

UPRR TRAIN SYMBOLS

YOUR HELP WOULD BE APPRECIATED

This documentation of current Union Pacific Trains symbols is an ongoing project and member help is welcome and needed. You can contact me at akirol2001@yahoo.com with further information, but be sure to include train symbols in the subject line.

The list of origin and destination codes is almost limitless and the railroad does frequently use the same two letter origin and destination codes for different terminals. If you know of any other codes not listed below please contact me, but try to verify the information before doing so. Remember too that UP sometimes uses codes for destinations on other RRs and for other RRs.

I would also like to hear from anyone who knows of other non intermodal trains, besides the salad shooters listed below, running under the Z symbol.

Andy Kirol

CURRENT UNION PACIFIC ALPHA NUMERIC TRAIN SYMBOL CODES

The Union Pacific Railroad currently uses Alpha Numeric train symbols consisting of a one or two character prefix that designates the type of train followed by a two character code for the point of origin and a two character destination code. This train symbol is followed by a two numeral code (01 to 31) showing the day of the month the train was scheduled to depart the originating terminal.

For example the ZCSLT 12 would be a Z train traveling from the Canal Street intermodal terminal in Chicago to the Lathrop intermodal facility in Northern California that had been scheduled to leave Canal Street on the 12th day of that month.

This date is always the scheduled day of departure, and if a train scheduled to leave late in the evening on one date does not depart until early in the morning of the next day it still runs under the date of scheduled departure. Not under the date of actual departure.

The two character origin and destination codes for trains are almost unlimited and are listed at the bottom of this web posting.

TRAIN TYPE PREFIXES

The following is a list of prefixes used by the Union Pacific Railroad to designate train type.

Z = The highest priority trains on the railroad. Most of the Z trains are intermodal trains and they frequently carry UPS traffic as well as other high priority intermodal business. Speed and reliability are high for these trains. The Z symbol is not limited to intermodal trains though and

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a few high priority trains of other types also run under the Z symbol, including the ZDLSKP (Z Delfar California to Selkirk New York (Via CSX interchange at Chicago)) This high speed perishable train and others like it have earned the nickname of Salad Shooters on the Union Pacific.

The perishable Z trains mentioned above carry the SK destination code for Selkirk NY and a few other trains on the UP also carry the destination codes for cities and terminals beyond the Union Pacific. However many other trains only carry a destination code for the interchange point even if the train will continue on unchanged beyond that point.

K = This symbol has only been in use for a few years and these are the second highest priority intermodal trains. Many trains now running under the K symbol had formerly been symbolized as Z trains, but even when running under the Z symbol had been considered second tier Z trains.

I = All intermodal trains other than the K and Z trains. Considered 3rd string intermodal trains and roughly equal in priority to Auto and Quality trains detailed below.

A = Auto These trains are frequently filled with other traffic, including intermodal or manifest traffic. Loaded auto racks are also frequently run on I, K, and Z intermodal trains and empty auto racks are frequently run on manifest trains. Trains running under the A symbol though are trains that are scheduled as Auto trains and run as part of the auto manufacturers' distribution networks. The presence of, or lack of, auto traffic on a train does not dictate its inclusion in the A category.

M = Manifest These trains are of relatively low priority and carry a wide range of traffic gathered from various industries. These trains usually run between medium size and larger yards on the system and carry "carload" traffic concentrated at those yards from local customers and connecting trains.

The Union Pacific Railroad operates a vast network of Manifest trains across the system that interconnect at various yards (especially the large hump yards such as North Platte and West Colton) to allow single or small lot car shipments to move from any point on the railroad to any other point on the railroad, including interchange points with other railroads.

Some manifest trains also pick up and set out large blocks of cars at intermediate yards enroute. They do not usually perform local switching though.

Q = Quality These are the higher priority manifest trains of the Union Pacific and operate in a fashion similar to the manifest trains. The on time performance of these trains is more closely monitored though and they operate on faster schedules than do the manifest trains. Carloads originating from customers that are paying for the Q level of service are placed on these trains first and those cars are frequently scheduled so as to make connections with other Q trains at large yards. The Q trains are then frequently filled to maximum tonnage and length with standard manifest traffic as long as the additional cars do not interfere with the Q train schedule.

When the Q symbol was created after the Southern Pacific merger, the Union Pacific established Q trains on almost every long distance manifest route, but the number of Q trains

was later trimmed after many routes failed to attract enough customer interest in the Q level of service. On some corridors there are Q trains operating in one direction while only M trains operate in the other direction.

UNIT TRAINS

The following are the different types of prefixes used to designate different types of unit trains on the Union Pacific.

C = Coal unit trains, loaded or empty

G = Grain unit trains. The G symbol is also frequently followed by a second character denoting type, including L for loaded, E for empty, and S for Shuttle Train cycling between dedicated endpoints.

O = Ore unit trains. This character is used for all types of metallic and nonmetallic ore, from iron ore to soda ash. The Oil Can trains running in California also carry the O prefix.

U = Unit trains other than those mentioned above. The types of commodities carried in unit trains is almost limitless and this character is used freely for any type of unit train that may appear. A second character may appear after the U to indicate what type of unit train it is, for example the UE prefix would indicate a unit train of Ethanol

Remember that unit trains are only trains running with consists unchanged from one originating point to one terminating point. This condition has recently been stretched to include two (or in rare instances more) points of origin or two destination points, but the two separate endpoints are usually close to each other geographically with long distances in between where the train consist is not changed. One common example of this are ethanol unit trains that are consolidated into large unit trains (80 cars or more) from two separate blocks of (40 to 50 cars each) from separate ethanol plants. This allows smaller plants in the Midwest to run unit trains to distant ethanol terminals in California or on the East Coast.

Simply carrying a single commodity does not make a train a unit train. A train may consist entirely of soda ash or coal, but if the cars have originated at different customer facilities and are traveling to multiple unloading points, the train is not a unit train. The MWVNP (Manifest Westvaco Wyoming to North Platte Nebraska) symbol is a perfect example of this. Run daily from the five Soda Ash mines west of Green River Wyoming to Bailey Yard at North Platte Nebraska the train usually consists of 100 to 130 loaded cars of soda ash, but those cars originated at three or four different mines and will be dispersed to dozens of different customers after making connections to other trains at North Platte.

The OGRT4 (Ore Green River Wyoming to Barnes Yard Oregon) on the other hand is symbolized as a unit train even though the cars are collected from more than one of the four active soda ash mines west of Green River Wyoming. It carries a unit train symbol because it is then run as a solid train unchanged to the unloading point of Barnes Oregon for export to Asia.

The main determining factor in whether a train carries a unit train symbol is the contractual relationship between the railroad and the customer for that movement.

It is even possible for unit trains to carry more than one type of commodity at a time.

OTHER TRAIN SYMBOL PREFIXES

S = Special This covers a wide range of trains from non Amtrak passenger movements and military movements to wide load specials and special unit trains such as those carrying wind turbine parts to be assembled on site.

E = Engines This train symbol is frequently used for all types of light engine moves from long distance power transfers traveling hundreds or thousands of miles to short distance engine moves to assist stalled trains. An example of the former is an ERVNP repositioning locomotives from Roseville CA to North Platte NE due to a power imbalance. An example of the latter would be an EOGEV moving light engines from Ogden Utah to Evanston Wyoming to be added to a train that needs additional locomotives due to a power problem that developed enroute.

H = Helper This symbol is used for helper engines and these differ from light engine moves in that the helpers operate from a fixed base of operations and usually return there after helping a train over a grade. They do not remain attached to that train to its termination point, nor do they move over long distances.

W = Work This symbol prefix is used for all types of work trains (company maintenance of way equipment) and a second character is used after the origin and destination codes to designate what type of work train it is.

These work train suffix codes include

B for ballast (loaded and empty) For example WCYLVB (Work Cheyenne Wyoming to Las Vegas NV Ballast)

Z for special Herzog Ballast trains capable of automated unloading at 20 MPH

G for gang (Trains moving the machines and vehicles used by the large system Maintenance of Way gangs to their next work site)

R for rail (loaded and empty)

T for ties (loaded and empty)

O for Other Track Material This includes everything other than rail and ties and is usually used for trains carrying gondola loads of spikes, tie plates, rail anchors, etc to work sites.

W for derricks and other derailment clean up equipment

A single work train may change train symbols enroute more than once. For example a welded rail train leaving the rail welding plant at Laramie Wyoming enroute to an area near Elko Nevada may originally carry the symbol of WLREKR 12 (Work Laramie to Elko Rail departing on the 12th of the month). The train may carry this symbol as far as Wells Nevada where it is handed over to an extra board crew from Elko Nevada that had been temporarily assigned to operate the train during the unloading operation. This might take several days and during that time the rail train could carry the symbol of WEKEKR 14 (Work Elko to Elko Rail originating on the 14th of the month). This symbol would reflect the fact that the train was operating in turn around service out of the Elko terminal with the crew returning to Elko every night even if the train itself was left on line at various locations for the night. The date would progress from 14 through 15 to 16 during the unloading operation, but the WEKEKR would remain until the train was unloaded or moved to another unloading location in a different area.

If only half of the rail was needed in that area the train symbol might change again to WEKSPR 17 (Work Elko NV to Sparks NV Rail departing on the 17th). There another crew and train symbol could be assigned for unloading before the empty train returned to Laramie under yet another symbol (perhaps the WSPLRR 20).

TRAIN SYMBOL SUFFIXES

In addition to the work train suffixes listed above the following suffixes are also used by the Union Pacific on trains other than work trains.

P = Perishable, usually assigned as a suffix to Q trains that frequently carry a large amount of produce and other perishable commodities including QFRNPP (Q Fresno CA to North Platte Perishable) and QRVNPP (Q Roseville CA to North Platte Perishable). The P suffix is also used on the ZWASKP (Z Wallula Washington to Selkirk NY Perishable) and the other Salad Shooter Z trains consisting of refrigerator cars.

X= Extra This suffix is used when an unscheduled train is run. For example Green River Wyoming no longer runs a daily manifest to Roseville California, but if special conditions warrant a manifest from Green River to Roseville it would be symbolized MGRRVX.

B, **C**, and **D** suffixes are used to designate multiple scheduled departures run at different times of the day. These are not second sections or multiple sections. For example before the widespread use of Distributed Power and the philosophy of longer, heavier, trains Roseville California would originate three manifest trains a day for North Platte. These trains were designated as the MRVNP, MRVNPB, and the MRVNPC with their scheduled departure times staggered throughout the day.

Now the QRVNPP and the QFRNPP (filling with tonnage at Roseville) usually handle all of the traffic between these two large hump yards. These two trains frequently run 120 to 170 cars in length. With the UP system more fluid than it has been in decades MRVNPs now originate only on weekends when the priority Q schedule is not required by customers.

Westbound North Platte still originates an MNPRV and an MNPRVB every day, roughly twelve hours apart. There are no QNPRVs or QNPFrs scheduled.

R = Reposition or Repo This suffix is used for trains repositioning large blocks of empty cars. It is most frequently used on A and I symbols that are being run to reposition dozens of auto racks or intermodal cars to another location for loading.

J = Joint This designates trackage rights trains from other railroads running on the Union Pacific lines. For example the QPVS8J is the Burlington Northern Santa Fe train with a Q level of service running from Provo Utah to home BNSF rails at El Pinal California. The rest of the train symbol on these joint trains is usually close to Union Pacific standard symbols, but sometimes not exactly the same.

SECOND SECTIONS

If more than one train is run on a certain schedule in a single day due to heavy traffic it receives a 2 prefix designating it as a Second Section. For example the 2 ZCSLT 12 would be the second section of the ZCSLT 12. The second section of modern freight trains are of course not governed by timetable operations can run at any time during the day, from a few minutes behind the first section to many hours behind the first section. The second section can even precede the first section. It is also possible, but extremely rare, for there to be a third, fourth, etc section of a certain train symbol, each designated by the proper prefix number.

ORIGIN AND DESTINATION CODES

Not all of the origin and destination codes below have been verified. There are many identical two letter/digit codes being used for different locations simply because the modern Union Pacific serves too many locations for each one to have a unique code.

Some of the codes below might not be in regular use.

AA or AL ALAMOSA, CO
AB ALBINA YARD (PORTLAND, OR)
AC ACCO, CO
AC ALBERT CITY, IA
AC ARCOLA, TX
AD ADAMS, WI
AD ADDIS, LA
AD AMERICAN PRESIDENT LINES (DETROIT, MI)
AE ALPINE, TX
AE ASSOCIATED ELECTRIC (NEW MADRID, MO)
AG ANGELTON, TX
AH ASHLAND AVE, IL (CR)
AI AXIAL MINE WEST, CO
AL ALEXANDRIA, LA
AL ALTOONA, WI
AM AMA, LA
AM AMARILLO, TX

AM AMES, IA (POWER PLANT)
AN ANAHEIM, CA
AN ANTIONE, MI
AO AMARILLO, TX
AO ARCO MINE, CO
AO ARENAL, TX
AP ARAPAHOE POWER PLANT (DENVER, CO)
AR ARCH MINERAL MINE (HANNA, WY)
AR ARENAL, TX
AR ARLINGTON, TX
AS ALTON & SOUTHERN (EAST SAINT LOUIS, IL)
AS GATEWAY YARD (EAST SAINT LOUIS, IL)
AT ANTELOPE MINE, WY
AT ATLANTA, GA (NS)
AU AUSTIN, TX
AV AVONDALE YARD (NEW ORLEANS, LA)
AY ALBANY, OR
AY AMELIA YARD, TX
AZ AZTEC, AZ
B4 BURNING STAR MINE, IL
BA BARNES OR (Soda Ash Export Terminal) Redesignated T4 circa 2005
BA BARSTOW, CA
BA BAY AREA (TOFC, OAKLAND, CA)
BB BLACK BUTTE MINE, WY
BC BARBOURS CUT, TX
BC BARSTOW, CA (POWER PLANT)
BC BRUSHY CREEK MINE, IL
BD BENDER, TX
BE BEAUMONT, TX
BE BELVIDERE, IL
BG BANNING MINE, UT
BG BANNING, CA
BH BIRMINGHAM, AL (NS)
BI BIEBER, CA
BI BLUE ISLAND, IL
BK BAKERSFIELD, CA
BL BLESSING, TX
BL BLOOMINGTON, TX
BM BECKMAN, TX
BM BELLE AYR MINE, WY
BN BLOOMINGTON, IL
BO BOND, CO
BO BOONE, IA
BP BAYPORT, MN (WISCONSIN ELECTRIC POWER PLANT)
BP BAYPORT, TX
BP BEDFORD PARK, IL (CSX)
BQ BALDWIN, FL (CSX)

BR BIEBER, CA
BR BROOKLYN YARD (PORTLAND, OR)
BR CHICAGO, IL (POWER PLANT)
BS BIG SPRING, TX
BS BLUE STREAK MERCHANDISE
BT BEAUMONT, TX
BT BLACK THUNDER MINE, WY
BU BURNHAM, IL
BU BUTLER, WI
BV BEVERLY YARD (GRANDE RAPIDS, IA)
BV BROWNSVILLE, TX
BV DES MOINES, IA (ARCHER DANIELS MIDLAND)
BW BARSTOW, CA
BW BERWICK, LA
BY BAILEYTOWN, IN (POWER PLANT) (CR)
BY BEVERLY YARD (CEDAR RAPIDS, IA)
BY BYERS, CO
CA CAMEO MINE, CO
CA CASTLE, OR (POWER PLANT)
CB CARBONDALE MINE, CO
CB COUNCIL BLUFFS, IA
CC CARBON COUNTY MINE, WY
CC CORPUS CHRISTI, TX
CD CLODINE, TX
CD CORA DOCK, IL (CR)
CD CORDERO MINE, WY
CE CEDER RAPIDS, IA (POWER PLANT)
CE CENTRAL CITY, NE
CE CLINE, TX
CF CLEARFIELD, UT
CF Chaffee CA
CG COAL CREEK MINE, WY
CG CRAIG, CO
CH BRC CLEARING YARD (CHICAGO, IL)
CI CHICO, TX
CI CITY OF INDUSTRY, CA
CK CHEROKEE POWER PLANT (DENVER, CO)
CK CHICKASHA, OK
CK COAL CREEK MINE, WY
CL CLINTON, IA
CL CLODINE, TX
CL COLETO CREEK POWER PLANT, TX
CM CAMEO, CO
CM CAPTAIN MINE, IL
CM COLUMBUS, NE
CM COMSTOCK MINE, UT
CN CARLIN, NV
CO COLORADO

CO COLTON, CA (MAY ALSO BE CN)
CO COZARD, NE
CP CANADIAN PACIFIC (EASTPORT, ID)
CP COLUMBIA, WI (POWER PLANT)
CP CO-OP MINE, UT (ACCO SPUR)
CQ CHAPPELL, NE
CQ COCHISE POWER PLANT, AZ
CR CEDAR RAPIDS, IA
CR DETROIT EDISON, MI (CR)
CS CANAL STREET Intermodal Facility (CHICAGO, IL)
CS CASTLE GATE MINE, UT
CS Chiles Kentucky
CS NEWTON, IL
CT CAMP STANLEY, TX
CV COFFEEVILLE, KS
CV CONVERSE MINE, CO
CV CONVERSE MINE, CO
CW CALDWELL, TX
CY CHEYENNE, WY
CY CLINTON, IA (ARCHER DANIELS MIDLAND)
CZ CARRIZZOZO, NM
DA ACCO SPUR MINE, UT
DA DALLAS, TX
DB BANNING MINE, UT
DB DABNEY, TX
DB DUBUQUE, IA (POWER PLANT)
DC CARBONDALE MINE, CO
DC DUNCAN, TX
DE DEMING, NM
DG DAGGETT, CA (POWER PLANT)
DG DOUGLAS, AZ
DG DRAGOON, AZ
DH DALHART, TX
DI DILLON, MT
DK DECKER MINE, WY
DK DRAKE, CO
DL DELHI, CA
DM AURORA, MN (POWER PLANT)
DM DES MOINES, IA
DN DENISON, TX
DO DOLORES YARD (LONG BEACH, CA)
DO DON, ID
DO DOWS, IA
DQ DE QUINCY, LA
DQ DUBUQUE, IA (BARGE)
DR DEL RIO, TX
DR DRAKE POWER PLANT (COLORADO SPRINGS, CO)
DS SUNNYSIDE MINE, UT

DT DETROIT TERMINAL (COAL) ?
DT DITTLINGER, TX (NEW BRUNSFELS, TX)
DU DUNSMUIR, CA
DU DUPO YARD, IL
DV DENVER, CO
DY DAYTON, TX
DY DAYTONS BLUFF, MN (POWER PLANT)
EA EAGLE GROVE, MN
EB EAGLE BUTTE MINE, WY (FROM BNSF)
EB EAST BAYTOWN STORAGE, TX
EB NORTPORT, NE (BNSF)
EC EAST CABALLO MINE, WY
EC EL CENTRO, CA
EC ELM CREEK, NE
ED ASBURY, MO
ED EL DORADO, AR
ED ELMENDORF, TX
EG EAGLE GROVE, IA
EG EAGLE PASS, TX
EK EIGHTEENTH ST YARD (KANSAS CITY, KS)
EK ELKO, NV
EL EAGLE LAKE, TX
EL ELKHART, IN (CR)
EL ELMENDORF, TX
EM EAST MINNEAPOLIS, MN
EM EMPIRE MINE, CO
EN ENCINAL, TX
EN ENNIS, TX
EO ECHO, TX
EP EL PASO, TX
ER EL RENO, OK
ES EAST SAINT LOUIS, IL
ET EASTPORT, ID (CANADIAN PACIFIC)
EU EUGENE, OR
EV ELVAS, CA
EW ENGLEWOOD YARD, TX
EY EDDYVILLE, IA
EY ENERGY MINE, CO
FC FALLS CITY, NE
FC FRENCH CAMP, CA
FD FORT DODGE, IA
FE FERNLEY, NV
FG FORT GIBSON, OK (OKLAHOMA GAS & ELECTRIC POWER PLANT)
FH FOREST HILL (CHICAGO, IL)
FL FRUITLAND, IA
FN FLATONIA, TX
FO FORMOSA, TX

FO FORT ORD, CA
FP FREEPORT, TX
FR FREMONT, NE
FR FRESNO, CA
FW FORT WORTH, TX
FX FAIRFAX YARD (KANSAS CITY, KS)
G1 GLOBAL #1 Intermodal Facility (Global Container Hub) CHICAGO, IL
G2 GLOBAL #2 Intermodal Facility (Global Container Hub) CHICAGO, IL
G3 GLOBAL #3 Intermodal Facility (Global Container Hub) Rochelle IL (west of Chicago)
GA GALVESTON, TX
GB GIBBON, TX
GB GRANBY, CO
GB GREEN BAY, WI
GD GARFIELD, UT
GD GIDDINGS, TX
GD PRYOR, OK (POWER PLANT)
GF GRIFFITH, IN
GF NEW GULF, TX
GG GENTLEMAN, NE (NEBRASKA PUBLIC POWER, POWER PLANT)
GH GADS HILL, MO
GI GRAND ISLAND, NE (POWER PLANT)
GJ GRAND JUNCTION, CO
GJ GRAND JUNCTION. IA
GK GALENA PARK, TX
GK GHENT, KY (POWER PLANT)
GK GOULD, KY (POWER PLANT)
GL GILLIAM, OR
GL GLIDDEN, TX
GM GEMCO (VAN NUYS, CA)
GN GOTHENBURG, NE
GO GLOBAL ONE YARD (CHICAGO, IL)
GO Gonzales CA
GP GUADALUPE, CA
GP SCHERER, GA (NS) (POWER PLANT)
GR GRANITE CITY, IL
GR GREEN RIVER, WY
GR Grover Beach CA
GS Global South @ Terminal Island CA
GT KERR YARD (ROUND ROCK , TX)
GT MONROE, LA (POWER PLANT)
GU GURDON, AR
GV GALVESTON, TX
GV GENEVA STEEL (PROVO, UT)
GY GARY, ID
HD HAMMOND, IN
HE HEARNE, TX
HF HERMOSILLO, MEX (FORD PLANT)

HG HARLINGEN, TX
HI HILAND, CA
HI HAVILAND, KS
HK HINKLE, OR
HM HAMMOND, TX
HN HERINGTON, KS
HO HOUSTON, TX (ENGLEWOOD YARD)
HP HELPER, UT
HP SMITHER'S LAKE, TX (HOUSTON, TX POWER PLANT)
HS HALSTEAD, TX POWER PLANT)
HT HASTINGS, NE (POWER PLANT)
HT HUNTER, TX
HU HUTCHINSON, KS
HV HAVANA, IL (POWER PLANT)
HW HANNA, WY
HW HAWTHORNE, CA
HX HANJIN STEAMSHIP LINES
HY HAYLAND, NE
HY HAYDEN MINE, CO
IC ILLINOIS CENTRAL RAILROAD
IF IDAHO FALLS, ID
IL ILLINOIS CENTRAL RAILROAD
IL ILLMO, MO
IM IMX INTERMODAL TERMINAL (CHICAGO)
IM IRON MOUNTAIN, UT
IN INDIANAPOLIS, IN (CR)
IN INDIO, CA
IO IONE, CA
IP INTERMOUNTAIN POWER (DELTA, UT)
IP LYNNDYLL, UT (POWER PLANT)
IP IMPERIAL, CA
IS Iron Springs Utah (Iron Ore Mine)
IT ITASCA YARD (SUPERIOR, WI)
JA JANESVILLE, WI
JA JANSEN, CO
JB Jim Bridger Power Plant northeast of Rock Springs Wyoming on Branchline from Point of Rocks Wyoming
JB JULESBURG, CO
JC JEFFERSON CITY, MO
JK JEFFERY, KS (POWER PLANT)
JL JOLIET, IL
JN JANSEN, CO
JO JONESBORO, AR
JO JOPPA, IL (POWER PLANT)
JO ST JOESPH, MO
JR JACOBS RANCH MINE, WY
JR JAMES RIVER (PORTLAND, OR)
JU JUNCTION CITY, KS

JY J YARD (LOS ANGELES, CA)
KA KAISER, CA (STEEL PLANT)
KA KALAMA, WA (GRAIN EXPORT)
KB KIMBALL, NE
KC AMSTERDAM, MO (POWER PLANT)
KC FRUITLAND, IA (POWER PLANT)
KC KANSAS CITY, KS
KC KANSAS CITY, MO (NEFF YARD)
KD KEDDIE, CA
KE KEARNEY, NE
KE KENEDY, TX
KF KLAMATH FALLS, OR
KI KINCAID BARGE LOADOUT
KK KELKER, CO
KL K-LINE STACKS (CHICAGO, IL)
KM KEMMERER, WY (On Oregon Short Line)
KN KENT, WA
KN KNIPPA, TX
KR KERR, TX
KS KANSAS CITY, KS (EIGHTEENTH STREET YARD)
KT KAISER TERMINAL, CA (COAL)
KV KINGSVILLE, TX
KY K YARD
LA LOS ANGELES, CA
LB LONG BEACH, CA
LC LAKE CHARLES, LA
LC LATC or "the shops"
LD LAREDO, TX
LD LORDSBURG, NM
LF LAFAYETTE, LA
LG LA GRANDE, OR
LH LOS ANGELES HARBOR, CA
LI LIVONIA, LA
LL LANSING BOARD OF WATER & LIGHT, LANSING, MI
LN LINCOLN, NE
LN LOS NEITOS, CA
LO LOLITA, TX
LP LONE PINE, CA
LR LITTLE ROCK, AR
LR LORDSBURG, NM
LS LOS FRESNOS, TX
LT LATHROP, CA
LT LONGVIEW, TX
LU LA DUE, MO (POWER PLANT)
LU LUFKIN, TX
LV LAS VEGAS, NV
LV LONGVIEW, WA

LV LOVELOCK, NV
LW LONGVIEW, TX
LX I.C.T.F LONG BEACH, CA
LX LEXINGTON, NE
MA MADISON, IA
MA MADISON, IL
MA MARSHALL, TX
MA MARATHON, IA
MA MARICOPA, AZ
MA MOAPA, NV (POWER PLANT)
MB MEDICINE BOW MINE, WY
MB MOBILE, AL (CSX)
MC MASON CITY, IA
MC MICHIGAN CITY, IN (POWER PLANT) (CR)
ME ASHBURY, MO (POWER PLANT)
ME MEDFORD, OR
ME MEMPHIS, TN
MF MEMPHIS, TN
MG MAGMA, AZ
MG MCGEHEE, AR
MG METROPOLIS, IL (BARGE)
MG MUSKOGEE, OK (FORT HOWARD PAPER CO.)
MI MILPITAS, CA
MI MINNETAC, MI
MI MITSUI STACKS
MJ MARJORIE, TX
MJ MOJAVE, CA
MK MAERSK LINES
MK MANKATO, MN
MK McKay CA (Camp Roberts)
MK Milliken CO
ML MIRA LOMA, CA
MN MARION, AR
MN MINNESOTA (TACONITE - COAL)
MN MONTCLAIR, CA
MO MOAPA, NV (NEVADA POWER)
MO MONROE, LA
MP SIBLEY, MO (POWER PLANT)
MQ MESQUITE, TX (DALLAS, TX)
MR MARSHALL, TX
MS MASON CITY, IA
MS MISSISSIPPI POWER (COAL)
MT MARSHALTOWN, IA
MT MINTURN, CO
MT MONTFORT, CO
MU MULFORD, CA
MU Murdock Utah
MU MUSKOGEE, OK

MV KELLOGG, IL (KELLOGG DOCK)
MV MARYSVILLE, KS
MX MEXICO CITY, MEXICO
MX MITSUI OSK LINES (STACKS)
MY MELENDY, TX
NA NACCO JUNCTION, WY
NA NACOGDOCHES, TX
NA NAMPA, ID
NA NORTH ANTELOPE MINE, WY
NB NORTHBEND, NE
NC CORA, IL (NERCO)
ND NAGODOCHES, TX
ND NILAND, CA
NS NORFOLK, SOUTHERN
NG NOGALES, AZ
NI NEWTON, IA (IAIS)
NI New Iberia LA
NJ NAVAJO, IL (SALT RIVER PROJECT)
NK NEWARK, CA
NL NORTH LITTLE ROCK, AR
NM NEARMAN, KS (POWER PLANT)
NM NEW MADRID, MO
NN NIXON POWER PLANT (COLORADO SPRINGS, CO)
NO Dumphy NV (Power Plant on former WP/SP paired track near Carlin Nevada)
NO NEW ORLEANS, LA
NO NORTH AVE YARD (CHICAGO, IL)
NP NORTH PLATTE, NE
NR NORTH ROCHELLE MINE, WY
NR NORTHPORT, NE
NS NORFOLK SOUTHERN
NV NAVASOTA, TX
NW NEWARK, AR (POWER PLANT)
NW NEWPORT, AR
NY NEW YORK, NY (CR)
NY NEY YARD, TX
OA OAKLAND, CA
OC OKLAHOMA CITY, OK
OG OGDEN JUNCTION, TX
OG OGDEN, UT
OK OAK CREEK, WI (POWER PLANT)
OK OAKRIDGE MINE, CO
OL OOLAGAH, OK (POWER PLANT)
OM OMAHA, NE (POWER PLANT)
ON ONTARIO, CA
OO ORO GRANDE, CA
OR OROVILLE, CA
OS OSKALOOSA, IA
OV CORA DOCK, IL

OX OXNARD, CA
OZ OZAL YARD, MARTINEZ, CA
PA PADUCAH, KY
PA PORT ARTHUR, TX
PB PINE BLUFF, AR
PB RELIANCE MINE
PC POCATELLO, ID
PR PROSPECT POINTE MINE, WY
PD NORTH PORTLAND JUNCTION
PE PEORIA, IL
PE Pequop Nevada
PF POPLAR BLUFF, MO
PG PITTSBURG, CA
PG PORT CHICAGO, CA
PG PORTLAND GENERAL ELECTRIC PLANT (CASTLE OR)
PH PHIPPSBURG, CA
PI PITTSBURG, CA
PI PITTSBURG, TX
PI PITTSBURGH, PA (CR)
PL PALESTINE, TX
PL PLAINES, IL (POWER PLANT) (IC)
PM PERMANENTE CEMENT PLANT, CA
PM PULLIAM POWER PLANT (GREEN BAY, WI)
PN PLANO, TX
PN PONTIAC, IL
PN PORT ALLEN, LA
PN PLAINS, KS
PO PAONIA, CO
PO PONTIAC, IL
PO POPLAR BLUFF, MO
PO PORTOLA, CA
PP PLEASANT PRAIRIE, WI
PQ PLAQUEMINE, LA (POWER PLANT)
PR PROVISO YARD (CHICAGO, IL)
PR PROVO, UT
PR PRATT, KS
PS PARSONS, KS
PT PORTLAND, OR (BNSF RUN-THROUGHS)
PT PORTOLA, CA
PR PROVISO YARD (CHICAGO, IL)
PU PUEBLO, CO
PU PULLIAM GENERATING STATION (GREEN BAY, WI)
PV PROVO, UT
PW POWERTON, IL (POWER PLANT)
PX PHOENIX, AZ
PY PERRY, IA
RB RED BLUFF, CA
RB ROSEBUD MINE, WY

RB ROSEBURG, OR
RD RODEMACHER, LA (POWER PLANT)
RE REISOR, LA
RF ROLFE, IA
RH RAWHIDE MINE, WY
RI RICHMOND, CA
RL REND LAKE MINE, IL
RL ROLLA, CA
RM Richmond California
RM ROCHELLE MINE, WY
RN RENO, NV
RN ROSENBERG, TX
RO CABALLO ROJO MINE, WY
RO ROPER YARD (SALT LAKE CITY, UT)
RO ROWLEY, UT
RR RED ROCK, OK (POWER PLANT) (BNSF)
RS ORE GRANDE, CO (RIVERSIDE CEMENT, CO)
RS RIVERSIDE, CA
RS ROCK SPRINGS, WI
RT RUSH POWER, MO (POWER PLANT)
RV RIVERSIDE, CA
RV ROSEVILLE, CA
SA SAN ANTONIO, TX
SB SANTA BARBARA, CA
SB SARGENTS BLUFF, IA (POWER PLANT)
SB SILVER BOW, MT
SB SIERRA BLANCA, TX
SC SACRAMENTO, CA
SC SALT LAKE CITY, UT
SD STAFFORD, TX
SD SUNNYSIDE, UT
SD SEDAN, NE
SE SEATTLE, WA
SF SPRINGFIELD, IL
SG SAUGET, IL
SG SCHAFER, NE
SH SHEBOYGAN, WI
SH SHREVEPORT, LA
SI SALINA, KS
SJ SAINT JOSEPH, MO
SJ SAN JOSE, CA
SK SIKESTON, MO (BARGE)
SK SKYLINE MINE, WY (COULD BE SN)
SK SPOKANE, WA
SL DUPO YARD (SAINT LOUIS, IL)
SM SALEM, IL
SM SAN MIGUEL, TX
SM SOMERSET MINE, CO

SM STERLING HEIGHTS, MI (CR)
SN SOUTH NEIL, IA
SN SHELTON, NE
SO STONEHAM, TX
SP LLOYD YARD (SPRING, TX)
SP SOUTH PEKIN, IL
SQ SAN LUIS OBISPO, CA SL (SQ is used for the helpers HSQSQ) SQ is the old SP
Telegraph code
SR SHARP MINE, UT (FROM UTAH)
SR STRANG YARD (LA PORTE, TX)
SR SHARON SPRINGS, KS
SS SCHERER, GA (POWER PLANT) (NS)
SS SHEFFELD, AL
SS SOUTH SAINT PAUL, MN
SS SUISUN, CA
ST STOCKTON, CA
SU SUNNYSIDE MINE, UT
SU SURF, CA
SU SUNRAY, OK
SV SAVAGE, MN
SV SAVAGE MINE, UT
SV SMITHVILLE, TX
SW SWEETWATER, TX
SX SPARKS, NV
SX SIOUX CITY, IA
SY SALINAS, CA
SY SCHUYLER, NE
SZ SALT LAKE CITY, UT
TA TACOMA, WA
TA TAYLOR, TX
TA TRONA RAILROAD
TC TERROR CREEK MINE, CO
TC TEXAS CITY JUNCTION, TX
TD THE DALLES, OR
TE TEHAMA, CA
TH THORNE, NV
TH THUMEL, NE
TI TUCUMCARI, NM
TK TEXARKANA, TX
TK TURLOCK, CA
TL TECUMSEH, KS (POWER PLANT) (BNSF)
TL TOPEKA, KS
TL TULARE, CA
TM TEX-MEX RAILROAD
TN TENAHA, TX
TO TOLEDO, OH (NS) (POWER PLANT)
TP TOPEKA, KS
TR TAYLOR, TX

TR TERMINAL RAILROAD ASSN. (ST LOUIS, MO)
TR TRACY, CA
TR TRAVER CA
TS CHILES, KY (IC) (POWER PLANT)
TU TURLOCK, CA
TU TUSCON, AZ
TU WINFIELD, TX (POWER PLANT)
TV TENNESSEE VALLEY AUTHORITY (POWER PLANT)
TW TACOMA, WA
TX TENAHA, TX (TEXAS EASTMAN)
TX TEXARKANA, TX/AR
TY TYLER, TX
UC MOHRLAND MINE, UT (UTAH)
UE UTE POWER PLANT, CO
UF SMITHERS LAKE, TX (POWER PLANT)
UP UPTON, IL
UP WATTIS MINE, UT (UTAH)
UR URSA, LA
US HIAWATHA MINE, UT (UTAH)
US US STEEL, PA
UT UTAH MINE, UTAH
UV UVALDE, TX
UW WILDCAT MINE, UT (UTAH)
VA VALLA, CA
VB VAN BUREN, AR
VC VALLY CAMP MINE, UT (VALCAM)
VG VILLA GROVE, IL
VI VICTORIA, TX
VL VALLEY, NE
VL VALMONT POWER PLANT ?
VL VALMY, NV
VN VAUGHN, NM
VP VALLEY PARK YARD (SAVAGE, MN)
VV VICTORVILLE, CA
VY VALMY, NV (POWER PLANT)
WA Wallula WA
WA WANN, IL
WA WASH MINE (PRICE, UT)
WA WESTERN AVE YARD (SAINT PAUL, MN)
WB WHITE BLUFF, AR (POWER PLANT)
WC WEST CHICAGO, IL
WC WEST COLTON, CA
WD WOODLAND, CA
WE OELWEIN, IA
WE WEST ELK MINE, CO
WE WHEATFIELD, IN (POWER PLANT)
WF WESTFIELD, TX
WF WHEATFIELD, IN (CR) (POWER PLANT)

WG WEST CHICAGO, IL
WI TUNNAL CITY, WI
WI WILLMONT
WI WINONA, MN
WJ WATSONVILLE JUNCTION, CA
WK WAUKEGAN, IL
WL WENDEL, CA
WL WEST LA BADIE, MO (POWER PLANT)
WN WELLTON, CA
WO WORTHINGTON, MN
WP Wunpost CA (Oil Cans)
WR WISCONSIN RAPIDS, WI (CONSOLIDATED PAPER CO.)
WR WOOD RIVER, IL
WS WARM SPRINGS, CA
WT WESTON. WI (POWER PLANT)
WT WICHITA, KS
WU WAUSAU, WI
WV Westvaco Wyoming (FMC Soda Ash Mine/Processing Complex and the center of the Soda Ash gathering operations for Union Pacific)
WV WOOLEY VALLEY MINE, UT
WW WESTWEGO, LA
WY WYODAK, WY
YC YARD CENTER (CHICAGO, IL)
YR YERMO, CA
YU YUMA, AZ
ZI ZEIGLER MINE, IL