C	.....	.....
X 1602	182.8	Umatilla	do	Cs	FTXP	A	LS	Yes
.....	183.2	Umatilla (Jct. H. B.)	do	Uy	.....	.....	.....	.....
X 1601	183.8	Gravel Pit Spur	do	.....	.....	.....	.....	.....
X 1595	189.3	Hermiston	do	Mn	FTXP	A	RS	Yes
1591	193.3	Hinkle (Jct. H. B.)	do	Uk	P	A	.....	.....
1610	165.4	Messner	do	Fe	FXP	A	.....	.....
.....	165.6	Messner (Jct. H. B.)	do	.....	.....	.....	.....	.....
1605	169.9	Clarke	do	.....	P	.....	.....	.....
1600	175.8	Munley	do	.....	P	B	.....	.....
1597	178.2	Ordnance	do	Rn	FTXP	A	L	.....
1595	180.6	Westland	do	.....	P	A	.....	.....
1591	184.0	Hinkle (Jct. H. B.)	do	Uk	P	A	.....	.....
1587	188.6	Stanfield	do	Nd	FTXP	A	L	Yes
1583	191.9	Echo	do	Hi	FTXP	A	L	Yes
1577	198.4	Nolin	do	.....	P	A	L	Yes
1574	201.5	Yoakum	do	.....	.....	A	.....	.....
1572	203.3	Campbell	do	.....	P	.....	.....	.....
1567	208.2	Barnhart	do	.....	P	A	L	Yes
.....	211.3	Rieth (Jct. H. B.)	do	.....	P	.....	.....	.....
1564	211.8	Rieth	do	Ri	FTP	A	R	Yes

Auto. Block Signals — Double Track

OREGON DIVISION—Continued

BEND BRANCH

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

GRASS VALLEY BRANCH

	Dist. from Biggs						
1672	0.0	Biggs.....Ore.	Bx	F T X P	A	R	Yes
.....	0.2	Biggs (Jct. H. B.)..... do	.....	.....	.....	.....	.....
NC 5	5.3	Thornberry..... do	.....	.....	A	L	.....
NC 10	9.7	Wasco..... do	Wa	F X P	A	L S	Yes
NC 14	14.2	Klondike..... do	.....	.....	A	L	.....
NC 16	15.6	Sandon..... do	.....	.....	A	.....	.....
NC 19	19.2	Hay Canyon..... do	.....	.....	B	.....	.....
NC 20	20.0	Nish..... do	.....	.....	A	L	.....
NC 24	23.9	De Moss..... do	.....	.....	A	L	.....
NC 27	27.0	Moro..... do	Mr	F X	A	R	Yes
NC 31	31.2	Erskine..... do	.....	.....	A	.....	.....
NC 39	38.5	Grass Valley..... do	Vy	F T X P	A	L	Yes
NC 43	42.6	Eakin..... do	.....	.....	A	.....	.....
NC 46	45.8	Bourbon..... do	.....	.....	A	L	.....
NC 53	52.5	Kent..... do	.....	P	A	R	Yes

CONDON BRANCH

	Dist. from Arlington						
1638	0.0	Arlington.....Ore.	Mx	F T X P	A	R S O	Yes
.....	0.3	Arlington (Jct. H. B.)..... do	.....	.....	.....	.....	.....
ND 8	7.6	Shutler..... do	.....	.....	A	.....	.....
ND 16	16.3	Rock Creek..... do	.....	P	A	L	Yes
ND 20	19.9	Barnett..... do	.....	.....	A	.....	.....
ND 25	24.6	Mikkalo..... do	.....	P	A	L	.....
ND 29	28.9	Clem..... do	.....	.....	A	L	.....
ND 33	32.6	Speece..... do	.....	.....	A	L	.....
ND 37	36.6	Gwendolen..... do	.....	.....	A	L	Yes
ND 45	44.8	Condon..... do	Cd	F X P	A	R S	Yes

OREGON DIVISION—Continued

HEPPNER BRANCH

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

PILOT ROCK BRANCH

	Dist. from Rieth						
1564	0.0	Rieth.....Ore.	Ri	F T P	A	R	Yes
.....	0.7	Rieth (Jct. H. B.)..... do	.....	P	.....	.....	.....
NF 3	2.8	McBee..... do	.....	.....	A	.....	.....
NF 7	6.7	Sparks..... do	.....	.....	A	.....	.....
NF 11	11.2	Lens..... do	.....	.....	A	.....	.....
NF 15	14.9	Pilot Rock..... do	Ro	F X	A	R	Yes

SECOND SUBDIVISION
MAIN LINE—RIETH TO LA GRANDE

	Dist. from Portland						
1564	211.8	Rieth.....Ore.	Ri	F T P	A	R	Yes
1562	213.5	Pendair..... do	.....	.....	B	.....	.....
1560	215.5	Pendleton..... do	Fd	F T P	A	L S O E	.....
.....	216.2	Pendleton (Jct. H. B.)... do	.....	.....	.....	.....	.....
1557	218.7	Munra..... do	.....	.....	.....	.....	.....
1555	220.7	Mission..... do	.....	.....	A	R	.....
1551	224.5	Minthorn..... do	.....	.....	B	.....	.....
1548	226.9	Cayuse..... do	.....	P	A	R	.....
1546	229.3	Homly..... do	.....	.....	.....	.....	.....
1543	231.9	Thorn Hollow..... do	.....	P	A	L	.....
1541	234.3	Tumia..... do	.....	.....	.....	.....	.....
1538	236.9	Gibbon..... do	.....	P	A	L	Yes
1536	239.3	Bonifer..... do	.....	.....	.....	.....	.....
1530	245.1	Sloan..... do	.....	.....	B	.....	.....
1527	248.0	Duncan..... do	.....	P	A	R	Yes
1524	251.4	North Fork..... do	.....	.....	C	R	.....
1522	253.6	Camp..... do	.....	.....	.....	R	.....
1518	257.3	Huron.....Ore.	.....	P	A	.....	.....
1515	260.5	Porter..... do	.....	P	.....	.....	.....
1511	264.8	Meacham..... do	.....	P	A	L	Yes
1507	268.0	Ross..... do	.....	.....	.....	.....	.....
1504	270.9	Kamela..... do	S	F X P	A	R	.....
1504	271.8	Nordeen..... do	.....	.....	.....	.....	.....
1500	275.7	Motanic..... do	.....	.....	.....	.....	.....
1497	278.1	Glover..... do	.....	.....	A	R	.....
1494	281.8	Hilgard..... do	.....	P	A	L	Yes
1490	285.7	Perry..... do	.....	P	A	L	.....
1486	289.8	La Grande..... do	Ra	F T P	A	R S	Yes

Auto. Blk. Signals — Dbl. Trk.

OREGON DIVISION—Concluded

FIRST SUBDIVISION

MAIN LINE—LA GRANDE TO HUNTINGTON

Sta. No.	Dist. from Portland	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1486	289.8	La Grande.....Ore.	Ra	F T P	A	R	Yes
.....	290.1	La Grande (Jct. H. B.).do	.....	.....	.....	.....	.....
1481	294.8	Lone Tree..... do	.....	P	A	.....	.....
1477	298.6	Hot Lake..... do	.....	P	A	R	Yes
1473	302.2	Union Jct..... do	Un	F T P	A	R	Yes
1470	305.1	Pyle..... do	.....	P	.....	.....	.....
1467	308.4	Crooks..... do	.....	P	.....	.....	.....
1463	312.4	Telocaset..... do	Wk	F T X P	A	R	.....
1460	315.2	Sago..... do	.....	P	.....	.....	.....
1456	318.9	Lun..... do	.....	P	.....	.....	.....
1453	321.9	North Powder..... do	Hd	F T X P	A	R	Yes
1449	326.5	Hutchinson..... do	.....	P	B	.....	.....
1444	331.2	Haines..... do	Kb	F T X P	A	R	Yes
1438	337.1	Wing..... do	.....	P	A	.....	.....
1434	341.6	Baker..... do	Bc	F T P	A	L S E	Yes
1428	347.4	Quartz..... do	.....	P	A	.....	.....
1424	351.8	Encina..... do	Na	P	.....	.....	.....
1420	355.3	Pleasant Valley..... do	.....	P	A	L	.....
1417	358.5	Hindman..... do	.....	P	.....	.....	.....
1414	361.6	Oxman..... do	On	P	A	.....	.....
1410	365.1	Leonard..... do	.....	P	.....	.....	.....
1407	368.7	Durkee..... do	Du	F T X P	A	L S	Yes
1403	372.2	Nelson..... do	.....	P	.....	.....	.....
1398	377.1	Weatherby..... do	Wx	P	A	L	.....
1395	380.7	Jett..... do	.....	P	.....	.....	.....
1391	384.5	Lime..... do	By	F P	A	L	.....
1386	389.3	Huntington..... do	Hu	F T X P	A	R	Yes
.....	.....	Huntington Yard..... do	Hn	P	.....	.....	.....

Auto. Block Signals

JOSEPH BRANCH

	Dist. from La Grande						
1486	0.0	La Grande.....Ore.	Ra	F T P	A	R	Yes
.....	0.3	La Grande (Jct. H. B.).... do	.....	.....	.....	.....	.....
NM 3	2.6	Island City..... do	.....	P	A	R	Yes
NM 6	5.9	Conley..... do	.....	.....	B	L	.....
NM 8	8.4	Alicel..... do	.....	.....	A	L	.....
NM 12	12.3	Imbler..... do	Br	F T X P	A	L	Yes
NM 21	20.9	Elgin..... do	Gn	F T X P	A	R	Yes
NM 25	25.1	Gulling..... do	.....	.....	.....	.....	.....
NM 34	33.5	Looking Glass..... do	.....	P	A	L	Yes
NM 37	37.5	Rondowa..... do	.....	P	A	L	.....
NM 41	40.6	Vincent..... do	.....	P	A	L	.....
NM 47	47.1	Minam..... do	.....	P	A	L	.....
NM 57	57.1	Sevier..... do	.....	.....	B	.....	.....
NM 60	60.0	Wallowa..... do	Wo	F T X P	A	R S	Yes
NM 68	67.8	Lostine..... do	.....	.....	A	.....	Yes
NM 78	78.0	Enterprise..... do	Rs	F T X	A	L S E	Yes
NM 84	83.8	Joseph..... do	J	F T X	A	R S	Yes

WASHINGTON DIVISION

SIXTH SUBDIVISION

MAIN LINE—UMATILLA TO SPOKANE

Sta. No.	Dist. from Portland	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
X 1602	182.8	‡Umatilla.....Ore.	Cs	F T X P	A	R L	Yes
.....	183.2	Umatilla (Jct. H.B.)... do	.....	.....	.....	.....	.....
G 1609	190.4	Riverview..... do	.....	P	.....	L	.....
G 1613	193.8	Cold Springs..... do	.....	.....	A	L	.....
G 1616	197.0	Sand..... do	.....	P	A	L	.....
G 1621	202.2	Juniper..... do	.....	P	A	L	.....
G 1622.8	203.8	**Ore.-Wash. State Line**	.....	.....	.....	.....	.....
.....	209.9	Wallula (Jct. H B.)....Wash.	.....	.....	.....	.....	.....
G 1629	210.2	Wallula..... do	Jn	F T X P	A	L	Yes
.....	212.6	Attalia (Jct. H.B.)..... do	.....	.....	.....	.....	.....
G 1632	212.8	Attalia..... do	.....	P	A	L	.....
G 1639	219.5	Humorist..... do	.....	P	A	R	.....
G 1645	225.5	Ash..... do	.....	P	A	L	.....
G 1652	233.1	Page..... do	Ms	P	A	L	.....
G 1660	240.6	Simmons..... do	.....	P	A	L	.....
G 1661	241.9	Sheffler..... do	.....	.....	A	.....	.....
.....	243.3	Walker Pit..... do	Kr	P	.....	L	.....
G 1663	243.7	Walker..... do	.....	.....	A	L	.....
G 1669	249.6	Scott..... do	.....	P	A	L	.....
G 1672	253.1	Matthew..... do	.....	.....	A	L	.....
G 1676	257.2	Ruxby..... do	.....	P	A	L	.....
G 1677	258.4	Magallon..... do	.....	.....	A	.....	.....
G 1682	263.4	Ayer..... do	Jd	F T X P	A	L	.....
.....	263.9	Ayer (Jct. H. B.)..... do	.....	.....	.....	.....	.....
G 1686	267.3	Chew..... do	.....	P	C	R	.....
G 1692	273.1	Joso..... do	.....	P	A	L	.....
G 1698	279.3	Park..... do	.....	P	C	L	.....
G 1704	284.9	Hooper Jct..... do	Hr	P	A	L	.....
G 1712	292.8	Ankeny..... do	.....	P	A	L	.....
G 1716	297.0	Mack..... do	.....	P	A	L	.....
G 1720	301.4	Thavis..... do	.....	P	A	L	.....
G 1725	306.2	Marengo..... do	Ra	F T X P	A	R	Yes
G 1729	310.4	Teske..... do	.....	.....	B	L	.....
G 1732	312.9	Emden..... do	.....	P	A	R	Yes
G 1736	317.1	Ashby..... do	.....	P	C	L	.....
G 1741	322.3	Palm Lake..... do	.....	P	C	R	.....
G 1748	328.9	Wells..... do	.....	P	A	R	.....
G 1752	332.9	Croskey..... do	Ck	P	A	L	.....
G 1759	340.3	Mason..... do	.....	P	A	L	.....
G 1764	345.3	Geib..... do	.....	P	C	L	.....
G 1770	350.5	Cheney..... do	Cy	F T X P	A	L S	.....
G 1777	357.8	Marshall..... do	.....	P	.....	.....	.....
G 1781	362.0	Cowles..... do	.....	P	C	L	.....
G 1785	365.6	West Spokane..... do	.....	P	.....	.....	.....
G 1786	367.3	Spokane, "Union Station"..... do	Au	T P	.....	.....	.....
.....	.....	Spokane "Freight".. do	.....	F	A	R S E	.....
.....	.....	Spokane "City"..... do	.....	T	.....	.....	.....

Automatic Block Signals

D.T.

‡Umatilla station belongs to Oregon Division.

WALLULA BRANCH

	Dist. from Wallula						
G 1629	0.0	Wallula.....Wash.	Jn	F T X P	A	R	Yes
.....	0.2	Wallula (Jct. H. B.)..... do	.....	.....	.....	.....	.....
GA 8	7.7	Reese..... do	.....	.....	A	L	Yes
GA 15	15.2	Touchet..... do	Ch	F T X P	A	R	Yes
GA 20	19.6	Lowden..... do	.....	.....	A	R	.....
GA 24	24.2	Whitman..... do	.....	.....	A	R	.....
GA 29	28.6	Auker..... do	.....	.....	A	L	.....
GA 29	29.1	Artesia..... do	.....	.....	A	L	.....
.....	31.0	Walla Walla (Jct. H.B.)... do	.....	.....	.....	.....	.....
NG 47	31.1	Walla Walla "Depot".... do	Bu	T P	.....	.....	.....
.....	.....	Walla Walla "Freight"... do	.....	F P	A	R S E	Yes

WASHINGTON DIVISION—Continued

YAKIMA BRANCH

Sta. No.	Dist. from Attalia	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
.....	0.1	Attalia (Jct. H. B.)..... Wash.	.....	.....	.....	.....	.....
G 1632	0.0	Attalia..... do	.....	P	A	R	.....
GB 6	6.4	Villard..... do	.....	.....	A	L	.....
GB 9	8.5	Hedges..... do	.....	P	B	L	.....
GB 13	13.0	Kennewick..... do	Kn	F T X P	A	L S	Yes
GB 21	20.5	Leslie..... do	.....	.....	A	R	.....
GB 28	27.9	Grosscup..... do	.....	.....	A	R	.....
GB 31	31.2	Acton..... do	.....	.....	A	L	.....
GB 36	36.4	Benton City..... do	Bc	F T X P	A	R	.....
GB 39	39.1	Corral..... do	.....	.....	A	.....	.....
GB 43	42.9	Chaffee..... do	.....	.....	A	.....	.....
GB 45	45.3	Meek..... do	.....	.....	A	.....	.....
GB 48	48.2	Biggam..... do	.....	.....	A	R	.....
GB 51	50.7	North Prosser..... do	.....	.....	A	L	.....
GB 55	54.7	Capp..... do	.....	.....	A	.....	.....
GB 58	57.6	Grandview..... do	Gw	F T X P	A	L O	.....
.....	63.4	Midvale (Jct. H. B.)..... do	.....	.....	.....	.....	.....
GB 64	63.5	Midvale..... do	.....	P	A	R	.....
GB 67	67.0	Emerald..... do	.....	.....	A	L	.....
GB 73	73.2	Granger..... do	.....	.....	A	R	Yes
GB 78	78.4	Zillah..... do	Ah	F T X P	A	L	.....
GB 82	81.5	Buena..... do	B A	F T X P	A	L	.....
GB 84	83.5	Flint..... do	.....	.....	A	L	.....
GB 84	84.4	Sawyer..... do	Sr	S F X P	A	L R	.....
GB 87	86.7	Donald..... do	.....	S F P	A	L	.....
GB 91	90.6	Parker..... do	.....	P	A	L	.....
GB 95	95.0	Union Gap..... do	.....	.....	A	R	.....
GB 98	97.9	Yakima..... do	Ny	F T P	A	L S E	Yes

	Dist. from Midvale	SUNNYSIDE BRANCH					
.....	0.2	Midvale (Jct. H. B.).... Wash.	.....	.....	.....	.....	.....
GB 64	0.0	Midvale..... do	.....	P	A	R	.....
GC 3	2.6	Sunnyside..... do	Si	F T X P	A	R O	Yes

	Dist. from Pendleton	BRANCH LINE—PENDLETON TO TUCANNON					
1560	0.0	‡Pendleton..... Ore.	Fd	F T P	A	L S O E	.....
.....	0.7	Pendleton (Jct. H. B.)..... do	.....	P	.....	.....	.....
NG 5	4.7	Saxe..... do	.....	.....	A	L	.....
NG 8	7.6	Havana..... do	.....	.....	A	R	.....
NG 11	10.7	Blakeley..... do	.....	.....	A	L	.....
NG 13	13.3	Adams..... do	.....	S F X	A	R	Yes
NG 18	17.9	Athena..... do	Cn	F T X	A	R	.....
NG 22	21.6	Weston..... do	.....	S F X	A	R S E	.....
NG 24	24.1	Downing..... do	.....	.....	A	R	.....
NG 27	27.4	Blue Mountain..... do	.....	.....	A	R	.....
NG 31	30.9	Bade..... do	.....	.....	A	L	.....
NG 34	33.8	Barrett..... do	.....	.....	A	R	Yes
NG 35	34.9	Prunedale..... do	.....	.....	A	.....	.....
NG 37	36.9	Milton (Freewater)..... do	Co	F T X P	A	R S	Yes
NG 41	40.6	Spofford..... do	.....	.....	A	L	.....
NG 42	42.4	State Line..... do	.....	.....	A	R	.....
NG 42.5	42.5	Ore.-Wash. State Line	.....	.....	.....	.....	.....
NG 44	44.3	Langdon..... Wash.	.....	.....	B	.....	.....
NG 47	46.8	Walla Walla "Depot"..... do	Bu	T P	.....	.....	.....
.....	.....	Walla Walla "Freight"..... do	.....	F P	A	R S E	Yes
.....	46.9	Walla Walla (Jct. H. B.)..... do	Z	.....	.....	.....	.....
NG 53	52.5	Russell..... do	.....	.....	A	R	.....
NG 54	54.3	Valley Grove..... do	.....	P	A	L	.....
NG 57	57.2	Hadley..... do	.....	.....	A	L	.....

‡Pendleton station belongs to Oregon Division.

WASHINGTON DIVISION—Continued

BRANCH LINE—PENDLETON TO TUCANNON—Continued

Sta. No.	Dist. from Pendleton	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
NG 61	60.5	Berryman..... Wash.	.....	.....	A	R	.....
NG 63	61.6	Ennis..... do	.....	.....	A	L	.....
NG 67	67.4	Prescott..... do	Sy	F T X	A	L O	Yes
NG 72	72.0	Bolles..... do	.....	P	A	R	.....
.....	72.1	Bolles (Jct. H. B.)..... do	.....	.....	.....	.....	.....
NG 76	76.2	Menoken..... do	.....	.....	A	L	.....
NG 79	79.3	McKay..... do	.....	.....	A	.....	.....
NG 84	83.8	Alto..... do	.....	.....	A	L	.....
NG 89	89.4	Relief..... do	.....	.....	A	L	.....
NG 95	94.9	Starbuck..... do	Sa	F X P	A	L	Yes
.....	95.0	Starbuck (Jct. H. B.)..... do	.....	.....	.....	.....	.....
NG 97	96.6	Powers..... do	.....	.....	B	.....	.....
GE 12	98.6	Tucannon..... do	.....	P	A	L	.....
.....	98.7	Tucannon (Jct. H. B.)..... do	.....	.....	.....	.....	.....

	Dist. from Bolles	DAYTON BRANCH					
NG 72	0.0	Bolles..... Wash.	.....	P	A	R	.....
.....	0.1	Bolles (Jct. H. B.)..... do	.....	.....	.....	.....	.....
NK 4	3.6	Waitsburg..... do	Bg	F T X P	A	R	Yes
NK 4	4.2	Loyd..... do	.....	.....	.....	.....	.....
NK 5	5.2	Waitsburg Jct..... do	.....	.....	.....	.....	.....
NK 6	6.1	Huntsville..... do	.....	.....	A	L	.....
NK 8	8.5	Dumas..... do	.....	.....	B	.....	.....
NK 10	9.7	Long..... do	.....	.....	A	R	.....
.....	13.0	Dayton Jct..... do	.....	.....	.....	.....	.....
NK 13	13.2	Dayton..... do	Da	F T X	A	R E	Yes
NK 19	19.4	Ronan..... do	.....	.....	A	.....	.....
NK 23	22.8	Whetstone..... do	.....	.....	A	L	.....
NK 25	24.9	Turner..... do	.....	.....	A	L	.....

	Dist. from Starbuck	POMEROY BRANCH					
NG 95	0.0	Starbuck..... Wash.	Sa	F X P	A	L	Yes
.....	0.1	Starbuck (Jct. H. B.)..... do	.....	.....	.....	.....	.....
NL 8	8.0	Delaney..... do	.....	.....	A	L	.....
NL 11	11.4	Jackson..... do	.....	.....	A	L	Yes
NL 15	14.5	Chard..... do	.....	.....	A	L	.....
NL 16	16.4	Dodge..... do	.....	.....	A	L	Yes
NL 19	19.1	Houser..... do	.....	.....	A	R	.....
NL 25	24.5	Zumwalt..... do	.....	.....	A	L	Yes
NL 29	28.9	Pomeroy..... do	Py	F T X P	A	L O E	Yes

WASHINGTON DIVISION—Continued

BRANCH LINE—AYER TO TEKOA

Sta. No.	Dist. from Ayer	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
G 1682	0.0	Ayer.....Wash.	Jd	F T X P	A	L	.....
.....	0.5	Ayer(Jct. H. B.)..... do	.....	.....	.....	.....	.....
GE 3	2.7	Rifton..... do	.....	.....	A	L	Yes
GE 12	11.6	Pataha..... do	.....	.....	B	L	.....
GE 12	12.4	Tucannon..... do	.....	P	A	R	.....
.....	12.5	Tucannon (Jct. H. B.).. do	.....	.....	.....	.....	.....
.....	17.3	Riparia (Jct. H. B.)..... do	.....	.....	.....	.....	.....
GE 17	17.4	Riparia..... do	Xs	F T X P	A	R	.....
GE 22	21.9	Canyon..... do	.....	.....	A	L	.....
GE 30	30.0	Hay..... do	.....	P	A	R	Yes
GE 32	31.7	Schreck..... do	.....	.....	B	L	.....
GE 36	35.6	Jerita..... do	.....	.....	A	L	.....
GE 41	41.3	La Crosse..... do	Ja	F T X P	A	L	Yes
.....	41.4	La Crosse(Jct. H. B.)... do	.....	.....	.....	.....	.....
GE 48	47.9	Sutton..... do	.....	.....	B	R	.....
.....	51.8	Winona(Jct. H.B.)..... do	.....	.....	.....	.....	.....
GE 52	51.9	Winona..... do	Wa	F T X	A	L	Yes
GE 58	57.7	Endicott..... do	Di	F T X	A	R S	Yes
GE 65	64.6	Thera..... do	.....	.....	A	R	.....
GE 68	68.3	Diamond..... do	.....	.....	A	R	.....
GE 72	72.3	Mockonema..... do	.....	.....	A	R	.....
GE 75	74.7	A. B. Crest..... do	.....	P	A	R	.....
.....	77.0	A. B. Colfax (Jct. H. B.).... do	.....	.....	.....	.....	.....
GE 77	77.2	A. B. Colfax..... do	Ca	F T P	A	L S	.....
GE 83	83.3	Glenwood..... do	.....	.....	A	L	Yes
GE 90	89.5	Elberton..... do	.....	P	A	L	Yes
GE 95	94.9	Garfield..... do	Gr	F T	A	R S	.....
GE 98	98.4	Walters..... do	.....	.....	B	L	.....
GE 104	104.3	Farmington..... do	Fm	F X	A	R S	.....
.....	110.2	Seltice (Jct. H. B.)..... do	.....	.....	.....	.....	.....
GE 110	110.2	Seltice..... do	.....	P	A	L	.....
GE 116	115.9	Tekoa.....Wash.-Ida.	K	F T X P	A	R S	.....

BRANCH LINE—TEKOA TO SPOKANE

	Dist. from Ayer						
GE 116	115.9	Tekoa.....Wash.-Idaho	K	F T X P	A	R S	.....
.....	116.0	Tekoa (Jct. H. B.).....Wash.	.....	.....	.....	.....	.....
GJ 123	123.1	Latah..... do	.....	S F P	A	L	.....
GJ 126	126.4	Rahm..... do	.....	.....	B	R	.....
GJ 132	131.5	Fairfield..... do	G	F T X P	A	L	.....
GJ 135	134.9	Darknell..... do	.....	.....	A	R	.....
GJ 138	138.2	Rockford..... do	Rd	F X P	A	R S	.....
GJ 142	142.2	Automatic Block Signals Coey..... do	.....	.....	B	L	.....
GJ 143	143.4	Automatic Block Signals Manito..... do	Mu	F T X	C	R	.....
.....	143.5	Manito(Jct.H.B.)..... do	.....	.....	.....	.....	.....
GJ 147	146.7	Freeman..... do	.....	P	A	L	.....
GJ 150	149.5	Mica..... do	Ma	F T X	A	R	.....
GJ 152	152.0	Automatic Block Signals Redlin..... do	.....	.....	.....	L	.....
GJ 156	155.6	Automatic Block Signals Chester..... do	.....	P	A	L	.....
GJ 159	158.7	Dishman..... do	Sp	F T X P	A	R S	.....
GJ 161	161.1	Hill..... do	.....	.....	.....	.....	.....
GJ 163	162.5	East Spokane..... do	.....	.....	.....	.....	Yes
G 1786	165.2	Spokane, "Union Stat'n"..... do D. Trk.	Au	T P	.....	.....	.....
.....	.....	Spokane "Freight"..... do	.....	F	A	.....	.....
.....	.....	Spokane "City"..... do	.....	T	.....	.....	.....

WASHINGTON DIVISION—Continued

CONNELL BRANCH

Sta. No.	Dist. from La-Crosse	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
.....	0.1	La Crosse (Jct. H.B.)....Wash.	.....	.....	.....	.....	.....
GE 41	0.0	La Crosse..... do	Ja	F T X P	A	L S	Yes
GF 5	4.5	Pampa..... do	.....	.....	A	L	.....
GF 8	8.1	Gordon..... do	.....	.....	A	.....	Yes
GF 15	14.6	Hooper..... do	.....	P	A	L	Yes
G 1704	15.6	Hooper Jct..... do	Hr	P	A	.....	.....
GF 23	23.4	Washtucna..... do	Fn	F X	A	R	.....
GF 29	29.2	McAdam..... do	.....	.....	A	L	.....
GF 34	34.0	Wacota..... do	.....	.....	A	R	.....
GF 37	37.3	Kahlotus..... do	Ho	F	A	L	.....
GF 42	42.2	Estes..... do	.....	.....	A	R	.....
GF 46	46.0	Sulphur..... do	.....	.....	A	R	.....
GF 51	51.0	Curry..... do	.....	.....	A	R	.....
GF 53	52.8	Connell..... do	.....	S F X	A	R	Yes

PLEASANT VALLEY BRANCH

	Dist. from Winona						
.....	0.1	Winona (Jct. H. B.)....Wash.	.....	.....	.....	.....	.....
GE 52	0.0	Winona..... do	Wa	F T X	A	R	Yes
GG 4	4.4	Gravel Pit..... do	.....	.....	B	R	.....
GG 12	11.5	Willada..... do	.....	.....	A	L	Yes
GG 18	18.2	St. John..... do	Sj	F X P	A	L	.....
GG 21	20.8	Juno..... do	.....	.....	B	R	.....
GG 23	22.5	Huntley..... do	.....	.....	B	R	.....
GG 25	25.3	Sunset..... do	.....	P	A	L	.....
GG 31	31.1	Thornton..... do	.....	P	A	L	Yes
GG 39	39.1	Oakesdale..... do	On	F X	A	L	.....
GG 42	42.4	Fletcher..... do	.....	.....	A	R	.....
GG 45	45.2	Warner..... do	.....	.....	A	L	.....
.....	47.9	Seltice (Jct. H. B.)..... do	.....	.....	.....	.....	.....
GE 110	47.9	Seltice..... do	.....	P	A	L	.....

MOSCOW BRANCH

	Dist. from Colfax						
GE 77	0.0	Colfax.....Wash.	Ca	F T P	A	L S	.....
.....	0.2	Colfax (Jct. H. B.)..... do	.....	.....	.....	.....	.....
GH 5	4.7	Risbeck..... do	.....	.....	A	R	.....
GH 8	8.0	Parvin..... do	.....	.....	A	R	.....
GH 10	9.9	Shawnee..... do	.....	P	A	R	.....
GH 13	12.9	Albion..... do	.....	P	A	L	Yes
GH 16	15.9	Armstrong..... do	.....	.....	A	R	.....
GH 19	18.9	Pullman..... do	Xn	F T X P	A	R O	.....
GH 21	20.7	Whitlow..... do	.....	.....	A	R	.....
GH 22	21.6	Holland..... do	.....	.....	A	R	.....
GH 24	24.3	Garrison..... do	.....	.....	A	R	.....
GH 26	26.4	**Wash.-Idaho State Line**	.....	.....	.....	.....	.....
GH 28	28.3	Moscow.....Idaho	Mo	F T X P	A	R S	.....

WALLACE BRANCH

	Dist. from Tekoa						
GE 116	0.0	Tekoa.....Wash.	K	F T X P	A	R S	.....
.....	0.1	Tekoa(Jct.H.B.)..... do	.....	.....	.....	.....	.....
GM 2	2.2	Tilma..... do	.....	.....	.....	R	.....
GM 2.3	2.3	**Wash.-Idaho State Line**	.....	.....	.....	.....	.....
GM 7	7.0	Lovell.....Idaho	.....	.....	A	R	.....
GM 12	12.2	Watt..... do	.....	.....	A	R	.....
GM 15	15.4	Plummer..... do	Mr	F T X P	A	L	.....
GM 23	22.8	Chatcolet..... do	.....	P	A	L	.....
GM 26	26.4	O'Gara..... do	.....	.....	A	R	.....

WASHINGTON DIVISION—Concluded

WALLACE BRANCH—Concluded

Sta. No.	Dist. from Tekoa	STATION		Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
GM 31	30.6	Harrison	Idaho	.....	.....	A	R	.....
GM 34	34.1	Springston	do	Re	FT	A	R	.....
GM 38	38.4	Black Lake	do	.....	.....	C	R	.....
GM 41	41.4	Medimont	do	.....	.....	A	L	.....
GM 45	45.4	Lane	do	.....	.....	A	L	.....
GM 49	49.2	Rose Lake	do	.....	.....	A	R	.....
GM 52	52.1	Dudley	do	.....	.....	A	R	.....
GM 58	57.8	Cataldo	do	.....	P	A	R	.....
GM 63	62.6	Enaville	do	.....	.....	A	L	.....
GM 64	64.2	Pine Creek	do	.....	.....	A	L	.....
GM 66	66.4	Smelterville	do	.....	.....	.....	.....	.....
GM 67	67.3	Bradley	do	.....	.....	A	L	.....
.....	67.4	Bradley (Jct. H. B.)	do	.....	.....	.....	.....	.....
GM 69	69.3	Kellogg-Wardner	do	Dn	FTX	A	RS	.....
GM 73	72.9	Shont	do	.....	.....	A	R	.....
GM 76	75.9	Osburn	do	.....	.....	A	L	.....
GM 80	80.3	Wallace	do	We	FT	A	RS	.....
GM 84	84.2	Gem	do	.....	.....	A	L	.....
GM 85	84.5	Frisco	do	.....	.....	.....	L	.....
GM 85	85.3	Dorn	do	.....	.....	B	L	.....
GM 87	87.0	Burke	do	B	FX	A	R	.....

SIERRA NEVADA BRANCH

	Dist. from Bradley							
GM 67	0.0	Bradley (Jct. H. B.)	Idaho	.....	.....	.....	.....	.....
GP 1	1.3	Silver King	do	.....	.....	A	.....	.....

OPERATED MILEAGE

		First Main Track		Second Main Track	Add'l Main Track
OREGON DIVISION					
Main Line—					
Fifth Subdivision	No. Port. Jct. to Seattle	176.30			
do	Tacoma Freight Line	1.67	177.97	143.07	
Fourth Subdivision	Portland to the Dalles	83.99		3.07	
do	E. Port. to No. Port. Jct.	6.33		2.47	
do	Peninsula Jct. to Troutdale	16.35	106.67		
Third Subdivision	The Dalles to Rieth	127.78		19.74	
do	Messner to Hinkle via Umatilla	27.84	155.62		
Second Subdivision	Rieth to La Grande		78.07	3.86	
First Subdivision	La Grande to Huntington		99.11	.62	
	Total		617.44	172.83	
Branches—					
St. Johns	St. Johns Jct. to Peninsula Jct., via St. Johns		7.69		
Grays Harbor	Centralia to Hoquiam		57.92	2.89	
Grays Harbor	Centralia to Blakeslee Jct.		1.58		
Montesano	South Montesano to Montesano		1.60		
Tono	Wabash to Tono		6.21		
Olympia	East Olympia to Clympia		7.43		
American Lake	Nisqually to Fort Lewis		5.92		
Bend	Oregon Trunk Jct. to Bend		151.47		
Grass Valley	Biggs to Kent		52.61		
Condon	Arlington to Condon		44.83		
Heppner	Heppner Junction to Heppner		45.43		
Pilot Rock	Rieth to Pilot Rock		14.25		
Joseph	La Grande to Joseph		83.58		
	Total		480.52	2.89	
	Total Oregon Division		1,097.96	175.72	
WASHINGTON DIVISION					
Main Line—					
Sixth Subdivision	Umatilla to Spokane		184.30	1.85	
	Total		184.30	1.85	
Branches—					
Wallula	Wallula to Walla Walla		30.76		
Yakima	Attalia to Yakima		98.07		
Sunnyside	Midvale to Sunnyside		3.21		
Pendleton	Pendleton to Tucannon		98.02		
Ayer-Spokane	Ayer to Spokane via Colfax		166.50	1.63	
Dayton	Bolles to Turner		25.03		
Pomeroy	Starbuck to Pomeroy		30.18		
Pleasant Valley	Winona to Seltice		47.94		
Connell	La Crosse to Connell		53.06		
Moscow	Colfax to Moscow		28.51		
Wallace	Tekoa to Burke		87.27		
Sierra Nevada	Bradley to Silver King		3.19		
	Total		671.83	1.63	
	Total Washington Division		856.13	3.48	
	Total Main Line		801.74	174.68	
	Total Branches		1,152.35	4.52	
	Camas Prairie R. R. Co.		257.79		
	Grand Total (operated mileage)		2,211.88	179.20	
FIRST TRACK MILEAGE BY STATES—					
Oregon			903.44		
Washington			1,030.54		
Idaho			277.90		
	Total		2,211.88		

See page 219 for explanation of symbols.

Note—The distances given in the foregoing table are measured to and from initial or terminal points of tracks and include the exact mileage of other companies, operated under trackage rights. Distances to and from depots are given in connection with the list of stations, pages 202 to 214.

OPERATED MILEAGE—Continued

MILEAGE OF ALL TRACKS OWNED AND OPERATED

	First Main Track	Second Main Track	Yard Tracks and Sidings	Total
Mileage operated as shown on page 215	2,211.88	179.20	847.39	3,238.47
Add mileage owned but leased to other companies:				
Northern Pacific Terminal Co. of Ore., Portland, Ore.	.....	.....	2.23	2.23
Y. V. T. Co., at Yakima, Wash.	.....	.....	1.19	1.19
Pacific Fruit Express Co. at Albina, Ore.	.....	.....	.20	.20
Add Mileage owned but not operated:				
At Portland, Ore. (Leased to various Ind.)	.....	.....	.33	.33
At Portland, Ore. (Operated by N. P. T. Co. of Ore.)	.....	.....	.04	.04
Add mileage trackage rights granted by other companies but not operated:				
W. W. V. Ry. Co., Langdon to Tausick, Wash.	1.56	.....	.31	1.87
Total	2,213.44	179.20	851.69	3,244.33
Deduct Mileage of other companies operated under contract or trackage rights:				
Northern Pacific Ry. Co.—Spokane, Wash.	.....	.....	1.41	1.41
Des Chutes Railroad Co.:				
South Junction to Metolius, Ore.	24.00	.....	3.75	27.75
At Bend, Ore.	.....	.....	2.76	2.76
Northern Pacific Terminal Co. of Ore.:				
At Portland, Ore.	.26	.....	.....	.26
Spokane, Portland & Seattle Ry. Co. and Northern Pacific Ry. Co. Jointly:				
North Portland Junction to Vancouver, Wash.	1.79	1.79	.04	3.62
Spokane International Ry. Co.:				
At Spokane, Wash.	.....	.....	.08	.08
Northern Pacific Ry. Co.:				
Vancouver to Reservation, Wash.	137.98	137.94	69.32	345.24
At Sunnyside, Wash.	.....	.....	.10	.10
At Auburn, Wash.	.....	.....	.22	.22
At Seattle, Wash.	.....	.....	.39	.39
Centralia to Blakeslee Jct., Wash.	1.58	.....	.67	2.25
Waitsburg to Dayton, Wash.	7.69	.....	.37	8.06
At Wallula, Wash.	.....	.....	1.07	1.07
At Athena, Ore.	.....	.....	.30	.30
At Gem, Idaho	.....	.....	.04	.04
South Aberdeen to Hoquiam, Wash.	2.25	2.50	14.29	19.04
At Zillah, Wash.	.....	.....	1.57	1.57
At Walla Walla, Wash.	.....	.....	.02	.02
At Spokane, Wash.	.....	.....	.51	.51
At Dorn, Idaho	.....	.....	.03	.03
Nisqually to Fort Lewis, Wash.	5.92	.....	7.57	13.49
Lewiston to Grangeville, Idaho	79.67	.....	25.14	104.81
Spalding to Stites, Idaho	66.02	.....	10.18	76.20
Orofino to Headquarters, Idaho	40.64	.....	8.99	49.63
Oregon Trunk Ry.:				
Oregon Trunk Jct. to South Junction, Ore.	84.59	.....	9.64	94.23
Metolius to Bend, Ore.	42.63	.....	15.99	58.62
Southern Pacific Co.:				
At Portland, Ore.	.....	.10	.15	.25
Walla Walla Valley Ry. Co.:				
Langdon to Tausick, Wash.	1.56	.....	.31	1.87
C. M. St. P. & P. R. R. Co.:				
At Seattle, Wash.	.....	.....	.52	.52
At Spokane, Wash.	1.70	1.63	.30	3.63
At Tacoma, Wash.	.....	.....	.89	.89
At Hoquiam, Wash.	.....	.....	.02	.02
G. N. Ry. Co.—At Spokane, Wash.	.....	.....	.31	.31
Pacific Coast R. R. Co.—At Black River Jct., Wn.	.03	.....	.....	.03
S. P. & S. Ry. Co.—At East Portland, Ore.	.....	.....	.20	.20
Condon, Kinzua & Southern R. R. Co.—At Condon, Ore.	.....	.....	.17	.17
Total	498.31	143.96	177.32	819.59
Total Owned and Jointly Owned	1,715.13	35.24	674.37	2,424.74

See page 219 for explanation of symbols.

OPERATED MILEAGE—Concluded

MILEAGE OF ALL TRACKS OWNED AND OPERATED—Concluded

	First Main Track	Second Main Track	Yard Tracks and Sidings	Total
Deduct other companies proportion of jointly owned Mileage:				
Owned jointly by O.-W. R. R. & N. Co. and C. M. St. P. & P. R. R. Co.:				
Tacoma Jct. to Black River Jct., Wash.	13.17	.....	4.45	17.62
At Seattle, Wash.	.....	.....	.10	.10
Helsing Jct. to Hoquiam, Wash.	22.25	.19	5.89	28.33
So. Montesano to Montesano, Wash.	.80	.....	.35	1.15
At Spokane, Wash.	.28	.28	1.27	1.83
At East Spokane, Wash.	.....	.....	.40	.40
C. M. St. P. & P. R. R. Co. and G. N. Ry. Co.:				
At Seattle, Wash.	.....	.....	.33	.33
C. M. St. P. & P. R. R. Co., G. N. Ry. Co. and N. P. Ry. Co.:				
At Longview, Wash.	.....	.....	20.77	20.77
At Longview Jct., Wash.	.....	.....	.94	.94
At Vader Jct., Wash.	.....	.....	.33	.33
At Seattle, Wash.	.....	.....	16.73	16.73
C. M. St. P. & P. R. R. Co. and N. P. Ry. Co.:				
At Hoquiam, Wash.	.....	.....	.39	.39
C. M. St. P. & P. R. R. Co. & Saginaw Logging Co.:				
At Preachers Slough, Wash.	.....	.....	.08	.08
Great Northern Ry. Co.:				
At Seattle, Wash.	.....	.....	2.05	2.05
At Spokane, Wash.	.....	.....	.46	.46
At Oaksdale, Wash.	.....	.....	.04	.04
G. N. Ry. Co. and N. P. Ry. Co.:				
At Tacoma, Wash.	.....	.....	1.49	1.49
At Longview Jct., Wash.	.....	.....	.56	.56
Northern Pacific Ry. Co.:				
At Pendleton, Ore.	.....	.....	.17	.17
At Seattle, Wash.	.....	.....	2.00	2.00
At Fort Lewis, Wash.	.....	.....	.09	.09
At Walla Walla, Wash.	.....	.....	.42	.42
At Pullman, Wash.	.....	.....	.02	.02
Waitsburg to Daytor, Wash.	.02	.....	.06	.08
Wallace to Burke, Idaho	.17	.....	.58	.75
N. P., Peninsula Term. Co. & S. P. & S. Ry. Co.:				
At North Portland Jct., Ore.	.....	.....	.60	.60
N. P. Ry. Co. and S. P. & S. Ry. Co.:				
At North Portland Jct., Ore.	.....	.....	.39	.39
Southern Pacific Co.:				
At East Portland, Ore.	.....	.....	1.27	1.27
At Portland, Ore.	.15	.15	.....	.30
Spokane, Portland and Seattle Ry. Co.:				
At Portland, Ore.	.....	.....	.01	.01
Walla Walla Valley Ry. Co.:				
At Milton, Ore.	.....	.....	.39	.39
At Walla Walla, Wash.	.....	.....	.13	.13
Total to Deduct	36.84	.62	62.76	100.22
Total Mileage Owned	1,678.29	34.62	611.61	2,324.52

See page 219 for explanation of symbols.

JOINT TRACKAGE

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

		First Main Track	Add'l Main Track	Yard Tracks and Sidings
		Miles	Miles	Miles
TRACKS OWNED OR LEASED BY O.-W. R. R. & N. Co.				
ALSO USED BY:				
Bunker Hill & Sullivan Mining & Concentrating Co.	Bradley, Idaho	.38		.08
C. M. St. P. & P. R. R. Co.	Argo to Seattle, Wash.	3.34	3.34	2.60
do	Manito to Dishman, Wash.	15.23		1.75
do	Dishman to N. P. Crossing, Spokane, Wash.	4.58		7.26
do	Spokane to Marengo, Wash.	60.54	1.29	8.89
C. M. St. P. & P. R. R. Co. and Northern Pacific Ry. Co.	At Aberdeen, Wash.			.10
Great Northern Ry. Co.	At Seattle, Wash.	.71	.66	.38
do	At Spokane, Wash.			.11
Northern Pacific Ry. Co.	Centralia to Blakeslee Jct., Wash.	1.37		.02
do	At Zillah, Wash.	.50		.61
do	At Walla Walla, Wash.			.02
do	At Moscow, Idaho	.01		.10
do	At Wallula, Wash.			.84
do	Riparia, Wash., to Lewiston, Idaho	) 71.46		) 9.58
do	At Seattle, Wash.			.08
do	At Huntsville, Wash.			.20
do	At Olympia, Wash.			2.74
do	At Pendleton, Ore.	1.93		.09
do	Wallace to Burke, Idaho	6.21		.09
S. P. & S. Ry. Co.	At St. Johns, Ore.	.08		1.12
do	At Portland, Ore.	.07		1.69
Yakima Valley Transp. Co.	At Yakima, Wash.			.98
Spokane International R. R. Co.	At Spokane, Wash.	1.92		.87
Union Railroad of Oregon	At Union Jct., Ore.			.30
Mt. Hood R. R. Co.	At Hood River, Ore.	.46		2.27
Sumpter Valley Ry. Co.	At Baker, Ore.			.34
Oregon Trunk Ry. & G. N. Ry. Co.	So. Jct. to Metolius, Ore.	) 24.00		) 3.75
Condon, Kinzua & Southern R. R. Co.	At Condon, Ore.	.47		.92
Southern Pacific Co.	At Portland, Ore.	.35	.31	.49
S. P. Co. and S. P. & S. Ry. Co.	At Portland, Ore.			.04
N. P. Ry. Co. & G. N. Ry. Co.	At Ridgefield, Wash.			.54
	Total	193.61	5.60	48.85
TRACKS OWNED JOINTLY WITH OTHER COMPANIES				
C. M. St. P. & P. R. R. Co.	Tacoma Jct. to Black River Jct., Wash.	26.33		) 8.91
do	At Seattle, Wash.			.20
do	Helsing Jct. to Hoquiam, Wash.	) 44.50	) .39	) 11.78
do	S. Montesano to Montesano, Wash.	1.60		.70
do	At Spokane, Wash.	) .56	) .56	) 2.54
do	At East Spokane, Wash.			.81
Great Northern Ry. Co.	At Seattle, Wash.			4.10
do	At Spokane, Wash.			.91
do	At Oakesdale, Wash.			.07
Northern Pacific Ry. Co.	At Seattle, Wash.			) 4.00
do	At Walla Walla, Wash.			.85
do	At Pendleton, Ore.			.34
do	Waitsburg to Dayton, Wash.	.04		.12
do	At Pullman, Wash.			.05
do	Wallace to Burke, Idaho	.34		1.16
do	At Fort Lewis, Wash.			.14
N. P. Ry. Co. & G. N. Ry Co.	At Tacoma, Wash.			2.23
do	At Longview Jct., Wash.			.84
S. P. & S. Ry. Co.	At Portland, Ore.			.01
S. P. & S. Ry. Co. & N. P. Ry. Co.	North Portland Jct., Ore.			.78

See page 219 for explanation of Symbols.

JOINT TRACKAGE—Concluded

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

		First Main Track	Add'l Main Track	Yard Tracks and Sidings
		Miles	Miles	Miles
TRACKS OWNED JOINTLY WITH OTHER COMPANIES—Concluded				
C. M. St. P. & P. R. R. Co., and N. P. Ry. Co.	At Hoquiam, Wash.			.58
C. M. St. P. & P. R. R. Co., and G. N. Ry. Co.	At Seattle, Wash.			.50
C. M. St. P. & P. R. R. Co., N. P. Ry. Co. and G. N. Ry. Co.	At Seattle, Wash.			22.30
do	At Longview, Wash.			) 26.78
do	At Longview Jct., Wash.			) 2.00
do	At Vader Jct., Wash.			) .44
C. M. St. P. & P. R. R. Co. & Saginaw Logging Co.	At Preachers Slough, Wash.			.11
Southern Pacific Co.	At Portland, Ore.	) .31	) .30	
do	At East Portland, Ore.			2.54
Oregon Short Line R. R. Co.	At Huntington, Ore.			.40
N. P Ry. Co., Penninsula Term. Co. & S. P. & S. Ry. Co.	At No. Portland Jct., Ore.			.80
W. W. V. Ry. Co.	At Milton, Ore.			.78
do	At Walla Walla, Wash.			.25
	Total	73.68	1.25	98.02
CAMAS PRAIRIE RAILROAD CO.				
)Riparia Wn. to Grangeville, Idaho		151.13		34.72
)Spalding to Stites, Idaho		66.02		10.18
)Orofino to Headquarters, Idaho		40.64		8.99
	Total	257.79		53.89

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

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	Track Connection
Aberdeen.....Wash.	Northern Pacific Ry. Co.	Yes
Arrow.....Idaho	Northern Pacific Ry. Co.	Yes
Athena.....Ore.	Northern Pacific Ry. Co.	Yes
Attalia.....Wash.	Northern Pacific Ry. Co.	No
Auburn.....Wash.	Northern Pacific Ry. Co.	Yes
Baker.....Ore.	Sumpter Valley Ry. Co. (Narrow Gauge)	}Yes
Barnes.....Ore.	Spokane, Portland & Seattle Ry. Co.	Yes
	Northern Pacific Ry. Co.	Yes
	Great Northern Ry. Co.	Yes
Bend.....Ore.	Great Northern Ry. Co.	Yes
Black River Jct..Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.	Yes
	Pacific Coast R. R. Co.	Yes
Blakeslee Jct.....Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.	No
	Northern Pacific Ry. Co.	Yes
Buena.....Wash.	Northern Pacific Ry. Co.	Yes
Chehalis.....Wash.	Northern Pacific Ry. Co.	Yes
	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.	Yes
	Cowlitz, Chehalis & Cascade Ry.	Yes
Cheney.....Wash.	Northern Pacific Ry. Co.	No
Colfax.....Wash.	Great Northern Ry. Co.	No
Condon.....Ore.	Condon, Kinzua & Southern R. R. Co.	Yes
Connell.....Wash.	Northern Pacific Ry. Co.	No
Cosmopolis.....Wash.	Northern Pacific Ry. Co.	Yes
Dayton.....Wash.	Northern Pacific Ry. Co.	Yes
Dishman.....Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.	Yes
East Olympia....Wash.	Northern Pacific Ry. Co.	Yes
East Portland.....Ore.	Southern Pacific Co.	Yes
	Spokane, Portland & Seattle Ry. Co.	Yes
	Port. Traction Co.	}Yes
Farmington.....Wash.	Northern Pacific Ry. Co.	No
Flint.....Wash.	Northern Pacific Ry. Co.	No
Fort Lewis.....Wash.	Northern Pacific Ry. Co.	Yes
Garfield.....Wash.	Northern Pacific Ry. Co.	Yes
	Great Northern Ry. Co.	No
Grandview.....Wash.	Northern Pacific Ry. Co.	Yes
Granger.....Wash.	Northern Pacific Ry. Co.	No
Helsing Jct.....Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.	Yes
Hood River.....Ore.	Mt. Hood R. R. Co.	Yes
Hoquiam.....Wash.	Northern Pacific Ry. Co.	Yes
Huntington.....Ore.	So. Cent. Dist.	Yes
Kahlotus.....Wash.	Spokane, Portland & Seattle Ry. Co.	Yes
Kellogg-Wardner..Idaho	Bunker Hill & Sullivan M. & C. Co.	Yes
Kennewick.....Wash.	Northern Pacific Ry. Co.	Yes
Longview Jct.....Wash.	Longview, Portland & Northern Ry. Co.	Yes
Manito.....Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.	Yes
Marengo.....Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.	Yes
Marshall.....Wash.	Northern Pacific Ry. Co.	No
	Spokane, Portland & Seattle Ry. Co.	No
Milton.....Ore.	Walla Walla Valley Ry. Co.	Yes
Montesano.....Wash.	Northern Pacific Ry. Co.	Yes
Moscow.....Idaho	Northern Pacific Ry. Co.	Yes
	Great Northern Ry. Co.	Yes
Napavine.....Wash.	Newaukum Valley R. R. Co.	Yes
North Portland....Ore.	Spokane, Portland & Seattle Ry. Co.	Yes
	Great Northern Ry. Co.	Yes
	Northern Pacific Ry. Co.	Yes
Oakesdale.....Wash.	Northern Pacific Ry. Co.	No
	Great Northern Ry. Co.	Yes
Olympia.....Wash.	Northern Pacific Ry. Co.	Yes
Oregon Trunk Jct..Ore.	Oregon Trunk Ry.	Yes
Ostrander.....Wash.	Ostrander Ry. & Timber Co.	Yes
Parker (West).....Wash.	Northern Pacific Ry. Co.	Yes
Parker (East).....Wash.	Northern Pacific Ry. Co.	No
Pendleton.....Ore.	Northern Pacific Ry. Co.	Yes

}Three rail connection with yard tracks.
}Track connections are made over the tracks of another company.

JUNCTION STATIONS AND CONNECTING LINES—Concluded

JUNCTION STATION	CONNECTING LINES	Track Connection
Plummer.....Idaho	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.	Yes
Portland.....Ore.	Great Northern Ry. Co.	}Yes
	Northern Pacific Ry. Co.	Yes
	Spokane, Portland & Seattle Ry. Co.	Yes
	Southern Pacific Co.	Yes
	Oregon Electric Ry.	}Yes
	United Railways Co. (Electric)	}Yes
Preacher's Slough Wash.	Saginaw Logging Co.	Yes
Prineville Jct.....Ore.	City of Prineville Ry.	Yes
Pullman.....Wash.	Northern Pacific Ry. Co.	Yes
Riparia.....Wash.	Camas Prairie R. R. Co.	Yes
	Northern Pacific Ry. Co.	Yes
Rocky Point.....Wash.	Columbia & Cowlitz Ry. Co.	Yes
Sawyer.....Wash.	Northern Pacific Ry. Co.	Yes
Seattle.....Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.	Yes
	Pacific Coast R. R. Co.	Yes
	Great Northern Ry. Co.	Yes
	Northern Pacific Ry. Co.	Yes
	Rainier Valley Ry. Co.	}Yes
	Puget Sound Electric Ry.	}Yes
South Elma.....Wash.	Schafer Bros. Logging Co.	Yes
Spokane.....Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.	Yes
	Great Northern Ry. Co.	Yes
	Northern Pacific Ry. Co.	Yes
	Spokane International Ry. Co.	Yes
	Spokane, Portland & Seattle Ry. Co.	}Yes
St. Clair.....Wash.	Northern Pacific Ry. Co.	Yes
Sumner.....Wash.	Northern Pacific Ry. Co.	Yes
Sunnyside.....Wash.	Northern Pacific Ry. Co.	Yes
Tacoma.....Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.	Yes
	Great Northern Ry. Co.	Yes
	Northern Pacific Ry. Co.	Yes
Tekoa.....Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.	No
Telocaset.....Ore.	Big Creek & Telocaset R. R. Co.	Yes
W. Tenino.....Wash.	Northern Pacific Ry. Co.	Yes
	Great Northern Ry. Co.	Yes
Thornton.....Wash.	Great Northern Ry. Co.	No
Union Jct.....Ore.	Union R. R. of Oregon	Yes
Vader Jct.....Wash.	Longview, Portland & Northern Ry. Co.	Yes
Vancouver Jct....Wash.	Northern Pacific Ry. Co.	Yes
Vancouver.....Wash.	Spokane, Portland & Seattle Ry. Co.	Yes
Villard.....Wash.	Northern Pacific Ry. Co.	No
Wabash.....Wash.	Northern Pacific Ry. Co.	Yes
Waitsburg Jct....Wash.	Northern Pacific Ry. Co.	Yes
Wallace.....Idaho	Northern Pacific Ry. Co.	Yes
Walla Walla.....Wash.	Northern Pacific Ry. Co.	Yes
	Walla Walla Valley Railway Co.	Yes
Wallula.....Wash.	Northern Pacific Ry. Co.	Yes
Washtucna.....Wash.	Spokane, Portland & Seattle Ry. Co.	No
Winlock.....Wash.	Veness Log Ry.	Yes
Yakima.....Wash.	Yakima Valley Transp. Co. (Electric)	Yes
	Northern Pacific Ry. Co.	Yes
Zillah.....Wash.	Northern Pacific Ry. Co.	Yes

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

RAILROAD CROSSINGS

OREGON DIVISION

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Portland....Ore.	Portland Trac. Co...	2 Main	Main	Undergrade	Grand Ave.	No
Oregon Trunk Jct.....do	Oregon Trunk Ry...	Main	2 Main	do	.42 miles E.of station	Yes
Portland.....do	Portland Trac. Co...	do	2 Side	At grade	East Morrison St.	No
do .....do	do do	2 Main	do	do	do do	No
do .....do	S. P. & S. Ry. Co....	Side	2 Side	do	1.62 miles E. station	No
do .....do	Portland Trac. Co ..	do	2 Side	Undergrade	E.End Steel Bridge	No
St. Johns Jct.do	S. P. & S. Ry. Co....	Main	Main	do	2.12 miles E. station	No
Barnes.....do	do do	do	do	do	.59 do E. do	Yes
Kelso.....Wash.	Columbia & Cowlitz Ry. Co.....	do	2 Main	do	2.50 do W. do	Yes
Ostrander...do	Ostrander Ry. & Timber Co.....	do	do	Over grade	At station	Yes
do ....do	do do	Side	do	do	.30 miles E. station	No
Castle Rock..do	Silver Lake Lbr. Co.	Main	do	do	.54 do E. do	No
E. Olympia..do	Skookumchuck R.R.	do	Main	Over grade	1.50 do W. do	No
Blakeslee Jct.do	N. P. Ry. Co.....	do	do	At grade	At station	Yes
do ...do	C.M.St.P.& P.R.R. Co.....	do	Side	do	.02 miles W. station	No
Saginaw.....do	Schafer Bros.Log.Co.	do	Main	do	.71 do W. do	No
Melbourne...do	Clemons Log. Co....	do	do	Undergrade	.23 do E. do	No
Preacher's Slough.....do	Saginaw Log. Co.....	do	do	do	At Station	Yes
Aberdeen....do	Northern Pac. Ry. Co.....	Main	do	At grade	.61 miles E. station	Yes
Plumb.....do	C.M.St.P.& P.R.R. Co.....	Main	2 Main	Over grade	2.00 do W. do	No
Olympia.....do	Nor. Pac. Ry. Co....	do	Main	Undergrade	.68 do E. do	No
do .....do	do do ..	Side	do	At Grade	.20 do E. do	Yes
Tacoma.....do	do do ..	Main	do	do	.30 do E. do	No
do .....do	do do ..	Side	do	At grade	.30 do E. do	No
Reservation.do	do do ..	Main	Main	do	.26 do W. do	No
do ....do	do do ..	Side	do	do	.11 do W. do	Yes
do ....do	do do ..	do	Main	do	.11 do E. do	Yes
do ....do	C.M.St.P.& P.R.R. Co.....	Main	Main	Undergrade	.17 do E. do	No
Black River Jct.....do	Pac.Coast R.R.Co...	2 Main	Main	At Grade	At station	Yes
do ....do	Nor. Pac. Ry. Co..	do	do	do	.44 miles E. station	No
Seattle.....do	Pac.Coast R. R. Co..	2 Main	2 Side	do	At Argo	No
do ....do	Nor. Pac. Ry. Co....	do	do	do	do	No
do ....do	do do ..	Side	2 Main	do	do	No
do ....do	C.M.St.P.& P.R.R. Co.....	do	3 Side	do	1.25 miles W. Argo	Yes
do ....do	Nor. Pac. Ry. Co...	do	Side	do	1.70 do W. do	No
do ....do	do do	do	do	do	1.40 do W. do	Yes
do ....do	do do ..	do	do	do	2.46 do W. do	No
do ....do	C.M.St.P &.P.R.R. Co.....	do	do	do	2.46 do W. do	No
do ....do	Nor. Pac. Ry. Co....	do	do	do	2.47 do W. do	No
do ....do	do do ..	do	do	do	2.57 do W. do	No
do ....do	do do ..	2 Side	do	do	2.72 do W. do	No
do ....do	Pac.Coast R.R.Co...	3 Side	do	do	2.73 do W. do	No
do ....do	C.M.St.P.& P.R.R. Co.....	Side	do	do	2.75 do W. do	No
do ....do	Nor.Pac.Ry.Co.....	do	do	do	2.47 do W. do	Yes
do ....do	do do	do	do	do	2.57 do W. do	No
do ....do	Nor. Pac. Ry. Co....	do	do	do	2.72 miles W. Argo	No
do ....do	do do	do	do	do	2.76 do W. do	No
do ....do	Jt.C.M.St.P.& P.R. R.Co., and Pac. Coast R. R. Co....	do	do	do	2.84 do W. do	Yes
do ....do	do do ..	do	do	do	2.87 do W. do	Yes

)See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Continued

OREGON DIVISION—Concluded

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Seattle.....Wash	Pac. Coast R. R. Co.	Side	Side	At Grade	3.09 miles W. Argo	No
do ....do	do do	do	do	do	3.35 do W. do	No
do ....do	do do	do	do	do	3.40 do W. do	No
do ....do	do do	do	do	do	3.45 do W. do	No
do ....do	Nor. Pac. Ry. Co...	do	do	do	3.47 do W. do	No
do ....do	do do ..	do	do	do	3.55 do W. do	Yes
Baker.....Ore	Sumpter Val. Ry.Co.	Main	do	do	On Wye	Yes

)See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Concluded

WASHINGTON DIVISION

Station and State	Road Crossed	Kind of Track: Crossed	Kind of Track: Crossed By	How Crossed	Location	Track Connection
Wallula.....Wash.	Nor. Pac. Ry. Co..	Main	Main	Undergrade	4.28 miles W. station	No
Attalia..... do	do do	do	do	At grade	.75 do W. do	No
do .... do	do do	do	do	do	.17 do W. do	No
Villard..... do	do do	do	do	do	.55 do E. do	No
Kennewick. do	S. P. & S. Ry. Co....	do	do	Overgrade	1.61 do W. do	No
do .... do	Nor. Pac. Ry. Co....	do	do	Undergrade	.99 do E. do	Yes
Grandview.. do	do do ..	do	do	Overgrade	.45 do E. do	No
Granger.... do	do do ..	1 Side	do	do	.12 do W. do	No
Parker..... do	do do ..	Main	do	At grade	1.37 do W. do	Yes
Yakima.... do	Yak.Val.Trans.Co...	2 Main	3 Side	do	Yakima Ave.	Yes
Auker..... do	Walla Walla Val.Ry. Co.....	Main	1 Main & 1 Side	do	Finch St.	No
Walla Walla.. do	do do ..	do	Main	do	Cherry St.	No
do ..... do	do do ..	3 Side	do	do	North 13th St.	Yes
do .... do	Nor. Pac. Ry. Co...	Main	do	do	1.03miles E. station	Yes
Langdon.... do	Walla Walla Val. Ry. Co.....	do	do	do	.58 do E. do	No
Milton.....Ore.	do do ..	do	1 Main & 1 Side	do	Cleveland St.	Yes
do .... do	Walla Walla Val. Ry. Co.....	Main	Side	do	Near Olive St.....	No
Dayton.....Wash.	Nor. Pac. Ry. Co....	2 Side	Main	do	Near Front St.....	Yes
Riparia..... do	do do ..	Main	do	do	.08 miles W. station	Yes
Joso..... do	do do	do	do	Overgrade	1.32 do W do	No
Washtucna. do	S. P. & S. Ry. Co....	do	do	Undergrade	1.03 do E. do	No
Ankeny.... do	do do ..	do	do	do	.86 do W. do	No
Marengo.... do	C. M. St. P. & P. R. R. Co.....	do	do	do	.83 do W. do	No
do .... do	do do	Side	Side	At grade	.20 miles E. station	Yes
Cheney..... do	S. P. & S. Ry. Co....	Main	Main	Overgrade	1.46 do E. do	No
do .... do	Nor. Pac. Ry. Co....	do	do	Undergrade	3.14 do E. do	No
Marshall.... do	S. P. & S. Ry. Co....	do	do	do	.58 do W. do	No
Colfax..... do	Gt. Nor. Ry. Co.....	do	1 Main & 1 Side	At grade	.06 do W. do	No
Pullman.... do	Nor. Pac. Ry. Co....	do	Main	do	.60 do E. do	Yes
Garfield.... do	Gt. Nor. Ry. Co.....	do	do	Undergrade	.42 do W. do	No
do .... do	do do ..	do	Side	At grade	.38 do E. do	No
Garfield.... do	Nor. Pac. Ry. Co....	do	Main	do	.38 do E. do	Yes
Farmington do	do do ..	do	do	do	1.11 do W. do	No
Oakesdale.. do	do do ..	do	do	do	.61 miles E. station	No
do .... do	Gt. Nor. Ry. Co.....	do	do	do	.58 do E. do	Yes
Thornton.... do	do do ..	do	do	do	.52 do W. do	No
Tekoa..... do	C.M.St.P.& P.R.R. Co.....	do	1 Main & 4 Side	Under grade	.43 do E. do	No
Dishman... do	Gt. Nor. Ry. Co.....	do	do	Overgrade	.09 do E. do	No
Spokane.... do	Nor. Pac. Ry. Co...	2 Main & 2 Side	Main	At grade	Near Lee Street	Yes
do .... do	Gt. Nor. Ry. Co.....	Side	2 Side	do	Mallon Avenue	Yes
do .... do	do do ..	do	2 Main	Undergrade	Near Hatch St.	No
do .... do	do do ..	2 Main	do	At grade	Near Columbus St.	Yes
do .... do	do do ..	2 Main 2 Side	2 Main	Overgrade	Near Erie St.	No
do .... do	do do ..	Main	Main	At grade	Near Napa St.	Yes
do .... do	S.F.& N.(G.N.Ry. Co.).....	Side	1 Main & 1 Side	do	Pearl St.	Yes
do .... do	Gt. Nor. Ry. Co	do	Side	do	Near Cedar St.....	Yes
do .... do	Spokane Int. Ry.Co.	Side	Side	do	Near Division St.	Yes
do .... do	do do ..	Main	do	do	do do	Yes
Watt.....Idaho	C.M.St.P.& P.R.R. Co.....	do	Main	Overgrade	.62 miles E. station	No
Plummer... do	do do ..	do	do	Undergrade	1.00 do W. do	Yes
Kellogg-Wardner..... do	B.H.& S.M.& C.Co..	Side	Side	At grade	Mill Track	Yes
Wallace..... do	Nor. Pac Ry. Co....	do	Main	do	.37 miles W. station	Yes
do .... do	do do ..	Main	do	do	.22 do W. do	No

)See Junction Stations and Connecting Lines.

WYES

OREGON DIVISION

East Portland	Longview Jct.	Pendleton	Joseph
Bend	Longview	Gibbon	Union Jct.
Kent	Centralia	Duncan	Telocaset
Condon	South Montesano	Kamela	Baker
Heppner	Cosmopolis	Hilgard	Encina
Ordnance (U.S.A.)	Hoquiam	La Grande	Pleasant Valley
Messner	Olympia	Elgin	Durkee
Umatilla	Fort Lewis	Wallowa	Huntington
Peninsula Jct.	Argo (Loop)		

WASHINGTON DIVISION

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

MILES OF TRACK PROTECTED BY AUTOMATIC BLOCK SIGNALS

	First Main Track	Second Main Track
OREGON DIVISION—		
East Portland to The Dalles	) 83.08	) 2.56
The Dalles to Rieth	)126.15	18.02
Rieth to La Grande	80.58	5.46
La Grande to Huntington	97.70	.....
Umatilla to Hinkle	9.74	.....
Messner to Umatilla	16.81	.....
East Portland to St. Johns Junction	2.11	1.00
Peninsula Junction to North Portland Junction	.76	.....
North Portland Junction to Vancouver	) 1.81	) 1.81
Vancouver to Tenino	) 92.99	) 92.99
Tacoma to Reservation	) 1.07	) 1.07
Reservation to Tacoma Junction	.70	.....
Tacoma Junction to Black River Junction	) 26.35	.....
Black River Junction to Seattle	9.42	3.34
Helsing Jct. to Independence	1.60	.....
Total	550.87	126.25
WASHINGTON DIVISION—		
Umatilla to Spokane	182.22	1.42
Parker	1.13	.....
Colfax to Crest	2 20	.....
Coey to Spokane	21.74	.....
N. P. Crossing to Union Depot, Spokane	) 1.52	) 1.52
Total	208.81	2.94
Grand Total	759.68	129.19

)Owned by S. P. & S. Ry. Co. and N. P. Ry. Co. jointly.
)Owned by N. P. Ry. Co.
)Owned jointly with C. M. St. P. & P. R. R. Co.
)Owned by C M. St. P. & P. R. R. Co.
)83.76 miles main track and 2.34 miles second track between East Portland and The Dalles, protected by Automatic Train Control.

MILES OF TRACK PROTECTED BY CENTRALIZED TRAFFIC CONTROL

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

INTERLOCKING PLANTS

Location	Protection	Ownership
Oregon Division:		
Portland, Ore.	Terminal	Nor. Pac. Term. Co. of Ore.
East Portland, Ore.	Crossing, Junction and Lift Bridge	O.-W.R.R.& N.Co. 50% Sou. Pac. Co 50%
St. Johns-Penn. Jct.	Junction	O.-W. R. R. & N. Co.
North Portland Jct., Ore.	Junction	S. P. & S. Ry. Co. 66.7% N. P. Ry. Co. 33.3%
Oregon Slough Bridge	Drawbridge	S. P. & S. Ry. Co. 66.7% N. P. Ry. Co. 33.3%
Vancouver, Wash.	Drawbridge	S. P. & S. Ry. Co. 66.7% N. P. Ry. Co. 33.3%
Lewis River Bridge	Drawbridge	Nor. Pac. Ry. Co.
Longview, Wash.	Drawbridge	O.-W. R. R. & N. Co. 25% N. P. Ry. Co. 25% G. N. Ry. Co 25% C.M.St.P.& P.R.R.Co. 25%
Chehalis, Wash.	Crossing	C. M. St. P. & P. R. R. Co.
Steilacoom, Wash.	Drawbridge	Nor. Pac. Ry. Co.
Tacoma (Old Tidewater)	Crossing	O.-W. R. R. & N. Co.
Tacoma (Reservation)	Crossing	O.-W. R. R. & N. Co. 30% Nor. Pac. Ry. Co. 70%
Black River Jct., Wash.	Crossing and Junction	O.-W. R. R. & N. Co. 67.89% C.M.St.P.&P.R.R.Co. 32.11%
Argo, Wash.	Crossing and Junction	O.-W. R. R. & N. Co. 70% Nor. Pac. Ry. Co. 20% Pac. Coast R. R. Co. 10%
Blakeslee Jct., Wash.	Crossing and Junction	O.-W. R. R. & N. Co. 39.07% Nor. Pac. Ry. Co. 15.62% C.M.St.P.&P.R.R.Co. 45.31%
Saginaw, Wash.	Crossing	Schafer Bros. Log. Co.
Aberdeen, Wash.	Drawbridge	O.-W. R. R. & N. Co. 50% C.M.St.P.& P.R.R.Co. 50%
Hoquiam, Wash.	Drawbridge	Nor. Pac. Ry. Co.
Washington Division:		
Attalia, Wash. (A)	Crossing	O.-W. R. R. & N. Co.
Attalia, Wash. (B)	Crossing and Junction	O.-W. R. R. & N. Co.
Parker, Wash.	Crossing	O.-W. R. R. & N. Co.
Parker, Wash.	Gauntlet	O.-W. R. R. & N. Co. 50% Nor. Pac. Ry. Co. 50%
Kennewick (Kalan), Wash.	Drawbridge	O.-W. R. R. & N. Co.
Spokane, Wash.	Crossing	G. N. Ry. Co.
East Spokane, Wash.	Crossing and Junction	O.-W. R. R. & N. Co. 62.1% C.M.St.P.& P.R.R.Co. 16.9% G. N. Ry. Co. 21.0%

ENGINE HOUSES AND TURNTABLES

Location	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
OREGON DIVISION:					
The Dalles	12	3—101 ft. 9—97 ft.	92	(3)	Electricity
Metolius (O. T. Ry.)			80	(1)	Hand
Bend (O. T. Ry.)	4	2—90 ft. 2—110 ft.			
Arlington			66	(1)	Hand
Heppner	1	66 ft.			
Umatilla	8	96 ft.	80	(1)	Air
Albina	340	18—66 ft. 20—88 ft. 2—128 ft.	92	(3)	Electricity
Centralia (N. P.)	20	15—90 ft. 5—116 ft.	80	(1)	Electricity
Hoquiam (N. P.)			85	(1)	do
Argo	9	74 ft.	80	(1)	Electricity
Rieth	10	6— 97 ft. 4—114 ft. 13— 85 ft.	92	(3)	Electricity
La Grande	29	5— 96 ft. 11—110 ft.	100	(4)	Electricity
Huntington	16	7— 97 ft. 9—120 ft.	100	(4)	do
Tacoma (G. N.)			80	(4)	Gas Engine
WASHINGTON DIVISION:					
Yakima	4	85 ft.	80	(1)	Hand
Walla Walla	10	96 ft.	80	(1)	Electricity
Turner			60	(1)	Hand
Pomeroy			60	(1)	do
Moscow	2	79 ft.	80	(1)	Air
Tekoa	36	2—73 ft. 4—93 ft.	80	(1)	Electricity
Spokane	311	7—96 ft. 4—122 ft.	110	(2)	do
Chateolet			60	(1)	Hand
Wallace	36	85 ft.	80	(1)	Electricity

36—66 ft. stalls used as work shop.
31—73 ft. stall used as through track to back shop.
31—122 ft. stall used as through track to back shop.
91—stall used as office and machine shop.

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

FUEL STATIONS

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

FUEL OIL AND WATER STATIONS

STREAMLINE AND MOTOR TRAINS

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

WATER STATIONS

OREGON DIVISION

Location			Source of Supply	Pumping Plant: Power	Pumping Plant: Capacity Gals. per Min.	Capacity of Tank Gals.	No. of Water Columns
Fifth Sub-Division: Portland to Seattle	Vancouver	N. P. Ry. Co.	City Water			50,000	
	Felida		Spring			20,000	
	Ridgefield		Creek			100,000	1
	Kalama		River			48,000	2
	Castle Rock		Creek			100,000	2
	Vader		do			100,000	2
	Chehalis		City Water			5,000	
	Centralia		River			100,000	2
	do		do			48,000	2
	Tenino		Spring			100,000	2
	Kyro		Well			100,000	2
	Ketron (N. P.)		Spring			100,000	2
	Tacoma		City Water				2
	Sumner		do			24,000	1
	Argo		do			65,000	2
	Seattle		do				1
Olympia Bch.	Olympia		Well City Water	Electricity	70	30,000	
Grays Harbor Branch	Independence		Well	Gas	150	50,000	
	South Elma		do	do	150	50,000	
	M. P. 37		Spring	Gravity		8,000	
	Cosmopolis		City Water			20,000	1
	Aberdeen (N. P.)		do				1
	Hoquiam (N. P.)		do			10,000	
Fourth Sub-Division:	Albina		City Water			50,000	1
	Albina		Willamette Riv.	Electricity	2400	65,000	3
	Graham		City Water				1
	Kenton		do				1
Portland to The Dalles	Troutdale		Spring	Electricity	200	65,000	1
	Bonneville		Creek	Gravity		50,000	1
	Wyeth		Spring	do		50,000	
	Hood River		City Water			65,000	2
	The Dalles		Well and City	Steam	150	65,000	2
	do do		City Water			65,000	2
St. Johns Branch	Oil Track		City Water			4,965	
Third Sub-Division: The Dalles to Umatilla	M. P. 101.7		Creek	Gravity		50,000	1
	Day		do	do		50,000	
	Blalock		Well	Windmill & Steam	50	50,000	1
	Arlington		City Water			65,000	1
	Messner		Well	Gas	150	65,000	1
				Electricity	200	50,000	
	Umatilla		River and Well	Steam	120	50,000	
Messner to Rieth	Munley		Well	Electricity	50	48,000	
	Echo		do	Gas & Electricity	200 150	48,000	
	Rieth		do	Electricity	1000	65,000	2
Bend Branch	Dike	O. T. Ry.	River	Gas	150	100,000	1
	Tuskan		Spring	Gravity		60,000	1
	Nena		River	Gas	150	50,000	1
	South Jct.		Well	Gas	200	65,000	
	Gateway		do	do	200	65,000	
	Madras		do	)[1]		65,000	
	Metolius	O. T. Ry.	City Water			100,000	3
	Opal City		Well	Gas		50,000	1
	Redmond		City Water			50,000	1
	Bend		do			50,000	
Grass Valley Branch	Biggs		Spring	Gravity		4,500	
	Wasco		City Water			4,500	
	Grass Valley		Well	Gas	70	20,000	

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

WATER STATIONS—Continued

OREGON DIVISION—Concluded

Location		Source of Supply	Pumping Plant: Power	Pumping Plant: Capacity Gals. per Min.	Capacity of Tank Gals.	No. of Water Columns
Condon Branch	Rock Creek	Well	Gas	60	50,000	
	Mikkalo	do	do	50	50,000	
	Condon	City Water				1
Heppner Branch	Cecil	Well	Windmill & Gas	60	50,000	
	Ione	do	do	60	50,000	
	Heppner	City Water				1
Pilot Rock Branch	Pilot Rock	Spring	Gravity		6,000	
Second Sub-Division: Rieth to La Grande	Pendleton	City Supply			65,000	3
	Cayuse	River	Gas	150	48,000	
	Gibbon	Creek	Gravity	150	65,000	
	Duncan	do	do	150	65,000	1
	Camp	do	Gas	420	90,000	1
	Huron	Spring	Gravity	65		
	Meacham	Creek	do	250	65,000	
	do	Well	Gas	220	65,000	4
	Kamela	Well	Steam	150	65,000	1
	MP 275-2	Creek	Gravity	50	65,000	
	Hilgard	do	do	150	65,000	1
	La Grande	Well	Electricity	1000	65,000	
	do	City Water				4
First Sub-Division: La Grande to Huntington	Union Jct.	Spring	Gravity	50	48,000	
	Telocaset	Well	Electricity	100	65,000	
	North Powder	City Water			48,000	
	Baker	do			65,000	2
	Pleasant Valley	Well	Electricity	70	48,000	
	Durkee	Creek	Gas	150	65,000	2
		)Burnt River	Electricity	250	65,500	
	Weatherby	Spring	do	35	48,000	
	Huntington	)Burnt River	Electricity	700	200,000 40,000	2
Joseph Branch	Elgin	City Water			48,000	
	Looking Glass	Creek	Gravity	15	6,000	
	Minam	Spring	do	80	6,000	
	Wallowa	City Water				1
	Enterprise	do				1
	Joseph	do				

WASHINGTON DIVISION

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

)Contract with Burnt River Irrigation District grants use.

WATER STATIONS—Concluded

WASHINGTON DIVISION—Concluded

Location		Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
			Power	Capacity Gals. per Min.		
Tucannon-Pendleton Branch	Athena	City Water			45,000	
	Milton	do			50,000	1
	Walla Walla	do			50,000	
	Bolles	River	Steam	200	50,000	
	Starbuck	Creek	Gravity	120	50,000	1
Dayton Branch	Dayton	City Water				1
Pomeroy Branch	Chard	Well	Gas	45	44,000	
	Pomeroy	City Water		45	44,000	
Tekoa-Ayer Branch	Riparia	Well	Gas	100	50,000	
	La Crosse	do	do	100	65,000	
	Winona	do	do	80	50,000	
	Colfax	City Water			50,000	
	Garfield	do				1
	Farmington	Well	Electricity	25	50,000	
	Tekoa	do	do	110	50,000	
Spokane Tekoa Branch	Fairfield	Well	Electricity	50	50,000	
Connell Branch	Washtucna	City Water			15,000	
	Connell	N. P. Ry. Co.				1
	Hooper	Artesian Well	Gravity	150		
Pleasant Valley Branch	St. John	Well & City	Gas	85	65,000	
	Oakesdale	City Water				1
Moscow Branch	Armstrong	Spring	Gravity	40	50,000	
	Moscow	City Water		50	50,000	
Wallace Branch	Chatcolet	Lake	Gas	90	50,000	
	Harrison	City Water	do	110	50,000	
	Bradley	Spring	Gravity		50,000	
	Wallace	Creek and City Water			50,000	
	Burke	City Water				1

WATER SOFTENERS

Location	Kind	Capacity Gallons Per Hour	Year Built
Rieth	Wayside Treating Plant		1940
Huntington	Infilco	25,000	1945
Durkee	do	12,000	1944
Spokane	Wayside Treating Plant		1941

TRACK SCALES

Location	Capacity Tons	Length Feet	Make	Recording Device
OREGON DIVISION:				
Albina	150	50	Fairbanks	Type Register
Bridal Veil	80	48	do	do
The Dalles	100	50	do	do
Bend (O. T. Ry.-Joint)	125	50	do	do
Vancouver (S. P. & S. Ry. Co.-Joint)	150	50	Strait	do
Centralia (N. P. Ry. Co.-Joint)	125	50	Fairbanks	do
Prineville (O. T. Ry.-Joint)	150	60	do	do
Aberdeen (C.M.St.P.&P.RR.Co.-Joint)	100	60	do	do
Hoquiam (N. P. Ry. Co.-Joint)	125	50	do	do
Olympia	125	56	do	do
Tacoma	100	50	do	do
Seattle (Local Frt. Yard)	150	50	do	do
Seattle (Argo)	100	50	do	do
Pendleton	100	50	do	do
La Grande	100	50	do	do
Baker	100	50	do	do
Huntington	100	50	do	do
WASHINGTON DIVISION:				
Walla Walla	100	50	Fairbanks	Type Register
Yakima	100	60	do	do
Tekoa	100	50	do	do
Spokane (Old Yard)	125	56	do	do
Spokane (New Yard)	150	50	do	do
Wallace	100	50	do	do
Wallace (N. P. Ry. Co.-Joint)	80	60	do	do

STOCK YARDS

OREGON DIVISION

FIFTH SUBDIVISION

Location	Number of Pens		Number of Loading Chutes		‡Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Knapp.....Wash.	1	.....	.....	1	1	1	.....
Ridgefield..... do	2	.....	.....	1	3	3	Water.
Woodland..... do	1	.....	.....	1	1	1	.....
Kalama..... do	1	.....	.....	1	3	3	.....
Kelso..... do	2	.....	.....	2	4	4	Water.
Castle Rock.... do	1	.....	.....	1	4	4	Water.
Vader..... do	1	.....	.....	1	5	5	Water.
Winlock..... do	2	.....	.....	1	3	3	Water.
Napavine..... do	.....	.....	.....	1	.....	.....	.....
Chehalis..... do	4	.....	.....	1	24	24	Water, Scales.
Centralia..... do	2	.....	.....	1	10	10	Water.
Tenino..... do	1	.....	.....	1	4	4	Water.
Nisqually..... do	1	.....	.....	1	3	3	.....
‡Tacoma..... do	7 31	.....	.....	8	74	119	Water, Private Scales, Feed, Truck Chute.
Auburn..... do	94	.....	.....	2	96	96	Water, Scales, Feed, Truck Chute.
Seattle..... do	.....	.....	.....	.....	.....	.....	Union Stock Yds.
GRAYS HARBOR BRANCH							
Lankner.....Wash.	1	.....	1	.....	1	1	.....
OLYMPIA BRANCH							
Olympia Brewery .....Wash.	.....	.....	.....	1	.....	.....	.....
FOURTH SUBDIVISION							
The Dalles.....Ore.	21	.....	3	2	50	50	Water, Private Scales, Feed, Truck Chute.
Kenton..... do	1	.....	.....	1	3	3	.....
THIRD SUBDIVISION							
Biggs.....Ore.	2	.....	1	.....	19	19	Truck Chute.
Quinton..... do	2	.....	.....	1	6	6	Water, Truck Chute.
Blalock..... do	1	.....	1	.....	11	11	Water.
Arlington..... do	4	.....	.....	2	24	24	Water.
Boardman..... do	2	.....	.....	1	10	10	Water.
Umatilla..... do	8	.....	.....	2	18	18	Water, Lights.
Stanfield..... do	6	.....	.....	2	22	22	Water.
Echo..... do	5	.....	.....	2	37	37	Water.
Nolin..... do	.....	.....	.....	1	.....	.....	.....
Barnhart..... do	.....	.....	1	.....	.....	.....	.....
Rieth..... do	11	4	.....	4	45	61	Water, Feed, Lights.
Hermiston..... do	2	.....	.....	1	7	7	Water.
BEND BRANCH							
Sinamox.....Ore.	1	.....	.....	1	3	3	.....
Sherar..... do	2	.....	.....	1	8	8	Water.
Maupin..... do	4	.....	.....	1	13	13	Water, Private Scales.
Nena..... do	2	.....	.....	1	5	5	.....
Dant..... do	1	.....	.....	1	2	2	Water.
Kaskela..... do	1	.....	.....	1	2	2	.....
South Jct..... do	4	1	.....	1	21	63	Water.
Gateway..... do	5	.....	1	1	13	13	Water, Private Scales.
Madras..... do	4	.....	.....	1	16	16	Water.

‡For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

‡Tacoma has 7 pens Double Deck.

STOCK YARDS—Continued

OREGON DIVISION—Continued

BEND BRANCH—Concluded

Location	Number of Pens		Number of Loading Chutes		‡Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Metolius.....Ore.	1	.....	.....	1	4	4	Water.
Culver..... do	2	.....	.....	1	8	8	.....
Terrebonne..... do	4	.....	.....	1	17	17	Water.
Redmond..... do	10	.....	.....	2	49	49	Water, Private Scales.
Des Chutes..... do	2	.....	.....	1	8	8	Water.
Bend..... do	7	2	.....	2	31	51	Water, Private Scales.
GRASS VALLEY BRANCH							
Wasco.....Ore.	1	.....	1	.....	3	3	Water.
Moro..... do	1	.....	1	.....	4	4	Water.
Grass Valley..... do	3	.....	.....	1	11	11	Water.
Kent..... do	1	.....	.....	1	8	8	Water.
CONDON BRANCH							
Rock Creek.....Ore.	2	.....	1	.....	3	3	Water.
Gwendolen..... do	1	.....	1	.....	3	3	.....
Condon..... do	10	.....	1	1	46	46	Water, Private Scales, Truck Chute.
HEPPNER BRANCH							
Ione.....Ore.	2	.....	.....	1	5	5	Water.
Lexington..... do	1	.....	.....	1	4	4	Water, Private Scales.
Heppner..... do	10	2	.....	2	48	68	Water, Scales, Lights, Truck Chute.
PILOT ROCK BRANCH							
Pilot Rock.....Ore.	9	1	.....	1	44	60	Water, Private Scales, Truck Chute.
SECOND SUBDIVISION							
Gibbon.....Ore.	3	.....	.....	1	4	4	.....
Duncan..... do	1	1	.....	1	3	16	.....
Meacham..... do	8	1	.....	2	13	30	Water.
Hilgard..... do	2	2	.....	1	7	22	Water, Private Scales.
La Grande..... do	22	.....	.....	4	72	72	Water, Truck Chute for Hogs, Feed.
FIRST SUBDIVISION							
Hot Lake.....Ore.	3	.....	.....	1	8	8	Truck Chute.
Union Junction.. do	3	1	.....	1	50	62	Water, Private Scales, Truck Chute.
North Powder.... do	4	.....	.....	1	16	16	Water, Scales, Truck Chute.
Haines..... do	7	.....	.....	1	20	20	Water, Private Scales, Truck Chute.
Baker..... do	8	1	.....	2	33	57	Water, Scales, Truck Chute.
Durkee..... do	6	.....	.....	2	16	16	Water.
Huntington..... do	44	.....	.....	7	210	210	Water, Scales, Feed.

‡For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—Continued

OREGON DIVISION—Concluded

JOSEPH BRANCH

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Island City.....Ore.	2	1	.....	1	5	9	Water—Hd. Pump, Truck Chute.
Imbler..... do	4	1	.....	1	10	20	Water, Truck Chute.
Elgin..... do	4	.....	.....	1	17	17	Water, Scales, Truck Chute.
Looking Glass.... do	3	2	.....	1	30	70	Private Scales.
Wallowa..... do	5	2	.....	2	17	25	Water, Private Scales, Truck Chute.
Lostine..... do	5	.....	.....	1	12	12	Truck Chute.
Enterprise..... do	13	.....	.....	2	53	53	Water, Private Scales, Truck Chute.
Joseph..... do	9	.....	.....	3	35	35	Water, Private Scales, Truck Chute.

WASHINGTON DIVISION
SIXTH SUBDIVISION

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

WALLULA BRANCH

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

YAKIMA BRANCH

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

SUNNYSIDE BRANCH

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

TUCANNON PENDLETON BRANCH

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

DAYTON BRANCH

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

Capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

STOCK YARDS—Concluded

WASHINGTON DIVISION—Concluded

POMEROY BRANCH

Location	Number of Pens		Number of Loading Chutes		Capacity in Decks for Immediate Loading (600 sq. ft.)		Facilities
	For Any Stock	Add. for Sheep or Hogs Only	Single Deck	Double Deck	Cattle or Horses	Sheep or Hogs	
Dodge.....Wash.	2	.....	1	1	5	5	.....
Pomeroy..... do	4	.....	1	1	17	17	Water, Truck Chute.
Jackson..... do	.....	.....	1	.....	.....	.....	.....
Zumwalt..... do	.....	.....	1	.....	.....	.....	.....

TEKOA-AYER BRANCH

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

SPOKANE-TEKOA BRANCH

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

CONNELL BRANCH

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

PLEASANT VALLEY BRANCH

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

MOSCOW BRANCH

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

Capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

HOG DRENCHING STATIONS

OREGON DIVISION

No special hog drenching facilities, but prepared to drench hogs at tarminals by use of hose and in case of emergency can do some drenching enroute at water spouts.

WASHINGTON DIVISION

Marengo Ayer Wallula

MAIL CRANES

OREGON DIVISION

Location	Kind	Location	Kind
Fairview....Ore.	Barker	Napavine(2)....Wash.	Barker
Troutdale.... do	do	Bucoda(2).... do	do
Corbett.... do	do	East Olympia(2).... do	do
Latourell.... do	do	Tenino.... do	do
Bridal Veil.... do	do	Steilacoom(2).... do	do
Warrendale.... do	do	North Puyallup.... do	do
Bonneville.... do	do	Auburn.... do	do
Cascade Locks.... do	do	Kent.... do	do
Mosier.... do	do	Orilla.... do	do
Miller(2).... do	do	Stanfield....Ore.	do
Rufus.... do	do	Echo.... do	do
Blalock.... do	do	Cayuse.... do	do
Boardman.... do	do	Gibbon.... do	do
Irrigon.... do	do	Duncan.... do	do
Carrolls(2)....Wash.	do	Meacham.... do	do
Ostrander(2).... do	do	Hot Lake.... do	do
Winlock(2).... do	do	Union Jct.... do	do
Ridgefield(2).... do	do	Telocaset.... do	do
Woodland(2).... do	do	North Powder.... do	do
Kalama(2).... do	do	Haines.... do	do
Castle Rock.... do	do	Pleasant Valley.... do	do
Vader(2).... do	do	Durkee.... do	do
		Lime.... do	do

WASHINGTON DIVISION

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

ICE HOUSES

Location	Operated By	Interior Dimensions Feet	Capacity Tons
OREGON DIVISION:			
‡Hood River, 10-car platform	PFE	39.0 x 99.0 x 29.3	2,500
The Dalles	UP	20.0 x 20.0 x 9.0	60
‡Albina, 8-car platform	PFE	8.0 x 14.0 x 36.0	30
‡Argo, 5-car platform	PFE	18.8 x 38.9 x 8.0	70
‡‡Rieth, 25-car platform	PFE	11.5 x 121.0 x 8.8	100
La Grande	UP	15.0 x 18.5 x 10.5	80
‡‡La Grande, 25-car platform	PFE	13.0 x 20.0 x 8.0	65
WASHINGTON DIVISION:			
‡‡Wallula, 15-car platform	PFE	30.0 x 100.0 x 32.0	7,000
Walla Walla	UP	10 x 14 x 10	26
‡Yakima, 44-car platform	PFE		Ice secured commercially.
‡Grandview, 5-car platform	PFE		do
‡‡Spokane, 10-car platform	PFE	39.0 x 23.5 x 8.5	80
Spokane	UP	18 x 18 x 8	50
Ayer	UP	12.0 x 24.0 x 9.0	50
Tekoa	UP	41 x 9 x 9	50

‡Regular Icing Station. Perishable freight may be re-iced at other stations shown in this list in case of emergency.
‡Owned by P. F. E. Company.

STANDARD CLOCKS

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

‡Both Mountain and Pacific Time.

LICENSED WATCH INSPECTORS

R. V. Owens, General Supervisor of Time Service....Omaha, Neb.
Witamaki Jewelry Co....Aberdeen, Wash.
Grows Jewelry Store....Baker, Ore.
C. R. Ahern....Centralia, Wash.
Kincade & Wilson....Colfax, Wash.
A. W. Behrman....Hermiston, Ore.
J. O. Peterson....Heppner, Ore.
Kneipps Jewelry Co....Hoquiam, Wash.
R. J. Coats....Kellogg, Ida.
J. H. Peare & Son....La Grande, Ore.
T. E. Dean....Lewiston, Ida.
Gem Shop....Moscow, Ida.
Talbott Bros., Inc....Olympia, Wash.
C. A. Titus Jewelry Co....Pendleton, Ore.
L. T. Christopherson....Pomeroy, Wash.
N. L. Neilson....Portland, Ore.
Roy & Molin....Portland, Ore.
Dillon Rogers....Portland, Ore.
Benn Tipp....Seattle, Wash.
E. Le May....Argo, Wash.
Nelson Jewelry Co....Spokane, Wash.
Mierow's....Tacoma, Wash.
O. O. Gossett....Tekoa, Wash.
N. E. Potter....The Dalles, Ore.
H. M. Hueman....Wallace, Ida.
Martin Jewelry Co....Walla Walla, Wash.
Carson & Stedman....Yakima, Wash.

TELEGRAPH WRECKING BOXES

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

HOSPITALS

La Grande, Ore.	Grand Ronde
La Grande, Ore.	St. Joseph
The Dalles, Ore.	The Dalles
Portland, Ore.	St. Vincent's
Yakima, Wash.	St. Elizabeth's
Pendleton, Ore.	St. Anthony's
Seattle, Wash.	Providence
Spokane, Wash.	Sacred Heart
Spokane, Wash.	St. Luke's
Walla Walla, Wash.	St Mary's

SECTION HOUSES

OREGON DIVISION

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
		Vancouver to Tacoma (Maintained by N. P. Ry. Co.)	
FIFTH SUBDIVISION	67	Tacoma	Yards
	‡64	Argo	183.22
	65	‡ do	Yards
		‡ do	Yards
	‡63	do	182.00
Grays Harbor Branch	70	Galvin, Inc., Tono Branch	16.00
	72	Lankner	28.00
	73	South Elma	40.00
	74	Cosmopolis, Inc. -Montesano Br.	51.00
	‡77	Aberdeen	56.69
Olympia Branch	69	Olympia	7.43
FOURTH SUBDIVISION	100	Albina Yard	Yards
	‡101	‡Albina	0.79
	‡1	‡East Portland	0.26
	2	Clarnie	3.49
	3	Troutdale	10.50
	4	Rooster Rock	16.81
	5	Bridal Veil	23.25
	6	Oneonta	29.25
	7	Bonneville	35.50
	8	Cascade Locks	42.50
	10	Viento	50.60
	11	Hood River	59.35
	12	Mosier	66.46
	13	Rowena	73.50
	‡14	The Dalles	81.50
	‡15	‡ do	86.50
St. Johns Branch	33	Peninsula Jct.	6.79
	34	Kenton	7.50
	35	Hemlock	13.00
	32	St. Johns	4.14
THIRD SUBDIVISION	‡18	Miller	94.00
	19	Biggs	102.75
	21	Hook	111.00
	22	Quinton	120.00
	24	Arlington	130.00
	25	Willows	140.00
	27	Castle	151.00
	28	Messner	162.00
	30	Irrigon	172.00
	31	Umatilla	182.00
	29	Hermiston	185.00
	201	Messner	165.91
	203	Stanfield	178.00
	207	Echo	190.00
	211	Barnhart	200.00
	212	Rieth	210.00
Grass Valley Branch	49	Wasco	0.36
	51	Moro	24.00
Condon Branch	54	Arlington	0.25
	55	Rock Creek	14.00
	57	Condon	33.00
Heppner Branch	59	Rhea	0.00
	60	Ione	17.00
	61	Heppner	32.00
Pilot Rock Branch	213	Pilot Rock	14.25

‡Double track sections.
‡Location of section headquarters. No section house.

SECTION HOUSES—Continued

OREGON DIVISION—Concluded

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
SECOND SUBDIVISION	215	Pendleton	214.00
	217	Cayuse	220.00
	219	Thorn Hollow	228.00
	220	Gibbon	236.00
	221	Duncan	243.00
	224	Huron	250.50
	225	Porter	258.00
	‡226	‡Meacham	264.00
	‡227	Kamela	270.00
	229	Hilgard	275.00
	230	Perry	283.00
	233	La Grande	288.93
FIRST SUBDIVISION	250	‡La Grande	291.00
	252	Union Junction	297.00
	253	Union Junction	303.00
	254	Telocaset	308.00
	255	Telocaset	313.00
	256	North Powder	319.00
	257	Haines	325.00
	258	Haines	331.00
	262	Baker	337.00
	263	Baker	343.00
	264	Pleasant Valley	349.00
	267	Oxman	356.20
	268	Durkee	362.50
	269	Durkee	369.50
	270	Weatherby	376.00
	271	Lime	382.00
	272	Huntington	388.00
Joseph Branch	237	La Grande	0.00
	237-A	Imbler	9.00
	238	Elgin	19.50
	240	Looking Glass	32.00
	241	Minam	45.00
	243	Wallowa	57.00
	246	Enterprise	70.00

WASHINGTON DIVISION

SIXTH SUBDIVISION	301	Umatilla	184.03
	303	Juniper	194.50
	304	Wallula	204.00
	305	Humorist	211.33
	306	Ash	220.57
	307	Page	228.50
	308	Sheffler	237.00
	309	Scott	245.50
	310	Ruxby	254.00
	325	Ayer	262.50
	326	Ayer	264.15
	327	Tunnel No. 14	274.50
	328	Hooper Junction	284.83
	329	Mack	294.50
	330	Marengo	304.00
	332	Emden	312.50
	333	Wells	322.00
	334	Croskey	331.60
	335	Geib	339.60
	336	‡Cheney	347.60
	337	West Spokane	357.60
	‡338	‡Spokane	365.88
Wallula Branch	323	‡Wallula	9.00
	324	Touchet	22.00
	392	‡Walla Walla	30.76
Yakima Branch	311	Hedges	0.00
	312	Kennewick	12.00
	314	Benton City	24.00
	315	Benton City	36.00
	316	North Prosser	46.24
	317	Grandview (also has Sunnyside Br.)	57.00
	319	Granger	64.00
	320	Zillah	74.00
	321	Donald	84.00
	322	Yakima	94.34

‡Double track sections.
‡Location of section headquarters. No section house.

SECTION HOUSES—Concluded

WASHINGTON DIVISION—Concluded

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

‡Location of section headquarters. No section house.

TUNNELS

No.	Location	Tunnel Section	Length (feet)	Lining
	OREGON DIVISION			
	Main Line			
1	Corbett M. P. 21.1	‡Double Trk.	654	Concrete
1¼	Bonneville M. P. 39.6	‡ do do	635	do —Tooth Rock Tunnel
1½	Mosier M. P. 66.9	‡ do do	478	Concrete
2	do M. P. 71.4	Single do	294	Timber
3	Rowena M. P 74.1	‡Double do	558	Concrete
3½	Campbell M. P. 204.1	Single do	591	Timber
6	Weatherby M. P. 378.7	do do	518	Concrete
18	Peninsula Jct. M. P. 4.5	do do	5436	do
N.P.	Ostrander M. P. 50.0	Double do	1165	do
N.P. #2	Ruston M. P. 138.8	do do	4391	do —Nelson Bennett
N.P. #1	do M. P. 139.9	do do	323	Concrete
	Bend Branch			
O.T. #1	Moody M. P. 3.2	Single Trk.	782	Unlined
O.T. #2	Sherar M. P. 43.4	do do	800	Lined
O.T. #3	Frieda M. P. 66.1	do do	519	Concrete
O.T. #4	Davidson M. P. 74.9	do do	584	102' Concrete 173' Timber
24	Gateway M. P. 91.3	do do	543	Unlined
	Olympia Branch			
25	Olympia M. P. 5.2	Single Trk.	108	Concrete
26	do M. P. 5.8	do do	650	Timber—Gunite Cover
	WASHINGTON DIVISION			
	Main Line			
7	Page M. P. 229.5	Single Trk.	623	Timber
8	do M. P. 235.0	do do	1013	do
9	Simmons M. P. 242.4	do do	435	do
10	Joso M. P. 275.1	do do	993	Unlined
11	do M. P. 275.5	do do	1760	do
12	do M. P. 276.0	do do	494	do
13	do M. P. 276.2	do do	958	26' Concrete 932' Unlined
14	do M. P. 276.5	do do	593	26' Concrete 567' Unlined
15	Park M. P. 281.3	do do	909	32' Timber 877' Unlined
16	Ankeny M. P. 292.1	do do	867	Concrete
17	do M. P. 294.4	do do	426	Unlined

‡Contains one track.

SNOW SHEDS

Location	Length	Construction
NONE		

CAMAS PRAIRIE RAILROAD COMPANY

THIRD SUBDIVISION—Riparia to Lewiston

Sta. No.	Dist. from Riparia	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
CP 0	0.0	Riparia Wash.	Xs	F T X P	A	L	Yes
CP 10	9.6	Ridpath do	.....	.....	A	.....	Yes
CP 15	14.5	Central Ferry do	.....	P	A	.....	.....
CP 16	15.9	Peyton do	.....	.....	A	R	.....
CP 19	18.9	Purrington do	.....	.....	A	.....	.....
CP 22	22.4	Penawawa Spur do	.....	.....	B	.....	.....
CP 24	24.1	Penawawa do	.....	P	A	L	.....
CP 29	29.3	Swift do	.....	.....	A	.....	.....
CP 32	32.2	Schultz do	.....	.....	A	.....	.....
CP 36	36.0	Almota do	.....	P	A	R	Yes
CP 38	38.1	Boyart do	.....	.....	A	.....	.....
CP 40	39.7	Crampton do	.....	.....	.....	.....	.....
CP 43	42.9	Wawawai do	.....	P	A	L	.....
CP 44	43.9	Crum do	.....	.....	A	.....	.....
CP 48	47.7	Truax do	.....	.....	A	.....	.....
CP 50	49.5	Bishop do	.....	P	A	.....	.....
CP 55	54.9	Indian do	.....	.....	A	.....	.....
CP 62	61.7	Moses do	.....	.....	A	.....	.....
CP 66	65.9	Wilma do	.....	P	A	.....	.....
.....	70.5	**Wash.-Idaho State Line**	.....	.....	.....	.....	.....
CP 71	71.0	Transfer Idaho	.....	.....	.....	.....	.....
CP 72	72.0	Lewiston, "Depot" Idaho	Wn	T P	.....	.....	.....
.....	.....	Lewiston, "Freight" do	.....	F	A	R S	Yes

FIRST SUBDIVISION—LEWISTON TO STITES

CP 72	72.0	Lewiston, "Depot" Idaho	Wn	T P	.....	.....	.....
.....	.....	Lewiston, "Freight" do	.....	F	A	R S	Yes
.....	73.5	East Lewiston do	Fy	P	.....	.....	.....
.....	75.0	Forebay do	.....	P	.....	.....	.....
CP 82	81.4	North Lapwai do	.....	P	A	R	Yes
CP 83	82.3	Spalding do	.....	P	C	L	.....
CS 3	85.5	Arrow do	Rw	F T X P	A	L	.....
CS 7	89.0	Myrtle do	.....	.....	C	L	.....
CS 9	91.3	Cherry Lane do	.....	.....	A	L	.....
CS 15	97.2	Agatha do	.....	.....	A	L	.....
CS 17	98.9	Lenore do	Ln	F T X	A	L	Yes
CS 23	105.8	Peck do	Pk	F T X	A	L	Yes
CS 28	110.8	Ahsahka do	.....	.....	A	L	.....
CS 32	114.5	Orofino do	Of	F T X P	A	L	Yes
CS 35	117.3	Jordan do	.....	.....	B	L	.....
CS 36	118.8	Penoyer do	.....	.....	B	L	.....
CS 40	122.8	Greer do	Gr	F T X	A	L	Yes
CS 41	123.7	Chapin do	.....	.....	B	L	.....
CS 47	129.8	Pardee do	.....	.....	A	L	Yes
CS 49	131.2	Tramway do	.....	.....	A	L	.....
CS 55	137.0	Kamiah do	Ka	F T X	A	R	Yes
CS 63	145.0	Kooskia do	Ko	F T X	A	L	Yes
CS 66	148.2	Stites do	St	F T X	A	L	Yes

FOURTH SUBDIVISION — OROFINO TO HEADQUARTERS

Sta. No.	Dist. from Orofino	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform	Stock Yard Facilities
CS 32	0.0	Orofino.....Idaho	Of	F T X P	A	L	Yes
CH 6	6.0	Fohl..... do	.....	P	.....	L	.....
CH 10	9.6	Cedar Canyon..... do	.....	.....	.....	R	.....
CH 11	11.2	Lime Mountain..... do	.....	.....	.....	R	.....
CH 15	14.7	Rudo..... do	.....	P	A	R	.....
CH 19	19.2	Omill..... do	.....	.....	A	R	.....
CH 20	19.5	Haley..... do	.....	.....	.....	R	.....
CH 21	21.6	Poorman..... do	.....	.....	.....	R	.....
CH 22	22.0	Placer..... do	.....	.....	.....	R	.....
CH 25	25.1	Rooney..... do	.....	.....	.....	L	.....
CH 26	26.4	Quartz..... do	.....	.....	.....	L	.....
CH 28	27.9	Nelson..... do	.....	.....	.....	R	.....
CH 29	28.8	Jaype..... do	.....	P	A	R	.....
CH 30	29.9	Revling..... do	.....	.....	A	R	Yes
CH 31	31.2	Helphrey..... do	.....	.....	.....	R	.....
CH 34	34.2	Summit..... do	.....	P	A	L	.....
CH 36	35.9	Gravel Spur..... do	.....	.....	.....	L	.....
CH 38	38.0	Deer Creek..... do	.....	P	.....	R	.....
CH 40	40.0	Headquarters..... do	Hq	F P	A	L	.....

SECOND SUBDIVISION—SPALDING TO GRANGEVILLE

	Dist. from Spalding						
CP 83	0.0	Spalding.....Idaho	.....	P	C	L	.....
CP 86	3.3	Fort Lapwai..... do	Fi	F T X	A	R	Yes
CP 88	5.3	Sweetwater..... do	.....	.....	A	R	.....
CP 91	8.0	Bundy..... do	.....	.....	A	R	.....
CP 92	9.7	Jacques..... do	.....	.....	A	L	.....
CP 94	12.1	Culdesac..... do	Cu	F T X	A	L	Yes
CP 102	19.5	Nucrag..... do	.....	P	.....	.....	.....
CP 109	26.1	Reubens..... do	Ru	F T X P	A	L	Yes
CP 112	29.6	Clicks..... do	.....	.....	.....	.....	.....
CP 113	29.9	Craig Junction..... do	.....	P	A	R	.....
CP 117	34.4	Craigmont..... do	Vo	F T X	A	L	Yes
CP 125	42.3	Ferdinand..... do	Rg	F T X	A	L	Yes
CP 128	45.7	Sand Spur..... do	.....	.....	.....	.....	.....
CP 133	51.0	Cottonwood..... do	Co	F T X	A	L	Yes
CP 142	59.5	Fenn..... do	Fn	F T X	A	L	Yes
CP 149	66.5	Grangeville..... do	Ge	F T X	A	R	Yes

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	Track Connection
Riparia.....Wash.	Union Pacific R. R. Co.....	Yes
	Northern Pacific Ry. Co.....	Yes
Arrow.....Idaho	Northern Pacific Ry. Co.....	Yes
Craig Junction.... do	Craig Mountain Ry.....	Yes
Craigmont..... do	Nezperce & Idaho R. R. Co.....	Yes

TURNTABLES

Orofino Lewiston

WYES

Riparia Spalding Stites Headquarters
Jaype Reubens Grangeville

FUEL STATIONS

Riparia Lewiston Orofino
Headquarters Grangeville

WATER TANKS

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

TRACK SCALES

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

STANDARD CLOCKS

Lewiston East Lewiston
Orofino Stites

LICENSED WATCH INSPECTORS

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

HOG DRENCHING STATIONS

Lewiston Culdesac

HOSPITALS

Lewiston, Idaho White's

PAGES 251 TO 347, INCLUSIVE
CONTAIN INFORMATION PERTAINING TO EQUIPMENT
OF THE
UNION PACIFIC RAILROAD COMPANY
INCLUDING ITS LEASED LINES

LARAMIE, NORTH PARK & WESTERN RAILROAD COMPANY

LOCOMOTIVES

KEY TO CLASS DESIGNATION

The letter or numeral prefix indicates type of locomotive; the following numeral, the diameter of drivers in inches; the numerator of the fraction where but one is shown, the diameter of the cylinder in inches; on articulated compound locomotives where two numbers are shown, the first number the diameter of high pressure cylinder, the second number the diameter of low pressure cylinder; on simple articulated locomotives, the first and second numbers the diameter of front and back cylinders, respectively; the denominator of the fraction where one is shown, the stroke of the cylinder in inches; where two are shown, the first the stroke of the center cylinder of three cylinder locomotive, the second the stroke of the outside cylinders of three cylinder locomotive, the last numeral the weight on drivers in nearest even thousands; the letter "D" indicates Duplex Stoker; and the letters "BK", "MB" and "S" indicate types of Standard Stokers.

STEAM LOCOMOTIVES

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft. In.	Ft. In.	Ft. In.
LA&SL	....	59	1	Lima	Jan. 1902	DS-33-3-13/13-147	26,900	32 2	32 2	11 10½
do	....	61	1	do	Mar. 1907	DT-36-3-13½/15-200	35,100	32 2	32 2	12 7½
UP	....	105	1	UPRR	Dec. 1894	C-51-20/24-140	28,800	15 5	23 0	17 3½
do	....	113	1	Brooks	Oct. 1908	do	28,800	15 5	23 0	17 3½
do	....	117	1	do	Nov. 1908	do	28,800	15 5	23 0	17 3½
do	....	155	1	Baldwin	Oct. 1902	C-57-22/30-184	43,305	15 8	24 4	21 0
do	....	158	1	do	do	do	43,305	15 8	24 4	21 0
do	....	201	1	do	Jan. 1906	C-57-22/30-191	43,305	15 8	24 4	21 0
do	....	202	1	do	do	do	43,305	15 8	24 4	18 10
do	....	203	1	do	do	do	43,305	15 8	24 4	21 0
do	....	206	1	do	do	do	43,305	15 8	24 4	21 0
do	....	207	1	do	do	do	43,305	15 8	24 4	18 10
do	....	208	1	do	do	do	43,305	15 8	24 4	21 0
do	....	211	1	do	do	do	43,305	15 8	24 4	18 10
do	....	213	1	do	do	do	43,305	15 8	24 4	18 10
do	....	214	1	do	do	do	43,305	15 8	24 4	21 0
do	....	216	1	do	do	do	43,305	15 8	24 4	23 6
do	....	217	1	do	do	do	43,305	15 8	24 4	23 6
do	....	219	1	do	do	do	43,305	15 8	24 4	21 0
do	....	220	1	do	do	do	43,305	15 8	24 4	23 6
do	....	221	1	do	do	do	43,305	15 8	24 4	18 10
do	....	223	1	do	do	do	43,305	15 8	24 4	21 0
do	....	224	1	do	do	do	43,305	15 8	24 4	21 0
do	....	227	1	do	Sept. 1906	do	43,305	15 8	24 4	18 10
do	228	229	2	do	do	do	43,305	15 8	24 4	21 0
do	....	230	1	do	do	do	43,305	15 8	24 4	21 0
do	....	231	1	do	do	do	43,305	15 8	24 4	21 0
do	....	233	1	do	do	do	43,305	15 8	24 4	21 0
do	....	234	1	do	do	do	43,305	15 8	24 4	21 0
do	....	235	1	do	do	do	43,305	15 8	24 4	18 10
do	....	236	1	do	do	do	43,305	15 8	24 4	21 0
do	....	237	1	do	do	do	43,305	15 8	24 4	21 0
do	....	238	1	do	Oct. 1906	do	43,305	15 8	24 4	23 6
do	....	239	1	do	do	do	43,305	15 8	24 4	18 10
do	....	241	1	do	do	do	43,305	15 8	24 4	21 0
do	....	242	1	do	do	do	43,305	15 8	24 4	21 0
do	....	243	1	do	do	do	43,305	15 8	24 4	18 10
do	....	244	1	do	do	do	43,305	15 8	24 4	18 10
do	....	245	1	do	do	do	43,305	15 8	24 4	21 0
do	....	247	1	do	do	do	43,305	15 8	24 4	18 10
do	....	248	1	do	do	do	43,305	15 8	24 4	18 10
do	....	249	1	do	do	do	43,305	15 8	24 4	18 10
do	....	250	1	do	do	do	43,305	15 8	24 4	21 0
do	....	251	1	do	do	do	43,305	15 8	24 4	21 0
do	....	252	1	do	Feb. 1907	do	43,305	15 8	24 4	23 6
do	....	253	1	do	do	do	43,305	15 8	24 4	18 10
do	....	254	1	do	do	do	43,305	15 8	24 4	18 10
do	255	256	2	do	do	do	43,305	15 8	24 4	18 10
do	....	258	1	do	Mar. 1907	do	43,305	15 8	24 4	21 6
do	....	260	1	do	do	do	43,305	15 8	24 4	21 0
do	....	262	1	do	do	do	43,305	15 8	24 4	23 6
do	....	264	1	do	do	do	43,305	15 8	24 4	18 10
do	....	266	1	do	do	do	43,305	15 8	24 4	21 0
do	....	267	1	do	do	do	43,305	15 8	24 4	18 10
do	268	269	2	do	do	do	43,305	15 8	24 4	21 0
do	....	271	1	do	do	do	43,305	15 8	24 4	18 10
do	....	272	1	do	do	do	43,305	15 8	24 4	21 0
do	....	273	1	do	do	do	43,305	15 8	24 4	18 10
do	....	274	1	do	do	do	43,305	15 8	24 4	21 0
do	....	275	1	do	do	do	43,305	15 8	24 4	18 10

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	Tender Capacity Water	Tender Capacity Coal	Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
44 0¼	54 7⅞	146,800	.....	.....	3,000	.....	1,349	181,800	Shay
44 0¼	53 5¼	200,100	.....	.....	3,500	.....	1,366	200,100	do
51 0¼	59 7⅝	159,200	46,900	124,880	6,000	14	.....	284,080	
51 0¼	59 7⅝	159,200	46,900	124,880	6,000	14	.....	284,080	
51 0¼	59 7⅝	159,200	46,900	124,880	6,000	14	.....	284,080	
56 11¾	65 1¼	207,000	49,870	136,200	7,000	14	.....	343,200	
56 11¾	65 1¼	207,000	49,870	136,200	7,000	14	.....	343,200	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
61 9⅝	72 9⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
61 9⅝	72 9⅛	212,800	56,600	159,600	9,000	14	.....	372,400	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
61 9⅝	72 9⅛	212,800	56,600	159,600	9,000	14	.....	372,400	
57 1⅝	67 5⅛	212,800	66,500	168,500	9,000	14	.....	376,300	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
61 9⅝	72 9⅛	212,800	56,600	159,600	9,000	14	.....	372,400	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
61 9⅝	72 9⅛	212,800	60,110	165,750	9,000	.....	3,750	378,550	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
57 1⅝	67 5⅛	212,800	73,280	171,570	9,000	.....	2,850	384,370	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
59 3⅝	69 2⅝	212,800	49,870	132,200	7,000	12	.....	345,000	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
61 9⅝	72 9⅛	212,800	56,600	159,600	9,000	14	.....	372,400	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	14	.....	333,450	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft.In.	Ft.In.	Ft.In.
UP	....	276	1	Baldwin	Mar. 1907	C-57-22/30-191	43,305	15 8	24 4	18 10
do	....	279	1	do	do	do	43,305	15 8	24 4	21 0
do	....	282	1	do	July 1907	do	43,305	15 8	24 4	23 6
do	....	283	1	do	do	do	43,305	15 8	24 4	.....
do	....	284	1	do	do	do	43,305	15 8	24 4	18 10
do	....	285	1	do	do	do	43,305	15 8	24 4	18 10
do	....	286	1	do	do	do	43,305	15 8	24 4	21 0
do	....	290	1	do	do	do	43,305	15 8	24 4	18 10
do	....	291	1	do	do	do	43,305	15 8	24 4	21 0
do	....	295	1	do	do	do	43,305	15 8	24 4	21 0
do	....	296	1	do	do	do	43,305	15 8	24 4	18 10
do	....	298	1	do	do	do	43,305	15 8	24 4	21 0
do	....	299	1	do	do	do	43,305	15 8	24 4	21 0
do	....	301	1	do	do	do	43,305	15 8	24 4	21 6
do	....	302	1	do	do	do	43,305	15 8	24 4	18 10
do	....	304	1	do	do	do	43,305	15 8	24 4	21 0
do	....	305	1	do	do	do	43,305	15 8	24 4	21 6
do	....	306	1	do	do	do	43,305	15 8	24 4	18 10
do	....	308	1	do	do	do	43,305	15 8	24 4	21 0
do	....	309	1	do	do	do	43,305	15 8	24 4	18 10
do	....	310	1	do	do	do	43,305	15 8	24 4	21 0
do	....	312	1	American	Feb. 1908	do	43,305	15 8	24 4	19 10
do	....	313	1	do	do	do	43,305	15 8	24 4	21 0
do	315	316	2	do	do	do	43,305	15 8	24 4	21 0
do	....	317	1	do	do	do	43,305	15 8	24 4	18 10
do	....	319	1	do	Jan. 1908	do	43,305	15 8	24 4	21 0
do	....	320	1	do	do	do	43,305	15 8	24 4	21 0
do	....	321	1	do	do	do	43,305	15 8	24 4	21 0
do	....	322	1	do	do	do	43,305	15 8	24 4	21 0
do	....	324	1	do	Mar. 1908	do	43,305	15 8	24 4	23 6
do	325	326	2	do	do	do	43,305	15 8	24 4	23 6
do	....	328	1	do	do	do	43,305	15 8	24 4	21 6
do	....	329	1	do	do	do	43,305	15 8	24 4	18 10
do	....	330	1	do	do	do	43,305	15 8	24 4	23 6
do	....	332	1	Baldwin	Aug. 1905	do	43,305	15 8	24 4	23 6
do	....	350	1	do	Mar. 1904	do	43,305	15 8	24 4	21 0
do	....	351	1	do	do	do	43,305	15 8	24 4	18 10
do	....	352	1	do	Apr. 1904	do	43,305	15 8	24 4	21 0
do	....	353	1	do	Mar. 1904	do	43,305	15 8	24 4	21 6
do	....	355	1	do	do	do	43,305	15 8	24 4	18 10
do	....	356	1	do	Jan. 1905	do	43,305	15 8	24 4	21 0
do	....	357	1	American	Oct. 1904	do	43,305	15 8	24 4	18 10
do	....	358	1	do	do	do	43,305	15 8	24 4	21 0
do	....	400	1	Baldwin	Aug. 1900	C-57-21/30-163	39,458	15 3	23 11	21 0
do	....	401	1	do	do	do	39,458	15 3	23 11	21 6
do	....	402	1	do	do	C-57-21/30-162	39,458	15 3	23 11	21 0
do	....	403	1	do	do	do	39,458	15 3	23 11	21 0
do	....	405	1	do	do	do	39,458	15 3	23 11	21 0
do	407	408	2	do	do	do	39,458	15 3	23 11	21 0
do	410	411	2	do	do	do	39,458	15 3	23 11	21 0
do	414	415	2	do	do	do	39,458	15 3	23 11	21 0
do	417	419	3	do	do	do	39,458	15 3	23 11	21 0
do	420	423	4	do	Jan. 1901	C-57-21/30-163	39,458	15 3	23 11	21 0
do	....	425	1	do	do	do	39,458	15 3	23 11	21 0
do	....	427	1	do	do	do	39,458	15 3	23 11	21 0
do	....	428	1	do	do	do	39,458	15 3	23 11	23 6
do	....	430	1	do	do	do	39,458	15 3	23 11	21 0
do	432	434	3	do	do	do	39,458	15 3	23 11	21 0
do	436	437	2	do	do	do	39,458	15 3	23 11	21 0
do	....	438	1	do	do	do	39,458	15 3	23 11	21 0

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
61 9⅝	72 9⅛	212,800	56,600	159,600	9,000	14	.....	372,400	
.....	.....	212,800	.....	.....	.....	.....	.....	.....	
57 1⅝	67 5⅛	212,800	73,280	171,570	9,000	.....	2,850	384,370	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
57 1⅝	67 5⅛	212,800	73,280	171,570	9,000	.....	2,850	384,370	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
59 3⅞	69 2⅛	212,800	49,870	132,200	7,000	12	.....	345,000	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
59 3⅞	69 2⅝	212,800	66,500	157,500	9,000	14	.....	376,300	
57 1⅝	67 5⅛	212,800	73,280	171,570	9,000	.....	2,850	384,370	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
57 1⅝	67 5⅛	212,800	73,280	171,570	9,000	.....	2,850	384,370	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
61 9⅝	72 9⅛	212,800	56,600	159,600	9,000	14	.....	372,400	
61 9⅝	72 9⅛	212,800	56,600	159,600	9,000	14	.....	372,400	
59 3⅞	69 2⅝	212,800	49,870	136,600	7,000	14	.....	349,000	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
61 9⅝	72 9⅛	212,800	56,600	159,600	9,000	14	.....	372,400	
61 9⅝	72 9⅛	212,800	56,600	159,600	9,000	14	.....	372,400	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
59 3⅞	69 2⅛	212,800	46,740	133,050	7,000	14	.....	345,850	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
58 5⅝	67 2⅝	212,800	46,740	133,050	7,000	14	.....	345,850	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
58 9⅝	68 ⅜	187,900	49,870	122,000	7,000	7	.....	309,900	
57 10⅝	66 5⅝	187,350	46,740	133,050	7,000	14	.....	320,400	
57 10⅝	66 5⅝	187,350	46,740	133,050	7,000	14	.....	320,400	
57 10⅝	66 5⅝	187,350	46,740	133,050	7,000	14	.....	320,400	
57 10⅝	66 5⅝	187,350	46,740	133,050	7,000	14	.....	320,400	
57 10⅝	66 5⅝	187,350	46,740	133,050	7,000	14	.....	320,400	
57 10⅝	66 5⅝	187,350	46,740	133,050	7,000	14	.....	320,400	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
61 2⅝	72 2⅝	187,900	56,600	159,600	9,000	14	.....	347,500	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	Automatic Cab Signals

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft.In.	Ft.In.	Ft.In.
UP	....	440	1	Baldwin	Jan. 1901	C-57-21/30-163	39,458	15 3	23 11	21 0
do	....	441	1	do	do	do	39,458	15 3	23 11	21 6
do	442	443	2	do	do	do	39,458	15 3	23 11	21 0
do	....	445	1	do	do	do	39,458	15 3	23 11	21 0
do	....	446	1	do	do	do	39,458	15 3	23 11	23 6
do	448	449	2	do	do	do	39,458	15 3	23 11	21 0
do	....	451	1	do	do	do	39,458	15 3	23 11	21 6
do	....	455	1	do	do	do	39,458	15 3	23 11	21 0
do	....	456	1	do	do	do	39,458	15 3	23 11	21 0
do	....	458	1	do	do	do	39,458	15 3	23 11	21 0
do	....	459	1	do	do	do	39,458	15 3	23 11	21 6
do	....	460	1	do	July 1901	do	39,458	15 3	23 11	21 0
do	....	463	1	do	do	do	39,458	15 3	23 11	21 6
do	....	465	1	do	do	do	39,458	15 3	23 11	21 0
do	....	469	1	do	Aug. 1901	do	39,458	15 3	23 11	23 6
do	....	470	1	do	do	do	39,458	15 3	23 11	21 0
do	....	472	1	do	do	do	39,458	15 3	23 11	21 0
do	....	475	1	do	do	do	39,458	15 3	23 11	21 0
do	....	476	1	do	do	do	39,458	15 3	23 11	21 6
do	....	477	1	do	do	do	39,458	15 3	23 11	21 6
do	....	478	1	do	Sept. 1901	C-57-21/30-172	39,458	15 3	23 11	23 6
do	....	479	1	do	do	do	39,458	15 3	23 11	21 0
do	480	481	2	do	Mar. 1903	do	39,458	15 3	23 11	21 0
do	....	485	1	do	do	do	39,458	15 3	23 11	21 0
do	....	486	1	do	do	do	39,458	15 3	23 11	23 6
do	....	487	1	do	do	do	39,458	15 3	23 11	21 0
do	....	489	1	do	do	do	39,458	15 3	23 11	21 0
do	....	490	1	do	do	do	39,458	15 3	23 11	21 6
do	....	491	1	do	do	do	39,458	15 3	23 11	21 0
do	....	492	1	do	do	do	39,458	15 3	23 11	21 6
do	....	493	1	do	do	do	39,458	15 3	23 11	21 0
do	....	494	1	do	do	do	39,458	15 3	23 11	21 0
do	....	495	1	do	do	do	39,458	15 3	23 11	23 6
do	....	497	1	do	do	do	39,458	15 3	23 11	21 0
do	....	498	1	do	May 1903	do	39,458	15 3	23 11	21 6
OSL	512	513	2	do	Feb. 1901	C-55-21/30-167	38,848	15 3	24 0	18 1
do	....	518	1	do	Jan. 1901	do	38,848	15 3	24 0	18 1
do	....	523	1	do	Apr. 1901	do	38,848	15 3	24 0	18 1
do	....	524	1	do	Mar. 1901	do	38,848	15 3	24 0	18 1
do	....	525	1	do	Feb. 1903	C-57-21½/30-174	39,290	15 3	24 0	21 6
do	....	526	1	do	do	do	41,360	15 3	24 0	18 6
do	....	527	1	do	do	do	39,290	15 3	24 0	21 6
do	....	528	1	do	do	do	41,360	15 3	24 0	18 0
do	529	531	3	do	Mar. 1903	do	41,360	15 3	24 0	18 10
do	....	532	1	do	do	do	39,290	15 3	24 0	23 6
do	533	534	2	do	do	do	39,290	15 3	24 0	18 0
do	....	535	1	do	do	do	39,290	15 3	24 0	23 6
do	....	536	1	do	do	do	39,290	15 3	24 0	21 6
do	537	538	2	do	do	do	41,360	15 3	24 0	18 10
do	....	539	1	do	do	do	39,290	15 3	24 0	23 6
do	....	560	1	do	Jan. 1904	C-57-22/30-191	43,305	15 8	24 4	23 6
do	....	561	1	do	do	do	43,305	15 8	24 4	18 0
do	....	562	1	do	Feb. 1904	do	43,305	15 8	24 4	18 10
do	....	563	1	do	Jan. 1904	do	43,305	15 8	24 4	18 0
do	....	565	1	do	do	do	43,305	15 8	24 4	18 0
do	....	566	1	do	Feb. 1904	do	43,305	15 8	24 4	18 10
do	....	567	1	do	do	do	43,305	15 8	24 4	18 0
do	....	568	1	do	do	do	43,305	15 8	24 4	23 6
do	....	569	1	do	do	do	43,305	15 8	24 4	18 0
do	....	570	1	do	do	do	43,305	15 8	24 4	23 6

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
58 9⅜	68 5⅞	187,900	49,870	136,200	7,000	14	.....	324,100	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
61 2⅝	72 2⅝	187,900	56,600	159,600	9,000	14	.....	347,500	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
58 9⅜	68 5⅞	187,900	49,870	132,200	7,000	12	.....	320,100	
58 5⅛	67 2⅝	187,900	48,340	120,650	7,000	7	.....	308,550	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
58 9⅜	68 5⅞	187,900	49,870	136,200	7,000	14	.....	324,100	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
58 9⅜	68 5⅞	187,900	49,870	132,200	7,000	12	.....	320,100	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
61 2⅝	72 2⅝	187,900	56,600	159,600	9,000	14	.....	347,500	
58 5⅛	67 2⅝	187,900	48,340	120,650	7,000	7	.....	308,550	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
57 10⅝	66 5⅝	187,900	46,740	133,050	7,000	14	.....	320,950	
58 9⅜	68 5⅞	187,900	49,870	132,200	7,000	12	.....	320,100	
58 9⅜	68 5⅞	187,900	49,870	132,200	7,000	12	.....	320,100	
61 2⅝	72 0⅜	195,270	56,100	159,100	9,000	14	.....	354,370	
57 10⅝	66 5⅝	195,270	46,740	133,050	7,000	14	.....	328,320	
57 10⅝	66 5⅝	195,270	46,740	133,050	7,000	14	.....	328,320	
57 10⅝	66 5⅝	195,270	46,740	133,050	7,000	14	.....	328,320	
61 2⅝	72 0⅜	195,270	56,100	159,100	9,000	14	.....	354,370	
57 10⅝	66 5⅝	195,270	46,740	133,050	7,000	14	.....	328,320	
57 10⅝	66 5⅝	195,270	46,740	133,050	7,000	14	.....	328,320	
58 9⅜	68 5⅞	195,270	49,870	132,200	7,000	12	.....	327,470	
57 10⅝	66 5⅝	195,270	46,740	133,050	7,000	14	.....	328,320	
58 9⅜	68 5⅞	195,270	49,870	132,200	7,000	12	.....	327,470	
57 10⅝	66 5⅝	195,270	46,740	133,050	7,000	14	.....	328,320	
57 10⅝	66 5⅝	195,270	46,740	133,050	7,000	14	.....	328,320	
61 2⅝	72 0⅜	195,270	56,100	159,100	9,000	14	.....	354,370	
57 10⅝	66 5⅝	195,270	46,740	133,050	7,000	14	.....	328,320	
58 9⅜	68 5⅞	195,270	49,870	132,200	7,000	12	.....	327,470	
54 7⅞	63 10⅜	191,200	46,900	120,880	6,000	12	.....	312,080	
54 7⅞	63 10⅜	191,200	46,900	120,880	6,000	12	.....	312,080	
54 7⅞	63 10⅜	191,200	46,900	120,880	6,000	12	.....	312,080	
54 7⅞	63 10⅜	191,200	46,900	120,880	6,000	12	.....	312,080	
59 1⅝	68 5⅛	197,300	49,870	132,200	7,000	12	.....	329,500	
56 11⅝	68 9⅜	197,300	54,850	133,600	7,000	.....	2,500	330,900	
59 1⅝	68 5⅛	197,300	49,870	132,200	7,000	12	.....	329,500	
56 1⅝	66 9⅜	197,300	48,720	135,050	7,000	14	.....	332,350	
56 11⅝	66 11⅜	197,300	73,280	174,430	9,000	.....	3,200	371,730	
61 7⅛	72 3⅞	197,300	56,600	159,600	9,000	14	.....	356,900	
56 1⅝	66 9⅜	197,300	48,720	135,050	7,000	14	.....	332,350	
61 7⅛	72 3⅞	197,300	56,600	159,600	9,000	14	.....	356,900	
59 1⅝	68 5⅛	197,300	49,870	132,200	7,000	12	.....	329,500	
56 11⅝	66 11⅜	197,300	73,280	174,430	9,000	.....	3,200	371,730	
61 7⅛	72 3⅞	197,300	56,600	159,600	9,000	14	.....	356,900	
64 6⅜	72 6⅜	212,800	56,600	161,600	9,000	15	.....	374,400	
56 3⅛	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
57 1⅝	67 5⅜	212,800	65,500	170,500	9,000	15	.....	383,300	
56 3⅛	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
56 3⅛	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
57 1⅝	67 5⅜	212,800	65,500	170,500	9,000	15	.....	383,300	
56 3⅛	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
64 6⅜	72 6⅜	212,800	56,600	159,600	9,000	14	.....	372,400	
56 3⅛	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
64 6⅜	72 6⅜	212,800	56,600	159,600	9,000	14	.....	372,400	

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft.In.	Ft.In.	Ft.In.
OSL	....	573	1	Baldwin	Dec. 1905	C-57-22/30-191	43,305	15 8	24 4	18 0
do	576	577	2	do	do	do	43,305	15 8	24 4	23 6
do	....	579	1	do	Jan. 1906	do	43,305	15 8	24 4	23 6
do	....	580	1	do	do	do	43,305	15 8	24 4	23 6
do	....	581	1	do	do	do	43,305	15 8	24 4	18 0
do	....	582	1	do	do	do	43,305	15 8	24 4	18 0
do	....	583	1	do	Sept. 1906	do	43,305	15 8	24 4	18 0
do	....	584	1	do	Aug. 1906	do	43,305	15 8	24 4	18 0
do	....	585	1	do	do	do	43,305	15 8	24 4	21 0
do	....	587	1	do	do	do	43,305	15 8	24 4	18 10
do	....	588	1	do	do	do	41,140	15 8	24 4	18 0
do	....	590	1	do	do	do	43,305	15 8	24 4	23 6
do	....	591	1	do	do	do	43,305	15 8	24 4	18 0
do	....	592	1	do	do	do	43,305	15 8	24 4	18 10
do	....	593	1	do	do	do	43,305	15 8	24 4	23 6
do	....	594	1	do	Feb. 1907	do	43,305	15 8	24 4	23 6
do	....	595	1	do	do	do	43,305	15 8	24 4	18 10
do	....	596	1	do	do	do	43,305	15 8	24 4	23 6
do	....	598	1	do	do	do	43,305	15 8	24 4	18 10
do	....	599	1	do	July 1906	do	43,305	15 8	24 4	23 6
do	....	600	1	do	Feb. 1907	do	43,305	15 8	24 4	18 10
do	....	602	1	do	do	do	43,305	15 8	24 4	23 6
do	....	603	1	do	do	do	43,305	15 8	24 4	18 0
do	....	604	1	do	May 1907	do	43,305	15 8	24 4	18 10
do	....	605	1	do	do	do	43,305	15 8	24 4	18 0
do	....	607	1	do	do	do	43,305	15 8	24 4	18 0
do	....	608	1	do	do	do	43,305	15 8	24 4	18 10
do	610	611	2	do	do	do	43,305	15 8	24 4	18 0
do	....	612	1	do	do	do	43,305	15 8	24 4	23 6
do	....	613	1	do	do	do	43,305	15 8	24 4	18 10
do	....	614	1	do	July 1907	do	43,305	15 8	24 4	18 0
do	....	616	1	do	do	do	43,305	15 8	24 4	18 10
do	....	617	1	do	do	do	43,305	15 8	24 4	18 0
do	....	618	1	do	do	do	43,305	15 8	24 4	18 10
do	....	619	1	American	Jan. 1908	do	43,305	15 8	24 4	23 6
do	....	620	1	do	do	do	43,305	15 8	24 4	18 10
do	....	621	1	do	do	do	43,305	15 8	24 4	18 10
do	....	622	1	do	do	do	43,305	15 8	24 4	23 6
OWR&N	....	705	1	do	Sept. 1909	C-51-20/26-137	32,066	15 4	23 8	16 3
do	....	707	1	Brooks	Nov. 1898	C-55-19/30-149	33,474	14 6	23 2	15 3
do	....	710	1	Baldwin	July 1901	C-57-20½/30-167	37,600	15 3	23 11	15 10
do	....	715	1	do	Aug. 1901	do	37,600	15 3	23 11	15 10
do	....	718	1	do	do	do	37,600	15 3	23 11	15 10
do	....	719	1	do	Mar. 1903	C-57-20½/30-172	37,600	15 3	23 11	15 10
do	....	731	1	do	do	do	37,600	15 3	23 11	21 0
do	....	730	1	do	Mar. 1905	C-57-22/30-190	43,305	15 8	24 4	18 10
do	....	731	1	do	do	C-57-22/30-187	43,305	15 8	24 4	21 0
do	....	732	1	do	do	C-57-22/30-190	43,305	15 8	24 4	18 10
do	....	733	1	do	do	do	43,305	15 8	24 4	18 10
do	735	737	3	do	Jan. 1906	do	43,305	15 8	24 4	18 10
do	....	738	1	do	do	C-57-22/30-187	43,305	15 8	24 4	18 10
do	....	739	1	do	do	C-57-22/30-190	43,305	15 8	24 4	18 10
do	....	740	1	do	do	do	43,305	15 8	24 4	18 10
do	741	742	2	do	do	do	43,305	15 8	24 4	18 10
do	....	743	1	do	do	do	43,305	15 8	24 4	18 10
do	....	744	1	do	do	do	43,305	15 8	24 4	18 10
do	....	745	1	do	do	do	43,305	15 8	24 4	18 10
do	....	747	1	do	Mar. 1907	C-57-22/30-187	43,305	15 8	24 4	21 0
do	....	748	1	do	do	C-57-22/30-190	43,305	15 8	24 4	18 10
do	....	749	1	do	do	do	43,305	15 8	24 4	18 10

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
56 3⅝	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
61 9⅝	72 6⅝	212,800	69,360	174,360	9,000	15	.....	387,160	
61 9⅝	72 6⅝	212,800	69,360	174,360	9,000	15	.....	387,160	
64 6⅝	72 6⅝	212,800	56,600	159,600	9,000	14	.....	372,400	
56 3⅝	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
56 3⅝	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
56 3⅝	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
56 3⅝	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
58 5⅝	67 2⅝	212,800	48,340	120,650	7,000	7	.....	333,450	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
56 3⅝	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
61 9⅝	72 9⅛	212,800	56,600	159,600	9,000	15	.....	372,400	
56 3⅝	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
61 9⅝	72 6⅜	212,800	69,360	174,360	9,000	15	.....	387,160	
61 9⅝	72 9⅛	212,800	56,600	159,600	9,000	14	.....	372,400	
57 1⅝	67 5⅛	212,800	66,500	163,500	9,000	14	.....	376,300	
61 9⅝	72 9⅛	212,800	56,600	159,600	9,000	15	.....	372,400	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
61 9⅝	72 9⅛	212,800	56,600	165,600	9,000	17	.....	378,400	
57 1⅝	67 5⅛	212,800	65,500	168,500	9,000	14	.....	381,300	
61 9⅝	72 6⅜	212,800	69,360	174,360	9,000	15	.....	387,160	
56 3⅝	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
57 1⅝	67 2⅞	212,800	73,280	174,430	9,000	.....	3,200	387,230	
56 3⅝	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
56 3⅝	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
56 3⅝	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
61 9⅝	72 6⅜	212,800	69,360	174,360	9,000	15	.....	387,160	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
56 3⅝	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
57 1⅝	67 5⅛	212,800	65,500	168,500	9,000	14	.....	381,300	
56 3⅝	67 2⅝	212,800	48,720	135,050	7,000	14	.....	347,850	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
61 9⅝	72 6⅜	212,800	69,360	174,360	9,000	15	.....	387,160	
57 1⅝	67 5⅛	212,800	65,500	168,500	9,000	14	.....	381,300	
57 1⅝	67 5⅛	212,800	65,500	170,500	9,000	15	.....	383,300	
61 9⅝	72 6⅜	212,800	69,360	174,360	9,000	15	.....	387,160	
52 8½	60 11	155,000	52,600	125,150	6,000	.....	2,760	280,150	
51 0½	59 9¾	163,440	55,600	130,450	6,000	.....	3,040	293,890	
53 2	59 9½	190,200	58,900	133,750	6,000	.....	3,040	323,950	
53 3	58 9½	190,200	58,900	132,350	6,000	.....	2,870	322,550	
53 3	58 10½	190,200	58,900	132,350	6,000	.....	2,870	322,550	
53 3	59 10½	192,760	58,900	132,350	6,000	.....	2,870	322,550	
57 8¼	64 2¼	192,760	54,850	135,800	7,000	.....	2,767	328,560	
57 1⅝	67 5⅛	213,350	73,280	177,530	9,000	.....	3,579	390,880	
58 5⅝	67 2⅝	209,900	54,850	137,200	7,000	.....	2,940	347,100	
57 1⅝	67 5⅛	213,350	73,280	172,630	9,000	.....	2,980	385,980	
57 1⅝	67 5⅛	213,350	73,280	177,530	9,000	.....	3,579	390,880	
57 1⅝	67 5⅛	213,350	73,280	177,530	9,000	.....	3,579	390,880	
57 1⅝	67 5⅛	209,900	73,280	169,200	9,000	.....	2,560	379,100	
57 1⅝	67 5⅛	213,350	73,280	177,530	9,000	.....	3,579	390,880	
57 1⅝	67 5⅛	213,350	73,280	177,530	9,000	.....	3,579	390,880	
57 1⅝	67 5⅛	213,350	73,280	172,630	9,000	.....	2,980	385,980	
57 1⅝	67 5⅛	213,350	73,280	177,530	9,000	.....	3,579	390,880	
57 1⅝	67 5⅛	213,350	73,280	172,630	9,000	.....	2,980	385,980	
58 5⅝	67 2⅝	209,900	54,850	137,200	7,000	.....	2,940	347,100	
57 1⅝	67 5⅛	213,350	73,280	177,530	9,000	.....	3,579	390,880	
57 1⅝	67 5⅛	213,350	73,280	172,630	9,000	.....	2,980	385,980	

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft.In.	Ft.In.	Ft.In.
OWR&N	....	750	1	Baldwin	Mar. 1907	C-57-22/30-190	43,305	15 8	24 4	18 10
do	....	751	1	do	do	do	43,305	15 8	24 4	21 0
do	....	752	1	do	do	do	43,305	15 8	24 4	18 10
do	....	753	1	do	do	do	43,305	15 8	24 4	18 10
do	....	756	1	do	Aug. 1907	do	43,305	15 8	24 4	18 10
do	....	757	1	do	do	do	43,305	15 8	24 4	21 0
do	....	758	1	do	do	do	43,305	15 8	24 4	18 10
do	....	759	1	do	do	C-57-22/30-187	43,305	15 8	24 4	18 10
do	....	760	1	do	do	C-57-22/30-190	43,305	15 8	24 4	18 10
do	....	761	1	do	do	C-57-22/30-187	43,305	15 8	24 4	21 0
do	....	762	1	do	do	C-57-22/30-190	43,305	15 8	24 4	21 0
do	763	764	2	do	do	do	43,305	15 8	24 4	18 10
do	....	765	1	do	do	do	43,305	15 8	24 4	18 10
do	....	766	1	American	Feb. 1908	do	43,305	15 8	24 4	21 0
do	....	768	1	do	do	do	43,305	15 8	24 4	18 10
UP	....	800	1	do	Aug. 1937	FEF-77-24½/32-270-BK	63,500	21 6	49 3	33 5
do	801	802	2	do	Sept. 1937	do	63,500	21 6	49 3	33 5
do	803	804	2	do	Aug. 1937	do	63,500	21 6	49 3	33 5
do	805	807	3	do	Sept. 1937	do	63,500	21 6	49 3	33 5
do	....	808	1	do	Aug. 1937	do	63,500	21 6	49 3	33 5
do	809	810	2	do	Sept. 1937	do	63,500	21 6	49 3	33 5
do	811	812	2	do	Aug. 1937	do	63,500	21 6	49 3	33 5
do	813	814	2	do	Sept. 1937	do	63,500	21 6	49 3	33 5
do	....	815	1	do	Aug. 1937	do	63,500	21 6	49 3	33 5
do	816	819	4	do	Sept. 1937	do	63,500	21 6	49 3	33 5
do	820	824	5	do	Aug. 1939	FEF-80-25/32-270-BK	63,800	22 0	50 11	32 8
do	825	831	7	do	Sept. 1939	do	63,800	22 0	50 11	32 8
do	832	834	3	do	Oct. 1939	do	63,800	22 0	50 11	32 8
do	835	844	10	do	Dec. 1944	do	63,800	22 0	50 11	32 8
do	1242	1243	2	Cooke	Dec. 1890	T-57-19/24-114	21,318	13 0	23 9½	21 0
OSL	....	1573	1	Baldwin	Aug. 1909	T-69-22/28-161	31,719	14 3	26 3	21 0
do	....	1575	1	do	do	do	31,719	14 3	26 3	21 0
do	....	1577	1	do	do	do	31,719	14 3	26 3	21 0
do	....	1578	1	do	do	do	31,719	14 3	26 3	23 6
do	....	1579	1	do	Mar. 1911	do	31,719	14 3	26 3	21 0
do	....	1580	1	do	do	do	31,719	14 3	26 3	21 0
do	....	1584	1	do	1907	T-57-19/26-94	22,680	11 4	22 2	17 8½
do	....	1585	1	do	1917	T-61-17/24-81	17,460	11 0	21 3	15 8
do	....	1586	1	do	1919	T-57-19/26-94	22,680	11 4	22 2	17 8½
do	....	1587	1	do	1919	do	22,680	11 4	22 2	17 8½
OWR&N	....	1715	1	Cooke	Jan. 1891	T-63-20/24-113	22,666	13 0	23 10	15 10
do	....	1730	1	Baldwin	July 1901	T-64-22/26-145	33,426	14 6	26 9	15 10
do	....	1731	1	do	do	do	33,426	14 6	26 9	15 10
do	....	1734	1	Cooke	Oct. 1895	T-57-20/26-119	27,916	13 0	23 9½	15 10
do	....	1738	1	do	Dec. 1897	T-57-20/26-126	29,466	13 0	23 9½	15 10
do	....	1739	1	do	do	do	29,466	13 0	23 9½	15 10
do	....	1740	1	do	do	do	29,466	13 0	23 9½	15 10
do	....	1741	1	do	do	do	29,466	13 0	23 9½	15 10
do	....	1745	1	Baldwin	Sept. 1909	T-69-22/28-161	33,390	14 3	26 3	23 6
do	....	1747	1	do	Oct. 1909	do	33,390	14 3	26 3	23 6
do	....	1748	1	do	Feb. 1911	do	33,390	14 3	26 3	23 6
do	....	1751	1	do	do	do	33,390	14 3	26 3	23 6
do	....	1754	1	do	Mar. 1911	do	33,390	14 3	26 3	23 6
do	....	1755	1	American	Apr. 1908	T-63-22/28-162	36,570	13 10	25 10	23 6
do	....	1757	1	do	do	do	36,570	13 10	25 10	21 0
do	....	1759	1	do	do	do	36,570	13 10	25 10	23 6
do	....	1760	1	do	do	do	36,570	13 10	25 10	21 0

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
57 1⅝	67 5⅜	213,350	73,280	172,630	9,000	.....	2,980	385,980	
58 5⅛	67 2⅜	213,350	54,850	135,800	7,000	.....	2,760	349,150	
57 1⅝	67 5⅜	213,350	73,280	172,630	9,000	.....	2,980	385,980	
57 1⅝	67 5⅜	213,350	73,280	177,530	9,000	.....	3,579	390,880	
57 1⅝	67 5⅜	213,350	73,280	172,630	9,000	.....	2,980	385,980	.....
58 5⅛	67 2⅜	213,350	54,850	135,800	7,000	.....	2,760	349,150	
57 1⅝	67 5⅜	213,350	73,280	177,530	9,000	.....	3,579	390,880	
57 1⅝	67 5⅜	209,900	73,280	169,200	9,000	.....	2,560	379,100	
57 1⅝	67 5⅜	213,350	73,280	172,630	9,000	.....	2,980	385,980	
58 5⅛	67 5⅜	209,900	54,850	137,200	7,000	.....	2,940	347,100	
58 5⅛	67 2⅜	213,350	54,850	135,800	7,000	.....	2,760	349,150	
57 1⅝	67 5⅜	213,350	73,280	177,530	9,000	.....	3,579	390,880	
57 1⅝	67 5⅜	213,350	73,280	172,630	9,000	.....	2,980	385,980	
58 5⅛	67 2⅜	213,350	54,850	135,300	7,000	.....	2,760	349,150	
57 1⅝	67 5⅜	213,350	73,280	172,630	9,000	.....	2,980	385,980	
97 6	111 0¼	465,000	150,800	366,500	19,764	25	.....	831,500	Automatic Cab Signals
97 6	111 0¼	465,000	150,800	366,500	19,764	25	.....	831,500	do
97 6	111 0¼	465,000	150,800	366,500	19,764	25	.....	831,500	do
97 6	111 0¼	465,000	150,800	366,500	19,764	25	.....	831,500	do
97 6	111 0¼	465,000	150,800	366,500	19,764	25	.....	831,500	do
97 6	111 0¼	465,000	150,800	366,500	19,764	25	.....	831,500	do
97 6	111 0¼	465,000	150,800	366,500	19,764	25	.....	831,500	do
97 6	111 0¼	465,000	150,800	366,500	19,764	25	.....	831,500	do
97 6	111 0¼	465,000	136,500	352,200	19,764	25	.....	817,200	do
97 6	111 0¼	465,000	136,500	352,200	19,764	25	.....	817,200	do
98 5	113 10⅛	483,000	160,400	406,500	23,500	25	.....	889,500	do
98 5	113 10⅛	483,000	160,400	406,500	23,500	25	.....	889,500	do
98 5	113 10⅛	483,000	160,400	406,500	23,500	25	.....	889,500	do
98 5	114 2⅝	490,700	165,600	411,400	23,500	25	.....	902,100	do
54 7¾	63 1½	148,500	49,870	136,200	7,000	14	.....	284,700	
59 5⅜	67 9⅛	206,000	46,740	133,050	7,000	14	.....	339,050	
59 5⅜	67 9⅛	206,000	54,850	139,550	7,000	.....	3,226	345,550	
59 5⅜	67 9⅛	206,000	54,850	139,550	7,000	.....	3,226	345,550	
62 9⅜	73 3⅜	206,000	83,650	181,800	9,000	.....	3,200	387,800	
59 5⅜	67 9⅛	206,000	54,850	139,550	7,000	.....	3,226	345,550	
59 5⅜	67 9⅛	206,000	46,740	129,050	7,000	12	.....	335,050	
51 0½	62 3	122,000	32,000	91,650	5,000	9	.....	213,650	Formerly PI&N 102
46 7½	56 10	104,000	55,600	129,900	6,000	.....	3,040	233,900	Formerly PI&N 103
51 0½	62 3	122,000	32,000	91,650	5,000	9	.....	213,650	Formerly PI&N 104
51 0½	62 3	122,000	32,000	91,650	5,000	9	.....	213,650	Formerly PI&N 105
.....	.....	139,800	55,600	129,900	6,000	.....	3,040	269,700	
55 2	62 8	190,150	55,600	129,900	6,000	.....	2,940	320,050	
55 2	62 8	190,150	55,600	129,900	6,000	.....	2,940	320,050	
.....	.....	144,400	55,600	129,900	6,000	.....	3,040	274,300	
.....	.....	154,400	55,600	129,900	6,000	.....	3,000	284,300	
.....	.....	154,400	55,600	129,900	6,000	.....	3,000	284,300	
.....	.....	154,400	55,600	129,900	6,000	.....	3,000	284,300	
.....	.....	154,400	55,600	129,900	6,000	.....	3,000	284,300	
.....	.....	206,000	68,980	168,000	9,000	.....	2,940	374,000	
.....	.....	206,000	68,980	168,000	9,000	.....	2,940	374,000	
.....	.....	206,000	68,980	168,000	9,000	.....	2,940	374,000	
62 9⅜	73 3⅜	206,000	68,980	168,000	9,000	.....	2,940	374,000	
.....	.....	206,000	68,980	168,000	9,000	.....	2,940	374,000	
.....	.....	208,000	60,110	160,030	9,000	.....	3,050	368,030	
60 2⅜	67 6⅛	208,000	54,850	135,800	7,000	.....	2,770	343,800	
.....	.....	208,000	60,110	160,030	9,000	.....	3,050	368,030	
60 2⅜	67 6⅛	208,000	54,850	135,800	7,000	.....	2,770	343,800	

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft. In.	Ft. In.	Ft. In.
UP	....	1900	1	Baldwin	Apr. 1911	MacA-57-23½/30-206	47,945	16 0	34 8	18 10
do	....	1901	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1902	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1903	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1904	1	do	do	do	47,945	16 0	34 8	23 6
do	....	1905	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1906	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1907	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1908	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1909	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1910	1	do	June 1911	do	47,945	16 0	34 8	18 10
do	....	1911	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1912	1	do	May 1911	MacA-57-23½/30-206	47,945	16 0	34 8	23 6
do	....	1913	1	do	June 1911	MacA-57-23½/30-210-D	47,945	16 0	34 8	18 10
do	....	1914	1	do	do	MacA-57-23½/30-206	47,945	16 0	34 8	18 10
do	....	1915	1	do	do	MacA-57 23½/30-210-D	47,945	16 0	34 8	18 10
do	....	1916	1	do	do	MacA-57-23½/30-206	47,945	16 0	34 8	18 10
do	....	1917	1	do	do	MacA-57-23½/30-210-D	47,945	16 0	34 8	18 10
do	....	1918	1	do	do	MacA-57-23½/30-206	47,945	16 0	34 8	18 10
do	....	1919	1	do	do	MacA-57-23½/30-210-D	47,945	16 0	34 8	18 10
do	1920	1922	3	do	May 1911	MacA-57-23½/30-206	47,945	16 0	34 8	18 10
do	....	1923	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1924	1	do	June 1911	do	47,945	16 0	34 8	18 10
do	....	1925	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1926	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1927	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1928	1	do	do	MacA-57-23½/30-210-D	47,945	16 0	34 8	18 10
do	....	1929	1	do	do	MacA-57-23½/30-206	47,945	16 0	34 8	18 10
do	....	1930	1	do	Oct. 1912	MacA-57-23½/30-210-D	47,945	16 0	34 8	18 10
do	....	1931	1	do	do	MacA-57-23½/30-206	47,945	16 0	34 8	18 10
do	....	1932	1	do	do	MacA-57-23½/30-210-D	47,945	16 0	34 8	18 10
do	1933	1934	2	do	do	do	47,945	16 0	34 8	18 10
do	....	1935	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1936	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1937	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1938	1	do	do	MacA-57-23½/30-206	47,945	16 0	34 8	18 10
do	....	1939	1	do	do	MacA-57-23½/30-210-D	47,945	16 0	34 8	18 10
do	....	1940	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1941	1	do	Nov. 1912	do	47,945	16 0	34 8	18 10
do	....	1942	1	do	Oct. 1912	do	47,945	16 0	34 8	18 10
do	....	1943	1	do	do	do	47,945	16 0	34 8	23 6
do	....	1944	1	do	Nov. 1912	do	47,945	16 0	34 8	18 10
do	....	1945	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1946	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1947	1	do	do	MacA-57-23½/30-206	47,945	16 0	34 8	18 10
do	....	1948	1	do	do	do	47,945	16 0	34 8	18 10
do	....	1949	1	do	do	do	47,945	16 0	34 8	18 10
OSL	....	2000	1	do	Apr. 1911	MacA-57-23½/30-210-D	47,945	16 0	34 8	23 6
do	....	2001	1	do	do	MacA-57-23½/30-208	47,945	16 0	34 8	23 6
do	....	2002	1	do	do	MacA-57-23½/30-210-D	47,945	16 0	34 8	23 6
do	....	2003	1	do	do	do	47,945	16 0	34 8	23 6
do	....	2004	1	do	do	MacA-57-23½/30-208	47,945	16 0	34 8	23 6
do	....	2005	1	do	do	MacA-57-23½/30-210-D	47,945	16 0	34 8	23 6
do	....	2006	1	do	do	do	47,945	16 0	34 8	23 6
do	....	2007	1	do	do	do	47,945	16 0	34 8	23 6
do	....	2008	1	do	do	MacA-57-23½/30-208	47,945	16 0	34 8	23 6
do	....	2009	1	do	do	do	47,945	16 0	34 8	23 6

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
64 7⅝	74 10⅝	265,600	73,280	172,380	9,000	.....	2,950	437,980	
64 7⅝	74 10⅝	265,600	65,500	170,500	9,000	15	.....	436,100	
64 7⅝	74 10⅝	265,600	66,500	163,500	9,000	11	.....	429,100	
64 7⅝	74 10⅝	265,600	66,500	163,500	9,000	11	.....	429,100	
69 3⅛	79 11⅝	265,600	56,600	159,600	9,000	14	.....	430,000	
64 7⅝	74 10⅝	265,600	66,500	163,500	9,000	11	.....	429,100	
64 7⅝	74 10⅝	265,600	66,500	163,500	9,000	11	.....	429,100	
64 7⅝	74 10⅝	265,600	66,500	163,500	9,000	11	.....	429,100	
64 7⅝	74 10⅝	265,600	66,500	163,500	9,000	11	.....	429,100	
64 7⅝	74 10⅝	265,600	66,500	163,500	9,000	11	.....	429,100	
64 7⅝	74 10⅝	265,600	66,500	163,500	9,000	11	.....	429,100	
69 3⅛	80 2⅛	265,600	60,110	159,100	9,000	.....	2,940	424,700	
64 7⅝	74 10⅝	270,400	66,240	170,500	9,000	15	.....	440,900	
64 7⅝	74 10⅝	265,600	66,500	163,500	9,000	11	.....	429,100	
64 7⅝	74 10⅝	270,400	66,240	170,500	9,000	15	.....	440,900	
64 7⅝	74 10⅝	265,600	65,500	170,500	9,000	15	.....	436,100	
64 7⅝	74 10⅝	270,400	66,240	170,500	9,000	15	.....	440,900	
64 7⅝	74 10⅝	265,600	65,500	170,500	9,000	15	.....	436,100	
64 7⅝	74 10⅝	270,400	66,500	163,500	9,000	11	.....	429,100	
64 7⅝	74 10⅝	265,600	73,280	172,380	9,000	.....	2,950	437,980	
64 7⅝	74 10⅝	265,600	73,280	172,380	9,000	.....	2,950	437,980	
64 7⅝	74 10⅝	265,600	65,500	170,500	9,000	15	.....	436,100	
64 7⅝	74 10⅝	265,600	65,500	170,500	9,000	15	.....	436,100	
64 7⅝	74 10⅝	270,400	66,500	163,500	9,000	11	.....	429,100	
64 7⅝	74 10⅝	265,600	65,500	170,500	9,000	15	.....	436,100	
64 7⅝	74 10⅝	270,400	66,240	170,500	9,000	15	.....	440,900	
64 7⅝	74 10⅝	270,400	73,280	172,380	9,000	.....	2,950	437,980	
64 7⅝	74 10⅝	270,400	66,240	162,500	9,000	11	.....	432,900	
64 7⅝	74 10⅝	270,400	66,240	162,500	9,000	11	.....	432,900	
64 7⅝	74 10⅝	270,400	66,240	170,500	9,000	15	.....	440,900	Automatic Cab Signals
64 7⅝	74 10⅝	270,400	66,240	170,500	9,000	15	.....	440,900	
64 7⅝	74 10⅝	270,400	66,240	170,500	9,000	15	.....	440,900	
64 7⅝	74 10⅝	265,600	73,280	172,380	9,000	.....	2,950	437,980	
64 7⅝	74 10⅝	270,400	66,240	170,500	9,000	15	.....	440,900	
64 7⅝	74 10⅝	270,400	66,240	170,500	9,000	15	.....	440,900	
64 7⅝	74 10⅝	270,400	66,240	170,500	9,000	15	.....	440,900	
69 3⅛	79 11⅝	270,400	56,600	159,600	9,000	14	.....	430,000	
64 7⅝	74 10⅝	270,400	66,240	170,500	9,000	15	.....	440,900	
64 7⅝	74 10⅝	270,400	66,240	170,500	9,000	15	.....	440,900	
64 7⅝	74 10⅝	270,400	66,240	170,500	9,000	15	.....	440,900	
64 7⅝	74 10⅝	265,600	66,240	170,500	9,000	15	.....	436,100	
64 7⅝	74 10⅝	265,600	73,280	172,380	9,000	.....	2,950	437,980	
64 7⅝	74 10⅝	265,600	65,500	170,500	9,000	15	.....	436,100	
69 3⅛	80 2⅛	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3⅛	80 2⅛	267,850	60,110	159,100	9,000	.....	2,940	426,950	
69 3⅛	80 2⅛	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3⅛	80 2⅛	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3⅛	80 2⅛	267,850	56,600	165,600	9,000	17	.....	433,450	
69 3⅛	80 2⅛	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3⅛	80 2⅛	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3⅛	80 2⅛	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3⅛	80 2⅛	267,850	60,110	159,100	9,000	.....	2,940	426,950	
69 3⅛	80 2⅛	267,850	56,600	165,600	9,000	17	.....	433,450	

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft.In.	Ft.In.	Ft.In.
OSL	2010	2011	2	Baldwin	Mar. 1911	MacA-57-23½/30-208	47,945	16 0	34 8	23 6
do	....	2012	1	do	do	MacA-57-23½/30-210-D	47,945	16 0	34 8	23 6
do	....	2013	1	do	do	MacA-57-23½/30-208	47,945	16 0	34 8	23 6
do	....	2014	1	do	do	MacA-57-23½/30-210-D	47,945	16 0	34 8	23 6
do	....	2015	1	do	Oct. 1912	MacA-57-23½/30-208	47,945	16 0	34 8	23 6
do	....	2016	1	do	do	MacA-57-23½/30-210-D	47,945	16 0	34 8	23 6
do	....	2017	1	do	do	MacA-57-23½/30-208	47,945	16 0	34 8	23 6
do	....	2018	1	do	do	MacA-57-23½/30-210-D	47,945	16 0	34 8	23 6
do	....	2019	1	do	do	do	47,945	16 0	34 8	23 6
do	....	2020	1	do	do	MacA-57-23½/30-208	47,945	16 0	34 8	23 6
do	....	2021	1	do	do	MacA-57-23½/30-210-D	47,945	16 0	34 8	23 6
do	2022	2023	2	do	do	MacA-57-23½/30-208	47,945	16 0	34 8	23 6
do	....	2024	1	do	do	do	47,945	16 0	34 8	23 6
do	....	2025	1	do	do	MacA-57-23½/30-210-D	47,945	16 0	34 8	23 6
do	2026	2028	3	do	do	MacA-57-23½/30-208	47,945	16 0	34 8	23 6
do	....	2029	1	do	do	do	47,945	16 0	34 8	23 6
do	....	2030	1	do	Nov. 1912	MacA-57-23½/30-210-D	47,945	16 0	34 8	23 6
do	....	2031	1	do	do	do	47,945	16 0	24 8	23 6
do	2032	2033	2	do	do	do	47,945	16 0	34 8	23 6
do	....	2034	1	do	do	do	47,945	16 0	34 8	23 6
OWR&N	....	2100	1	do	Aug. 1910	MacA-57-23½/30-208	50,468	16 0	34 8	18 10
do	....	2101	1	do	Mar. 1911	do	50,468	16 0	34 8	18 10
do	....	2102	1	do	do	MacA-57-23½/30-210-D	50,468	16 0	34 8	18 10
do	....	2103	1	do	do	MacA-57-23½/30-208	50,468	16 0	34 8	18 10
do	....	2104	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2105	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2106	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2107	1	do	Apr. 1911	MacA-57-23½/30-210-D	50,468	16 0	34 8	18 10
do	....	2108	1	do	do	MacA-57-23½/30-208	50,468	16 0	34 8	18 10
do	....	2109	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2110	1	do	do	MacA-57-23½/30-210-D	50,468	16 0	34 8	18 10
do	....	2111	1	do	do	MacA-57-23½/30-208	50,468	16 0	34 8	23 6
do	....	2112	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2113	1	do	do	do	50,468	16 0	34 8	23 6
do	....	2114	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2115	1	do	do	MacA-57-23½/30-210-D	50,468	16 0	34 8	18 10
do	....	2116	1	do	do	MacA-57-23½/30-208	50,468	16 0	34 8	18 10
do	....	2117	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2118	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2119	1	do	do	do	50,468	16 0	34 8	23 6
do	....	2120	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2121	1	do	Mar. 1911	do	50,468	16 0	34 8	18 10
do	2122	2123	2	do	do	do	50,468	16 0	34 8	23 6
do	....	2124	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2125	1	do	do	MacA-57-23½/30-210-D	50,468	16 0	34 8	18 10
do	....	2126	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2127	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2128	1	do	do	MacA-57-23½/30-208	50,468	16 0	34 8	23 6
do	....	2129	1	do	Apr. 1911	do	50,468	16 0	34 8	18 10
do	2130	2131	2	do	do	MacA-57-23½/30-210-D	50,468	16 0	34 8	18 10
do	....	2132	1	do	do	MacA-57-23½/30-208	50,468	16 0	34 8	18 10
do	....	2133	1	do	do	do	50,468	16 0	34 8	23 6
do	....	2134	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2135	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2136	1	do	do	do	50,468	16 0	34 8	23 6
do	....	2137	1	do	do	MacA-57-23½/30-210-D	50,468	16 0	34 8	18 10
do	....	2138	1	do	do	MacA-57-23½/30-208	50,468	16 0	34 8	23 6

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
69 3⅛	80 2⅞	267,850	56,600	165,600	9,000	17	.....	433,450	
69 3⅛	80 2⅞	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3⅛	80 2⅞	267,850	60,110	159,100	9,000	.....	2,940	426,950	
69 3⅛	80 2⅞	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3⅛	80 2⅞	267,850	56,600	165,600	9,000	17	.....	433,450	
69 3⅛	80 2⅞	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3⅛	80 2⅞	267,850	56,600	159,600	9,000	14	.....	427,450	
69 3⅛	80 2⅞	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3⅛	80 2⅞	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3⅛	80 2⅞	267,850	60,110	159,100	9,000	.....	2,948	426,950	
69 3⅛	80 2⅞	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3⅛	80 2⅞	267,850	56,600	159,600	9,000	14	.....	427,450	
69 3⅛	80 2⅞	267,850	56,600	165,500	9,000	17	.....	433,350	
69 3⅛	80 2⅞	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3⅛	80 2⅞	267,950	56,600	159,500	9,000	14	.....	427,450	
69 3⅛	80 2⅞	267,850	56,600	165,500	9,000	17	.....	436,450	
69 3⅛	80 2⅞	270,400	64,500	162,500	8,150	15	.....	432,900	
69 3⅛	80 2⅞	270,400	64,500	160,500	8,150	14	.....	430,900	
69 3⅛	80 2⅞	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3⅛	80 2⅞	270,400	64,500	166,500	8,150	17	.....	436,900	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	Automatic Train Control
64 7⅝	74 10⅝	270,350	66,240	183,240	9,000	21	.....	453,590	
64 7⅝	74 10⅝	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64 7⅝	74 10⅝	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7⅝	74 10⅝	270,350	66,240	171,240	9,000	15	.....	441,590	Automatic Cab Signals
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7⅝	74 10⅝	270,350	66,240	183,240	9,000	21	.....	453,590	
69 3⅛	79 11⅝	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
69 3⅛	79 11⅝	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7⅝	74 10⅝	270,350	66,240	175,240	9,000	17	.....	445,590	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7⅝	74 10⅝	267,850	66,500	163,500	9,000	11	.....	431,350	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
69 3⅛	79 11⅝	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7⅝	74 10⅝	267,850	73,280	177,500	9,000	.....	3,579	445,350	
69 3⅛	79 11⅝	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64 7⅝	74 10⅝	267,850	66,500	163,500	9,000	11	.....	431,350	
64 7⅝	74 10⅝	270,350	66,240	175,240	9,000	17	.....	445,590	
64 7⅝	74 10⅝	270,350	66,240	171,240	9,000	15	.....	441,590	
64 7⅝	74 10⅝	270,350	66,240	175,240	9,000	17	.....	445,590	
69 3⅛	79 11⅝	267,850	56,600	159,600	9,000	14	.....	427,450	
64 7⅝	74 10⅝	267,850	65,500	168,500	9,000	14	.....	436,350	
64 7⅝	74 10⅝	270,350	66,240	169,240	9,000	14	.....	439,590	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
69 3⅛	79 11⅝	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7⅝	74 10⅝	267,850	73,280	177,500	9,000	.....	3,579	445,350	
69 3⅛	79 11⅝	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64 7⅝	74 10⅝	270,350	66,240	169,240	9,000	14	.....	439,590	
69 3⅛	79 11⅝	267,850	60,110	159,100	9,000	.....	2,940	426,950	Automatic Train Control

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft. In.	Ft. In.	Ft. In.
OWR&N	....	2139	1	Baldwin	Apr. 1911	MacA-57-23¾/30-208	50,468	16 0	34 8	18 10
do	....	2140	1	do	do	do	50,468	16 0	34 8	23 6
do	....	2141	1	do	Sept. 1912	MacA-57-23¾/30-210-D	50,468	16 0	34 8	18 10
do	....	2142	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2143	1	do	do	MacA-57-23¾/30-208	50,468	16 0	34 8	18 10
do	....	2144	1	do	do	MacA-57-23¾/30-210-D	50,468	16 0	34 8	18 10
do	....	2145	1	do	do	MacA-57-23¾/30-208	50,468	16 0	34 8	18 10
do	....	2146	1	do	do	MacA-57-23¾/30-210-D	50,468	16 0	34 8	18 10
do	....	2147	1	do	do	MacA-57-23¾/30-208	50,468	16 0	34 8	23 6
do	....	2148	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2149	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2150	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2151	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2152	1	do	do	do	50,468	16 0	34 8	23 6
do	....	2153	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2154	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2155	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2156	1	do	June 1913	do	50,468	16 0	34 8	18 10
do	....	2157	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2158	1	do	do	MacA-57-23¾/30-210-D	50,468	16 0	34 8	18 10
do	....	2159	1	do	do	MacA-57-23¾/30-208	50,468	16 0	34 8	18 10
do	....	2160	1	do	do	MacA-57-23¾/30-210-D	50,468	16 0	34 8	18 10
do	....	2161	1	do	do	MacA-57-23¾/30-208	50,468	16 0	34 8	18 10
do	....	2162	1	do	do	do	50,468	16 0	34 8	23 6
do	....	2163	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2164	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2165	1	do	do	do	50,468	16 0	34 8	18 10
do	....	2166	1	do	Sept. 1918	MacA-63-26/28-209	53,628	16 6	35 2	23 6
do	....	2167	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2168	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2169	1	do	Oct. 1918	do	53,628	16 6	35 2	23 6
do	....	2170	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2171	1	do	do	do	53,628	16 6	35 2	23 6
UP	....	2200	1	do	June 1911	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6
do	....	2201	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	23 6
do	....	2202	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6
do	....	2203	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	23 6
do	....	2204	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2205	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2206	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2207	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2208	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2209	1	do	July 1911	do	53,628	16 6	35 2	23 6
do	....	2210	1	American	Sept. 1912	do	53,628	16 6	35 2	23 6
do	....	2211	1	do	do	do	53,628	16 6	35 2	23 6

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	Tender Empty	Tender Loaded	Tender Capacity Water	Tender Capacity Coal	Tender Capacity Oil	Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
64 7⅝	74 10⅝	267,850	66,500	163,500	9,000	11	.....	431,350	
69 3½	79 11⅝	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64 7⅝	74 10⅝	270,350	66,240	185,240	9,000	22	.....	455,590	
64 7⅝	74 10⅝	270,350	66,240	177,240	9,000	18	.....	447,590	
64 7⅝	74 10⅝	267,850	66,500	163,500	9,000	11	.....	431,350	
64 7⅝	74 10⅝	270,350	66,240	169,240	9,000	14	.....	439,590	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7⅝	74 10⅝	270,350	66,240	181,240	9,000	20	.....	451,590	
69 3½	79 11⅝	267,850	60,110	159,100	9,000	.....	2,940	426,950	Automatic Train Control
64 7⅝	74 10⅝	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64 7⅝	74 10⅝	267,850	73,280	177,500	9,000	.....	3,579	445,350	Automatic Train Control
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7⅝	74 10⅝	267,850	73,280	177,500	9,000	.....	3,579	445,350	Automatic Train Control
69 3½	79 11⅝	267,850	60,110	165,750	9,000	.....	3,750	433,600	do
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7⅝	74 10⅝	267,850	73,280	177,500	9,000	.....	3,579	445,350	Automatic Train Control
64 7⅝	74 10⅝	267,850	73,280	177,500	9,000	.....	3,479	445,350	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	Automatic Train Control
64 7⅝	74 10⅝	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64 7⅝	74 10⅝	270,350	66,240	171,240	9,000	15	.....	441,590	
64 7⅝	74 10⅝	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64 7⅝	74 10⅝	270,350	66,240	171,240	9,000	15	.....	441,590	
64 7⅝	74 10⅝	267,850	73,280	177,500	9,000	.....	3,579	445,350	
69 3½	79 11⅝	267,850	56,600	159,600	9,000	14	.....	427,450	
64 7⅝	74 10⅝	267,850	73,280	177,500	9,000	.....	3,579	445,350	Automatic Train Control
64 7⅝	74 10⅝	267,850	73,280	177,500	9,000	.....	3,579	445,350	
64 7⅝	74 10⅝	267,850	73,280	172,650	9,000	.....	2,980	440,500	
70 9½	81 9½	273,000	77,060	192,850	10,000	.....	3,650	465,850	Automatic Train Control
70 9½	81 8⅞	273,000	86,900	202,200	10,000	.....	3,650	475,200	do
70 10¼	81 6¾	273,000	68,980	174,600	9,000	.....	3,750	447,600	do
70 10¼	81 6¾	273,000	68,980	174,600	9,000	.....	3,750	447,600	do
70 9½	81 8⅞	273,000	77,060	192,850	10,000	.....	3,650	465,850	do
70 9½	81 8⅞	273,000	77,060	192,850	10,000	.....	3,650	465,850	do
69 9⅜	80 4⅝	288,700	69,360	172,360	9,000	14	.....	451,060	
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	
69 9⅜	80 4⅝	288,700	69,360	172,360	9,000	14	.....	461,060	
69 9⅛	80 4⅝	286,120	68,980	174,600	9,000	.....	3,750	460,720	Locomotive Bed—Automatic Train Control
69 8⅛	80 6⅝	286,120	77,060	192,850	10,000	.....	3,650	478,970	Automatic Train Control
69 8⅛	80 6⅝	286,120	86,900	202,200	10,000	.....	3,665	488,320	do
69 8⅛	80 6⅝	286,120	77,060	192,850	10,000	.....	3,650	478,970	do
69 8⅛	80 6⅝	286,120	77,060	192,850	10,000	.....	3,650	478,970	Locomotive Bed—Automatic Train Control
69 8⅛	80 6⅝	286,120	86,900	202,200	10,000	.....	3,665	488,320	Automatic Train Control
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	Locomotive Bed—Automatic Train Control
69 9⅛	80 4⅝	286,120	69,980	174,600	9,000	.....	3,750	460,720	Locomotive Bed
69 9⅜	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	

STEAM LOCOMOTIVES—Continued

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

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
71 8½	82 5⅝	288,700	78,100	218,100	12,000	20	.....	506,800	
69 9⅛	80 4⅝	288,700	66,440	169,440	9,000	14	.....	458,140	Locomotive Bed
71 8½	82 5⅝	288,700	78,100	218,100	12,000	20	.....	506,800	
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	
69 9⅛	80 4⅝	288,700	66,400	171,440	9,000	16	.....	460,140	
69 9⅛	80 4⅝	286,120	60,110	166,750	9,000	.....	3,750	451,870	
69 9⅛	80 4⅝	288,700	69,360	178,360	9,000	17	.....	467,060	
71 8½	82 5⅝	288,700	78,100	218,100	12,000	20	.....	506,800	Automatic Cab Signals
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	
71 8½	82 5⅝	288,700	78,100	218,100	12,100	20	.....	506,800	Automatic Cab Signals
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	
69 9⅛	80 4⅝	288,700	56,600	159,600	9,000	14	.....	448,300	
69 9⅛	80 4⅝	288,700	56,600	159,600	9,000	14	.....	448,300	
71 8½	82 5⅝	288,700	78,100	218,100	9,000	20	.....	506,800	
69 9⅛	80 4⅝	288,700	56,600	159,600	9,000	14	.....	448,300	
69 9⅛	80 4⅝	288,700	56,600	159,600	9,000	14	.....	448,300	
69 9⅛	80 4⅝	288,700	56,600	159,600	9,000	14	.....	448,300	
69 9⅛	80 4⅝	288,700	66,440	169,440	9,000	14	.....	458,140	
71 8⅝	82 5⅝	288,700	78,100	213,100	12,000	20	.....	506,800	
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	
69 9⅛	80 4⅝	288,700	56,600	159,600	9,000	14	.....	448,300	
69 8⅝	80 6⅝	288,700	79,300	196,600	10,000	17	.....	485,300	Automatic Cab Signals
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	
69 9⅛	80 4⅝	288,700	56,600	159,600	9,000	14	.....	448,300	
71 8⅝	82 5⅝	288,700	78,100	218,100	12,000	20	.....	506,800	
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	
69 9⅛	80 4⅝	288,700	56,600	159,600	9,000	14	.....	448,300	Automatic Cab Signals
69 8⅝	80 6⅝	288,700	79,300	196,600	10,000	17	.....	485,300	
71 8⅝	82 5⅝	288,700	78,100	218,100	12,000	20	.....	506,800	
69 9⅛	80 4⅝	286,120	68,980	174,600	9,000	.....	3,750	460,720	
69 8⅝	80 6⅝	286,120	86,900	202,200	10,000	.....	3,665	488,320	Locomotive Bed
69 9⅛	80 4⅝	286,120	68,980	174,600	9,000	.....	3,750	460,720	
69 9⅛	80 4⅝	288,700	56,600	159,600	9,000	14	.....	448,300	
69 9⅝	80 4⅝	288,700	79,200	182,200	9,000	14	.....	470,900	
69 9⅛	80 4⅝	288,700	56,600	159,600	9,000	14	.....	448,300	
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	
69 9⅛	80 4⅝	286,120	68,980	174,600	9,000	.....	3,750	460,720	
69 9⅛	80 4⅝	288,700	56,600	159,600	9,000	14	.....	448,300	
69 9⅛	80 4⅝	288,700	56,600	159,600	9,000	14	.....	448,300	
69 8⅝	80 6⅝	286,120	86,900	202,200	10,000	.....	3,665	488,320	
71 8⅝	82 5⅝	288,700	78,100	218,100	12,000	20	.....	506,800	Automatic Cab Signals
71 8⅝	82 5⅝	288,700	78,100	218,100	12,000	20	.....	506,800	
69 9⅛	80 4⅝	288,700	56,600	159,600	9,000	14	.....	448,300	
71 8⅝	82 5⅝	288,700	78,100	218,100	12,000	20	.....	506,800	
69 9⅛	80 4⅝	288,700	66,400	175,440	9,000	17	.....	464,140	
71 8⅝	82 5⅝	288,700	78,100	218,100	12,000	20	.....	506,800	
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	
71 8⅝	82 5⅝	288,700	78,100	218,100	12,000	20	.....	506,800	
71 8⅝	82 5⅝	288,700	78,100	218,100	12,000	20	.....	506,800	Automatic Cab Signals
71 8½	82 5⅝	288,700	78,100	218,100	12,000	20	.....	506,800	do
70 9½	81 8⅞	288,750	77,060	192,850	10,000	.....	3,650	481,600	
70 9½	81 8⅞	291,400	79,300	196,600	10,000	17	.....	488,000	Automatic Cab Signals
70 9½	81 8⅞	291,400	70,160	187,460	10,000	17	.....	478,860	

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft. In.	Ft. In.	Ft. In.
UP	....	2285	1	Baldwin	May 1918	MacA-63-26/28-214-D	53,628	16 6	35 2	23 6
do	....	2286	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2287	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2288	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2289	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2290	1	do	do	MacA-63-26/28-212	53,628	16 6	35 2	23 6
do	....	2291	1	do	June 1918	MacA-63-26/28-214-D	53,628	16 6	35 2	23 6
do	....	2292	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2293	1	do	do	MacA-63-26/28-212	53,628	16 6	35 2	23 6
do	....	2294	1	do	do	MacA-63-26/28-214-D	53,628	16 6	35 2	23 6
do	....	2295	1	American	July 1920	MacA-63-26/28-228-D	53,628	16 6	35 2	23 6
do	....	2296	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2297	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2298	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2299	1	do	do	do	53,628	16 6	35 2	23 6
do	2300	2303	4	do	do	do	53,628	16 6	35 2	23 6
do	....	2304	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2305	1	do	do	do	53,628	16 6	35 2	23 6
do	2306	2307	2	do	do	do	53,628	16 6	35 2	25 8
do	....	2308	1	do	do	do	53,628	16 6	35 2	25 8
do	2309	2310	2	do	do	do	53,628	16 6	35 2	25 8
do	....	2311	1	Baldwin	July 1918	MacA-63-26/28-214-D	53,628	16 6	35 2	23 6
do	....	2312	1	do	Aug. 1918	do	53,628	16 6	35 2	23 6
do	....	2313	1	do	do	MacA-63-26/28-212	53,628	16 6	35 2	23 6
do	2314	2316	3	do	do	MacA-63-26/28-214-D	53,628	16 6	35 2	23 6
do	....	2317	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2318	1	do	Sept. 1918	do	53,628	16 6	35 2	23 6
do	....	2319	1	do	do	MacA-63-26/28-212	53,628	16 6	35 2	23 6
do	....	2320	1	do	do	MacA-63-26/28-214-D	53,628	16 6	35 2	23 6
do	2480	2499	20	American	do	MacA-63-26/30-222-D	54,700	16 9	36 1	23 6
OSL	....	2504	1	Baldwin	May 1913	MacA-63-26/28-214	53,628	16 6	35 2	23 6
do	2506	2507	2	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6
do	....	2508	1	do	June 1913	MacA-63-26/28-214	53,628	16 6	35 2	23 6
do	....	2510	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2511	1	do	do	do	53,628	16 6	35 2	23 6
do	2512	2513	2	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6
do	....	2515	1	American	Sept. 1912	MacA-63-26/28-214	53,628	16 6	35 2	23 6
do	....	2516	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6
do	....	2517	1	do	do	MacA-63-26/28-214	53,628	16 6	35 2	23 6
do	....	2518	1	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6
do	....	2519	1	Baldwin	Mar. 1913	do	53,628	16 6	35 2	23 6
do	....	2520	1	do	May 1913	MacA-63-26/28-214	53,628	16 6	35 2	23 6
do	....	2521	1	do	do	do	53,628	16 6	35 2	23 6
do	2522	2524	3	do	do	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6
do	....	2525	1	Lima	Oct. 1914	MacA-63-26/28-214	53,628	16 6	35 2	23 6
do	....	2526	1	do	Nov. 1914	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6
do	....	2527	1	Lima	do	do	53,628	16 6	35 2	23 6
do	....	2528	1	Baldwin	Aug. 1917	MacA-63-26/28-214	53,628	16 6	35 2	23 6
do	....	2529	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2530	1	do	Sept. 1917	do	53,628	16 6	35 2	23 6

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
70 9½	81 8⅞	291,400	70,160	187,460	10,000	17	.....	478,860	
70 9½	81 8⅞	291,400	70,160	187,460	10,000	17	.....	478,860	
70 9½	81 8⅞	291,400	70,160	187,460	10,000	17	.....	478,860	
70 9½	81 8⅞	291,400	70,160	187,460	10,000	17	.....	478,860	
70 9½	81 8⅞	291,400	70,160	187,460	10,000	17	.....	478,860	
69 9⅛	80 4⅞	288,750	60,110	165,750	9,000	.....	3,750	454,500	
70 9½	81 8⅞	291,400	70,160	187,460	10,000	17	.....	478,860	
70 9½	81 8⅞	291,400	70,160	187,460	10,000	17	.....	478,860	
70 9½	81 8⅞	288,750	83,650	181,800	9,000	.....	3,200	470,550	
69 9⅛	80 4⅞	291,400	69,360	172,360	9,000	14	.....	463,760	
70 9¼	81 9¼	300,000	80,000	197,300	10,000	17	.....	497,300	
70 9½	81 9¼	300,000	80,000	197,300	10,000	17	.....	497,300	
70 9½	81 9¼	300,000	80,000	197,300	10,000	17	.....	497,300	Automatic Cab Signals
70 9½	81 9⅛	300,000	70,160	187,460	10,000	17	.....	487,460	
70 9½	81 9¼	300,000	80,000	197,300	10,000	17	.....	497,300	
70 9½	81 9¼	300,000	80,000	197,300	10,000	17	.....	497,300	
70 9½	81 9¼	300,000	70,160	187,460	10,000	17	.....	487,460	
70 9½	81 9¼	300,000	80,000	197,300	10,000	17	.....	497,300	
72 9½	83 7¼	300,000	78,100	218,100	12,000	20	.....	519,100	
72 9½	83 7¼	300,000	78,100	218,100	12,000	20	.....	518,100	
72 9½	83 7¼	300,000	78,100	218,100	12,000	20	.....	518,100	
70 9½	81 8⅞	291,400	70,160	187,460	10,000	17	.....	478,860	
70 9½	81 8⅞	291,400	79,300	196,600	10,000	17	.....	488,000	
70 9½	81 8⅞	288,750	77,060	192,850	10,000	.....	3,650	481,600	
70 9½	81 8⅞	291,400	70,160	187,460	10,000	17	.....	478,860	
70 9½	81 8⅞	291,400	79,300	196,600	10,000	17	.....	488,000	
70 9½	81 8⅞	291,400	79,300	196,600	10,000	17	.....	488,000	
70 9½	81 8⅞	288,750	77,060	192,850	10,000	.....	3,650	481,600	
70 9½	81 8⅞	291,400	79,300	196,600	10,000	17	.....	488,000	
71 4½	81 11⅝	290,800	73,000	188,300	10,000	16	.....	479,100	2480, 2481, 2482, 2483, 2487, 2489, 2490, 2492 Automatic Cab Signals
69 9⅛	80 4⅞	286,120	73,870	175,020	9,000	.....	3,200	461,140	Automatic Train Control
69 8⅝	80 6⅝	288,700	79,300	196,600	10,000	17	.....	485,300	
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	
69 9⅛	80 4⅝	286,120	68,980	174,600	9,000	.....	3,750	460,720	Automatic Train Control
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	
69 9⅛	80 4⅝	288,700	56,600	165,600	9,000	17	.....	454,300	
69 9⅛	80 4⅝	286,120	68,980	174,600	9,000	.....	3,750	460,720	
69 9⅛	80 4⅝	288,700	56,600	159,600	9,000	14	.....	448,300	
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	Automatic Train Control
69 9⅛	80 4⅝	288,700	56,600	165,600	9,000	17	.....	454,300	
69 9⅛	80 4⅝	288,700	56,600	165,600	9,000	17	.....	454,300	
69 9⅛	80 4⅝	286,120	68,980	174,600	9,000	.....	3,750	460,720	
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	Automatic Train Control
69 9⅛	80 4⅝	288,700	56,600	165,600	9,000	17	.....	454,300	
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	Automatic Train Control
69 9⅛	80 4⅝	288,700	66,440	169,440	9,000	14	.....	458,140	
69 9⅛	80 4⅝	288,700	66,440	175,440	9,000	17	.....	464,140	
69 9⅛	80 4⅝	286,120	68,980	174,600	9,000	.....	3,750	460,720	Automatic Train Control
69 8⅜	80 6⅝	286,120	86,900	202,200	10,000	.....	3,655	488,320	do
69 9⅛	80 4⅝	286,120	73,870	175,020	9,000	.....	3,200	461,140	

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft.In.	Ft.In.	Ft.In.
OSL	....	2531	1	Baldwin	Sept. 1917	MacA-63-26/28-216-D	53,628	16 6	35 2	23 6
do	....	2532	1	do	do	do	53,628	16 6	35 2	23 6
do	2535	2539	5	American	Dec. 1918	MacA-63-26/30-220-D	54,700	16 9	36 1	23 6
do	2540	2554	15	do	Jan. 1919	do	54,700	16 9	36 1	23 6
do	2555	2557	3	do	Feb. 1921	MacA-63-26/28-228-D	53,628	16 6	35 2	23 6
do	2558	2559	2	do	do	do	53,628	16 6	35 2	23 6
do	2560	2564	5	do	do	do	53,628	16 6	35 2	23 6
LA&SL	....	2700	1	do	Jan. 1914	MacA-63-26/28-218	53,628	16 6	35 2	23 6
do	....	2702	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2703	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2704	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2705	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2706	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2707	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2708	1	Baldwin	Nov. 1914	MacA-63-26/28-212	53,628	16 6	35 2	23 6
do	....	2709	1	Lima	Nov. 1917	MacA-63-26/28-214	53,628	16 6	35 2	23 6
do	....	2710	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2711	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2712	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2713	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2714	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2715	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2726	1	Baldwin	Nov. 1913	MacA-63-26/28-218	53,628	16 6	35 2	23 6
do	....	2727	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2728	1	do	do	do	53,628	15 6	35 2	23 6
do	....	2729	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2730	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2731	1	do	do	do	53,628	16 6	35 2	23 6
do	....	2732	1	do	do	do	53,628	16 6	35 2	23 6
co	....	2733	1	Lima	Sept. 1917	MacA-63-26/28-214	53,628	16 6	35 2	23 6
do	2734	2735	2	do	do	do	53,628	16 6	35 2	23 6
UP	....	2819	1	Baldwin	Aug. 1906	P-77-22/28-149	29,920	13 4	33 4	23 6
do	....	2824	1	do	Sept. 1906	do	29,920	13 4	33 4	18 10
do	....	2829	1	do	Sept. 1909	do	29,920	13 4	33 4	23 6
do	....	2835	1	do	do	do	29,920	13 4	33 4	23 6
do	....	2844	1	do	do	do	29,920	13 4	33 4	21 0
do	2851	2853	3	do	do	do	29,920	13 4	33 4	23 6
do	....	2854	1	do	do	do	29,920	13 4	33 4	23 6
do	....	2855	1	do	do	do	29,920	13 4	33 4	23 6
do	....	2856	1	do	do	do	29,920	13 4	33 4	23 6
do	....	2857	1	do	do	do	29,920	13 4	33 4	23 6
do	....	2858	1	do	Mar. 1911	do	29,920	13 4	33 4	23 6
do	....	2859	1	do	do	do	29,920	13 4	33 4	23 6
do	....	2860	1	American	Aug. 1912	P-77-25/28-184-D	42,500	13 4	35 8	23 6
do	....	2861	1	do	do	do	42,500	13 4	35 8	25 2
do	....	2862	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2863	1	do	do	do	42,500	13 4	35 8	23 6
do	2864	2865	2	do	do	do	42,500	13 4	35 8	25 2
do	....	2866	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2867	1	do	do	P-77-25/28-181-BK	42,500	13 4	35 8	25 2

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
69 9⅛	80 4⅝	288,700	66,440	169,440	9,000	14	.....	458,140	
69 9⅛	80 4⅝	288,700	66,440	169,440	9,000	14	.....	458,140	
71 4½	81 11⅝	292,000	73,000	196,300	10,000	18	.....	484,300	
71 4½	81 11⅝	292,000	73,000	196,300	10,000	18	.....	484,300	
70 9½	81 9⅛	300,000	70,160	187,460	10,000	17	.....	487,460	
70 9½	81 9¼	300,000	80,000	197,300	10,000	17	.....	497,300	
70 9½	81 9⅛	300,000	70,160	187,460	10,000	17	.....	487,460	
69 9⅛	80 4⅝	285,100	60,110	159,140	9,000	.....	2,940	444,240	Automatic Train Control
69 9⅛	80 4⅝	285,100	60,110	159,140	9,000	.....	2,940	444,240	
69 9⅛	80 4⅝	285,100	60,110	159,140	9,000	.....	2,940	444,240	Automatic Train Control
69 9⅛	80 4⅝	285,100	68,980	174,600	9,000	.....	3,750	459,700	do
69 9⅛	80 4⅝	285,100	83,650	184,800	9,000	.....	3,200	469,900	
69 9⅜	80 4⅝	285,100	73,870	175,020	9,000	.....	3,200	460,120	
69 9⅛	80 4⅝	285,100	60,110	159,140	9,000	.....	2,940	444,240	
69 9⅜	80 4⅝	282,500	83,650	182,650	9,000	.....	2,940	465,150	
69 9⅜	80 4⅝	286,120	73,870	175,020	9,000	.....	3,200	461,140	
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	
69 9⅜	80 4⅝	286,120	73,870	175,020	9,000	.....	3,200	461,140	
69 9⅛	80 4⅝	286,120	60,110	165,750	9,000	.....	3,750	451,870	
69 9⅜	80 4⅝	286,120	73,870	175,020	9,000	.....	3,200	461,140	
69 9⅜	80 4⅝	286,120	73,870	175,020	9,000	.....	3,200	461,140	
69 9⅛	80 4⅝	286,120	69,980	174,600	9,000	.....	3,750	460,720	
69 9⅛	80 4⅝	285,100	60,110	159,140	9,000	.....	2,940	444,240	Locomotive Bed
69 9⅛	80 4⅝	285,100	60,110	159,140	9,000	.....	2,940	444,240	
69 9⅛	80 4⅝	285,100	83,650	184,800	9,000	.....	3,200	469,900	Locomotive Bed
69 9⅛	80 4⅝	285,100	73,870	175,020	9,000	.....	3,200	460,120	
69 9⅛	80 4⅝	285,100	73,870	175,020	9,000	.....	3,200	460,120	
69 9⅛	80 4⅝	285,100	60,110	165,750	9,000	.....	3,750	450,850	Locomotive Bed
69 9⅛	80 4⅝	285,100	60,110	159,140	9,000	.....	2,940	444,240	
69 9⅜	80 4⅝	286,120	83,650	181,800	9,000	.....	3,200	467,920	
69 9⅛	80 4⅝	286,120	60,110	159,140	9,000	.....	2,940	445,260	
68 6⅜	78 11⅝	230,500	79,200	182,200	9,000	14	.....	412,700	
63 11⅝	73 9⅝	230,500	73,280	172,120	9,000	.....	2,980	402,620	
68 6⅜	78 11⅝	230,500	66,440	169,440	9,000	14	.....	399,940	
68 6⅜	78 11⅝	230,500	79,200	182,200	9,000	14	.....	412,700	
65 2⅜	73 5⅝	230,500	54,850	135,800	7,000	.....	2,760	366,300	
68 6⅜	78 11⅝	238,825	66,440	175,440	9,000	14	.....	414,265	
68 6⅜	78 11⅝	238,825	66,440	175,440	9,000	14	.....	414,265	Automatic Cab Signals
68 6⅜	78 11⅝	238,825	79,200	182,200	9,000	14	.....	421,025	
68 6⅜	78 11⅝	238,825	66,440	175,440	9,000	14	.....	414,265	
68 6⅜	78 11⅝	238,825	66,440	175,440	9,000	14	.....	414,265	
68 6⅜	78 11⅝	238,825	66,440	175,440	9,000	14	.....	414,265	Automatic Cab Signals
68 6⅜	78 11⅝	238,825	66,440	175,440	9,000	14	.....	414,265	
70 3⅞	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	Locomotive Bed
72 5⅜	83 0⅝	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed—Automatic Cab Signals
70 2⅜	81 1⅝	293,100	79,300	196,600	10,000	17	.....	489,700	
70 3⅞	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	Automatic Cab Signals
72 5⅜	83 0⅝	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed—Automatic Cab Signals
70 3⅞	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	Locomotive Bed—Automatic Cab Signals
72 5⅜	83 0⅝	292,900	100,900	237,800	12,000	20	.....	530,700	Automatic Cab Signals

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft. In.	Ft. In.	Ft. In.
UP	....	2868	1	American	Aug. 1912	P-77-25/28-184-D	42,500	13 4	35 8	23 6
do	....	2869	1	do	do	do	42,500	13 4	35 8	25 2
do	....	2870	1	do	May 1913	do	42,500	13 4	35 8	25 2
do	....	2871	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2872	1	do	do	do	42,500	13 4	35 8	25 2
do	....	2873	1	do	do	do	42,500	13 4	35 8	25 2
do	....	2874	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2875	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2876	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2877	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2878	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2879	1	do	do	do	42,500	13 4	35 8	25 2
do	....	2880	1	Lima	Sept. 1914	do	42,500	13 4	35 8	23 6
do	....	2881	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6
do	....	2882	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6
do	....	2883	1	do	do	do	42,500	13 4	35 8	25 2
do	....	2884	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2885	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6
do	....	2886	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2887	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2888	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6
do	....	2889	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2890	1	do	Oct. 1914	do	42,500	13 4	35 8	25 2
do	....	2891	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2892	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2893	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6
do	....	2894	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2895	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6
do	2896	2897	2	do	do	do	42,500	13 4	35 8	23 6
do	....	2898	1	do	do	do	42,500	13 4	35 8	25 2
do	....	2899	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2900	1	Baldwin	Sept. 1920	do	42,500	13 4	35 8	25 2
do	....	2901	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2902	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2903	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2904	1	do	do	do	42,500	13 4	35 8	25 2
do	....	2905	1	do	Oct. 1920	do	42,500	13 4	35 8	23 6
do	....	2906	1	do	do	P-77-25/28-193-D	42,500	13 4	35 8	25 2
do	....	2907	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6
do	....	2908	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2909	1	do	do	do	42,500	13 4	35 8	23 6
do	....	2910	1	American	May 1913	do	42,500	13 4	35 8	25 2
do	....	2911	1	do	Oct. 1914	do	42,500	13 4	35 8	25 2

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
70 3⅛	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	
72 5⅛	83 0⅝	293,100	100,900	237,800	12,000	20	.....	530,900	Automatic Cab Signals
72 5⅛	83 0⅝	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed—Automatic Cab Signals
70 3⅛	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	Automatic Cab Signals
72 5⅛	83 0⅝	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed—Automatic Cab Signals
72 5⅛	83 0⅝	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed—Automatic Cab Signals
70 3⅛	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	Locomotive Bed
70 3⅛	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	Automatic Cab Signals
70 3⅛	80 11⅝	293,100	66,400	169,440	9,000	14	.....	462,540	
70 3⅛	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	Locomotive Bed
70 3⅛	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	
72 5⅛	83 0⅝	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed
70 3⅛	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	Automatic Cab Signals
70 3⅛	80 11⅝	278,000	68,980	174,600	9,000	.....	3,748	452,600	Automatic Train Control
70 3⅛	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	
72 5⅛	83 0⅝	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed—Automatic Cab Signals
70 3⅛	80 11⅝	293,100	56,600	165,600	9,000	17	.....	458,700	
70 3⅛	80 11⅝	278,000	83,650	182,650	9,000	.....	2,940	460,650	
70 2⅛	81 1⅝	278,000	86,900	202,480	10,000	.....	3,950	480,480	
70 3⅛	80 11⅝	278,000	83,650	182,650	9,000	.....	2,940	460,650	
70 3⅛	80 11⅝	293,100	66,440	169,440	9,000	14	.....	462,540	
70 3⅛	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	
72 5⅛	83 0⅝	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed—Automatic Cab Signals
70 3⅛	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	
70 3⅛	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	
70 2⅛	81 1⅝	278,000	86,900	202,480	10,000	.....	3,950	480,480	Automatic Train Control
70 2⅛	81 1⅝	278,000	86,900	202,480	10,000	.....	3,950	480,480	do
70 3⅛	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	Automatic Cab Signals
70 3⅛	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	
72 5⅛	83 0⅝	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed
70 3⅛	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	Automatic Cab Signals
72 5⅛	83 0⅝	293,100	100,900	237,800	12,000	20	.....	530,900	do
70 2⅝	80 10⅝	293,100	80,200	183,200	9,000	14	.....	476,300	do
70 2⅝	80 10⅝	293,100	80,200	183,200	9,000	14	.....	476,300	
70 2⅝	80 10⅝	293,100	80,200	183,200	9,000	14	.....	476,300	Automatic Cab Signals
72 5⅛	83 0⅛	293,100	100,900	237,800	12,000	20	.....	530,900	
70 2⅝	80 10⅝	293,100	80,200	183,200	9,000	14	.....	476,300	Automatic Cab Signals
73 3⅛	83 10¼	298,400	114,000	250,670	12,000	20	.....	549,070	do
70 2⅝	80 10⅝	293,100	80,200	183,200	9,000	14	.....	476,300	do
70 2⅝	80 10⅝	293,100	80,200	183,200	9,000	14	.....	476,300	do
70 2⅝	80 10⅝	293,100	80,200	183,200	9,000	14	.....	476,300	do
72 5⅛	83 0⅝	293,100	100,900	237,800	12,000	20	.....	530,900	
72 5⅛	83 0⅝	293,100	100,900	237,800	12,000	20	.....	530,900	

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft. In.	Ft. In.	Ft. In.
OSL	....	3100	1	Baldwin	Jan. 1906	P-77-25/28-184-D	29,920	13 4	35 8	21 0
do	3104	3105	2	do	Jan. 1911	do	29,920	13 4	35 8	21 0
do	....	3108	1	do	do	do	29,920	13 4	35 8	23 6
do	....	3109	1	do	do	do	29,920	13 4	35 8	23 6
do	....	3110	1	do	do	do	29,920	13 4	35 8	21 0
do	....	3111	1	do	do	do	29,920	13 4	35 8	21 0
do	....	3113	1	do	do	do	29,920	13 4	35 8	23 6
do	....	3114	1	American	July 1912	P-77-25/28-181-BK	42,500	13 4	35 8	25 2
do	....	3115	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6
do	....	3116	1	do	do	do	42,500	13 4	35 8	23 6
do	....	3117	1	do	do	do	42,500	13 4	35 8	23 6
do	....	3118	1	do	do	do	42,500	13 4	35 8	23 6
do	....	3119	1	do	do	do	42,500	13 4	35 8	23 6
do	....	3120	1	do	Aug. 1912	do	42,500	13 4	35 8	23 6
do	....	3121	1	do	do	do	42,500	13 4	35 8	25 2
do	....	3122	1	do	do	P-77-25/28-181-BK	42,500	13 4	35 8	25 2
do	....	3123	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6
do	....	3125	1	do	May 1913	do	42,500	13 4	35 8	23 6
do	....	3126	1	do	do	do	42,500	13 4	35 8	23 6
do	....	3127	1	do	do	do	42,500	13 4	35 8	23 6
do	....	3128	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6
do	....	3129	1	Lima	Oct. 1914	P-77-25/28-184-D	42,500	13 4	35 8	23 6
do	....	3131	1	do	do	do	42,500	13 4	35 8	25 2
do	....	3132	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6
do	....	3133	1	do	do	do	42,500	13 4	35 8	23 6
do	3134	3138	5	Baldwin	Mar. 1919	P-69-25/28-163	43,120	13 4	35 8	23 6
LA&SL	....	3160	1	do	Mar. 1904	P-77-22/28-150	29,920	13 4	33 4	23 6
do	3176	3177	2	American	Apr. 1912	P-77-25/28-165	42,500	13 4	35 8	23 6
do	3178	3179	2	do	do	do	42,500	13 4	35 8	23 6
do	....	3180	1	do	do	do	42,500	13 4	35 8	23 6
do	....	3181	1	do	do	do	42,500	13 4	35 8	23 6
OWR&N	....	3202	1	Baldwin	June 1905	P-77-22/28-143	29,920	13 4	33 6	18 10
do	....	3203	1	do	do	do	29,920	13 4	33 6	23 6
do	3204	3205	2	American	Sept. 1904	P-77-22/28-149	29,920	13 4	33 4	21 0
do	....	3206	1	do	do	P-77-22/28-135	29,920	13 4	33 4	23 6
do	....	3208	1	Baldwin	July 1906	P-77-22/28-149	29,920	13 4	33 4	23 6
do	....	3212	1	do	Feb. 1911	do	29,920	13 4	33 4	23 6
do	....	3213	1	do	do	do	29,920	13 4	33 4	23 6
do	....	3215	1	do	do	do	29,920	13 4	33 4	23 6
do	....	3217	1	do	do	do	29,920	13 4	33 4	23 6
do	3218	3219	2	do	Apr. 1911	P-77-25/28-167	42,500	13 4	35 8	25 2
do	....	3220	1	American	Apr. 1913	do	42,500	13 4	35 8	23 6
do	....	3221	1	do	do	do	42,500	13 4	35 8	23 6
do	3222	3225	4	do	do	do	42,500	13 4	35 8	25 2
do	....	3226	1	Baldwin	Mar. 1919	P-77-25/28-178	42,500	13 4	35 8	23 6
do	....	3227	1	do	Apr. 1919	do	42,500	13 4	35 8	23 6
UP	....	3500	1	American	May 1918	23–23 SA-C-59- 30 -471	99,840	15-6 & 15-6	50 6	26 8
do	....	3501	1	do	do	do 23–23	99,840	15-6 & 15-6	50 6	25 8
do	3502	3503	2	do	do	SA-C-59- 30 -475-D 23–23	99,840	15-6 & 15-6	50 6	25 8
do	....	3504	1	do	do	SA-C-59- 30 -471	99,840	15-6 & 15-6	50 6	25 8
do	....	3505	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3506	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3507	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3508	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
65 2⅝	73 5⅝	230,500	59,700	146,030	7,000	14	.....	376,530	
65 2⅝	73 5⅝	230,500	46,740	133,050	7,000	14	.....	363,550	
68 6⅜	78 11⅝	230,500	66,440	169,440	9,000	14	.....	399,940	
68 6⅜	78 11⅝	230,500	66,440	175,440	9,000	17	.....	405,940	
65 2⅝	73 5⅝	230,500	46,740	133,050	7,000	14	.....	363,550	
65 2⅝	73 5⅝	230,500	46,740	133,050	7,000	14	.....	363,550	
68 6⅜	78 11⅝	230,500	66,440	169,440	9,000	14	.....	399,940	
72 5⅞	83 0⅜	292,900	100,900	237,800	12,000	20	.....	530,700	Locomotive Bed
70 3⅞	80 11⅝	293,100	79,200	188,200	9,000	17	.....	481,300	
70 3⅞	80 11⅝	293,100	66,440	169,440	9,000	14	.....	462,540	
70 3⅞	80 11⅝	293,100	79,200	188,200	9,000	17	.....	481,300	
70 3⅞	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	
70 2⅞	81 1⅝	293,100	79,300	196,600	10,000	17	.....	489,700	Locomotive Bed
70 3⅜	80 11⅝	293,100	66,440	175,440	9,000	17	.....	468,540	
72 5⅞	83 0⅜	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed
72 5⅞	83 0⅜	292,900	100,900	237,800	12,000	20	.....	530,700	
70 2⅞	81 1⅝	293,100	79,300	196,600	10,000	17	.....	489,700	
70 3⅞	80 11⅝	293,100	79,200	188,200	9,000	17	.....	481,300	
70 3⅞	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	
70 3⅜	80 11⅝	293,100	66,440	175,440	9,000	17	.....	468,540	
70 3⅞	80 11⅝	278,000	83,650	190,900	9,000	.....	3,950	468,900	
70 3⅞	80 11⅝	293,100	79,200	182,200	9,000	14	.....	475,300	
72 5⅞	83 0⅜	293,100	100,900	237,800	12,000	20	.....	530,900	Locomotive Bed
70 2⅞	81 1⅝	278,000	86,900	202,200	10,000	.....	3,730	480,200	
70 3⅞	80 11⅝	278,000	83,650	182,650	9,000	.....	2,940	460,650	
70 3⅝	80 11⅜	272,150	83,650	191,050	9,000	.....	3,964	463,200	
68 6⅝	78 10⅝	231,500	68,980	168,000	9,000	.....	2,940	399,500	
70 3⅝	80 11⅜	275,720	68,980	175,650	9,000	.....	3,875	451,370	
70 2⅞	83 0⅜	275,720	86,900	202,200	10,000	.....	3,665	477,920	
68 6⅝	78 10⅝	275,720	68,980	168,000	9,000	.....	2,940	443,720	
70 2⅞	83 0⅜	275,720	86,900	202,200	10,000	.....	3,665	477,920	
64 0⅛	73 10⅛	241,180	73,280	172,120	9,000	.....	2,980	413,300	
66 4⅞	78 11⅞	241,180	68,980	168,000	9,000	.....	2,940	409,180	
65 2⅝	73 5⅝	235,940	54,850	136,700	7,000	.....	2,980	372,640	
68 6⅞	78 11⅜	220,300	83,650	182,650	9,000	.....	2,940	402,950	
68 6⅞	78 11⅝	235,940	83,650	182,650	9,000	.....	2,940	418,590	
68 6⅞	78 11⅝	235,940	83,650	182,650	9,000	.....	2,940	418,590	
68 6⅝	78 11⅝	235,940	60,110	158,630	9,000	.....	2,940	394,570	
68 6⅜	78 11⅝	235,940	60,110	158,630	9,000	.....	2,940	394,570	
68 6⅞	78 11⅝	235,940	83,650	182,650	9,000	.....	2,940	418,590	
72 5⅞	83 0⅜	278,000	115,000	248,600	12,000	.....	5,200	526,600	Automatic Train Control
70 2⅞	81 1⅝	278,000	86,900	202,200	10,000	.....	3,730	480,200	do
70 3⅜	80 11⅝	278,000	68,980	174,600	9,000	.....	3,748	452,600	do
72 5⅞	83 0⅜	278,000	115,000	248,600	12,000	.....	5,200	526,600	do
78 3⅛	80 11⅝	270,800	68,980	174,600	9,000	.....	3,748	445,400	do
70 2⅛	81 1⅝	270,800	86,900	202,200	10,000	.....	3,730	473,000	do
89 7¼	101 3⅜	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	85,680	227,280	12,000	.....	5,200	728,760	
87 10¾	98 9⅛	505,480	82,400	236,500	13,500	20	.....	741,980	
87 10¾	98 9⅛	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89 7¼	101 3⅜	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	85,680	227,280	12,000	.....	5,200	728,760	
87 10¾	98 9⅛	501,480	88,500	246,030	13,500	.....	5,480	747,510	
87 10¾	98 9⅛	501,480	85,680	227,280	12,000	.....	5,200	728,760	

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft.In.	Ft.In.	Ft.In.
UP	....	3509	1	American	June 1918	23-23 SA-C-59- 30 -471	99,840	15-6 & 15-6	50 6	25 8
do	3510	3511	2	do	do	23-23 SA-C-59- 30 -475-D	99,840	15-6 & 15-6	50 6	25 8
do	....	3512	1	do	do	23-23 SA-C-59- 30 -471	99,840	15-6 & 15-6	50 6	26 8
do	....	3513	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3514	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3515	1	do	July 1918	do	99,480	15-6 & 15-6	50 6	25 8
do	....	3516	1	do	July 1920	23-23 SA-C-59, 30 -475-D	99,840	15-6 & 15-6	50 6	25 8
do	....	3517	1	do	Aug. 1920	23-23 SA-C-59- 30 471	99,840	15-6 & 15-6	50 6	26 8
do	....	3518	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3519	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	3520	3523	4	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3524	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	3525	3528	4	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3529	1	do	do	do	99,840	15-6 & 15-6	50 6	31 6
do	....	3530	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3531	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3532	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3533	1	do	Sept. 1920	do	99,840	15-6 & 15-6	50 6	25 8
do	3534	3535	2	do	Apr. 1923	do	99,840	15-6 & 15-6	50 6	25 8
do	3536	3537	2	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3538	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3539	1	do	Sept. 1923	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3540	1	do	do	23-23 SA-C-59- 30 -475-D	99,840	15-6 & 15-6	50 6	25 8
do	....	3541	1	do	do	23-23 SA-C-59- 30 -471	99,840	15-6 & 15-6	50 6	25 8
do	....	3542	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3543	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3544	1	do	June 1918	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3545	1	do	July 1924	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3546	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3547	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3548	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3549	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	3550	3551	2	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3552	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3553	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3554	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3555	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3556	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3557	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3558	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3559	1	do	Aug. 1924	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3560	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3561	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3562	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3563	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
do	....	3564	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8
OSL	....	3565	1	do	Jan. 1923	do	99,840	15-6 & 15-6	50 6	25 8
do	....	3566	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8
OWR&N	....	3567	1	do	Mar. 1923	do	99,840	15-6 & 15-6	50 6	25 8

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
87 10¾	98 9⅛	501,480	88,500	246,030	13,500	.....	5,480	747,510	
87 10¾	98 9⅛	505,480	82,400	236,500	13,500	20	.....	741,980	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	88,500	246,030	13,500	.....	5,480	747,510	
87 10¾	98 9⅛	505,480	82,400	236,500	13,500	20	.....	741,980	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
94 6¾	104 8¾	501,480	126,040	294,740	15,000	.....	5,480	796,200	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	85,680	227,280	12,000	.....	5,200	728,760	
87 10¾	98 9⅛	501,480	88,500	246,030	13,500	.....	5,480	747,510	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	85,680	230,480	12,000	.....	5,480	731,960	
87 10¾	98 9⅛	501,480	85,680	230,480	12,000	.....	5,480	731,960	
87 10¾	98 9⅛	505,480	82,400	236,500	13,500	20	.....	741,980	
87 10¾	98 9⅛	501,480	88,500	246,030	13,500	.....	5,480	747,510	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	88,500	246,030	13,500	.....	5,480	747,510	
87 10¾	98 9⅛	501,480	88,500	246,030	13,500	.....	5,480	747,510	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	85,680	230,000	12,000	.....	5,480	731,480	
87 10¾	98 9⅛	501,480	85,680	227,280	12,000	.....	5,200	728,760	
87 10¾	98 9⅛	501,480	85,680	227,280	12,000	.....	5,200	728,760	
87 10¾	98 9⅛	501,480	85,680	230,480	12,000	.....	5,480	731,960	
87 10¾	98 9⅛	501,480	88,500	246,030	13,500	.....	5,480	747,510	
87 10¾	98 9⅛	501,480	88,500	246,030	13,500	.....	5,480	747,510	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	85,680	227,280	12,000	.....	5,200	728,760	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	85,680	230,480	12,000	.....	5,480	731,960	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	85,680	227,280	12,000	.....	5,200	728,760	
87 10¾	98 9⅛	501,480	85,580	227,280	12,000	.....	5,200	728,760	
89 7¾	101 3⅝	501,480	129,300	322,000	18,000	.....	6,010	823,480	
87 10¾	98 9⅛	501,480	85,680	230,480	12,000	.....	5,480	731,960	

STEAM LOCOMOTIVES—Continued

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

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
89 7⅜	101 3⅛	501,480	129,300	322,000	18,000	.....	6,010	823,480	
89 7⅜	101 3⅛	501,480	129,300	322,000	18,000	.....	6,010	823,480	
106 11¾	119 0	567,500	151,300	376,340	21,000	25	.....	943,840	Purchased from Chesapeake & Ohio Ry. Co. in 1945
106 11¾	119 0	567,500	151,300	376,340	21,000	25	.....	943,840	do
106 11¾	119 0	567,500	158,000	402,640	25,000	25	.....	920,140	do
106 11¾	119 0	567,500	155,400	396,550	23,000	25	.....	964,050	do
106 11¾	119 0	567,500	151,300	376,340	21,000	25	.....	943,840	do
106 11¾	119 0	567,500	155,400	396,550	23,000	25	.....	964,050	do
106 11¾	119 0	567,500	151,300	376,340	21,000	25	.....	943,840	do
106 11¾	119 0	567,500	155,400	396,550	23,000	25	.....	964,050	do
106 11¾	119 0	567,500	151,300	376,340	21,000	25	.....	943,840	do
106 11¾	119 0	567,500	158,000	402,640	25,000	25	.....	970,140	do
106 11¾	119 0	567,500	155,400	396,550	23,000	25	.....	964,050	do
106 11¾	119 0	567,500	151,300	376,340	21,000	25	.....	943,840	do
106 11¾	119 0	572,330	151,300	376,340	21,000	25	.....	948,670	do
106 11¾	119 0	572,330	158,000	402,640	25,000	25	.....	974,970	do
106 11¾	119 0	584,600	151,300	376,340	21,000	25	.....	960,940	do
106 11¾	119 0	584,600	158,000	402,640	25,000	25	.....	987,240	do
106 11¾	119 0	584,600	151,300	376,340	21,000	25	.....	960,940	do
106 11¾	119 0	584,600	158,000	402,640	25,000	25	.....	987,240	do
98 2¾	108 1	539,000	107,200	286,533	16,000	23	.....	825,533	Purchased from Norfolk & Western Ry. Co. in 1945
97 10½	110 7⅛	568,950	123,100	322,600	18,106	.....	6,000	891,550	
97 10½	110 7⅛	563,950	123,100	322,600	18,106	.....	6,000	886,500	
97 10½	110 7⅛	584,950	123,100	322,600	18,106	.....	6,000	886,500	
97 10½	110 7⅛	584,950	123,100	322,600	18,106	.....	6,000	886,500	
97 10½	110 7⅛	584,950	123,100	322,600	18,106	.....	6,000	886,500	Automatic Train Control
97 10½	110 7⅛	584,950	123,100	322,600	18,106	.....	6,000	886,500	do
97 10½	110 7⅛	584,950	123,100	322,600	18,106	.....	6,000	886,500	Automatic Train Control
97 10½	110 7⅛	584,950	123,100	322,600	18,106	.....	6,000	886,500	Automatic Train Control
97 10½	110 7⅛	584,950	123,100	322,600	18,106	.....	6,000	886,500	Automatic Train Control
97 10½	110 7⅛	584,950	123,100	322,600	18,106	.....	6,000	886,500	Automatic Train Control
97 10½	110 7⅛	584,950	123,100	322,600	18,106	.....	6,000	886,500	
106 8	121 10⅞	635,500	172,300	436,500	25,000	28	.....	1,071,000	
106 8	121 10⅞	635,500	172,300	436,500	25,000	28	.....	1,071,000	
106 8	121 10⅞	635,500	172,300	436,500	25,000	28	.....	1,071,000	

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	Wheel Engine Driving Wheel Centers	Wheel Engine Total	Wheel Tender
						21-21	Lbs.	Ft.In.	Ft.In.	Ft.In.
UP	3950	3954	5	American	May 1942	4-6-6-4-3-69-32-404-MB	97,350	12-2 & 12-2	60 4½	20 0
do	3955	3963	9	do	June 1942	do	97,350	12-2 & 12-2	60 4½	20 0
do	3964	3969	6	do	July 1942	do	97,350	12-2 & 12-2	60 4½	20 0
						21-21				
do	3975	3979	5	do	June 1943	4-6-6-4-69-32-404	97,350	12-2 & 12-2	60 4½	10 0
do	....	3980	1	do	July 1943	do	97,350	12-2 & 12-2	60 4½	20 0
						21-21				
do	3981	3986	6	do	do	4-6-6-4-69-32-407-MB	97,350	12-2 & 12-2	60 4½	20 0
do	3987	3995	9	do	Aug. 1943	do	97,350	12-2 & 12-2	60 4½	20 0
do	3996	3999	4	do	Sept. 1943	do	97,350	12-2 & 12-2	60 4½	20 0
						23½-23½				
do	4000	4016	17	do	Dec. 1941	4-8-8-4-1-68-32-540-MB	135,375	18-3 & 18-3	72 5½	20 0
do	4017	4019	3	do	Jan. 1942	do	135,375	18-3 & 18-3	72 5½	20 0
						23½-23½				
do	4020	4024	5	do	Nov. 1944	4-8-8-4-2-68-32-545-MB	135,375	18-3 & 18-3	72 5½	20 0
LA&SL	....	4230	1	Baldwin	Jan. 1905	S-57-20/26-150	27,915	11 4	11 4	16 6
do	4233	4234	2	do	do	do	27,915	11 4	11 4	16 6
do	....	4235	1	do	Oct. 1907	S-51-19/26-140	27,376	11 0	11 0	16 6
do	4238	4239	2	do	do	do	27,376	11 0	11 0	16 6
do	4240	4242	3	do	Nov. 1913	S-51-19/26-145	27,376	11 0	11 0	16 6
do	....	4243	1	do	Mar. 1921	S-51-19/26-157	38,220	11 0	11 0	16 6
do	....	4244	1	do	do	do	34,400	11 0	11 0	16 6
do	4245	4246	2	do	do	do	38,220	11 0	11 0	16 6
UP	....	4405	1	do	Apr. 1913	S-51-19/26-155	31,290	11 0	11 0	16 6
do	....	4407	1	do	do	do	31,290	11 0	11 0	16 6
do	4410	4411	2	do	do	do	31,290	11 0	11 0	18 0
do	....	4412	1	do	do	do	31,290	11 0	11 0	16 6
do	....	4413	1	do	Apr. 1913	S-51-19/26-155	31,290	11 0	11 0	16 6
do	....	4414	1	do	do	do	31,290	11 0	11 0	18 0
do	....	4415	1	do	do	do	31,290	11 0	11 0	16 6
do	....	4416	1	Lima	Aug. 1914	do	31,290	11 0	11 0	16 6
do	....	4417	1	do	do	do	31,290	11 0	11 0	18 0
do	....	4419	1	do	do	do	31,290	11 0	11 0	16 6
do	....	4420	1	do	do	do	31,290	11 0	11 0	16 6
do	4421	4428	8	Baldwin	July 1916	S-51-21/26-156	38,220	11 0	11 0	16 6
do	....	4430	1	do	Aug. 1916	do	38,220	11 0	11 0	16 6
do	4431	4433	3	do	Mar. 1918	do	38,220	11 0	11 0	16 6
do	....	4434	1	do	do	do	39,220	11 0	11 0	23 6
do	....	4435	1	do	do	do	39,220	11 0	11 0	18 0
do	....	4436	1	do	do	do	39,220	11 0	11 0	18 0
do	....	4437	1	do	do	do	39,220	11 0	11 0	16 6
do	....	4438	1	do	do	do	39,220	11 0	11 0	16 6
do	....	4439	1	do	do	do	34,400	11 0	11 0	18 0
do	4440	4442	3	do	do	do	38,220	11 0	11 0	16 6
do	....	4443	1	do	May 1919	do	39,220	11 0	11 0	18 0
do	4444	4450	7	do	do	do	39,220	11 0	11 0	16 6
do	4451	4453	3	Lima	Oct. 1920	S-51-21/26-159	38,220	11 0	11 0	16 6
do	....	4454	1	do	do	do	38,220	11 0	11 0	16 6
do	4455	4458	4	do	do	do	38,220	11 0	11 0	16 6
do	....	4459	1	do	do	do	38,220	11 0	11 0	21 0
do	4460	4463	4	do	do	do	38,220	11 0	11 0	16 6
do	....	4464	1	do	do	do	38,220	11 0	11 0	16 6
do	4465	4467	3	do	do	do	38,220	11 0	11 0	16 6
do	....	4468	1	do	do	do	34,400	11 0	11 0	16 6
do	4469	4479	11	do	do	do	38,220	11 0	11 0	16 6

UNION PACIFIC RAILROAD COMPANY

Base Engine and Tender	Length Over All	Weight Engine in Working Order	Weight Tender Empty	Weight Tender Loaded	Tender Capacity Water	Tender Capacity Coal	Tender Capacity Oil	Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
106 8	121 10⅞	627,000	172,300	436,500	25,000	28	.....	1,063,500	
106 8	121 10⅞	627,000	172,300	436,500	25,000	28	.....	1,063,500	
106 8	121 10⅞	627,000	172,300	436,500	25,000	28	.....	1,063,500	
106 8	121 10⅞	627,900	184,600	441,900	25,000	.....	5,945	1,069,800	
106 8	121 10⅞	627,900	184,600	441,900	25,000	.....	5,945	1,069,800	
106 8	121 10⅞	633,500	172,300	436,500	25,000	28	.....	1,070,000	
106 8	121 10⅞	633,500	172,300	436,500	25,000	28	.....	1,070,000	
106 8	121 10⅞	633,500	172,300	436,500	25,000	28	.....	1,070,000	
117 7	132 9⅞	762,000	171,500	427,500	24,000	28	.....	1,189,500	
117 7	132 9⅞	762,000	171,500	427,500	24,000	28	.....	1,189,500	
117 7	132 9⅞	772,250	172,300	436,500	25,000	28	.....	1,208,750	
42 9	58 10⅝	150,000	43,550	85,040	4,000	.....	1,020	235,040	
42 9	58 10⅝	150,000	43,550	85,040	4,000	.....	1,020	235,040	
42 8½	59 0⅜	140,000	43,550	85,040	4,000	.....	1,020	225,040	
42 8½	59 0⅜	140,000	43,550	85,040	4,000	.....	1,020	225,040	
42 8½	59 0⅜	145,000	43,550	85,040	4,000	.....	1,020	230,040	
42 2⅛	58 7	157,500	40,200	90,560	4,500	.....	1,620	248,060	
42 2⅛	58 7	157,500	40,200	90,560	4,500	.....	1,620	248,060	
42 2⅛	58 7	157,500	40,200	90,560	4,500	.....	1,620	248,060	
42 8½	59 0⅜	154,680	39,400	84,700	4,000	6	.....	239,380	
42 8½	59 0⅜	154,680	43,550	85,040	4,000	.....	1,020	239,720	
44 3¼	61 1¾	154,680	54,850	137,200	7,000	.....	2,940	291,880	
42 8½	59 0⅜	154,680	43,550	89,320	4,000	.....	1,522	244,000	
42 8½	59 0⅜	154,680	39,400	84,700	4,000	6	.....	239,380	
44 3¼	61 1¾	154,680	54,850	137,200	7,000	.....	2,940	291,880	
42 8½	59 0⅜	154,680	40,200	89,600	4,500	6	.....	244,280	
42 8½	59 0⅜	154,680	40,200	89,600	4,500	6	.....	244,280	
44 3¼	61 1¾	154,680	54,850	137,200	7,000	.....	2,940	291,880	
42 8½	59 0⅜	154,680	40,200	89,600	4,500	6	.....	244,280	
42 8½	59 0⅜	154,680	40,200	89,600	4,500	6	.....	244,280	
42 2	58 6⅝	156,000	40,200	89,600	4,500	6	.....	245,600	
42 2	58 6⅝	156,000	40,200	89,600	4,500	6	.....	245,600	
42 2	58 6⅝	156,000	40,200	89,600	4,500	6	.....	245,600	
49 2¾	66 1¼	156,000	60,110	158,630	9,000	.....	2,940	314,630	
43 10¾	60 7¼	156,000	54,840	125,000	6,340	.....	2,118	281,000	
43 8¾	60 8	156,000	54,840	137,200	7,000	.....	2,940	293,200	
42 2	58 6⅝	156,000	40,200	89,600	4,500	6	.....	245,600	
42 2	58 6⅝	156,000	40,200	90,560	4,500	.....	1,620	246,560	
43 8¾	60 8	156,000	54,840	137,200	7,000	.....	2,940	293,200	
42 2	58 6⅝	156,000	40,200	89,600	4,500	6	.....	245,600	
43 8¾	60 8	156,000	54,840	137,200	7,000	.....	2,940	293,200	
42 2	58 6⅝	156,000	40,200	89,600	4,500	6	.....	245,600	
42 2⅛	58 7	159,000	43,400	92,800	4,500	6	.....	251,800	
42 2⅛	58 7	159,000	43,400	91,240	4,500	.....	1,776	250,240	
42 2⅛	58 7	159,000	43,400	92,800	4,500	6	.....	251,800	
46 0¾	60 10	159,000	54,850	135,800	7,000	.....	2,760	294,800	
42 2⅛	58 7	159,000	43,400	92,800	4,500	6	.....	251,800	
42 2⅛	58 7	159,000	43,400	91,240	4,500	.....	1,776	250,240	
42 2⅛	58 7	159,000	43,400	92,800	4,500	6	.....	251,800	
42 2⅛	58 7	159,000	43,400	91,240	4,500	.....	1,776	250,240	
42 2⅛	58 7	159,000	43,400	92,800	4,500	6	.....	251,800	

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft.In.	Ft.In.	Ft.In.
UP	....	4480	1	Lima	Nov. 1920	S-51-21/26-159	38,220	11 0	11 0	16 6
do	....	4500	1	Baldwin	Aug. 1900	S-57-21/30-197	39,458	15 3	15 3	15 10
do	4600	4609	10	American	Dec. 1918	S-51-21/28-165	39,100	11 0	11 0	21 8
OSL	....	4703	1	do	Feb. 1908	S-51-19/26-143	27,376	11 0	11 0	16 6
do	....	4707	1	do	Apr. 1908	do	27,376	11 0	11 0	16 6
do	....	4731	1	Baldwin	Feb. 1904	S-57-20/26-150	27,915	11 4	11 4	16 6
do	....	4736	1	do	Aug. 1912	S-51-19/26-143	31,290	11 0	11 0	16 6
do	....	4740	1	Lima	Sept. 1914	S-51-19/26-155	31,290	11 0	11 0	16 6
do	....	4741	1	do	do	do	31,290	11 0	11 0	16 6
do	....	4742	1	do	do	do	31,290	11 0	11 0	16 6
do	....	4743	1	do	do	do	31,290	11 0	11 0	16 6
do	....	4744	1	do	do	do	31,290	11 0	11 0	16 6
do	....	4748	1	Baldwin	June 1918	S-51-21/26-156	38,220	11 0	11 0	16 6
do	....	4749	1	do	do	do	34,400	11 0	11 0	16 6
do	....	4750	1	do	do	do	38,220	11 0	11 0	16 6
do	....	4751	1	do	do	do	38,220	11 0	11 0	16 6
do	....	4752	1	do	July 1918	do	38,220	11 0	11 0	16 6
do	4753	4754	2	American	Jan. 1919	S-51-21/28-165	39,100	11 0	11 0	21 8
do	....	4756	1	do	Feb. 1919	do	39,100	11 0	11 0	21 8
OWR&N	....	4909	1	Baldwin	May 1911	S-51-19/26-140	27,376	11 0	11 0	16 6
do	....	4912	1	do	do	do	27,376	11 0	11 0	16 6
do	....	4913	1	do	do	do	27,376	11 0	11 0	16 6
do	....	4914	1	do	do	do	27,376	11 0	11 0	16 6
do	....	4915	1	do	do	do	27,376	11 0	11 0	16 6
do	....	4916	1	do	do	do	27,376	11 0	11 0	16 6
do	....	4917	1	do	Apr. 1913	S-51-19/26-145	27,376	11 0	11 0	16 6
do	....	4918	1	do	do	do	27,376	11 0	11 0	17 7
do	....	4919	1	do	do	do	27,376	11 0	11 0	17 7
do	4920	4921	2	do	do	do	27,376	11 0	11 0	16 6
do	....	4922	1	do	do	do	27,376	11 0	11 0	16 6
do	4923	4924	2	Lima	Aug. 1914	S-51-19/26-155	31,290	11 0	11 0	16 6
do	4925	4926	2	do	do	do	31,290	11 0	11 0	16 6
do	....	4928	1	Baldwin	Apr. 1905	S-57-20/26-146	27,915	11 4	11 4	16 6
do	....	4929	1	do	May 1905	do	27,915	11 4	11 4	16 6
UP	....	5000	1	do	July 1917	TTT-63-29½/30-291	70,450	22 6	41 5	25 8
do	....	5001	1	do	do	do	70,450	22 6	41 5	26 8
do	....	5002	1	do	do	do	70,450	22 6	41 5	31 6
do	....	5003	1	do	do	do	70,450	22 6	41 5	25 8
do	....	5004	1	do	do	do	70,450	22 6	41 5	31 6
do	....	5005	1	do	Aug. 1917	do	70,450	22 6	41 5	31 6
do	....	5006	1	do	Sept. 1917	do	70,450	22 6	41 5	25 8
do	....	5008	1	do	do	TTT-63-29½/30-290	70,450	22 6	41 5	31 6
do	....	5009	1	do	Oct. 1917	TTT-63-29½/30-291	70,450	22 6	41 5	25 8
do	....	5014	1	do	June 1919	TTT-63-29½/30-290	70,450	22 6	41 5	25 8
do	5015	5016	2	do	Sept. 1920	TTT-63-29½/30-286-D	70,450	22 6	41 5	25 8
do	....	5017	1	do	do	do	70,450	22 6	41 5	25 8
do	....	5018	1	do	do	do	70,450	22 6	41 5	25 8
do	....	5019	1	do	do	do	70,450	22 6	41 5	25 8
do	5020	5021	2	do	do	do	70,450	22 6	41 5	25 8
do	....	5022	1	do	do	do	70,450	22 6	41 5	25 8
do	5023	5024	2	do	do	TTT-63-29½/30-284	70,450	22 6	41 5	25 8
do	....	5025	1	do	do	TTT-63-29½/30-286-D	70,450	22 6	41 5	25 8
do	....	5026	1	do	do	TTT-63-29½/30-284	70,450	22 6	41 5	26 8
do	....	5027	1	do	Oct. 1920	TTT-63-29½/30-286-D	70,450	22 6	41 5	25 8
do	5028	5029	2	do	do	do	70,450	22 6	41 5	25 8
do	5030	5034	5	do	do	do	70,450	22 6	41 5	25 8
do	....	5035	1	do	Nov. 1920	TTT-63-29½/30-284	70,450	22 6	41 5	25 8
do	....	5036	1	do	do	TTT-63-29½/30-286-D	70,450	22 6	41 5	25 8

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
42 2⅛	58 7	159,000	43,400	92,800	4,500	6	.....	251,800	
44 9⅜	61 7⅛	197,000	43,800	109,800	6,000	8	.....	306,800	
49 9½	66 8⅝	165,000	69,000	159,700	8,000	12	.....	324,700	
42 8½	59 0⅝	142,840	39,400	84,700	4,000	6	.....	227,540	
42 8½	59 0⅝	142,840	39,400	84,700	4,000	6	.....	227,540	
42 9	58 10⅝	150,000	39,400	84,700	4,000	6	.....	234,700	
42 8½	59 0⅝	142,840	39,400	84,700	4,000	6	.....	227,540	
42 8½	59 0⅝	154,680	39,400	84,700	4,000	6	.....	239,380	
42 8½	59 0⅝	154,680	43,550	89,320	4,000	.....	1,522	244,000	
42 8½	59 0⅝	154,680	39,400	84,700	4,000	6	.....	239,380	
42 8½	59 0⅝	154,680	43,550	89,320	4,000	.....	1,522	244,000	
42 8½	59 0⅝	154,680	43,550	89,320	4,000	.....	1,522	244,000	
42 2	58 6⅝	156,000	40,200	90,560	4,500	.....	1,620	246,560	
42 2	58 6⅝	156,000	40,200	89,600	4,500	6	.....	245,600	
42 2	58 6⅝	156,000	40,200	90,560	4,500	.....	1,620	246,560	
42 2	58 6⅝	156,000	40,200	90,560	4,500	.....	1,620	246,560	
42 2	58 6⅝	156,000	40,200	90,560	4,500	.....	1,620	246,560	
49 9½	66 8⅝	165,000	.....	.....	8,000	.....	.....	.....	
49 9½	66 8⅝	165,000	.....	.....	8,000	.....	.....	.....	
42 8½	59 0⅝	140,000	43,550	85,040	4,000	.....	1,020	225,040	
42 8½	59 0⅝	140,000	43,550	89,320	4,000	.....	1,522	229,320	
42 8½	59 0⅝	140,000	43,550	85,040	4,000	.....	1,020	225,040	
42 8½	59 0⅝	140,000	43,550	89,320	4,000	.....	1,522	229,320	
42 8½	59 0⅝	140,000	43,550	85,040	4,000	.....	1,020	225,040	
42 8½	59 0⅝	140,000	43,550	85,040	4,000	.....	1,020	225,040	
42 8½	59 0⅝	145,000	43,550	89,320	4,000	.....	1,522	229,320	
.....	.....	145,000	50,160	103,950	4,000	.....	2,556	248,950	
.....	.....	145,000	50,160	103,950	4,000	.....	2,556	248,950	
42 8½	59 0⅝	145,000	43,550	89,320	4,000	.....	1,522	229,320	
42 8½	59 0⅝	145,000	43,550	85,040	4,000	.....	1,020	230,040	
42 8½	59 0⅝	154,680	43,550	89,320	4,000	.....	1,522	244,000	
42 8½	59 0⅝	154,680	43,550	85,040	4,000	.....	1,020	239,720	
42 9	59 10⅝	146,400	43,550	89,320	4,000	.....	1,522	235,720	
42 9	59 10⅝	146,400	39,400	88,700	4,000	8	.....	235,100	
80 4¼	91 2	361,500	88,500	246,030	13,500	.....	5,480	607,530	
82 1½	93 8¼	361,500	129,300	322,000	18,000	.....	6,010	683,500	
86 11¼	97 6	361,500	126,040	294,740	15,000	.....	5,480	656,240	
80 4¼	91 2	361,500	88,500	246,030	13,500	.....	5,480	607,530	
86 11¼	97 6	361,500	126,040	294,740	15,000	.....	5,480	656,240	
86 11¼	97 6	361,500	126,040	294,740	15,000	.....	5,480	656,240	
80 4¼	91 2	361,500	88,500	246,030	13,500	.....	5,480	607,530	
86 11¼	97 6	375,100	126,040	294,740	15,000	.....	5,480	669,840	Locomotive Bed
80 4¼	91 2	361,500	88,500	246,030	13,500	.....	5,480	607,530	
80 4¼	91 2	375,100	88,500	246,030	13,500	.....	5,480	621,130	Locomotive Bed
80 4¼	91 2	382,100	78,100	218,100	12,000	20	.....	600,200	Automatic Cab Signals
80 4¼	91 2	382,100	82,400	236,500	13,500	20	.....	618,600	do
80 4¼	91 2	382,100	78,100	218,100	12,000	20	.....	600,200	do
80 4¼	91 2	382,100	82,400	236,500	13,500	20	.....	618,600	do
80 4¼	91 2	382,100	78,100	218,100	12,000	20	.....	600,200	do
80 4¼	91 2	382,100	82,400	236,500	13,500	20	.....	618,600	
80 4¼	91 2	377,500	88,500	246,030	13,500	.....	5,480	623,530	
80 4¼	91 2	382,100	78,100	218,100	12,000	20	.....	600,200	
82 1¼	93 8¼	377,500	129,300	322,000	18,000	.....	6,010	699,500	
80 4¼	91 2	382,100	78,100	218,100	12,000	20	.....	600,200	
80 4¼	91 2	382,100	82,400	236,500	13,500	20	.....	618,600	
80 4¼	91 2	382,100	78,100	218,100	12,000	20	.....	600,200	
80 4¼	91 2	377,500	88,500	246,030	13,500	.....	5,480	623,530	
80 4¼	91 2	382,100	78,100	218,100	12,000	20	.....	600,200	

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft.In.	Ft.In.	Ft.In.
UP	....	5037	1	Baldwin	Nov. 1920	TTT-63-29½/30-284	70,450	22 6	41 5	31 6
do	....	5038	1	do	do	TTT-63-29½/30-286-D	70,450	22 6	41 5	25 8
do	....	5039	1	do	do	do	70,450	22 6	41 5	25 8
do	....	5040	1	American	Aug. 1923	TTT-63-29½/30-308-BK	70,450	22 6	41 5	26 8
do	....	5041	1	do	do	do	70,450	22 6	41 5	25 8
do	....	5042	1	do	do	do	70,450	22 6	41 5	26 8
do	....	5043	1	do	do	do	70,450	22 6	41 5	26 8
do	....	5044	1	do	do	do	70,450	22 6	41 5	25 8
do	....	5045	1	do	do	do	70,450	22 6	41 5	26 8
do	....	5046	1	do	do	do	70,450	22 6	41 5	25 8
do	....	5047	1	do	do	do	70,450	22 6	41 5	25 8
do	....	5048	1	do	Sept. 1923	do	70,450	22 6	41 5	26 8
do	....	5049	1	do	do	TTT-63-29½/30-311-BK	70,450	22 6	41 5	25 8
do	....	5050	1	Baldwin	Aug. 1923	do	70,450	22 6	41 5	25 8
do	....	5051	1	do	do	do	70,450	22 6	41 5	25 8
do	....	5052	1	do	do	do	70,450	22 6	41 5	25 8
do	....	5053	1	Lima	July 1922	TTT-63-29½/30-309-BK	70,450	22 6	41 5	25 8
do	....	5054	1	do	do	TTT-63-29½/30-308-D	70,450	22 6	41 5	25 8
do	....	5055	1	do	Aug. 1923	do	70,450	22 6	41 5	25 8
do	....	5056	1	do	do	TTT-63-29½/30-311-D	70,450	22 6	41 5	25 8
do	....	5057	1	do	do	TTT-63-29½/30-309-BK	70,450	22 6	41 5	25 8
do	....	5058	1	do	July 1923	TTT-63-29½/30-311-D	70,450	22 6	41 5	25 8
do	5059	5068	10	do	do	do	70,450	22 6	41 5	25 8
do	....	5069	1	do	do	TTT-63-29½/30-309-D	70,450	22 6	41 5	25 8
do	....	5070	1	do	do	TTT-63-29½/30-298	70,450	22 6	41 5	25 8
do	....	5071	1	do	Sept. 1923	TTT-63-29½/30-309-BK	70,450	22 6	41 5	26 8
do	....	5072	1	do	do	do	70,450	22 6	41 5	26 8
do	5073	5076	4	do	do	TTT-63-29½/30-309-D	70,450	22 6	41 5	25 8
do	....	5077	1	do	do	do	70,450	22 6	41 5	25 8
do	5078	5082	5	do	do	do	70,450	22 6	41 5	25 8
do	....	5083	1	do	Oct. 1923	TTT-63-29½/30-298	70,450	22 6	41 5	25 8
do	....	5084	1	do	do	TTT-63-29½/30-309-D	70,450	22 6	41 5	25 8
do	....	5085	1	do	do	do	70,450	22 6	41 5	25 8
do	5086	5087	2	do	do	do	70,450	22 6	41 5	25 8
do	5088	5089	2	do	Oct. 1923	do	70,450	22 6	41 5	25 8
LA&SL	....	5090	1	American	May 1925	FTT-63-27/32-307	72,400	22 6	44 1	26 8
do	5091	5099	9	do	June 1926	do	72,400	22 6	44 1	26 8
OSL	5300	5305	6	Baldwin	Feb. 1918	TTT-63-29½/30-286-D	70,450	22 6	41 5	25 8
UP	5306	5313	8	American	July 1923	TTT-63-29½/30-308-D	70,450	22 6	41 5	25 8
OSL	....	5315	1	Baldwin	Mar. 1923	TTT-63-29½/30-291	70,450	22 6	41 5	25 8
do	5316	5317	2	do	Apr. 1923	do	70,450	22 6	41 5	25 8
do	....	5318	1	do	do	TTT-63-29½/30-304-D	70,450	22 6	41 5	25 8
OWR&N	....	5400	1	do	Feb. 1923	TTT-63-29½/30-291	70,450	22 6	41 5	25 2
do	....	5401	1	do	do	TTT-63-29½/30-287	70,450	22 6	41 5	25 8
do	5402	5403	2	do	do	TTT-63-29½/30-291	70,450	22 6	41 5	25 8
do	....	5404	1	do	Mar. 1923	do	70,450	22 6	41 5	25 2
do	5405	5407	3	do	do	do	70,450	22 6	41 5	25 8
do	....	5408	1	do	do	do	70,450	22 6	41 5	25 8
do	....	5410	1	do	Apr. 1923	do	70,450	22 6	41 5	25 8
do	....	5414	1	do	May 1923	do	70,450	22 6	41 5	25 8
UP	5500	5511	12	do	Sept. 1923	TTT-63-29½/30-298	70,450	22 6	41 5	25 8
do	....	5512	1	do	do	do	70,450	22 6	41 5	31 6
do	5513	5514	2	do	Oct. 1923	do	70,450	22 6	41 5	25 8
do	5515	5520	6	do	July 1942	do	70,450	22 6	41 5	25 8

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
86 11¼	97 6	377,500	126,040	294,740	15,000	.....	5,480	672,240	
80 4¼	91 2	382,100	78,100	218,100	12,000	20	.....	600,200	
80 4¼	91 2	382,100	78,100	218,100	12,000	20	.....	600,200	
82 1¼	93 8¼	397,100	122,900	310,500	18,000	22	.....	707,600	
80 4¼	91 2	397,100	82,400	236,500	13,500	20	.....	633,600	
82 1¼	93 8¼	397,100	122,900	310,500	18,000	22	.....	707,600	
82 1¼	93 8¼	397,100	122,900	310,500	18,000	22	.....	707,600	
80 4¼	91 2	397,100	82,400	236,500	13,500	20	.....	633,600	
82 1¼	93 8¼	397,100	122,900	310,500	18,000	22	.....	707,600	
80 4¼	91 2	397,100	82,400	236,500	13,500	20	.....	633,600	
82 1¼	93 8¼	397,100	122,900	310,500	18,000	22	.....	707,600	
80 4¼	91 2	397,100	82,400	236,500	13,500	20	.....	633,600	
80 4¼	91 2	397,100	82,400	236,500	13,500	20	.....	633,600	
80 4¼	91 2	397,100	82,400	236,500	13,500	20	.....	633,600	
80 4¼	91 2	397,100	82,400	236,500	13,500	20	.....	633,600	
80 4¼	91 2	397,400	82,400	236,500	13,500	20	.....	633,900	
80 4¼	91 2	397,100	78,100	218,100	12,000	20	.....	615,500	
80 4¼	91 2	397,400	78,100	218,100	12,000	20	.....	615,500	
80 4¼	91 2	397,100	78,100	218,100	12,000	20	.....	615,200	
80 4¼	91 2	397,400	82,400	236,500	13,500	20	.....	633,900	
80 4¼	91 2	397,100	78,100	218,100	12,000	20	.....	615,200	
80 4¼	91 2	397,100	78,100	218,100	12,000	20	.....	615,200	
80 4¼	91 2	397,100	78,100	218,100	12,000	20	.....	615,200	
80 4¼	91 2	387,100	88,500	246,030	13,500	.....	5,480	663,130	
82 1¼	93 8¼	397,400	122,900	310,500	18,000	22	.....	707,900	
82 1¼	93 8¼	397,400	122,900	310,500	18,000	22	.....	707,900	Automatic Cab Signals
80 4¼	91 2	397,400	78,100	218,100	12,000	20	.....	615,500	
80 4¼	91 2	397,400	82,400	236,500	13,500	20	.....	633,900	
80 4¼	91 2	397,400	78,100	218,100	12,000	20	.....	615,500	
80 4¼	91 2	287,100	88,500	246,030	13,500	.....	5,480	633,130	
80 4¼	91 2	397,400	78,100	218,100	12,000	20	.....	615,500	
80 4¼	91 2	397,400	82,400	236,500	13,500	20	.....	633,900	
80 4¼	91 2	397,400	78,100	218,100	12,000	20	.....	615,500	
80 4¼	91 2	397,400	82,400	236,500	13,500	20	.....	633,900	
84 9¼	96 4⅛	405,700	127,300	308,916	18,000	.....	5,217	714,616	
84 9¼	96 4⅛	405,700	127,300	308,916	18,000	.....	5,217	714,618	
80 4¼	91 2	382,100	78,100	218,100	12,000	20	.....	600,200	
80 4¼	91 2	397,100	78,100	218,100	12,000	20	.....	615,200	
80 4¼	91 2	384,800	85,680	230,000	12,000	.....	5,420	614,800	Automatic Train Control
80 4¼	91 2	384,800	85,680	230,000	12,000	.....	5,420	615,800	
80 4¼	91 2	391,000	78,100	218,100	12,000	20	.....	609,100	
80 7¼	91 2	384,800	109,280	252,520	12,000	.....	5,420	637,420	Automatic Train Control
80 4¼	91 2	379,300	88,500	246,030	13,500	.....	5,480	625,330	
80 4¼	91 2	384,800	88,500	246,030	13,500	.....	5,480	630,830	
80 7¼	91 2	384,800	109,280	252,620	12,000	.....	5,420	637,420	Automatic Train Control
80 7¼	91 2	384,800	88,500	246,030	13,500	.....	5,480	630,830	
80 7¼	91 2	384,800	85,680	230,000	12,000	.....	5,420	614,800	Automatic Train Control
80 7¼	91 2	384,800	85,680	230,000	12,000	.....	5,420	614,800	do
80 7¼	91 2	384,800	85,680	230,000	12,000	.....	5,420	614,800	do
80 7¼	91 2	387,100	88,500	246,030	13,500	.....	5,480	633,130	
86 11¼	97 6	387,100	126,030	294,740	15,000	.....	5,480	681,840	
80 4¼	91 2	387,100	88,500	246,030	13,500	.....	5,480	633,130	
80 4¼	91 2	383,000	88,500	246,030	13,500	.....	5,480	629,030	

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	Wheel Engine Driving Wheel Centers	Wheel Engine Total	Wheel Tender
							Lbs.	Ft. In.	Ft. In.	Ft. In.
UP	5521	5522	2	Baldwin	July 1942	TTT-63-29½/30-298	70,450	22 6	41 5	25 8
do	5523	5524	2	do	Aug. 1924	do	70,450	22 6	41 5	31 6
LA&SL	....	5525	1	do	do	TTT-63-29½/30-290	70,450	22 6	41 5	25 8
do	....	5526	1	do	May 1919	do	70,450	22 6	41 5	31 6
do	....	5527	1	do	do	do	70,450	22 6	41 5	25 8
do	....	5528	1	do	June 1919	do	70,450	22 6	41 5	26 8
do	....	5529	1	do	do	do	70,450	22 6	41 5	25 8
do	....	6001	1	do	Jan. 1904	C-57-21/30-176	39,458	15 8	24 4	18 0
do	....	6002	1	do	do	do	39,458	15 8	24 4	23 6
do	....	6003	1	do	do	do	39,458	15 8	24 4	23 6
do	....	6007	1	do	do	do	39,458	15 8	24 4	23 6
do	....	6008	1	do	do	do	39,458	15 8	24 4	23 6
do	....	6010	1	do	Jan. 1905	C-57-22/30-198	43,305	15 8	24 4	18 0
do	....	6012	1	do	do	do	43,305	15 8	24 4	18 0
do	....	6014	1	do	do	do	43,305	15 8	24 4	23 6
do	....	6018	1	do	do	do	43,305	15 8	24 4	23 6
do	....	6022	1	do	do	do	43,305	15 8	24 4	23 6
do	....	6023	1	do	do	do	43,305	15 8	24 4	23 6
do	6028	6030	3	do	do	do	43,305	15 8	24 4	18 0
do	....	6031	1	do	do	do	43,305	15 8	24 4	18 0
do	....	6033	1	do	do	do	43,305	15 8	24 4	23 6
do	....	6035	1	do	do	do	43,305	15 8	24 4	18 0
do	....	6039	1	do	Feb. 1907	do	43,305	15 8	24 4	18 0
do	....	6041	1	do	do	do	43,305	15 8	24 4	23 6
do	....	6043	1	do	do	do	43,305	15 8	24 4	23 6
do	....	6045	1	do	do	do	43,305	15 8	24 4	23 6
do	6049	6050	2	do	do	do	43,305	15 8	24 4	23 6
do	....	6051	1	do	Oct. 1907	do	43,305	15 8	24 4	23 6
do	....	6053	1	do	do	do	43,305	15 8	24 4	23 6
do	....	6054	1	do	do	do	43,305	15 8	24 4	18 0
do	....	6057	1	do	do	do	43,305	15 8	24 4	18 0
do	....	6059	1	do	do	do	43,305	15 8	24 4	23 6
do	....	6061	1	American	Feb. 1908	do	43,305	15 8	24 4	18 0
do	....	6067	1	do	do	do	43,305	15 8	24 4	18 0
do	....	6070	1	do	do	do	43,305	15 8	24 4	23 6
do	....	6072	1	do	do	do	43,305	15 8	24 4	23 6
do	....	6075	1	do	do	do	43,305	15 8	24 4	23 6
do	....	6079	1	do	do	do	43,305	15 8	24 4	23 6
do	....	6080	1	do	do	do	43,305	15 8	24 4	23 6
do	....	6085	1	do	do	do	43,305	15 8	24 4	23 6
UP	....	7000	1	do	Apr. 1922	MT-73-29/28-256-D	54,838	19 6	41 3	26 8
do	....	7001	1	do	Dec. 1922	do	54,838	19 6	41 3	25 2
do	....	7002	1	do	do	MT-73-29/28-261-D	54,838	19 6	41 3	26 8
do	....	7003	1	do	do	MT-73-29/28-256-D	54,838	19 6	41 3	25 2
do	....	7004	1	do	do	do	54,838	19 6	41 3	26 8
do	....	7005	1	do	do	do	54,838	19 6	41 3	26 8
do	....	7006	1	do	do	do	54,838	19 6	41 3	26 8
do	....	7007	1	do	do	do	54,838	19 6	41 3	26 8
do	....	7008	1	do	do	do	54,838	19 6	41 3	26 8
do	....	7009	1	do	do	do	54,838	19 6	41 3	25 2
do	7010	7017	8	do	do	MT-73-29/29-256	54,838	19 6	41 3	25 2
do	....	7018	1	do	do	do	54,838	19 6	41 3	31 6
do	....	7019	1	do	do	do	54,838	19 6	41 3	31 6
do	....	7020	1	do	do	MT-73-29/29-256-D	54,838	19 6	41 3	25 2
do	....	7021	1	do	do	MT-73-29/28-256	54,838	19 6	41 3	31 6

UNION PACIFIC RAILROAD COMPANY

Base Engine and Tender	Length Over All	Weight Engine in Working Order	Weight Tender Empty	Weight Tender Loaded	Tender Capacity Water	Tender Capacity Coal	Tender Capacity Oil	Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
80 4¼	91 2	383,000	85,680	230,480	12,000	.....	5,480	613,480	
86 11¼	97 6	383,000	126,040	294,740	15,000	.....	5,480	677,740	
80 4¼	91 2	375,100	88,500	246,030	13,500	.....	5,480	621,130	
86 11¼	97 6	375,100	126,040	294,740	15,000	.....	5,480	669,840	
80 4¼	91 2	375,100	85,680	230,480	12,000	.....	5,480	605,580	
82 1¼	93 8¼	375,100	122,900	322,000	18,000	.....	6,010	697,100	
80 4¼	91 2	375,100	85,680	230,480	12,000	.....	5,480	605,580	
55 6⅛	66 3⅛	196,400	54,840	125,000	6,340	.....	2,118	321,400	
61 9⅛	72 8⅛	196,400	60,110	158,630	9,000	.....	2,940	355,030	
61 9⅛	72 8⅛	196,400	60,110	158,630	9,000	.....	2,940	355,030	
61 9⅛	72 8⅛	196,400	60,110	158,630	9,000	.....	2,940	355,030	
61 9⅛	72 8⅛	196,400	60,110	158,630	9,000	.....	2,940	355,030	
56 3⅛	67 0⅛	220,500	54,840	125,000	6,340	.....	2,118	345,500	
56 3⅛	67 0⅛	220,500	54,840	125,000	6,340	.....	2,118	345,500	
61 9⅛	72 8⅛	220,500	60,110	158,630	9,000	.....	2,940	379,130	
61 9⅛	72 8⅛	220,500	60,110	158,630	9,000	.....	2,940	379,130	
61 9⅛	72 8⅛	220,500	60,110	158,630	9,000	.....	2,940	379,130	
56 3⅛	67 0⅛	220,500	54,840	125,000	6,340	.....	2,118	345,500	
56 3⅛	67 0⅛	220,500	54,840	125,000	6,340	.....	2,118	345,500	
61 9⅛	72 8⅛	220,500	60,110	158,630	9,000	.....	2,940	379,130	
61 9⅛	72 8⅛	220,500	60,110	158,630	9,000	.....	2,940	379,130	
61 9⅛	72 8⅛	220,500	60,110	158,630	9,000	.....	2,940	379,130	
61 9⅛	72 8⅛	220,500	60,110	158,630	9,000	.....	2,940	379,130	
61 9⅛	72 8⅛	220,500	60,110	158,630	9,000	.....	2,940	379,130	
56 3⅛	67 0⅛	220,400	54,840	125,000	6,340	.....	2,118	345,500	
56 3⅛	67 0⅛	220,500	54,840	125,000	6,340	.....	2,118	345,500	
61 9⅛	72 8⅛	220,500	60,110	158,630	9,000	.....	2,940	379,130	
56 3⅛	67 2⅝	220,500	54,850	139,550	7,000	.....	3,226	360,050	
56 3⅛	67 2⅝	220,500	54,850	137,200	7,000	.....	2,940	357,700	
61 9⅛	72 8⅛	220,500	60,110	158,630	9,000	.....	2,940	379,130	
61 9⅛	72 8⅛	220,500	60,110	158,630	9,000	.....	2,940	379,130	
61 9⅛	72 8⅛	220,500	60,110	161,470	9,000	.....	3,226	381,970	
61 9⅛	72 8⅛	220,500	60,110	161,470	9,000	.....	3,226	381,970	
61 9⅛	72 8⅛	220,500	60,110	158,630	9,000	.....	2,940	379,130	
61 9⅛	72 8⅛	220,500	60,110	158,630	9,000	.....	2,940	379,130	
82 3¾	93 10⅞	378,380	122,500	287,000	15,000	21	.....	665,380	Automatic Cab Signals
80 9¾	91 4⅝	378,380	100,900	237,800	12,000	20	.....	616,180	do
82 3¾	93 10⅞	381,010	124,400	288,900	15,000	21	.....	669,910	do
80 9¾	91 4⅝	378,380	100,900	237,800	12,000	20	.....	616,180	do
82 3¾	93 10⅞	378,380	122,500	287,000	15,000	21	.....	665,380	
82 3¾	93 10⅞	378,380	122,500	287,000	15,000	21	.....	665,380	
82 3¾	93 10⅞	378,380	122,500	287,000	15,000	21	.....	665,380	Automatic Cab Signals
82 3¾	93 10⅞	378,380	122,500	287,000	15,000	21	.....	665,380	
82 3¾	93 10⅞	378,380	122,500	287,000	15,000	21	.....	665,380	Automatic Cab Signals
80 9¾	91 4⅝	378,380	100,900	237,800	12,000	20	.....	616,180	do
80 9¾	91 4⅝	366,360	112,200	249,880	12,000	.....	5,480	616,240	Automatic Train Control
87 1¾	97 8⅝	366,360	126,040	294,740	15,000	.....	5,480	661,100	
87 1¾	97 8⅝	366,360	126,040	294,740	15,000	.....	5,480	661,100	
80 9¾	91 4⅝	378,380	100,900	237,800	12,000	20	.....	616,180	
87 1¾	97 8⅝	366,360	126,040	294,740	15,000	.....	5,480	661,100	

STEAM LOCOMOTIVES—Continued

Initials	Numbers From	Numbers To	Number in Equipment	Built By Whom	Built Date	Class Designation	Max. Tractive Force	WHEEL Engine Driving Wheel Centers	WHEEL Engine Total	WHEEL Tender
							Lbs.	Ft.In.	Ft.In.	Ft.In.
UP	....	7022	1	American	Dec. 1922	MT-73-29/28-256-D	54,838	19 6	41 3	25 2
do	....	7023	1	do	do	MT-73-29/28-256	54,838	19 6	41 3	31 6
do	....	7024	1	do	do	do	54,838	19 6	41 3	25 2
do	7025	7039	15	do	do	MT-73-29/28-256-D	54,838	19 6	41 3	25 2
LA&SL	7850	7852	3	do	Jan. 1923	MT-73-29/28-256	54,838	19 6	41 3	31 6
do	....	7853	1	do	do	do	54,838	19 6	41 3	25 2
do	7854	7858	5	do	do	do	54,838	19 6	41 3	31 6
do	....	7859	1	do	do	do	54,838	19 6	41 3	25 2
do	....	7860	1	do	do	do	54,838	19 6	41 3	31 6
do	....	7861	1	do	do	do	54,838	19 6	41 3	25 2
do	....	7862	1	do	do	do	54,838	19 6	41 3	25 2
do	....	7863	1	do	do	do	54,838	19 6	41 3	31 6
do	....	7864	1	do	do	do	54,838	19 6	41 3	25 2
UP	....	7865	1	do	July 1924	do	54,838	19 6	41 3	31 6
do	....	7866	1	do	do	do	54,838	19 6	41 3	25 2
do	....	7867	1	do	do	do	54,838	19 6	41 3	31 6
do	....	7868	1	do	do	do	54,838	19 6	41 3	25 2
do	....	7869	1	do	do	do	54,838	19 6	41 3	25 2
do	....	9000	1	do	Mar. 1926	UP-67- 27/31-32 -368-BK	96,650	30 8	52 4	26 8
do	9001	9011	11	do	Aug. 1926	do	96,650	30 8	52 4	26 8
do	9012	9014	3	do	Sept. 1926	do	96,650	30 8	52 4	26 8
do	9015	9018	4	do	June 1928	UP-67- 27/31-32 -369-BK	96,650	30 8	52 4	26 8
do	9019	9029	11	do	July 1928	do	96,650	30 8	52 4	26 8
do	....	9030	1	do	July 1929	UP-67- 27/31-32 -370-BK	96,650	30 8	52 4	26 8
do	....	9031	1	do	do	do	96,650	30 8	52 4	26 8
do	9032	9033	2	do	Aug. 1929	do	96,650	30 8	52 4	26 8
do	....	9034	1	do	do	do	96,650	30 8	52 4	26 8
do	9035	9042	8	do	do	do	96,650	30 8	52 4	26 8
do	....	9043	1	do	do	do	96,650	30 8	52 4	26 8
do	9044	9045	2	do	dc	do	96,650	30 8	52 4	26 8
do	....	9046	1	do	do	do	96,650	30 8	52 4	26 8
do	....	9047	1	do	Sept. 1929	do	96,650	30 8	52 4	26 8
do	9048	9049	2	do	do	do	96,650	30 8	52 4	26 8
do	9050	9052	3	do	do	do	96,650	30 8	52 4	26 8
do	9053	9054	2	do	Oct. 1929	do	96,650	30 8	52 4	26 8
do	9055	9056	2	do	July 1928	UP-67- 27/31-32 -369-BK	96,650	30 8	52 4	26 8
do	9057	9058	2	do	do	do	96,650	30 8	52 4	26 8
do	....	9059	1	do	do	do	96,650	30 8	52 4	26 8
do	9060	9062	3	do	Aug. 1928	do	96,650	30 8	52 4	26 8
do	9078	9086	9	do	Aug. 1930	UP-67- 27/31-32 -372-BK	96,650	30 8	52 4	26 8
do	....	9087	1	do	Sept. 1930	do	96,650	30 8	52 4	26 8
OSL	9500	9514	15	do	July 1930	UP-67- 27/31-32 -372-BK	96,650	30 8	52 4	26 8

UNION PACIFIC RAILROAD COMPANY

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	WEIGHT Tender Capacity Water	WEIGHT Tender Capacity Coal	WEIGHT Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
80 9¾	91 4⅝	378,380	100,900	237,800	12,000	20	.....	616,180	
87 1¾	97 8⅝	366,360	126,040	294,740	15,000	.....	5,480	661,100	
80 9¾	91 4⅝	366,360	112,200	249,880	12,000	.....	5,480	616,240	
80 9¾	91 4⅝	378,380	100,900	237,800	12,000	20	.....	616,180	
87 1¾	97 8⅝	366,360	126,040	294,740	15,000	.....	5,480	661,100	
80 9¾	91 4⅝	366,360	112,200	249,880	12,000	.....	5,480	616,240	
87 1¾	97 8⅝	366,360	126,040	294,740	15,000	.....	5,480	661,100	
80 9¾	91 4⅝	366,360	112,200	249,880	12,000	.....	5,480	616,240	
87 1¾	97 8⅝	366,360	126,040	294,740	15,000	.....	5,480	661,100	
80 9¾	91 4⅝	366,360	112,200	249,880	12,000	.....	5,480	616,240	Automatic Train Control
80 9¾	91 4⅝	366,360	112,200	249,880	12,000	.....	5,480	616,240	
87 1¾	97 8⅝	366,360	126,040	294,740	15,000	.....	5,480	661,100	
80 9¾	91 4⅝	366,360	112,200	249,880	12,000	.....	5,480	616,240	
87 1¾	97 8⅝	366,360	126,040	294,740	15,000	.....	5,480	661,100	
80 9¾	91 4⅝	366,360	112,200	249,880	12,000	.....	5,480	616,240	Automatic Train Control
87 1¾	97 8⅝	366,360	126,040	294,740	15,000	.....	5,480	661,100	
80 9¾	91 4⅝	366,360	112,200	249,880	12,000	.....	5,480	616,240	Automatic Train Control
80 9¾	91 4⅝	366,360	112,200	249,880	12,000	.....	5,480	616,240	
91 6½	103 1⅝	495,000	122,900	310,500	18,000	22	.....	805,500	Automatic Cab Signals
91 6½	103 1⅝	495,000	122,900	310,500	18,000	22	.....	805,500	do
91 6½	103 1⅝	495,000	122,900	310,500	18,000	22	.....	805,500	do
91 6½	103 1⅝	496,500	122,900	310,500	18,000	22	.....	807,000	do
91 6½	103 1⅝	496,500	122,900	310,500	18,000	22	.....	807,000	do
91 6½	103 1⅝	496,500	122,900	310,500	18,000	22	.....	807,000	do
91 6½	103 1⅝	496,500	122,900	310,500	18,000	22	.....	807,000	Automatic Cab Signals
91 6½	103 1⅝	496,500	122,900	310,500	18,000	22	.....	807,000	
91 6½	103 1⅝	496,500	122,900	310,500	18,000	22	.....	807,000	Automatic Cab Signals
91 6½	103 1⅝	496,500	122,900	310,500	18,000	22	.....	807,000	
91 6½	103 1⅝	496,500	122,900	310,500	18,000	22	.....	807,000	Automatic Cab Signals
91 6½	103 1⅝	496,500	122,900	310,500	18,000	22	.....	807,000	
91 6½	103 1⅝	496,500	122,900	310,500	18,000	22	.....	807,000	
91 6½	103 1⅝	496,500	122,900	310,500	18,000	22	.....	807,000	Automatic Cab Signals
91 6½	103 1⅝	496,500	122,900	310,500	18,000	22	.....	807,000	
91 6½	103 1⅝	496,500	122,900	310,500	18,000	22	.....	807,000	Automatic Cab Signals
91 6½	103 1⅝	496,500	122,900	310,500	18,000	22	.....	807,000	
91 6½	103 1⅝	515,000	122,900	310,500	18,000	22	.....	825,500	
91 6½	103 1⅝	515,000	122,900	310,500	18,000	22	.....	825,500	
91 6½	103 1⅝	515,000	122,900	310,500	18,000	22	.....	825,500	

UNION PACIFIC RAILROAD COMPANY

STEAM LOCOMOTIVES—WHEEL ARRANGEMENT

Ownership	Type	Class	Series	Wheel Arrangement	Whyte Symbol	Number Owned	Owned by Class
LA&SL	S	Switch	4230–4246	⌋ 000	0-6-0	13	.....
UP	S	do	4405–4480	do	do	71	.....
do	S	do	4600–4609	do	do	10	.....
OSL	S	do	4703–4756	do	do	17	.....
OWR&N	S	do	4907–4929	do	do	18	.....
UP	S	do	4500	⌋ 0000	0-8-0	1	130
do	T	Ten Wheel	1242–1243	∠oo000	4-6-0	2	.....
OSL	T	do	1573–1587	do	do	10	.....
OWR&N	T	do	1715–1760	do	do	17	29
UP	C	Consolidation	105–498	∠o0000	2-8-0	172	.....
OSL	C	do	512–622	do	do	70	.....
OWR&N	C	do	705–768	do	do	41	.....
LA&SL	C	do	6001–6085	do	do	36	319
UP	P	Light-Pacific	2819–2859	∠oo000o	4-6-2	14	.....
OSL	P	do	3100–3113	do	do	8	.....
LA&SL	P	do	3160	do	do	1	.....
OWR&N	P	do	3200–3217	do	do	10	33
UP	P	Heavy-Pacific	2860–2911	do	do	52	.....
OSL	P	do	3114–3138	do	do	23	.....
LA&SL	P	do	3176–3181	do	do	6	.....
OWR&N	P	do	3218–3227	do	do	10	91
UP	MacA	Light-MacArthur	1900–1949	∠o0000o	2-8-2	50	.....
OSL	MacA	do	2000–2034	do	do	35	.....
OWR&N	MacA	do	2100–2165	do	do	66	151
do	MacA	Heavy-MacArthur	2166–2171	do	do	6	.....
UP	MacA	do	2200–2320	do	do	103	.....
OSL	MacA	do	2504–2534	do	do	26	.....
do	MacA	do	2555–2564	do	do	10	.....
LA&SL	MacA	do	2700–2735	do	do	25	170
UP	MacA	Spec.-MacArthur	2480–2499	do	do	20	.....
OSL	MacA	do	2535–2554	do	do	20	40
UP	MT	Mountain	7000–7039	∠oo0000o	4-8-2	40	.....
LA&SL	MT	do	7850–7864	do	do	15	.....
UP	MT	do	7865–7869	do	do	5	60
do	FEF	Four-Eight-Four	800–844	∠oo0000oo	4-8-4	45	45
do	TTT	Two-Ten-Two	5000–5089	∠o00000o	2-10-2	85	.....
OSL	TTT	do	5300–5305	do	do	6	.....
UP	TTT	do	5306–5313	do	do	8	.....
OSL	TTT	do	5315–5318	do	do	4	.....
OWR&N	TTT	do	5400–5414	do	do	11	.....
UP	TTT	do	5500–5524	do	do	25	.....
LA&SL	TTT	do	5525–5529	do	do	5	144
do	FTT	Four-Ten-Two	5090–5099	∠oo00000o	4-10-2	10	10
UP	UP	Union Pacific	9000–9087	∠oo000000o	4-12-2	73	.....
OSL	UP	do	9500–9514	do	do	15	88
UP	SA-C	Mallet SA	3500–3564	∠o0000-0000	2-8-8-0	65	.....
OSL	SA-C	do	3565–3566	do	do	2	.....
OWR&N	SA-C	do	3567–3569	do	do	3	70
UP	SA-C	do	3570–3599	∠o0000-0000o	2-8-8-2	30	30
do	MC	Mallet MC	3670–3674	do	do	5	5
do	CS-A	Challenger	3800–3839	∠oo000-000oo	4-6-6-4	40	.....
do	4-6-6-4	4-6-6-4	3930–3999	do	do	65	105
do	4-8-8-4	4-8-8-4	4000–4024	∠oo0000-0000oo	4-8-8-4	25	25
LA&SL	DS	Shay	59	.....	.....	1	.....
do	DT	do	61	.....	.....	1	2

UNION PACIFIC RAILROAD COMPANY

DIESEL LOCOMOTIVES

Numbers	Number Owned	H. P.	Dia. of Drivers	Wt. on Drivers	Total Weight of Locomotives	Tractive Effort 10 M. P. H.	Cab Signals & Train Control
M-10002	1	2100	36	370060	370060	47000	1
CD-05A, B & C	1	3600	36	644040	644040	87600	1
CD-06A, B & C	1	3600	36	644480	644480	87600	1
CD-07A, B & C	1	3600	36	638140	638140	87600	1
LA-1-2-3	1	5400	36	592504	877282	129000	1
SF-1-2-3	1	5400	36	595792	882276	129000	1
5-M-1A & 5-M-2B	1	4000	36	413493	613500	98000	1
7-M-1A & 2A	1	4000	36	422863	627520	98000	2
8-M-1A & 2A	1	4000	36	423943	629160	98000	2
9-M-1A & 2A	1	4000	36	424324	629740	98000	2
LA-4-5-6	1	6000	36	638349	947450	147000	1
SF-4-5-6	1	6000	36	636058	944460	147000	1
DS-1000 to DS-1035	36	1000	40	248721	247700	29800	
DS-1100 to DS-1149	50	1000	40	230000	230000	28000	
DS-1200 to DS-1205	6	1000	40	240700	247000	28300	
DS-1300	1	1000	40	244000	244000	29600	
Total	105						15

STREAMLINE PASSENGER EQUIPMENT

A. A. R. Designation	Initials	Class	Numbers From	Numbers To	No. in Equipment	S.-S. U.-W. or A.	Length: Pulling Face Over Couplers	Length: Over End Sills	Length: Inside	Length of Compartments: Baggage End	Length of Compartments: Mail End
							Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
BA	UP-C&NW	Aux.-Bag.	.....	CD-11	1	A	78 0	75 10	75 1½	56 0⅝	.....
do	do	do	.....	CD-12	1	A	78 0	75 10	75 1½	56 1⅛	.....
do	do	do	.....	CD-13	1	A	78 0	75 10	75 1½	54 2⅞	.....
MB	do	Bag.-Mail	CD-30	CD-31	2	A	78 0	75 10	75 1½	14 1⅞	60 5¼
PB	do	Coach-Artic.	.....	CD-40	1	A	69 6	67 6	63 5¾	.....	.....
do	do	do	.....	CD-41	1	A	69 6	67 6	63 5¾	.....	.....
do	do	do	.....	CD-42	1	A	69 6	67 6	63 5¾	.....	.....
do	do	do	.....	CD-43	1	A	69 6	67 6	63 5¾	.....	.....
DA	do	Diner	CD-60	CD-61	2	A	78 0	75 10	75 1½	.....	.....
PDS	do	Dorm.-Club	CD-70	CD-71	2	A	78 0	75 10	75 1½	.....	.....
CSB	do	Bag.-Auxil.-Dorm.	.....	LA-101	1	A	84 6	82 4	81 7½	23 8	.....
do	UP-C&NW-SP	do	.....	SF-101	1	A	84 6	82 4	81 7½	23 8	.....
do	UP	Aux.-Bag.-Dorm.	.....	CP-102	1	A	78 0	75 10	75 1½	26 4¾	.....
CSB	UP-C&NW	Bag.-Dorm.	.....	LA-103	1	A	84 6	82 4	81 8	35 7½	.....
do	UP-C&NW-SP	do	.....	SF-104	1	A	84 6	82 4	81 8	35 7½	.....
PB	UP-C&NW	Chair-Artic.	.....	LA-401	1	A	72 0	70 0	66 0	.....	.....
do	UP-C&NW-SP	Chair	.....	SF-401	1	A	84 6	82 4	78 4	.....	.....
do	UP-C&NW	Chair-Artic.	.....	LA-402	1	A	72 0	70 0	66 0	.....	.....
do	UP	do	.....	CP-403	1	A	69 5	67 4	66 8	.....	.....
do	do	do	.....	CP-404	1	A	64 0	62 2	61 6	.....	.....
do	UP-C&NW	Chair	.....	LA-405	1	A	84 9	82 7	78 3	.....	.....
do	do	do	.....	LA-406	1	A	84 9	82 7	78 3	.....	.....
do	UP-C&NW-SP	do	.....	SF-407	1	A	64 0	62 2	61 6	.....	.....
do	UP	Coach-Artic.	.....	CP-408	1	A	64 0	62 2	61 6	.....	.....
DA	UP	Diner-Kit.-Artic.	.....	CP-603	1	A	64 0	62 2	61 6	.....	.....
do	UP	Diner-Artic.	.....	CP-604	1	A	64 0	62 2	61 6	.....	.....
DA	UP-C&NW-SP	Diner-Kit.-Artic.	.....	SF-605	1	A	72 0	70 0	69 2	.....	.....
do	do	Diner-Artic.	.....	SF-606	1	A	72 0	70 0	69 2	.....	.....
do	UP-C&NW	Diner	.....	LA-607	1	A	84 6	82 4	81 6	.....	.....
do	do	do	.....	LA-608	1	A	84 6	82 4	81 6	.....	.....
do	UP-CN&W-SP	Diner-Kit.-Artic.	.....	SF-609	1	A	72 0	70 0	68 11	.....	.....
do	do	Diner-Artic.	.....	SF-610	1	A	72 0	70 0	68 11	.....	.....
DPA	UP-C&NW	Cafe-Lounge	.....	LA-611	1	A	84 6	82 4	81 7	.....	.....
do	do	do	.....	LA-612	1	A	84 6	82 4	81 7	.....	.....
PDS	do	Dorm.-Club	.....	LA-701	1	A	84 6	82 4	81 8	.....	.....
do	UP-C&NW-SP	do	.....	SF-702	1	A	84 6	82 4	81 6	.....	.....
PL	UP-C&NW	Club	.....	LA-703	1	A	84 9	82 7	78 3	.....	.....
do	UP-C&NW-SP	do	.....	SF-704	1	A	84 9	82 7	78 2	.....	.....

Explanatory notes on page 296.

UNION PACIFIC RAILROAD COMPANY

Length of Compartments: Passenger Compartment	Length of Compartments: Auxiliary Compartment	Length of Compartments: Dormitory Compartment	Width Over Hand Holds	Height To Top Of Carline	Trucks: No. of Wheels	Trucks: Journals	Make of Air Conditioning	Heat: Steam	Heat: Electric	Electric Light	Storage Battery	Inside-Vestibule	Toilets	End Doors	Seating Capacity: Passenger Comp't	Seating Capacity: Capacity	Remarks
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.													
.....	18 11⅛	.....	10 6⅝	12 8	4 S	6½x12 6x11	...	√	..	√	√	..	1	2	....		4 Large Side Doors.
.....	18 11⅛	.....	10 6⅝	12 8	4 S	6½x12 6x11	...	√	..	√	√	..	1	2	....		do
.....	20 6⅛	.....	10 6⅝	12 8	4 S	6½x12 6x11	...	√	..	√	√	..	1	2	....		do
.....	.....	.....	10 6⅝	12 8	4 S	6x11	....	√	..	√	..	..	1	2	....		2 Large and 4 small side doors.
46 2	.....	.....	10 6⅝	12 8	4 S	5x9 6½x12	P	√	..	√	..	1	2	2	48		Conductor's Desk.
46 2	.....	.....	10 6⅝	12 8	4 S	5x9 6½x12	do	√	..	√	..	1	2	2	50		
46 2	.....	.....	10 6⅝	12 8	4 S	5x9 6½x12	do	√	..	√	..	1	2	2	48		Conductor's Desk.
46 2	.....	.....	10 6⅝	12 8	4 S	5x9 6½x12	do	√	..	√	..	1	2	2	50		
32 0½	.....	.....	10 6⅝	12 8	4 S	6x11	do	√	..	√	..	..	..	..	40		
34 3⅝	.....	26 2	10 6½	12 8	4 S	5x9 6x11	do	√	..	√	..	..	3	2	29		
.....	30 2	27 2½	10 6⅞	13 11	6 S	6½x12	do	√	..	√	√	..	3	2	....		2 Large Side Doors.
.....	30 2	27 2½	10 6⅞	13 11	6 S	6½x12	do	√	..	√	√	..	3	2	....		do
.....	20 6½	28 0⅛	10 6⅝	12 8	4 S	6½x12 6x11	do	√	..	√	√	..	2	2	....		do
.....	.....	45 11	10 6⅝	13 6	4 S	6x11	WP	√	..	√	..	..	4	2	....		do
.....	.....	45 11	10 6⅝	13 6	4 S	6x11	do	√	..	√	..	..	4	2	....		do
47 6	.....	.....	10 6⅝	13 6	4 S 6 S	6x11 6x11	do	√	..	√	√	1	2	2	50		Conductor's Desk.
50 11½	.....	.....	10 6⅝	13 6	4 S	6x11	P	√	..	√	..	1	2	2	54		
47 6	.....	.....	10 6⅝	13 6	6 S 4 S	6x11	WP	√	..	√	√	1	2	2	52		
33 11	.....	.....	10 2⅛	11 4½	4 S	5x9 6x11	P	√	..	√	..	1	3	2	38		Conductor's Desk.
38 3⅞	.....	.....	10 2⅛	11 4½	4 S	6x11	do	√	..	√	..	1	2	2	48		
44 0½	.....	.....	10 6⅝	13 6	4 S	6x11	WP	√	..	√	√	1	2	2	48		
44 0½	.....	.....	10 6⅝	13 6	4 S	6x11	do	√	..	√	√	1	2	2	48		
38 5⅞	.....	.....	10 6⅝	13 6	4 S	6x11	do	√	..	√	√	1	2	2	48		
38 5⅞	.....	.....	10 2⅛	11 4½	4 S	6x11	P	√	..	√	..	1	2	2	48		
27 0¼	.....	.....	10 2⅛	11 4½	4 S	6x11 6½x12	do	√	..	√	..	..	..	2	32		
51 2¼	.....	.....	.....	11 4½	4 S	6½x12 6x11	do	√	..	√	..	..	..	2	60		
26 7½	.....	.....	10 6⅝	13 6	4 S 6 S	6½x12 6½x12	do	√	..	√	..	..	..	1	32		
57 8	.....	.....	10 6⅝	13 6	4 S	6½x12	do	√	..	√	..	..	..	1	64		
44 3	.....	.....	10 6⅝	13 6	4 S	6x11	WP	√	..	√	√	..	..	2	56		
44 3	.....	.....	10 6⅝	13 6	4 S	6x11	do	√	..	√	√	..	..	2	56		
25 7½	.....	.....	10 6⅝	13 6	4 S 6 S	6x11	do	√	..	√	√	..	..	1	32		
50 5½	.....	.....	10 6⅝	13 6	6 S 6 S 4 S	6x11	do	√	..	√	√	..	..	1	64		
51 6½	.....	.....	10 6⅝	13 6	4 S	6x11	do	√	..	√	√	..	..	2	44		
51 6½	.....	.....	10 6⅝	13 6	4 S	6x11	do	√	..	√	√	..	..	2	44		
44 6	.....	27 0	10 6⅝	13 6	4 S	6x11	do	√	..	√	√	..	7	2	35		
44 6	.....	27 0	10 6⅝	13 6	4 S	6x11	do	√	..	√	√	..	7	2	28		
44 0	.....	.....	10 6⅝	13 6	4 S	6x11	do	√	..	√	√	1	2	2	30		
51 6	.....	.....	10 6⅝	13 6	4 S	6x11	do	√	..	√	√	1	2	2	35		

Explanatory notes on page 296.

STREAMLINE PASSENGER EQUIPMENT—Concluded

A. A. R. Designation	Initials	Class	Numbers From	Numbers To	No. in Equipment	S.-S. U.-W. or A.	Length: Pulling Face Over Couplers	Length: Over End Sills	Length: Inside	Length of Compartments: Baggage End	Length of Compartments: Mail End
							Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
PL	UP-C&NW	Obs.-Lounge	.....	LA-901	1	A	83 11½	82 4	81 4	.....	.....
do	UP-C&NW-SP	do	.....	SF-901	1	A	83 11½	82 4	81 4	.....	.....
do	UP	Obs.-L'ge.-Artic.	.....	CP-902	1	A	[1]77 7	75 10	74 5⅛	.....	.....
DPA	do	Diner-L'ge-Artic.	.....	M-10301	1	A	[2]64 0	62 2	61 6	.....	.....

Notes—
[1]Pulling Face of Coupler to Center Line Articulation.
[2]Truck Centers Articulated.

Make of Air Conditioning—
P—Pullman.
WP—Waukesha-Pullman.

UNION PACIFIC RAILROAD COMPANY

Length of Compartments: Passenger Compartment	Length of Compartments: Auxiliary Compartment	Length of Compartments: Dormitory Compartment	Width Over Hand Holds	Height To Top Of Carline	Trucks: No. of Wheels	Trucks: Journals	Make of Air Conditioning	Heat: Steam	Heat: Electric	Electric Light	Storage Battery	Inside-Vestibule	Toilets	End Doors	Seating Capacity: Passenger	Seating Capacity: Compt	Remarks
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.													
50 8	.....	.....	10 6⅝	13 6	4 S	6x11	WP	√	√	√	√	..	2	2	36		
50 8	.....	.....	10 6⅝	13 6	4 S	6x11	do	√	√	√	√	..	2	2	36		
48 0⅞	.....	.....	10 2½	11 4½	4 S	6x11	P	√	√	√	..	..	1	2	41		
51 2¼	.....	.....	.....	11 4½	4 S	6x11	do	√	..	√	..	..	..	2	57		

PASSENGER EQUIPMENT—MOTOR CARS AND TRAILERS

A. A. R. Designation	Initials	Class	Numbers From	Numbers To	Number in Equipment	Steel—S. U.—Wood	Length Over Buffers	Length Over End Sills	Length Inside	Length of Compartments Baggage End	(a)Mail End (b)Smoking Room	Passenger
							Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
ED..	UP.....	Motor.....	.....	M-16	1	S	.....	70 0	69 8	16 9¼	8 0½	28 1
do ..	do	do	.....	M-21	1	S	.....	70 0	69 8	.....	(b) 9 1	18 11
do ..	do	do	.....	M-23	1	S	.....	70 0	69 5	38 3½	(a)15 0	.....
do ..	do	do	.....	M-24	1	S	.....	70 0	69 5	37 10	(a)15 0	.....
do ..	do	do	M-29	M-30	2	S	.....	62 0	61 4	.....	(b)13 7¾	25 10
do ..	do	do	.....	M-31	1	S	.....	72 0	67 10	.....	(b)20 5	35 0
do ..	do	do	.....	M-32	1	S	.....	72 0	67 10	.....	(b)20 5	35 0
do ..	do	do	M-33	M-34	2	S	.....	72 0	67 10	.....	(b)20 5	35 0
do ..	do	do	.....	M-35	1	S	.....	72 0	67 10	.....	(b)20 5	35 0
do ..	do	do	.....	M-36	1	S	.....	71 0	66 10	.....	(b)16 6	35 9
do ..	do	do	M-37	M-38	2	S	.....	71 0	66 10	.....	(b)16 6	35 9
do ..	do	do	.....	M-39	1	S	.....	71 0	66 10	.....	(b)16 6	35 9
do ..	do	do	M-40	M-41	2	S	.....	73 0	68 2	23 6½	(b)13 8½	19 7½
do ..	OSL.....	do	.....	M-65	1	S	.....	72 0	67 10	22 6	(a)15 2 (b) 8 9	11 8
do ..	do	do	.....	M-66	1	S	.....	72 0	67 10	22 6	(a)15 2 (b) 8 9	11 8
do ..	do	do	.....	M-67	1	S	.....	72 0	67 10	22 6	(a)15 2 (b) 8 9	11 8
do ..	do	do	.....	M-68	1	S	.....	72 0	67 10	22 6	(a)15 2 (b) 8 9	11 8
do ..	do	do	M-69	M-70	2	S	.....	73 0	68 2	.....	(b)17 6	36 0
do ..	OWR&N.	do	.....	M-98	1	S	.....	72 0	67 10	25 5	(a)15 2 (b) 8 9	8 9
do ..	do	do	.....	M-99	1	S	.....	72 0	67 10	28 11	(b) 8 9	20 5
MB..	UP.....	Motor Trlr..	T-10	T-15	6	S	.....	71 0	69 8	54 6	(a)15 1	.....
do ..	do	do	T-16	T-17	2	S	.....	71 0	69 8	39 5	(a)30 2	.....
PB..	do	do	T-18	T-19	2	S	.....	50 0	49 8	.....	(b)15 9¾	25 5
BA..	OSL.....	do	.....	T-51	1	S	.....	31 0	30 6	30 6	.....	.....
do ..	do	do	.....	T-52	1	S	.....	31 6	30 5	14 1¼	(a)16 3	.....
do ..	do	do	T-53	T-54	2	S	.....	71 0	69 8	54 6	(a)15 1	.....

UNION PACIFIC RAILROAD COMPANY

Width over Side Sills	Height Over Roof	No. of Wheels	Steel or Wood trucks	Journals Large	Journals Small	Average Light Weight	Heat Steam	Heat Heater	Heat Stove	Light Electric	Light Pintsch	Light Acetylene	Light Gas Tanks	Light Axle System	Light Oil	Light Ohd. Cables	Light Stg. Batt.	Vestibule Open Plat.	Vestibule Wide	Vestibule Narrow	Toilets	Seating Capacity	End Doors	Drive Mechanical	Drive Electric	H.P. of Eng. in 100's	Side Doors-Baggage	Fuel Butane	Fuel Distillate	Fuel Gasoline
Ft. In.	Ft. In.					Lbs.																								
9 8	11 9¼	4	S	8	0	86,800	..	√	..	√	..	..	..	..	..	..	√	..	..	..	2	50	..	..		2½	..	..	..	..
9 8	11 9¼	4	S	4	4	.....	..	√	..	√	..	..	..	..	..	..	..	..	..	..	2	40	..	..		1 8	..	..	..	..
9 8	11 9¼	4	S	8	0	107,200	..	√	..	√	..	..	..	..	..	..	..	..	..	..	1	..	1	..		..	..	..	..	..
9 8	11 9¼	4	S	8	0	101,800	..	√	..	√	..	..	..	..	..	..	..	..	..	..	2	32	1	..		2	..	..	..	..
9 8	11 9¼	4	S	8	0	96,400	..	√	..	√	..	..	..	..	..	..	..	..	..	..	2	44	1	..		3	..	..	..	..
9 9⅛	12 4⅝	4	S	8	0	105,440	..	√	..	√	..	..	..	..	..	..	..	..	1	..	2	66	1	..		2¾	..	..	..	..
9 9⅛	12 4⅝	4	S	8	0	105,080	..	√	..	√	..	..	..	..	..	..	..	..	1	..	2	66	1	..		2¾	..	..	..	..
9 9⅛	12 4⅝	4	S	8	0	103,000	..	√	..	√	..	..	..	..	..	..	..	..	1	..	2	66	1	..		2¾	..	..	..	..
9 9⅛	12 4⅝	4	S	8	0	114,300	..	√	..	√	..	..	..	..	..	..	..	..	1	..	2	58	1	..		2¾	..	..	..	..
9 9⅛	12 9	4	S	8	0	123,400	..	√	..	√	..	..	..	..	..	..	..	..	1	..	2	55	1	..		2¾	..	..	..	..
9 9⅛	12 9	4	S	8	0	111,250	..	√	..	√	..	..	..	..	..	..	..	..	1	..	2	55	1	..		2¾	..	..	..	..
9 9⅛	12 9	4	S	8	0	120,000	..	√	..	√	..	..	..	..	..	..	..	..	1	..	2	55	1	..		2¾	..	..	..	..
9 6	12 8	4	S	8	0	120,000	..	√	..	√	..	..	..	..	..	..	..	√	1	..	2	40	1	..		3	2	..	√	..
9 9⅛	12 4⅝	4	S	8	0	111,840	..	√	..	√	..	..	..	..	..	..	..	..	1	..	3	24	1	..	√	2¾	2	..	√	..
9 9⅛	12 4⅝	4	S	8	0	112,100	..	√	..	√	..	..	..	..	..	..	..	..	1	..	3	24	1	..	√	2¾	2	..	√	..
9 9⅛	12 4⅝	4	S	8	0	107,160	..	√	..	√	..	..	..	..	..	..	..	..	1	..	3	24	1	..	√	2¾	2	..	√	..
9 9⅛	12 4⅝	4	S	8	0	107,880	..	√	..	√	..	..	..	..	..	..	..	..	1	..	3	24	1	..	√	2¾	2	..	√	..
9 6	12 8	4	S	8	0	114,650	..	√	..	√	..	..	..	..	..	..	..	..	1	..	2	70	1	..	√	3	..	..	..	..
9 9⅛	12 5⅝	4	S	8	0	115,780	√	..	..	√	..	..	..	..	..	..	..	√	..	1	3	20	1	..	√	2¾	2	..	√	..
9 9⅛	12 4⅝	4	S	8	0	112,880	√	..	..	√	..	..	..	..	..	..	..	√	..	1	2	36	1	..	√	2¾	2	..	√	..
9 9⅛	12 9	4	S	8	0	76,460	..	√	..	√	..	..	..	..	..	..	..	√	..	..	2	..	2	..	..	..	2	..	..	..
9 9⅛	12 9	4	S	8	0	76,750	..	√	..	√	..	..	..	..	..	..	..	√	..	..	2	..	2	..	..	..	2	..	..	..
9 8	12 2	4	S	8	0	50,820	..	√	..	√	..	..	..	..	..	..	..	..	..	..	2	49	1	..	..	..	2	..	..	..
9 8	12 3	4	S	0	8	25,100	..	..	√	..	..	..	..	..	√	..	..	..	..	..	1	..	..	..	..	..	2	..	..	..
9 8	12 8	4	S	0	8	40,900	..	..	√	..	..	√	√	..	..	..	..	..	..	..	2	..	..	..	..	..	2	..	..	..
9 9⅛	12 9	4	S	8	0	76,700	..	√	..	√	..	..	..	..	..	..	..	√	..	..	2	..	2	..	..	..	2	..	..	..

PASSENGER EQUIPMENT—Continued

A. A. R. Designation	Initials	Class	Numbers From	Numbers To	No. in Equipment	S.-S. U.-W. or A.	Length Over Buffers Ft.	Length Over Buffers In.	Length Over End Sills Ft.	Length Over End Sills In.	Length Inside Ft.	Length Inside In.	Length of Compartments (a) Baggage End (b) Mail End (c) Passenger End (d) Smoking Room	Width Over Side Sills Ft.	Width Over Side Sills In.
PB	UP	Chair	402	415	14	S	79	3	70	0	69	7¼		9	9⅝
do	do	do	416	421	6	S	79	3	70	0	69	7¼		9	9⅝
do	do	do	.....	424	1	S	79	3	70	0	69	7¼		9	9⅝
do	do	do	426	427	2	S	79	3	70	0	69	7¼		9	9⅝
do	do	do	.....	429	1	S	79	3	70	0	69	7¼		9	9⅝
do	do	do	432	434	3	S	79	3	70	0	69	7¼		9	9⅝
do	do	do	.....	436	1	S	79	3	70	0	69	7¼		9	9⅝
do	do	do	437	441	5	S	79	3	70	0	69	7¼		9	9⅝
do	do	do	500	505	6	S	82	11½	73	8½	73	3¾		9	9⅝
do	do	do	507	523	17	S	82	11½	73	8½	73	3¾		9	9⅝
do	OSL	Coach	.....	654	1	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	656	657	2	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	.....	658	1	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	659	669	11	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	.....	670	1	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	671	681	11	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	.....	682	1	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do.	do	683	684	2	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	.....	685	1	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	686	688	3	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	.....	689	1	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	.....	690	1	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	.....	692	1	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	.....	693	1	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	694	695	2	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	.....	696	1	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	697	700	4	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	.....	701	1	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	.....	702	1	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	do	703	706	4	S	67	8¾	59	10	59	5⅜		9	9⅝
do	do	Chair	707	711	5	S	79	3	70	0	69	7¼		9	9⅝
do	OWR&N	Coach	.....	848	1	W	67	11¾	60	0	59	4½	(d) 17 6	.....	.....
do	do	do	861	869	9	S	68	0¼	59	10	59	5⅜		9	9⅝
do	do	do	.....	870	1	S	68	0¼	59	10	59	5⅜	(d) 11 6⅝	9	9⅝
do	do	do	872	873	2	S	68	0¼	59	10	59	5⅜		9	9⅝
do	do	do	875	885	11	S	68	0¼	59	10	59	5⅜		9	9⅝
do	do	do	886	887	2	S	68	0¼	59	10	59	5⅜	(d) 17 5⅝	9	9⅝
do	do	do	888	891	4	S	68	0¼	59	10	59	5⅜	(d) 11 6⅝	9	9⅝
do	do	do	.....	892	1	S	68	0¼	59	10	59	5⅜	(d) 17 5⅝	9	9⅝
do	do	do	893	917	25	S	68	0¼	59	10	59	5⅜		9	9⅝
do	do	do	918	920	3	S	68	0¼	59	10	59	5⅜		9	9⅝
do	do	do	.....	921	1	S	68	0¼	59	10	59	5⅜		9	9⅝
do	do	do	.....	923	1	S	68	0¼	59	10	59	5⅜		9	9⅝
do	do	do	926	927	2	S	68	0¼	59	10	59	5⅜		9	9⅝
do	do	do	980	981	2	S	78	5½	70	0	69	7¼	(d) 18 5	9	9⅝
do	do	do	983	984	2	S	78	5½	70	0	69	7¼	(d) 6 8¼	9	9⅝
PC	do	Parlor	.....	993	1	S	83	8	75	0¾	71	6	(d) 16 2	9	9⅝
do	do	do	.....	994	1	S	83	8	75	0¾	71	6	(d) 16 2	9	9⅝
do	do	do	995	996	2	S	77	11	70	0	69	7¼		9	9⅝
PB	UP	Chair	1000	1004	5	S	81	6⅝	72	6	68	9¾		9	9⅝
do	do	do	.....	1006	1	S	81	6⅝	72	6	68	9¾		9	9⅝
do	OWR&N	do	1007	1008	2	S	81	6⅝	72	6	68	9¾		9	9⅝
do	UP	do	.....	1055	1	S	68	3½	59	10	59	5⅜		9	9⅝
do	do	do	.....	1061	1	S	68	3½	59	10	59	5⅜		9	9⅝
do	do	do	.....	1063	1	S	68	3½	59	10	59	5⅜	(d) 6 9	9	9⅝
do	do	do	.....	1072	1	S	68	3½	59	10	59	5⅜	(d) 6 9	9	9⅝
do	do	do	.....	1074	1	S	68	3½	59	10	59	5⅜	(d) 6 9	9	9⅝
do	do	do	1076	1080	5	S	68	3½	59	10	59	5⅜	(d) 6 9	9	9⅝
do	do	do	1083	1089	7	S	68	3½	59	10	59	5⅜	(d) 6 9	9	9⅝
do	do	do	1090	1092	3	S	68	3½	59	10	59	5⅜	(d) 7 6	9	9⅝
do	do	do	1094	1099	6	S	68	3½	59	10	59	5⅜	(d) 7 6	9	9⅝
do	do	do	.....	1100	1	S	68	3½	59	10	59	5⅜	(d) 7 6	9	9⅝
do	do	do	.....	1101	1	S	68	3½	59	10	59	5⅜	(d 7 6	9	9⅝
do	do	do	.....	1102	1	S	68	3½	59	10	59	5⅜	(d) 7 6	9	9⅝
do	do	do	.....	1103	1	S	68	3½	59	10	59	5⅜	(d) 7 6	9	9⅝
do	do	do	1104	1105	2	S	68	3½	59	10	59	5⅜	(d) 7 6	9	9⅝
do	do	do	1106	1107	2	S	68	3½	59	10	59	5⅜	(d) 7 6	9	9⅝
do	do	do	.....	1108	1	S	68	3½	59	10	59	5⅜	(d) 7 6	9	9⅝

Explanatory Notes on page 310.

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks: No. of Wheels S. or W.	Trucks: Journal	Make of Air Conditioning	Heat: Steam	Heat: Heater	Heat: Stove	Light: Electric	Light: Pintsch Gas	Light: Generator	Light: Oil	Light: Elec. Train Line	Light: Cells-Stg. Batt.	Vestibule: Open Platform	Vestibule: Wide	Toilets	Seating Capacity: Main Compartments	Seating Capacity: Smoking Room	Average Light Weight	Remarks
14 0	6 S	5x9	P	√			√		√		√			2	2	52	....	154,500	
14 0	6 S	5x9	do	√			√		√		√			2	2	50	....	156,800	
	6 S	5x9	C	√			√		√		√			2	2	51	....	165,200	
	6 S	5x9	do	√			√		√		√			2	2	51	....	165,900	
	6 S	5x9	do	√			√		√		√			2	2	51	....	165,400	
	6 S	5x9	do	√			√		√		√			2	2	51	....	162,200	
	6 S	5x9	do	√			√		√		√			2	2	51	....	165,200	
14 0	6 S	5x9	GE	√			√		√		√			2	2	50	....	163,000	
14 0	6 S	5x9	P	√			√		√		√			2	2	44	....	156,300	
14 0	6 S	5x9	do	√			√		√		√			2	2	44	....	155,300	
	4 S	5x9	....	√			√				√			2	2	68	....	96,700	
	4 S	5x9	....	√			√	√			√			2	2	68	....	91,700	
	4 S	5x9	....	√			√				√			2	2	68	....	90,100	
	4 S	5x9	....	√			√	√			√			2	2	68	....	93,200	
	4 S	5x9	....	√		√	√				√			2	2	68	....	98,000	
	4 S	5x9	....	√			√	√			√			2	2	68	....	97,500	
	4 S	5x9	....	√			√				√			2	2	68	....	98,200	
	4 S	5x9	....	√			√	√			√			2	2	68	....	96,900	
	4 S	5x9	....	√			√		√		√			2	2	68	....	96,300	
	4 S	5x9	....	√			√	√			√	√		2	2	68	....	96,300	
	4 S	5x9	....	√			√	√			√			2	2	68	....	97,600	
	4 S	5x9	....	√			√	√			√			2	2	68	....	96,300	
	4 S	5x9	....	√			√	√			√			2	2	68	....	96,300	
	4 S	5x9	....	√			√		√		√	√		2	2	68	....	100,600	
	4 S	5x9	....	√			√	√			√			2	2	68	....	95,900	
	4 S	5x9	....	√		√	√				√			2	2	68	....	96,300	
	4 S	5x9	....	√			√	√			√			2	2	68	....	96,500	
	4 S	5x9	....	√			√	√			√			2	2	68	....	98,200	
	4 S	5x9	....	√			√		√		√	√		2	2	68	....	100,000	
	4 S	5x9	....	√			√	√			√			2	2	68	....	98,000	
14 0	6 S	5x9	GE	√			√	√	√		√	√		2	2	50	....	162,700	
	4 S	5x9	....	√	√		√				√			2	2	44	24	92,500	
	4 S	5x9	....	√			√				√			2	2	68	....	95,500	
	4 S	5x9	....	√			√				√			2	2	52	16	97,100	
	4 S	5x9	....	√			√				√			2	2	68	....	98,600	
	4 S	5x9	....	√			√				√			2	2	68	....	98,000	
	4 S	5x9	....	√			√				√			2	2	44	24	100,000	
	4 S	5x9	....	√			√				√			2	2	52	16	97,200	
	4 S	5x9	....	√			√				√			2	2	44	24	97,300	
	4 S	5x9	....	√			√				√			2	2	68	....	104,500	
	4 S	5x9	....	√			√		√		√			2	2	68	....	105,500	
	4 S	5x9	....	√			√	√			√	√		2	2	68	....	108,600	
	4 S	5x9	....	√			√		√		√	√		2	2	68	....	105,300	
	4 S	5x9	....	√			√				√			2	2	68	....	107,400	
14 0	6 S	5x9	....	√			√	√	√		√	√		2	2	56	24	133,700	
14 0	6 S	5x9	....	√			√		√		√	√		2	2	71	8	134,100	
14 0	6 S	5x9	....	√			√				√			2	2	22	12	139,300	
14 0	6 S	5x9	....	√			√		√		√	√		2	2	22	12	134,300	
14 0	6 S	5x9	GE	√			√		√		√	√		2	2	28	....	149,800	
14 8¼	6 S	5x9	....	√			√		√		√	√	1	1	2	70	....	136,300	
14 8¾	6 S	5x9	....	√			√		√		√	√	1	1	2	70	....	136,500	
14 8¾	6 S	5x9	....	√			√		√		√	√	1	1	2	70	....	134,400	
	4 S	5x9	....	√			√				√			2	2	60	....	93,400	
	4 S	5x9	....	√			√	√			√			2	2	60	....	98,600	
	4 S	5x9	....	√			√				√			2	2	48	8	98,300	
	4 S	5x9	....	√			√				√			2	2	48	8	100,600	
	4 S	5x9	....	√			√				√			2	2	48	8	101,400	
	4 S	5x9	....	√			√				√			2	2	48	8	98,200	
	4 S	5x9	....	√			√				√			2	2	48	8	98,600	
14 0	4 S	5x9	....	√			√				√			2	2	48	8	105,300	
14 0	4 S	5x9	....	√			√				√			2	2	48	8	104,300	
14 0	4 S	5x9	....	√			√				√			2	2	48	8	106,500	
14 0	4 S	5x9	....	√		√	√				√			2	2	48	8	103,300	
14 0	4 S	5x9	....	√			√				√			2	2	48	8	107,300	
14 0	4 S	5x9	....	√			√				√			2	2	48	8	103,700	
14 0	4 S	5x9	....	√			√				√			2	2	48	8	106,000	
14 0	4 S	5x9	....	√			√				√			2	2	48	8	105,700	
14 0	4 S	5x9	....	√			√				√			2	2	48	8	108,300	

PASSENGER EQUIPMENT—Continued

A. A. R. Designation	Initials	Class	Numbers From	Numbers To	No. in Equipment	S.-S. U.-W. or A.	Length Over Buffers	Length Over End Sills	Length Inside	Length of Compartments (a) Baggage End (b) Mail End (c) Passenger End (d) Smoking Room	Width Over Side Sills	Height Over All	Trucks No. of Wheels S. or W.	Trucks Journal	Make of Air Conditioning	Heat Steam	Heat Heater	Heat Stove	Light Electric	Light Pintsch Gas	Light Generator	Light Oil	Light Elec. Train Line	Light Celle-Stg. Batt.	Vestibule Open Platform	Vestibule Wide	Toilets	Seating Capacity Main Compartments	Seating Capacity Smoking Room	Average Light Weight	Remarks
							Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.																			
PB	UP	Chair	1109	1114	6	S	68 3½	59 10	59 5⅜	(d) 7 6	9 9⅝	14 0	4 S	5x9	....	√	..	..	√	..	..	..	√	√	..	2	2	48	8	106,200	
do	do	do	1115	1116	2	S	68 3½	59 10	59 5⅜	(d) 7 6	9 9⅝	14 0	4 S	5x9	....	√	..	..	√	√	..	..	√	√	..	2	2	48	8	105,900	
do	do	do	1117	1119	3	S	68 3½	59 10	59 5⅜	(d) 7 6	9 9⅝	14 0	4 S	5x9	....	√	..	..	√	..	..	..	√	√	..	2	2	48	8	103,700	
do	do	do	1120	1122	3	S	68 3½	59 10	59 5⅜	(d) 7 6	9 9⅝	14 0	4 S	5x9	....	√	..	..	√	..	√	..	√	√	..	2	2	48	8	107,600	
do	do	do	.....	1123	1	S	68 3½	59 10	59 5⅜	(d) 7 6	9 9⅝	14 0	4 S	5x9	....	√	..	√	√	..	..	..	√	√	..	2	2	48	8	108,800	
do	do	do	1124	1129	6	S	68 3½	59 10	59 5⅜	(d) 7 6	9 9⅝	14 0	4 S	5x9	....	√	..	..	√	..	√	..	√	√	..	2	2	48	8	105,800	
do	do	do	1200	1202	3	S	78 5½	70 0	69 7¼	(d) 7 5¼	9 9⅝	14 0	6 S	5x9	....	√	..	..	√	..	√	..	√	√	..	2	2	60	8	135,600	
do	do	do	1203	1204	2	S	78 5½	70 0	69 7¼	(d) 7 5¼	9 9⅝	14 0	6 S	5x9	....	√	√	..	√	..	√	..	√	√	..	2	2	60	8	139,900	
do	do	do	.....	1205	1	S	78 5½	70 0	69 7¼	(d) 7 5¼	9 9⅝	14 0	6 S	5x9	....	√	√	..	√	..	√	..	√	√	..	2	2	60	8	138,500	
do	do	do	.....	1206	1	S	78 5½	70 0	69 7¼	(d) 7 5¼	9 9⅝	14 0	6 S	5x9	....	√	√	..	√	..	√	..	√	√	..	2	2	60	8	135,600	
do	do	do	1207	1208	2	S	78 5½	70 0	69 7¼	(d) 7 5¼	9 9⅝	14 0	6 S	5x9	....	√	..	..	√	..	√	..	√	√	..	2	2	60	8	136,300	
do	do	do	1220	1231	12	S	79 3	70 0	69 7¼	.....	9 9⅝		6 S	5x9	C	√	..	..	√	..	2	..	√	√	..	2	2	48	....	162,800	
do	do	do	.....	1232	1	S	79 3	70 0	69 7¼	.....	9 9⅝		6 S	5x9	do	√	..	..	√	..	2	..	√	√	..	2	2	44	....	162,500	
do	do	do	1234	1248	15	S	79 3	70 0	69 7¼	.....	9 9⅝		6 S	5x9	do	√	..	..	√	..	2	..	√	√	..	2	2	44	....	160,700	
do	do	do	1249	1259	11	S	79 3	70 0	69 7¼	.....	9 9⅝	14 0	6 S	5x9	P	√	..	..	√	..	√	..	√	√	..	2	2	44	....	153,500	
do	do	do	1260	1269	10	S	82 11½	73 11⅞	73 3¾	(d) 14 10⅝	9 9⅝	14 0	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	2	2	62	10	161,000	
do	OSL	do	1327	1328	2	S	68 3¼	59 10	59 5⅝	.....	9 9⅝		4 S	5x9	....	√	..	..	√	√	..	..	√	√	..	2	2	56	....	99,300	
do	do	do	1329	1330	2	S	68 3¼	59 10	59 5⅝	.....	9 9⅝		4 S	5x9	....	√	..	..	√	..	√	..	√	√	..	2	2	56	....	98,500	
do	do	do	1331	1333	3	S	68 3¼	59 10	59 5⅝	.....	9 9⅝		4 S	5x9	....	√	..	..	√	√	..	..	√	√	..	2	2	56	....	116,200	
do	do	do	.....	1334	1	S	68 3½	59 10	59 5¼	.....	9 9⅝	14 0	4 S	5x9	....	√	..	..	√	√	..	..	√	√	..	2	2	56	....	102,500	
do	do	do	.....	1335	1	S	68 3½	59 10	59 5¼	.....	9 9⅝	14 0	4 S	5x9	....	√	..	..	√	..	..	..	√	√	..	2	2	56	....	102,500	
do	do	do	.....	1336	1	S	68 3½	59 10	59 5¼	.....	9 9⅝	14 0	4 S	5x9	....	√	..	√	√	..	..	..	√	√	..	2	2	56	....	102,500	
do	do	do	1337	1338	2	S	68 3½	59 10	59 5¼	.....	9 9⅝	14 0	4 S	5x9	....	√	..	..	√	..	√	..	√	√	..	2	2	48	8	104,000	
do	do	do	1339	1340	2	S	68 3½	59 10	59 5¼	(d) 7 6	9 9⅝	14 0	4 S	5x9	....	√	..	..	√	..	√	..	√	√	..	2	2	48	8	105,300	
do	do	do	1341	1343	3	S	68 3½	59 10	59 5¼	(d) 7 6	9 9⅝		4 S	5x9	....	√	..	..	√	√	..	..	√	√	..	2	2	48	8	100,200	
do	OWR&N	do	1405	1406	2	S	68 3½	59 10	59 5¼	(d) 6 9	9 9⅝																				
do	UP	Cafe-Obs.	.....	1505	1	S	81 6⅜	72 6	68 9¾	.....	9 9⅝	14 8¾	6 S	5x9	....	√	..	..	..	..	..	..	..	..	1	1	1	22	....	144,500	
																												15			
PL	do	(Clb)-Lge.	1524	1525	2	S	81 11⅜	75 5	78 2½	.....	9 9⅝	14 10	6 S	5x9	P	√	..	..	√	..	√	..	√	√	..	..	1	44	....	164,400	
do	do	do	.....	1527	1	S	81 11⅜	75 5	78 2½	.....	9 9⅝	14 10	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	..	1	44	....	165,400	
do	do	do	.....	1529	1	S	81 11⅜	75 5	78 2½	.....	9 9⅝	14 10	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	..	1	44	....	166,000	
do	do	do	.....	1535	1	S	81 11⅜	75 5	78 2½	.....	9 9⅝	14 10	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	..	..	44	....	164,500	
do	do	do	1537	1538	2	S	81 11⅜	75 5	78 2½	.....	9 9⅝	14 8	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	..	..	48	....	162,000	
PO	do	Obs.	.....	1539	1	S	81 11⅜	75 5	71 10¾	(d) 25 2⅝	9 9⅝	14 0	6 S	5x9	..	√	..	..	√	..	√	..	√	√	1	..	1	16	23	153,200	
PL	do	(Clb)-Lge.	1540	1549	10	S	82 11½	79 8⅛	79 2¼	(d) 14 2⅞	9 9⅝	14 10¾	6 S	5x9	P.	√	..	..	√	..	√	..	√	√	..	..	2	22	9	166,100	
do	do	do	.....	1550	1	S	82 11½	76 5⅝	79 3⅝	.....	9 9⅝	14 0¾	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	..	..	45	....	167,900	
do	do	do	1556	1557	2	S	82 11½	76 5⅝	79 3⅝	.....	9 9⅝	14 0¾	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	..	1	20	....	169,300	
																												22			
BE	do	Baggage	1650	1655	6	S	63 6½	60 1½	60 1⅝	(a) 60 1⅝	9 9⅛	14 0	6 S	5x9	....	√	..	..	√	√	..	..	√	..	..	..	..	..	..	109,800	4 Large Side Doors Stripped for Magazine Shipments.
do	do	do	.....	1700	1	S	63 6½	60 1½	60 1⅝	(a) 60 1⅝	9 9⅝	14 0	6 S	5x9	....	√	..	..	√	..	√	..	√	..	..	..	1	..	..	103,800	4 Large Side Doors.
do	do	do	1701	1706	6	S	63 6½	60 1½	60 1⅝	(a) 60 1⅝	9 9⅝	14 0	4 S	5x9	....	√	..	1	√	..	√	..	..	..	..	..	1	..	..	93,200	do
MR	do	Po'l-Str'g.	1707	1725	19	S	63 6½	60 1½	60 1⅝	(b) 60 1⅝	9 9⅝	14 0	6 S	5x9	....	√	..	..	√	..	√	..	√	..	..	..	..	..	..	109,300	do
do	do	do	1729	1730	2	S	63 6½	60 1½	60 1⅝	(b) 60 1⅝	9 9⅝	14 0	6 S	5x9	....	√	..	..	√	..	√	..	√	..	..	..	..	..	..	108,500	do
BE	do	Baggage	1734	1737	4	S	72 5⅞	69 0⅛	69 0¾	(a) 69 0¾	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	..	..	125,500	2 Large and 2 Large Double Side Doors.
do	do	do	1738	1758	21	S	72 5⅞	69 0⅛	69 0¾	(a) 69 0¾	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	√	..	..	√	..	..	..	1	..	..	120,900	do
BH	do	(Horse Bag-Auto)	1759	1768	10	S	77 7⅛	74 2⅛	73 10⅝	(a) 73 10⅝	9 9⅝	14 3	6 S	5x9	....	√	..	..	√	√	..	√	..	√	..	..	..	..	..	133,300	6 Large Side Doors, 1 Large End Door, 24 Removable Stalls.
BE	do	Baggage	1769	1775	7	S	72 5⅞	69 0⅛	69 0¾	(a) 69 0¾	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	..	..	125,300	2 Large and 2 Large Double Side Doors.
do	do	do	1777	1783	7	S	72 5⅞	69 0⅛	69 0¾	(a) 69 0¾	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	..	..	126,000	do
BH	do	(Horse Bag-Auto)	1784	1785	2	S	77 7⅛	74 2⅛	73 10⅝	(a) 73 10⅝	9 9⅝	14 3	6 S	5x9	....	√	..	..	√	..	√	..	√	√	..	..	..	..	..	133,700	6 Large Side Doors, 1 Large End Door, 24 Removable Stalls.
do	do	do	.....	1786	1	S	77 7⅛	74 2⅛	73 10⅝	(a) 73 10⅝	9 9⅝	14 3	6 S	5x9	....	√	..	..	√	..	√	..	√	√	..	..	1	..	..	135,700	do
do	do	do	1787	1788	2	S	77 7⅛	74 2⅛	73 10⅝	(a) 73 10⅝	9 9⅝	14 3	6 S	5x9	....	√	..	..	√	..	√	..	√	√	..	..	..	..	..	131,200	do
do	do	do	1789	1793	5	S	77 7⅛	74 2⅛	73 10⅝	(a) 73 10⅝	9 9⅝	14 3	6 S	5x9	....	√	..	..	√	..	√	..	√	√	..	..	..	..	..	133,100	do
do	do	do	1794	1798	5	S	77 7⅛	74 2⅛	73 10⅝	(a) 73 10⅝	9 9⅝	14 3	6 S	5x9	....	√	..	..	√	..	√	..	√	√	..	..	..	..	..	137,800	do
BE	OSL	Baggage	.....	1827	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝	14 0	4 S	5x9	....	√	..	1	√	√	..	..	√	..	..	..	1	..	..	85,600	4 Large Side Doors.
do	do	do	.....	1828	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝	14 0	4 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	..	..	85,600	do
do	do	do	1829	1833	5	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝	14 0	4 S	5x9	....	√	..	1	√	√	..	..	√	..	..	..	1	..	..	90,700	do
do	do	do	.....	1835	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝	14 0	4 S	5x9	....	√	..	1	..	√	..	..	√	..	..	..	1	..	..	88,600	do
do	do	do	.....	1836	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	..	..	104,600	do
do	do	do	1837	1838	2	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝	14 0	4 S	5x9	....	√	..	1	..	√	..	..	√	..	..	..	1	..	..	89,200	do
do	do	do	.....	1839	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	..	..	109,600	do

Explanatory notes on page 310

PASSENGER EQUIPMENT—Continued

A. A. R. Designation	Initials	Class	Numbers From	Numbers To	No. in Equipment	S.-S. U.-W. or A.	Length Over Buffers	Length Over End Sills	Length Inside	Length of Compartments (a) Baggage End (b) Mail End (c) Passenger End (d) Smoking Room	Width Over Side Sills
							Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
BE	OSL	Baggage	.....	1840	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	.....	1841	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	.....	1842	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	1843	1845	3	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	.....	1846	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	.....	1847	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	.....	1848	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	.....	1849	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	.....	1850	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	.....	1851	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	.....	1852	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	1853	1855	3	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	.....	1856	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝
do	do	do	.....	1857	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝
do	do	do	1858	1859	2	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝
do	do	do	.....	1891	1	S	63 6½	60 1½	60 0½	(a) 60 0½	9 9⅝
do	do	do	1893	1895	3	S	63 6½	60 1½	60 0½	(a) 60 0½	9 9⅝
do	do	do	.....	1897	1	S	63 6½	60 1½	60 0½	(a) 60 0½	9 9⅝
do	OWR&N	do	1919	1922	4	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	.....	1923	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	1924	1925	2	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	.....	1926	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	1927	1934	8	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	.....	1935	1	S	63 6½	60 1½	60 0⅞	(a) 60 0⅞	9 9⅝
do	do	do	1936	1937	2	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝
do	do	do	.....	1938	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝
do	do	do	1939	1942	4	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝
do	do	do	.....	1943	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝
do	do	do	.....	1944	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝
do	do	do	.....	1945	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝
do	do	do	.....	1946	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝
do	do	do	1947	1948	2	S	63 3½	60 1½	60 0½	(a) 60 0½	9 9⅝
do	do	do	1949	1951	3	S	72 5⅞	69 0⅞	69 0¾	(a) 60 0¾	9 9⅝
MR	UP	Po'l-Str'g.	2010	2014	5	S	63 3½	60 1½	60 0½	(b) 60 0½	9 9⅝
MA	do	Postal	.....	2021	1	S	43 6	40 1	40 0	(b) 40 0	.....
MR	do	Po'l-Str'g.	2030	2035	6	S	63 6½	60 1½	60 0½	(b) 60 0½	9 9⅝
do	do	do	2037	2046	10	S	63 6½	60 1½	60 0½	(b) 60 0½	9 9⅝
do	do	do	2048	2054	7	S	63 6½	60 1½	60 0½	(b) 60 0½	9 9⅝
do	do	do	.....	2055	1	S	63 6½	60 1½	60 0½	(b) 60 0½	9 9⅝
do	do	do	2056	2059	4	S	63 6½	60 1½	60 1	(b) 60 1	9 9⅝
MA	do	Postal	2060	2064	5	S	63 6½	60 1½	60 1	(b) 60 1	9 9⅝
do	do	do	2065	2070	6	S	63 6½	60 1½	60 1	(b) 60 1	9 9⅝
MR	OSL	Po'l-Str'g.	.....	2116	1	S	63 6½	60 1½	60 0½	(b) 60 0½	9 9⅝
do	do	do	.....	2119	1	S	63 6½	60 1½	60 1	(b) 60 1	9 9⅝
do	do	do	2120	2122	3	S	63 6½	60 1½	60 1	(b) 60 1	9 9⅝
do	OWR&N	do	2151	2152	2	S	63 3½	60 1½	60 0½	(b) 60 0½	9 9⅝
do	do	do	.....	2154	1	S	63 3½	60 1½	60 0½	(b) 60 0½	9 9⅝
do	do	do	.....	2157	1	S	63 6½	60 1½	60 0½	(b) 60 0½	9 9⅝
do	do	do	.....	2158	1	S	63 6½	60 1½	60 0½	(b) 60 0½	9 9⅝
do	do	do	2159	2160	2	S	63 6½	60 1½	60 1	(b) 60 1	9 9⅝
do	UP	do	.....	2230	1	S	72 5⅞	69 0⅞	69 0¾	(b) 69 0¾	9 9⅝
do	do	do	2232	2233	2	S	72 5⅞	69 0⅞	69 0¾	(b) 69 0¾	9 9⅝
MB	do	Bag.-Po'l	2234	2241	8	S	72 5⅞	69 0⅞	69 0¾	(a) 39 0 (b) 30 0	9 9⅝
do	do	do	.....	2242	1	S	72 5⅞	69 0⅞	69 0⅝	(a) 38 11¾ (b) 30 0¾	9 9⅝
do	do	do	.....	2243	1	S	72 5⅞	69 0⅞	69 0⅝	(a) 38 11¾ (b) 30 0¾	9 9⅝
do	do	do	2244	2245	2	S	72 5⅞	69 0⅞	69 0⅝	(a) 38 11¾ (b) 30 0¾	9 9⅝
do	do	do	.....	2246	1	S	72 5⅞	69 0⅞	69 0⅝	(a) 38 11¾ (b) 30 0¾	9 9⅝
do	do	do	2247	2251	5	S	72 5⅞	69 0⅞	69 0⅝	(a) 53 11½ (b) 15 1	9 9⅝
do	do	do	.....	2252	1	S	72 5⅞	69 0⅞	69 0⅝	(a) 53 11½ (b) 15 1	9 9⅝

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

Explanatory notes on page 310.

PASSENGER EQUIPMENT—Continued

UNION PACIFIC RAILROAD COMPANY

A. A. R. Designation	Initials	Class	Numbers From	Numbers To	No. in Equipment	S.-S. U.-W. or A.	Length Over Buffers	Length Over End Sills	Length Inside	Length of Compartments (a) Baggage End (b) Mail End (c) Passenger End (d) Smoking Room	Width Over Side Sills	Height Over All	Trucks No. of Wheels S. or W.	Trucks Journal	Make of Air Conditioning	Heat Steam	Heat Heater	Heat Stove	Light Electric	Light Pintsch Gas	Light Generator	Light Oil	Light Elec. Train Line	Light Colls-Stg. Batt.	Vestibule Open Platform	Vestibule Wide	Toilets	Seating Capacity Main Compartments	Seating Capacity Smoking Room	Average Light Weight	Remarks
							Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.																			
MB	UP	Bag.-Po'l	2253	2256	4	S	72 5⅛	69 0⅞	69 0⅝	(a) 53 11½ (b) 15 1	9 9⅝	14 0	6 S	5x9	....	√	..	2	√	..	√	..	√	√	..	..	2	....	....	129,900	2 Large and 2 Small Side Doors.
do	do	do	2257	2267	11	S	72 5⅛	69 0⅞	69 0⅝	(a) 38 11½ (b) 30 1	9 9⅝	14 0	6 S	5x9	....	√	..	2	√	..	√	..	√	√	..	..	2	....	....	129,500	do
do	do	do	2268	2269	2	S	72 5⅛	69 0⅞	69 0⅝	(a) 53 11½ (b) 15 1	9 9⅝	14 0	6 S	5x9	....	√	..	2	√	..	√	..	√	√	..	..	2	....	....	132,900	do
do	do	do	.....	2270	1	S	72 6⅜	69 0⅞	69 0¾	(a) 38 11½ (b) 30 1⅜	9 9⅝	14 0	6 S	5x9	....	√	..	2	√	..	√	..	√	√	..	..	2	....	....	135,900	do
do	OSL	do	.....	2314	1	S	72 5⅛	69 0⅞	69 0⅝	(a) 38 11½ (b) 30 1	9 9⅝	14 0	6 S	5x9	....	√	..	..	√	..	√	..	√	√	..	..	1	....	....	119,800	do
do	do	do	.....	2315	1	S	72 5⅛	69 0⅞	69 0⅝	(a) 38 11¾ (b) 30 0¾	9 9⅝	14 0	6 S	5x9	....	√	..	2	..	√	..	..	..	..	..	..	2	....	....	120,100	do
do	do	do	2316	2329	14	S	72 5⅛	69 0⅞	69 0⅝	(a) 38 11¾ (b) 30 0¾	9 9⅝	14 0	6 S	5x9	....	√	..	2	√	..	√	..	√	√	..	..	2	....	....	128,000	do
do	do	do	.....	2330	1	S	72 5⅛	69 0⅞	69 0⅝	(a) 38 11¾ (b) 30 0¾	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	2	....	....	127,300	do
do	OWR&N	do	2350	2352	3	S	72 2½	69 0⅞	69 0⅝	(a) 39 0 (b) 30 0	9 9⅝	14 0	6 S	5x9	....	√	..	2	√	..	√	..	√	√	..	..	2	....	....	124,200	do
do	do	do	.....	2353	1	S	63 3½	60 1½	60 0⅝	(a) 30 0⅝ (b) 30 0	9 9⅝	14 0	4 S	5x9	....	√	..	2	√	..	..	..	√	√	..	..	2	....	....	101,800	do
MR	do	Po'l-Str'g.	2354	2355	2	S	63 3½	60 1½	60 0⅝	(b) 60 0⅝	9 9⅝	14 0	4 S	5x9	....	√	..	2	√	√	..	..	√	..	..	..	..	....	....	99,100	do
do	do	do	.....	2356	1	S	63 3½	60 1½	60 0⅝	(b) 60 0⅝	9 9⅝	14 0	4 S	5x9	....	√	..	2	√	..	√	..	√	..	..	..	..	....	....	94,400	do
MB	do	Bag.-Po'l	2357	2362	6	S	72 5⅛	69 0⅞	69 0⅝	(a) 38 11¾ (b) 30 0¾	9 9⅝	14 0	6 S	5x9	....	√	..	2	√	..	√	..	√	√	..	..	2	....	....	126,400	do
do	do	do	2363	2364	2	S	72 6⅛	69 0⅞	69 0⅝	(a) 54 0½ (b) 15 0	9 9⅝	14 0	6 S	5x9	....	√	..	2	√	✱	..	√	√	..	..	..	2	....	....	126,600	do
CA	UP	Bag-Co'h.	2510	2515	6	S	64 2	59 10	59 7½	(b) 30 0 (c) 29 6½	9 9⅝	14 0	4 S	5x9	....	√	..	3	√	..	√	..	√	√	..	1	2	36	....	102,700	2 Small Side Doors.
do	do	Bag-Ch'r.	.....	2700	1	S	68 3½	59 10	59 5½	(a) 26 10 (c) 28 1⅜	9 9⅝	.....	4 S	5x9	....	√	..	2	√	√	..	√	√	..	..	2	3	30	....	95,900	2 Large Side Doors.
do	do	do	2702	2711	10	S	68 3½	59 10	59 7¾	(a) 26 8½ (c) 32 11¾	9 9⅝	.....	4 S	5x9	....	√	..	2	√	√	..	√	√	..	..	2	2	30	....	96,500	do
do	do	do	2741	2742	2	S	68 3½	59 10	59 5½	(a) 26 10 (c) 28 1⅜	9 9⅝	.....	4 S	5x9	....	√	..	2	√	√	..	√	√	..	..	2	3	30	....	93,700	do
do	do	do	2744	2748	5	S	68 3½	59 10	59 5½	(a) 26 10 (c) 28 1⅜	9 9⅝	.....	4 S	5x9	....	√	..	2	√	√	..	√	√	..	..	2	3	30	....	98,300	do
do	do	do	.....	2749	1	S	68 3½	59 10	59 5½	(a) 26 10 (c) 28 1⅜	9 9⅝	.....	4 S	5x9	....	√	..	2	√	..	√	..	√	√	..	2	3	30	....	93,800	do
BE	do	Bag.-DC'H-Su.	2750	2756	7	S	80 11¾	75 0	74 8½	.....	9 9⅝	14 0	6 S	5x9	....	√	..	..	..	..	..	√	..	..	..	1	1	....	....	129,200	do
CSB	do	Bag.-Dor.	2760	2766	7	S	72 5⅛	69 0⅞	68 11⅜	(a) 37 5⅜	9 9⅝	14 3	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	3	....	....	133,500	do
PAS	do	Co'h-Dor.	.....	2780	1	S	79 3	70 0	69 7¼	(c) 32 6¾	9 9⅝	14 0	6 S	5x9	....	√	..	..	√	..	√	..	√	√	..	2	4	43	....	147,800	
do	do	Ch'r-Sl'p.	.....	2781	1	S	79 3	70 0	69 7¼	(c) 29 3¼	9 9⅝	13 11⅞	6 S	5x9	WC	√	..	..	√	..	√	..	√	√	..	2	5	30	....	161,400	
do	do	Co'h-Sl'p.	.....	2782	1	S	79 3	70 0	69 7¼	(c) 32 6¾	9 9⅝	14 0	6 S	5x9	....	√	..	..	√	..	√	..	√	√	..	2	4	40	....	149,800	
do	do	Ch'r-Sl'p.	.....	2783	1	S	79 3	70 0	69 7¼	(c) 29 3¼	9 9⅝	13 11⅞	6 S	5x9	WC	√	..	..	√	..	√	..	√	√	..	2	5	30	....	161,300	
do	do	do	2784	2786	3	S	79 3	70 0	69 7¼	(c) 23 4¾	9 9⅝	13 11⅞	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	2	5	22	....	161,500	
PDS	UP-C&NW	Cl'b-Dor.	2790	2793	4	S	84 0	77 9½	77 1½	.....	9 9⅝	14 0	6 S	5x9	P	√	..	..	√	..	√	..	√	√	..	1	3	24	....	184,400	
CA	OWR&N	Bag.-Co'h	.....	2921	1	W	68 1½	60 0	59 4½	(a) 15 11¼ (c) 32 7 (d) 6 0	9 9⅝		4 W	5x9	....	..	1	1	..	..	..	√	..	..	..	..	2	42	8	78,900	do
BE	UP	Bag.-DC'H-Su.	.....	3000	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	√	..	√	..	..	1	....	....	106,800	4 Large Side Doors.
do	do	Baggage	3001	3002	2	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	105,300	do
do	do	do	3003	3004	2	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	4 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	92,600	do
do	do	do	3005	3006	2	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	108,200	do
do	do	do	.....	3007	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	4 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	89,300	do
do	do	do	3008	3009	2	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	105,500	do
do	do	do	.....	3010	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	4 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	88,800	do
do	do	do	.....	3011	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	102,500	do
do	do	do	.....	3012	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	105,200	do
do	do	do	.....	3013	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	104,100	do
do	do	do	3014	3017	4	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	4 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	90,200	do
do	do	do	.....	3018	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	107,500	do
do	do	do	3019	3020	2	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	4 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	90,200	do
do	do	do	3021	3022	2	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	105,100	do
do	do	do	.....	3024	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	108,500	do
do	do	do	.....	3025	1	S	63 6½	60 1½	60 1⅜	(a) 60 1⅜	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	106,100	do
do	do	do	3026	3028	3	S	72 5⅜	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝	14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	124,900	do

Explanatory notes on page 310.

PASSENGER EQUIPMENT—Continued

A. A. R. Designation	Initials	Class	Numbers From	Numbers To	No. in Equipment	S.-S. U.-W. or A.	Length Over Buffers	Length Over End Sills	Length Inside	Length of Compartments (a) Baggage End (b) Mail End (c) Passenger End (d) Smoking Room	Width Over Side Sills
							Ft. In.	Ft. In.	Ft. In.		Ft. In.
BE	UP	Bag.-DC'H-Su.	.....	3029	1	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	Baggage	.....	3030	1	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	.....	3031	1	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	3033	3036	4	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	Bag.-DC'H-Su.	.....	3037	1	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	Baggage	3038	3040	3	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	3041	3042	2	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	.....	3043	1	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	3044	3050	7	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	.....	3051	1	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	3053	3063	11	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	.....	3064	1	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	.....	3065	1	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	.....	3066	1	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	3067	3071	5	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	3072	3073	2	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	3074	3075	2	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	3076	3085	10	S	72 6⅜	70 6	69 0¾	(a) 69 0¾	9 9⅝
do	OSL	do	3101	3102	2	S	63 6½	60 1½	60 1⅝	(a) 60 1⅝	9 9⅝
PC	UP	Parlor	.....	3200	1	SU	80 1	72 1	71 0⅝	(d) 14 3⅝	.....
PL	do	Lounge	3580	3588	9	S	78 5½	70 0	65 0⅝	.....	9 9⅝
DA	do	Diner	3600	3601	2	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	3602	3604	3	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	3605	3610	6	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	.....	3611	1	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	3612	3614	3	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	3615	3624	10	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	3625	3629	5	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	LA&SL	do	3630	3634	5	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	UP	do	3667	3667	1	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	3668	3669	2	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	.....	3670	1	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	.....	3671	1	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	.....	3672	1	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	.....	3673	1	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	.....	3674	1	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	.....	3675	1	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	3676	3682	7	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	3683	3688	6	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	3690	3692	3	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	do	do	3693	3697	5	S	82 11½	79 6½	79 3⅛	.....	9 9⅝
do	OSL	do	4018	4019	2	S	80 11½	72 6	72 1¼	.....	9 9⅝
do	UP	do	4043	4044	2	S	80 11½	72 6	72 1¼	.....	9 9⅝
do	do	do	.....	4045	1	S	80 11½	72 6	72 1¼	.....	9 9⅝
do	do	do	4046	4048	3	S	80 11½	72 6	72 1¼	.....	9 9⅝
do	do	do	.....	4049	1	S	80 11½	72 6	74 7	.....	9 9⅝
do	do	do	4050	4052	3	S	80 11½	72 6	74 7	.....	9 9⅝
do	do	do	.....	4053	1	S	80 11½	72 6	72 1¼	.....	9 9⅝
do	do	do	4054	4056	3	S	80 11½	72 6	74 7	.....	9 9⅝
do	do	do	4057	4058	2	S	80 11½	72 6	72 1¼	.....	9 9⅝
do	do	do	.....	4059	1	S	80 11½	72 6	71 1¼	.....	9 9⅝
do	do	do	.....	4060	1	S	80 11½	72 6	74 7	.....	9 9⅝
do	do	do	.....	4061	1	S	80 11½	72 6	71 1¼	.....	9 9⅝
do	do	do	4062	4064	3	S	80 11½	72 6	71 1¼	.....	9 9⅝
do	do	do	4065	4066	2	S	80 11½	72 6	71 1¼	.....	9 9⅝
do	OWR&N	do	4067	4068	2	S	80 11½	72 6	72 1¼	.....	9 9⅝
PB	LA&SL	Chair	4140	4142	3	S	79 3	70 0	69 7¼	.....	9 9⅝
do	do	do	.....	4143	1	S	79 3	70 0	69 7¼	.....	9 9⅝
do	do	do	.....	4144	1	S	79 3	70 0	69 7¼	.....	9 9⅝
do	UP	Ch'r-Wo'n	4200	4203	4	S	82 11½	73 8½	73 3¾	.....	9 9⅝
do	do	do	4204	4215	12	S	82 11½	73 8½	73 3¾	.....	9 9⅝
do	LA&SL	Chair	4300	4304	5	S	79 3	70 0	69 7¼	.....	9 9⅝
BE	do	Baggage	4450	4451	2	S	72 5⅞	69 0⅞	69 0¾	(a) 69 0¾	9 9⅝
do	do	do	4466	4468	3	S	63 6½	60 1⅝	60 1⅝	(a) 60 1⅝	9 9⅝

Explanatory notes on page 310.

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks: No. of Wheels S. or W.	Trucks: Journal	Make of Air Conditioning	Heat: Steam	Heat: Heater	Heat: Stove	Light: Electric	Light: Pintsch Gas	Light: Generator	Light: Oil	Light: Elec. Train Line	Light: Celle-Stg. Batt.	Vestibule: Open Platform	Vestibule: Wide	Toilets	Seating Capacity: Main Compartments	Seating Capacity: Smoking Room	Average Light Weight	Remarks
Ft. In.																			
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	122,300	4 Large Side Doors.
14 0	6 S	5x9	....	√	..	1	√	..	√	..	..	√	..	..	1	....	....	123,500	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	..	√	..	..	1	....	....	124,200	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	120,100	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	..	√	..	..	1	....	....	129,300	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	124,700	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	127,400	2 Large and 2 Large Double Side Doors.
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	125,000	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	125,400	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	126,400	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	128,100	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	128,500	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	128,700	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	128,700	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	127,800	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	128,100	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	127,400	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	131,500	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	105,300	4 Large Side Doors.
.....	6 S	5x9	√	..	..	√	..	√	..	√	√	√	..	..	2	22	11	135,400	
14 8⅞	6 S	5x9	C	√	..	..	√	..	√	..	√	√	‡2	1	56	....	....	154,900	
15 4⅝	6 S	5x9	P	√	..	..	√	..	√	..	√	√	..	..	36	....	....	172,300	
15 4⅝	6 S	5x9	C	√	..	..	√	..	√	..	√	√	..	..	36	....	....	180,200	
15 4⅝	6 S	5x9	P	√	..	..	√	..	√	..	√	√	..	..	36	....	....	175,900	
15 4⅝	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	..	46	....	....	175,300	
15 4⅝	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	..	36	....	....	176,900	
15 2½	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	..	36	....	....	169,100	
15 2½	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	..	36	....	....	173,500	
15 4⅜	6 S	5x9	C	√	..	..	√	..	√	..	√	√	..	..	36	....	....	175,800	
15 4⅜	6 S	5x9	AC	√	..	..	√	..	√	..	√	√	..	..	36	....	....	173,600	
15 4⅜	6 S	5x9	C	√	..	..	√	..	√	..	√	√	..	..	36	....	....	173,700	
15 4⅜	6 S	5x9	AC	√	..	..	√	..	√	..	√	√	..	..	36	....	....	178,200	
15 4⅜	6 S	5x9	C	√	..	..	√	..	√	..	√	√	..	..	36	....	....	176,200	
15 4⅜	6 S	5x9	AC	√	..	..	√	..	√	..	√	√	..	..	36	....	....	172,000	
15 4⅜	6 S	5x9	C	√	..	..	√	..	√	..	√	√	..	..	36	....	....	173,400	
15 4⅜	6 S	5x9	AC	√	..	..	√	..	√	..	√	√	..	..	36	....	....	172,000	
15 4⅜	6 S	5x9	C	√	..	..	√	..	√	..	√	√	..	..	36	....	....	178,100	
15 4⅜	6 S	5x9	P	√	..	..	√	..	√	..	√	√	..	..	36	....	....	173,200	
15 4⅜	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	..	36	....	....	173,100	
15 4⅜	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	..	36	....	....	174,500	
15 4⅜	6 S	5x9	do	√	..	..	√	..	√	..	√	√	..	..	36	....	....	173,300	
16 0	6 S	5x9	....	√	..	..	√	..	√	..	√	√	‡2	..	40	....	....	155,000	
16 0	6 S	5x9	....	√	..	..	√	..	√	..	√	√	‡2	..	40	....	....	150,100	
16 0	6 S	5x9	....	√	..	..	√	..	√	..	√	√	‡2	..	40	....	....	151,800	
16 0	6 S	5x9	....	√	..	..	√	..	√	..	√	√	‡2	..	40	....	....	149,800	
15 2½	6 S	5x9	AC	√	..	..	√	..	√	..	√	√	..	..	40	....	....	165,600	
15 2½	6 S	5x9	WC	√	..	..	√	..	√	..	√	√	..	..	40	....	....	158,500	
16 0	6 S	5x9	....	√	..	..	√	..	√	..	√	√	‡2	..	40	....	....	157,200	
15 2½	6 S	5x9	AC	√	..	..	√	..	√	..	√	√	..	..	40	....	....	165,000	
16 0	6 S	5x9	....	√	..	..	√	..	√	..	√	√	‡2	..	40	....	....	152,600	
15 2½	6 S	5x9	WC	√	..	..	√	..	√	..	√	√	‡1	..	40	....	....	157,200	
15 2½	6 S	5x9	AC	√	..	..	√	..	√	..	√	√	..	..	40	....	....	164,500	
15 2½	6 S	5x9	WC	√	..	..	√	..	√	..	√	√	‡1	..	40	....	....	156,800	
15 2½	6 S	5x9	P	√	..	..	√	..	√	..	√	√	‡1	..	40	....	....	152,700	
15 2½	6 S	5x9	WC	√	..	..	√	..	√	..	√	√	‡1	..	40	....	....	158,400	
16 0	6 S	5x9	....	√	..	..	√	..	√	..	√	√	‡2	..	40	....	....	155,000	
14 0	6 S	5x9	Y	√	..	..	√	..	√	..	√	√	‡2	..	50	....	....	167,900	
14 0	6 S	5x9	WY	√	..	..	√	..	√	..	√	√	‡2	..	50	....	....	164,700	
14 0	6 S	5x9	Y	√	..	..	√	..	√	..	√	√	‡2	..	50	....	....	167,600	
14 0	6 S	5x9	P	√	..	..	√	..	√	..	√	√	2	2	54	....	....	157,600	
14 0	6 S	5x9	do	√	..	..	√	..	√	..	√	√	2	2	54	....	....	160,600	
.....	6 S	5x9	C	√	..	..	√	..	√	..	√	√	‡2	2	48	....	....	159,600	
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	124,000	2 Large and 2 Large Double Side Doors.
14 0	4 S	5x9	....	√	..	1	√	..	√	..	√	√	..	..	1	....	....	93,900	4 Large Side Doors.

PASSENGER EQUIPMENT—Continued

A. A. R. Designation	Initials	Class	Numbers From	Numbers To	No. in Equipment	S.-S. U.-W. or A.	Length Over Buffers	Length Over End Sills	Length Inside	Length of Compartments (a) Baggage End (b) Mail End (c) Passenger End (d) Smoking Room	Width Over Side Sills
							Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
BE	LA&SL	Baggage	4469	4472	4	S	72 5⅛	69 0⅞	69 0¾	(a) 69 0¾	9 9¼
do	do	do	4474	4475	2	S	72 5⅛	69 0⅞	69 0¾	(a) 69 0¾	9 9¼
do	do	do	4479	4481	3	S	72 5⅛	69 0⅞	69 0¾	(a) 69 0¾	9 9¼
MR	do	Po'l-Str'g.	4654	4655	2	S	63 6½	.....	60 0½	(a) 60 0½	9 9¼
MB	do	Bag-Po'l.	4754	4755	2	S	72 5⅛	69 0⅞	69 0⅜	(a) 38 11½ (b) 30 1	9 9¼
CO	do	Bag.-M'l-Pass.	.....	4800	1	S	75 1	69 10	68 7	(a) 38 9 (b) 14 10 (c) 15 0	9 10
do	do	do	.....	4801	1	S	75 5¼	70 0	.....	(a) 38 9 (b) 14 10 (c) 15 0	9 0⅝
DD	UP	D'y-Kit.	5100	5104	5	A	140 4½	68 0	67 3	.....	10 0⅝
do	do	Diner	5100	5104				68 0	67 3	.....	10 0⅝
PB	do	Ch'r-Wo'n	5200	5202	3	A	81 4¼	75 5	74 10	.....	10 0⅝
PBA	do	Ch'r-Lge.	.....	5203	1	A	81 4¾	75 5	74 10	.....	10 0⅝
PB	do	Ch'r-Wo'n	5204	5211	8	A	81 4¼	75 5	74 10	.....	10 0⅝
do	do	Chair	5300	5327	28	A	81 4¼	75 5	74 10	.....	10 0⅝
do	do	do	5331	5345	15	S	85 0½	78 11	78 2	.....	10 0
do	do	do	5351	5365	15	S	85 0½	78 11	78 2	.....	10 0
BE	do	Baggage	5601	5630	30	S	84 9½	81 9½	80 11½	(a) 80 11½	10 0
MB	do	Bag.-Po'l	5801	5810	10	S	84 9½	81 9½	80 11½	(a) 50 9¾ (b) 30 1	10 0

Notes—

‡Toilet 1 Side of Both Ends.
‡Locker 1 Side of 1 End.
‡Cafe.
‡Bar Section.
‡Lounge.
‡With Dormitories.

Make of Air Conditioning.

P—Pullman.
GE—General Electric.
C—Carrier.
AC—Air Temp.—Carrier.
WC—Waukesha—Carrier.
WY—Waukesha—York.
Y—York.
WP—Waukesha—Pullman.

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks: No. of Wheels S. or W.	Trucks: Journal	Make of Air Conditioning	Heat: Steam	Heat: Heater	Heat: Stove	Light: Electric	Light: Pintsch Gas	Light: Generator	Light: Oil	Light: Elec. Train Line	Light: Colls-Stg. Batt.	Vestibule: Open Platform	Vestibule: Wide	Toilets	Seating Capacity: Main Compartments	Seating Capacity: Smoking Room	Average Light Weight	Remarks
Ft. In.																			
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	....	1	.....	.....	133,000	2 Large and 2 Large Double Side Doors.
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	....	1	.....	.....	127,700	do
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	....	1	.....	.....	123,100	do
14 0	6 S	5x9	....	√	√	..	√	..	√	..	√	√	..	....	..	.....	.....	102,700	4 Small Side Doors.
14 0	6 S	5x9	....	√	..	1	√	..	√	..	√	√	..	....	2	.....	.....	129,900	2 Large and 2 Small Side Doors.
15 3	6 S	5x9	....	√	1	1	√	..	√	..	√	√	..	1	2	18	....	122,100	do
14 0	6 S	5x9	....	√	1	2	..	√	..	..	..	..	..	1	2	16	....	121,800	do
15 1½	4 S	6½ x12	P	√	..	..	√	..	√	..	..	√	..	....	1	.....	.....		
	6 S	6½ x12																217,200	
14 9⅝	4 S	6½ x12	do	√	..	..	√	..	√	..	..	√	..	....	..	68	....		
13 6	4 S	6x11	do	√	..	..	√	..	√	..	..	√	..	1	3	56	....	113,400	
13 6	4 S	6x11	do	√	..	..	√	..	√	..	..	√	..	1	2	24 ‡12	....	122,000	Temporary Service-Streamline Train.
13 6	4 S	6x11	do	√	..	..	√	..	√	..	..	√	..	1	3	56	....	113,800	
13 6	4 S	6x11	do	√	..	..	√	..	√	..	..	√	..	1	2	48	....	111,400	
13 8¼	4 S	6x11	WP	√	..	..	√	..	√	..	..	√	..	1	2	48	....	139,400	
13 8¼	4 S	6x11	do	√	..	..	√	..	√	..	..	√	..	1	2	48	....	138,000	
13 8¼	6 S	6x11	....	√	..	..	√	..	√	..	√	√	..	....	1	.....	.....	134,700	
13 8¼	6 S	6x11	....	√	..	..	√	..	√	..	√	√	..	....	1	.....	.....	138,900	

| KIND OF CARS | | | Numbers | DIMENSIONS | | |

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS						No. Owned
				Inside			Outside			
A. A. R. Designation	Initials	Class		Length	Width	Height	Length Over End Sills	Width at Eaves or Platform		
				Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.		
	Brought	Forward								5855
GB	UP	Gondola, Steel	28200 to 28499	41 9	9 5⅝	4 0	42 7⅛		11¼	
GB	OSL	Gondola, Steel	28500 to 28892	41 9	9 5⅝	4 0	42 7⅛		9 11¼	
HM	OSL	Hopper Bottom, Coal, Steel	30586 to 30683	30 0¼	9 6	3 5 9¼	31 6		10 1½	
HM	OSL	Hopper Bottom, Coal, Steel	30684 to 30883	33 4	9 6	3 5 9¼	34 9¼		10 1½	
HM	UP	Hopper Bottom, Coal, Steel	32000 to 32219	30 0¼	9 6	3 5 9¼	31 6		10 1½	
HMA	UP	Hopper Bottom, Coal, Steel	32200 to 33219	30 0	9 6	3 6 5¼	31 2½		10 1½	
HM	OWR&N	Hopper Bottom, Coal, Steel	34000 to 34049	30 0¼	9 6	3 5 9¼	31 6		10 1½	
SC	OSL	Stock, Steel Underframe	35215 to 35802	36 6	8 9½	7 7	36 7⅝		9 9½	
					8 10⅛					
SC	OSL	Stock, Steel Underframe	35803 to 35952	36 6½	8 5⅝	8 0¼	37 10		9 11¼	
					8 10⅝					
SC	OSL	Stock, Steel Underframe	35953 to 36252	36 6	8 5⅛	8 0	37 10		9 11¼	
					8 10⅛					
SC	OSL	Stock, Steel Underframe	36253 to 36601	36 6½	8 5⅝	8 0¼	37 10		9 11¼	
					8 10⅝					
SC	OSL	Stock, Steel Underframe	36602 to 36751	36 6½	8 5⅝	8 0¼	37 10		9 11¼	
					8 10⅝					
SC	OSL	Stock, Steel Underframe	36753 to 38149	36 6½	8 5⅝	8 0¼	36 7⅝		9 11¼	
				36 6	8 10⅝					
SM	OSL	Stock, Steel Underframe	39000 to 39349	40 7⅞	8 10	9 4¼	40 7⅞		9 10	
SM	OSL	Stock, Steel Underframe	39400 to 39420	40 3⅝	8 10	8 10⅞	40 8⅝		10 0¼	
SC	OWR&N	Stock, Steel Underframe	40000 to 40198	36 6½	8 5⅝	8 0¼	37 10		9 11¼	
					8 10⅝					
SC	OWR&N	Stock, Steel Underframe	40199 to 40298	36 6½	8 5⅝	8 0¼	37 10		9 11¼	
					8 10⅝					
SC	OWR&N	Stock, Steel Underframe	40299 to 40398	36 6½	8 5⅝	8 0¼	37 10		9 11¼	
					8 10⅝					
SC	OWR&N	Stock, Steel Underframe	40399 to 40548	36 6½	8 5⅝	8 0¼	36 7⅝		9 11¼	
					8 10⅝					
SC	UP	Stock, Steel Underframe	41000 to 41999	36 6	8 5⅝	8 0	36 8½		9 11¼	
					8 10⅝					
SC	LA&SL	Stock, Steel Underframe	42000 to 42192	36 6	8 5⅛	8 0	37 10		9 11¼	
					8 10⅛					
SC	UP	Stock, Steel Underframe	44000 to 44249	36 6	8 9½	7 7	36 7⅝		9 9½	
					8 10⅛					
SC	UP	Stock, Steel Underframe	44250 to 44497	36 6	8 9½	7 7	36 7⅝		9 9½	
					8 10⅛					
SC	UP	Stock, Steel Underframe	44500 to 44549	36 6½	8 5⅝	8 0¼	37 10		9 11¼	
					8 10⅝					
SC	UP	Stock, Steel Underframe	44550 to 44807	36 6½	8 5⅛	8 0¼	37 10		9 11¼	
					8 10⅛					
SC	UP	Stock, Steel Underframe	44810 to 44909	36 6½	8 5⅝	8 0¼	36 7⅝		9 11¼	
					8 10⅝					
SC	UP	Stock, Steel Underframe	44910 to 45359	36 6½	8 5⅝	8 0¼	36 7⅝		9 11¼	
					8 10⅝					
SC	UP	Stock, Steel Underframe	45360 to 45759	36 6½	8 5⅝	8 0¼	36 7⅝		9 11¼	
					8 10⅝					
SC	UP	Stock, Steel Underframe	45760 to 46759	36 6	8 5⅝	8 0	36 8½		9 11¼	
					8 10⅝					
SC	OSL	Stock, Steel Underframe	48000 to 48349	40 7⅛	8 10	9 4¼	40 8⅝		9 10	
SM	UP	Stock, Steel Underframe	49000 to 49049	40 7⅞	8 10	9 4¼	41 1⅜		9 10	
SM	UP	Stock, Steel Underframe	49100 to 49415	40 6	8 10	9 4¼	41 1⅜		9 10	
SC	UP	Stock, Steel Underframe	49416	40 6	8 10	9 4¼	41 1⅜		9 10	
SM	UP	Stock, Steel Underframe	49417 to 49599	40 6	8 10	9 4¼	41 1⅜		9 10	
SM	UP	Stock, Steel Underframe	49700 to 49720	40 3⅝	8 10	8 10⅞	40 8⅝		10 0¼	
FM	OWR&N	Flat, Steel Underframe	50000 to 50099	40 10	9 4½		41 10		9 4½	
	Forward									

Explanatory notes on pages 324 and 325.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS										CAPACITY		No. Owned
Outside				Doors								
Height From Rail				Side		End						
Extreme Width Over All	To Eaves	To Top of Sides Platform or Running Board	To Over All	Width	Height	Width	Height			Cubic Feet Level Full	Pounds or Gallons	
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.					
												5855
10 0		7 8½	8 4¾							1581	100000 lb.	3
10 0		7 8½	8 4¾							1581	100000 lb.	3
		10 0⅜	10 0⅜							1650	100000 lb.	34
10 5¾		10 0⅜	10 0⅜							1820	100000 lb.	116
10 1½		10 0⅜	10 0⅜							1650	100000 lb.	117
10 5¾		10 6	11 3½							1859	100000 lb.	995
10 1½		10 0⅜	10 0⅜							1650	100000 lb.	35
10 2⅞	12 4½	13 1⅝	13 1⅝	4 9	7 7	2 5	3 7			2409	60000 lb.	114
10 3⅝	12 3⅝	12 11¼	13 6⅛	5 0	7 10	2 0	3 1			2596	80000 lb.	113
10 3⅝	12 3⅝	12 11¼	13 6⅛	5 0	7 10	2 0	3 1			2582	80000 lb.	192
10 3⅝	12 3⅝	12 11¼	13 6⅛	5 0	7 10	2 0	3 1			2596	80000 lb.	258
10 3⅝	12 3⅝	12 11¼	13 6⅛	5 0	7 10	1 10	3 1			2596	80000 lb.	113
						2 0	3 1					
10 1⅜	12 4⅜	13 0⅛	13 7⅛	5 0	7 9¾	1 10	3 1			2596	80000 lb.	1343
						2 0	3 1					
10 4⅛	13 3⅛	14 1⅝	14 1⅝	6 0	8 10⅞	1 6½	1 0			3292	80000 lb.	50
10 4⅛	13 3⅛	14 3¼	14 3¼	6 0	8 9⅛					3263	80000 lb.	21
10 3⅛	12 3⅛	12 11¼	13 6⅛	5 0	7 10	2 0	3 1			2596	80000 lb.	140
10 3⅝	12 3⅝	12 11¼	13 6⅛	5 0	7 10	2 0	3 1			2596	80000 lb.	86
10 3⅝	12 3⅝	12 11¼	13 6⅛	5 0	7 10	2 0	3 1			2596	80000 lb.	86
10 1⅜	12 4⅜	13 0⅛	13 7⅛	5 0	7 9¾	2 0	3 1			2596	80000 lb.	146
10 3⅝	12 4⅜	13 0⅛	13 7⅛	5 0	7 9¾	1 10	3 1			2596	80000 lb.	599
						2 0	3 1					
10 3⅝	12 3⅝	12 11¼	13 6⅛	5 0	7 10	2 0	3 1			2582	80000 lb.	139
10 2⅞	12 4½	13 1⅝	12 5¾	4 9	7 7	2 0	3 1			2409	60000 lb.	61
10 2⅞	12 4½	13 1⅝	12 5¾	4 9	7 7	2 0	3 1			2409	60000 lb.	57
10 3⅝	12 3⅝	12 11¼	13 6⅛	5 0	7 10	2 0	3 1			2596	80000 lb.	45
10 3⅝	12 3⅝	12 11¼	13 6⅛	5 0	7 10	2 0	3 1			2596	80000 lb.	217
10 1⅜	12 4⅜	13 0⅛	13 7⅛	5 0	7 9¾	1 10	3 1			2596	80000 lb.	98
						2 0	3 1					
10 1⅜	12 4⅜	13 0⅛	13 7⅛	5 0	7 9¾	1 10	3 1			2596	80000 lb.	435
						2 0	3 1					
10 1⅜	12 4⅜	13 0⅛	13 7⅛	5 0	7 9¾	1 10	3 1			2596	80000 lb.	387
						2 0	3 1					
10 3⅜	12 4⅜	13 0⅛	13 7⅛	5 0	7 9¾	1 10	3 1			2596	80000 lb.	381
						2 0	3 1					
10 4⅛	13 3⅛	14 1⅝	14 1⅝	6 0	8 10¾	1 6½	1 0			3292	80000 lb.	299
10 4⅛	13 3⅛	14 1⅝	14 1⅝	6 0	8 10⅞	1 6	1 0			3292	80000 lb.	49
10 4⅛	13 3⅛	14 1⅝	14 1⅝	6 0	8 10⅞	1 6	1 0			3279	80000 lb.	313
10 4⅛	13 3⅛	14 1⅝	14 1⅝	6 0	8 10⅞	1 6	1 0			3279	80000 lb.	1
10 4⅛	13 3⅛	14 1⅝	14 1⅝	6 0	8 10⅞	1 6	1 0			3279	80000 lb.	181
10 4⅛	13 3⅛	14 3¼	14 3¼	6 0	8 9⅛					3263	80000 lb.	11
9 9½		3 8⅝	6 9½								100000 lb.	34
		3 9⅝										
												13127

Explanatory notes on pages 324 and 325.

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS							
				Inside				Outside			
A. A. R. Designation	Initials	Class		Length		Width		Height		Length Over End Sills		Width at Eaves or Platform	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
	Brought	Forward											
FM	OWR&N.	Flat, Steel Underframe	50100 to 50149	40	10	9	4½			41	10	9	4½
FM	OWR&N.	Flat, Steel Underframe	50150 to 50329	40	10	9	4½			41	2¼	9	4½
FM	OWR&N.	Flat, Steel Underframe	50330 to 50580	40	10	9	4½			41	10	9	4½
FM	LA&SL	Flat, Steel Underframe	52000 to 52199	40	10	9	4½			41	10	9	4½
FL	OWR&N.	Flat, Log Wood Underframe	53500 to 53599	41	0	9	6					9	6
FM	OWR&N.	Flat, Steel Underframe	53824 to 53872	36	4½	8	9			37	8½	8	9
FM	UP	Flat, Steel Underframe	54001 to 54199	39	0	9	5¼			40	0	9	5¼
FM	UP	Flat, Steel Underframe	54200 to 54650	40	10	9	4½			41	10	9	4½
FM	UP	Flat, Steel Underframe	54651 to 54805	40	10	9	4½			41	2¼	9	4½
FM	UP	Flat, Steel Underframe	54806 to 55305	40	10	9	4½			41	2¼	9	4½
FM	UP	Flat, Steel Underframe	55306 to 55805	40	10	9	4½			41	2¼	9	4½
FM	UP	Flat, Steel Underframe	55806 to 56305	40	10	9	4½			41	1½	9	4½
FM	UP	Flat, Steel Underframe	56400 to 56699	52	8½	10	8			52	8½	10	8
FM	UP	Flat, Steel Underframe	56700 to 56999	52	8½	10	8			58	8½	10	8
FM	UP	Flat, Steel Underframe	57000 to 57299	53	6	10	8			53	6	10	8
FM	OSL	Flat, Steel Underframe	58000 to 58099	39	0	9	5¾			40	0	9	5¾
FM	OSL	Flat, Steel Underframe	58100 to 58164	40	10	9	4½			41	2¼	9	4½
FM	OSL	Flat, Steel Underframe	59800 to 59899	40	10	9	4½			41	10	9	4½
GS	UP	Gondola, Steel, Drop Bottom $	62000 to 63999	41	6	9	6	4	7¾	42	8¾	10	3¼
GS	UP	Gondola, Steel Underframe, Drop Bottom	64000 to 64999	41	0	9	1¾	5	0	41	8		
XM	OWR&N.	Box, Steel Underframe	68000 to 68004	40	0	9	2	9	2¼	41	1½	10	0
XM	OSL	Box, Steel Underframe	68020 to 68022	40	0	9	2	9	2¼	41	1½	10	0
XM	OSL	Box, Steel Underframe	68023 to 68049	40	6¼	9	2	9	4¾	41	1½	9	10
XM	UP	Box, Steel Underframe	68050 to 68057	40	0	9	2	9	2¼	41	1½	10	0
XM	UP	Box, Steel Underframe	68058	40	6¼	9	2	9	4¾	41	1½	9	10
XM	UP	Box, Steel Underframe	68059 to 68071	40	6¼	9	2	9	4¾	41	1½	9	10
XM	OSL	Box, Steel Underframe	68080 to 68149	40	6¼	9	2	9	4¾	41	1½	9	10
XM	UP	Box, Steel Underframe	68150 to 68151	40	6¼	9	2	9	4¾	40	8⅝	9	10
XM	OSL	Box, Steel Underframe	68152	40	6¼	9	2	9	4¾	40	8⅝	9	10
TM	UP	Tank, Steel	69000 to 69199	39	2½	7	5½			41	5	9	10
TM	LA&SL	Tank, Steel	69531 to 69702	39	0	7	5¼			41	10	8	5⅝
XM	UP	Box, Steel Underframe	70000 to 72849	40	4⅜	8	6⅛	8	0¾	41	10	9	4⅛
XM	UP	Box, Steel Underframe	72877 to 73326	40	4⅜	8	6⅛	8	0¾	41	10	9	4⅛
XM	UP	Box, Steel Underframe	73327 to 74402	40	3⅞	9	2	9	2¼	41	1⅛	10	0
XM	UP	Box, Steel Underframe, Steel Ends	75000 to 75397	40	5¼	9	0	9	11⅜	41	1⅛	9	10⅜
XM	UP	Box, Steel Underframe, Steel Ends	75500 to 75598	40	6⅜	9	1⅞	10	2½	41	1⅛	10	1¼
XM	UP	Box, Steel Underframe	77000 to 79500	40	3⅞	9	2	9	2¼	41	1⅛	10	0
MWB	UP	Ballast (Rodgers) Steel Underframe $	80000 to 80299	40	0	8	8	3	0	41	6	9	10
MWB	UP	Ballast (Rodgers) Steel Underframe $	80935 to 80949	40	0	8	8	3	0	41	6	9	10
MWB	UP	Ballast (Rodgers) Steel Underframe $	80950 to 80999	40	0	8	8	3	0	41	6	9	10
MWB	UP	Ballast (Rodgers) Steel Underframe $	83200 to 84199	40	0	8	8	3	0	41	6	9	10
GRA	UP	Gondola, Coal, Steel	84200 to 84898	40	0	9	6	4	3	41	4⅞	9	9
HK	UP	Hopper, Steel	85000 to 85499	33	1⅞	10	1	5	11	33	0⅜	10	2¾
HK	UP	Hopper, Steel	85500 to 85999	33	0	10	1	5	10	33	0⅜	10	2¾
HK	UP	Hopper, Steel	86000 to 86999	33	4⅝	10	1	5	10¼	33	5¼	10	2¼
HK	UP	Hopper, Steel	87000 to 87999	33	4⅝	10	1	5	10¼	33	5¼	10	2¼
HK	UP	Hopper, Steel Underframe	88000 to 88899	33	0	9	6¼	5	10¼	33	0½		
	Forward												

Explanatory notes on pages 324 and 325.

UNION PACIFIC RAILROAD COMPANY

| DIMENSIONS | | | | | | | | | | | |

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS								No. Owned
				Inside				Outside				
A. A. R. Designation	Initials	Class		Length		Width		Height		Length Over End Sills	Width at Eaves or Platform	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft. In.		
	Brought	forward												26852
HK	OWR&N.	Hopper, Steel Underframe	88900 to 88999	33	0	9	6¼	5	10¼	33	0½			
MWB	OSL	Ballast, Steel Underframe ③	89000 to 89099	40	0	8	8	3	0	41	6	9 10		
MWB	OWR&N.	Ballast (Rodgers) Steel Underframe ③	91000 to 91099	40	0	8	8	3	0	41	6	9 10		
MWB	OWR&N.	Ballast (Rodgers) Steel Underframe ③	91150 to 91299	39	1	8	8	3	6	41	6	9 10		
HMA	OWR&N.	Ore, Steel	91320 to 91339	28	0	9	6	5	1⅝	38	3	9 8		
MWD	UP	Ballast, Steel (Air Dump)	91500 to 91544	31	1⅞	9	1½	2	10⅝	37	7	10 2		
LO	UP	Covered Hopper, Steel	92000 to 92099	29	3	9	5½	7	0⅝	34	3	9 6½		
XF	UP	Furniture, Steel Underframe Staggered Doors	95350 to 95599	40	0½	9	0⅝	10	0¼	41	10	9 10⅜		
GB	UP	Gondola, Steel	96000 to 96999	34	6	9	4⅞	4	0	36	0			
GB	UP	Gondola, Steel	98000 to 98049	65	6	7	9	3	5⅝	67	4½	9 6⅛		
GB	UP	Gondola, Steel	99500 to 99999	48	6	9	0	3	6	50	2¼	9 9⅛		
XM	UP	Box, Steel Underframe	100100	40	6	8	7¾	8	7⅜	41	2½	9 5½		
XM	UP	Box, Steel Underframe	122000 to 122473	40	7⅛	9	2	9	4¼	41	1⅜	9 10		
XM	UP	Box, Steel Underframe	124000 to 125899	40	7⅛	9	2	9	4¼	41	1⅜	9 10		
XM	UP	Box, Steel Underframe	125900 to 127899	40	6¼	9	1⅞	9	2	41	1⅜	10 1		
XM	LA&SL	Box, Steel Underframe	132000 to 132292	40	3⅞	9	2	9	2¼	41	1⅜	10 0		
XM	OSL	Box, Steel Underframe	135000 to 138525	40	7⅛	9	2	9	4¼	41	1⅜	9 10		
XA	UP	Box, Automobile, Staggered Doors, End Doors, Steel	150000	50	0⅝	9	2	10	0⅞	50	9⅛	9 7⅜		
XA	UP	Box, Automobile, Staggered Doors, Steel	150001 to 151000	50	3⅞	8 9	8 2	10 10	0⅞ 6¾	50	9⅛	9 7⅜		
XA	UP	Box, Automobile, Staggered Doors, Steel	151001 to 152000	50	3⅞	8 9	8 2	10 10	0¼ 6¾	50	9⅛	9 7⅜		
XA	UP	Box, Automobile, Staggered Doors, Steel	152001 to 152500	50	3⅞	8 9	8 2	10 10	0¼ 1⅝	50	9⅛	9 7⅜		
XA	UP	Box, Automobile, Staggered Doors, Steel	154100 to 154199	50	7⅜	9	4¼	10 11	6 2⅛	50	10	9 11⅜		
XA	UP	Box, Automobile, Staggered Doors, Steel	154200 to 154399	50	7⅜	9	4¼	10	6¼	50	10	9 11⅜		
XAP	UP	Box, Automobile, Staggered Doors, Steel	155000	50	7⅜	9	4¼	10	6	50	10	9 11⅜		
XA	UP	Box, Automobile, Staggered Doors, Steel	156100 to 156199	50	7⅜	9	4¼	10 11	6 2⅛	50	10	9 11⅜		
XA	OSL	Box, Automobile, Staggered Doors, End Doors, Steel	160001 to 160600	50	0⅝	9	2	10	0⅞	50	9⅛	9 7⅜		
XA	UP	Box, Automobile, Staggered Doors, End Doors, Steel	161000 to 161099	50	6⅛	9	4¼	10	6	50	10	9 11⅜		
XA	UP	Box, Automobile, Staggered Doors, End Doors, Steel	161100 to 161199	50	6⅛	9	4¼	10	6¼	50	10	9 11⅜		
XA	UP	Box, Automobile, Staggered Doors, Steel	161200 to 161499	50	6¼	9	4¼	10	6¼	50	11½	9 11⅜		
XA	LA&SL	Box, Automobile, Staggered Doors, End Doors, Steel	169000 to 169199	50	0⅝	9	2	10	0⅞	50	9⅛	9 7⅜		
XA	UP	Box, Automobile, Staggered Doors, Steel	171500 to 172999	40	6¼	9	1⅞	9 10	10⅝ 4⅞	41	1⅛	9 10⅜		
XA	UP	Box, Automobile, Staggered Doors, Steel	175000 to 175399	50	3⅞	9	2	10	0⅝	50	6	9 7		
	Forward													

Explanatory notes on pages 324 and 325.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS																No. Owned
Outside						Doors				CAPACITY						
Height From Rail				Side		End										
Extreme Width Over All	To Eaves	To Top of Sides Platform or Running Board	To Over All	Width	Height	Width	Height			Cubic Feet Level Full	Pounds or Gallons					
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.									
.....	.....	.....	.....	.....	.....	.....	.....			.....	.....					26852
10 5	.....	10 8	10 8	.....	.....	.....	.....			1792	100000 lb.					100
10 5	.....	7 5½	8 4¾	.....	.....	.....	.....			1040	100000 lb.					58
9 10	.....	7 5	.....	.....	.....	.....	.....			1040	100000 lb.					47
10 4	.....	7 3	.....	.....	.....	.....	.....			1023	100000 lb.					28
10 2¾	.....	10 0	10 0	.....	.....	.....	.....			1360	140000 lb.					20
10 2	.....	8 7½	8 7½	.....	.....	.....	.....			810	100000 lb.					45
10 0½	11 9	12 9⅞	12 9⅝	.....	.....	.....	.....			1958	140000 lb.					100
10 5¼	14 1⅜	15 0½	15 7¼	8 0	9 6⅞	.....	.....			3629	60000 lb.					3
10 3	.....	7 6½	.....	.....	.....	.....	.....			1252	80000 lb.					137
8 11⅝	.....	6 11¾	8 6⅛	.....	.....	.....	.....			1777	140000 lb.					50
9 11	.....	7 5⅝	7 5⅝	.....	.....	.....	.....			1528	100000 lb.					499
10 1¾	12 1 12 9⅛	13 3⅝	14 0⅝	6 0	8 1⅝	.....	.....			2825	100000 lb.					1
10 6	13 3⅝	14 1⅝	14 9	6 0	8 8⅝	1 6	1 0			3500	100000 lb.					26
10 6	13 3⅝	14 1⅝	14 9	6 0	8 8⅝	1 6	1 0			3500	100000 lb.					7
10 5⅝	13 3⅞	14 2⅛	14 10¾	6 0	8 8⅝	1 6	1 0			3412	100000 lb.					5
10 6	13 4⅛	14 2⅝	14 10¼	6 0	8 8¼	2 3	2 8			3384	100000 lb.					62
10 6	13 3⅝	14 1⅝	14 9	6 0	8 8⅝	1 6½	1 0			3500	100000 lb.					1040
10 5¾	13 11⅝	14 10⅛	15 5⅝	9 9¾	9 4⅝	8 6¼	9 5¼			4598	100000 lb.					1
10 6¼	13 10⅝	14 9⅝	15 5⅝	9 9¾	9 4⅝	1 6	1 0			4370	100000 lb.					104
10 5¾	13 10⅝	14 9⅝	15 5⅝	12 0	9 5⅜	1 6	1 0			4370	100000 lb.					293
10 6¼	13 10⅝	14 9⅝	14 9⅝	12 0	9 5⅜	1 6	1 0			4370	100000 lb.					29
10 8	13 11⅝ 14 4⅝	15 1	15 1	15 0¼	9 11⅜	.....	.....			4974	100000 lb.					37
10 8	13 11⅝ 14 4⅝	15 1	15 1	15 0¼	9 11⅜	.....	.....			4974	100000 lb.					80
10 8	13 11⅝ 14 4⅝	15 1	15 1	15 0¼	9 11⅜	.....	.....			4906	100000 lb.					1
10 8	13 11⅝ 14 4⅝	15 1	15 1	15 0¼	9 11⅜	.....	.....			4974	100000 lb.					.....
10 5¾	13 11⅝ 14 3⅝	14 10⅝	15 5⅝	9 9¾	9 4⅝	8 6¼	9 5¼			4598	100000 lb.					331
10 8	13 11⅝ 14 4⅝	15 1	15 1	15 0¼	9 11⅜	9 4¼	10 1¾			4961	100000 lb.					58
10 8	13 11⅝ 14 4⅝	15 1	15 1	15 0¼	9 11⅜	9 4¼	10 1¾			4961	100000 lb.					11
10 8	13 11⅝ 14 4½	15 1	15 1	15 0¼	9 10¾	.....	.....			4964	100000 lb.					248
10 5¾	13 11⅝ 14 3⅝	14 10⅝	15 5⅝	9 9¾	9 4⅝	8 6¼	9 5¼			4598	100000 lb.					141
10 7⅜	14 0⅜ 14 2⅝	14 11⅛	15 7⅜	9 8⅛	9 5¼	1 6½	1 0			3681	100000 lb.					1
10 6⅝	14 1⅛ 14 4⅝	14 11⅝	14 11⅝	9 11⅞	9 6⅜	1 6½	1 0			4626	80000 lb.					122
.....	.....	.....	.....	.....	.....	.....	.....			.....	.....					30537

Explanatory notes on pages 324 and 325

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS								No. Owned
				Inside				Outside				
A. A. R. Designation	Initials	Class		Length		Width		Height		Length Over End Sills		Width at Eaves or Platform
				Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft. In.
	Brought	forward										30537
XA	UP	Box, Automobile, Staggered Doors, Steel	176000 to 176499	50	2⅝	8	11	10	0¼	50	9⅛	9 7⅛
XA	UP	Box, Automobile, Staggered Doors, Steel	176500 to 176599	50	2⅝	8	11	10	0¼	50	9⅛	9 7⅛
XA	UP	Box, Automobile, Staggered Doors, Steel	177000 to 177387	50	2	8	11	10 / 10	0⅛ / 6¾	50	9⅛	9 7⅛
XM	UP	Box, Steel	180000 to 182399	40	6¼	9	2	9	4	41	1⅜	9 10⅝
XM	UP	Box, Steel	182500	40	6⅛	8	9⅛	9	4	40	8¼	9 5¾
XM	UP	Box, Steel	182812 to 183999	40	6⅛	9	2⅛	10	0⅜	40	8¼	9 10⅜
XM	UP	Box, Steel	184000 to 185899	40	6⅜	9	2⅛	10	0⅞	40	8¼	9 10½
XM	UP	Box, Steel	185900 to 185949	40	6⅜	9	2⅛	10	0 21/22	40	8¼	9 10⅜
XM	UP	Box, Steel	185950 to 185999	40	6⅜	9	2⅛	10	0 21/22	40	8¼	9 10⅜
XM	UP	Box, Steel	186000 to 186024	40	6⅛	9	2⅛	10	0⅜	41	10½	9 5⅜
XM	UP	Box, Steel	186025 to 186049	40	6⅛	9	2⅛	10	0⅜	41	10½	9 10½
XM	UP	Box, Steel	187000 to 188199	40	6⅜	9	2⅛	10	0⅝	40	8¼	9 10½
XM	OWR&N	Box, Steel	188300 to 188999	40	6⅜	9	2⅛	10	0⅝	40	8¼	9 10½
XM	OWR&N	Box, Steel	189000 to 189299	40	6⅜	9	2⅛	10	0⅝	40	8¼	9 10½
XM	OSL	Box, Steel	189400 to 189899	40	6⅜	9	2⅛	10	0⅝	40	8¼	9 10½
XM	UP	Box, Steel	190000 to 190699	40	6⅜	9	2⅛	10	0⅝	40	8¼	9 10½
XM	UP	Box, Steel	191000 to 192999	40	6¼	9	2⅛	10	6⅝	40	9¾	9 10½
XM	UP	Box, Steel	193000 to 193748	40	6¼	9	2⅛	10	6⅝	40	9¾	9 10½
XM	UP	Box, Steel	195000 to 195499	40	6¼	9	2⅛	10	3⅝	40	8⅜	9 10½
XM	UP	Box, Steel	195500 to 195596	40	6¼	9	2⅛	10	3⅝	40	9	9 10½
XM	UP	Box, Steel	196000 to 196999									
GA	LA&SL	Gondola, Steel, Coal	200000 to 200716	40	4	9	4⅞	4	6	41	10	
GS	LA&SL	Gondola, Steel, Coal, Dump	201000 to 201099	40	0	9	6¾	4	7			
XAP	UP	Box, Automobile, Steel	251001 to 251099	50	3⅛	9	2	10	0¼	50	9⅛	9 7⅛
XAP	UP	Box, Automobile, Steel	252001 to 252999	50	3⅛	9	2	10	0¼	50	9⅛	9 7⅛
XAP	UP	Box, Automobile, Steel	254200 to 254399	50	7⅝	9	3	10	6⅛	50	10	9 11⅜
XA	UP	Box, Automobile, Staggered Doors, Steel	261100 to 261199	50	6⅜	9	4¼	11	7⅛	50	10	10 0⅝
XM	UP	Box, Steel Underframe	300000 to 300299	40	6¼	9	2	9	4¼	41	1⅜	9 10
XM	OSL	Box, Steel Underframe	300500 to 300969	40	6¼	9	2	9	4¼	41	1⅜	9 10
XM	OWR&N	Box, Steel Underframe, Steel Ends	301000 to 301113	40	3⅞	9	2	9	2¼	41	1⅜	10 0
XM	OWR&N	Box, Steel Underframe, Steel Ends	301320 to 301633	40	3⅞	9	2	9	2¼	41	1⅜	10 0
XM	OSL	Box, Steel Underframe, Steel Ends	302300 to 302530	40	3⅞	9	2	9	2¼	41	1⅜	10 0
XM	UP	Box, Steel Underframe, Steel Ends	303000 to 303193	40	3⅞	9	2	9	2¼	41	1⅜	10 0
	Forward											

Explanatory notes on pages 324 and 325

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS														CAPACITY		No. Owned
Outside								Doors								
Extreme Width Over All		Height From Rail						Side		End						
		To Eaves		To Top of Sides Platform or Running Board		To Over All		Width		Height		Width		Height		Cubic Feet Level Full	Pounds or Gallons	
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.			
																		30537
10	6⅛	13 / 14	10⅝ / 1⅝	14	9⅝	14	9⅝	12	0	9	5⅝					4493	100000 lb.	367
10	5¾	13 / 13	10⅝ / 10⅝	14	9⅝	15	5⅝	12	0	9	5⅝					4493	100000 lb.	91
10	5⅜	14	1⅝	14	9⅝	15	5⅝	12	1⅝	9	4⅝					4489	100000 lb.	2
10	7⅛	12 / 13	10¼ / 5⅛	14	1	14	1	6	0½	8	8⅜					3466	100000 lb.	2319
10	3¼	12 / 13	7⅝ / 2⅜	13	10⅞	13	10⅞	6	0	8	8⅝					3314	100000 lb.	1
10	8	13 / 13	4⅝ / 11⅞	14	7⅛	14	7⅛	6	0	9	5⅛					3727	100000 lb.	1176
10	7⅝	13 / 13	4⅝ / 11⅞	14	7⅛	14	7⅛	6	0	9	5⅝					3730	100000 lb.	1875
10	7⅝	13 / 13	6⅛ / 9⅝	14	7⅝	14	7⅝	6	0	9	5⅝					3735	100000 lb.	49
10	7⅝	13 / 13	6⅛ / 9⅝	14	7⅝	14	7⅝	6	0	9	5⅝					3735	100000 lb.	50
10	4⅝	13 / 13	5⅛ / 10⅞	14	5⅛	14	5⅛	6	0	9	4⅝					3730	100000 lb.	25
10	4⅝	13 / 13	5⅛ / 11⅞	14	6½	14	6½	6	0	9	4⅝					3730	100000 lb.	25
10	7⅝	13 / 13	4⅝ / 9⅝	14	7⅝	14	7⅝	6	0	9	5⅝					3730	100000 lb.	1189
10	7⅝	13 / 13	4⅝ / 9⅝	14	7⅝	14	7⅝	6	0	9	5⅝					3730	100000 lb.	696
10	7⅝	13 / 13	4⅝ / 9⅝	14	7⅝	14	7⅝	6	0	9	5⅝					3730	100000 lb.	300
10	7⅝	13 / 13	4⅝ / 9⅝	14	7⅝	14	7⅝	6	0	9	5⅝					3730	100000 lb.	498
10	7⅝	13 / 13	4⅝ / 9⅝	14	7⅝	14	7⅝	6	0	9	5⅝					3730	100000 lb.	696
10	7⅝	13 / 13	10⅝ / 5⅛	15	0⅛	15	0⅛	6	0	9	11⅜					3920	100000 lb.	1993
10	7⅝	13 / 14	10⅝ / 5⅛	15	0⅛	15	0⅛	6	0	9	11⅜					3920	100000 lb.	748
10	7⅝	13 / 14	11 / 5⅛	15	0⅛	15	0⅛	6	0	9	8⅝					3835	100000 lb.	498
10	7⅝	13 / 14	11 / 3⅝	15	0⅛	15	0⅛	6	0	9	8⅝					3835	100000 lb.	97
10	4¾			8	0⅞	8	0⅞									1705	100000 lb.	137
10	2¼			8	11¼	9	8⅝									1715	100000 lb.	99
10	5¾	13 / 14	10⅝ / 1⅝	14	9⅝	15	5⅝	6	1¼	9	5⅛					4622	100000 lb.	
10	5¾	13 / 14	10⅝ / 1⅝	14	9⅝	14	9⅝	6	1¼	9	5⅛					4622	100000 lb.	
10	8	13 / 14	11⅝ / 4⅜	15	1	15	1	7	0⅜	9	11⅛					4919	100000 lb.	15
10	8	15	0⅛ / 6¼	16	2⅝	16	2⅝	15	0¾	9	10⅝	9	4¼	11	3	5492	100000 lb.	29
10	6	13	3⅜	14	1⅝	14	9	6	0	8	8⅝					3500	100000 lb.	161
10	6	13	3⅜	14	1⅝	14	9	6	0	8	8⅝					3500	100000 lb.	341
10	6	13	4⅛	14	2⅝	14	10¼	6	0	8	8⅝					3384	100000 lb.	103
10	6	13	4⅛	14	2⅝	14	10¼	6	0	8	8⅝					3384	100000 lb.	289
10	6	13	4⅛	14	2⅝	14	10¼	6	0	8	8⅝					3384	100000 lb.	214
10	6	13	4⅛	14	2⅝	14	10¼	6	0	8	8⅝					3384	100000 lb.	131
																		44751

Explanatory notes on pages 324 and 325

FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS								No. Owned
				Inside				Outside				
A. A. R. Designation	Initials	Class		Length		Width		Height		Length Over End Sills	Width at Eaves or Platform	
				Ft.	In.	Ft.	In.	Ft.	In.	Ft. In.	Ft. In.	
	Brought	forward.....	.....	.....		.....		.....		.....	.....	44751
XM..	UP.....	Box, Steel Underframe, Steel Ends.....	303501 to 303835	40	3⅞	9	2	9	2¾	41 1⅛	10 0	308
XM..	LA&SL...	Box, Steel Underframe, Steel Ends.....	304800 to 304871	40	3⅞	9	2	9	2¾	41 1⅛	10 0	35
XM..	UP.....	Box, Steel Underframe, Steel Ends.....	305000 to 305169	40	7⅞	9	2	9	2¾	41 1⅛	9 10	148
XM..	UP.....	Box, Steel Underframe, Steel Ends.....	306000 to 306299	40	7⅞	9	2	9	2¾	41 1⅛	9 10	255
XM..	OSL.....	Box, Steel Underframe, Steel Ends.....	307000 to 308199	40	7⅞	9	2	9	2¾	41 1⅛	9 10	1056
XM..	UP.....	Box, Steel.....	350000 to 350499	50	2⅝	8	7⅛	10	0⅞	50 9⅛	9 7⅛	486
XM..	UP.....	Box, Steel.....	350500 to 350885	50	2⅝	8	11	10	0⅞	50 9⅛	9 7⅛	377
XM..	UP.....	Box, Steel.....	350886	50	2⅝	8	11	10	0⅞	51 4	9 9	1
XM..	UP.....	Box, Steel.....	351000 to 351105	50	2⅝	8	11	10	0¾	50 9⅛	9 7⅛	99
XM..	UP.....	Box, Steel.....	351200 to 351706	50	2⅝	8	11	10	0¾	50 9⅛	9 7⅛	503
XA...	UP.....	Box, Automobile, Staggered Doors, Steel....	361000 to 361099	50	6⅛	9	4¼	10	7⅝	50 10	10 0⅝	5
XA...	UP.....	Box, Automobile, Staggered Doors, Steel....	361100 to 361199	50	6⅜	9	4¼	11	7⅜	50 10	10 0⅝	10
XAR	UP.....	Box, Automobile, Staggered Doors, Steel....	450597	50	3⅞	9	2	10 4 / 10 9⅝		50 9⅛	9 7⅛	1
XAR	UP.....	Box, Automobile, Staggered Doors, Steel....	454000 to 454099	50	7⅝	9	4¼	10 6 / 11 2½		50 10	9 11⅝	100
XAR	UP.....	Box, Automobile, Staggered Doors, Steel....	454400 to 454799	50	7⅝	9	4¼	10	6⅛	50 10	9 11⅝	400
XAR	UP.....	Box, Automobile, Staggered Doors, Steel....	471000 to 471750	40	6¼	9	2	10 2 / 10 8½ / 10 4		41 1⅛	9 10⅝	248
XAR	UP.....	Box, Automobile, Staggered Doors, Steel....	473000 to 473750	40	6¼	9	2	10 10½		41 1⅛	9 10⅝	497
XAR	UP.....	Box, Automobile, Staggered Doors, Steel....	474000 to 474499	40	6⅜	9	2⅛	10 6½ / 11 0½ / 10 6		41 1⅛	9 10½	497
XAR	UP.....	Box, Automobile, Staggered Doors, Steel....	474500 to 474749	40	6¼	9	2	11 0½ / 10 6		41 1⅛	9 10⅝	250
XAP	UP.....	Box, Automobile, Staggered Doors, Steel....	541100 to 541199	50	7⅝	9	4¼	11 2½		50 10	9 11⅝	11
XAP	UP.....	Box, Automobile, Staggered Doors, Steel....	541200 to 541399	50	7⅝	9	4¼	10	6⅛	50 10	9 11⅝	27
XAP	UP.....	Box, Automobile, Steel.	554300 to 554399	50	7⅝	9	3	10	6⅛	50 10	9 11⅝	10
XA..	UP.....	Box, Automobile, Staggerd Doors, Steel....	561100 to 561199	50	6⅜	9	4¼	12	4⅛	50 10	10 0⅝	1
XA...	UP.....	Box, Automobile, Staggered Doors, Steel....	562000 to 562099	50	6⅝	9	5⅜	12	4	50 10	9 6⅝	12
XA...	UP.....	Box, Automobile, Staggered Doors, Steel....	562100 to 562199	50	6⅝	9	5⅜	12	4	50 10	9 6⅝	7
XA...	UP.....	Box, Automobile, Staggered Doors, Steel....	563000 to 563099	50	6⅝	9	5⅜	12	4	50 10	9 6⅝	6
XA...	UP.....	Box, Automobile, Staggered Doors, Steel....	563100 to 563199	50	6⅝	9	5⅜	12	4	50 10	9 6⅝	2
XA...	UP.....	Box, Automobile, Staggered Doors, Steel....	564000 to 564099	50	6⅝	9	5⅜	12	4	50 10	9 6⅝	3
XA...	UP.....	Box, Automobile, Staggered Doors, Steel....	564100 to 564199	50	6⅝	9	5⅜	12	4	50 10	9 6⅝	1
XA...	UP.....	Box, Automobile, Staggered Doors, Steel....	565000 to 565099	50	6⅝	9	5⅜	12	4	50 10	9 6⅝	50107
	Forward.	.....	.....	.....		.....		.....		.....	.....	

Explanatory notes on pages 324 and 325.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS										CAPACITY		No. Owned
Outside				Doors								
Extreme Width Over All	Height From Rail			Side		End						
	To Eaves	To Top of Sides Platform or Running Board	To Over All	Width		Height		Width		Height		Cubic Feet Level Full	Pounds or Gallons	
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.			
.....	.....	.....	.....	.....		.....		.....		.....		.....	.....	44751
10 6	13 4⅛	14 2⅝	14 10¼	6	0	8	8⅝	.....		.....		3384	100000 lb.	308
10 6	13 4⅛	14 2⅝	14 10¼	6	0	8	8⅝	.....		.....		3384	100000 lb.	35
10 6	13 3⅝	14 1⅝	14 9	6	0	8	8⅝	.....		.....		3500	100000 lb.	148
10 6	13 3⅝	14 1⅝	14 9	6	0	8	8⅝	.....		.....		3500	100000 lb.	255
10 6	13 3⅝	14 1⅝	14 9	6	0	8	8⅝	.....		.....		3500	100000 lb.	1056
10 5¾	13 10⅝ / 14 1⅝	14 9⅝	15 5⅝	6	0⅛	9	3⅞	.....		.....		4303	100000 lb.	486
10 5¾	13 10⅝ / 14 1⅝	14 9⅝	15 5⅝	6	1⅝	9	4⅜	.....		.....		4508	100000 lb.	377
10 7	14 2	14 10	14 10	6	0	9	5	.....		.....		4484	100000 lb.	1
10 5¾	13 10⅝ / 14 1⅝	14 9⅝	14 9⅝	6	0⅛	9	5⅛	.....		.....		4475	100000 lb.	99
10 5¾	13 10⅝ / 14 1⅝ / 15 0⅛	14 9⅝	14 9⅝	6	0⅛	9	5⅛	.....		.....		4475	100000 lb.	503
10 8	15 6¼	16 2⅝	16 2⅝	15	0¼	9	10⅝	9	4¼	11	3	5492	100000 lb.	5
10 8	15 0⅞ / 15 6¼	16 2⅝	16 2⅝	15	0¼	9	10⅝	9	4¼	11	3	5492	100000 lb.	10
10 5¾	14 2⅛ / 14 4⅜ / 13 11⅝	15 0¾	15 0¾	15	0	9	4⅝	1	6½	1	0	4766	100000 lb.	1
10 8	14 4⅝ / 13 11⅝	15 1	15 1	15	0¼	9	11½	.....		.....		4575 / 4974	100000 lb.	100
10 8	14 4⅝	15 1	15 1	15	0¾	9	11⅜	.....		.....		4575	100000 lb.	400
10 7⅛	13 8⅝ / 14 2¾ / 13 10⅝	14 11	14 11	12	6	9	6⅜	.....		.....		3604 / 3838	100000 lb.	248
10 7⅛	14 4¾	15 1	15 1	12	6	9	8⅝	.....		.....		3604 / 3838	100000 lb.	497
10 7⅝	13 10⅛ / 13 8⅝	15 1	15 1	12	0	9	10⅜	.....		.....		3511 / 3916 / 3619	100000 lb.	497
10 7⅛	14 6¼ / 13 11⅝	15 1	15 1	12	6	9	6⅜	.....		.....		3899	100000 lb.	250
10 8	14 2¾ / 13 11⅝	15 1	15 1	15	0¼	9	11⅜	.....		.....		4974	100000 lb.	11
10 8	14 4¾ / 13 11⅝	15 1	15 1	15	0¼	9	11⅜	.....		.....		4974	100000 lb.	27
10 8	14 4¾ / 13 11⅝	15 1	15 1	7	0⅜	9	11⅜	.....		.....		4919	100000 lb.	10
10 8	16 0⅝ / 13 11⅝	16 0⅞	16 11⅞	15	0¼	9	11⅜	9	4¼	11	11¾	5837	100000 lb.	1
10 8	16 0⅝ / 13 11⅝	16 0⅞	16 11⅞	15	0¼	9	11⅜	9	4¼	11	11¾	5837	100000 lb.	12
10 8	16 0⅝ / 13 11⅝	16 0⅞	16 11⅞	15	0¼	9	11⅜	9	4¼	11	11¾	5837	100000 lb.	7
10 8	16 0⅝ / 13 11⅝	16 0⅞	16 11⅞	15	0¼	9	11⅜	9	4¼	11	11¾	5837	100000 lb.	6
10 8	16 0⅝ / 13 11⅝	16 0⅞	16 11⅞	15	0¼	9	11⅜	9	4¼	11	11¾	5837	100000 lb.	2
10 8	16 0⅝ / 13 11⅝	16 0⅞	16 11⅞	15	0¼	9	11⅜	9	4¼	11	11¾	5837	100000 lb.	3
10 8	16 0⅝ / 13 11⅝	16 0⅞	16 11⅞	15	0¼	9	11⅜	9	4¼	11	11¾	5837	100000 lb.	1
.....	.....	.....	.....	.....		.....		.....		.....		.....	.....	50107

Explanatory notes on pages 324 and 325.

FREIGHT EQUIPMENT—Concluded

KIND OF CARS			Numbers	DIMENSIONS					
				Inside			Outside		
A. A. R. Designation	Initials	Class		Length	Width	Height	Length Over End Sills	Width at Eaves or Platform	
				Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	
	Brought	forward.....	.....	.....	.....	.....	.....	.....	
XA...	UP.....	Box, Automobile, Staggered Doors, Steel....	565100 to 565199	50 6⅝	9 5⅝	12 4	50 10	9 6⅝	
XA...	UP.....	Box, Automobile, Staggered Doors, Steel....	654180 to 654199	50 7⅝	9 4¼	10 6	50 10	9 11⅝	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	751000 to 752000	50 3⅞	9 2	10 0¼	50 4⅝	9 7⅞	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	754200 to 754399	50 7⅝	9 3	10 6⅛	50 10	9 11⅝	
XA...	UP.....	Box, Automobile, Staggered Doors, Steel....	761100 to 761199	50 6⅝	9 4¼	11 6⅝	50 10	10 0⅛	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	844000 to 844099	50 7⅝	9 4¼	10 6¼	50 10	9 11⅝	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	844200 to 844399	50 7⅝	9 4¼	10 6⅛	50 10	9 11⅝	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	851001 to 852000	50 3⅞	9 2	10 0¼	50 9⅛	9 7⅞	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	852001 to 853000	50 3⅞	9 2	10 0¼	50 9⅛	9 7⅞	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	853001 to 854000	50 3¾	8 8 9 2	10 0¼ 10 6¼	50 9¼	9 7⅛	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	854100 to 854199	50 7⅝	9 3	10 6	50 10	9 11⅝	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	854200 to 854399	50 7⅝	9 3	10 6⅛	50 10	9 11⅝	
XAP.	UP.....	Box, Automobile, Staggered Doors, End Doors, Steel.....	861000 to 861199	50 6⅛	9 3	10 6	50 10	9 11⅝	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	864200 to 864399	50 7⅝	9 3	10 6⅛	50 10	9 11⅝	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	871000 to 872000	50 3⅞	9 2	10 0¼	50 9⅛	9 7⅞	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	874200 to 874399	50 7⅝	9 3	10 6⅛	50 10	9 11⅝	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	951000 to 951999	50 3⅞	9 2	10 0¼	50 9⅛	9 7⅞	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	952001 to 953000	50 3⅞	9 2	10 0¼	50 9⅛	9 7⅞	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	953001 to 953999	50 3⅞	9 2	10 0¼	50 9⅛	9 7⅞	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	954100 to 954199	50 7⅝	9 3	10 6	50 10	9 11⅝	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	954200 to 954399	50 7⅝	9 3	10 6⅛	50 10	9 11⅝	
	Total	.....	.....	.....	.....	.....	.....	.....	
									UTAH COAL
GS...	UCR.....	Coal, Dump, Steel.....	20000 to 21999	40 0	9 6¾	4 7	41 0	10 2¼	

NOTES:—

}On cars not equipped with power hand brake.

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

}Average height.

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

}Cars equipped with Dreadnaught Steel Ends have inside length 41 ft. 5 in., cubic feet capacity 1571.

UNION PACIFIC RAILROAD COMPANY

| DIMENSIONS | | | | | | | | |

Initials	Classification	Numbers From	Numbers To	Size of Car Length Over End Sills	Size of Car Capacity
	Ballast Distributing:				
St. J. & G. I.	Ballast Spreader—Jordan		01	35′ 1½″	30,000 lbs.
O.-W. R. & N.	do do		0440	35′	100,000 do
do	do do		0450	35′ 1″	100,000 do
do	do do		0453	35′ 1″	100,000 do
O. S. L.	do do		02073	32′	60,000 do
U. P.	do do		03128	43′ 9″	100,000 do
do	do do		03129	35′ 6″	
do	do do		03130	35′	100,000 lbs.
do	do do & Ditcher		03131		
L. A. & S. L.	do do		010532		100,000 lbs.
do	do do		010533	35′ 6″	
O. S. L.	Jordan Spreader	02060	02062	35′	100,000 lbs.
do	Ballast Spreader		02063	35′	100,000 do
U. P.	Ballast Plow		03139	32′	
St. J. & G. I.	Boarding		051	46′ 2″	60,000 lbs.
do	do		0200	37′ 2½″	40,000 do
do	do		0201	34′ 2½″	40,000 do
do	do		0203	36′	40,000 do
do	do		0205	34′ 2½″	50,000 do
do	do		0206	34′ 11″	60,000 do
do	do	0208	0210	34′	60,000 do
O.-W. R. & N.	do	0579	0587	45′ to 70′	Various
do	do	0588	0594	41′	100,000 lbs.
do	do		0595	72′ 6″	
do	do	0600	0604	41′	100,000 lbs.
do	do		0605	41′	100,000 do
do	do	0606	0613	41′	100,000 do
do	do	0615	0619	41′	100,000 do
do	do	0621	0624	41′	100,000 do
do	do		0626	41′	100,000 lbs.
do	do		0646	34′	
do	do	0650	0657	41′	100,000 lbs.
do	do	0699	0697	41′	100,000 do
do	do	0700	0799	41′ 6″	100,000 do
do	do	0850	0873	41′ 10″	100,000 lbs.
do	do	0933	0997	33′ 8″ to 40′ 6″	Various
do	do	01000	01050	41′10″	100,000 lbs.
do	do	01072	01183	34′0″to 40′6″	Various
do	do	01204	01209	50′ 9″ to 60′ 8″	do
do	do	01210	01211	41′ 2″	do
do	do		01220	50′11″	
do	do		01222	60′	
do	do	01228	01249	46′ 0″ to 60′ 0″	Various
do	do		01254	41′ 10″	100,000 lbs.
do	do		01260	42′ 2″	80,000 lbs.
do	do	01261	01265	53′ 0″ to 72′ 0″	Various
do	do	01269	01274	41′ 0″ to 41′ 6″	do
do	do	01275	01278	72′ 6″	do
do	do	01279	01288	41′ 10″	do
do	do	01289	01296	41′	100,000 lbs.
O. S. L.	do	01500	01514	41′ 6″	do
do	do	01516	01519	41′ 10″	100,000 do
do	do	01521	01538	41′ 10″	100,000 do
do	do	01603	01618	41′10″	100,000 do
do	do		01636	31′ 4″	
do	do		01828		
do	do	02370	02373	41′ 10″	100,000 lbs.
do	do		02430	45′ 7″	60,000 do
do	do		02454	60′	60,000 do
do	do		02637	41′ 10″	100,000 do
do	do	02753	02779	51′ 7″ to 60′ 10″	Various
do	do	02789	02996	34′ 0″ to 41′ 10″	do
U. P.	do	04301	04310	40′ 0″ to 41′ 0″	100,000 lbs.
do	do		04315	61′ 4″	
do	do		04322	60′	
do	do	04323	04327	72′ 5″ to 79′ 9″	Various
do	do	04329	04336	41′	100,000 lbs.
do	do		04339	41′	100,000 do
do	do		04340	72′ 6″	
do	do	04342	04376	41′	100,000 lbs.
do	do		04427	34′	60,000 do

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

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers From	Numbers To	Size of Car: Length Over End Sills	Size of Car: Capacity	Average Light Weight	Number of Cars: Each Size	Number of Cars: Each Class	Remarks
U. P.	Boarding	04431	04433	72′	Various	126,600	3		Steel Underframe—Old Passenger Cars
do	do	04435	04443	41′ 10″	100,000 lbs.	43,800	8		do
do	do	04446	04451	72′ to 79′ 9″		120,000	6		Steel Underframe—Old Passenger Cars
do	do		04452	41′	60,000 lbs.	38,400	1		do
do	do	04453	04462	60′ 0″ to 72′ 0″		115,300	10		do —Old Passenger Cars
do	do	04463	04480	40′	100,000 lbs.	48,500	18		do
do	do	04481	04482	67′		100,600	2		do —Old Passenger Cars
do	do	04483	04498	41′ 6″	100,000 lbs.	48,400	16		do
do	do		04499	43′	80,000 do	54,000	1		do
do	do	04512	04542	41′ 10″	100,000 do	50,000	20		Steel Underframe
do	do		04551	36′	60,000 do	43,400	1		do
do	do		04554	34′	60,000 do	31,600	1		Wooden
do	do	04585	04591	36′ 0″ to 51′ 0″	Various	44,800	6		Steel Underframe
do	do	04592	04599	40′	100,000 lbs.	53,500	8		do
do	do	04600	04624	40′ to 41′	do	51,100	23		do
do	do		04625	41′ 10″	60,000 lbs.	41,900	1		do
do	do	04626	04630	41′	100,000 do	51,900	5		do
do	do		04631	41′	do	54,700	1		do
do	do		04632	41′	do	55,900	1		do
do	do		04633	41′	do	51,000	1		do
do	do		04634	41′	do	54,600	1		do
do	do	04635	04642	41′	do	51,700	8		do
do	do		04643	41′	do	50,700	1		do
do	do	04644	04649	41′	do	50,300	6		do
do	do	04650	04729	41′	do	49,400	32		do
do	do		04736	41′ 10″	do	50,800	1		Steel Underframe
do	do	04745	04748	41′	80,000 do	47,600	3		do
do	do	04749	04799	40′	100,000 do	49,500	49		do
do	do	04800	04830	50′ 6″	80,000 do	58,700	31		do
do	do	04835	04849	41′ 10″	100,000 do	50,000	14		do
do	do	04850	04880	50′ 6″	80,000 do	59,300	31		do
do	do	04881	04890	50′ 6″	80,000 do	62,300	10		do
do	do	04891	04899	50′ 6″	80,000 do	66,600	9		do
do	do	05883	05992	34′	60,000 do	32,500	2		Wooden
do	do		06016	41′ 10″	do	46,400	1		Steel Underframe
do	do	06103	06111	41′ 6″	80,000 lbs.	42,600	6		do
do	do	06113	06115	41′ 10″	60,000 do	42,000	2		do
do	do		06118	50′ 6″	80,000 do	65,800	1		do
do	do	06138	06292	41′ 6″ to 41′ 10″	Various	42,900	102		do
do	do		06300	72′ 6″		109,500	1		Wooden—Old Passenger Car
do	do	06301	06319	50′ 6″	80,000 lbs.	60,300	19		Steel Underframe
do	do	06350	06368	50′ 6″	80,000 do	59,700	19		do
do	do	06403	06775	34′	60,000 lbs.	33,500	5		Wooden
do	do	06930	06983	41′ 6″	80,000 do	42,300	33		Steel Underframe
do	do	06985	06994	70′		123,000	2		Wooden—Old Passenger Cars
do	do	07500	07595	50′ 6″	80,000 lbs.	61,100	96		Steel Underframe
do	do	09500	09976	40′ 0″ to 41′ 6″	100,000 lbs.	46,300	462		do
do	do		09977	50′ 6″	80,000 do	64,200	1		do
do	do		09978	41′ 10″	100,000 do	49,300	1		do
do	do	09979	09982	50′ 6″	80,000 do	64,500	4		do
L. A. & S. L.	do	010100	010120	41′ 6″	100,000 do	46,700	20		do
do	do		010121	41′ 10″	do	47,500	1		do
do	do	010122	010148	41′ 10″	do	47,500	27		do
do	do	010150	010223	41′ 10″	100,000 do	48,800	71		do
do	do	010214	010224	40′	80,000 lbs.	43,100	1		Wooden
do	do	010225	010249	41′ 10″	100,000 lbs.	48,500	24		Steel Underframe
do	do	010250	010251	63′	do	47,400	2		Steel Underframe—Old Passenger Cars
do	do	010252	010261	41′ 10″	100,000 lbs.	50,200	10		do
do	do	010265	010267	41′ 10″	100,000 do	48,800	3		do
do	do	010280	010283	41′	do	52,600	4		do
do	do		010288	40′	80,000 lbs.	50,000	1		Wooden
do	do		010309	77′ 5″	do	122,040	1		Wooden—Old Passenger Car
do	do	010311	010321	40′	do	45,800	2		Steel Underframe
do	do	010322	010327	36′ 11″ to 38′ 8″	Various	34,300	2		Wooden
do	do		010330	41′ 10″	100,000 lbs.	56,400	1		Steel Underframe
do	do	010336	010341	40′	80,000 do	45,700	6		do
do	do	010343	010348	77′ 5″	do	113,200	5		do —Old Passenger Cars
do	do	010350	010388	40′	do	39,500	21		Wooden
do	do		010389	41′ 10″	100,000 lbs.	47,700	1		Steel Underframe
do	do	010390	010394	40′	80,000 do	44,200	4		do
do	do	010395	010449	41′ 10″	100,000 do	47,500	53		do
do	do	010450	010452			115,000	2		do —Old Passenger Cars

UNION PACIFIC RAILROAD COMPANY

ROADWAY EQUPMENT—Continued

Initials	Classification	Numbers From	Numbers To	Size of Car Length Over End Sills	Size of Car Capacity
L. A. & S. L.	Boarding	010453	010472	41′ 10″	100,000 lbs.
do	do	010473	010476	41′ 6″	60,000 do
do	do	010477	010483	41′	100,000 do
do	do	010484	010493	41′	do
do	do	010494	010498	41′	do
O. S. L.	do	011101	011108	41′	do
do	do		011114	67′ 6″	80,000 lbs.
do	do		011115	41′	100,000 do
do	do		011118		
do	do		011119	76′ 10″	60,000 lbs.
do	do	011120	011128	41′	100,000 do
do	do	011129	011132	41′ 10″	100,000 do
do	do	011133	011136	41′	100,000 do
do	do		011251	51′	50,000 do
do	do		011255	70′	60,000 do
do	do	011270	011272	60′ 3″	80,000 lbs.
do	do	011277	011278	72′ 6″	
do	do	011280	011281	42′	100,000 lbs.
do	do	011282	011283	66′	80,000 do
do	do	011284	011289	41′	100,000 do
do	do	011290	011295	41′	100,000 do
do	do		011328	41′ 10″	100,000 do
do	do	011330	011331	72′ 6″	80,000 do
do	do		011332	41′ 10″	100,000 do
do	do		011336	41′ 10″	100,000 do
do	do	011403	011407	41′ 10″	100,000 do
do	do	011410	011420	41′	100,000 do
do	do		011432	70′	60,000 do
do	do	011547	011554	41′ 10″	100,000 lbs.
U. P.	Business		99	73′ 6″	
do	do		100	73′ 10″	
do	do		101	73′ 6″	
do	do		102	74′ 8″	
do	do		103	75′ 0¾″	
do	do		104	65′	
do	do		110	51′ 6″	
do	do		116	59′ 10″	
do	do		117		
do	do		118		
do	do		119		
L. A. & S. L.	do		120	76′ 5⅝″	
do	do		121	76′ 5⅝″	
do	do		122	76′ 5⅝″	
do	do		123	76′ 5⅝″	
do	do		124	76′ 5⅝″	
do	do		144	65′	
O. S. L.	do		153	60′	
do	do		157	75′	
O.-W. R. & N.	do		186	59′ 10″	
do	Derrick		0305	24′ 2″	60 tons
do	do		0306	24′ 2″	60 do
do	do		0307	26′ 2″	100 do
do	do		0308	26′ 2″	120 do
do	do		0309	27′ 4″	160 do
O. S. L.	do		02001	26′ 1½″	40 do
do	do		02002	26′ 1½″	40 do
do	do		02003	26′ 1½″	60 do
do	do		02004	26′ 1½″	120 do
do	do		02005	26′ 1½″	120 do
do	do		02006		150 do
U. P.	do	03035	03038	26′ 2″	120 do
do	do	03039	03040	26′ 2″	120 do
do	do		03041	26′ 10″	150 do
do	do		03042	36′ 4″	200 do
do	do		03043	36′	200 do
do	do		03044		250 do
do	do		03045	24′ 2″	60 do
do	do		03046	24′ 2″	60 do
do	do		03047	24′ 2″	60 do
do	do		03048	24′ 6″	60 do
do	do		03050	24′ 2″	40 do

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars Each Size	Number of Cars Each Class	Remarks
46,700	19	.....	Steel Underframe
45,100	4	.....	do
50,300	7	.....	do
46,000	10	.....	do
47,200	5	.....	do
55,300	2	.....	do
79,900	1	.....	Wooden—Old Passenger Cars
46,000	1	.....	Steel Underframe
45,700	1	.....	do
97,900	1	.....	Wooden—Old Passenger Car
50,900	7	.....	Steel Underframe
46,000	4	.....	do
49,100	4	.....	do
27,200	1	.....	Wooden—Old Passenger Cars
92,700	1	.....	do —Old Passenger Car
85,000	2	.....	Wooden—Old Passenger Cars
114,500	2	.....	Steel Underframe—Old Passenger Cars
48,200	2	.....	do
97,900	2	.....	do —Old Passenger Cars
51,400	6	.....	do
46,000	6	.....	do
50,300	1	.....	do
126,800	2	.....	do —Old Passenger Cars
43,700	1	.....	do
50,100	1	.....	Steel Underframe
48,600	3	.....	do
50,000	11	.....	do
28,080	1	.....	Wooden—Old Passenger Car
45,400	2	1854	Steel Underframe
202,100	1	.....	All Steel
199,000	1	.....	do
192,300	1	.....	do
201,700	1	.....	do
179,500	1	.....	do
147,900	1	.....	Steel Underframe
82,400	1	.....	do
136,700	1	.....	All Steel
174,200	1	.....	do
175,100	1	.....	do
191,500	1	.....	do
183,100	1	.....	do
184,000	1	.....	do
184,200	1	.....	do
185,000	1	.....	do
184,000	1	.....	do
149,300	1	.....	do
129,100	1	.....	do
116,900	1	.....	do
142,600	1	20	do
155,500	1	.....	All Steel
154,000	1	.....	do
214,500	1	.....	do
216,000	1	.....	do
249,340	1	.....	do
136,200	1	.....	do
122,800	1	.....	do
149,900	1	.....	do
217,500	1	.....	do
200,000	1	.....	do
208,400	1	.....	do
208,000	4	.....	All Steel—Wrecking Crane
217,000	2	.....	do do
226,400	1	.....	do do
345,100	1	.....	do do
377,800	1	.....	do do
356,700	1	.....	do do
160,000	1	.....	Steel Underframe—Wrecking Crane
167,800	1	.....	do do
154,000	1	.....	do do
160,000	1	.....	do do
141,200	1	.....	do do

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers From	Numbers To	Size of Car: Length Over End Sills	Size of Car: Capacity	Average Light Weight	Number of Cars: Each Size	Number of Cars: Each Class	Remarks
U. P.	Derrick		03051	24′ 2″	40 tons	146,200	1		Steel Underframe—Wrecking Crane
do	do		03052	24′ 2″	40 do	140,000	1		do do
do	do		03053	24′ 2″	40 do	149,000	1		do do
do	do		03054	24′ 2″	40 do	138,000	1		do do
L. A. & S. L.	do		010000	24′ 2″	60 do	185,000	1		All Steel do
do	do		010001	24′ 2″	60 do	177,700	1		do do
do	do		010002	24′ 2″	60 do	170,000	1		do do
do	do		010003	27′	120 do	216,000	1		do do
do	do		010004	27′	160 do	245,560	1		do do
do	do		010005		250 do		1	36	do do
O.-W. R. & N.	Instruction		08	59′ 10″		104,900	1		Steel
do	Examination		09	60′		100,400	1		Wooden
O. S. L.	Instruction		01854	72′ 6″		141,800	1		Steel Underframe
do	do		01855			140,600	1	4	do
St. J. & G. I.	Pile Driver		1	45′ 2″		163,200	1		All Steel
O.-W. R. & N.	do		0319	45′ 2″		170,600	1		do
do	do		0320	45′ 2″		166,000	1		do
do	do		0321			224,200	1		do
O. S. L.	Pile Driver		02081			166,000	1		All Steel
do	do		02082	45′ 2″		166,000	1		do
U. P.	do	03110	03111	40′		181,500	2		do
do	do		03112	45′		178,500	1		do
do	do		03113			204,300	1		do
do	do		03114				1		do
L. A. & S. L.	do		010011	38′ 10″		177,200	1	12	Steel Underframe
	Roadway Ballast:								
O.-W. R. & N.	Air Dump	01400	01409	29′ 2½″	80,000 lbs	47,000	9		All Steel
do	do	01410	01415	36′ 6″	80,000 do	77,100	5		do
O. S. L.	do	01890	01895	31′	80,000 do	55,900	6		do
do	do	02321	02326	31′	80,000 do	56,200	6		do
L. A. & S. L.	do	010900	010904	31′ 7″	80,000 do	55,400	5		do
O. S. L.	Roadway Ballast	011500	011659	41′ 10″	100,000 do	49,200	58		do
do	Cinder	01681	01782	40′	100,000 do	38,500	6		do
U. P.	do	08016	08325	40′	100,000 do	37,200	28		do
O.-W. R. & N.	Side Dump		5061	42′	60,000 do	34,000	1		Wooden
U. P.	Dump	09000	09023	29′ 5½″	80,000 do	54,400	24	148	All Steel
O. S. L.	Roadway Box		01975	41′ 9″	60,000 do	45,000	1		Steel Underframe
do	do		02332	34′	60,000 do	28,100	1		Wooden
do	do	02334	02337	41′ 10″	100,000 do	43,200	2		Steel Underframe
U. P.	do	07058	07070	34′	60,000 do	31,800	2		Wooden
do	do	07219	07236	41′ 6″	80,000 do	41,700	8		Steel Underframe
do	do		07407	40′	100,000 do	39,700	1	15	All Steel
St. J. & G. I.	Roadway Flat	0402	0403	37′ 8″ to 40′	Various	35,900	2		Steel Underframe
O. W. R. & N.	do		0510	41′ 2¼″	100,000 lbs.		1		do
do	do		0511	41′ 0″	70,000 do		1		Wooden
do	do		0512	41′ 10″	100,000 do		1		Steel Underframe
do	do		0513	40′ 3½″	100,000 do	46,600	1		do
do	do		0514	41′ 10″	100,000 do	36,000	1		do
do	do		0515	41′ 0″	70,000 do		1		Wooden
do	do	0516	0525	42′ 0″	80,000 do		9		do
do	do	0526	0533	37′ 8″ to 40′ 0″	80,000 do	32,500	7		Steel Underframe
do	do		0545	41′ 10″	100,000 do	36,800	1		do
do	do	0549	0552	40′ 6″	80,000 do	39,900	3		do
do	do	0556	0562		Various	33,800	6		do
O. S. L.	do	01923	01930	40′ 0″ to 40′ 10″	do	31,200	6		do
do	do	02300	02319	34′ 4″ to 41′ 0″	do	26,300	9		do
U. P.	do	05203	05204	Various	do		2		do
do	do	05205	05208	41′ 10″	100,000 lbs.		4		do
do	do		05209	41′ 2¼″	100,000 do		1		do
do	do		05212	37′	60,000 do	24,900	1		Wooden
do	do		05224			30,000	1		Steel Underframe
St. J. & G. I.	do		05317	34′	50,000 lbs.	26,100	1		do
U. P.	do	05350	05352	Various	60,000 do	30,600	3		do
do	do	05453	05457	40′	100,000 do	30,500	4		do
do	do	05476	05488	Various	Various	30,900	12		do
do	do	05500	05565	do	do	32,300	21		do
do	do		05566	40′	100,000 lbs	30,000	1		Wooden
do	do	05567	05590	Various	Various	31,400	18		Steel Underframe
do	do		05592	37′	60,000 lbs.	24,600	1		Wooden
St. J. & G. I.	do		08244	38′	80,000 do	39,600	1		Steel Underframe
L. A. & S. L.	do	010015	010594	Various	Various	38,200	7		do
do	do	010615	010694	40′ 10″	100,000 do	38,900	5	132	Steel Underframe
O. S. L.	Roadway Gondola		02100	Various	100,000 do	38,400	1		All Steel

UNION PACIFIC RAILROAD COMPANY

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers From	Numbers To	Size of Car Length Over End Sills	Size of Car Capacity
O. S. L.	Roadway Gondola		02107	41′ 10″	100,000 lbs.
do	do		02108	43′ 3″	100,000 do
do	do	02111	02126	36′	80,000 do
do	do	02151	02152	36′	80,000 do
do	do		02181	41′	60,000 do
do	do		02199	39′ 10″	100,000 do
U. P.	do	08708	08854	36′	80,000 do
do	do	08862	08868	41′	100,000 do
do	do		08870	36′	80,000 do
L. A. & S. L.	do	010755	010798	41′ 10″	100,000 do
O. S. L.	do	011800	011976	Various	100,000 do
St. J. & G. I.	Roadway Water		083	37′	80,000 do
O.-W. R. & N.	do		0402	24′	7,000 gals.
do	do	0405	0410	39′	12,500 do
do	do		0411	42′	1,200 do
do	do		0413	39′	12,500 do
do	do		0418	20′ 10″	9,000 do
do	do	0420	0422	39′	12,500 do
do	do		0423	20′ 6″	3,000 do
do	do		0424	26′ 4″	9,000 do
do	do		0425	29′ 8″	7,000 do
do	do		0430	21′	12,500 do
do	do		0431	27′ 6″	7,000 do
do	do		0432	28′ 4″	7,000 do
do	do		0433	26′ 4″	9,000 do
do	do		0434	21′ 9″	6,000 do
do	do		0435	27′	7,000 do
do	do		0437	27′ 8″	7,000 do
do	do		0459		12,500 do
O. S. L.	do	02200	02202	Various	Various
do	do		02205	27′ 6″	7,000 gals.
do	do		02210		7,000 do
do	do		02216	27′ 6″	7,000 do
do	do		02224	34′	2,500 do
do	do		02231	41′ 10″	12,500 do
do	do		02239	23′ 6″	4,500 do
do	do		02241	23′ 5″	4,000 do
do	do	02254	02255	23′ 5″	4,000 do
do	do		02256	23′ 10″	5,000 do
do	do	02259	02260	23′ 6″	4,500 do
do	do	02267	02269	23′ 8″	4,000 do
do	do		02271		
U. P.	do	04900	04908	41′ 10″	12,950 gals.
do	do	04909	04918	41′ 10″	12,500 do
do	do	04919	04939	41′ 10″	12,950 do
do	do		07606		6,000 do
do	do		07619		6,000 do
do	do		07780		6,000 do
do	do		07825	36′	do
do	do		07829		do
do	do		07830	41′ 10″	
do	do		07832	20′ 6″	4,000 do
do	do		07844	21′ 8″	6,000 do
do	do	07846	07847	Various	Various
do	do	07851	07858	do	6,000 gals.
do	do		07891	22′ 4″	do
do	do	07900	07936	Various	Various
do	do		07937	36′ 2″	8,250 gals.
do	do	07938	07940	Various	Various
do	do	07941	07948	do	do
do	do	07950	07951	do	7,000 gals.
do	do	07952	07994	do	Various
St. J. & G. I.	do		08234	38′	80,000 lbs.
L. A. & S. L.	do	010818	010821	Various	9,000 gals.
do	do	010823	010861	do	Various
do	do		010867	40′ 10″	
do	do	010869	010875	41′ 0″	12,420 gals.
do	do		010876	40′ 10″	
do	do	010877	010899	41′ 10″	12,420 gals.
O.-W. R. & N.	Snow Plows		059	30′ 4″	
do	do		060	29′ 11″	
do	do		061	32′ 9⅝″	
do	do		062	33′ 2″	

UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars Each Size	Number of Cars Each Class	Remarks
35,400	1		Steel Underframe
37,500	1		All Steel
36,900	2		do
31,400	2		do
33,400	1		Steel Underframe
32,400	1		do
31,700	88		All Steel
39,200	4		do
34,300	1		do
37,700	25		do
39,400	163	290	do
42,000	1		do
64,920	1		All Steel—Old Engine Tender
52,300	3		do —Old Tank
35,200	1		Wooden
51,300	1		All Steel—Old Tank
65,100	1		do —Old Engine Tender
51,600	3		do —Old Tank
34,900	1		do do
68,300	1		do —Old Engine Tender
64,920	1		do
50,600	1		do
50,100	1		do
55,300	1		do
70,000	1		do
52,600	1		do
51,400	1		do
51,400	1		do
	1		do
48,700	3		do —Old Tank
44,200	1		do do
51,400	1		do do
51,400	1		do do
29,200	1		Wooden
50,900	1		All Steel—Old Tank
46,900	1		do do
46,900	1		Steel Underframe—Old Engine Tender
37,800	2		do do
45,300	1		All Steel—Old Engine Tender
44,300	2		do do
38,800	2		do do
	1		
48,400	7		All Steel
48,800	8		do
47,900	20		do
39,400	1		Wooden
43,800	1		do
22,400	1		do
32,500	1		All Steel
43,400	1		Steel Underframe
	1		do
45,900	1		Wooden—Old Engine Tank
48,400	1		do do
31,000	2		Steel Underframe
48,400	2		Wooden—Old Engine Tank
43,800	1		Steel Underframe—Old Engine Tank
45,500	23		do Various
40,000	1		All Steel
48,300	2		Steel Underframe—Old Engine Tank
46,000	6		All Steel
48,400	2		Steel Underframe—Old Engine Tank
54,200	39		All Steel
87,400	1		Steel Underframe
48,700	4		All Steel—Old Engine Tank
49,000	19		do
46,000	1		Steel Underframe
48,000	6		All Steel
49,600	1		Steel Underframe
47,400	9	202	All Steel
116,500	1		Steel Underframe—Rotary
164,300	1		do do
200,000	1		do do
190,700	1		do do

ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers From	Numbers To	Size of Car Length Over End Sills	Size of Car Capacity	Average Light Weight	Number of Cars Each Size	Number of Cars Each Class	Remarks
St. J. & G. I.	Snow Plows		0330	32′ 10″		94,200	1		Wooden
do	do		0331	39′ 9″		92,200	1		do
O. S. L.	do		02010	36′		137,300	1		Steel Underframe—Rotary
do	do		02011	38′ 3″		181,000	1		do do
do	do		02012	39′ 7″		252,100	1		All Steel do
do	do		02013	39′ 3″		213,100	1		do do
do	do		02018	40′ 10″		31,700	1		Steel Underframe
U. P.	do	03000	03005	32′ to 40′		173,800	6		do —Rotary
do	do	03011	03031	25′ to 31′ 8″		91,500	15		Wooden—Wedge Plows—Single Track (03024 and 27 Double Track)
do	do		03032	30′		95,000	1		do do —Double Track
do	do		03033	40′		92,500	1		Steel Underframe—Wedge Plow—Single Track
do	do		03034	31′ 8″		91,400	1		Wooden—Wedge Plow—Single Track
L. A. & S. L.	do		010520	41′ 10″	80,000 lbs.	39,000	1	36	do
St. J. & G. I.	Tool		0138	40′ 9″	100,000 lbs.	44,200	1		Steel Underframe
O. W. R. & N.	do		0146	41′ 10″	100,000 do		1		do
do	do		0332	41′ 10″	100,000 do		1		do
do	do	0342	0347	34′ 0″ to 34′ 8″	Various	34,000	1		Wooden
do	do	0356	0358	37′ 8½″ to 41′ 10″	do	21,400	2		Steel Underframe
do	do	0359	0360	72′ 6″	Various	46,400	3		Steel Underframe—Old Passenger Cars
do	do	0361	0363	41′ 10″	100,000 lbs.	110,700	2		do
St. J. & G. I.	do		0600	34′ 2″	50,000 do	47,300	2		do
do	do	0602	0603	34′ 2½″	do	42,300	1		do
O. S. L.	do	01900	01903	Various	Various	38,500	2		do
do	do	01905	01922	do	do	22,300	3		Wooden
do	do	01951	01956	do	do	27,300	11		Steel Underframe
do	do	01958	01959	do	60,000 lbs.	44,800	4		do
do	do		01960	40′ 10″	100,000 do	27,400	2		Wooden
do	do	01991	01998	40′	80,000 do	41,300	1		Steel Underframe
do	do		01999	41′ 10″	100,000 do	34,800	7		do
do	do		02311	40′ 8″	100,000 do	43,300	1		do
U. P.	do	03193	03195	50′ 6″	80,000 do	46,000	1		do
do	do	05023	05198	Various	Various		3		do
L. A. & S. L.	do	010021	010633	34′ to 44′ 3½″	do	37,600	88		73 Steel Underframe, 2 Wood, 13 All Stee
O. S. L.	do	011000	011008	41′ 10″	100,000 lbs.	50,700	18		15 Steel Underframe, 3 Wood
do	do		011011	50′ 4⅜″	100,000 do	44,100	8		Steel Underframe
do	do		011012				1		All Steel
do	do		011013	40′ 8⅜″	100,000 do		1		Steel Underframe
	Miscellaneous:					36,300	1	165	do
O. S. L.	Battery Car	01881	01885	41′ 10″	100,000 lbs.	46,800	4		Steel Underframe
St. J. & G. I.	Ditcher		0101	42′	100,000 do	101,800	1		All Steel
O.-W. R. & N.	do		0101			206,300	1		do —Gasoline Electric
do	do		0102	18′ 6″		54,000	1		do
O. S. L.	do	02026	02027	40′ 10″	100,000 lbs.	32,600	2		Steel Underframe
do	do		02028	22′ 2″	25 tons	130,500	1		All Steel
L. A. & S. L.	do		010517	26′ 10″		153,500	1		do —Oil Burning
O. S. L.	Gas Transport	01870	01874	26′ 3″ to 41′	Various	37,800	4		Steel Underframe
U. P.	do		03152	41′		43,000	1		do
L. A. & S. L.	Ice Car	010647	010658	41′ 10″	100,000 lbs.	55,100	8		do
U. P.	do	03188	03189	41′ 10″	100,000 do	52,200	2		do
St. J. & G. I.	Locomotive Crane		3	22′	15 tons	106,000	1		All Steel
do	do		4	23′ 7″	18 do	97,500	1		do
O.-W. R. & N.	do		0290	23′ 6″	15 do	103,800	1		do —Oil Burning
do	do		0291	21′ 6″	15 do	100,000	1		do
do	do		0294	24′ 1″	25 do	108,000	1		do
do	do		0295	25′ 2″	35 do	172,300	1		do
do	do		0296	22′ 7¾″	10 do	135,700	1		do
do	do		0297	20′ 6½″	12 do	107,000	1		do
do	do		0298	13′ 11″	10 do	70,000	1		do
do	do		0300	22′ 7″	15 do	122,100	1		do —Oil Burning
do	do		0301	22′ 6″	17 do	144,900	1		do
O. S. L.	do	02030	02031	14′	10 do	134,700	1		do
do	do	02033	02034	23′	12 do	80,000	2		do
do	do		02035	23′	12 do	95,000	1		do
do	do		02036	23′	15 do	80,000	1		do —Oil Burning
do	do		02037	23′	25 do	72,000	1		do
do	do		02038	24′ 6″	25 do	160,000	1		do
do	do		02039	24′ 6″	25 do	170,000	1		do
do	do		02040	24′ 6″	18 do	52,400	1		do —Oil Burning
do	do		02041	14′	10 do	53,100	1		do
do	do		02042	28′ 1″	25 do	139,000	1		do
do	do		02043	26′ 6″	25 do	144,500	1		do
do	do		02044		25 do		1		do
do	do	02045	02046		25 do		2		do

UNION PACIFIC RAILROAD COMPANY

ROADWAY EQUIPMENT—Concluded

Initials	Classification	Numbers From	Numbers To	Size of Car Length Over End Sills	Size of Car Capacity	Average Light Weight	Number of Cars Each Size	Number of Cars Each Class	Remarks
U. P.	Locomotive Crane		03049		25 Tons		1		All Steel
do	do		03057		25 do	149,200	1		do —Gasoline
do	do		03058		20 do	126,000	1		do do
do	do		03059	23′ 7″	15 do	140,000	1		do —Oil Burning
do	do		03060	24′	40 do	251,100	1		do
do	do		03061		20 do	114,000	1		do
do	do		03063	22′ 8″	20 do	117,200	1		do
do	do		03065	15′	10 do	90,000	1		do
do	do		03066	11′ 6″	14 do	85,000	1		do
do	do		03070	14′	10 do	78,000	1		do
do	do		03071	11′ 6″	12 do	96,800	1		do
do	do		03072	21′ 6″	15 do	117,500	1		do —Oil Burning
do	do		03074	21′ 6″	15 do	99,400	1		do —Oil Burning
do	do		03075	23′	15 do	125,000	1		do
do	do		03076	23′	15 do	125,000	1		do
do	do		03077		15 do	100,000	1		do —Oil Burning
do	do		03078		15 do	125,000	1		do
do	do		03079		15 do	125,000	1		do
do	do		03080	21′ 6″	15 do	77,400	1		do —Oil Burning
do	do		03081	20′ 11″	15 do	109,800	1		do —Oil Burning
do	do		03082	20′ 11″	15 do	109,800	1		do
do	do		03083	23′ 7″	15 do	110,000	1		do
do	do		03084	22′	15 do	106,000	1		do
do	do		03085	22′	15 do	106,000	1		do
do	do		03086	22′	15 do	106,000	1		do
do	do		03087	22′	15 do	107,400	1		do
do	do		03088	22′	15 do	106,000	1		do
do	do		03089		15 do	110,000	1		do —Oil Burning
do	do		03090		15 do	110,000	1		do —Oil Burning
do	do		03091		15 do	128,575	1		do
do	do		03092		15 do	128,575	1		do
do	do		03093	21′ 6″	15 do	110,880	1		do —Oil Burning
do	do		03094	21′ 6″	15 do	110,880	1		do —Oil Burning
do	do		03095	21′ 6″	15 do	110,880	1		do —Oil Burning
do	do		03096	20′ 2″	10 do	100,000	1		do
do	do		03097		15 do	110,000	1		do —Oil Burning
do	do		03098	23′ 2″	20 do	113,400	1		do
do	do		03099	24′	30 do	128,240	1		do
do	do	03105	03106		25 do		2		do
L. A. & S. L.	do		010500	14′	10 do	88,000	1		do
do	do		010501	23′ 7″	15 do	140,300	1		do —Oil Burning
do	do		010502	23′ 7″	15 do	132,600	1		do —Oil Burning
do	do		010504		15 do	46,000	1		do —Gas-Electric
do	do		010506	19′ 0″	5 do	91,000	1		Steel Underframe—Oil Burning
do	do		010509	25′ 2½″	25 do	146,300	1		All Steel—Gasoline
O. S. L.	Material Loader		02091	41′ 10″	100,000 lbs.	107,100	1		Steel Underframe
L. A. & S. L.	Roadway Oil		010657	34′ 10″	12,500 gals.	65,900	1		All Steel
U. P.	Scale Test		03145	13′		80,000	1		do
do	do		03147	13′		80,000	1		do
L. A. & S. L.	Shop Flue		010990	21′ 1½″		21,800	1		Steel Underframe
O.-W. R. & N.	Spray Car		0254	41′ 10″	100,000 lbs.	57,300	1		do
L. A. & S. L.	do		010660	41′ 10″	100,000 do	55,700	1		do
do	do		010991	41′ 10″	100,000 do	47,400	1		do
O.-W. R. & N.	Supply Car	0140	0143	41′ 10″	100,000 do	47,300	5		do
do	do		0144	37′ 3″	12,500 gals.	51,100	1		All Steel
do	do		0147				1		Steel Underframe
O. S. L.	do		01859	41′ 10″	100,000 lbs.	43,800	1		do
do	do		01861	40′ 5″	60,000 do	41,300	1		do
do	do	01862	01866	40′ 11″	100,000 do	45,000	2		do
do	do		01867		2,540 gals.	36,900	1		All Steel
U. P.	do	03180	03187	Various	Various	43,500	7		Steel Underframe
do	do		03190	22′	100,000 lbs.	52,000	1		All Steel
L. A. & S. L.	do	010566	010567	41′ 10″	100,000 do	52,000	3		Steel Underframe
do	do		010568	41′ 10″	100,000 do	47,900	1		do
do	do	010658	010659	41′ 10″	100,000 do	55,900	2		do
do	do	010661	010663	37′ 3″	12,500 gals.	60,200	3		All Steel
do	do	010667	010669	41′ 10″	100,000 lbs.	47,300	3		Steel Underframe
O.-W. R. & N.	Water Service	0164	0165	41′ 10″	100,000 do	43,200	2		do
do	do		0166	69′	100,000 do	89,200	1		Wooden
do	Weed Burner		0252	25′		14,800	1		All Steel
O. S. L.	Weed Spray		02092	34′ 4″	60,000 lbs.	33,800	1	142	Steel Underframe
L. A. & S. L.	Shop Switch Locomotive		010998				1	1	Six Wheel, Saddle Tank Wt. on Drivers 122,400 Lbs.

RECAPITULATION OF LOCOMOTIVES

Road	Class	Type	Cylinder	Diameter of Drivers over New Tires (Inches)	Total Number
L. A. & S. L.	59	Shay	13 x13	33	1
do	61	do	13½x15	36	1
U. P.	100	Consolidation	20 x24	51	3
do	150	do	22 x30	57	2
do	201	do	22 x30	57	101
do	400	do	21 x30	57	66
O. S. L.	510	do	21 x30	55	5
do	525	do	21½x30	57	15
do	560	do	22 x30	57	50
O. W. R. & N.	700	do	20 x26	51	1
do	700	do	19 x30	55	1
do	700	do	20½x30	57	5
do	700	do	22 x30	57	34
U. P.	800	Four Eight Four	24½x32	77	20
do	820	do	25 x32	80	15
do	830	do	25 x32	80	10
do	1230	10 Wheel	19 x24	57	2
O. S. L.	1572	do	22 x28	69	6
do	1584	do	18 x26	57	3
do	1584	do	17 x24	61	1
O. W. R. & N.	1700	do	20 x24	63	1
do	1700	do	22 x26	64	2
do	1700	do	20 x26	57	5
do	1700	do	22 x28	69	5
do	1700	do	22 x28	63	4
U. P.	1900	MacArthur	23¾x30	57	50
O. S. L.	2000	do	23¾x30	57	35
O. W. R. & N.	2100	do	23¾x30	57	66
do	2100	do	26 x28	63	6
U. P.	2200	do	26 x28	63	103
do	2480	do	26 x30	63	20
O. S. L.	2500	do	26 x28	63	26
do	2535	do	26 x30	63	20
do	2555	do	26 x28	63	10
L. A. & S. L.	2700	do	26 x28	63	25
U. P.	2800	Pacific	22 x28	77	14
do	2860	do	25 x28	77	52
O. S. L.	3100	do	22 x28	77	8
do	3114	do	25 x28	77	18
do	3134	do	25 x28	69	5
L. A. & S. L.	3160	do	22 x28	77	1
do	3176	do	25 x28	77	6
O. W. R. & N.	3200	do	22 x28	77	10
do	3200	do	25 x28	77	10
U. P.	3500	Simple-Articulated	23-23 / 30	59	65
O. S. L.	3500	do do	23-23 / 30	59	2
O. W. R. & N.	3500	do do	23-23 / 30	59	3
U. P.	3570	do do	23-23 / 32	57	30
do	3670	Mallet-Compound	25-39 / 32	57	5
do	3800	Simple-Articulated	22-22 / 32	69	40
do	3930	4-6-6-4	21-21 / 32	69	65
do	4000	4-8-8-4	23¾-23¾ / 32	68	25
L. A. & S. L.	4230	Switch	20 x26	57	3
do	4235	do	19 x26	51	6
do	4243	do	21 x26	51	4

RECAPITULATION OF LOCOMOTIVES—Concluded

Road	Class	Type	Cylinder	Diameter of Drivers over New Tires (Inches)	Total Number
UP	4400	Switch	19 x26	51	12
do	4421	do	21 x26	51	59
do	4500	do	21 x30	57	1
do	4600	do	21 x28	51	10
O. S. L.	4703	do	19 x26	51	2
do	4731	do	20 x26	57	1
do	4736	do	19 x26	51	6
do	4748	do	21 x26	51	5
do	4753	do	21 x28	51	3
O. W. R. & N.	4900	do	19 x26	51	16
do	4928	do	20 x26	57	2
U. P.	5000	Two Ten Two	29½x30	63	118
O. S. L.	5300	do	29½x30	63	10
O. W. R. & N.	5400	do	29½x30	63	11
L. A. & S. L.	5500	do	29½x30	63	5
do	5090	4-10-2	27 x32	63	10
do	6000	Consolidation	21 x30	57	5
do	6010	do	22 x30	57	31
U. P.	7000	Mountain	29 x28	73	45
L. A. & S. L.	7850	do	29 x28	73	15
U. P.	9000	4-12-2	27 / 31-32	67	73
O. S. L.	9500	do	27 / 31-32	67	15
Total Steam Locomotives Owned					1547

Steam Locomotives Owned—Leased to Others—Included in Above

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

RECAPITULATION OF PASSENGER EQUIPMENT

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

RECAPITULATION OF PASSENGER EQUIPMENT—Concluded

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

RECAPITULATION OF FREIGHT EQUIPMENT

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

)Not included in "Freight Equipment" as shown on statement of Freight Equipment.
)Includes 1971 D. B. Gondolas owned jointly by L. A. & S. L. R. R. Co. and Utah Ry. Co.

RECAPITULATION OF ROADWAY EQUIPMENT

Classification of Cars	Number of Cars					
	U. P. R. R.	O. S. L. R. R.	O. W. R. & N.	L. A. & S. L.	St. J. & G. I.	Total
Ballast Distributing	5	5	3	2	1	16
Boarding	1122	135	281	307	9	1,854
Business	11	2	1	6	.....	20
Derrick	19	6	5	6	.....	36
Instruction	.....	2	2	.....	.....	4
Pile Drivers	5	2	3	1	1	12
Roadway Ballast	52	76	15	5	.....	148
Roadway Box	11	4	.....	.....	.....	15
Roadway Flat	69	15	32	12	4	132
Roadway Gondola	93	172	.....	25	.....	290
Roadway Water	121	18	21	40	2	202
Snow Plows	24	5	4	1	2	36
Tool	91	41	11	18	4	165
Miscellaneous (Other Roadway Cars)	53	33	23	30	3	142
Shop Switch Locomotives	.....	.....	.....	1	.....	1
Total	1,676	516	401	454	26	3,073

LARAMIE, NORTH PARK & WESTERN RAILROAD COMPANY

LOCOMOTIVES

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

FREIGHT EQUIPMENT

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

ROADWAY EQUIPMENT

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

LARAMIE, NORTH PARK & WESTERN RAILROAD COMPANY

LOCOMOTIVES

BASE Engine and Tender	Length Over All	WEIGHT Engine in Working Order	WEIGHT Tender Empty	WEIGHT Tender Loaded	Tender Capacity Water	Tender Capacity Coal	Tender Capacity Oil	WEIGHT Engine and Tender Loaded	Remarks
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
54 1½	62 4½	181,500	44,200	114,000	5,500	12	.....	295,500	Saturated
59 1½	67 10¾	187,600	47,600	130,000	7,000	12	.....	317,600	Superheated

FREIGHT EQUIPMENT

DIMENSIONS Outside Length Over End Sills	DIMENSIONS Outside Width at Eaves or Platform	DIMENSIONS Outside Extreme Width Over All	DIMENSIONS Height from Rail To Eaves	DIMENSIONS Height from Rail To Top of Sides Platform or Running Board	DIMENSIONS Height from Rail To Over All	Doors Side Width	Doors Side Hgt.	Doors End Width	Doors End Hgt.	Capacity Cubic Feet Level Full	Capacity Pounds or Gallons	Number Owned
Ft. In.	Ft. In.	Ft. In.	Ft.In.	Ft. In.	Ft.In.	Ft.In.	Ft.In.	Ft.In.	Ft.In.			
40 10	9 2	9 2	.....	3 10	3 10	.....	.....	.....	.....	.....	100,000	16
41 10	9 4½	9 4½	.....	3 9½	6 9½	.....	.....	.....	.....	.....	100,000	1
40 10	9 2	9 2	.....	.....	7 10	.....	.....	.....	.....	1,255	100,000	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21


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