

Form 70

41

**UNION PACIFIC RAILROAD COMPANY**  
**INCLUDING ITS LEASED LINES**



**LIST OF**  
**AGENCIES, STATIONS,**  
**EQUIPMENT, ETC.**

**No. 63**

---

**JANUARY 1, 1943**

---

**ISSUED BY**  
**ACCOUNTING DEPARTMENT**  
**OMAHA, NEBRASKA**

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The information given in this book is corrected under the direct authority of the heads of departments.

Each employe is requested to carefully examine that portion of each issue concerning which he has personal knowledge, and to give notice to the General Auditor of any error, however trivial, that may be found.



## INDEX

	DISTRICT		
	Eastern	South-Central	North-Western
Alphabetical List of Branches and Divisions with Station No. Prefixes.....	38	38	38
Alphabetical List of Stations.....	4	4	4
Automatic Block Signals—Miles of Track Protected by.....	81	167	225
Branches and Divisions—Prefixes of.....	38	38	38
Camas Prairie Railroad Company.....	..	..	245
Characters Used.....	39	39	39
Clocks, Standard.....	110	151	239
Coaling Stations.....	85	171	228
Colorado Division.....	61	..	..
Connecting Lines and Junction Stations.....	73	161	220
Crossings—Railroad.....	76	163	222
Divisions:			
Colorado.....	61	..	..
Idaho.....	..	128	..
Kansas.....	54	..	..
Los Angeles.....	..	148	..
Nebraska.....	42	..	202
Oregon.....	..	141	..
Utah.....	..	..	209
Washington.....	50	..	..
Wyoming.....	..	..	..
Divisions and Branches—Prefixes Used.....	38	38	38
Emergency Hospitals.....	113	193	..
Engine Houses and Turntables.....	83	169	227
Equipment:			
Freight.....	308	308	308
Freight—Joint with Utah Railway.....	..	320	..
Locomotives.....	251	251	251
Passenger.....	292	292	292
Recapitulation.....	336	336	336
Roadway.....	322	322	322
Streamline.....	288	288	288
Explanation of Letters and Characters.....	39	39	39
Fuel Oil and Water Stations, (Streamline and Motor Trains).....	86	172	229
Fuel Stations.....	85	171	228
Hog Drenching Stations.....	106	189	237
Hospitals.....	113	193	240
Hospitals—Emergency.....	113	193	..
Ice Houses.....	109	160	238
Idaho Division.....	..	128	..
Interlocking Plants.....	82	168	226
Joint Trackage.....	71	159	218
Junction Stations and Connecting Lines.....	73	161	220
Kansas Division.....	54	..	..
Laramie, North Park and Western Railroad Co.....	125, 342	..	..
Letters and Characters—Station List.....	39	39	39
Locomotives.....	251	251	251
Locomotives—Wheel Arrangement.....	286	286	286
Los Angeles Division.....	..	148	..
Mail Cranes.....	107	180	238
Mileage by States.....	69	156	215
Mileage—Operated.....	67	154	215
Miles of Track Protected by Automatic Block Signals..	81	167	225
Nebraska Division.....	42	..	..
Oil Tanks—Fuel.....	86	171	228
Operated Mileage.....	67	154	215
Oregon Division.....	..	..	202
Passenger Equipment.....	292	292	292
Prefixes used for Divisions and Branches.....	38	38	38
Railroad Crossings.....	76	163	222
Railroad Miles.....	67	154	215
Road Mileage.....	67	154	215
Roadway Equipment.....	322	322	322

## INDEX—Concluded.

	DISTRICT		
	Eastern	South-Central	North-Western
Saratoga & Encampment Valley R. R. Co.....	123	..	..
Scales—Track.....	93	179	233
Section Houses.....	114	194	241
Sidings—Mileage of.....	69	157	216
Signals—Miles of Track Protected by Automatic Block.....	81	167	225
Snow Sheds.....	122	199	244
Standard Clocks.....	110	191	239
Stations:			
Alphabetical List.....	4	4	4
Connecting Lines and Junction Stations.....	73	161	220
Fuel.....	85	171	228
Fuel Oil and Water.....	86	172	229
Hog Drenching.....	106	189	237
Station List—Explanation of Letters and Characters.....	39	39	39
Station No. and Division and Branch Prefixes.....	38	38	38
Water.....	87	173	230
Water and Fuel Oil.....	86	172	229
Stock Yards.....	94	180	234
Streamline Equipment.....	288	288	288
Telephone Emergency Boxes.....	..	193	..
Track Miles.....	67	154	215
Track Scales.....	93	179	233
Trackage—Joint.....	71	159	218
Tunnels.....	122	199	244
Turntables and Engine Houses.....	83	169	227
Utah Coal Route Equipment.....	..	320	..
Utah Division.....	..	141	..
Washington Division.....	..	..	209
Water Inspectors.....	112	192	239
Water and Fuel Oil Stations (Streamline and Motor Trains).....	86	172	229
Water Softeners.....	92	178	232
Water Stations.....	87	173	230
Wheel Arrangement—Locomotives.....	286	286	286
Wrecking Boxes—Telegraph.....	113	193	240
Wyes.....	84	170	225
Wyoming Division.....	50	..	..



## ALPHABETICAL LIST OF STATIONS

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
FO 28	Aberdeen	Idaho	Aberdeen	138
NN 54	Aberdeen	Wash.	Oregon	203
FL 7	Aberdeen Jet.	Idaho	Grays Harbor	137, 138
A 164	Abilene	Kan.	Mackay	56
OH 8	Acequia	Idaho	Main	130
B 1328	Acoma	Nev.	Twin Falls	141
B 1425	Acton	Nev.	Main	153
GB 31	Acton	Wash.	Los Angeles	210
A 646	Adams	Colo.	Washington	62, 65
NG 13	Adams	Ore.	Main	210
B 1142	Adams	Utah	Pendleton-Tucannon	142
1132	Adelaide	Idaho	Main	130
OV 11	Adrian	Ore.	Homedale	134
B 1621	Afton	Cal.	Main	152
A 572	Agate	Colo.	Main	61
CS 15	Agatha	Idaho	Camas Prairie	245
NB 106	Agency	Ore.	Bend	206
UA 42	Agnew	Neb.	Beatrice	43
CS 28	Ahsahka	Idaho	Camas Prairie	245
FL 4	Aiken	Idaho	Mackay	137
H 101	Aikins	Kan.	Topeka	59
B 1084	Ajax	Utah	Main	142
BS 1.5	Alamo	Cal.	Crestmore	151
40	Albany	Wyo.	L. N. P. & W. R. R.	125
UP 22	Albin	Wyo.	North Platte Cut-Off	49
V 1780	Albina	Ore.	Main	204
UD 34	Albion	Neb.	Albion	44
GH 13	Albion	Wash.	Moscow	213
155	Alda	Neb.	Main	45
AO 8	Alden	Colo.	Greclay	64
999	Alexander	Idaho	Main	129
H 203	Alexandria	Neb.	Main	60
194	Alfalfa Center	Neb.	Main	45
NM 8	Alicel	Ore.	Joseph	208
AJ 8	Alida	Kan.	Junction City	56
OU 10	Allendale	Idaho	Wilder	134
CP 36	Almota	Wash.	Camas Prairie	245
B 618	Almy Junction	Wyo.	Main	53
B 1721	Alray	Cal.	Main	149
AE 209	Altair	Kan.	Plainville	58
B 904	Altamont	Wyo.	Main	52
NG 83	Alto	Wash.	Pendleton-Tucannon	211
OH 17	Amalga	Idaho	Twin Falls	130
BN 9.5	Amber	Nev.	St. Thomas	153
1086	American Falls	Idaho	Main	130
T 1062	American Fork	Utah	Main	143
46	Ames	Neb.	Main	43
UK 17	Amherst	Neb.	Kearney	46
FK 18	Ammon	Idaho	Goshen	138
OK 23	Amsterdam	Idaho	Wells	131
BT 20	Anaheim	Cal.	Anaheim	151
H 249	Anan	Neb.	Main	60
97	Anderson	Colo.	L. N. P. & W. R. R.	125
F 1056	Anderson	Idaho	Main	145
G 1712	Ankeny	Wash.	Main	209
FT 3	Annis	Idaho	Annis	139
FS 12	Annis Jet.	Idaho	West Belt	139
B 881	Antelope	Wyo.	Main	52
FK 3	Anton	Idaho	Goshen	138
F 1333	Apex	Mont.	Main	140
B 1461	Apex	Nev.	Main	153
OL 53	Appleton	Idaho	North Side	131
HB 101	Appleton	Kan.	Main	58
1333	Apple Valley	Idaho	Main	133
AM 26	Ara	Colo.	Boulder	63
A 453	Arapahoe	Colo.	Main	61
1339	Arcadia	Ore.	Main	133
OT 123	Archabal	Idaho	Idaho Northern	134
501	Archer	Wyo.	Main	49
FL 59	Arcola	Idaho	Mackay	137
A 205	Arcola	Kan.	Main	56
B 1490	Arden	Nev.	Main	152
A 482	Arena	Colo.	Main	61
1951	Argo	Wash.	Main	202
F 1097	Arimo	Idaho	Main	145
OT 108	Arling	Idaho	Idaho Northern	134

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
1638	Arlington	Ore.	Oregon	205, 206
B 1760	Arlington	Cal.	Main	149
F 1300	Armstead	Mont.	Idaho	140
GH 16	Armstrong	Wash.	Washington	213
FO 2	Army	Idaho	Idaho	138
UK 83	Arnold	Neb.	Nebraska	46
A 508	Aroya	Colo.	Colorado	61
CS 3	Arrow	Idaho	Camas Prairie	245
BN 3	Arrowhead Spur	Nev.	Los Angeles	153
BV 3	Arroyo Jct.	Cal.	Los Angeles	151
GA 29	Artesia	Wash.	Washington	209
A 468	Ascalon	Colo.	Colorado	61
G 1645	Ash	Wash.	Washington	209
G 1736	Ashby	Wash.	Washington	209
AC 50	Asherville	Kan.	Kansas	57
FR 51	Ashton	Idaho	Idaho	139, 140
B 902	Aspen	Wyo.	Wyoming	52
AD 12	Assaria	Kan.	Kansas	57
A 67.5	A. T. & S. F. Cross	Kan.	Kansas	54
NG 18	Athens	Ore.	Washington	210
BA 20	Atkinson	Utah	Wyoming	53
BY 3	Atlanta	Nev.	Utah	141
G 1632	Attalia	Wash.	Washington	209, 210
D 429	Atwood	Colo.	Colorado	65
S 1039	Atwood	Utah	Utah	144
D 512	Auburn	Colo.	Colorado	65
1933	Auburn	Wash.	Oregon	202
GA 28	Auker	Wash.	Washington	209
A 703	Ault	Colo.	Colorado	63
BU 2	Avenue 33	Cal.	Los Angeles	151
Z 10	Avery	Neb.	Nebraska	42
BL 9	Avon	Utah	Utah	141
HB 24	Axford	Ore.	Oregon	206
G 1682	Axtell	Kan.	Main	59
1176	Ayer	Wash.	Washington	209, 212
NG 31	Bach	Idaho	Idaho	137
AH 75	Bade	Ore.	Washington	210
A 542	Badger	Neb.	Kansas	56
X 1606	Bagdad	Colo.	Colorado	61
UB 29	Bailey	Ore.	Oregon	205
HL 159	Baileyville	Kan.	Kansas	59
1434	Baileyvue	Neb.	Nebraska	47
F 1018	Baker	Ore.	Oregon	208
BU 5	Bakers	Utah	Utah	145, 146
B 1601	Baker Spur	Cal.	Los Angeles	151
NN 18	Baleh	Cal.	Los Angeles	152
B 1773	Baleh	Wash.	Oregon	203
A 267	Balou	Cal.	Los Angeles	148
D 444	Balta	Kan.	Main	57
1009	Balzac	Colo.	Colorado	65
OT 64	Bancroft	Idaho	Idaho	129
1077	Banks	Idaho	Idaho Northern	134
OR 8	Bannock	Idaho	Main	130
B 1324	Barber Jet.	Idaho	Idaho	133
B 1493	Barclay	Nev.	Utah	141
FS 7	Bard	Nev.	Los Angeles	152
NV 6	Barlow	Idaho	Main	139
BD 2	Barnes (Maegley Jet.)	Ore.	Oregon	205
AH 72	Barnes	Utah	Utah	145
AO 15	Barneston	Neb.	Kansas	56
ND 20	Barnesville	Colo.	Colorado	64
1567	Barnett	Ore.	Oregon	206
F 1313	Barnhart	Ore.	Oregon	205
NG 32	Barratts	Mont.	Idaho	140
OL 43	Barrett	Ore.	Washington	210
B 1663	Barrymore	Idaho	Idaho	131
B 359	Barstow	Cal.	Los Angeles	149
B 948	Barton	Neb.	Nebraska	47
F 1189	Baskin	Utah	Wyoming	53
B 1068	Bassett	Idaho	Main	137
FF 33	Bauer	Utah	Utah	142
A 195	Baugh	Utah	Utah	147
B 1616	Bavaria	Kan.	Kansas	56
1616	Baxter	Cal.	Los Angeles	152



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
796	Baxter.....	Wyo.	Wyoming.....	51
B 1617	Baxter Lime Spur.....	Cal.	Main.....	152
UA 97	Beatrice.....	Neb.	Main.....	43, 56
HB 14	Beattie.....	Kan.	Beatrice.....	59
Y 1302	Beatty.....	Idaho	Main.....	133
B 281	Beck.....	Nebraska	Main.....	46
B 1026	Becks.....	Utah	Main.....	144
919	Beckwith.....	Wyo.	Main.....	128
F 1065	Beers.....	Idaho	Main.....	145
D 432	Beetland.....	Colo.	Main.....	65
D 515 3	Beet Spur.....	Colo.	Main.....	65
D 424	Beet Sugar Factory Spur.....	Colo.	Main.....	65
OJ 3	Beetville.....	Idaho	Oakley.....	131
	Beggs Spur.....	Utah	Park City.....	53
UE 23	Belgrade.....	Neb.	Cedar Rapids.....	44
BW 3	Bell.....	Cal.	San Pedro.....	149
ON 52	Pellevue.....	Idaho	Ketchum.....	132
UO 1	Bellinger.....	Neb.	Sears.....	48
UL 47	Pelmar.....	Utah	North Platte.....	47
FC 23	Belmont.....	Utah	Malad.....	146
AC 57	Beloit.....	Kan.	Solomon.....	57
FR 38	Belt.....	Idaho	Yellowstone.....	138, 139
OT 96	Belvidere.....	Idaho	Idaho Northern.....	134
H 212	Belvidere.....	Neb.	Main.....	60
A 88	Belvue.....	Kan.	Main.....	55
NB 150	Bend.....	Ore.	Bend.....	206
T 1087	Benjamin.....	Utah	Main.....	143
A 609	Bennett.....	Colo.	Main.....	62
OM 11	Benning.....	Idaho	Raft River.....	132
AC 15	Bennington.....	Kan.	Solomon.....	57
1928	Benroy.....	Wash.	Main.....	202
FG 6	Benson.....	Utah	Benson.....	147
FG 3	Benson Jet.....	Utah	Benson.....	147
GB 37	Benton City.....	Wash.	Yakima.....	210
S 1035	Bentz.....	Utah	Main.....	144
OK 11	Berger.....	Idaho	Wells.....	131
B 991	B. E. R. R. Cross'g.....	Utah	Main.....	53
NG 60	Berryman.....	Wash.	Pendleton-Tucannon.....	211
B 1286	Beryl.....	Utah	Main.....	141
1157	Besslen.....	Idaho	Main.....	130
D 437	Beta.....	Colo.	Main.....	65
AE 24	Beverly.....	Kan.	Plainville.....	58
OH 45	Bickel.....	Idaho	Twin Falls.....	130
OT 75	Big Eddy.....	Idaho	Idaho Northern.....	134
GB 48	Biggam.....	Wash.	Yakima.....	210
1672	Biggs.....	Ore.	Main.....	205, 206
FR 91	Big Springs.....	Idaho	Yellowstone.....	139
354	Big Springs.....	Neb.	Main.....	47
OH 48	Bills.....	Idaho	Twin Falls.....	130
291	Birdwood.....	Neb.	Main.....	46
CP 50	Bishop.....	Wash.	Camas Prairie.....	245
A 38	Bismarck Grove.....	Kan.	Main.....	54
AA 1	Bismarck Grove.....	Kan.	Leavenworth.....	55
757	Bitter Creek.....	Wyo.	Main.....	51
766	Black Buttes.....	Wyo.	Main.....	51
OT 33	Black Canyon.....	Idaho	Idaho Northern.....	134
F 1151	Blackfoot.....	Idaho	Main.....	137
GM 38	Black Lake.....	Idaho	Wallace.....	214
1945	Black River Jet.....	Wash.	Main.....	202
B 1213	Black Rock.....	Utah	Main.....	142
Y 1283	Black's Creek.....	Idaho	Main.....	132
A 232	Black Wolf.....	Kan.	Main.....	57
OO 34	Blaine.....	Idaho	Hill City.....	132
HB 104	Blair.....	Kan.	Main.....	58
803	Blairtown.....	Wyo.	Main.....	51
NG 10	Blakeley.....	Ore.	Pendleton-Tucannon.....	210
1384	Blakes Jet.....	Ore.	Main.....	133, 136
NN 2	Blakeslee Jet.....	Wash.	Grays Harbor.....	203
1646	Blalock.....	Ore.	Main.....	205
1025	Blaser.....	Idaho	Main.....	129
OC 1	Blazon.....	Wyo.	Blazon.....	128
OB 9	Blazon Jet.....	Wyo.	Cumberland.....	128
1198	Bliss.....	Idaho	Main.....	130, 131
B 1198	Bloom.....	Utah	Main.....	142
B 1491	Blue Diamond Spur.....	Nev.	Los Angeles.....	152

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page	
BW 5	Blue & Mason Ind. Spur.....	Cal.	Los Angeles.....	San Pedro.....	150
NG 27	Blue Mountain.....	Ore.	Washington.....	Pendleton-Tucannon.....	210
AH 43	Blue Rapids.....	Kan.	Kansas.....	Manhattan.....	55
AH 80	Blue Springs.....	Neb.	Kansas.....	Manhattan.....	56
B 1765	Bly.....	Cal.	Los Angeles.....	Main.....	148
1612	Boardman.....	Ore.	Oregon.....	Main.....	205
1502	Bodie.....	Ore.	Oregon.....	Main.....	207
UG 19	Boelus.....	Neb.	Nebraska.....	Loup City.....	45
EA 30	Boettcher.....	Colo.	Colorado.....	Ft. Collins.....	66
AE 129	Bogue.....	Kan.	Kansas.....	Plainville.....	58
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
519	Borie.....	Wyo.	Wyoming.....	Main.....	50, 63
555	Bosler.....	Wyo.	Wyoming.....	Main.....	50
AM 28	Boulder.....	Colo.	Colorado.....	Boulder.....	63
1623	Boulder.....	Ore.	Oregon.....	Main.....	205
BO 22	Boulder City.....	Nev.	Los Angeles.....	Boulder City.....	152
B 1486	Boulder Jet.....	Nev.	Los Angeles.....	Main.....	152
B 1109	Boulter.....	Utah	Utah.....	Main.....	142
NC 46	Bourbon.....	Ore.	Oregon.....	Shaniko.....	206
OS 9	Bowmont.....	Idaho	Idaho.....	Murphy.....	134
CP 38	Boyart.....	Wash.	Idaho.....	Camas Prairie.....	245
B 1368	Boyd.....	Nev.	Los Angeles.....	Main.....	153
EA 14	Boyd Lake.....	Colo.	Colorado.....	Ft. Collins.....	66
A 518	Boyero.....	Colo.	Colorado.....	Main.....	61
B 1484	Bracken.....	Nev.	Los Angeles.....	Main.....	152
FE 9	Bradford.....	Utah	Utah.....	Bear River.....	146
GM 67	Bradley.....	Idaho	Washington.....	Wallace.....	214
1165	Brady.....	Idaho	Idaho.....	Main.....	130
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 Jet.....	Utah	Utah.....	Main.....	144
AD 16	Bridgeport.....	Kan.	Kansas.....	McPherson.....	57
B 886	Bridge.....	Wyo.	Wyoming.....	Main.....	52
AO 28	Briggsdale.....	Colo.	Colorado.....	Greeley.....	64
F 1014	Brigham.....	Utah	Utah.....	Main.....	145, 146
A 659	Brighton.....	Colo.	Colorado.....	Main.....	62, 63, 65
BA 7	Briquette Spur.....	Utah	Wyoming.....	Park City.....	53
UL 100	Broadwater.....	Neb.	Nebraska.....	North Platte.....	47
UL 143	Brockhoff.....	Neb.	Nebraska.....	North Platte.....	47
OX 23	Brogan.....	Ore.	Idaho.....	Brogan.....	135
UL 25	Broganville.....	Neb.	Nebraska.....	North Platte.....	47
A 201	Brookville.....	Kan.	Kansas.....	Main.....	56
AJ 28	Broughton.....	Kan.	Kansas.....	Junction City.....	56
B 1324	Brown.....	Nev.	Utah.....	Main.....	141
AJ 46	Browndale.....	Kan.	Kansas.....	Junction City.....	56
F 995	Browning.....	Utah	Utah.....	Main.....	145
88	Brownlee.....	Colo.	Utah.....	L. N. P. & W. R. R.....	125
416	Brownson.....	Neb.	Nebraska.....	Main.....	49
1022	Broxon.....	Idaho	Idaho.....	Main.....	129
344	Brule.....	Neb.	Nebraska.....	Main.....	47
W 1774	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
OY 7	Buckingham.....	Idaho	Idaho.....	Payette.....	135
1869	Bucoda.....	Wash.	Oregon.....	Main.....	202
184	Buda.....	Neb.	Nebraska.....	Main.....	45



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
OL 8	Budge.....	Idaho	Idaho North Side.....	131
GB 82	Buena.....	Wash.	Washington Yakima.....	210
B 1034	Buena Vista.....	Utah	Main.....	142
A 351	Buffalo Park.....	Kan.	Main.....	61
UL 194	Buffington.....	Wyo.	Nebraska North Platte.....	48
OH 537	Buford.....	Wyo.	Main.....	50
A 567	Buhl.....	Idaho	Twin Falls.....	131
UL 179	Buick.....	Idaho	Main.....	61
FF 46	Bullard.....	Wyo.	Nebraska North Platte.....	48
CP 91	Bullen.....	Idaho	Cache Valley.....	147
AL 1	Bundy.....	Idaho	Camas Prairie.....	246
A 253	Bunell.....	Idaho	U. S. Hospital.....	62
GM 87	Bunker Hill.....	Kan.	Main.....	57
OH 22	Burke.....	Idaho	Washington Wallace.....	214
OH 22.1	Burley.....	Idaho	Idaho Twin Falls.....	130, 131, 132
UL 115	Burley Sugar Fact.....	Idaho	Twin Falls.....	130
OO 9	Burlington Jct.....	Neb.	Nebraska North Platte.....	47
OW 157	Burmah.....	Idaho	Hill City.....	132
T 483	Burns.....	Ore.	Idaho Oregon Eastern.....	135
S 1032	Burns.....	Wyo.	Main.....	49
FF 8	Burrison.....	Utah	Main.....	143
F 457	Burton.....	Utah	Main.....	144
F 1012	Bush.....	Utah	Bear River.....	146
F 1390	Bushnell.....	Neb.	Main.....	49
F 1377	Bushnell.....	Utah	Main.....	145
A 597	Butte.....	Mont.	Idaho Main.....	140
FU 21	Buxton.....	Mont.	Idaho Main.....	140
B 1435	Byers.....	Idaho	Colorado Main.....	62
OT 93	Byrne.....	Idaho	Idaho East Belt.....	138
F 1041	Byron.....	Nev.	Los Angeles Main.....	153
OW 4	Cabarton.....	Idaho	Idaho Northern Main.....	134, 145, 147
B 1726	Cache Jct.....	Utah	Main.....	135
B 1526	Cairo.....	Ore.	Idaho Oregon Eastern.....	149
B 1313	Cajon.....	Cal.	Los Angeles Main.....	152
B 1353	Calada.....	Cal.	Los Angeles Main.....	133, 134
B 1524.9	Caldwell.....	Idaho	Main.....	141, 153
UK 65	Caliente.....	Nev.	Utah Main.....	152
F 1216	Cal. Nev. State Line.....	Los Angeles	Main.....	46
OP 41	Callaway.....	Neb.	Nebraska Kearney.....	50
AP 9	Calvin.....	Wyo.	Wyoming Main.....	137
A 1522	Camas.....	Idaho	Main.....	206
A 1572	Cambrai.....	Ore.	Oregon Bend.....	136
UL 371	Cambridge.....	Idaho	New Meadows.....	64
D 496	Camfield.....	Idaho	Pleasant Valley.....	125
GE 22	Camp.....	Idaho	L. N. P. & W. R. R.....	207
BE 701	Camp.....	Idaho	Main.....	205
GM 55	Camp.....	Ore.	Oregon Main.....	61
H 144	Campbell.....	Ore.	Oregon Main.....	48
FF 30	Campus.....	Kan.	Colorado North Platte.....	65
UF 2	Canal.....	Wyo.	Nebraska North Platte.....	212
H 219	Canal.....	Wyo.	Colorado Main.....	123
A 915	Canton.....	Wash.	Washington Ayer-Tekoa.....	210
A 212	Canyon.....	Wyo.	Washington S. & E. V. R. R.....	210
B 1394	Canyon.....	Wash.	Washington Yakima.....	210
NH 2	Capp.....	Wash.	Washington Main.....	51
A 726	Carbon Timber Co. Spur.....	Wyo.	Wyoming Main.....	59
A 1813	Carden.....	Kan.	Kansas Main.....	147
B 875	Cardon.....	Utah	Cache Valley.....	45
OT 99	Carey.....	Neb.	Nebraska Ord.....	60
1733	Carleton.....	Neb.	Kansas Main.....	128
BY 7	Carlson.....	Wyo.	Idaho Main.....	56
AH 4	Carneiro.....	Kan.	Kansas Main.....	153
B 937	Carp.....	Nev.	Los Angeles Main.....	211
1828	Carpenter.....	Ore.	Washington Umapine.....	63
	Carr.....	Idaho	Main.....	202
	Carr.....	Idaho	Main.....	52
	Carr.....	Idaho	Main.....	134
	Carr.....	Idaho	Main.....	204
	Cascade.....	Idaho	Idaho Northern Main.....	202
	Cascade Locks.....	Ore.	Oregon Main.....	141
	Cascade Paper Spur.....	Wash.	Oregon Main.....	55
	Caserton.....	Nev.	Utah Manhattant.....	205
	Casement.....	Kan.	Main.....	53
	Castle.....	Ore.	Oregon Main.....	202
	Castle Rock.....	Utah	Wyoming Main.....	
	Castle Rock.....	Wash.	Oregon Main.....	

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
GM 58	Cataldo.....	Idaho	Washington Wallace.....	214
979	Cavanaugh.....	Idaho	Idaho Main.....	129
1548	Cayuse.....	Ore.	Oregon Main.....	207
NE 14	Cecil.....	Ore.	Oregon Heppner.....	207
OH 71	Cedar.....	Idaho	Idaho Twin Falls.....	131
CH 10	Cedar Canyon.....	Idaho	Idaho Camas Prairie.....	246
BI 33	Cedar City.....	Utah	Utah Cedar City.....	141
A 563	Cedar Point.....	Idaho	Colorado Main.....	61
UE 30	Cedar Rapids.....	Neb.	Nebraska Cedar Rapids.....	44
NN 22	Cedarville.....	Wash.	Oregon Grays Harbor.....	203
1679	Celilo.....	Ore.	Oregon Main.....	205
B 30	Centennial.....	Wyo.	Idaho L. N. P. & W. R. R.....	125
B 1019	Centerville.....	Utah	Utah Main.....	144
125	Central City.....	Neb.	Nebraska Main.....	43, 44
CP 15	Central Ferry.....	Wash.	Main.....	245
1862	Centralia.....	Wash.	Oregon Main.....	202, 203
1863	Centralia Jct.....	Wash.	Oregon Main.....	202, 203
GB 43	Chaffee.....	Wash.	Washington Yakima.....	210
1875	Chain Hill.....	Wash.	Oregon Main.....	202
1773	Champ.....	Ore.	Oregon Main.....	204
B 1769.4	Champagne.....	Cal.	Los Angeles Main.....	148
CS 41	Champlin.....	Utah	Utah Main.....	142
A 152	Chapman.....	Kan.	Kansas Main.....	245
135	Chapman.....	Neb.	Nebraska Main.....	56
380	Chappell.....	Neb.	Nebraska Main.....	43
NL 14	Chard.....	Wash.	Washington Pomeroy.....	47
B 1563	Chase.....	Cal.	Los Angeles Main.....	211
GM 23	Chatcolet.....	Idaho	Washington Wallace.....	152
1703	Chatfield.....	Ore.	Oregon Main.....	213
FC 45	Cherry Creek.....	Idaho	Utah Main.....	204
CS 9	Cherry Lane.....	Idaho	Utah Malad.....	146
1858	Chehalis.....	Wash.	Oregon Camas Prairie.....	245
B 896	Chelsea.....	Wyo.	Oregon Main.....	202
A 448	Chemung.....	Wyo.	Wyoming Main.....	52
G 1770	Cheney.....	Wash.	Washington Main.....	61
FR 43	Cherokee.....	Wyo.	Wyoming Main.....	209
GJ 156	Chester.....	Idaho	Idaho Main.....	51
G 1686	Chester.....	Wash.	Washington Yellowstone.....	139
A 463	Chew.....	Wash.	Washington Tekoa-Spokane.....	212
A 68	Cheyenne.....	Wyo.	Wyoming Main.....	209
A 4	Cheyenne Wells.....	Colo.	Colorado Main.....	49, 50, 63
F 1131	C. R. I. & P. Ry. Cross'g.....	Kan.	Kansas Main.....	61
B 859	C. R. I. & P. Ry. Jet.....	Kan.	Kansas Main.....	54
B 1111	Chubbuck.....	Idaho	Idaho Main.....	54
B 1559	Church Buttes.....	Wyo.	Wyoming Main.....	137
OW 118	Chybo.....	Idaho	Idaho Main.....	52
1158	Cima.....	Cal.	Los Angeles Main.....	130
1605	Circle Bar.....	Ore.	Idaho Oregon Eastern.....	152
114	Clagett.....	Idaho	Idaho Main.....	135
FL 1768	Clarke.....	Ore.	Oregon Main.....	130
W 4	Clarks.....	Neb.	Nebraska Main.....	205
AJ 33	Clarkson.....	Idaho	Idaho Mackay.....	43
B 1799	Clarnie.....	Ore.	Oregon Main.....	137
H 179	Clay Center.....	Kan.	Kansas Junction City.....	204
OV 31	Clayton.....	Cal.	Los Angeles Main.....	56
B 1002	Clayton.....	Neb.	Kansas Main.....	148
B 1182	Claytonia.....	Idaho	Idaho Main.....	60
BW 9	Clearfield.....	Utah	Idaho Homedale.....	135
AH 29	Clear Lake.....	Utah	Utah Main.....	144, 145
1260	Clearwater.....	Cal.	Los Angeles Main.....	142
ND 29	Cleburne.....	Kan.	Kansas San Pedro.....	150
CP 112	Cleft.....	Idaho	Idaho Manhattan.....	55
A 526	Clem.....	Ore.	Oregon Main.....	132
F 1068	Clem.....	Ore.	Oregon Condon.....	206
B 1153	Clecks.....	Idaho	Oregon Camas Prairie.....	246
TA 5	Clifford.....	Colo.	Colorado Main.....	61
B 1389	Clifton.....	Idaho	Utah Main.....	145
B 1081	Cline.....	Utah	Utah Main.....	142
AO 6	Clinton.....	Utah	Utah Fairfield.....	144
AO 6.2	Cloud.....	Nev.	Los Angeles Main.....	144
111	Clover.....	Utah	Utah Main.....	153
BA 6	Cloverly.....	Colo.	Colorado Main.....	142
	Cloverly Jet.....	Colo.	Colorado Greeley.....	64
	Coalmont.....	Colo.	Colorado Greeley.....	64
	Coalville.....	Utah	Wyoming L. N. P. & W. R. R.....	125
			Park City.....	53



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
1373	Cobb	Idaho	Main	133
AA 30	Cochrane	Kan.	Leavenworth	55
AE 95	Codell	Kan.	Plainville	58
GJ 142	Coey	Wash.	Tekoa-Spokane	212
AJ 72	C. O. Junction	Kan.	Junction City	56
UL 3	Coker	Neb.	North Platte	47
AE 931	Cokeville	Wyo.	Main	128
G 1613	Colby	Kan.	Plainville	58
1127	Cold Springs	Ore.	Main	209
GE 77	Cole	Idaho	Main	130
FH 3	Colfax	Wash.	Ayer-Tekoa	213
FJ 2	College	Utah	College	147
B 1771	College Jet	Utah	Logan Sugar Factory	147
FL 2	Collins	Cal.	Main	148
F 1033	Collins	Idaho	Mackay	137
1299	Collinston	Utah	Main	145
A 336	Collopy	Idaho	Main	132
372.2	Collyer	Kan.	Main	61
A 734	Colo.-Neb. State Line	Neb.	Main	47
	Colo.-Wyo. State Line	Colo.	Main	63
	Co.-Portland Cement Co. Spur	Colo.	Ft. Collins	66
554	Colores	Wyo.	Main	50
FS 3	Coltman	Idaho	West Belt	139
B 1749	Colton	Cal.	Main	149
401	Colton	Neb.	Main	47
85	Columbus	Neb.	Main	43, 44
BM 12	Comet	Nev.	Pioche	141
633	Como	Wyo.	Main	50
AJ 73	Concordia	Kan.	Junction City	56
OP 19	Concrete	Idaho	New Meadows	136
ND 45	Condon	Ore.	Condon	206
NM 6	Conley	Ore.	Joseph	208
GF 53	Connell	Wash.	Connell	213
	Consumers Sand Co. Spur	Neb.	Beatrice	43
OK 69	Contact	Nev.	Wells	131
1533	Conway	Ore.	Main	207
1064	Coolidge	Idaho	Main	130
D 448	Cooper	Colo.	Main	65
591	Cooper Lake	Wyo.	Main	50
1755	Corbett	Ore.	Main	204
BE 0.9	Cory Const.	Utah	Evona	146
FC 6	Corinne	Utah	Malad	146
FC 4	Corinne Jct.	Utah	Malad	146
B 1606	Cork	Cal.	Main	152
515	Corlett	Wyo.	Main	50
514	Corlett Jct.	Wyo.	Main	50, 63
AO 19	Cornish	Colo.	Greeley	64
F 1053	Cornish	Utah	Main	145
OO 52	Corral	Idaho	Hill City	132
	Corral	Kan.	Leavenworth	55
GB 39	Corral	Wash.	Yakima	210
UA 80	Cortland	Neb.	Beatrice	43
867	Cosgriff	Wyo.	Main	128
NN 51	Cosmopolis	Wash.	Grays Harbor	203
UL 150	Costin	Neb.	North Platte	47
UF 37	Cotesfield	Neb.	Ord	45
UL 196	Cottier	Wyo.	North Platte	48
F 1172	Cotton	Idaho	Main	137
CP 133	Cottonwood	Idaho	Camas Prairie	246
F 1071	Coulam	Idaho	Main	145
OP 60	Council	Idaho	New Meadows	136
0	Council Bluffs	Iowa	Main	42
BE 696	Cow Creek	Wyo.	S. & E. V. R. R.	123
84	Cowdrey	Colo.	L. N. P. & W. R. R.	125
G 1781	Cowles	Wash.	Main	209
FK 9	Cox	Idaho	Goshen	138
238	Cozad	Neb.	Main	46
CP 113	Craig Jct.	Idaho	Camas Prairie	246
CP 117	Craigmont	Idaho	Camas Prairie	246
CP 40	Crampton	Wash.	Camas Prairie	245
OW 127	Crane	Ore.	Oregon Eastern	135
1694	Crates	Ore.	Main	204

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
UP 54	Creighton	Wyo.	Nebraska	49
GE 75	Crest	Wash.	Washington	212
B 1319	Crestline	Nev.	Utah	141
BS 4	Crestmore	Cal.	Los Angeles	148, 151
712	Creston	Wyo.	Main	51
D 395	Crook	Colo.	Main	64
1467	Crooks	Ore.	Main	208
FC 14	Cropley	Utah	Malad	146
G 1752	Croskey	Wash.	Main	209
B 1609	Crucero	Cal.	Main	152
CP 44	Crum	Wash.	Camas Prairie	245
B 1203	Cruz	Utah	Main	142
B 1444	Crystal	Nev.	Main	153
B 1357	Crystal	Idaho	Main	133
B 1774	Cucumonga Co-op. Winery	Cal.	Main	148
CP 94	Culdesac	Idaho	Camas Prairie	246
AE 12	Culver	Kan.	Plainville	58
NB 114	Culver	Ore.	Bend	206
OH 63	Curry	Idaho	Twin Falls	131
GF 51	Curry	Wash.	Connell	213
B 933	Curvo	Utah	Main	53
S 1040	Cushing	Utah	Main	144
T 1058	Cutler	Utah	Main	143, 144
B 1654	Daggett	Cal.	Main	149
TA 13	Dahl	Utah	Fairfield	144
BE 660	Dahlstrom	Wyo.	S. & E. V. R. R.	123
543	Dale Creek	Wyo.	Main	50
667	Daley's Ranch	Wyo.	Main	51
F 1309	Dalys	Mont.	Main	140
AE 123	Damar	Kan.	Plainville	58
652	Dana	Wyo.	Main	51
UG 8	Dannebrog	Neb.	Loup City	45
GJ 135	Darknell	Wash.	Tekoa-Spokane	212
FL 73	Darlington	Idaho	Mackay	137
E 658	Darlow	Colo.	Main	66
233	Darr	Neb.	Main	45
H 226	Davenport	Neb.	Main	60
UB 23	David City	Neb.	Stromsburg	44
BE 691	Davis	Wyo.	S. & E. V. R. R.	123
B 1570	Davis Hadden Spur	Neb.	Beatrice	43
1663	Dawes	Cal.	Main	152
BE 693	Day	Ore.	Main	205
F 1004	Days	Wyo.	S. & E. V. R. R.	123
NK 13	Dayton	Idaho	Main	145
BV 1	Dayton	Wash.	Dayton	211
BW 7	Dayton Ave. Tower	Cal.	Glendale	151
OS 4	Dayton-Waldrup Co.	Cal.	San Pedro	150
A 722	Deal	Idaho	Murphy	134
OM 9	Decker	Colo.	Main	63
CH 38	Deelo	Idaho	Raft River	132
A 584	Deer Creek	Idaho	Camas Prairie	246
35	Deer Trail	Colo.	Main	61
NL 8	Deerwood	Wyo.	L. N. P. & W. R. R.	125
OK 56	Delaney	Wash.	Pomeroy	211
BV 3.5	Delaplain	Nev.	Wells	131
H 88	Delay Drive	Cal.	Glendale	151
B 1723	Delia	Kan.	Topeka	59
F 1281	Dell	Cal.	Main	149
BM 21	Dell	Mont.	Main	140
AC 35	Delmues	Nev.	Pioche	141
B 1104	Delphos	Utah	Solomon	57
NC 24	Delta	Kan.	Main	142
H 283	De Moss	Utah	Main	206
E 683	Denman	Ore.	Shaniko	206
A 640	Dent	Neb.	Hastings	46
BH 1	Denver	Colo.	Main	66
NB 143	Denver U. S. Yds.	Colo.	Main	62, 65
B 1531	D. & R. G. W. Cr's'g.	Colo.	Main	62, 65
BJ 4	Des Chutes	Utah	Mammoth	143
A 159	Desert	Cal.	Pend	206
	Desert Mound	Utah	Main	152
	Detroit	Kan.	Iron Mountain	141
			Main	56, 57



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page	
B 961	Devil's Slide.....	Utah	Wyoming.....	Main.....	53
B 1735	Devore.....	Cal.	Los Angeles.....	Main.....	149
F 1029	Dewey.....	Utah	Utah.....	Main.....	145
1107	DeWoff.....	Idaho	Idaho.....	Main.....	130
308	Dexter.....	Neb.	Nebraska.....	Main.....	46
OP 27	Diamond.....	Idaho	Idaho.....	New Meadows.....	136
GE 68	Diamond.....	Wash.	Washington.....	Ayer-Tekoa.....	212
AM 7	Dick.....	Colo.	Colorado.....	Boulder.....	63
1161	Dietrich.....	Idaho	Idaho.....	Main.....	130
B 1466	Dike.....	Nev.	Los Angeles.....	Main.....	153
NB 25	Dike.....	Ore.	Oregon.....	Bend.....	206
F 1321	Dillon.....	Mont.	Idaho.....	Main.....	140
1682	Dillon.....	Ore.	Oregon.....	Main.....	205
UX 2	Dines.....	Wyo.	Wyoming.....	Dines.....	52
955	Dingle.....	Idaho	Idaho.....	Main.....	128
GJ 159	Dishman.....	Wash.	Washington.....	Tekoa-Spokane.....	212
1173	Disney.....	Idaho	Idaho.....	Main.....	130
F 1363	Divide.....	Mont.	Idaho.....	Main.....	140
435	Dix.....	Neb.	Nebraska.....	Main.....	49
D 459	Dodd.....	Colo.	Colorado.....	Main.....	65
NL 16	Dodge.....	Wash.	Washington.....	Pomeroy.....	211
1741	Dodson.....	Ore.	Oregon.....	Main.....	204
GB 87	Donald.....	Wash.	Washington.....	Yakima.....	210
HA 13	Doniphan.....	Neb.	Kansas.....	Main.....	60
OT 115	Donnelly.....	Idaho	Idaho.....	Idaho Northern.....	134
851	Donovan.....	Wyo.	Idaho.....	Main.....	128
GM 85	Dorn.....	Idaho	Washington.....	Wallace.....	214
A 246	Dorrance.....	Kan.	Kansas.....	Main.....	57
D 384	Dorsey.....	Colo.	Colorado.....	Main.....	64
HB 95	Double.....	Kan.	Kansas.....	Main.....	59
BX 1	Douglas Aircraft Spur.....	Cal.	Los Angeles.....	San Pedro.....	150
BW 12	Douglas Jct.....	Cal.	Los Angeles.....	San Pedro.....	150
A 717	Dover.....	Colo.	Colorado.....	Main.....	63
F 1088	Downey.....	Idaho	Utah.....	Main.....	145
B 1810	Downey Road.....	Cal.	Los Angeles.....	Main.....	148, 149, 150
NG 24	Downing.....	Ore.	Washington.....	Pendleton-Tucannon.....	210
T 1046	Draper.....	Utah	Utah.....	Main.....	143
FV 37	Driggs.....	Idaho	Idaho.....	Teton Valley.....	140
FV 9	Drummond.....	Idaho	Idaho.....	Teton Valley.....	140
B 1450	Dry Lake.....	Nev.	Los Angeles.....	Main.....	152
F 1228	Dubois.....	Idaho	Idaho.....	Main.....	137
GM 52	Dudley.....	Idaho	Washington.....	Wallace.....	214
H 114	Duluth.....	Kan.	Kansas.....	Topcka.....	59
NK 8	Dumas.....	Wash.	Washington.....	Dayton.....	211
B 1099	Dunbar.....	Utah	Utah.....	Main.....	142
92	Duncan.....	Neb.	Nebraska.....	Main.....	43
1527	Duncan.....	Ore.	Oregon.....	Main.....	207
1684	Dune.....	Ore.	Oregon.....	Main.....	205
B 1626	Dunn.....	Cal.	Los Angeles.....	Main.....	152
OW 103	Dunnean.....	Ore.	Idaho.....	Oregon Eastern.....	135
A 648	Dupont.....	Colo.	Colorado.....	Main.....	62, 65
NT 3	Dupont.....	Wash.	Oregon.....	American Lake.....	203
UB 57	Durant.....	Neb.	Nebraska.....	Stromsburg.....	44
F 1036	Durfey.....	Utah	Utah.....	Main.....	145
496	Durham.....	Wyo.	Nebraska.....	Main.....	49
1407	Durkee.....	Ore.	Oregon.....	Main.....	208
UP 50	Duroc.....	Wyo.	Nebraska.....	North Platte Cut-Off.....	49
B 1133	Dyer.....	Utah	Utah.....	Main.....	142
1735	Eagle Creek.....	Ore.	Oregon.....	Main.....	204
A 132	East Funston.....	Kan.	Kansas.....	Main.....	55
E 654	East Lake.....	Colo.	Colorado.....	Main.....	66
886	East Kemmerer.....	Wyo.	Idaho.....	Main.....	128
1881	East Lewiston.....	Idaho	Idaho.....	Camas Prairie.....	245
V 1781	East Olympia.....	Wash.	Oregon.....	Main.....	202, 203
A 185	East Portland.....	Ore.	Oregon.....	Main.....	204
BW 23	East Salina.....	Kan.	Kansas.....	Main.....	56
GJ 162	East San Pedro.....	Cal.	Los Angeles.....	San Pedro.....	150
B 1809	East Spokane.....	Wash.	Washington.....	Tekoa-Spokane.....	212
A 700	East Yard.....	Cal.	Los Angeles.....	Main.....	148
1369	Eaton.....	Colo.	Colorado.....	Main.....	63
FR 76	Eaton.....	Idaho	Idaho.....	Main.....	133
B 1349	Eccles.....	Nev.	Utah.....	Yellowstone.....	139
1583	Echo.....	Ore.	Oregon.....	Main.....	141

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page	
B 953	Echo.....	Utah	Wyoming.....	Main.....	53
UK 40	Eddyville.....	Neb.	Nebraska.....	Kearney.....	46
OL 28	Eden.....	Idaho	Idaho.....	Northside.....	131
H 236	Edgar.....	Neb.	Kansas.....	Main.....	60
FS 27	Edmonds.....	Idaho	Idaho.....	West Belt.....	139
657	Edson.....	Wyo.	Wyoming.....	Main.....	51
A 14	Edwardsville.....	Kan.	Kansas.....	Main.....	54
478	Egbert.....	Wyo.	Nebraska.....	Main.....	49
FS 29	Egin.....	Idaho	Idaho.....	West Belt.....	139
OY 4	Eiffie.....	Idaho	Idaho.....	Payette.....	135
UF 31	Elba.....	Neb.	Nebraska.....	Ord.....	45
GE 90	Elberton.....	Wash.	Washington.....	Ayer-Tekoa.....	212
B 1374	Elcin.....	Nev.	Los Angeles.....	Main.....	153
NM 21	Elcin.....	Ore.	Oregon.....	Joseph.....	208
22	Elkhorn.....	Neb.	Nebraska.....	Main.....	42
B 870	Elkhurst.....	Wyo.	Wyoming.....	Main.....	52
OD 4	Elkol.....	Wyo.	Idaho.....	Elkol.....	129
A 303	Ellis.....	Kan.	Kansas.....	Main.....	57, 61
A 224	Elsworth.....	Kan.	Kansas.....	Main.....	57
205	Elm Creek.....	Neb.	Nebraska.....	Main.....	45
B 1566	Elora.....	Cal.	Los Angeles.....	Main.....	152
HB 112	Elwood.....	Kan.	Kansas.....	Main.....	58
FC 16	Elwood.....	Utah	Utah.....	Malad.....	146
1278	Ely.....	Idaho	Idaho.....	Main.....	132
G 1732	Emden.....	Wash.	Washington.....	Main.....	209
GB 67	Emerald.....	Wash.	Washington.....	Yakima.....	210
OT 27	Emmett.....	Idaho	Idaho.....	Idaho Northern.....	134, 135
H 95	Emmett.....	Kan.	Kansas.....	Topeka.....	59
B 943	Emory.....	Utah	Wyoming.....	Main.....	53
B 1031	Enamel Spur.....	Utah	Utah.....	Main.....	142
GM 62	Enaville.....	Idaho	Washington.....	Wallace.....	214
BE 706	Encampment.....	Wyo.	Idaho.....	S. & E. V. R. R.....	123
1424	Encina.....	Ore.	Oregon.....	Main.....	208
H 182	Endicott.....	Neb.	Kansas.....	Main.....	60
GE 58	Endicott.....	Wash.	Washington.....	Ayer-Tekoa.....	212
BR 3	Ennis.....	Cal.	Los Angeles.....	Crestmore Spur.....	148
NG 61	Ennis.....	Wash.	Washington.....	Pendleton-Tucannon.....	211
UC 41	Enola.....	Neb.	Nebraska.....	Norfolk.....	44
1316	Enrose.....	Idaho	Idaho.....	Main.....	133
AB 2	Enterprise.....	Kan.	Kansas.....	Enterprise.....	57
NM 78	Enterprise.....	Ore.	Oregon.....	Joseph.....	208
B 1056	Erda.....	Utah	Utah.....	Main.....	142
AM 15	Erie.....	Colo.	Colorado.....	Boulder.....	63
B 1504	Erie.....	Nev.	Los Angeles.....	Main.....	152
NC 31	Erskine.....	Ore.	Oregon.....	Shaniko.....	206
GF 42	Estes.....	Wash.	Washington.....	Connell.....	213
B 1358	Etna.....	Nev.	Los Angeles.....	Main.....	153
BF 4	Eureka.....	Utah	Utah.....	Eureka.....	143
A 126	Eureka Lake.....	Kan.	Kansas.....	Main.....	55
1848	Evaline.....	Wash.	Oregon.....	Main.....	202
A 689	Evans.....	Colo.	Colorado.....	Main.....	63
FC 12	Evans.....	Utah	Utah.....	Malad.....	146
B 917	Evanston.....	Wyo.	Wyoming.....	Main.....	53
BE 0.7	Evona.....	Utah	Utah.....	Main.....	146
BW 10	Export Petroleum Spur.....	Cal.	Los Angeles.....	San Pedro.....	150
H 188	Fairbury.....	Neb.	Kansas.....	Main.....	60
OO 44	Fairfield.....	Idaho	Idaho.....	Hill City.....	132
H 244	Fairfield.....	Neb.	Kansas.....	Main.....	60
TA 20	Fairfield.....	Utah	Utah.....	Fairfield.....	144
GJ 132	Fairfield.....	Wash.	Washington.....	Tekoa-Spokane.....	212
OR 1	Fair Grounds.....	Idaho	Idaho.....	Boise.....	133
AA 24	Fairmount.....	Kan.	Kansas.....	Leavenworth.....	55
W 1762	Fairview.....	Ore.	Oregon.....	Main.....	204
OY 17	Falks.....	Idaho	Idaho.....	Payette.....	135
A 33	Fall Leaf.....	Kan.	Kansas.....	Main.....	54
B 1791	Fallon.....	Cal.	Los Angeles.....	Main.....	148
OL 41	Falls City.....	Idaho	Idaho.....	North Side.....	131
B 1729	Farley.....	Ore.	Oregon.....	Main.....	204
B 1014	Farmington.....	Utah	Utah.....	Main.....	144
GE 104	Farmington.....	Wash.	Washington.....	Ayer-Tekoa.....	212
B 1419	Farrier.....	Nev.	Los Angeles.....	Main.....	153
B 1090	Faust.....	Utah	Utah.....	Main.....	142
B 1786	Feed.....	Cal.	Los Angeles.....	Main.....	148
F 1373	Feely.....	Mont.	Idaho.....	Main.....	140



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
1786	Felida.....	Wash.	Oregon.....	202
FV 26	Felt.....	Idaho	Teton Valley.....	140
1360	Feltham.....	Idaho	Main.....	133
CP 142	Fenn.....	Idaho	Camas Prairie.....	246
CP 125	Ferdinand.....	Idaho	Camas Prairie.....	246
686	Ferris.....	Wyo.	Main.....	51
B 1631	Field.....	Cal.	Los Angeles.....	152
FC 25	Fielding.....	Utah	Malad.....	146
OH 66	Filer.....	Idaho	Twin Falls.....	131
BI 32	Fillmore.....	Utah	Fillmore.....	142
UK 76	Finchville.....	Neb.	Nebraska.....	46
FO 26	Fingal.....	Idaho	Aberdeen.....	138
UL 95	Finley.....	Neb.	Nebraska.....	47
1770	Fir.....	Ore.	North Platte.....	204
S 1036	Fireclay.....	Utah	Main.....	144
E 668	Firestone.....	Colo.	Main.....	66
A 474	First View.....	Colo.	Main.....	61
F 1162	Firth.....	Idaho	Main.....	137
OT 2	Fischer.....	Idaho	Idaho Northern.....	134
BE 682	Fish Hatchery.....	Wyo.	S. & E. V. R. R.....	123
TA 24	Five Mile Pass.....	Utah	Fairfield.....	144
FB 1	Five Points.....	Utah	Five Points.....	146
F 696	Five Points Jct.....	Utah	Main.....	145, 146
GG 42	Fletcher.....	Wash.	Pleasant Valley.....	213
GB 4.0	Fletcher Drive.....	Cal.	Glendale.....	151
GB 84	Flint.....	Wash.	Yakima.....	210
AH 33	Floreana.....	Kan.	Manhattan.....	55
TA 17	Floyd.....	Utah	Fairfield.....	144
B 1582	Flynn.....	Cal.	Main.....	152
CH 6	Fohl.....	Idaho	Camas Prairie.....	246
UB 28	Foley.....	Neb.	Stromsburg.....	44
877	Folger.....	Wyo.	Main.....	128
UP 56	Fonda.....	Wyo.	North Platte Cut-Off.....	49
D 415	Ford.....	Colo.	Main.....	64
B 1276	Ford.....	Utah	Main.....	141
562	Forebay.....	Idaho	Camas Prairie.....	245
A 15	Forelle.....	Wyo.	Main.....	50
BV 4.5	Forest Lake.....	Kan.	Main.....	54
OW 100	Forest Lawn.....	Cal.	Los Angeles.....	151
EA 25	Fort.....	Ore.	Glendale.....	135
F 1138	Fort Collins.....	Colo.	Oregon Eastern.....	66
CP 86	Fort Hall.....	Idaho	Ft. Collins.....	137
NT 4	Fort Lapwai.....	Idaho	Main.....	246
D 464	Fort Lewis.....	Wash.	Camas Prairie.....	203
A 136	Fort Morgan.....	Colo.	American Lake.....	65
608	Fort Riley.....	Kan.	Main.....	55
898	Fort Steele.....	Wyo.	Main.....	51
AO 23	Fossil.....	Wyo.	Main.....	128
FV 42	Fosston.....	Colo.	Greeley.....	64
55	Fox Creek.....	Idaho	Teton Valley.....	140
FV 13	Fox Park.....	Wyo.	L. N. P. & W. R. R.....	125
H 131	France.....	Idaho	Teton Valley.....	140
FF 44	Frankfort.....	Kan.	Topeka.....	59
E 666	Franklin.....	Idaho	Cache Valley.....	147
GJ 147	Frederick.....	Colo.	Main.....	66
BA 27	Freeman.....	Wash.	Tekoa-Spokane.....	212
39	Freight Yd. Jct.....	Utah	Park City.....	53
729	Fremont.....	Neb.	Main.....	42
NB 67	Frewen.....	Wyo.	Main.....	51
17	Frieda.....	Ore.	Bend.....	206
BK 17	Frisco.....	Idaho	Washington.....	214
BW 1702	Frisco.....	Utah	Wallace.....	142
B 1	Frost.....	Cal.	Frisco.....	149
OY 5	Fruitland.....	Cal.	Main.....	149
BW 2	Fruitland.....	Idaho	San Pedro.....	149
OP 67	Fruitland Industrial.....	Cal.	Payette.....	135
1191	Spur.....	Cal.	San Pedro.....	149
NN 36	Fruitvale.....	Idaho	New Meadows.....	136
BT 17	Fuller.....	Idaho	Main.....	130
UE 14	Fullerton.....	Wash.	Oregon.....	203
A 134	Fullerton.....	Cal.	Grays Harbor.....	151
FU 28	Funston.....	Neb.	Anaheim.....	44
AP 5	Galeton.....	Kan.	Cedar Rapids.....	55
138	Gale.....	Idaho	Main.....	138
64	Galeton.....	Colo.	Pleasant Valley.....	64

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
E 652	Gallup.....	Colo.	Colorado.....	66
B 1404	Galt.....	Nev.	Los Angeles.....	153
NN 5	Galvin.....	Wash.	Oregon.....	203
UK 99	Gandy.....	Neb.	Nebraska.....	46
ON 44	Gannett.....	Idaho	Idaho.....	132
279	Gannett.....	Neb.	Nebraska.....	46
OT 55	Gardena.....	Idaho	Idaho Northern.....	134
97	Gardiner.....	Neb.	Nebraska.....	43
FL 3	Gardner Jet.....	Idaho	Main.....	137, 138
B 1045	Garfield.....	Utah	Mackay.....	142
GE 95	Garfield.....	Wash.	Main.....	212
FC 20	Garland.....	Utah	Ayer-Tekoa.....	146
FE 1	Garland Jet.....	Utah	Malad.....	146
B 1455	Garnet.....	Nev.	Bear River.....	153
UA 53	Garratt.....	Neb.	Main.....	43
AH 17	Garrison.....	Kan.	Beatrice.....	55
GH 24	Garrison.....	Wash.	Manhattan.....	213
NB 93	Gateway.....	Ore.	Moscow.....	206
B 980	Gateway.....	Utah	Oregon.....	53
G 1764	Geib.....	Wash.	Wyoming.....	209
GM 84	Gem.....	Idaho	Washington.....	214
T 1071	Geneva.....	Utah	Wallace.....	143
UD 11	Genoa.....	Neb.	Main.....	44
UL 146	Georgetown.....	Idaho	Albion.....	129
FK 11	Gering.....	Neb.	Main.....	129
FR 67	Gerrard.....	Idaho	North Platte.....	47, 48
176	Gerrit.....	Idaho	Idaho.....	138
1538	Gibbon.....	Neb.	Idaho.....	139
F 1144	Gibbon.....	Ore.	Yellowstone.....	45, 46
AO 10	Gibson Stock Yds.....	Neb.	Main.....	207
Z 12	Gilerest.....	Colo.	Main.....	137
1641	Gill.....	Colo.	Main.....	43
ON 63	Gilmore.....	Neb.	Main.....	63, 65
B 1724	Gilmore.....	Ore.	Greeley.....	64
BT 1	Gimlet.....	Idaho	Colorado.....	42
AC 42	Gish.....	Cal.	Nebraska.....	205
B 1591	Gladding McBean.....	Cal.	Oregon.....	132
BN -14	Spur.....	Cal.	Idaho.....	149
A 735	Glasco.....	Kan.	Los Angeles.....	151
F 1340	Glasgow.....	Cal.	Kansas.....	57
OE 6	Glassand.....	Nev.	Los Angeles.....	152
UL 2	Gleason.....	Wyo.	Los Angeles.....	153
OB 5	Glen.....	Mont.	St. Thomas.....	63
NH 3	Glenburnie.....	Neb.	Main.....	140
BV 6	Glencoe.....	Wyo.	Idaho.....	47
OP 72	Glencoe Jct.....	Wyo.	Idaho.....	129
BN 3	Glencove.....	Ore.	Idaho.....	129
BU 0.5	Glendale.....	Cal.	Washington.....	211
1221	Glendale.....	Cal.	Washington.....	151
HE 253	Glendale.....	Nev.	Idaho.....	136
G 83	Glendale Jct.....	Cal.	Idaho.....	136
UK 6	Glenns Ferry.....	Idaho	Idaho.....	153
BE 0.5	Glenwood.....	Neb.	Los Angeles.....	151
1497	Glenwood Park.....	Neb.	Los Angeles.....	151
OK 7	Globe Mills.....	Utah	Glenns Ferry.....	130, 132
1661	Glover.....	Ore.	Idaho.....	60
UP 60	Godwin.....	Idaho	Idaho.....	212
D 480	Goff.....	Ore.	Idaho.....	46
OP 50	Gooding.....	Idaho	Idaho.....	146
GF 8	Gooding.....	Idaho	Idaho.....	207
A 272	Goodland.....	Wyo.	Idaho.....	131
FK 5	Goodrich.....	Colo.	Idaho.....	205
F 1163	Goodrich.....	Idaho	Idaho.....	130
E 675	Gordon.....	Wash.	Idaho.....	49
OG 6	Gorham.....	Kan.	Idaho.....	65
E 664	Goshen.....	Idaho	Idaho.....	65
W 1771	Goshen Jet.....	Idaho	Idaho.....	136
A 356	Gothenburg.....	Neb.	Idaho.....	213
FV 6	Gowanda.....	Colo.	Idaho.....	57
6	Grace.....	Idaho	Idaho.....	57
6	Graden.....	Colo.	Idaho.....	138
140	Graham.....	Ore.	Idaho.....	138
140	Grainfield.....	Kan.	Idaho.....	137, 138
140	Grainville.....	Idaho	Idaho.....	46



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
58	Gramm	Wyo.	L. N. P. & W. R. R.	125
147	Grand Island	Neb.	Main	43, 45, 60
GB 58	Grandview	Wash.	Yakima	210
GB 47	Granger	Idaho, Wyoming	Main	52, 128
GB 73	Granger	Wash.	Yakima	210
CP 149	Grangeville	Idaho	Camas Prairie	246
529	Granite Canon	Wyo.	Main	50
FS 5	Grant	Idaho	West Belt	139
1669	Grant	Ore.	Main	205
A 61	Grantville	Kan.	Main	54
NC 38	Grass Valley	Ore.	Shaniko	206
BW 5	Grassi, P., Spur	Cal.	San Pedro	150
GG 4	Gravel Center	Wash.	Main	202
X 1601	Gravel Pit	Wash.	Pleasant Valley	213
CH 36	Gravel Pit Spur	Ore.	Main	205
F 1306	Gravel Spur	Idaho	Camas Prairie	246
FT 1	Graying	Mont.	Main	140
A 692	Grays	Idaho	Annis	139
A 694	Greeley	Colo.	Main	63, 64
OU 7	Greeley Jct.	Colo.	Main	63, 64
817	Greenleaf	Idaho	Wildor	134
BI 22	Green River	Wyo.	Main	51, 52
CS 40	Greenwood	Utah	Fillmore	142
D 408	Greer	Idaho	Camas Prairie	245
B 963	Griff	Colo.	Main	64
A 365	Griffith	Utah	Main	53
GB 28	Grinnell	Kan.	Main	61
H 81	Grosscup	Wash.	Yakima	210
NM 25	Grove	Kan.	Topoka	59
US 4	Gulling	Ore.	Joseph	208
797	Gunn	Wyo.	Gunn	51
ND 36	Gunn Junction	Wyo.	Gunn	51
	Gwendolen	Ore.	Condon	206
FK 15	Hackman	Idaho	Goshen	138
NG 57	Hadley	Wash.	Pendleton-Tucannon	210
690	Hadsell	Wyo.	Main	51
UL 152	Haig	Neb.	North Platte	47
ON 57	Hailey	Idaho	Ketchum	132
1444	Haines	Ore.	Main	208
FC 31	Halbert	Utah	Malad	146
CH 20	Haley	Idaho	Camas Prairie	246
AE 194	Halford	Kan.	Plainville	58
BL 25	Halivah	Utah	Cedar City	141
D 427	Hall	Colo.	Main	65
771	Hallville	Wyo.	Main	51
A 684	Hambert	Colo.	Main	63, 65
F 1210	Hamer	Idaho	Main	137
HB 63	Hamlin	Kan.	Main	59
1230	Hammett	Idaho	Main	132
F 1046	Hammond	Utah	Main	145
B 866	Hampton	Wyo.	Main	52
BX 3	Hancock Refining Co. Spur	Cal.	San Pedro	150
UA 68	Hanlon	Neb.	Beatrice	43
643	Hanna	Wyo.	Main	51
H 163	Hanover	Kan.	Main	60
OH 50	Hansen	Idaho	Twin Falls	130
HA 8	Hansen	Neb.	Main	60
D 501	Hardin	Colo.	Main	65
T 1067	Hardy	Utah	Main	143
EA 950	Harer	Idaho	Main	128
E 20	Harmony	Colo.	Ft. Collins	66
E 671	Harney	Colo.	Main	66
OW 42	Harper	Ore.	Oregon Eastern	135
599	Harper	Wyo.	Main	50
GM 31	Harrison	Idaho	Wallace	214
F 997	Harrisville	Utah	Main	145
FR 31	Hart	Idaho	Yellowstone	139
UN 4	Hartman	Neb.	Lyman	48
B 1640	Harvard	Cal.	Main	152
HA 16	Haspur	Neb.	Main	60
880	Hassett	Wyo.	Main	128
H 262	Hastings	Neb.	Hastings	46
H 262	Hastings	Neb.	Main	60

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
21	Hatton	Wyo.	L. N. P. & W. R. R.	125
NG 7	Havana	Ore.	Washington	210
108	Havens	Neb.	Main	43
F 1205	Hawgood	Idaho	Main	137
UP 52	Hawksprings	Wyo.	North Platte Cut-Off	49
1115	Hawley	Idaho	Main	130
FE 3	Haws	Utah	Bear River	146
ON 42	Hay	Idaho	Ketchum	132
GE 30	Hay	Wash.	Ayer-Tekoa	212
UW 2	Hay	Wyo.	Winton	52
NC 19	Hay Canyon	Ore.	Shaniko	206
B 1574	Hayden	Cal.	Los Angeles	152
D 419	Hayford	Colo.	Main	64
H 275	Hayland	Neb.	Hastings	46
A 290	Hays	Kan.	Main	57
A 652	Hazeltine	Colo.	Main	62, 65
OL 24	Hazelton	Idaho	North Side	131
CH 40	Headquarters	Idaho	Camas Prairie	246
552	Heard	Wyo.	Main	50
UB 74	Heber	Neb.	Stromsburg	44
108	Hebron	Colo.	L. N. P. & W. R. R.	125
GB 9	Hedgcs	Wash.	Yakima	210
B 1297	Heist	Utah	Main	141
UL 191	Heldt	Wyo.	North Platte	48
B 1683	Helendale	Cal.	Main	149
CH 31	Helphrey	Idaho	Camas Prairie	203
NN 12	Helsing Junction	Wash.	Grays Harbor	139
FS 32	Heman	Idaho	West Belt	204
1705	Hemlock	Ore.	Main	62, 65
A 654	Henderson	Colo.	Main	53
B 957	Henefer	Utah	Wells	131
OK 75	Henry	Nev.	Heppner	207
NE 45	Heppner	Ore.	Main	205, 207
1627	Heppner Junction	Ore.	Main	60
H 153	Herkimer	Kan.	Main	205
X 1595	Hermiston	Ore.	Main	50
548	Hermosa	Wyo.	Main	50
549	Hermosa Jct.	Wyo.	Main	50
OK 97	Herrcll	Nev.	Wells	131
267	Hershey	Neb.	Main	46
B 1707	Hesperia	Cal.	Main	149
OH 20	Heyburn	Idaho	Twin Falls	130
HB 70	Hiawatha	Kan.	Main	59
1274	Hiekey	Idaho	Main	132
BK 6	Hickory	Utah	Frisco	142
F 1236	High Bridge	Idaho	Main	137
B 1752	Highgrove	Cal.	Main	140
HC 7	Highland	Kan.	Highland	59
B 1743	Highland Jct.	Cal.	Main	149
BU 5	Highland Park	Cal.	Pasadena	151
1494	Hilgard	Ore.	Main	207
GJ 161	Hill	Wash.	Tekoa-Spokane	212
OO 58	Hill City	Idaho	Hill City	132
AE 138	Hill City	Kan.	Plainville	58
Y 1292	Hillcrest	Idaho	Main	133
B 1796	Hillgrove	Cal.	Main	148
UM 7	Hilliker	Neb.	Gering	48
490	Hillsdale	Wyo.	Main	49
AD 30	Hilton	Kan.	McPherson	57
1417	Hindman	Ore.	Main	208
267	Hindrey	Neb.	Main	46
1591	Hinkle	Ore.	Main	205
BK 95	Hoagland	Neb.	Kearney	46
BW 0	Hobart	Cal.	San Pedro	149
B 1674	Hodge	Cal.	Main	149
FF 36	Hodges	Utah	CACHE Valley	147
A 299	Hog Back	Kan.	Main	57
GH 21	Holland	Wash.	Moscow	213
H 172	Hollenberg	Kan.	Main	60
OK 19	Hollister	Idaho	Wells	131
UL 177	Holly	Wyo.	North Platte	48
BW 7	Hollydale Spur	Cal.	San Pedro	150
AH 84	Holmesville	Neb.	Manhattan	56
HB 8	Home	Kan.	Main	59
OZ 14	Home	Ore.	Homestead	136
OV 24	Homedale	Idaho	Homedale	135
A 259	Homcr	Kan.	Main	57



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
BA 24	Homer Spur..... Utah	Wyoming.....	Park City.....	53
1546	Homly..... Ore.	Oregon.....	Main.....	207
F 1023	Honeyville..... Utah	Utah.....	Main.....	145
1712	Hood River..... Ore.	Oregon.....	Main.....	204
1657	Hook..... Ore.	Oregon.....	Main.....	205
GF 15	Hooper..... Wash.	Washington.....	Connell.....	213
G 1704	Hooper Jct..... Wash.	Washington.....	Main.....	209, 213
OP 62	Hoover..... Idaho	Idaho.....	New Meadows.....	136
OW 24	Hope..... Ore.	Idaho.....	Oregon Eastern.....	135
NN 57	Hoquiam..... Wash.	Oregon.....	Grays Harbor.....	203
UB 69	Hordville..... Neb.	Nebraska.....	Stromsburg.....	44
OT 50	Horseshoe Bend..... Idaho	Idaho.....	Idaho Northern.....	134
1477	Hot Lake..... Ore.	Oregon.....	Main.....	208
F 1001	Hot Springs..... Utah	Utah.....	Main.....	145
NL 19	Houser..... Wash.	Washington.....	Pomeroy.....	211
A 678	Houston..... Colo.	Colorado.....	Main.....	63, 65
574	Howell..... Wyo.	Wyoming.....	Main.....	50
AE 170	Hoxie..... Kan.	Kansas.....	Plainville.....	58
B 1410	Hoya..... Nev.	Los Angeles.....	Main.....	153
B 1411	Hoya Gravel Pit..... Nev.	Los Angeles.....	Main.....	153
BA 8	Hoytsville..... Utah	Wyoming.....	Park City.....	53
OK 81	Hubbard..... Nev.	Idaho.....	Wells.....	131
B 1795	Hudson..... Cal.	Los Angeles.....	Main.....	148
1922	Hughes Siding..... Wash.	Oregon.....	Main.....	202
A 536	Hugo..... Colo.	Colorado.....	Main.....	61
G 1639	Humorist..... Wash.	Washington.....	Main.....	209
F 1251	Humphrey..... Idaho	Idaho.....	Main.....	137
UC 26	Humphrey..... Neb.	Nebraska.....	Norfolk.....	44
OL 32	Hunt..... Idaho	Idaho.....	North Side.....	131
1386	Huntington..... Ore.	Idaho, Oregon.....	Main.....	133, 208
BW 3	Huntington Park..... Cal.	Los Angeles.....	San Pedro.....	149
GG 23	Huntley..... Wash.	Washington.....	Pleasant Valley.....	213
UL 174	Huntley..... Wyo.	Nebraska.....	North Platte.....	48
HB 105.7	Hunt Spur..... Kan.	Kansas.....	Main.....	58
NK 6	Huntsville..... Wash.	Washington.....	Dayton.....	211
D 462	Hurley..... Colo.	Colorado.....	Main.....	65
1518	Huron..... Ore.	Oregon.....	Main.....	207
S 1034	Huslers..... Utah	Utah.....	Main.....	144
1449	Hutchinson..... Ore.	Oregon.....	Main.....	208
BW 10	Hynes..... Cal.	Los Angeles.....	San Pedro.....	150
FF 18	Hyrum..... Utah	Utah.....	Cache Valley.....	147
F 1177	Idaho Falls..... Idaho	Idaho.....	Main.....	137, 139
F 1256.9	Idaho-Montana State Line.....	Idaho.....	Main.....	137
FR 97.7	Idaho-Montana State Line.....	Idaho.....	Yellowstone.....	139
OK 50.4	Ida-Nev. State Line.....	Idaho.....	Wells.....	131
1334.7	Idaho-Oregon State Line.....	Idaho.....	Main.....	133
1383.5	Idaho-Oregon State Line.....	Idaho.....	Main.....	133
AJ 41	Idana..... Kan.	Kansas.....	Junction City.....	56
OK 50	Idavada..... Idaho	Idaho.....	Wells.....	131
1081	Igo..... Idaho	Idaho.....	Main.....	130
D 411	Iliff..... Colo.	Colorado.....	Main.....	64
Illinois Pipeline Co. Spur.....	Wyo.	Wyoming.....	Main.....	50
NM 12	Imbler..... Ore.	Oregon.....	Joseph.....	208
NN 14	Independence..... Wash.	Oregon.....	Grays Harbor.....	203
FK 12	Indian..... Idaho	Idaho.....	Goshen.....	138
CP 55	Indian..... Wash.	Washington.....	Camas Prairie.....	245
B 1625	Industry Spur..... Colo.	Colorado.....	Ft. Collins.....	66
OY 3	Industry Track..... Cal.	Los Angeles.....	Main.....	152
1049	Ingom..... Idaho	Idaho.....	Payette.....	135
FU 6	Iona..... Idaho	Idaho.....	Main.....	129
A 670	Ione..... Colo.	Colorado.....	East Belt.....	138
NE 28	Ione..... Ore.	Oregon.....	Main.....	63, 65
BJ 15	Iowa-Neb. State Line.....	Nebraska.....	Heppner.....	207
BL 21	Iron Mountain..... Utah	Utah.....	Main.....	42
TB 2	Iron Springs..... Utah	Utah.....	Iron Mountain.....	141
X 1609	Ironton..... Utah	Utah.....	Cedar City.....	141
AH 38	Irrigon..... Ore.	Oregon.....	Ironton.....	205
NM 3	Irving..... Kan.	Kansas.....	Main.....	205
FR 81	Island City..... Ore.	Oregon.....	Manhattan.....	55
	Island Park..... Idaho	Idaho.....	Joseph.....	208
			Yellowstone.....	139

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
B 1338	Islen..... Nev.	Utah.....	Main.....	141
B 1546	Ivanpah..... Cal.	Los Angeles.....	Main.....	152
431	Jacinto..... Neb.	Nebraska.....	Main.....	49
NL 11	Jackson..... Wash.	Washington.....	Pomeroy.....	211
CP 92	Jacques..... Idaho	Idaho.....	Camas Prairie.....	246
UA 65	Jamaica..... Neb.	Nebraska.....	Beatrice.....	43
OX 17	Jamieson..... Ore.	Idaho.....	Brogan.....	135
UO 3	Janise..... Neb.	Nebraska.....	Sears.....	48
CH 29	Jaype..... Idaho	Idaho.....	Camas Prairie.....	246
B 1512	Jean..... Nev.	Los Angeles.....	Main.....	152
OT 19	Jeness..... Idaho	Idaho.....	Idaho Northern.....	134
FU 26	Jenson..... Idaho	Idaho.....	East Belt.....	138
B 1128	Jericho..... Utah	Utah.....	Main.....	142
GE 36	Jerita..... Wash.	Washington.....	Ayer-Tekoa.....	212
OL 48	Jerome..... Idaho	Idaho.....	North Side.....	131
B 1177	Jerome..... Utah	Utah.....	Main.....	142
1395	Jersey Wye..... Ore.	Oregon.....	Bend.....	206
NH 1	Jett..... Ore.	Oregon.....	Main.....	208
AD 27	Johns..... Ore.	Washington.....	Umapiine.....	211
F 1221	Johnstown..... Kan.	Kansas.....	McPherson.....	211
OW 62	Jones..... Idaho	Idaho.....	McPherson.....	57
NE 31	Jonesboro..... Ore.	Oregon.....	Oregon Eastern.....	135
CS 35	Jordan..... Idaho	Oregon.....	Heppner.....	207
NM 84	Joseph..... Ore.	Oregon.....	Camas Prairie.....	245
B 1555	Joseph..... Cal.	Los Angeles.....	Joseph.....	208
G 1692	Joshua..... Wash.	Washington.....	Main.....	152
218	Joso..... Neb.	Nebraska.....	Main.....	209
UL 164	Joyce..... Neb.	Nebraska.....	Main.....	45
T 1133	Juab..... Utah	Utah.....	North Platte.....	47
FV 22	Judkins..... Idaho	Idaho.....	Main.....	143
X 1613	Judson..... Ore.	Oregon.....	Teton Valley.....	140
A 140	Julesburg..... Colo.	Nebraska.....	Main.....	205
BW 1	Junction City..... Kan.	Kansas.....	Main.....	55, 56
1621	Junction Station..... Cal.	Los Angeles.....	San Pedro.....	149
GG 21	Juniper..... Ore.	Washington.....	Main.....	209
OW 74	Juno..... Wash.	Washington.....	Pleasant Valley.....	213
GF 37	Juntura..... Ore.	Idaho.....	Oregon Eastern.....	135
1809	Kahlotus..... Wash.	Washington.....	Connell.....	213
1504	Kalama..... Wash.	Oregon.....	Main.....	202
CS 55	Kamela..... Ore.	Oregon.....	Main.....	207
808	Kamiah..... Idaho	Idaho.....	Camas Prairie.....	245
A 219	Kanda..... Wyo.	Wyoming.....	Main.....	51
A 3	Kanapolis..... Kan.	Kansas.....	Main.....	56
A 0	Kansas City..... Kan.	Kansas.....	Main.....	54
H 194	Kansas City..... Mo.	Kansas.....	Main.....	54
A 146	K. C. & C. Junct..... Neb.	Kansas.....	Main.....	60
A 446.1	Kansas Falls..... Kan.	Kansas.....	Main.....	56
AH 67.9	Kan.-Colo. State Line.....	Colorado.....	Main.....	61
H 173.9	Kan.-Neb. State Line.....	Kansas.....	Manhattan.....	56
NB 79	Kan.-Neb. State Line.....	Kansas.....	Main.....	60
B 1009	Kaskela..... Ore.	Oregon.....	Bend.....	206
189	Kaysville..... Utah	Utah.....	Oregon.....	144
B 1730	Kearney..... Neb.	Nebraska.....	Main.....	144
BC 5	Keenbrook..... Cal.	Los Angeles.....	Main.....	45, 46
BA 25	Keetley..... Utah	Wyoming.....	Ontario.....	53
275	Keetley Jct..... Neb.	Nebraska.....	Park City.....	53
EA 9	Keith..... Colo.	Colorado.....	Main.....	46
UM 69	Kellogg-Wardner..... Idaho	Idaho.....	Ft. Collins.....	66
UL 108	Kelly..... Neb.	Nebraska.....	Wallace.....	214
NC 63	Kelsey..... Ore.	Oregon.....	North Platte.....	47
B 1577	Kelso..... Cal.	Los Angeles.....	Shaniko.....	206
1819	Kelso..... Wash.	Oregon.....	Main.....	152
887	Kemmerer..... Wyo.	Idaho.....	Main.....	202
GB 13	Kennewick..... Wash.	Washington.....	Main.....	128
UE 5	Kent..... Neb.	Nebraska.....	Yakima.....	210
NC 52	Kent..... Ore.	Oregon.....	Cedar Rapids.....	44
1938	Kent..... Wash.	Oregon.....	Shaniko.....	206
1775	Kenton..... Ore.	Oregon.....	Main.....	202
B 1587	Kerens..... Cal.	Los Angeles.....	Main.....	204
B 1267	Kerr..... Utah	Utah.....	Main.....	152
D 508	Kersey..... Colo.	Colorado.....	Main.....	141



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
ON 69	Ketchum.....	Idaho	Ketchum.....	132
1898	Ketron.....	Wash.	Main.....	202
UL 28	Keystone.....	Neb.	North Platte.....	47
F 1287	Kidd.....	Mont.	Main.....	140
1286	Kiesel.....	Idaho	Main.....	132
	Kilpatrick Bros.			
	Spur.....	Neb.	Beatrice.....	43
1136	Kimama.....	Idaho	Main.....	130
F 1159	Kimball.....	Idaho	Main.....	137
445	Kimball.....	Neb.	Main.....	49
OH 53	Kimberly.....	Idaho	Twin Falls.....	130
OW 48	Kime.....	Ore.	Oregon Eastern.....	135
B 1611	King.....	Cal.	Los Angeles.....	152
1214	King Hill.....	Idaho	Main.....	130
OV 7	Kingman.....	Ore.	Homedale.....	134
74	Kings Canon.....	Colo.	L. N. P. & W. R. R.....	125
UL 31	Kingsley.....	Neb.	North Platte.....	47
1013	Kinport.....	Idaho	Main.....	129
A 75	Kiro.....	Kan.	Main.....	55
A 488	Kit Carson.....	Colo.	Main.....	61
NB 11	Kloan.....	Ore.	Bend.....	206
NC 14	Klondike.....	Ore.	Shaniko.....	206
1789	Knapp.....	Wash.	Main.....	202
B 909	Knight.....	Wyo.	Main.....	53
693	Knobs.....	Wyo.	Main.....	51
	Knox.....	Kan.	Leavenworth.....	55
OK 6	Knull.....	Idaho	Wells.....	131
EA 7	Koenig.....	Colo.	Ft. Collins.....	66
CS 63	Kooskia.....	Idaho	Camas Prairie.....	245
	Korty.....	Neb.	Main.....	47
322	Kuna.....	Idaho	Main.....	132
1294	Kuner.....	Colo.	Main.....	65
D 504	Kyle.....	Nev.	Los Angeles.....	153
B 1379	Kyro.....	Wash.	Oregon.....	202
1886				
GE 41	La Crosse.....	Wash.	Ayer-Tekoa.....	212, 213
1486	La Grande.....	Ore.	Main.....	207, 208
UP 41	Lagrange.....	Wyo.	North Platte Cut-Off.....	49
BT 10	La Habra.....	Cal.	Anaheim.....	151
B 1246	Laho.....	Utah	Main.....	141
A 548	Lake.....	Colo.	Main.....	61
47	Lake.....	Wyo.	L. N. P. & W. R. R.....	125
BE 681	Lake Creek.....	Wyo.	S. & E. V. R. R.....	123
B 1048	Lake Point.....	Utah	Main.....	142
FE 6	Lamb.....	Utah	Bear River.....	146
FV 16	Lamont.....	Idaho	Teton Valley.....	140
GM 45	Lane.....	Idaho	Wallace.....	214
17	Lane.....	Neb.	Main.....	42
NG 44	Langdon.....	Wash.	Pendleton-Tucannon.....	210
NN 26	Lankner.....	Wash.	Oregon.....	203
AA 29	Lansing.....	Kan.	Leavenworth.....	55
A 438	Lapaz.....	Kan.	Main.....	61
566	Laramie.....	Wyo.	Main.....	50, 125
101	Larand.....	Colo.	L. N. P. & W. R. R.....	125
A 687	La Salle.....	Colo.	Main.....	63, 65, 66
E 691	La Salle Jct.....	Colo.	Main.....	66
B 1479	Las Vegas.....	Nev.	Los Angeles.....	152, 153
GJ 123	Latah.....	Wash.	Tekoa-Spokane.....	212
716	Latham.....	Wyo.	Main.....	51
B 1262	Latimer.....	Utah	Main.....	141
1752	Latourell.....	Ore.	Main.....	204
1027	Lava Hot Springs.....	Idaho	Main.....	129
F 1344	Lavon.....	Mont.	Main.....	140
NN 45	Law.....	Wash.	Grays Harbor.....	203
OW 138	Lawen.....	Ore.	Oregon Eastern.....	135
A 40	Lawrence.....	Kan.	Main.....	54, 55
B 1007	Layton.....	Utah	Main.....	7
T 1158	Leamington.....	Utah	Main.....	143
AA 34	Leavenworth.....	Utah	Leavenworth.....	55
T 1059	Lehi.....	Utah	Main.....	143
B 1384	Leith.....	Nev.	Los Angeles.....	153
UL 41	Lemoine.....	Neb.	North Platte.....	47
A 24	Lenape.....	Kan.	Main.....	54
CS 17	Lenore.....	Idaho	Camas Prairie.....	245
NF 11	Lens.....	Ore.	Pilot Rock.....	207
B 1668	Lenwood.....	Cal.	Main.....	149
B 1697	Leon.....	Cal.	Los Angeles.....	149

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
HB 84	Leona.....	Kan.	Kansas.....	59
1410	Leonard.....	Ore.	Main.....	208
Y 1278	Leone.....	Idaho	Main.....	132
B 891	Leroy.....	Wyo.	Main.....	52
FL 77	Leslie.....	Idaho	Mackay.....	137
GB 21	Leslie.....	Wash.	Washington.....	210
OY 22	Letha.....	Idaho	Payette.....	135
T 1130	Levan.....	Utah	Main.....	143
H 257	Level.....	Neb.	Main.....	60
UL 59	Lewellen.....	Neb.	North Platte.....	47
CP 72	Lewiston.....	Idaho	Camas Prairie.....	245
FF 42	Lewiston.....	Utah	Cache Valley.....	147
FS 9	Lewisville.....	Idaho	West Belt.....	139
224	Lexington.....	Neb.	Main.....	45
NE 36	Lexington.....	Ore.	Oregon.....	207
AM 18	Leyner.....	Colo.	Boulder.....	63
FO 6	Liberty.....	Idaho	Aberdeen.....	138
B 1315	Lien.....	Nev.	Utah.....	141
AM 20	Liggett.....	Colo.	Boulder.....	63
H 122	Lillis.....	Kan.	Colorado.....	59
F 1273	Lima.....	Mont.	Topeka.....	137, 140
1391	Lime.....	Ore.	Main.....	208
CH 11	Lime Mountain.....	Idaho	Camas Prairie.....	246
A 551	Limon.....	Colo.	Main.....	61
FU 2	Lincoln.....	Idaho	East Belt.....	138
UA 57	Lincoln.....	Neb.	Nebraska.....	43
AE 34	Lincoln Center.....	Kan.	Plainville.....	58
FU 3	Lincoln Jct.....	Idaho	East Belt.....	138
UP 15	Lindbergh.....	Wyo.	North Platte Cut-Off.....	49
BE 2.8	Lindsay Livestock.....	Utah	Evona.....	146
AD 21	Lindsborg.....	Kan.	Kansas.....	57
AC 21	Lindsey.....	Kan.	McPherson.....	57
1723	Lindsey.....	Ore.	Solomon.....	57
F 1059	Linrose.....	Idaho	Oregon.....	204
A 28	Linwood.....	Kan.	Utah.....	145
UV 2	Lionkol.....	Wyo.	Main.....	54
UT 4	Lionkol Jct.....	Wyo.	Lionkol.....	52
UL 86	Lisco.....	Neb.	Wyoming.....	52
OY 19	Little Rock.....	Idaho	Nebraska.....	47
OW 35	Little Valley.....	Ore.	North Platte.....	47
NB 17	Lockit.....	Ore.	Payette.....	135
141	Lockwood.....	Neb.	Oregon Eastern.....	135
390	Lodge Pole.....	Neb.	Bend.....	206
UK 59	Lodi.....	Neb.	Main.....	43
B 1103	Lofgreen.....	Neb.	Main.....	47
UK 91	Logan.....	Utah	Kearney.....	46
FF 24	Logan.....	Utah	Main.....	142
BN 10	Logandale.....	Utah	Nebraska.....	46
FJ 3	Logan Jct.....	Utah	Nebraska.....	46
UB 7	Loma.....	Neb.	Utah.....	147
UK 46	Lomax.....	Neb.	Los Angeles.....	153
1481	Lone Tree.....	Ore.	Utah.....	147
OW 87	Long.....	Ore.	Nebraska.....	44
NK 10	Long.....	Wash.	Nebraska.....	46
Q 1819	Longview.....	Wash.	Oregon.....	208
1815	Longview Jct.....	Wash.	Oregon.....	208
NM 34	Looking Glass.....	Ore.	Joseph.....	50
594	Lookout.....	Wyo.	Main.....	50
FR 18	Lorenzo.....	Idaho	Yellowstone.....	139
A 21	Loring.....	Kan.	Main.....	54
	Loring Quarry			
	Spur.....	Kan.	Kansas.....	54
B 1813	Los Angeles Union Pas- senger Terminal.....	Cal.	Main.....	148
		Ore.	Joseph.....	208
NM 68	Lostine.....	Ore.	Nebraska.....	45
UG 39	Loup City.....	Neb.	Loup City.....	213
GM 7	Lovell.....	Idaho	Wallace.....	153
B 1468	Lovell.....	Nev.	Los Angeles.....	209
GA 20	Lowden.....	Wash.	Washington.....	64
AP 3	Lowe.....	Colo.	Pleasant Valley.....	64
A 578	Lowland.....	Colo.	Main.....	211
NK 4	Loyd.....	Wash.	Washington.....	58
AE 56	Lucas.....	Kan.	Kansas.....	63
A 696	Lucerne.....	Colo.	Colorado.....	63
B 1712	Lugo.....	Cal.	Los Angeles.....	149
1456	Lun.....	Ore.	Oregon.....	208
B 1271	Lund.....	Utah	Main.....	141



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
A 666	Lupton.....	Colo.	Main	62, 65
AE 65	Luray.....	Kan.	Plainville	58
OW 5	Luse.....	Ore.	Oregon Eastern	135
UL 63	Lutherville.....	Neb.	North Platte	47
UL 168	Lyman.....	Neb.	North Platte	48
UL 167	Lyman Branch Jet.....	Neb.	North Platte	48
B 1147	Lynndyl.....	Utah	Main	142, 143
UL 82	Lytle.....	Neb.	North Platte	47
BW 4	Maas, A. R., Chemical Co.....	Cal.	San Pedro	150
BW 8	Macco Lumber Spur.....	Cal.	San Pedro	150
G 1716	Mack.....	Wash.	Main	209
FL 85	Mackay.....	Idaho	Mackay	137
OO 31	Macon.....	Idaho	Hill City	132
OT 6	Maddens.....	Idaho	Idaho Northern	134
UC 36	Madison.....	Neb.	Norfolk	44
NB 104	Madras.....	Ore.	Bend	206
F 1025	Madsen.....	Utah	Main	145
G 1677	Magallon.....	Wash.	Main	209
A 628	Magee.....	Colo.	Main	62
OO 22	Magie.....	Idaho	Hill City	132
B 1758	Magnolia Ave.....	Cal.	Main	149
F 1359	Maiden Rock.....	Mont.	Main	140
Y 1314	Main Line Jet.....	Idaho	Main	133
FC 52	Malad.....	Idaho	Malad	146
OW 10	Malheur Jet.....	Ore.	Main	133, 135
B 1218	Mallett.....	Ore.	Oregon Eastern	135
BH 2	Malone.....	Utah	Main	142
BF 2	Mammoth.....	Utah	Mammoth	143
A 119	Mammoth Jet.....	Utah	Eureka	143
A 614	Manhattan.....	Kan.	Main	55
GJ 143	Manila.....	Colo.	Main	62
B 1635	Manito.....	Wash.	Tekoa-Spokane	212
983	Manix.....	Cal.	Main	152
BW 16	Manson.....	Idaho	Main	129
HC 5	Manuel.....	Cal.	San Pedro	150
D 391	Marcell.....	Kan.	Highland	59
G 1725	Marcott.....	Colo.	Main	64
AH 64	Marengo.....	Wash.	Main	209
FR 22	Marietta.....	Kan.	Manhattan	56
ON 11	Mark.....	Idaho	Yellowstone	139
935	Marley.....	Idaho	Ketchum	132
G 1777	Marse.....	Wyo.	Main	128
F 1095	Marshall.....	Wash.	Main	209
OV 33	Marsh Valley.....	Idaho	Main	145
33	Marsing.....	Idaho	Homedale	135
UL 35	Marston.....	Wyo.	Main	52
AE 9	Martin.....	Neb.	North Platte	47
FV 2	Marydell.....	Kan.	Plainville	58
H 148	Marysville.....	Idaho	Teton Valley	140
G 1759	Mason.....	Kan.	Main	56, 59
D 490	Masters.....	Wash.	Main	209
UM 4	Mathers.....	Colo.	Main	65
G 1672	Matthew.....	Neb.	Gering	48
AO 13	Matthews.....	Wash.	Main	209
NB 54	Matthews.....	Colo.	Greeley	64
1123	Maupin.....	Ore.	Bend	206
271	Max.....	Idaho	Main	130
GF 29	Maxwell.....	Neb.	Main	46
A 408	McAdam.....	Wash.	Main	213
NF 2	McAllaster.....	Wash.	Connell	61
OT 129	McBee.....	Kan.	Main	207
1038	McCall.....	Ore.	Pilot Rock	207
BQ 3	McCall.....	Idaho	Idaho Northern	134
1914	McCammon.....	Idaho	Main	129, 145
UL 132	McCarran.....	Nev.	Los Angeles	153
OL 20	McCarran Spur.....	Nev.	Los Angeles	153
B 1121	McCarver.....	Wash.	Main	202
NG 79	McCarver.....	Ore.	North Platte	47
OH 56	McGrew.....	Neb.	North Platte	131
	McHenry.....	Idaho	North Side	142
	McIntyre.....	Utah	Main	142
	McKay.....	Wash.	Pendleton-Tucannon	211
	McMillan.....	Idaho	Twin Falls	130

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
OH 57	McMillan Sugar Fety.....	Idaho	Twin Falls	131
NE 25	McNab.....	Ore.	Heppler	207
AD 35	McPherson.....	Kan.	McPherson	57
1511	Meacham.....	Ore.	Main	207
BW 20	Mead.....	Cal.	San Pedro	150
UA 12	Mead.....	Neb.	Beatrice	43
F 1392	Menderville.....	Mont.	Main	140
BN 17	Mead Lake.....	Nev.	St. Thomas	153
BE 669	Meads.....	Wyo.	S. & E. V. R. R.	50
623	Medicine Bow.....	Wyo.	Main	214
GM 41	Medimont.....	Idaho	Wallace	54
A 54	Medina.....	Kan.	Main	210
GB 46	Meek.....	Wash.	Yakima	47
349	Megeath.....	Neb.	Main	131
OK 109	Melanco.....	Nev.	Idaho	134
OS 15	Melba.....	Idaho	Murphy	47
UL 138	Melbeta.....	Neb.	North Platte	203
NN 44	Melbourne.....	Wash.	Grays Harbor	143
T 1048	Mellen Sand Spur.....	Utah	Main	140
F 1352	Melrose.....	Mont.	West Belt	139
FS 11	Menan.....	Idaho	Prince	141
BY 4	Mendha.....	Nev.	Cache Valley	147
AE 186	Mendon.....	Utah	Cache Valley	58
1716	Menlo.....	Kan.	Plainville	204
A 72	Menoken.....	Ore.	Main	54, 59
NG 76	Menoken.....	Kan.	Main	211
AD 8	Mentor.....	Wash.	Pendleton-Tucannon	57
34	Mercer.....	Kan.	McPherson	42
UE 9	Merchiston.....	Neb.	Main	44
Y 1305	Meridian.....	Neb.	Cedar Rapids	133
D 436	Merino.....	Idaho	Main	65
FF 40	Merrills.....	Colo.	Cache Valley	147
A 625	Mesa.....	Colo.	Utah	62
OP 57	Mesa.....	Idaho	Colorado	136
D 441	Messex.....	Colo.	Idaho	136
1610	Messner.....	Ore.	Main	205
OK 39	Meteor.....	Idaho	Main	131
NB 109	Metolius.....	Ore.	Wells	131
AP 11	Meyer.....	Ore.	Bend	206
GJ 150	Mica.....	Ore.	Pleasant Valley	64
1070	Michaud.....	Colo.	Tekoa-Spokane	212
OT 9	Middleton.....	Wash.	Main	130
A 43	Michaud.....	Idaho	Idaho Northern	134
OP 32	Middleton.....	Idaho	Main	54
GB 64	Midland.....	Kan.	Main	136
S 1040.1	Midvale.....	Idaho	New Meadows	136
FS 10	Midvale (U. S. Smelter Spur).....	Wash.	Yakima	210
ND 25	Midvale.....	Utah	Main	143
18	Midway.....	Idaho	West Belt	139
AJ 14	Mikalo.....	Ore.	Condon	206
B 1236	Milbrook.....	Wyo.	L. N. P. & W. R. R.	125
AA 31	Milford.....	Kan.	Junction City	56
Z 23	Military Home.....	Utah	Main	141, 142
UK 73	Millard.....	Kan.	Leavenworth	55
UK 26	Milldale.....	Neb.	Old Main	42
1675	Miller.....	Neb.	Kearney	46
EA 2	Miller.....	Neb.	Kearney	46
B 913	Miller.....	Ore.	Kearney	205
T 1140	Milliken.....	Colo.	Ft. Collins	66
OH 34	Millis.....	Wyo.	Main	53
NG 36	Mills.....	Utah	Main	143
AJ 52	Mill Spur.....	Idaho	Main	60
NM 47	Mill Spur.....	Kan.	Cedar Rapids	44
OB 13	Milner.....	Neb.	Twin Falls	130
OZ 15	Milton (Prewater).....	Idaho	Pendleton-Tucannon	210
AE 213	Miltonvale.....	Ore.	Junction City	56
1120	Minam.....	Kan.	Joseph	208
AC 23	Mine No. 8.....	Ore.	Cumberland	128
B 1551	Mineral.....	Wyo.	Homestead	136
B 1344	Mingo.....	Ore.	Homestead	58
B 1767.3	Minidoka.....	Kan.	Plainville	130
	Minneapolis.....	Idaho	Main	57
	Mintorn.....	Idaho	Solomon	207
	Minto.....	Ore.	Main	141
	Mira Loma.....	Nev.	Main	148
		Cal.	Los Angeles	



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
1555	Mission..... Ore.	Oregon.....	Main.....	207
	Missouri-Kansas State Line.....	Kansas.....	Main.....	58
F 1170	Mitchell..... Idaho	Idaho.....	Main.....	137
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	Modona..... Utah	Utah.....	Main.....	141
UL 122	Mohler..... Neb.	Nebraska.....	North Platte.....	47
T 1110	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
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 5	Moon..... Neb.	Nebraska.....	Gering.....	48
B 1541	Moore..... Cal.	Los Angeles.....	Main.....	152
FL 67	Moore..... Idaho	Idaho.....	Mackay.....	137
1290	Mora..... Idaho	Idaho.....	Mackay.....	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.....	Shaniko.....	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.	Washington.....	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 Jet..... Wyo.	Idaho.....	Main.....	128
1746	Multnomah Falls..... Ore.	Oregon.....	Main.....	204
NH 1	Mumford..... Ore.	Washington.....	Umapine.....	211
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
B 1228	Murdock..... Utah	Utah.....	Main.....	142
OS 30	Murphy..... Idaho	Idaho.....	Murphy.....	133
S 1036.1	Murray..... Utah	Utah.....	Main.....	144
OH 41	Murtaugh..... Idaho	Idaho.....	Twin Falls.....	130
AJ 52.1	M. V. Junction..... Kan.	Kansas.....	Junction City.....	56
OL 5	Myers..... Idaho	Idaho.....	North Side.....	131
CS 7	Myrtle..... Idaho	Idaho.....	Camas Prairie.....	245
B 1258	Nada..... Utah	Utah.....	Main.....	141
OW 51	Namorff..... Ore.	Idaho.....	Oregon Eastern.....	135
1304	Nampa..... Idaho	Idaho.....	Main.....	132, 133, 134
Y 1312	Nampa Loop Jet..... 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
NB 73	Nathan..... Ore.	Oregon.....	Bend.....	206
AM 10	National..... Colo.	Colorado.....	Boulder.....	63
AE 87	Natoma..... Kan.	Kansas.....	Plainville.....	58
F 1341	Navy..... Mont.	Idaho.....	Main.....	140
FF 12	Nebeker..... Utah	Utah.....	Cache Valley.....	147

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
B 1658	Nebo..... Cal.	Los Angeles.....	Main.....	149
363.3	Neb.-Colo. State Line.....	Nebraska.....	Main.....	47
465.7	Neb.-Wyo. State Line.....	Nebraska.....	Main.....	49
UL 168.5	Neb.-Wyo. State Line.....	Nebraska.....	North Platte.....	48
B 1187	Neels..... Utah	Utah.....	Main.....	142
CH 28	Nelson..... Idaho	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.....	Shaniko.....	206
1892	Nisqually..... Wash.	Oregon.....	Main.....	202, 203
1577	Nolin..... Ore.	Oregon.....	Main.....	205
UC 51	Nordeen..... Ore.	Oregon.....	Main.....	207
54	Norfolk..... Neb.	Nebraska.....	Norfolk.....	44
1524	North Bend..... Neb.	Nebraska.....	Main.....	43
80	North Fork..... Ore.	Oregon.....	Main.....	207
NB 74	Northgate..... Colo.	Oregon.....	L. N. P. & W. R. R.....	125
OA 2.4	North Junction..... Ore.	Oregon.....	Bend.....	206
OA 1	North Kemmerer..... Wyo.	Idaho.....	Kemmerer.....	128
	North Kemmerer Jet.....	Wyo. Idaho.....	Kemmerer.....	128
CP 82	North Lapwai..... Idaho	Idaho.....	Camas Prairie.....	245
BX 1	North Long Beach..... Cal.	Los Angeles.....	San Pedro.....	150
UF 49	North Loup..... Neb.	Nebraska.....	Ord.....	45
UP 284	North Platte..... Neb.	Nebraska.....	Main.....	46
62	North Platte Cut-Off Jet.....	Wyo. Nebraska.....	North Platte Cut-Off.....	48, 49
UL 114	Northport..... Neb.	Nebraska.....	North Platte.....	47
1778	North Portland..... Ore.	Oregon.....	Main.....	202
1778	North Portland Jet..... Ore.	Oregon.....	Main.....	202, 204
	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
B 1024	North Salt Lake..... Utah	Utah.....	Main.....	144
	North Topeka..... Kan.	Kansas.....	Main.....	54
A 657	Northway..... Colo.	Colorado.....	Main.....	62, 65
OT 121	Norwood..... Idaho	Idaho.....	Idaho Northern.....	134
1320	Notus..... Idaho	Idaho.....	Main.....	133
CP 102	Nuerag..... Idaho	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
OJ 22	Oakley..... Idaho	Idaho.....	Oakley.....	131
A 377	Oakley..... Kan.	Colorado.....	Main.....	58, 61
B 1169	Oasis..... Utah	Utah.....	Main.....	142
1940	O'Brien..... Wash.	Oregon.....	Main.....	202
UC 10	Oconee..... Neb.	Nebraska.....	Norfolk.....	44
UK 52	Oconto..... Neb.	Nebraska.....	Kearney.....	46
198	Odessa..... Neb.	Nebraska.....	Main.....	45
S 301	O'Fallons..... Neb.	Nebraska.....	Main.....	46, 47
A 1031	Officer..... Utah	Utah.....	Main.....	144
A 314	Ogallah..... Kan.	Colorado.....	Main.....	61
335	Ogallah..... Neb.	Nebraska.....	Main.....	47
GM 26	O'Gara..... Idaho	Washington.....	Wallace.....	213
B 993	Ogden..... Utah	Wyoming, Utah.....	Main.....	53, 145, 146
A 130	Ogdensburg..... Kan.	Kansas.....	Main.....	55
E 685	Ogilvy..... Colo.	Colorado.....	Main.....	66
NV 4	Oil Track..... Ore.	Oregon.....	St. Johns.....	205
AH 65	Oketo..... Kan.	Kansas.....	Manhattan.....	56
1377	Olds Ferry..... Idaho	Idaho.....	Main.....	133
UF 54	Olean..... Neb.	Nebraska.....	Ord.....	45



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
1800	Olegard.....Wash.	Oregon.....	Main.....	202
1835	Olequa.....Wash.	Oregon.....	Main.....	202
NS 451	Oliver.....Neb.	Nebraska.....	Main.....	49
NS 7	Olympia.....Wash.	Oregon.....	Olympia.....	203
NS 5	Olympia Brewery.....Wash.	Oregon.....	Olympia.....	203
CH 19	Omaha.....Neb.	Nebraska.....	Main.....	42
H 110	Omilla.....Idaho		Camas Prairie.....	246
HB 44	Onaga.....Kan.	Kansas.....	Topeka.....	59
1744	Oneida.....Kan.	Kansas.....	Main.....	59
B 1740	Oneonta.....Ore.	Oregon.....	Main.....	204
B 1775	Ono.....Cal.	Los Angeles.....	Main.....	149
B 1346	Ontario.....Cal.	Los Angeles.....	Main.....	148
1345	Ontario Stock Yds.....Ore.	Idaho.....	Main.....	133, 135
1044	Onyx.....Idaho	Idaho.....	Main.....	133
B 1232	Opal.....Utah	Utah.....	Main.....	129
872	Opal.....Wyo.	Idaho.....	Main.....	142
NB 121	Opal City.....Ore.	Oregon.....	Bend.....	128
180	Optic.....Neb.	Nebraska.....	Main.....	206
D 483	Orchard.....Colo.	Colorado.....	Main.....	45
1270	Orchard.....Idaho	Idaho.....	Main.....	65
EB 2	Oreutt.....Colo.	Colorado.....	Ripple.....	132
UF 61	Ord.....Neb.	Nebraska.....	Ord.....	66
1597	Ordinance.....Ore.	Oregon.....	Ord.....	45
1347.3	Ore. Idaho State Line.....Idaho	Idaho.....	Oregon.....	205
OV 18.6	Ore. Idaho State Line.....Idaho	Idaho.....	Main.....	205
1680	Oregon Trunk Jet.....Ore.	Oregon.....	Homedale.....	133
1779.3	Ore.-Wash. State Line.....Oregon	Oregon.....	Main.....	134
G 1622.8	Ore.-Wash. State Line.....Washington	Washington.....	Main.....	205, 206
NG 42.5	Ore.-Wash. State Line.....Washington	Washington.....	Main.....	202
BR 4	Ormand.....Cal.	Los Angeles.....	Pendleton-Tucannon.....	209
BR 4	Ormand Quarry.....Cal.	Los Angeles.....	Crestmore Spur.....	210
CS 32	Orofino.....Idaho	Idaho.....	Crestmore Spur.....	148
B 1693	Oro Grande.....Cal.	Los Angeles.....	Camas Prairie.....	245, 246
907	Orr.....Wyo.	Idaho.....	Main.....	149
FR 3	Orvin.....Idaho	Idaho.....	Main.....	128
GM 76	Osburn.....Idaho	Washington.....	Yellowstone.....	138, 139
UB 48	Osceola.....Neb.	Nebraska.....	Wallace.....	214
UL 71	Oshkosh.....Neb.	Nebraska.....	Stromsburg.....	44
1822	Ostrander.....Wash.	Oregon.....	North Platte.....	47
385	Ottman.....Neb.	Nebraska.....	Main.....	202
524	Otto.....Wyo.	Wyoming.....	Main.....	47
BE 674	Overland.....Wyo.	Wyoming.....	Main.....	50
15	Overland.....Wyo.	Wyoming.....	S. & E. V. R. R.....	123
OV 8	Overstreet.....Ore.	Idaho.....	L. N. P. & W. R. R.....	125
213	Overton.....Neb.	Nebraska.....	Homedale.....	134
BN 15	Overton.....Nev.	Los Angeles.....	Main.....	45
D 373	Ovid.....Colo.	Colorado.....	St. Thomas.....	153
OF 5	Ovid.....Idaho	Idaho.....	Main.....	64
440	Owasco.....Neb.	Nebraska.....	Paris.....	129
1151	Owinza.....Idaho	Idaho.....	Main.....	49
1282	Owyhee.....Idaho	Idaho.....	Main.....	130
F 1074	Oxford.....Idaho	Utah.....	Main.....	132
1414	Oxman.....Ore.	Oregon.....	Main.....	145
532	Ozone.....Wyo.	Wyoming.....	Main.....	208
129	Paddock.....Neb.	Nebraska.....	Main.....	50
ON 22	Pagari.....Idaho	Idaho.....	Main.....	43
G 1652	Page.....Wash.	Washington.....	Ketchum.....	132
A 394	Page City.....Kan.	Colorado.....	Main.....	209
AE 118	Paleo.....Kan.	Kansas.....	Main.....	61
S 1037	Pallas.....Utah	Utah.....	Plainville.....	58
G 1741	Palm Lake.....Wash.	Washington.....	Main.....	144
GF 5	Pampa.....Wash.	Washington.....	Main.....	209
BM 15	Panaca.....Nev.	Utah.....	Connell.....	213
Z 17	Papillion.....Neb.	Nebraska.....	Pioche.....	141
AE 79	Paradise.....Kan.	Kansas.....	Old Main.....	42
CS 47	Pardee.....Idaho	Idaho.....	Plainville.....	58
OF 10	Paris.....Idaho	Idaho.....	Camas Prairie.....	245
G 1698	Park.....Wash.	Washington.....	Paris.....	129
BA 28	Park City.....Utah	Wyoming.....	Main.....	200
AM 12	Parkdale Jet.....Colo.	Colorado.....	Park City.....	53
FS 34	Parker.....Idaho	Idaho.....	Boulder.....	63, 64
GB 91	Parker.....Wash.	Washington.....	West Belt.....	139
FU 32	Parkinson.....Idaho	Idaho.....	Yakima.....	210
T 1148	Parley.....Utah	Utah.....	East Belt.....	138
			Main.....	143

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
1328	Parma.....Idaho	Idaho.....	Main.....	133
OH 36	Parsons.....Idaho	Idaho.....	Twin Falls.....	130
GH 8	Parvin.....Wash.	Washington.....	Moscow.....	213
BU 9	Pasadena.....Cal.	Los Angeles.....	Pasadena.....	151
B 1812	Pasadena Jct.....Cal.	Los Angeles.....	Main.....	148, 151
GE 11	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 98	Paxton.....Ore.	Oregon.....	Bend.....	206
1350	Payette.....Idaho	Idaho.....	Oregon.....	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	Peek.....Idaho	Idaho.....	Camas Prairie.....	245
UC 30	Peek.....Neb.	Nebraska.....	Norfolk.....	44
BM 6	Peek.....Nev.	Utah.....	Pioche.....	141
A 683	Peckham.....Colo.	Colorado.....	Main.....	63, 65
B 1763	Pedley.....Cal.	Los Angeles.....	Main.....	149
1945	Pegram.....Idaho	Idaho.....	Main.....	128
B 1096	Pehrson.....Utah	Utah.....	Main.....	142
OJ 5	Pella.....Idaho	Idaho.....	Main.....	131
UL 157	Pelton.....Neb.	Nebraska.....	Oakley.....	47
CP 24	Penawawa.....Wash.	Washington.....	North Platte.....	245
22	Penawawa Spur.....Wash.	Washington.....	Camas Prairie.....	245
1562	Pendair.....Ore.	Oregon.....	Camas Prairie.....	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	Idaho.....	Camas Prairie.....	245
A 590	Peoria.....Colo.	Colorado.....	Main.....	62
648	Perry.....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.	Washington.....	Camas Prairie.....	245
ON 37	Picabo.....Idaho	Idaho.....	Camas Prairie.....	132
UA 89	Pickrell.....Neb.	Nebraska.....	Ketchum.....	132
B 1803	Pico.....Cal.	Los Angeles.....	Beatrice.....	43
A 707	Pierce.....Colo.	Colorado.....	Main.....	148
B 1488	Pierce.....Nev.	Los Angeles.....	Main.....	63
NF 14	Pilot Rock.....Ore.	Oregon.....	Colorado.....	152
467	Pine Bluffs.....Wyo.	Nebraska.....	Main.....	207
GM 64	Pine Creek.....Idaho	Washington.....	Pilot Rock.....	49
FR 73	Pineview.....Idaho	Idaho.....	Main.....	44
FO 10	Pingree.....Idaho	Idaho.....	Wallace.....	214
BM 33	Pioche.....Nev.	Utah.....	Wallace.....	139
1903	Pioneer.....Wash.	Oregon.....	Yellowstone.....	138
925	Pixley.....Wyo.	Idaho.....	Aberdeen.....	141
CH 22	Placer.....Idaho	Idaho.....	Pioche.....	202
AE 104	Plainville.....Kan.	Kansas.....	Main.....	202
FS 25	Plano.....Idaho	Idaho.....	Main.....	128
FF 35	Plants.....Utah	Utah.....	Main.....	128
565	Plaster Spur.....Wyo.	Wyoming.....	Camas Prairie.....	246
AH 44	Plaster Spur.....Kan.	Kansas.....	Plainville.....	58
UC 15	Platte Center.....Neb.	Nebraska.....	West Belt.....	139
A 675	Platteville.....Colo.	Colorado.....	Plainville.....	58
OT 32	Plaza.....Idaho	Idaho.....	Cache Valley.....	147
T 1065	Pleasant Grove.....Utah	Utah.....	Main.....	50
UHI 22	Pleasanton.....Neb.	Nebraska.....	Main.....	55
1420	Pleasant Valley.....Ore.	Oregon.....	Manhattan.....	44
1879	Plumb.....Wash.	Oregon.....	Norfolk.....	44
GM 15	Plummer.....Idaho	Washington.....	Main.....	63, 65
FC 28	Plymouth.....Utah	Utah.....	Main.....	134
1061	Pocatello.....Idaho	Idaho.....	Idaho Northern.....	143
			Main.....	45
			Pleasanton.....	208
			Main.....	208
			Main.....	202
			Wallace.....	213
			Malad.....	146
			Main.....	129, 130,
				137



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
777	Point of Rocks.....	Wyo.	Main.....	51
UB 63	Polk.....	Neb.	Stromsburg.....	44
NL 29	Pomerooy.....	Wash.	Washington.....	211
B 1781	Pomona.....	Cal.	Main.....	148
UH 16	Poole.....	Neb.	Pleasanton.....	45
CH 21.5	Poorman.....	Idaho	Camas Prairie.....	246
FC 37	Portage.....	Utah	Malad.....	146
Z 19	Portal.....	Neb.	Old Main.....	42
1515	Porter.....	Ore.	Main.....	207
68	Porters Landing.....	Wyo.	L. N. P. & W. R. R.	125
W 1775	Portland.....	Ore.	Main.....	204
NV 5	Portland Municipal Terminal No. 4.....	Ore.	St. Johns.....	205
NV 3	Portland Woolen Mills.....	Ore.	St. Johns.....	205
EA 35	Portner.....	Colo.	Ft. Collins.....	66
1055	Portneuf.....	Idaho	Main.....	129
NV 1	Portsmouth.....	Ore.	St. Johns.....	205
426	Potter.....	Neb.	Main.....	49
EA 28	Poudre.....	Colo.	Ft. Collins.....	66
A 663	Powers.....	Colo.	Main.....	62, 65
D 406	Powell.....	Colo.	Main.....	64
H 197	Powell.....	Neb.	Main.....	60
	Power Horse Spur.....	Neb.	Stromsburg.....	44
BL 31	Power Plant Sp. r.....	Utah	Cedar City.....	141
NG 96	Powers.....	Wash.	Pendleton-Tucannon.....	211
NN 47	Preacher's Slough.....	Wash.	Grays Harbor.....	203
NG 67	Prescott.....	Wash.	Pendleton-Tucannon.....	211
OP 12	Presley.....	Idaho	New Meadows.....	136
FF 51	Preston.....	Idaho	Cache Valley.....	147
HB 49	Price.....	Kan.	Main.....	59
ON 34	Priest.....	Idaho	Ketchum.....	132
UE 37	Primrose.....	Neb.	Cedar Rapids.....	44
BY 9	Prince.....	Nev.	Prince.....	141
BM 32	Prince Jct.....	Nev.	Pioche.....	141
UA 75	Princeton.....	Neb.	Beatrice.....	43
NB 131	Prineville Jct.....	Ore.	Bend.....	206
D 404	Proctor.....	Colo.	Main.....	64
T 1076	Provo.....	Utah	Main.....	143, 144
T 1074	Provo Cutting Spur.....	Utah	Main.....	143
T 1076	Provo Joint Yard.....	Utah	Main.....	143
NG 34	Prunedale.....	Ore.	Pendleton-Tucannon.....	210, 211
BN 9	Pueblo.....	Nev.	St. Thomas.....	153
A 638	Pullman.....	Colo.	Main.....	62, 65
GH 19	Pullman.....	Wash.	Moscow.....	213
B 1208	Pumice.....	Utah	Main.....	142
AP 13	Purell.....	Colo.	Pleasant Valley.....	64
BW 5	Purell Co.....	Cal.	San Pedro.....	150
AN 2	Puritan.....	Colo.	Puritan.....	64
CP 19	Purrrington.....	Wash.	Camas Prairie.....	245
FS 35	Pyke.....	Idaho	West Belt.....	139
1470	Pyle.....	Ore.	Main.....	208
W 1769	Quarry.....	Ore.	Main.....	204
B 1380	Quarry Spur.....	Nev.	Main.....	153
CH 26	Quartz.....	Idaho	Camas Prairie.....	246
1428	Quartz.....	Ore.	Main.....	208
AE 33	Quartzite.....	Kan.	Plainville.....	58
1097	Quigley.....	Idaho	Main.....	130
E 650	Quimby.....	Colo.	Main.....	66
F 1358	Quinn.....	Mont.	Main.....	140
A 343	Quinter.....	Kan.	Main.....	61
1652	Quinton.....	Ore.	Main.....	205
B 895	Ragan.....	Wyo.	Main.....	52
GJ 127	Rahm.....	Wash.	Tekoa-Spokane.....	212
BE 697	Rainbow.....	Wyo.	S. & E. V. R. R.	123
NN 3	Raisch.....	Wash.	Grays Harbor.....	203
1650	Ramsay.....	Ore.	Main.....	205
639	Ramsey.....	Wyo.	Main.....	51
BW 7	Rancho Los Amigos.....	Cal.	San Pedro.....	150
AH 22	Randolph.....	Kan.	Manhattan.....	55
CO 37	Rands.....	Idaho	Hill City.....	132
HC 3	Ratcliff.....	Kan.	Highland.....	59
683	Rawlins.....	Wyo.	Main.....	51

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
OO 5	Rawson.....	Idaho	Hill City.....	132
1152	Rayle.....	Idaho	Main.....	130
BU 8	Raymond.....	Cal.	Los Angeles.....	151
UA 46	Raymond.....	Neb.	Nebraska.....	43
B 1223	Read.....	Utah	Main.....	142
FR 97	Reas Pass.....	Idaho	Yellowstone.....	139
OP 6	Rebecca.....	Idaho	New Meadows.....	136
557	Red Buttes.....	Wyo.	Main.....	50
733	Red Desert.....	Wyo.	Main.....	51
OW 144	Redess.....	Ore.	Oregon Eastern.....	135
GJ 152	Redlin.....	Wash.	Tekoa-Spokane.....	212
D 388	Red Lion.....	Colo.	Main.....	64
EA 16	Redmond.....	Colo.	Ft. Collins.....	66
NB 134	Redmond.....	Ore.	Bend.....	206
OK 94	Red Point.....	Nev.	Wells.....	131
F 1295	Red Rock.....	Idaho	Main.....	140
GA 8	Reese.....	Wash.	Wallula.....	209
UT 6	Reliance Jct.....	Wyo.	South Pass.....	52
UU 2	Reliance Mine.....	Wyo.	Reliance.....	52
BE 1	Relico.....	Utah	Evona.....	146
NG 89	Relief.....	Wash.	Pendleton-Tucannon.....	211
EA 33	Remington.....	Colo.	Ft. Collins.....	66
1917	Reservation.....	Wash.	Main.....	202
CP 109	Reubens.....	Idaho	Camas Prairie.....	246
1241	Reverse.....	Idaho	Main.....	132
CH 30	Revling.....	Idaho	Camas Prairie.....	246
AA 3	Rex.....	Kan.	Leavenworth.....	55
FR 26	Rexburg.....	Idaho	Yellowstone.....	139
ON 15	Richfield.....	Idaho	Ketchum.....	132
BW 11	Richfield Oil Co.....	Cal.	San Pedro.....	150
77	Richland.....	Neb.	Main.....	43
FF 37	Richmond.....	Utah	Cache Valley.....	147
T 1051	Rideout.....	Utah	Main.....	143
617	Ridge.....	Wyo.	Main.....	50
1794	Ridgefield.....	Wash.	Main.....	202
CP 10	Ridpath.....	Wash.	Camas Prairie.....	245
1564	Rieth.....	Ore.	Main.....	205, 207
UM 9	Riford.....	Neb.	Gering.....	48
GE 3	Rifton.....	Wash.	Ayer-Tekoa.....	212
A 208	Riga.....	Kan.	Main.....	61
FR 14	Rigby.....	Idaho	Yellowstone.....	139
UL 104	Riley.....	Neb.	North Platte.....	47
701	Riner.....	Wyo.	Main.....	51
BW 12	Rioco.....	Cal.	San Pedro.....	150
GE 17	Riparia.....	Wash.	Ayer-Tekoa.....	212
CP 0	Riparia.....	Wash.	Washington.....	245
EA 39	Ripple.....	Colo.	Camas Prairie.....	66
EA 38.3	Ripple Branch Jct.....	Colo.	Ft. Collins.....	66
FU 16	Ririe.....	Idaho	East Belt.....	138
GH 5	Risbeck.....	Wash.	Moscow.....	213
UB 33	Rising City.....	Neb.	Stromsburg.....	44
B 1039	Riter.....	Utah	Main.....	142
HA 18	River.....	Neb.	Main.....	60
A 557	River Bend.....	Colo.	Main.....	61
UK 10	Riverdale.....	Neb.	Colorado.....	46
B 990	Riverdale.....	Utah	Nebraska.....	53
OW 93	Riverside.....	Idaho	Wyoming.....	135
B 1755	Riverside.....	Ore.	Oregon Eastern.....	149
B 1754	Riverside Jct.....	Cal.	Main.....	149, 151
G 1609	Riverview.....	Ore.	Main.....	209
821	Riview.....	Ore.	Main.....	52
B 1521	Roach.....	Wyo.	Main.....	152
F 1195	Roberts.....	Idaho	Main.....	137
OZ 33	Robinette.....	Idaho	Main.....	136
HB 79	Robinson.....	Kan.	Homestead.....	59
743	Robinson.....	Wyo.	Main.....	51
ND 16	Rock Creek.....	Ore.	Main.....	206
FO 4	Rockford.....	Idaho	Condon.....	138
GJ 138	Rockford.....	Wash.	Aberdeen.....	212
1381	Rock Island.....	Idaho	Tekoa-Spokane.....	133
605	Rock River.....	Wyo.	Main.....	50
802	Rock Springs.....	Wyo.	Main.....	51, 52
UG 26	Rockville.....	Neb.	Loup City.....	45
AH 5	Rocky Ford.....	Kan.	Nebraska.....	55
BE 2.5	Rocky Mt. Feeders.....	Utah	Manhattan.....	146



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
1820	Rocky Point.....	Wash.	Oregon.....	202
61	Rogers.....	Neb.	Nebraska.....	43
OK 29	Rogerson.....	Idaho.	Idaho.....	131
A 650	Rolla.....	Colo.	Colorado.....	62, 65
BT 15	Rollo.....	Cal.	Los Angeles.....	151
NK 12	Ronan.....	Wash.	Washington.....	211
NM 37	Rondowa.....	Ore.	Oregon.....	208
NM 25	Rony.....	Wash.	Oregon.....	203
CH 25	Rooney.....	Idaho.	Idaho.....	246
1753	Rooster Rock.....	Ore.	Oregon.....	204
328	Rosecoe.....	Neb.	Nebraska.....	47
987	Rose.....	Idaho.	Idaho.....	129
GN 49	Rose Lake.....	Idaho.	Washington.....	214
1507	Ross.....	Ore.	Oregon.....	207
A 84	Rossville.....	Kan.	Kansas.....	55
UM 6	Roubadeau.....	Neb.	Nebraska.....	48
1699	Rowena.....	Ore.	Oregon.....	204
B 173	Rowland.....	Cal.	Los Angeles.....	148
B 1415	Rox.....	Nev.	Los Angeles.....	153
B 999	Roy.....	Utah	Utah.....	144
A 633	Roydale.....	Colo.	Colorado.....	62
BO 10	Royson.....	Nev.	Los Angeles.....	152
OP 84	Rubicon.....	Idaho.	Idaho.....	136
A 71	Ruby.....	Kan.	Kansas.....	54
CH 15	Rudo.....	Idaho.	Idaho.....	246
1666	Rufus.....	Ore.	Oregon.....	205
OH 14	Rupert.....	Idaho.	Idaho.....	130, 131
A 263	Russell.....	Kan.	Kansas.....	57
NG 52	Russell.....	Wash.	Washington.....	210
UL 52	Ruthton.....	Neb.	Nebraska.....	47
G 1676	Ruxby.....	Wash.	Washington.....	209
HB 52	Sabetha.....	Kan.	Kansas.....	59
A 631	Sable.....	Colo.	Colorado.....	62
910	Sage.....	Wyo.	Idaho.....	128
NN 31	Saginaw.....	Wash.	Oregon.....	203
FR 1460	Sago.....	Ore.	Oregon.....	208
37	St. Anthony.....	Idaho.	Idaho.....	138, 139
UD 22	St. Clair.....	Wash.	Oregon.....	202
A 112	St. Edward.....	Neb.	Nebraska.....	44
B 1802	St. George.....	Kan.	Kansas.....	55
B 1077	St. Helens Spur.....	Cal.	Los Angeles.....	148
GG 18	St. John.....	Utah	Utah.....	142
NV 3	St. John.....	Wash.	Washington.....	213
V 1778	St. Johns.....	Ore.	Oregon.....	205
HB 113	St. Johns Jet.....	Ore.	Oregon.....	204, 205
FR 4	St. Joseph.....	Mo.	Kansas.....	58
UF 11	St. Leon.....	Idaho.	Idaho.....	139
A 92	St. Libory.....	Neb.	Nebraska.....	45
UF 22	St. Mary.....	Kan.	Kansas.....	55
E 663	St. Paul.....	Neb.	Nebraska.....	45
A 187	St. Vrain.....	Colo.	Colorado.....	63, 66
A 458	Salina.....	Kan.	Kansas.....	56, 57, 58
B 1029	Salis.....	Colo.	Colorado.....	61
789	Salt Lake City.....	Utah	Utah.....	143, 144
1779	Salt Mines Spur.....	Kan.	Kansas.....	56
B 1779	Salt Wells.....	Wyo.	Wyoming.....	51
B 1746	San Antonio Meat Co. Spur.....	Cal.	Los Angeles.....	148
G 1616	San Bernardino.....	Cal.	Los Angeles.....	149
1218	Sand.....	Ore.	Washington.....	209
A 645	Sand Bank.....	Idaho.	Idaho.....	130
NC 16	Sand Creek Jet.....	Colo.	Colorado.....	62, 65, 66
A 634	Sandon.....	Ore.	Oregon.....	206
B 1596	Sandown.....	Colo.	Colorado.....	62
A 168	Sands.....	Cal.	Los Angeles.....	152
CP 128	Sand Spring.....	Kan.	Kansas.....	56
1042	Sand Spur.....	Idaho.	Idaho.....	246
OK 61	Sand Spur.....	Neb.	Nebraska.....	44
TE 1088	Sand Spur.....	Wyo.	Wyoming.....	52
BE 686	Sandy.....	Utah	Utah.....	143
UL 13	San Jacinto.....	Nev.	Idaho.....	131
14	Santaquin.....	Utah	Utah.....	143
14	Saratoga.....	Wyo.	S. & E. V. R. R.	123
14	Sarben.....	Neb.	Nebraska.....	47
14	Sarpy.....	Neb.	Nebraska.....	42

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
558	Satanka.....	Wyo.	Wyoming.....	50
E 657	Satt.....	Colo.	Colorado.....	66
GB 85	Sawyer.....	Wash.	Washington.....	210
NG 4	Saxe.....	Ore.	Washington.....	210
1074	Schiller.....	Idaho.	Idaho.....	130
OL 16	Schodde.....	Idaho.	Idaho.....	131
GE 32	Schreck.....	Wash.	Washington.....	212
AH 49	Schroyer.....	Kan.	Kansas.....	55
CP 32	Schultz.....	Wash.	Kansas.....	245
UF 69	Schuyler.....	Neb.	Nebraska.....	43
UF 46	Scotia.....	Neb.	Nebraska.....	45
UF 45	Scotia Junction.....	Neb.	Nebraska.....	45
G 1669	Scott.....	Wash.	Washington.....	209
FL 40	Scoville.....	Idaho.	Idaho.....	137
1122	Sears.....	Idaho.	Idaho.....	130
UN 2	Sears.....	Neb.	Nebraska.....	48
1954	Seattle.....	Wash.	Nebraska.....	202
1255	Seabree.....	Idaho.	Oregon.....	132
H 231	Sedan.....	Neb.	Idaho.....	60
D 380	Sedgwick.....	Colo.	Kansas.....	64
AE 179	Seguin.....	Kan.	Colorado.....	58
OO 40	Selby.....	Idaho.	Kansas.....	132
GE 110	Seltice.....	Wash.	Idaho.....	132
HB 36	Seneca.....	Kan.	Idaho.....	212, 213
BR 1143	Sender.....	Idaho.	Kansas.....	55
1688	Setout Track.....	Cal.	Idaho.....	130
HB 88	Seufert.....	Ore.	Los Angeles.....	148
NM 57	Severance.....	Kan.	Oregon.....	205
9	Sevier.....	Ore.	Kansas.....	59
AE 26	Seymour.....	Neb.	Oregon.....	208
Y 1289	Shady Bend.....	Kan.	Nebraska.....	42
NC 70	Shafer.....	Idaho.	Kansas.....	58
A 430	Shaniko.....	Ore.	Idaho.....	133
T 1125	Sharon Springs.....	Kan.	Oregon.....	206
GH 10	Sharp.....	Utah	Oregon.....	61
G 1661	Shawnee.....	Wash.	Colorado.....	143
UB 40	Sheffler.....	Wash.	Utah.....	213
UC 5	Shelby.....	Neb.	Washington.....	209
F 1168	Sheldonville.....	Idaho.	Main.....	44
OU 4	Shelp.....	Idaho.	Nebraska.....	44
170	Shelton.....	Neb.	Nebraska.....	137
NB 47	Sherar.....	Ore.	Idaho.....	134
540	Sherman.....	Wyo.	Idaho.....	45
B 1061	Shields.....	Utah	Nebraska.....	206
AE 6	Shipton.....	Kan.	Oregon.....	50
GM 73	Shont.....	Idaho.	Wyoming.....	142
OK 87	Shores.....	Nev.	Utah.....	58
1169	Shoshone.....	Idaho.	Kansas.....	142
ND 8	Shutler.....	Ore.	Washington.....	214
1147	Sid.....	Idaho.	Idaho.....	131
408	Sidney.....	Neb.	Idaho.....	130, 132
1633	Silica.....	Ore.	Main.....	206
F 1383	Silver Bow.....	Mont.	Oregon.....	130
BG 2	Silver City.....	Utah	Idaho.....	136
102	Silver Creek.....	Neb.	Idaho.....	47, 49
GP 1	Silver King.....	Idaho.	Nebraska.....	205
A 79	Silver Lake.....	Kan.	Main.....	140
G 1660	Simmons.....	Wash.	Oregon.....	205
OU 3	Simplot.....	Idaho.	Idaho.....	140
AC 47	Simpson.....	Kan.	Idaho.....	143
NB 30	Sinamox.....	Ore.	Utah.....	43
676	Sinclair.....	Wyo.	Nebraska.....	214
1906	Sixth Ave.....	Wash.	Washington.....	209
1244	Slade.....	Idaho.	Idaho.....	134
B 1498	Sloan.....	Nev.	Idaho.....	57
1530	Sloan.....	Ore.	Oregon.....	206
401	Smeed.....	Ore.	Oregon.....	207
B 1061	Smelter.....	Utah	Oregon.....	49
GM 66	Smelterville.....	Idaho.	Nebraska.....	142
FF 32	Smithfield.....	Utah	Utah.....	142
OT 83	Smiths Ferry.....	Idaho.	Washington.....	214
F 1265	Snowline.....	Mont.	Wallace.....	147
D 452	Snyder.....	Colo.	Cacbe Valley.....	134
993	Soda Springs.....	Idaho.	Idaho Northern.....	137
A 172	Solomon.....	Kan.	Idaho.....	137
			Main.....	65
			Colorado.....	129
			Idaho.....	129
			Kansas.....	56, 57



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
BK 10	Solus.....	Utah	Utah.....	142
T 1150	Soma.....	Utah	Utah.....	143
A 426	Somena.....	Kan.	Colorado.....	61
Y 1308	Sonna.....	Idaho	Idaho.....	133
A 494	Sorrento.....	Colo.	Colorado.....	61
B 1811	Soto St. Jet.....	Cal.	Los Angeles.....	148
UL 127	South Bayard.....	Neb.	Nebraska.....	47
NN 33	South Elma.....	Wash.	Oregon.....	203
BW 5	South Gate.....	Cal.	Los Angeles.....	150
NB 85	South Junction.....	Ore.	Oregon.....	206
UL 156	South Leavenworth.....	Kan.	Kansas.....	55
NN 42	South Mitchell.....	Neb.	Nebraska.....	47
UL 162	South Montezano.....	Wash.	Oregon.....	203
Z 6	South Morrill.....	Neb.	Nebraska.....	47
UH 12	South Omaha.....	Neb.	Nebraska.....	42
UL 201	South Ravenna.....	Neb.	Nebraska.....	45
F 994	South Torrington.....	Wyo.	Nebraska.....	48
B 1784	S. P. Junction.....	Utah	Main.....	145
CP 83	Spadra.....	Cal.	Los Angeles.....	148
UE 44	Spalding.....	Idaho	Main.....	245, 246
T 1084	Spalding.....	Neb.	Nebraska.....	44
NF 6	Spanish Fork.....	Utah	Main.....	143
ND 32	Sparks.....	Ore.	Oregon.....	207
A 738	Speer.....	Ore.	Oregon.....	206
H 168	Spence.....	Wyo.	Colorado.....	63
F 1241	Spencer.....	Kan.	Kansas.....	60
AE 218	Spence.....	Idaho	Idaho.....	137
NG 40	Spica.....	Kan.	Kansas.....	58
G 1786	Spofford.....	Ore.	Washington.....	210
OM 6	Spokane.....	Wash.	Washington.....	209, 212
FO 17	Spring Creek.....	Wyo.	Main.....	125
GM 34	Springdale.....	Idaho	Idaho.....	132
B 898	Springfield.....	Idaho	Idaho.....	138
T 1081	Springston.....	Idaho	Washington.....	214
B 1341	Spring Valley.....	Wyo.	Main.....	52
A 705	Springville.....	Utah	Main.....	143
BU 9	Spur.....	Utah	Main.....	141
BN 3	Standard Bakeries Corp.....	Colo.	Colorado.....	63
1587	Standard Oil Spur.....	Cal.	Los Angeles.....	151
UT 8	Stanfield.....	Nev.	Los Angeles.....	153
UZ 2	Stansbury Jct.....	Ore.	Oregon.....	205
UK 102	Stansbury Mine.....	Wyo.	Wyoming.....	52
NG 94	Stapleton.....	Wyo.	Wyoming.....	52
OP 69	Starbuck.....	Neb.	Nebraska.....	46
T 1107	Starkey.....	Wash.	Washington.....	211
OH 26	Starr.....	Idaho	Idaho.....	136
AM 11	Starr's Ferry.....	Utah	Main.....	143
NG 42	State Coal Mine Jet.....	Idaho	Idaho.....	130
T 1090	State Line.....	Colo.	Colorado.....	63
UL 173	Stearns-Beet Spur.....	Ore.	Washington.....	210
BD 3	Stebbins.....	Utah	Main.....	143
H 177	Steed.....	Utah	Nebraska.....	48
UN 6	Steele City.....	Utah	Nebraska.....	48
1900	Stegall.....	Neb.	Kansas.....	60
D 423	Steilacoom.....	Neb.	Nebraska.....	48
FO 20	Sterling.....	Wash.	Oregon.....	202
B 1363	Sterling.....	Colo.	Colorado.....	64, 65
CS 66	Stine.....	Idaho	Idaho.....	138
AH 11	Stites.....	Nev.	Los Angeles.....	153
B 1070	Stockdale.....	Idaho	Main.....	245
124	Stock Spur.....	Kan.	Kansas.....	55
BL 30	Stockton.....	Neb.	Nebraska.....	42
124	Stock Yards.....	Utah	Main.....	142
30	Stock Yards.....	Neb.	Nebraska.....	43
Industry Spurs.....	Stock Yards and Industry Spurs.....	Utah	Utah.....	141
AC 25	Stock Yd. Siding.....	Colo.	Colorado.....	66
AC 34	Stock Yd. Siding.....	Kan.	Kansas.....	57
UE 22	Stock Yd. Siding.....	Kan.	Kansas.....	57
OS 17	Stock Yd. Siding.....	Neb.	Nebraska.....	44
B 971	Stock Yd. Siding.....	Neb.	Nebraska.....	45
AH 77	Stoddard.....	Neb.	Nebraska.....	45
134	Stoddard.....	Idaho	Idaho.....	134
53	Stoddard.....	Utah	Utah.....	141
56	Stoddard.....	Wyo.	Wyoming.....	134
56	Stone Siding.....	Neb.	Kansas.....	53
56	Stone Siding.....	Neb.	Kansas.....	56

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
HB 91	Stout.....	Kan.	Kansas.....	59
OH 52	Stowe.....	Idaho	Main.....	130
FO 24	Strang.....	Idaho	Twin Falls.....	138
A 603	Strasburg.....	Idaho	Aberdeen.....	62
B 978	Strawberry.....	Colo.	Colorado.....	53
B 1759	Streeter.....	Utah	Main.....	149
UB 53	Stromsberg.....	Cal.	Los Angeles.....	44
B 1157	Strong.....	Neb.	Nebraska.....	142
AE 155	Studley.....	Utah	Stromsberg.....	58
OZ 27	Sturgill.....	Kan.	Utah.....	136
D 487	Sublette.....	Ore.	Idaho.....	65
FR 30	Sugar City.....	Colo.	Colorado.....	139
D 372	Sugar Factory.....	Idaho	Idaho.....	64
FJ 1	Sugar Factory.....	Colo.	Colorado.....	147
FF 22	Sugar Factory Jct.....	Utah	Utah.....	147
OL 38	Sugar Factory Spur.....	Utah	Utah.....	45
FC 21	Sugar Works.....	Neb.	Nebraska.....	131
BE 3	Sugar Works.....	Idaho	North Side.....	146
H 127	Sullivan.....	Utah	Malad.....	146
GF 46	Sulphur.....	Utah	Evona.....	59
OK 103	Summer Camp.....	Kan.	Topeka.....	213
B 1718	Summit.....	Wash.	Connell.....	131
CH 34	Summit.....	Idaho	Wells.....	149
HB 19	Summit.....	Cal.	Los Angeles.....	246
5	Summit.....	Idaho	Camas Prairie.....	59
UK 33	Sumner.....	Kan.	Kansas.....	46
1025	Sumner.....	Neb.	Nebraska.....	42
AC 29	Sumnerville.....	Neb.	Nebraska.....	202
A 17	Sunflower.....	Ore.	Oregon.....	57
A 434	Sunland.....	Kan.	Kansas.....	54
BT 14	Sunny Hills.....	Cal.	Los Angeles.....	61
1266	Sunnyside.....	Idaho	Idaho.....	151
GC 3	Sunnyside.....	Wash.	Washington.....	132
396	Sunol.....	Neb.	Nebraska.....	210
FD 5	Sunset.....	Utah	Main.....	47
GG 25	Sunset.....	Wash.	Washington.....	146
B 1777	Sunsweet.....	Cal.	Los Angeles.....	213
UR 8	Superior.....	Wyo.	Wyoming.....	148
OA 5	Susie.....	Idaho	Idaho.....	51
303	Sutherland.....	Neb.	Nebraska.....	128
B 1507	Sutor.....	Nev.	Los Angeles.....	46
GE 48	Sutton.....	Wash.	Washington.....	152
F 1077	Swan Lake.....	Idaho	Idaho.....	212
CP 88	Sweetwater.....	Idaho	Idaho.....	145
CP 29	Swift.....	Idaho	Idaho.....	246
AE 47	Sylvan Grove.....	Wash.	Washington.....	245
BD 5	Syracuse.....	Kan.	Kansas.....	58
5	Syracuse.....	Utah	Utah.....	145
FL 20	Taber.....	Idaho	Idaho.....	137
747	Table Rock.....	Wyo.	Wyoming.....	51
AM 16	Tabor.....	Colo.	Colorado.....	63
1916	Tacoma.....	Wash.	Oregon.....	202
1918	Tacoma Jct.....	Wash.	Oregon.....	202
1003	Talmage.....	Idaho	Main.....	129
OP 82	Tamarack.....	Idaho	Main.....	136
UC 21	Tarnov.....	Neb.	Nebraska.....	44
AE 163	Tasco.....	Kan.	Kansas.....	58
1756	Taylor.....	Ore.	Oregon.....	204
FA 3	Teal.....	Utah	Urban.....	146
BW 4	Team Track.....	Cal.	Los Angeles.....	150
BU 5	Team Track.....	Cal.	Los Angeles.....	151
GE 116	Tekoa.....	Wash.-Idaho	Pasadena.....	212, 213
1463	Telocaset.....	Ore.	Ayer-Tekoa.....	208
1873	Tenino.....	Wash.	Main.....	202
1872	Tenino Jct.....	Wash.	Main.....	202
F 1200	Tenno.....	Idaho	Main.....	137
BW 21	Terminal Island.....	Cal.	Idaho.....	150
A 207	Terra Cotta.....	Kan.	Los Angeles.....	56
NB 128	Terrebonne.....	Ore.	Kansas.....	206
AE 19	Tescott.....	Kan.	Bend.....	58
G 1729	Teske.....	Wash.	Oregon.....	209
FD 30	Tetonia.....	Idaho	Main.....	140
6	Thatcher.....	Utah	Washington.....	140
6	Thatcher.....	Utah	Teton Valley.....	146
6	Thatcher.....	Utah	Thatcher.....	146



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
G 1720	Thavis.....Wash.	Washington	Main	209
784	Thayer Jet.....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
B 1251	Thermo.....Utah	Utah	Main	141
FN 4	Thomas.....Idaho	Idaho	Thomas	138
1936	Thomas.....Wash.	Oregon	Main	202
FL 6	Thomas Jct.....Idaho	Idaho	Mackay	137, 138
F 1061	Thorensen.....Idaho	Utah	Main	145
B 1703	Thorn.....Cal.	Los Angeles	Main	149
NC 5	Thornberry.....Ore.	Oregon	Shaniko	206
1543	Thorn Hollow.....Ore.	Oregon	Main	207
FR 21	Thornton.....Idaho	Idaho	Yellowstone	139
GG 31	Thornton.....Wash.	Washington	Pleasant Valley	213
119	Thummcl.....Neb.	Nebraska	Main	43
1205	Ticeska.....Idaho	Idaho	Main	130
620	Tie Spur.....Wyo.	Wyoming	Main	50
846	Tie Spur.....Wyo.	Wyoming	Main	52
ON 30	Tikura.....Idaho	Idaho	Ketchum	132
GM 2	Tilma.....Wash.	Washington	Wallace	213
B 1114	Tintic.....Utah	Utah	Main	142, 143
740	Tipton.....Wyo.	Wyoming	Main	51
D 359	Tobin.....Colo.	Colorado	Main	64
B 1307	Tomas.....Utah	Utah	Main	141
AA 13	Tonganoxie.....Kan.	Kansas	Leavenworth	55
NR 6	Tono.....Wash.	Oregon	Tono	203
B 1645	Toomey.....Cal.	Los Angeles	Main	152
1032	Topaz.....Idaho	Idaho	Main	129
A 68	Topeka.....Kan.	Kansas	Main	54
GA 15	Touche.....Wash.	Washington	Wallula	209
UA 33	Touhy.....Neb.	Nebraska	Beatrice	43
A 285	Toulon.....Kan.	Kansas	Main	57
UL 110	Towers.....Neb.	Nebraska	North Platte	47
OK 116	Town Creek.....Nev.	Idaho	Wells	131
472	Tracy.....Wyo.	Nebraska	Main	49
CS 49	Tramway.....Idaho	Idaho	Camas Prairie	245
CP 71	Transfer.....Idaho	Idaho	Camas Prairie	245
OL 4	Travers.....Idaho	Idaho	North Side	131
UP 34	Tremain.....Wyo.	Nebraska	North Platte Cut-Off	49
FC 18	Tremonton.....Utah	Utah	Malad	146
AE 3	Trenton.....Kan.	Kansas	Plainville	58
F 1050	Trenton.....Utah	Utah	Main	145
ON 68	Triumph.....Idaho	Idaho	Ketchum	132
OJ 16	Trout.....Idaho	Idaho	Oakley	131
1760	Troutdale.....Ore.	Oregon	Main	204
HB 99	Troy.....Kan.	Kansas	Main	58
CP 48	Truax.....Wash.	Idaho	Camas Prairie	245
FR 85	Trude.....Idaho	Idaho	Yellowstone	139
GE 13	Tucannon.....Wash.	Washington	Ayer-Tekoa	211, 212
1323	Tucker.....Idaho	Idaho	Main	133
1541	Tumia.....Ore.	Oregon	Main	207
NS 5	Tumwater.....Wash.	Washington	Olympia	203
891	Tunnel.....Wyo.	Idaho	Main	128
1178	Tunupa.....Idaho	Idaho	Main	130
A 415	Turkey Creek.....Kan.	Colorado	Main	61
NK 25	Turner.....Wash.	Washington	Dayton	211
NB 50	Tuskan.....Ore.	Oregon	Bend	206
OL 66	Tuttle.....Idaho	Idaho	North Side	131
OH 59	Twin Falls.....Idaho	Idaho	Twin Falls	131
F 1133	Tyhee.....Idaho	Idaho	Main	137
FR 8	Ucon.....Idaho	Idaho	Yellowstone	139
B 985	Uintah.....Utah	Wyoming	Main	53
NH 4	Umapine.....Ore.	Washington	Umapine	211
X 1602	Umatilla.....Ore.	Oregon	Main	205, 209
D 446	Union.....Colo.	Colorado	Main	65
GB 95	Union Gap.....Wash.	Washington	Yakima	210
1473	Union Jct.....Ore.	Oregon	Main	208
OM 3	Unity.....Idaho	Idaho	Raft River	132
H 143	Upland.....Kan.	Kansas	Main	59
B 1241	Upton.....Utah	Utah	Main	141
FA 5	Urban.....Utah	Utah	Urban	146
F 1055	Utah-Idaho State Line.....Utah	Utah	Main	145
FF 42.7	Utah-Idaho State Line.....Utah	Utah	Cache Valley	147

## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
FC 38.6	Utah-Idaho State Line.....Utah	Utah	Malad	146
B 1439	Ute.....Nev.	Los Angeles	Main	153
F 1055	Utida.....Utah	Utah	Main	145
B 1312	Uvada.....Utah	Utah	Main	141
1838	Vader.....Wash.	Oregon	Main	202
1837	Vader Jct.....Wash.	Oregon	Main	202
OW 16	Vale.....Ore.	Idaho	Oregon Eastern	135
28	Valley.....Neb.	Nebraska	Main	42, 43
B 1470	Valley.....Nev.	Los Angeles	Main	153
NG 54	Valley Grove.....Wash.	Washington	Pendleton-Tucannon	210
AM 24	Valmont.....Colo.	Colorado	Boulder	63
UA 37	Valparaiso.....Neb.	Nebraska	Beatrice	43, 44
B 1173	Van.....Utah	Utah	Main	142
1780	Vancouver.....Wash.	Oregon	Main	202
1783	Vancouver Jct.....Wash.	Oregon	Main	202
302	Varnor.....Neb.	Nebraska	Main	46
A 676	Vasquez.....Colo.	Colorado	Main	63, 65
OW 110	Venator.....Ore.	Idaho	Oregon Eastern	135
NV 3	Veneering Factory.....Ore.	Oregon	St. Johns	205
B 1737	Verdemont.....Cal.	Los Angeles	Main	149
AC 9	Verdi.....Kan.	Kansas	Solomon	57
B 854	Verne.....Wyo.	Wyoming	Main	52
OR 6	Vernon.....Idaho	Idaho	Boise	133
BW 1	Vernon Industrial Spur.....Cal.	Los Angeles	San Pedro	149
AE 41	Vesper.....Kan.	Kansas	Plainville	58
UL 188	Veteran.....Wyo.	Nebraska	North Platte	48
670	Vico.....Wyo.	Wyoming	Main	51
FV 46	Victor.....Idaho	Idaho	Teton Valley	140
A 280	Victoria.....Kan.	Kansas	Main	57
B 1699	Victorville.....Cal.	Los Angeles	Main	149
B 1399	Vigo.....Nev.	Los Angeles	Main	153
GB 7	Villard.....Wash.	Washington	Yakima	210
NM 41	Vincent.....Ore.	Oregon	Joseph	208
T 1070	Vineyard.....Utah	Utah	Main	143
1134	Vining.....Idaho	Idaho	Main	130
BN 13	Virgin.....Nev.	Los Angeles	St. Thomas	153
F 1093	Virginia.....Idaho	Utah	Main	145
A 330	Voda.....Kan.	Colorado	Main	61
255	Vroman.....Neb.	Nebraska	Main	46
1864	Wabash.....Wash.	Oregon	Main	202, 203
GF 34	Wacota.....Wash.	Washington	Connell	213
NM 54	Wade.....Ore.	Oregon	Joseph	208
UA 19	Wahoo.....Neb.	Nebraska	Beatrice	43
B 928	Wahsatch.....Utah	Wyoming	Main	53
NK 3	Waitsburg.....Wash.	Washington	Dayton	211
NK 5.15	Waitsburg Jct.....Wash.	Washington	Dayton	211
A 322	Wakeneey.....Kan.	Colorado	Main	61
AJ 19	Wakefield.....Kan.	Kansas	Junction City	56
NV 2	Wakefield.....Ore.	Oregon	St. Johns	205
662	Walcott.....Wyo.	Wyoming	Main	51
662	Walcott.....Wyo.	Wyoming	S. & E. V. R. R.	123
92	Walden.....Colo.	Colorado	L. N. P. & W. R. R.	125
AE 72	Waldo.....Kan.	Kansas	Plainville	58
FU 28	Walker.....Idaho	Idaho	East Belt	138
A 276	Walker.....Kan.	Kansas	Main	57
G 1663	Walker.....Wash.	Washington	Main	205
GM 80	Walker Pit.....Wash.	Washington	Main	209
A 421	Wallace.....Kan.	Colorado	Wallace	214
NG 47	Wallace.....Wash.	Washington	Main	61
NM 60	Walla Walla.....Ore.	Oregon	Main	209, 210
G 1629	Wallowa.....Wash.	Washington	Pendleton-Tucannon	208
B 1789	Wallula.....Cal.	Los Angeles	Joseph	209
GE 98	Walnut.....Wash.	Washington	Main	148
S 1034.1	Walters.....Utah	Utah	Main	212
A 105	Walton.....Kan.	Kansas	Ayer-Tekoa	144
A 724	Wamego.....Kan.	Kansas	Main	55
B 1474	Wamsutter.....Wyo.	Wyoming	Main	51
BA 13	Wann.....Nev.	Los Angeles	Main	153
F 1157	Wanship.....Utah	Utah	Park City	53
1103	Wapello.....Idaho	Idaho	Main	137
1768	Wapi.....Idaho	Idaho	Main	130
	Ward.....Ore.	Oregon	Main	130



## ALPHABETICAL LIST OF STATIONS—Continued

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
FR 58	Warm River..... Idaho	Idaho.....	Yellowstone.....	139
B 1065	Warner..... Utah	Utah.....	Main.....	142
GG 45	Warner..... Wash.	Washington.....	Pleasant Valley.....	213
UC 46	Warnerville..... Neb.	Nebraska.....	Norfolk.....	44
OJ 19	Warr..... Idaho	Idaho.....	Oakley.....	131
A 731	Warren..... Colo.	Colorado.....	Main.....	63
1740	Warrendale..... Ore.	Oregon.....	Main.....	204
NC 10	Wasco..... Ore.	Oregon.....	Shaniko.....	206
FC 35	Washakie..... Utah	Utah.....	Malad.....	146
GH 2.6	Wash.-Idaho State Line.....	Washington.....	Moscow.....	213
GM 2.3	Wash.-Idaho State Line.....	Washington.....	Wallace.....	213
1348	Washoe..... Idaho	Idaho.....	Main.....	133
GF 23	Washutuena..... 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.	Idaho.....	Camas Prairie.....	245
1398	Weatherby..... Ore.	Oregon.....	Main.....	208
FF 41	Weber Mine..... Utah	Wyoming.....	Park City.....	53
UF 43	Webster..... Utah	Utah.....	Cache Valley.....	147
371	Week's Spur..... Neb.	Nebraska.....	Ord.....	45
1363	Weir..... Colo.	Nebraska.....	Main.....	47
E 648	Weiser..... Idaho	Idaho.....	Main.....	133, 136
	Welby..... Colo.	Colorado.....	Main.....	66
	Welch Sandler Sand Spur..... Kan.	Kansas.....	Main.....	54
D 474	Weldona..... Colo.	Colorado.....	Main.....	65
OK 124	Wells (Passgr.)..... 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
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 21	Weston..... Ore.	Washington.....	Pendleton-Tucannon.....	210
G 1785	West Spokane..... Wash.	Washington.....	Main.....	209
1901	West Tacoma..... Wash.	Oregon.....	Main.....	202
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
AM 22	White Rock..... Colo.	Colorado.....	Boulder.....	63
GH 20	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 Jet..... Cal.	Los Angeles.....	Main.....	148, 151
NC 57	Wilcox..... Ore.	Oregon.....	Shaniko.....	206
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
1629	Willows..... Ore.	Oregon.....	Main.....	205
CP 66	Wilma..... Wash.	Oregon.....	Camas Prairie.....	245
BW 20	Wilmington..... Cal.	Los Angeles.....	San Pedro.....	150
A 240	Wilson..... Kan.	Kansas.....	Main.....	57
B 1767	Winery Spur Mira Loma..... Cal.	Los Angeles.....	Main.....	148

## ALPHABETICAL LIST OF STATIONS—Concluded

Station No.	STATION	DIVISION	LINE OR BRANCH	Page
1438	Wing..... Ore.	Oregon.....	Main.....	208
H 137	Winifred..... Kan.	Kansas.....	Topeka.....	59
1845	Winlock..... Wash.	Oregon.....	Main.....	202
A 389	Winona..... Kan.	Colorado.....	Main.....	61
GE 52	Winona..... Wash.	Washington.....	Ayer-Tekoa.....	212, 213
UW 5	Winton..... Wyo.	Wyoming.....	Winton.....	52
UT 10	Winton Jet..... Wyo.	Wyoming.....	So. Pass.....	52
1353	Wood..... Idaho	Idaho.....	Main.....	133
F 1367	Woodin..... Mont.	Idaho.....	Main.....	140
OP 80	Woodland..... Idaho	Idaho.....	New Meadows.....	136
1799	Woodland..... Wash.	Oregon.....	Main.....	202
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 43	Wycross..... Wyo.	Nebraska.....	North Platte Cut-Off.....	49
B 1047	Wye..... Utah	Utah.....	Main.....	142
1725	Wyeth..... Ore.	Oregon.....	Main.....	204
64	Wyocelo..... Wyo.	Wyoming.....	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	Idaho.....	Main.....	145
GB 79	Zillah..... Wash.	Washington.....	Yakima.....	210
NL 25	Zumwalt..... Wash.	Washington.....	Pomeroy.....	211
AE 110	Zurich..... Kan.	Kansas.....	Plainville.....	58



ALPHABETICAL LIST OF BRANCHES AND DIVISIONS  
WITH STATION No. PREFIXES

	Page		Page		
Aberdeen Branch.....	FO.....	138	Mammoth Branch.....	BH.....	143
Albion Branch.....	UD.....	44	Manhattan Branch.....	AH.....	55
American Lake Branch.....	NT.....	203	McCarran Spur.....	BO.....	153
Anaheim Branch.....	BT.....	151	McPherson Branch.....	AD.....	57
Annis Branch.....	FT.....	139	Montesano Branch.....	NO.....	203
Ayer to Tekoa.....	GE.....	212	Moscow Branch.....	GH.....	213
Bear River Branch.....	FE.....	146	Murphy Branch.....	OS.....	134
Beatrice Branch.....	UA.....	43	Nampa Branch.....	Y.....	133
Bend Branch.....	NB.....	206	Nebraska Division—		
Benson Branch.....	FG.....	147	Main Line.....	Z.....	42
Blazon Branch.....	OC.....	128	New Meadows Branch.....	OP.....	136
Boise Branch.....	OR.....	133	Norfolk Branch.....	UC.....	44
Boise-Main Line.....	Y.....	132	North Platte Branch.....	UL.....	47
Boulder Branch.....	AM.....	63	North Platte Cut-Off.....	UP.....	49
Boulder City Branch.....	BO.....	152	North Side Branch.....	OL.....	131
Brogan Branch.....	OX.....	135	Oakley Branch.....	OJ.....	131
Cache Valley Branch.....	FF.....	147	Old Main Line—Summit		
Camas Prairie.....	CP, CH, CS.....	245	to Lane.....	Z.....	42
Cedar City Branch.....	BL.....	141	Olympia Branch.....	NS.....	203
Cedar Rapids Branch.....	UE.....	44	Ontario Branch.....	BC.....	53
College Branch.....	FH.....	147	Ord Branch.....	UF.....	45
Colorado Division—			Oregon Division—		
Main Line.....	A.....	61	Main Line.....	Q, V, W, X.....	202
Condon Branch.....	ND.....	206	Oregon Eastern Branch.....	OW.....	135
Connell Branch.....	GF.....	213	Park City Branch.....	BA.....	53
Crestmore Branch.....	BS.....	151	Paris Branch.....	OF.....	129
Crestmore Spur.....	BR.....	148	Pasadena Branch.....	BU.....	151
Cumberland Branch.....	OB.....	128	Payette Branch.....	OY.....	135
Dayton Branch.....	NK.....	211	Pendleton to Tucannon.....	NG.....	210
Dent Subdivision.....	E.....	66	Pilot Rock Branch.....	NF.....	207
Dines Branch.....	UX.....	52	Pioche Branch.....	BM.....	141
East Belt Branch.....	FU.....	138	Plainville Branch.....	AE.....	58
Eighth Subdivision—			Pleasanton Branch.....	UH.....	45
Granger to Ogden.....	B.....	52	Pleasant Valley Branch.....	AP.....	64
Elkol Branch.....	OD.....	129	Pleasant Valley Branch.....	GG.....	213
Enterprise Branch.....	AB.....	57	Pomeroy Branch.....	NL.....	211
Eureka Branch.....	BF.....	143	Prince Branch.....	BY.....	141
Evona Branch.....	BE.....	146	Provo Subdivision.....	S, T.....	143
Fairfield Branch.....	TA.....	144	Puritan Branch.....	AN.....	64
Fillmore Branch.....	BL.....	142	Raft River Branch.....	OM.....	132
Five Points Branch.....	FB.....	146	Reliance Branch.....	UU.....	52
Fort Collins Branch.....	EA.....	66	Ripple Branch.....	EB.....	66
Frisco Branch.....	BK.....	142	St. Johns Branch.....	NV.....	205
Gardner Branch.....	FM.....	138	St. Joseph Subdivision.....	HB.....	58
Gering Branch.....	UM.....	48	St. Thomas Branch.....	BN.....	153
Glencoe Branch.....	OE.....	129	San Pedro Branch.....	BW, BX.....	149
Glendale Branch.....	BV.....	151	Scotia Branch.....	UF.....	45
Goshen Branch.....	FK.....	138	Sears Branch.....	UO.....	48
Grace Branch.....	OG.....	129	Shaniko Branch.....	NC.....	206
Grand Island Sub-			Sierra-Nevada Branch.....	GP.....	214
division.....	H, HA.....	60	Silver City Branch.....	BC.....	143
Grays Harbor Branch.....	NN.....	203	Solomon Branch.....	AC.....	57
Greeley Branch.....	AO.....	64	South Pass Branch.....	UT.....	52
Gunn Branch.....	US.....	51	Stansbury Branch.....	UZ.....	52
Hastings Branch.....	H.....	46	Sterling Subdivision.....	D.....	65
Heppner Branch.....	NE.....	207	Stromsburg Branch.....	UB.....	44
Highland Branch.....	HC.....	59	Sunnyside Branch.....	GC.....	210
Hill City Branch.....	OO.....	132	Superior Branch.....	UR.....	51
Homedale Branch.....	OV.....	134	Syracuse Branch.....	BD.....	145
Homestead Branch.....	OZ.....	136	Tekoa to Spokane.....	GJ.....	212
Idaho Division—			Teton Valley Branch.....	FV.....	140
Main Line.....	F.....	137	Thatcher Branch.....	FD.....	146
Idaho Northern Branch.....	OT.....	134	Thomas Branch.....	FN.....	138
Iron Mountain Branch.....	BJ.....	141	Tono Branch.....	NR.....	203
Ironton Branch.....	TB.....	144	Topeka Subdivision.....	H.....	59
Joseph Branch.....	NM.....	208	Twin Falls Branch.....	OH.....	130
Julesburg Subdivision.....	D.....	64	Umapine Branch.....	NH.....	211
Junction City Branch.....	AJ.....	56	U. S. Hospital Branch.....	AL.....	62
Kansas Division—			Urban Branch.....	FA.....	146
Main Line.....	A.....	54	Utah Division—		
Kearney Branch.....	UK.....	46	Main Line.....	B, F, S, T.....	141
Kemmerer Branch.....	OA.....	128	Wallace Branch.....	GM.....	213
Ketchum Branch.....	ON.....	132	Wallula Branch.....	GA.....	209
Leavenworth Branch.....	AA.....	55	Washington Division—		
Lionkol Branch.....	UV.....	52	Main Line.....	G.....	209
Logan Sugar Factory			Wells Branch.....	OK.....	131
Branch.....	FJ.....	147	West Belt Branch.....	FS.....	139
Los Angeles Division—			Wilder Branch.....	OU.....	134
Main Line.....	B.....	148	Winton Branch.....	UW.....	52
Loup City Branch.....	UG.....	45	Wyoming Division—		
Lyman Branch.....	UN.....	48	Main Line.....	B.....	50
Mackay Branch.....	FL.....	137	Yakima Branch.....	GB.....	210
Malad Branch.....	FC.....	146	Yellowstone Branch.....	FR.....	139

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 the time table mileage and 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

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

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**NEBRASKA DIVISION  
STROMSBURG BRANCH**

Sta. No.	Dist. from Valp.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UA 37	0.1	Valparaiso (Jct. H. B.)	Neb.				
UB 7	0.0	Valparaiso	do	Vo	FTXP	A	R
UB 7	7.4	Loma	do				Yes
UB 14	13.5	Brainard	do	Bd	FTX	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	FTX	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	FTX	A	R
UB 40	40.1	Shelby	do	Sh	FTX	A	R
UB 48	47.5	Oscola	do	Oz	FTX	A	R-S
UB 53	52.9	Stromsburg	do	S	FTX	A	L-S
	53.2	C. B. & Q. R. R. Jct.	do			A	
UB 57	56.8	Durant	do			A	
UB 63	63.0	Polk	do	Pk	FTX	A	L
UB 69	68.5	Hordville	do	Hv	FTX	A	R
	72.2	Sand Spur	do			A	
UB 74	73.8	Heber	do			A	Yes
	75.3	C. B. & Q. R. R. Cross	do			A	
125	75.9	Central City	do	Ci	FTP	A	L

**NORFOLK BRANCH**

Sta. No.	Dist. from Columbus	STATIONS	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	TPXP	A	RL-SE
		Columbus, Baggage	do				Yes
		Columbus, Frt.	do				
	1.0	Columbus (Jct. H. B.)	do				
UC 5	4.2	Sheldonville	do			A	Yes
UC 10	9.4	Oconee	do			A	
UC 15	14.7	Platte Center	do	Pc	FTX	A	R
UC 21	20.3	Tarnov	do	Rv	P	A	Yes
	25.1	C. & N. W. Ry. Cross	do			A	
UC 26	25.7	Humphrey	do	Hx	FTX	A	R-O
UC 30	29.1	Peck	do			A	
UC 36	35.4	Madison	do	Ma	FTX	A	R-SE
UC 41	40.9	Enola	do	N	FTXP	A	R
UC 46	45.1	Warnerville	do			B	Yes
	48.7	C. & N. W. Ry. Cross	do				
	50.2	Creighton Branch	do				
UC 51	50.4	C. & N. W. Ry. Cross	do	Kn	FTP	A	R-E
		Norfolk	do				Yes

**ALBION BRANCH**

Sta. No.	Dist. from Oconee	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
UC 10	0.0	Oconee	Neb.		P	A	
	0.1	Oconee (Jct. H. B.)	do				
UD 4	4.3	Monroe	do	Mn	FTX	A	R
UD 11	11.3	Genoa	do	G	FTXP	A	RL
UD 19	18.8	Woodville	do			A	Yes
UD 22	22.3	St. Edward	do	St	FTX	A	R-O
UD 27	27.3	Boone	do			B	Yes
UD 34	33.7	Albion	do	A	FTXP	A	RL

**CEDAR RAPIDS BRANCH**

Sta. No.	Dist. from Genoa	STATIONS	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	FTX	A	RL
	0.1	Genoa (Jct. H. B.)	do				Yes
UE 5	5.3	Kent	do			A	R
UE 9	9.3	Merchiston	do			A	R
UE 14	13.7	Fullerton	do	Fu	FTX	A	L-O
UE 22	22.2	Stock Yard Siding	do			A	
UE 23	23.1	Belgrade	do	Bl	FTX	A	L
	29.9	Mill Spur	do				Yes
UE 30	30.3	Cedar Rapids	do	Cd	FTX	A	R
UE 37	36.6	Primrose	do	P	FTX	A	R
UE 44	44.3	Spalding	do	Sg	FTX	A	RL-S

**NEBRASKA DIVISION  
ORD BRANCH**

Sta. No.	Dist. from Grd. Isld.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
147	0.0	Grand Island, Pass.	Neb.		TP		
		Grand Island, Frt.	do		FP	A	RL-SE
		Grand Island, Bge.	do		X		Yes
		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				
	0.5	Grand Island (Jct. H. B.)	do			A	
UF 2	2.5	Carey	do			A	
UF 11	11.1	St. Libory	do	Ry	FTX	A	L
UF 22	21.9	St. Paul	do	Sp	FTXP	A	L-O
	22.2	C. B. & Q. R. R. Cross	do			A	
UF 31	30.7	Elba	do	Eb	FTX	A	L-S
UF 37	36.8	Cotesfield	do			B	R
UF 43	43.1	Week's Spur	do			A	Yes
UF 45	44.5	Scotia Junction	do				Yes
UF 46	45.7	Scotia (Scotia Branch)	do	Sk	FTX	A	L-O
UF 49	48.8	North Loup	do	Nu	FTX	A	L-S
UF 54	53.7	Olean	do			A	Yes
	60.7	C. B. & Q. R. R. Cross	do				
UF 61	61.0	Ord	do	Rd	FTX	A	L-O

**LOUP CITY BRANCH**

Sta. No.	Dist. from St. Paul	STATIONS	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	FTXP	A	L-O
UG 8	8.3	Dannebrog	do	Db	FTX	A	R
UG 19	18.6	Boelus	do	Hw	FTX	A	R
UG 26	25.8	Rookville	do	Rv	FTX	A	R
UG 39	39.0	Loup City	do	Op	FTXP	A	R-O

**PLEASANTON BRANCH**

Sta. No.	Dist. from Boelus	STATIONS	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	FTX	A	R
	0.3	Boelus (Jct. H. B.)	do				Yes
	8.8	C. B. & Q. R. R. Cross	do			A	L
UH 12	12.4	South Ravenna	do			A	R
UH 16	15.5	Poole	do			A	Yes
UH 22	22.1	Pleasanton	do	Pn	FTX	A	L

**SECOND SUBDIVISION  
MAIN LINE—GRAND ISLAND TO NORTH PLATTE**

Sta. No.	Dist. from Co. Bluffs	STATIONS	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.		TP		
		Grand Island, Frt.	do		FP	A	RL-SE
		Grand Island, Bge.	do		X		Yes
		Grand Island, Tele.	do	Ge	P		
		Grand Island, Dispr.	do	H	P		
		Grand Island, Yard Tel.	do	Gd	P		
	148.5	Sugar Factory Spur	do				
	149.0	Stock Yards Sdg.	do				
	155	Alda	do	Da	TXP	A	R-SE
	154.5	Wood River	do	Wr	FTXP	A	R-O
	162.3	Shelton	do	Hn	FTXP	A	L-S
	170	Gibbon	do	Gb	FTXP	A	R-O
	176	Optic	do			A	Yes
	180	Buda	do	K	P	A	L-SE
	184	Kearney, Pass.	do	Kr	TP	A	Yes
	189	Kearney, Frt.	do		FP	A	RL-S
		Alfalfa Center	do		P	A	R
	194	Odessa	do	Dz	FTXP	A	R
	198	Elm Creek	do	Qr	FTXP	A	L-O
	205	Overton	do	Ov	FTXP	A	R-O
	213	Josselyn	do			A	Yes
	218	Lexington	do	Um	FTXP	A	L-S
	224	Darr	do			A	R
	233	Darr	do			A	Yes



**NEBRASKA DIVISION**  
SECOND SUBDIVISION—Concluded  
**MAIN LINE—GRAND ISLAND TO NORTH PLATTE—Concluded**

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Co. B.	Stock Yard Facilities
238	238.2	Cozad..... Neb.	Co	FTXP	A	R-O	Yes
243	243.2	Willow Island..... do	Wi	FTXP	A	L	Yes
249	248.8	Gothenburg..... do	Bu	FTXP	A	R-OE	Yes
255	254.5	Vroman..... do		P	A		
262	261.5	Brady Island..... do	Bi	FTXP	A	L-O	Yes
267	266.6	Hindrey..... do		P	A		
271	270.6	Maxwell..... do	Mx	FTXP	A	L	Yes
275	274.6	Keith..... do		P	A		Yes
279	278.5	Gannett..... do		P	A		
281	280.5	Beck..... do		P	A		
284	284.1	North Platte, Pass. do		TP			
		North Platte, Frt. do		FP	A	L-SE	Yes
		North Platte, Bge. do		X			
		North Platte, Tele. do	No	P			
		North Platte, Op'r. do	Ds	P			
		North Platte, Disp. do	Rn	P			
		North Platte Yard. do	Ny	P			
		<b>HASTINGS BRANCH</b>					
	Dist. from Gibbon						
176	0.0	Gibbon..... Neb.	Gb	FTXP	A	R	Yes
	1.1	Gibbon (Jct. H. B.) do		P	A	L	Yes
H 283	7.9	Denman..... do		P	A	R	Yes
H 275	15.4	Hayland..... do	Ha	FXP	A	L	Yes
	17.3	Mo. Pac. R. R. Crossing do					
H 270	20.8	Newmarch..... do		P	A	L	
H 262	28.1	Hastings..... do	W	FTP	A		
		Hastings Yard..... do	An	P			

Note—Hastings station belongs to Kansas Division.

Sta. No.	Dist. from Kearney	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Co. B.	Stock Yard Facilities
189	0.0	Kearney, Pass..... Neb.	Kr	TP			
		Kearney, Frt. do		FP	A	R	Yes
	0.5	Kearney (Jct. H. B.) do		P	A	L	Yes
UK 6	5.5	Glenwood Park..... do		P	A	R	Yes
UK 10	10.1	Riverdale..... do	Rv	FTXP	A	R	Yes
UK 17	16.8	Amherst..... do	Hr	FTX	A	R	Yes
UK 23	22.7	Watertown..... do		P	A	L	Yes
UK 26	26.3	Miller..... do	Mr	FTX	A	R	Yes
UK 33	32.5	Sumner..... do	Su	FTX	A	L	Yes
UK 40	40.4	Eddyville..... do	Vd	FTX	A	R	Yes
UK 46	45.9	Lomax..... do		P	A	L	Yes
UK 52	52.1	Oconto..... do	Bs	FTX	A	L	Yes
UK 59	59.1	Lodi..... do		P	A	L	Yes
UK 65	65.5	Callaway..... do	Ca	FTXP	A	R	Yes
UK 73	73.1	Milldale..... do		P	A	L	Yes
UK 76	75.8	Pinchville..... do		P	A	R	Yes
UK 83	83.1	Arnold..... do	Ad	FTXP	A	L-S	Yes
UK 91	90.6	Logan..... do		P	A	L	Yes
UK 95	94.6	Hoagland..... do		P	A	L	Yes
UK 99	99.2	Gandy..... do	Gy	FTXP	A	L	Yes
UK 102	102.4	Stapleton..... do	Sn	FTX	A	R-O	Yes

**THIRD SUBDIVISION**  
**MAIN LINE—NORTH PLATTE TO SIDNEY**

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Co. B.	Stock Yard Facilities
284	284.1	North Platte, Pass. Neb.		TP			
		North Platte, Frt. do		FP	A	L-S	Yes
		North Platte, Bge. do		X			
		North Platte, Tele. do	No	P			
		No. Platte, Disp'r. do	Rn	P			
		North Platte Yard. do	Ny	P			
		Birdwood..... do		P	A	L	Yes
297	290.5	Hershey..... do	Of	FTXP	A	R	Yes
301	296.9	O'Fallons..... do	Fa	P	A		
302	300.7	Varner..... do		P	A		
303	301.8	Sutherland..... do	Su	FTXP	A	R-O	Yes
303	303.4	Dexter..... do		P	A		Yes

**NEBRASKA DIVISION**  
THIRD SUBDIVISION—Concluded

**MAIN LINE—NORTH PLATTE TO SIDNEY—Concluded**

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Co. B.	Stock Yard Facilities
316	315.5	(Paxton..... Neb.)	Pn	FTXP	A	R-S	Yes
322	321.7	Korty..... do		P	A		
328	327.7	Roscoe..... do	Ro	FTXP	A	R-S	Yes
335	334.8	Ogallala..... do	Gt	FTXP	A	R	Yes
344	343.9	Brule..... do	Ru	FTXP	A	R-OE	Yes
349	349.1	Megeath..... do		P	A		Yes
354	353.9	Big Springs..... do	Gs	FTXP	A	R-O	Yes
359	359.3	Barton..... do		P	A		Yes
363 3	363.3	<b>Neb.-Colo. State Line.</b>					
365	365.3	Julesburg..... Colo.	Jb	FTXP	A	L-O	Yes
371	370.6	Weir..... Colo.		P	A		
372.2	372.2	<b>Colo.-Neb. State Line.</b>					
380	380.3	Chappell..... Neb.	Cq	FTXP	A	R-O	Yes
385	385.0	Ottman..... do		P	A		
390	389.7	Lodge Pole..... do	Gp	FTXP	A	R-O	Yes
396	396.3	Sunol..... do	Un	FTXP	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		TP			
		Sidney, Frt. do		FP	A	R-O	Yes
		Sidney, Tele. do	Cd	P			

**NORTH PLATTE BRANCH**

Sta. No.	Dist. from O'Fallons	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Co. B.	Stock Yard Facilities
301	0.2	O'Fallons (Jct. H. B.) Neb.	Fa	P	A		
UL 3	0.0	O'Fallons..... do		P	A		Yes
UL 6	2.8	Coker..... do		P	A	L	Yes
UL 13	5.9	Glenburnie..... do	Ak	FTXP	A	L	Yes
UL 20	12.8	Sarben..... do		P	A	L	Yes
UL 25	19.6	Nevens..... do		P	A	R	Yes
UL 28	24.8	Broganville..... do	Ks	FTXP	A	L	Yes
UL 31	28.4	Keystone..... do		P	A	L	Yes
UL 35	30.7	Kingsley..... do		P	A	L	Yes
UL 41	34.9	Martin..... do	My	FTXP	A	L	Yes
UL 47	41.2	Lemoynne..... do		P	A	L	Yes
UL 52	46.8	Belmar..... do		P	A	L	Yes
UL 59	51.7	Ruthton..... do		P	A	R-O	Yes
UL 63	51.7	Lewellen..... do	W	FTXP	A	L	Yes
UL 71	59.3	Lutherville..... do		P	A	L	Yes
UL 82	63.0	Oshkosh..... do	Ox	FTXP	A	L-O	Yes
UL 86	70.8	Lytle..... do		P	A	R	Yes
UL 88	81.8	Lisco..... do	Co	FTXP	A	L-O	Yes
UL 95	86.4	Finley..... do		P	A	R	Yes
UL 100	95.4	Broadwater..... do	Br	FTX	A	R	Yes
UL 104	100.4	Riley..... do		P	A		
UL 108	104.2	Kelly..... do		P	A	R	Yes
UL 110	108.4	Towers..... do		P	A		
UL 114	109.6	Northport..... do	Np	FTXP	A	R-S	Yes
UL 115	114.1	Burlington Jct. do		P	A		
UL 122	115.3	C.B. & Q. R. R. Crossing do					
UL 127	115.5	Mohler..... do		P	A		Yes
UL 132	121.8	South Bayard..... do		P	A		Yes
UL 138	126.7	McGrew..... do	Mc	FTX	A	R	Yes
UL 143	132.1	Melbete..... do	Mb	FTXP	A	L	Yes
UL 145	137.9	Brockoff..... do		P	A		Yes
UL 146	143.3	Gering (Jct. H. B.) do		P	A	R-S	Yes
UL 150	145.0	Gering..... do	G	FTXP	A	R	Yes
UL 152	145.9	Costin..... do		P	A	L	Yes
UL 155	150.5	Haig..... do	Ha	FTXP	A	L	Yes
UL 157	152.3	South Mitchell..... do	Mi	FTXP	A	L-S	Yes
UL 159	155.8	Pelton..... do		P	A		
UL 162	157.1	Baileyvue..... do		P	A		
UL 164	159.5	South Morrill..... do	Bi	FTXP	A	L-O	Yes
	162.1	Joyce..... do		P	A		







## WYOMING DIVISION

552.73 Miles

## FIFTH SUBDIVISION

## MAIN LINE—CHEYENNE TO LARAMIE

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Co. B.	Stock Yard Facilitie
510	509.5	Cheyenne, East Yard..... Wyo.	Wy	P			
		Cheyenne, Pass..... do		T			
		Cheyenne, Freight.. do		F	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		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
549	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	K	T P			
		Laramie, Bge..... do		X P			
		Laramie, Frt..... do		F P	A	L-S	Yes
		Laramie, Telegraph do	Ki	P			
548	548.4	On Second Track, Hermosa to Laramie.					
549	549.7	Hermosa..... Wyo.	Hm	F T X P	A	L	Yes
		Crossing Eastbound Track do					
		Red Buttes..... do		P	A		Yes
557	557.0	Laramie..... do		F T X P	A	R-S	Yes

## SIXTH SUBDIVISION

## MAIN LINE—LARAMIE TO RAWLINS

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Co. B.	Stock Yard Facilitie
566	566.0	Laramie, Pass..... Wyo.	K	T P			
		Laramie, Bge..... do		X P			
		Laramie, Frt..... do		F P	A	L-S	Yes
		Laramie, Telegraph do	Ki	P			
574	574.1	Howell..... do		P	A	R-S	
578	577.7	Wyoming..... do		P	A		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	595.9	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		
620	619.7	Tie Spur..... do		P	A	L	
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	

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	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form 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	
670	669.9	Vico..... do			A		
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			

## SEVENTH SUBDIVISION

## MAIN LINE—RAWLINS TO GREEN RIVER

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Co. B.	Stock Yard Facilities
683	682.8	Rawlins..... Wyo.		F T	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		Yes
697	697.0	Daley's Ranch..... do		P	A		Stock Chute
701	700.7	Riner..... do		P	A		
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	
766	771.2	Hallville..... do		P	A		
771	777.1	Point of Rocks..... do	Ro	F T X P	A	R	Yes
777	777.1	Thayer Junction..... do		P	A	R	
784	784.1	Salt Wells..... do		P	A	L	
789	788.6	Baxter..... do		P	A		
796	795.7	Gunn Junction..... do					
797	796.5	Rock Springs, Pass. do		T P			
802	802.1	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		F T	A	R-S	Yes
817	817.0	Green River..... do		X			
		Green River, Bge. do	Gr	P			
		Green River, Tele. do		P			
		Green River, Disp'r. do	D				

## SUPERIOR BRANCH

Sta. No.	Dist. from Thayer Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Co. B.	Stock Yard Facilities
784	0.0	Thayer Jct..... Wyo.		P	A		
UR 8	7.6	Superior..... do	Su	F T X P	A		

## GUNN BRANCH

Sta. No.	Dist. from Gunn Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Co. B.	Stock Yard Facilities
797	0.0	Gunn Junction..... Wyo.			A		
US 4	3.7	Gunn..... do					



## WYOMING DIVISION

## SOUTH PASS BRANCH

Sta. No.	Dist. from Rock Springs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities	
802	0.0	Rock Springs (Jet. H. B.)	Wyo.	Sg	F T X P	A	L	
UT 4	3.4	Lionkol Jet.	do					
UT 6	5.5	Reliance Jet.	do					
UT 8	7.9	Stansbury Jet.	do					
UT 10	9.5	Winton Jet.	do					Yes

## RELiance BRANCH

Sta. No.	Dist. from Reliance Jet.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities	
UT 6	0.0	Reliance Jet.	Wyo.					
UU 2	1.7	Reliance Mine	do			A		

## STANSBURY BRANCH

Sta. No.	Dist. from Stansbury Jet.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities	
UT 8	0.0	Stansbury Jet.	Wyo.					
UZ 2	2.2	Stansbury Mine	do					

## LIONKOL BRANCH

Sta. No.	Dist. from Lionkol Jet.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities	
UT 4	0.0	Lionkol Jet.	Wyo.					
UV 2	2.0	Lionkol	do			A		

## WINTON BRANCH

Sta. No.	Dist. from Winton Jet.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities	
UT 10	0.0	Winton Jet.	Wyo.					Yes
UW 2	2.4	Hay	do			A		
UW 5	5.0	Winton	do			A		

## DINES BRANCH

Sta. No.	Dist. from Hay	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities	
UW 2	0.0	Hay	Wyo.			A		
UX 2	1.5	Dines	do			A		

EIGHTH SUBDIVISION  
MAIN LINE—GREEN RIVER TO OGDEN

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities	
817	817.0	Green River	Wyo.		FT	A	R-S	Yes
		Green River, Bge.	do		X			
		Green River, Tele.	do	Gr	P			
		Green River, Disp'r	do	D	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		
846	846.4	Tie Spur	do			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		P	A		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 896	896.1	Chelsea	do			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	F X P	A	R	Yes

## WYOMING DIVISION

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

Sta. No.	Dist. from Co. Bluffs	STATIONS	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	Na	F T P	A	L-S	Yes
		Evanston, Tele.	do		P			Yes
B 918	918.4	Almy Jet.	do			C		
B 922	921.7	Wyuta	do		P			
B 923	922.8	Wyo.-Utah State Line	do					
B 928	927.6	Wahsatch	Utah	Wh	F T X P	A	L	Yes
B 933	932.6	Curvo	do		P			
B 937	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. Jet.	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 963	962.4	Griffith	do			A		
B 968	968.0	Morgan	do	Wb	F T X P	A	R-S	Yes
B 971	970.6	Stoddard	do			C		Yes
B 976	975.5	Peterson	do		P	A	R	
B 978	977.7	Strawberry	do		P	A		
B 980	980.1	Gateway	do		P	A	R	
B 985	985.1	Uintah	do		P	A		
B 990	989.9	Riverdale	do			A		
B 991	991.4	B. E. R. R. Crsg.	do					
		Ogden City, Ben Lomond Hotel Bldg.	do		T			
B 993	992.6	Ogden Union Depot	do		T P			
		Ogden, Baggage	do					
		Ogden, Freight	do		F T	A	R	Yes
		Ogden, Tele.	do	Og	P			
		Ogden, Yard, Tele.	do	Yd	P			
		Ogden Yard (Browning)	do		P			

## PARK CITY BRANCH

Sta. No.	Dist. from Echo	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities	
B 953	0.2	Echo (Jet. H. B.)	Utah	Ho	F T X P	A	R	Yes
BA 6	5.7	Coalville	do	Ve	F T X P	A	L	
	5.8	Junc-Weber Mine Spur	do					
	2.5	Weber Mine	do			A		
BA 7	6.8	Briquette Spur	do					
BA 8	8.6	Hoytsville	do			A		Yes
BA 13	13.4	Wanship	do		P	A		Yes
BA 20	20.3	Atkinson	do		P	A		
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

## ONTARIO BRANCH

Sta. No.	Dist. from Keetley Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities	
BA 25	0.0	Keetley Junction	Utah		P	A		Yes
BC 5	5.2	Keetley	do		P	A		







**KANSAS DIVISION**  
**MANHATTAN BRANCH—Concluded**

Sta. No.	Dist. from Manhattan	STATIONS	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	FTXP	A	R-S	Yes
AH 64	63.5	Marietta..... do		P	A	R	
AH 65	65.1	Oketo..... do	Kt	FTXP	A	L	
AH 67.9	67.9	<b>Kan.-Neb. State Line</b>					
AH 72	71.4	Barneston..... Neb.	Nr	FTXP	A	R	Yes
AH 75	75.1	Badger..... do		P	A	R	
AH 77	76.3	C.B. & Q.R.R. Cross. do					
AH 77	77.0	Stone Siding..... do					
AH 80	79.1	Blue Springs..... do	Bs	FTXP	A	L	Yes
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	FTP	A	R	Yes

Note—Beatrice Station belongs to Beatrice Branch.

Sta. No.	Dist. from Junction City	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 140	0.0	Junction City, Pass. .... Kan.		TP		R-SE	
		Junction City, Frt. .... do		FP	A		Yes
		Junction City, Tele. .... do	Jn	P			
AJ 8	8.1	Alida..... do	Ad	FTX	A	L	Yes
AJ 14	13.6	Milford..... do	Mr	FTX	A	R	Yes
AJ 19	19.4	Wakefield..... do	Wf	FTX	A	L-S	Yes
AJ 28	27.9	Broughton..... do			A	R	Yes
AJ 33	33.4	Clay Center..... do	Ca	FT	A	L-S	Yes
AJ 41	41.1	Idana..... do	Dy	FTX	A	R-O	Yes
AJ 46	46.0	Brownvale..... do			A	R	Yes
AJ 52	51.9	Miltonvale..... do	Mv	FTX	A	R-O	Yes
AJ 52.1	52.1	M. V. Junction..... do					
AJ 72	72.1	C. O. Junction..... do					
AJ 73	72.5	Concordia..... do	Nd	FTX	A	L-SOE	Yes
	73.1	C. B. & Q. R. R. Cross. do					

Sta. No.	Dist. from Kansas City	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 140	139.5	Junction City, Pass. .... Kan.		TP		RSE	Yes
		Junction City, Frt. .... do		FP	A		
		Junction City, Tele. .... do	Jn	P			
A 146	146.4	Kansas Falls..... do			A	L	
A 152	152.3	Chapman..... do	Cm	FTXP	A	R-O	Yes
A 159	158.5	Detroit..... do	Dr	FTXP	A	R-O	Yes
A 164	163.7	Abilene..... do	Ab	FTP	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	FTXP	A	L	Yes
A 180	179.9	New Cambria..... do		P	A	L	Yes
A 185	184.6	East Salina..... do		P			
A 187	186.6	Salina, Un. Pass. Sta. do		TP			
		Salina, Baggage..... do		X			
		Salina, Freight..... do		F	A	L-SOE	Yes
		Salina, Telegraph..... do	Se	P			
		Salina, Dispatcher..... do	Di	P			
		Salina, Chief Dispatcher do	A	P			
	187.2	A. T. & S. F. Ry. Cross. do					
A 195	194.6	Bavaria..... do		P	A	R	Yes
A 201	201.4	Brookville..... do	Rk	FTXP	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	FTXP	A	L	Yes

**KANSAS DIVISION**  
**WESTERN SUBDIVISION—Concluded**  
**MAIN LINE—JUNCTION CITY TO ELLIS—Concluded**

Sta. No.	Dist. from Kansas City	STATIONS	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	FTXP	A	L-SE	Yes
	224.4	St. L.-S. F. R. R.					
		Crossing..... do					
A 232	231.5	Black Wolf..... do	Bk	FTXP	A	R	Yes
A 240	239.9	Wilson..... do	Wn	FTXP	A	R-OE	Yes
A 246	246.4	Dorrance..... do	Do	FTXP	A	R-S	Yes
A 253	253.4	Bunker Hill..... do	Bh	FTXP	A	R-O	Yes
A 256	259.2	Homer..... do		P	A	R	
A 263	263.3	Russell..... do	Ru	FTXP	A	R-OE	Yes
A 267	266.7	Balta..... do		P	A	R	
A 272	272.4	Gorham..... do	Gj	FTXP	A	R-S	Yes
A 276	275.5	Walker..... do		FTXP	A	L	
A 280	279.6	Victoria..... do	Vc	FTXP	A	R-O	Yes
A 285	284.8	Toulon..... do		P	A	L	
A 290	290.1	Hays..... do	Hy	FTXP	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		FTXP	A	L-E	Yes
		Ellis, Telegraph..... do	Rt	P			

Sta. No.	Dist. from Detroit	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
	0.2	Detroit (Jct. H. B.).... Kan.					
	0.0	Detroit..... do	Dr	FTXP	A	R-O	Yes
A 159	1.5	A. T. & S. F. Ry. Cross. do			B	R	
AB 2	2.0	Enterprise..... do					

Sta. No.	Dist. from Solomon	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 172	0.0	Solomon..... Kan.	Sn	FTXP	A	L	Yes
	0.8	Solomon (Jct. H. B.).... do					
AC 7	6.5	Niles..... do	Xn	FTX	A	R	Yes
AC 9	9.2	Verdi..... do			A		Yes
AC 15	14.7	Bennington..... do	Bn	FTX	A	R-O	Yes
AC 21	20.9	Lindsey..... do			A	R	Yes
AC 23	23.3	Minneapolis..... do	Mi	FTX	A	R-S	Yes
	23.7	A. T. & S. F. Ry. Cross. do			A	L	
AC 25	24.5	Stock Yard Siding..... do			A	R	Yes
AC 29	29.1	Sunnerville..... do					
AC 34	34.0	Stock Yard Siding..... do	Df	FTX	A	R-O	Yes
AC 35	34.7	Delphos..... do	Gk	FTX	A	L-O	Yes
AC 42	41.6	Glasco..... do	Be	FTX	A	R	Yes
AC 47	46.8	Simpson..... do		FTX	A	R	Yes
AC 50	49.8	Asherville..... do					
	57.2	Mo. Pac. R. R. Cross. do					
AC 57	57.4	Beloit..... do	Bl	FTX	A	L-E	Yes

Sta. No.	Dist. from Salina	STATIONS	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. Sta. .... Kan.		TP			
		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					
	2.9	Wesleyan..... do			A		
AD 3	8.0	Mentor..... do		P	A	R	Yes
AD 8	12.2	Assaria..... do	Ri	FTX	A	R	Yes
AD 12	15.9	Bridgeport..... do		P	A	L	Yes
AD 16	20.7	Mo. Pac. R. R. Cross. do					
	20.7	Bridgeport..... do					
AD 21	20.9	Lindsborg..... do	Dn	FTX	A	R-OE	Yes
AD 27	26.7	Johnstown..... do			A	R	Yes
AD 30	30.3	Hilton..... do					
	35.1	A. T. & S. F. Ry. Cross. do					
AD 35	35.4	McPherson..... do	Mf	FT	A	R-SE	Yes



KANSAS DIVISION  
PLAINVILLE BRANCH

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

ST. JOSEPH SUBDIVISION  
MAIN LINE—ST. JOSEPH TO UPLAND

Sta. No.	Dist. from St. Joseph	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
		St. Joseph, Stock Yards Mo.		T	A		Yes
		St. Joseph, City Ticket					
		Office 517 Francis St.		T			
HB 113	0.0	St. Joseph, Un. Sta.....	Un	FT	A	SOE	Yes
		St. Joseph, Frt. Sta.....	do	P			
		St. Joseph, Yard.....	Mk	P			
	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. Jet.	do				
		Switch.....	do				
	0.4	St. Joseph, Mo. River	d	Toll P P			
		B'dge.....	do				
	0.4	Missouri-Kansas State					
		Line.....					
HB 112	1.2	Elwood.....	Kan.	P	A	L	
HB 108	5.4	Wathena.....	do	FTX P	A	L-O	
HB105.7	7.5	Hunt Spur.....	do		A	B	
HB 104	8.9	Blair.....	do	FTX P	A	R	
	13.9	C. R. I. & P. Ry. Jet....	do				
HB 101	13.9	Appleton Spur.....	do	P			
HB 99	13.9	Troy.....	Ro	FTX P	A	R-S	
	15.7	C. R. I. & P. Ry. Cross.	do				

KANSAS DIVISION  
ST. JOSEPH SUBDIVISION—Concluded

MAIN LINE—ST. JOSEPH TO UPLAND—Concluded

Sta. No.	Dist. from St. Joseph	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
HB 95	17.6	Double.....	Kan.	P		R	
HB 94	19.1	Moray.....	do	P	A	L	
HB 84	22.0	Stout.....	do	P	A	L	
HB 88	24.8	Severance.....	do	Z	FTX P	L	Yes
HB 84	28.9	Leona.....	do		A	L	Yes
HB 79	34.2	Robinson.....	do	Hr	FTX	L	Yes
	42.2	Mo. Pac. R. R. Cross....	do				
HB 70	42.7	Hiawatha.....	do	H	FTX	R-OE	Yes
HB 63	50.2	Hamlin.....	do		A	R	Yes
HB 59	54.0	Morrill.....	do	Wb	FTX	L	Yes
HB 52	60.7	Sabetha.....	do	S	FTX	LS	
	61.7	C. R. I. & P. Ry. Cross..	do				
HB 49	64.3	Price.....	do		A	L	
HB 44	68.8	Oneida.....	do		A	R	
HB 36	77.5	Seneca.....	do	Sn	FTX	R-S	Yes
HB 29	84.2	Baileyville.....	do	Cu	FTX	A	
HB 24	89.2	Axtell.....	do	Fr	FTX	R-O	Yes
HB 19	94.4	Summit.....	do	B	FTX	R	
HB 14	99.3	Beattie.....	do	Ho	FTX	R	Yes
HB 8	105.2	Home.....	do		A	R	
H 143	107.8	Upland.....	do	Sj	P	R	

HIGHLAND BRANCH

Sta. No.	Dist. from Stout	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
HB 91	0.0	Stout.....	Kan.	P	A	L	Yes
HC 3	3.2	Ratcliff.....	do		A	L	
HC 5	4.6	Marcell.....	do		A	L	
HC 7	7.2	Highland.....	do	Hg	FTX P	L	Yes

TOPEKA SUBDIVISION

TOPEKA BRANCH

Sta. No.	Dist. from Menoken	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 72	0.0	Menoken.....	Kan.	Mx	P	A	R
	0.0	Menoken (Jct. H. B.)..	do				
H 81	7.9	Grove.....	do	Ov	FTP	A	R
H 88	15.4	Delia.....	do	Ia	FTX P	A	R
H 95	22.2	Emmett.....	do	Gc	FTX P	A	R
H 101	27.6	Aikins.....	do		P	A	R
H 110	37.0	Onaga.....	do	Ga	FTX P	A	R
H 114	41.1	Duluth.....	do		P	A	R
H 122	49.1	Lillis.....	do	Is	FTX P	A	R
H 127	53.9	Sullivan.....	do		P	A	R
	58.2	Mo. Pac. R. R. Cross..	do				
H 131	58.4	Frankfort.....	do	Fn	FTX P	A	R-O
H 137	63.9	Winifred.....	do	Wi	FTX P	A	R
H 143	69.9	Upland.....	do	Sj	P		

MAIN LINE—UPLAND TO MARYSVILLE

Sta. No.	Dist. from Menoken	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
H 143	69.9	Upland.....	Kan.	Sj	P	R	
H 144	71.1	Carden.....	do		P	R-S	
H 148	75.3	Marysville.....	do	Ms	FTX P	A	
		Marysville, Dispatcher	do	Di			
		Marysville, Yard.....	do	Yd	P		
		Marysville, Stock	do				
		Yards.....	do		P		Yes



**KANSAS DIVISION**  
**GRAND ISLAND SUBDIVISION**  
**MAIN LINE—MARYSVILLE TO GRAND ISLAND**

Sta. No.	Dist. from St. Joseph	STATIONS	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	FTXP	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	FTXP	A	R	
H 158	122.6	Bremen..... do	Wn	FTXP	A	R	
	128.1	C. B. & Q. R. R. Cross. do					
H 163	128.2	Hanover..... do	Ha	FTXP	A	R-O	Yes
H 168	132.5	Spence..... do		P	A	R	
H 172	137.4	Hollenberg..... do	Ky	FTXP	A	R	Yes
H 173.9	138.9	<b>Kansas-Neb. State Line.</b>					
H 177	141.8	Steele City..... Neb.	Sc	FTXP	A	R	
H 179	144.1	Clayton..... do		P	A		
	147.1	C. B. & Q. R. R. Cross. do					
H 182	147.1	Endicott..... do	Nd	FTXP	A	R	
	152.7	C. R. I. & P. Ry. Cross. do					
H 188	153.1	Fairbury..... do	Q	FTP	A	L-OE	Yes
	154.4	C. R. I. & P. Ry. Cross. do					
H 194	159.0	K. C. & O. Junction (C. B. & Q.)..... do		P	A	R	Yes
		Powell..... do		P	A	L	Yes
H 197	161.5	Alexandria..... do	A	FTXP	A	R	
H 203	167.5	Belvidere..... do	Vi	FTXP	A	L	Yes
H 212	176.6	C. B. & Q. R. R. Cross. do					
H 219	184.0	Carleton..... do	C	FTXP	A	L-S	Yes
	191.2	C. & N. W. Ry. Cross. do					
H 226	191.2	Davenport..... do	Do	FTXP	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	FTXP	A	L-O	Yes
H 244	209.0	Fairfield..... do	Fd	FTXP	A	R-O	Yes
H 249	213.8	Anan..... do		P	A	R	
H 253	218.3	Glenvil..... do	Gv	FTXP	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	FTP	A	R-SOE	Yes
		Hastings, Yard..... do	An	P	A	R	
HA 8	235.1	Hansen..... do		P	A	R	Yes
HA 13	240.3	Doniphan..... do	Dv	FTXP	A	L-S	Yes
HA 16	243.4	Haspur..... do		P	A	R	
HA 18	245.4	River..... do		P	A	R	Yes
	249.6	Belt Line Cross. (C. B. & Q.)..... do					
		Grand Island..... do	Ge	FTXP	A	R	Yes
147	251.8	Grand Island, Yard Tel. do	Gd	P			

**COLORADO DIVISION**  
**758.86 Miles**  
**ELLIS SUBDIVISION**  
**MAIN LINE—ELLIS TO SHARON SPRINGS**

Sta. No.	Dist. from Kansas City	STATIONS	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.		FTXP	A	L-E	Yes
		Ellis, Telegraph..... do	Rt	P	A		
A 308	308.4	Riga..... do		P	A		
A 314	313.7	Ogallah..... do	Og	FTXP	A	R	Yes
A 322	322.3	Wakeney..... do	W	FTXP	A	R-SOE	Yes
A 330	330.0	Voda..... do		P	A	R	Yes
A 336	335.8	Collyer..... do	Jy	FTXP	A	R	Yes
A 343	343.3	Quinter..... do	Qn	FTXP	A	L-O	Yes
A 351	350.9	Buffalo Park..... do	Bp	FTXP	A	R	Yes
A 356	356.3	Grainfield..... do	Gf	FTXP	A	R-S	Yes
A 365	365.2	Grinnell..... do	Gd	FTXP	A	R-O	Yes
A 371	371.2	Campus..... do		P	A	R	Yes
A 377	377.4	Oakley..... do	Oq	FTXP	A	R-S	Yes
A 386	386.1	Monument..... do		FTXP	A	L	Yes
A 394	393.6	Page City..... do		FTXP	A	R	Yes
A 399	399.0	Winona..... do	Gw	FTXP	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		P	A	R	Yes
A 426	425.6	Somena..... do		P	A	R	
A 430	429.8	Sharon Springs..... do	Ps	FTXP	A	R	Yes

Note—Ellis station belongs to the Kansas Division.

**HUGO SUBDIVISION**  
**MAIN LINE—SHARON SPRINGS TO HUGO**

Sta. No.	Dist. from Sharon Springs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 430	429.8	Sharon Springs..... Kan.	Ps	FTXP	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	FTXP	A	R	Yes
A 446.1	446.1	<b>Kan.-Colo. State Line</b>					
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	FTXP	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	R	
A 488	487.7	Kit Carson..... do	Kc	FTXP	A	R	Yes
A 494	494.0	Sorrento..... do		P	A	R	Yes
A 500	500.4	Wild Horse..... do		P	A	R	Yes
A 508	507.6	Aroya..... do	Ro	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	Hugo..... do	Hu	FTXP	A	R-O	Yes

**DENVER SUBDIVISION**  
**MAIN LINE—HUGO TO DENVER**

Sta. No.	Dist. from Hugo	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
A 536	535.5	Hugo..... Colo.	Hu	FTXP	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	FTXP	A	R	Yes
		River Bend..... do		P	A	R	Yes
A 557	556.6	Cedar Point..... do		P	A	R	
A 563	563.2	Buick..... do		P	A	R	
A 567	567.1	Agate..... do	Ax	FTXP	A	R	Yes
A 572	572.2	Lowland..... do		P	A	R	
A 578	578.1	Deer Trail..... do	Dx	FTXP	A	L-SE	Yes



**COLORADO DIVISION**  
DENVER SUBDIVISION—Concluded  
MAIN LINE—HUGO TO DENVER—Concluded

Sta. No.	Dist. from Kansas City	STATIONS	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	FTXP	A	R	Yes	
A 603	602.5	Strasburg..... do	Sr	FTXP	A	R	Yes	
A 609	608.9	Bennett..... do	Bt	FTXP	A	L	Yes	
A 614	613.7	Manila..... do		P	A	L		
A 618	618.4	Watkins..... do		P	A	R	Yes	
A 625	625.0	Mesa..... do		P	A	R		
A 628	628.1	Magee..... do		P	A	R	Yes	
A 631	630.7	Sable..... do	Sb	P	A	R		
A 633	633.2	Roydale..... do	Ry	P	A	R		
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				
A 640	640.4	Denver, Union Depot..... do		T				
		Denver, Baggage do						
A 640	640.3	Denver, Freight do		FTP	A	SOE		
		Denver, Union Stk. Yards..... do		FTP	A		Yes	
		Denver, Gen. Agts. Tele. do	Cg					
		Denver, Dispatcher do	De	P				
		Denver, Telegraph (Freight House) do	Ud	P				
		<b>U. S. HOSPITAL BRANCH</b>						
	Dist. from Sable							
A 631	0.0	Sable..... Colo.	Sb	P	A	R	Yes	
AL 1	1.4	Bunell..... do		F	A			
		<b>NORTHERN SUBDIVISION</b> MAIN LINE—DENVER TO CHEYENNE						
	Dist. from Kansas City							
		Denver, Telegraph Freight Depot .. Colo.	Ud	P				
		Denver, Dispatcher do	De	P				
		Denver, Gen. Agts' Tel. do	Cg					
		Denver, Union Stk. Yards..... do		FTP	A	SOE	Yes	
A 640	640.3	Denver, Freight do		FTP	A			
A 640	640.4	Denver, Union Depot..... do		T				
		Denver City, 535 17th St. do		T				
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	Sk	P	A	R	Yes	
A 645	645.4	Sand Creek Jet..... do			A	L		
A 646	646.4	Adams..... do		P	A	R		
A 648	648.4	Dupont..... do			A	R		
A 650	650.2	Rolla..... do		P	A	R	Yes	
A 652	651.7	Hazeltine..... do		P	A	R	Yes	
A 654	654.5	Henderson..... do			A	R		
A 657	656.4	Northway..... do			A	L	Yes	
A 659	659.4	Brighton..... do	Bi	FTXP	A			
A 663	663.2	Powars..... do		P	A	L	Yes	
A 666	666.1	Lupton..... do	Up	FTXP	A	L	Yes	

Distances via Denver.

**COLORADO DIVISION**  
NORTHERN SUBDIVISION—Concluded  
MAIN LINE—DENVER TO CHEYENNE—Concluded

Sta. No.	Dist. from Kansas City	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities	
A 670	670.4	Ione..... Colo.		P	A	R	Yes	
A 675	675.2	Platteville..... do	Pa	FTXP	A	L	Yes	
A 676	676.6	Vasquez..... do		P	A			
A 678	678.2	Houston..... do		P	A		Yes	
A 680	680.3	Gilcrest..... do	Gi	FTXP	A	R	Yes	
A 683	682.7	Peckham..... do		P	A	R	Yes	
A 684	683.6	Hambert..... do		P	A			
A 687	686.5	La Salle..... do	Sa	FTXP	A	R	Yes	
A 689	688.5	Evans..... do		P	A	R-SE	Yes	
A 692	692.1	Greecley, Freight do	Hg	FP	A			
		Greecley, Passenger do		TP	A			
A 694	694.4	Greecley Jct. do		P	A		Yes	
A 696	696.2	Lucerne..... do	C	FTXP	A	L	Yes	
A 700	699.6	Eaton..... do	Ur	FTXP	A	R-O	Yes	
	699.7	G. W. Ry. Cross do		FTXP	A	L-O	Yes	
A 703	703.4	Ault..... do	A		A			
A 705	705.3	Stage..... do			A	R	Yes	
A 707	707.2	Pierce..... do	Ri	FTXP	A	L-O	Yes	
A 712	712.2	Nunn..... do	Nu	FTXP	A	L		
A 717	717.4	Dover..... do		P	A	L		
A 722	722.2	Decker..... do		P	A	R		
A 726	726.4	Carr..... do	Cr	FTXP	A	R	Yes	
A 731	730.8	Warren..... do		P	A			
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		
	743.5	Speer..... Wyo.	S	P	A			
	743.9	Borie Jet. (Tower) do	Bo	P	A			
	743.9	Borie..... do						
514	741.8	Corlett Jet. .... Wyo.		P	A			
	745.1	Tower A..... do	Ay	P	A			
510	746.4	Cheyenne, Pass. do		P	A			
		Cheyenne, Frt. do		F	A		Yes	
		Cheyenne, Baggage do		P				
		Cheyenne, Tele. do	N	P				
		Cheyenne, Yd. Tel. Office..... do						
		Cheyenne, Disp'r. do	Cy Di	P				
		<b>BOULDER BRANCH</b>						
	Dist. from Brighton							
A 659	0.0	Brighton..... Colo.	Bi	FTXP	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. Vrain..... do	Vs	FTXP	A	L		
	8.1	Dent Subdivision Cross. do		P	A			
AM 10	10.0	National..... do		P	A			
AM 11	10.9	State Coal Mine Jct. do		P	A			
AM 12	11.4	Parkdale Junction..... do		P	A	R		
AM 15	15.1	Erie..... do			A			
	15.1	C. B. & Q. R. R. Cross do			A	L	Yes	
AM 16	16.4	Tabor..... do			A			
AM 18	17.8	Leyner..... do			A	L	Yes	
AM 20	19.6	Liggett..... do			A			
AM 22	22.1	White Rock..... do		FP	A	L		
AM 24	24.0	Valmont..... do			A			
	26.0	C. & S. Ry. Cross do		P				
AM 26	26.1	Ara..... do	Br	FP	A	R		
AM 28	27.6	Boulder..... do						

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



**COLORADO DIVISION  
PURITAN BRANCH**

Sta. No.	Dist. from Parkdale Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from K. C.	Stock Yard Facilities
AM 12	0.0	Parkdale Junction..... Colo.					
AN 2	1.9	Puritan..... do			A		

Sta. No.	Dist. from Greeley	STATIONS	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	FP	A	R	Yes
A 694	2.3	Greeley, Passenger..... do		TP	A		Yes
AO 6	6.0	Greeley Jct. (H. B.)..... do		P	A	R	Yes
AO 6.2	6.2	Cloverly..... do		P	A		
AO 8	8.4	Cloverly Jct..... do			A	L	Yes
AO 10	10.4	Alden..... do		FXP	A	R	Yes
AO 13	13.1	Gill..... do			A		
AO 15	14.5	Matthews..... do			A	L	Yes
AO 19	18.6	Barnesville..... do			A	L	Yes
AO 23	23.2	Cornish..... do		P	A	L	Yes
AO 28	28.1	Fosston..... do	Bg	FXP	A	R	Yes
		Briggsdale..... do			A	R	Yes

Sta. No.	Dist. from Cloverly	STATIONS	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	A	R	Yes
AO 6.2	0.2	Cloverly (Jct. H. B.)..... do			A	L	Yes
AP 3	3.1	Lowe..... do	Gn	FXP	A	L	Yes
AP 5	5.1	Galeton..... do			A	L	Yes
AP 9	8.8	Camfield..... do			A		Yes
AP 11	11.2	Meyer..... do		P	A	R	Yes
AP 13	13.6	Purcell..... do			A		Yes

**JULESBURG SUBDIVISION—(Distance from Council Bluffs.)  
MAIN LINE—JULESBURG TO STERLING**

Sta. No.	Dist. from Co. Bluffs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Co. B.	Stock Yard Facilities
D 365	365.3	Julesburg..... Colo.	Jb	FTXP	A	R	Yes
D 372	371.4	Sugar Factory..... do			A	R-S	Yes
D 373	372.4	Ovid..... do	Vi	FTXP	A	L-O	Yes
D 380	379.9	Sedgwick..... do	Zd	FTXP	A	R	Yes
D 384	384.3	Dorsey..... do		P	A	R	Yes
D 388	388.1	Red Lion..... do		P	A	R	Yes
D 391	391.1	Marcott..... do		P	A		Yes
D 395	395.4	Crook..... do	Ck	FTXP	A	L-S	Yes
D 399	399.4	Tobin..... do		P	A	R	Yes
D 404	404.1	Proctor..... do		P	A	L	Yes
D 406	406.3	Powell..... do			A		
D 408	407.4	Griff..... do			A	L	Yes
D 411	410.9	Bliff..... do	F	FTXP	A	L	Yes
D 415	415.4	Ford..... do			A	L	Yes
D 419	418.7	Hayford..... do		P	A		
	422.5	C. B. & Q. R. R. Cross. do		P	A		
D 423	422.8	Sterling..... do	St	FTP	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	STATIONS	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		TP			
D 424	424.1	Beet Sugar Fct. Spur. do			A	R	Yes
D 427	426.9	Hall..... do			A	L	Yes
D 429	429.3	Atwood..... do	Od	FTXP	A		
D 432	432.1	Beetland..... do			A	L	Yes
D 436	435.5	Merino..... do	Mi	FTXP	A	R	Yes
D 437	437.3	Beta..... do		P	A	R	Yes
D 441	441.2	Messac..... do		P	A	R	Yes
D 444	443.7	Balzac..... do		P	A	R	Yes
D 446	446.3	Union..... do	Un	FTXP	A	R	Yes
D 448	448.1	Cooper..... do			A	L	Yes
D 452	452.3	Snyder..... do	Sn	FTXP	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	FTP	A	R	Yes
D 471	471.3	Narrows..... do		P	A	L	Yes
D 474	474.3	Weldons..... do	Dn	FTXP	A	R	Yes
D 480	479.5	Goodrich..... do		FTXP	A	L	Yes
D 483	482.9	Orchard..... do		P	A	L	Yes
D 487	486.7	Sublette..... do		P	A	R	Yes
D 490	490.1	Masters..... do		P	A	L	Yes
D 496	495.5	Canton..... do		P	A	L	Yes
D 501	500.6	Hardin..... do	Hr	P	A	L	Yes
D 504	504.3	Kuner..... do		P	A	L	Yes
D 508	508.4	Kersey..... do	Kr	FTXP	A	L	Yes
D 512	512.4	Auburn..... do			A	R	
D 515.3	515.3	Beet Spur..... do			A		
A 687	516.3	La Salle..... do	Sa	FTXP	A	R	Yes
A 684	519.2	Hambert..... do			A		
A 683	520.1	Peckham..... do		P	A	L	Yes
A 680	522.5	Gilcrest..... do	Gi	FTXP	A	L	Yes
A 678	524.7	Houston..... do		P	A	L	Yes
A 676	526.3	Vasquez..... do			A		
A 675	527.7	Platteville..... do	Pa	FTXP	A	R	Yes
A 670	532.4	Lupton..... do		P	A	L	Yes
A 666	536.7	Powars..... do	Up	FTXP	A	R	Yes
A 663	539.7	Brighton..... do		P	A		
A 659	543.4	Northway..... do	Bi	FTXP	A	R	Yes
A 657	545.8	Henderson..... do		P	A	L	Yes
A 654	548.4	Hazeltine..... do		P	A	L	Yes
A 652	551.2	Rolla..... do			A		
A 650	552.7	Dupont..... do		P	A	L	Yes
A 648	554.4	Adams..... do			A	R	
A 646	556.4	Sand Creek Jct..... Colo.	Sk	P	A	L	Yes
A 645	557.5	C. B. & Q. R. R. Crs do		P	A		
A 638	557.6	Pullman..... do		P	A		
	560.3	Pullman, 36th St. do		P	A		
	560.7	Denver City, 535 17th St. do	Ra	P	A		
A 640	562.5	Denver, Un. Dpt. do		T			
A 640		Denver, Baggage do		T			
		Denver, Freight do		FTP	A	SOE	Yes
		Denver, Un. Sk. Yds do		FTP	A		
		Denver, Gen. Agt's Tel. do	Cg				
		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 <sup>1)</sup>	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from K. C.	Stock Yard Facilities
A 645	645.4	Sand Creek Jet..... 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	FTXP	A	R	
	662.6	Boulder Br. Cross..... do					
E 664	664.7	Graden..... do			A		
E 666	666.5	Frederick..... do	Fr	FTXP	A	R	
E 668	668.1	Firestone..... do		P	A	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		P	A	L	
E 685	684.8	Ogilvy..... do			A		
E 691	690.7	La Salle Jct..... do		P			
A 687	691.0	La Salle..... do	Sa	FTXP	A	R	Yes

<sup>1)</sup>Note—Distances via Denver.

	Dist. from Dent	FORT COLLINS BRANCH					
E 683	0.0	Dent..... Colo.		P	A	L	
	0.0	Dent (Jct. H. B.)..... do					
EA 2	1.7	Milliken..... do		FTXP	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	Fe	F	A	L-SE	Yes
EA 25	25.0	Ft. Collins, Passenger..... do		TP			
	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					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 33	32.6	Remington..... do		P	A		Yes
EA 35	34.6	Portner..... do		P	A		Yes
EA38.3	38.3	Ripple Branch Jct..... do					
EA 39	38.5	Ripple..... do		P	A		Yes
EA 42	41.7	Buckeye..... do			A		Yes

	Dist. from Ripple Branch Jct.	RIPPLE BRANCH					
EA 38.3	0.0	Ripple Branch Jct..... Colo.					
EB 2	2.3	Oreutt..... do		P	A		Yes

## OPERATED MILEAGE

	First Main Track	Second Main Track	Add'l Main Track
<b>NEBRASKA DIVISION—</b>			
<b>Main Line—</b>			
First Subdivision..... Co. Bluffs to Grand Island.....	147.09	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	
<b>Total.....</b>	<b>508.73</b>	<b>508.50</b>	<b>5.39</b>
<b>Branches—</b>			
Old Main Line..... Summit to Lane.....	20.56	6.83	
Beatrice..... Valley to Beatrice.....	98.70		
Stromsburg..... Valparaiso to Central City.....	75.28		
Norfolk..... Columbus to Norfolk.....	50.08		
Albion..... Oconee to Albion.....	34.54		
Cedar Rapids..... Genoa to Spalding.....	44.42		
Ord..... Grand Island to Ord.....	60.77		
do..... Scotia Jct. to Scotia.....	1.37		
Loup City..... St. Paul to Leup City.....	39.40		
Pleasanton..... Boelus to Pleasanton.....	22.09		
Hastings..... Gibbon to Hastings.....	27.45		
Kearney..... Kearney to Stapleton.....	102.45		
North Platte..... O'Fallons to South Torrington.....	200.89		
Gering..... Gering to Riford.....	9.14		
Lyman..... Lyman to Stagall.....	6.15		
Sears..... Sears to Janise.....	2.60		
North Platte Cut-off.. Egbert to Yoder.....	62.25		
<b>Total.....</b>	<b>858.14</b>	<b>6.83</b>	
<b>Total Nebraska Division..</b>	<b>1366.87</b>	<b>515.33</b>	<b>5.39</b>
<b>WYOMING DIVISION—</b>			
<b>Main Line—</b>			
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.....	175.56	172.89	
O. U. R. & D. Co.'s... Track, Ogden Yard.....	.97	.12	
<b>Total.....</b>	<b>485.04</b>	<b>481.60</b>	
<b>Branches—</b>			
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.....	2.06		
Lionkol..... Lionkol Jct. to Lionkol.....	5.24		
Winton..... Winton Jct. to Winton.....	2.33		
Dines..... Hay to Dines.....	1.85	20.68	
Park City..... Echo to Park City.....		28.65	
Ontario..... Keetley Jct. to Keetley.....		5.37	
<b>Total.....</b>	<b>67.69</b>		
<b>Total Wyoming Division..</b>	<b>552.73</b>	<b>481.60</b>	
<b>KANSAS DIVISION—</b>			
<b>Main Line—</b>			
Eastern Subdivision. Kan. Cy. Term. Ry., Kan. Cy. Mo. to Kan. Cy., Kan.....	3.19	3.22	
do..... Kan. Cy., Kan. to Junc. Cy.....	136.29	64.96	
do..... Old Main Line Kan. Cy., Mo. to Kan. Cy., Kan.....	2.47	141.95	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	
<b>Total.....</b>	<b>557.92</b>	<b>70.47</b>	

<sup>1)</sup>Includes 1.34 miles at Ogden, leased to O. U. R. & D. Co.<sup>2)</sup>Includes .82 mile at Ogden, leased to O. U. R. & D. Co.<sup>3)</sup>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
<b>KANSAS DIVISION—Continued</b>			
<b>Branches—</b>			
Leavenworth..... Leavenworth to Lawrence.....	37.61		
Topeka..... Menoken to Upland.....	69.82		
Manhattan..... Manhattan to Beatrice.....	91.68		
do..... Blue Springs Jet. to Blue Spgs.	.67	92.35	
Junction City..... Junction City to Concordia.....	72.80		
Enterprise..... Detroit to Enterprise.....	1.61		
Solomon..... Solomon to Beloit.....	56.97		
McPherson..... Salina to McPherson.....	35.46		
Plainville..... Salina to Oakley.....	225.31		
Highland..... Stout to Highland.....	6.85		
Total.....	598.78		
Total Kansas Division.....	1156.70	70.47	
<b>COLORADO DIVISION—</b>			
<b>Main Line—</b>			
Ellis Subdivision..... Ellis to Sharon Springs.....	125.92		
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.....	104.67		
do..... Speer to Berie Junction.....	5.37	110.04	4.63
Julesburg Subdivision..... Julesburg to Sterling.....		58.13	
Sterling Subdivision..... Sterling to Denver.....		139.70	
Dent Subdivision..... Sand Creek Jet. to La Salle Jet.....		45.26	
Total.....	689.58		
<b>DEDUCT:</b>			
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.....	641.11	4.81	
<b>Branches—</b>			
U. S. Hospital..... Sable to Bunell.....	28.21	1.40	
Boulder..... Brighton to Boulder.....	3.07	31.28	
Puritan..... Parkdale Jet. to Puritan.....		42.40	
Fort Collins..... Dent to Buckeye.....		2.35	
Ripple..... Ripple to Orcutt.....		26.17	
Greeley..... Greeley Jet. to Briggsdale.....		14.15	
Pleasant Valley..... Cloverly Jet. to Purcell.....			
Total.....	117.75		
Total Colorado Division.....	758.86	4.81	
Total Main Line.....	2,192.80	1,065.38	5.39
Total Branches.....	1,642.36	6.83	
Total Operated.....	3,835.16	1,072.21	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

Icwa.....	2.48	Brought forward.....	2,064.39
Nebraska.....	1,355.68	Missouri.....	2.16
Wyoming.....	601.48	Kansas.....	1,159.49
Utah.....	104.75	Colorado.....	609.12
Carried forward.....	2,064.39	Total.....	3,835.16

## 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	3,835.16	1,072.21	5.39	1,853.05	6,765.81
Add mileage owned but leased to Cent. Pac. Ry. Co. (So. Pac. Co.)..	5.00				5.00
Ogden to a point 5 miles west.....	1.34	.82		16.66	18.82
O. U. R. & D. Co., Ogden.....				.05	.05
To C. B. & Q. R. R. at Stromsburg.				.14	.14
To City of Prineville Ry.....					
Total.....	3,841.50	1,073.03	5.39	1,869.90	6,789.82
<b>Deduct mileage of other companies operated under Contract or Trackage Rights:</b>					
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.....	1.28			1.43	1.43
C. B. & Q. R. R. at Lincoln, Neb.....				.52	1.80
M. P. R. R. at Kansas City, Kan.....				.36	.36
Kansas City Terminal Ry. Kansas City, Mo., to Kansas City, Kan.....	3.19	3.22		6.41	6.41
M. P. R. R., at Kansas City, Mo.....				.06	6.07
C. R. I. & P. Ry. at Beatrice, Neb.....					.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.....	.97	.12			1.09
Owned by U. P. leased to O. U. R. & D. Co.....	1.34	.82			2.16
Leavenworth Depot & R. R. at Leavenworth, Kan.....	.20			.58	.78
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			11.27	11.39
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.....				2.65	2.65
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 Ry. at Kansas City, Mo.....				.10	.10
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

<sup>1</sup>Includes 1.34 miles owned by U. P. R. R. Co., and Leased O. U. R. & D. Co.

<sup>2</sup>Includes .82 mile owned by U. P. R. R. Co. and Leased to O. U. R. & D. Co.

<sup>3</sup>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		49.48	90.53
Balance Mileage Owned and Jointly Owned.					
By U. P. R. R.....	3,553.18	1,068.69	5.39	1,758.32	6,385.58
By St. J. & G. I. Ry.....	251.61			62.10	313.71
Total Owned and Jointly Owned.....	3,804.79	1,068.69	5.39	1,820.42	6,689.29
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.....				3.01	3.01
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	.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.....				.04	.04
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, Mo...				.06	.06
M. P. R. R. at Kansas City, Kan.				.46	.46
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 Ry. at Kansas City, Mo.....				.02	.02
O. T. Ry. at Prineville, Ore.....				.07	.07
Total to deduct.....	2.27			13.95	16.22
Total Mileage Owned.....	3,802.52	1,068.69	5.39	1,806.47	6,683.07

**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:		First Main Track	Add'l Main Track	Yard Tracks and Sidings
Chicago, Rock Island & Pacific Ry.....	Council Bluffs, Ia., to So. Omaha, Neb.....	7.37	9.31	14.71
do	Kansas City, Mo., to Topeka, Kan.....	65.78	65.60	10.59
do	Kansas City, Kan.....			.49
do	Limon to Denver, Colo.	89.39	1.76	18.21
do	Beatrice, Neb.....			.06
do	St. Joseph, Mo.....	.31		.09
do	Topeka, Kan.....			.19
do	Abilene to Salina, Kan.	19.91		1.56
do	Elwood to Hunt Spur, Kan.....	6.73		1.51
do	Blair, Kan.....			.73
do	Troy, Kan.....			2.98
Chicago, Milwaukee, St. Paul & Pacific R. R.....	Council Bluffs, Ia., to So. Omaha, Neb.....	7.37	9.31	13.59
do	Kansas City, Kan.....			.14
Chicago & North Western Ry.....	Council Bluffs, Ia., to So. Omaha, Neb.....	7.85	9.76	15.38
do	do	7.85	7.87	7.63
Chicago, Great Western Ry.....	Leavenworth, Kan.....	.12		.11
do	Carter Lake, Ia., to So. Omaha, Neb.....	5.74	5.13	4.63
Illinois Central R. R. Co.....	Omaha, Neb.....		1.80	7.38
do	South Omaha, Neb.....			.23
do	Council Bluffs, Ia., to So. Omaha, Neb.....	7.37	9.27	11.67
Wabash Ry.....	Kansas City, Mo.....			.24
do	Omaha to Gilmore, Neb.....	8.88	10.42	8.72
Missouri Pacific R. R.....	Kansas City, Mo.....	.22		.75
do	Kansas City, Kan.....	2.79	2.47	4.16
do	Leavenworth, Kan.....	.37		.34
do	McPherson, Kan.....	.74		.15
do	Hiawatha, Kan.....			1.63
Chicago, Burlington & Quincy R. R.....	Council Bluffs, Ia., to Omaha, Neb.....	2.27	2.39	
do	Council Bluffs, Ia.....			.75
do	Omaha, Neb.....			.41
do	So. Omaha, Neb., to Gilmore, Neb.....	4.36	4.37	1.77
do	Grand Island, Neb.....			.97
do	Stromsburg, Neb.....	.55		1.26
do	Sterling to Union, Colo	23.58		12.94
do	Denver, Colo.....	.02		.04
do	Hastings, Neb.....			.03
do	Hanover, Kan.....			.06
do	Endicott to K. C. & O. Jct., Neb.....	11.89		6.72
do	Sand Creek Jct., Colo.			.28
do	Denver, Colo.....	.02		.04
Colorado & Southern Ry.....	Ara to Boulder, Colo...	.88		.16
do	Greeley, Colo.....	2.21		8.59
do	Eaton, Colo.....			1.49
Great Western Ry.....	Lansing, Kan.....			.43
Atchison, Topeka & Santa Fe Ry.....	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
do	Denver, Colo.....	.11		.02
Denver & Rio Grande Western R. R.....	Denver, Colo.....			



## 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 Siding
	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.		6.02
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	At Norfolk, Neb.	.49	3.32
Wabash Ry. Co. and Kansas City Southern Ry. Co.	At Kansas City, Mo.		.09
Missouri Pacific R. R. Co.	At Kansas City, Mo.		.09
Missouri Pacific R. R. Co., and Wabash Ry. Co.	At Kansas City, Mo.		.03
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.		.92
Atchison, Topeka & Santa Fe Ry. Co.	At Salina, Kan.		.13
Chicago, Rock Island & Pacific Ry. Co.	At Kansas City, Kan.		.04
Atchison, 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.	No
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.	No
Edgar..... Neb.	Chicago, Burlington & Quincy R. R.	Yes
Endicott..... Neb.	Chicago, Burlington & Quincy R. R.	Yes
Enterprise..... Kan.	Atchison, Topeka & Santa Fe Ry.	Yes
do..... do	Chicago, Rock Island & Pacific Ry.	Yes
Ellsworth..... do	St. Louis-San Francisco Ry.	No
Erie..... Colo.	Chicago, Burlington & Quincy R. R.	Yes
Fairbury..... Neb.	Chicago, Rock Island & Pacific Ry.	Yes
do..... do	Chicago, Burlington & Quincy R. R.	Yes
Fort Collins..... Colo.	Colorado & Southern Ry.	No
Fort Morgan..... do	Chicago, Burlington & Quincy R. R.	Yes
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 Jet..... do	Chicago, Burlington & Quincy R. R.	Yes
do..... do	Missouri Pacific R. R.	Yes
Grand Island..... do	Chicago, Burlington & Quincy R. R.	Yes
Greeley..... Colo.	Colorado & Southern Ry.	Yes
Hanover..... Kan.	Chicago, Burlington & Quincy R. R.	Yes
Hastings..... Neb.	Chicago, Burlington & Quincy R. R.	Yes
do..... do	Missouri Pacific R. R.	No
Hayland..... Neb.	Missouri Pacific R. R.	Yes
Hiawatha..... Kan.	Missouri Pacific R. R.	Yes

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
K. C. & O. Jct.....	Neb. Chicago, Burlington & Quincy 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. Co.....	Yes
Miltonville.....	do Atchison, Topeka & Santa Fe Ry.....	Yes
Milliken.....	Colo. Great Western Ry.....	Yes
Minneapolis.....	Kan. Atchison, Topeka & Santa Fe Ry.....	Yes
Nantasket.....	Neb. Chicago, Burlington & Quincy R. R.....	No
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.....	No
St. Paul.....	Neb. Chicago, Burlington & Quincy R. R.....	No
Sabetha.....	Kan. Chicago, Rock Island & Pacific Ry.....	Yes
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.....	No
do	do Colorado & Southern Ry.....	Yes
Speer.....	Wyo. Chicago, Burlington & Quincy R. R.....	Yes
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.....	No
Wahoo.....	Neb. Chicago & North Western Ry.....	No
do	do Chicago, Burlington & Quincy R. R.....	Yes
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		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Council Bluffs, Iowa	C. & N. W. Ry.	2 Side	Side	At grade	Union Ave. & 12th St.	Yes
do	do	2 do	do	do	10th Ave. & 12th St.	No
do	C. B. & Q. R. R.	1 do	2 do	do	Union Ave. & 14th St.	No
do	do	2 do	2 do	do	10th Ave. & So. 6th St.	No
do	do	1 do	1 do	do	10th Ave. & 14th St.	No
do	I. C. R. R.	Main	2 do	do	Union Ave. & 4th Ave.	Yes
do	O. B. & T. Ry.	Side	2 do	do	Union Ave. & 14th St.	Yes
do	do	do	1 do	do	10th Ave. & 14th St.	Yes
do	C. R. I. & P. Ry.	do	do	do	do	No
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	Ne
do	do	1 do	Side	At grade	5th & Leavenworth Sts.	No
do	do	do	do	do	9th & Jackson Sts.	No
do	do	2 do	Main	do	5th & Howard Sts.	Yes
do	do	2 do	2 Side	do	do	No
do	do	Main	2 Main & 5 Side	Undergrade	2.46 miles W. Station.	No
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	3 do	1 do	do	9th St. & Alley Blk. 133.	No
do	do	2 do	do	do	9th St. & Alley Blk. 100.	No
do	do	2 do	do	do	9th St. & Alley Blk. E.	No
do	C. G. W. Ry.	Side	do	Undergrade	20th & Williams Sts.	No
do	I. C. R. R.	2 do	2 Main	Over grade	2.77 miles W. Station	No
do	Mo. Pac. R. R.	Main	2 do	do	2.78 do do	No
do	do	3 Side	{ Jt. U. P. R. R., C. & N. W. Ry. & O. B. & T. Ry. }	At grade	12th & California Sts	No
do	O. B. & T. Ry.	Side	Side	At grade	11th & Burdette Sts.	Yes
do	do	do	do	do	Nicholas St., Blk. 309	No
do	{ Jt. U. P. R. R. & O. B. & T. Ry. }	3 Side	{ Jt. U. P. R. R. & O. B. & T. Ry. }	do	11th St. & Capitol Ave.	No
do	{ Jt. U. P. R. R. & O. B. & T. Ry. }	Side	{ Jt. U. P. R. R., C. & N. W. Ry. & O. B. & T. Ry. }	At grade	12th St. & Capitol Ave.	Yes
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. }	do	11th St. & Alley Blk. 102.	No
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. }	do	12th & Cass Sts.	No
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. }	do	12th St. & Capitol Ave.	No
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. }	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		How Crossed	Location	Track Connection
		Crossed	Crossed By			
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. }	At grade	11th & Davenport Sts.	No
do	O. & C. B. St. Ry.	2 Main	4 Main & 22 Side	Under grade	10th St. Viaduct.	No
do	do	do	4 Main & 3 Side	Under grade	16th St. Viaduct.	No
do	do	do	4 Main & 11 Side	Under grade	24th St. Viaduct.	No
do	do	2 Main	3 Side	At grade	9th & Douglas Sts.	No
do	do	2 do	1 Side	do	10th & Jackson Sts.	No
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	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	C. B. & Q. R. R.	do	do	Undergrade	1.07 Mile W. Station.	No
Freemont, do	F. S. Y. & L. Co.	Side	2 do	At grade	0.74 do E. do	Yes
do	do	do	do	do	0.12 do E. do	No
do	do	do	do	do	0.28 do E. do	No
do	C. B. & Q. R. R.	Main	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 miles 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	do	do	do	0.68 do S. do	No
do	C. & N. W. Ry.	do	do	do	0.60 do N. do	Yes
Lincoln, do	C. B. & Q. R. R.	do	do	do	0.32 do S. do	No
do	do	2 do	do	do	0.34 do S. do	Yes
do	do	1 do	do	do	1.93 do S. do	No
do	do	do	do	do	3.43 do N. do	No
Jamaica, do	C. R. I. & P. Ry.	do	do	Undergrade	1.27 do S. do	No
Hanlon, do	Mo. Pac. R. R.	do	do	At grade	0.72 do S. do	No
Beatrice, Neb.	C. B. & Q. R. R.	Main	Main	At grade	0.41 do S. do	No
do	do	do	do	do	1.52 do W. do	No
do	do	do	do	do	0.21 do W. do	Yes
Brainard, do	C. & N. W. Ry.	do	do	do	0.57 do S. do	No
David City, do	C. B. & Q. P. R.	do	do	do	0.19 do S. do	Yes
Humphrey, do	do	do	do	do	1.72 do S. do	No
Norfolk, do	do	do	do	do	0.23 do N. do	No
do	do	do	do	do	0.37 do S. do	No
St. Paul, do	C. B. & Q. R. R.	do	do	Undergrade	0.85 do E. do	No
Ord, do	do	do	do	At grade	1.94 do S. do	No
Nantasket, do	do	do	do	do	1.94 do S. do	No
Hayland, do	Mo. Pac. R. R.	do	do	At grade	1.37 do W. do	Yes
Northport, do	C. B. & Q. R. R.	Main	2 Main	At grade		

## WYOMING DIVISION

Cheyenne, Wyo.	C. B. & Q. R. R.	Main	2 Main	Over grade	3.17 do E. do	No
do	do	do	Side	At grade	Lake Minnehaha	Yes
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

See Junction Stations and Connecting Lines.



RAILROAD CROSSINGS—Continued

KANSAS DIVISION

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Kansas City... Mo.	St. L. & S. F. Ry.	Side	Main Jt. U. P. R. R., K. C. S. Ry. & Wab. Ry.	At grade	11th & Santa Fe Sts.	No
do do	do do	do	-Side Jt. U. P. R. R., K. C. S. Ry. & Wab. Ry.	do	Between 8th & 9th Sts.	No
do do	Mo. Pac. R. R.	2 Main & 1 Side	-Side Jt. U. P. R. R., K. C. S. Ry. & Wab. Ry.	do	Santa Fe St. Blk. 29.	No
do do	do do	Side	-Side Jt. U. P. R. R., K. C. S. Ry. & Wab. Ry.	do	do do do do do	No
do do	do do	do	Side	do	Liberty St. W. Blk. 45	No
do do	C. B. & Q. R. R.	Side	Main Jt. U. P. R. R.	At grade	11th & Mulberry Sts.	Yes
do do	K. C. St. Ry.	2 Main	K. C. S. Ry. & Wab. Ry.	Under grade	9th St. Viad. & Santa Fe St.	No
do do	do do	do	-Side	At grade	9th St. & State Line St.	No
do Kan.-Mo.	do do	do	2 Main & 14 Side	Under grade	James St. Viaduct.	No
do Kan.	K. C. Conn. Ry.	2 do	2 Main	Over grade	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	Under grade	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 do	Freight	Main	do	State Ave. East Blk. 16.	No
do do	do do	Side	Side	do	State Ave. South opposite Blk. 16.	No
do do	do do	do	do	do	North City Limits.	No
do do	K. & M. Ry. & T. Co.	Main	2 Main	Under grade	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	do	2 Main & 1 Side	do	M. P. 3.78 18th St. Viaduct.	No
do do	do do	do	1 Side	At grade	Kan. Ave. & Railroad St.	No
do do	do do	do	do	Under grade	5th St. & Central Ave. Viaduct.	No
do 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.	1 do	2 Main	At grade	0.47 miles W. Station.	No
do do	KCKV & W Ry.	do	Side	do	1.00 do E. do	Yes
Fall Leaf... do	do do	do	2 Main	Under grade	3.44 do W. do	No
Topeka... do	A. T. & S. F.	do	2 do	At grade	0.45 do E. do	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	do	2 Side	do	0.20 do W. do	No
do do	do do	Side	Side	do	0.40 do W. do	No
Manhattan... do	C. R. I. & P. Ry.	Main	2 Main & 2 Side	At grade	0.09 do W. do	Yes
Enterprise... do	A. T. & S. F. Ry.	do	1 Main	do	0.54 do E. do	Yes

See Junction Stations and Connecting Lines.

RAILROAD CROSSINGS—Continued

KANSAS DIVISION—Concluded

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Abilene... Kan.	A. T. & S. F. Ry.	Main	1 Main	At grade	0.90 miles W. Station	Yes
Salina... do	do do	do	do	do	0.64 do W. do	Yes
do do	do do	do	do	do	Fifth & North Sts.	Yes
do do	do do	Side	do	do	do do do do	No
do do	do do	do	do	do	Fourth & North Sts.	Yes
do do	do do	Main	Main	do	do do Pine Sts.	No
do do	do do	do	do	do	do do do do	Yes
do do	do do	do	do	do	do do do do	Yes
do do	do do	2 Side	1 do	do	do do do do	Yes
do do	do do	do	do	do	Fourth St. N. of Pine St.	Yes
do do	C. R. I. & P. Ry.	Main	Main	do	do do do do	No
do do	do do	do	do	do	do do do do	No
do do	do do	do	do	do	Fourth & Pine Sts.	No
do do	do do	do	do	do	Fourth St. N. of Elm St.	No
do do	do do	do	do	do	0.38 miles E. Station	No
Lincoln Ctr... do	A. T. & S. F. Ry.	do	do	do	0.62 do W. do	Yes
Ellsworth... do	St. L. & S. F. Ry.	do	do	do	0.57 do W. do	No
Lansing... do	A. T. & S. F. Ry.	do	do	Over grade	0.43 do W. do	Yes
Minneapolis... do	do do	do	do	At grade	0.28 do E. do	Yes
Beloit... do	Mo. Pac. R. R.	do	do	do	0.25 do N. do	Yes
Lindsborg... do	do do	do	do	do	0.27 do N. do	Yes
McPherson... do	A. T. & S. F. Ry.	Main & 2 Side	do	do	0.32 mile W. Station	Yes
St. Joseph... Mo.	Un. Term. R. R.	Main	Main & Side	At grade	do do do do	No
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	do	At grade	0.11 do E. do	Yes
Endicott... Neb.	do do	do	do	do	0.10 do E. do	Yes
Fairbury... do	C. R. I. & P. Ry.	do	do	do	0.31 do E. do	Yes
do do	do do	do	do	do	0.34 do E. do	No
do do	do do	do	do	do	1.30 do W. do	No
do do	do do	do	do	do	0.32 do W. do	No
do do	do do	do	do	do	At Station	Yes
Belvidere... do	C. B. & Q. R. R.	do	do	do	0.23 mile E. do	No
Davenport... do	C. & N. W. Ry.	do	do	do	0.93 do E. do	Yes
Edgar... do	C. B. & Q. R. R.	do	do	do	0.13 do E. do	Yes
Hastings... do	Mo. Pac. R. R.	do	do	do	do do do do	No
do do	C. B. & Q. R. R.	Main & Side	do	At grade	0.13 mile E. Station.	No
do do	do do	do	do	do	2.14 do E. do	No
Grand Island... do	do do	do	do	do	0.12 do E. do	Yes
Leavenworth... Kan.	L. T. & B. Co.	do	do	do	0.11 do W. do	No
do do	do do	do	do	do	do do do do	No
do do	do do	do	do	do	do do do do	No
do do	do do	do	do	do	0.12 do W. do	No
do do	do do	do	do	do	0.12 do W. do	No
do do	do do	do	do	do	0.23 do S. do	Yes
do do	do do	do	do	do	1.45 do S. do	Yes
Frankfort... do	Mo. Pac. R. R.	do	do	do	1.19 do N. do	No
Irving... do	do do	do	do	do	0.62 do E. do	Yes
Badger... Neb.	C. B. & Q. R. R.	do	do	do	0.23 do E. do	No
Concordia... Kan.	do do	do	do	do	do do do do	No
do do	A. T. & S. F. Ry.	do	do	do	do do do do	No

See Junction Stations and Connecting Lines.



## RAILROAD CROSSINGS—Concluded

## COLORADO DIVISION

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
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	do	27th do	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 Jet. 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..... Cclo.	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	Yes
Ara..... do	C. & S. Ry.	do	Main	do	0.10 miles 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
<b>Nebraska Division—</b>				
Council Bluffs to Grand Island.....	141.68	142.31	1.17	1.15
Grand Island to North Platte.....	136.84	136.08		
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.....	547.15	509.01	1.17	1.15
<b>Wyoming Division—</b>				
Cheyenne to Laramie.....	55.87	55.92		
Laramie to Rawlins.....	115.95	115.83		
Rawlins to Green River.....	134.43	134.61		
Green River to Ogden.....	172.46	172.50		
Total.....	478.12	478.27		
<b>Kansas Division—</b>				
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		
<b>Colorado Division—</b>				
Ellis to Sharon Springs.....	125.92			
Sharon Springs to Hugo.....	105.68			
Hugo to Pullman.....	102.68	4.07		
Denver to Cheyenne.....	103.62			
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.....	2,151.32	1,055.65	1.17	1.15

225.00 miles of double track protected by Automatic Cab Signals.



## INTERLOCKING PLANTS

Location	Protection	Ownership
<b>Nebraska Division</b>		
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%
<b>Wyoming Division</b>		
Cheyenne	Yards	U. P.
Borie	Junction	U. P.
Hermosa	Crossing	U. P.
Aspen	End of Double Track	U. P.
Altamont	Beginning of Double Track	U. P.
Granger	Junction	U. P.
<b>Kansas Division</b>		
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.
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. Ry.
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.
<b>Colorado Division</b>		
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. Vrain	Crossing	U. P.

## ENGINE HOUSES AND TURNTABLES

LOCATION	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
<b>NEBRASKA DIVISION</b>					
Council Bluffs	40	20 96 ft. 4 114 ft. 4 116 ft. 12 118 ft.	100	(5)	Electricity
Omaha	10	77 ft. 4½ in.	72	(1)	do
Valley	3	96 ft.	72	(1)	Electricity
Columbus	4	68 ft. 4 in.	92	(3)	Electricity
Grand Island	23	15 77 ft. 4½ in. 8 88 ft. 3 in.			
do	15	96 ft.			
Lincoln	3	1 66 ft. 2 80 ft.	85	(2)	Electricity
Beatrice	4	65 ft. 6 in.	72	(1)	do
Stromsburg			60	(1)	Hand
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	(6)	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.			
<b>WYOMING DIVISION</b>					
Cheyenne	20	120 ft.	126	(2)	Electricity
do	28	10 120 ft. 18 114 ft. 15 108 ft.	60	(1)	Hand
Laramie	27	6 114 ft. 6 118 ft.	135	(2)	Electricity
Hanna	2	72 ft.			
Rawlins	20	10 96 ft. 10 87 ft. 6 in.	100	(6)	Electricity
Rock Springs	8	6 96 ft. 2 114 ft. 1 112 ft.	100	(6)	do
Green River	29	20 118 ft. 5 156 ft. 3 178 ft.	135	(2)	do
Evanston (used as Reclamation Plant)	28	15 96 ft. 10 104 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
<b>KANSAS DIVISION</b>					
Kansas City	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	2	78 ft. 6 ft.			
Plainville	24	12 79 ft. 12 71 ft. 2 in.	90	(2)	Electricity
St. Joseph (St. J. T. R. R.)			80	(1)	Air
Hanover			66	(1)	Hand
Leavenworth	2	88 ft.			
Concordia	16	96 ft.	92	(3)	Electricity
Marysville	8	96 ft.	92	(3)	Electricity
Hastings					



## ENGINE HOUSES AND TURNTABLES—Concluded

LOCATION	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
<b>COLORADO DIVISION</b>					
Oakley.....	4	1 96 ft. 3 60 ft.			
Sharon Springs.....	8	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)	Hand
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

## WYES

## NEBRASKA DIVISION

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

## WYOMING DIVISION

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

## KANSAS DIVISION

Kansas City, Kan. (Armstrong Sta.)	So'lomon	Ellis	3 Camp Funston
Junction City	Salina, 2	Topeka	Paradise
St. Joseph	Hawatha	Hastings	Hill City
Marysville	Seneca	Plainville	Miltonvale
Concordia	Kanopolis	Colby	Blue Springs

## COLORADO DIVISION

Oakley	Pullman	Carr	3 Ara
Winona	Denver, 23rd St.	Speer	Ft. Collins
Sharon Springs	Brighton	Julesburg	Buckeye
Kit Carson	La Salle	3 Sterling	Cleverly
Hugo	Greeley (Joint)	St. Vrain	Briggsdale
Cedar Point	Greeley Jct.	Dent	Purcell
Deer Trail	Pierce	Erie	Frederick

- 3 Owned by U. S. Government.  
 2 Owned by C. & S. Ry. but used jointly.  
 3 Owned by C. B. & Q. but used jointly.

## FUEL STATIONS

Location	Kind	Capacity
<b>NEBRASKA DIVISION</b>		
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
<b>WYOMING DIVISION</b>		
Cheyenne.....	Conveyor type (6 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 (3 track).....	500 tons
Wamsutter.....	Conveyor type (3 track).....	450 tons
Bitter Creek.....	Conveyor type (3 track).....	2 100-ton pockets
Rock Springs.....	1902 conveyor type (3 track).....	4 35 ton pockets
Green River.....	Conveyor type (3 track).....	500 tons
Carter.....	Conveyor type (3 track).....	420 tons
Evanston.....	Conveyor type (3 track).....	200 tons
Echo.....	Skip Hoist Type (2 track).....	200 tons
Ogden.....	Skip Hoist Type (2 track).....	200 tons
	Conveyor type (3 track).....	350 tons
<b>KANSAS DIVISION</b>		
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.....	Conveyor type (1 M. L. track).....	2 100-ton pockets
Plainville.....	Cable hoist (2 track).....	105 tons
Beloit.....	Platform and air hoist (2 track).....	54 tons
St. Joseph (St. J. T. R. R.)	Coal platform (1 track).....	19 5-ton pockets
Sabetha.....	Coal chute (2 track).....	6 10-ton pockets
Carleton.....	Coal chute (1 track).....	12 10-ton pockets
Concordia.....	Coal chute (1 M.L. & 1 Yd. track).....	30 tons
Hastings.....	Coal platform.....	300 tons
Marysville.....	Conveyor type (1 M.L. & 2 Yd. trk.).....	300 tons
	Skip Hoist (3 track).....	450 tons
<b>COLORADO DIVISION</b>		
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.....	Conveyor type (3 M.L. & 1 Side Trk.).....	150 tons
Sterling.....	do (1M. L. & 1 Side Trk.).....	1 50-ton pocket
Ft. Morgan.....	Conveyor type (1 track).....	2 5-ton pockets
	Coal chute steam hoist (1 M.L. trk.).....	



FUEL OIL AND WATER STATIONS  
STREAMLINE AND MOTOR TRAINS

Location	Fuel Oil		Water
	Streamline Trains	Motor Trains	
<b>NEBRASKA DIVISION</b>			
Council Bluffs.....		Yes	Yes
Omaha.....	20,000 gallons	Yes	Yes
North Platte.....	Portable and 20,000 gallons		Yes
Columbus.....		Yes	Yes
Grand Island.....		Butane Gas & Oil	Yes
Kearney.....		Yes	Yes
Lincoln.....		Butane Gas & Oil	Yes
<b>WYOMING DIVISION</b>			
Cheyenne.....	20,000 gallons		Yes
Rawlins.....	No		In Emergency
Green River.....	No		Yes
Ogden.....	20,000 gallons		No
<b>KANSAS DIVISION</b>			
Kansas City.....	Yes		Yes
Junction City.....	20,000 gallons	Yes	Yes
Ellis.....	20,000 gallons		Yes
Salina.....		Butane Gas & Oil	Yes
St. Joseph.....		Yes	Yes
<b>COLORADO DIVISION</b>			
Denver.....	20,000 gallons		Yes
Sharon Springs.....			Portable
Oakley.....			In Emergency
Hugo.....			do
Sterling.....			do

## WATER STATIONS

Nebraska Division

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
<b>First Sub-Division:</b>					
Council Bluffs...	City Water...			500,000	7
Omaha.....	do.....				2
South Omaha...	do.....				1
Council Bluffs to Grand Island...	Well.....	Gas.....	250	200,000	3
Fremont.....	do.....	Electricity	300	100,000	2
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
<b>Second Sub-Division:</b>					
Grand Island:				65,000	1
Stock Yards.....	Well.....	Electricity	1000	500,000	3
Shop Yards.....	do.....	do.....		65,000	2
Depot.....	do.....	Gas.....	200	65,000	2
Wood River.....	do.....	do.....			
Gibson.....	Well & City Water.....	do.....	250	65,000	2
Kearney:				200,000	3
Coal Chute.....	Well.....	Electricity	450	65,000	2
Elm Creek.....	do.....	Gas.....	135	65,000	2
Lexington.....	Well & City Water.....	Electricity	230	200,000	2
Cozad.....	Well.....	Gas.....	175	65,000	2
Gothenburg.....	do.....	Electricity	450	125,000	2
				65,000	
Brady Island.....	Well & City Water.....	Gas.....	250	65,000	1
<b>Third Sub-Division:</b>					
North Platte Depot.....	North Platte River & City	Electricity	800	65,000	6
Stock Yards.....	Well.....	do.....	100	50,000	
O'Fallons.....	do.....	Gas.....	200	65,000	2
Paxton.....	Wells.....	do.....	165	65,000	2
Ogallala.....	do & City	(Electricity do)	840	200,000	2
			150		
Big Springs.....	Well.....	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
<b>Fourth Sub-Division:</b>					
Sidney.....	Wells.....	Electricity	540	65,000	4
Potter.....	Well & City.....	Gas.....	135	65,000	1
Kimball.....	do do	do.....	165	65,000	2
Bushnell.....	do do	do.....	165	65,000	1
Pine Bluffs.....	do do	Electricity	450	65,000	3
Erbert.....	do.....	Gas.....	135	65,000	2
Hillsdale.....	do.....	Gas.....	135	65,000	2
<b>Beatrice Branch</b>					
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.....	do.....	do.....	20	65,000	1
Beatrice.....	City Water.....				2
<b>Stromsburg Branch</b>					
David City.....	City Water.....				1
Rising City.....	Well.....	Windmill..	25	50,000	1
Stromsburg.....	City Water.....				1
<b>Norfolk Branch</b>					
Humphrey.....	City Water.....				1
Madison.....	Well.....	Windmill..	50	50,000	1
Norfolk.....	City Water.....				1
<b>Albion Branch</b>					
Genoa.....	Well & City Water.....			65,000	1
Albion.....	City Water.....				1
<b>Cedar Rapids Branch</b>					
Cedar Rapids.....	City Water.....				1
Spalding.....	Well.....	Windmill..	50	50,000	1



## WATER STATIONS—Continued

Nebraska Division—Concluded

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns	
		Power	Capacity of Gals. per Min.			
Ord Branch.....	Scotia Junction..	Well.....	Windmill..	50	65,000	1
Loup City Branch.....	Boelus.....	Well.....	Windmill..	50	50,000	.....
	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.....	Windmill..	50	50,400	1
	Callaway.....	do	do	110	50,000	.....
	Arnold.....	do	do	50	50,000	1
	Stapleton.....	do	do	50	50,000	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
	Hawksprings.....	do	do	150	50,000	1

## Wyoming Division

Fifth Sub-Division: Cheyenne to Laramie.....	Cheyenne.....	City Water..			350,000	6
	Corlett.....	Clear Creek..	Oil.....	135	50,000	1
	Otto.....	Lone Tree Crk.	do	350	200,000	2
					125,000	} 2
					130,000 (Res.)	
	Granite Canon..	Crow Creek & Springs.....	do	335	125,000 (Res.)	
	Buford.....	Lone Tree Crk.	Steam.....	200	50,000	2
	Dale Creek.....	Dale Creek..	do	200	45,000	1
	Colores.....	Springs.....	Gravity..	150	200,000	2
	Red Buttes.....	Well.....	Gas.....			
		Springs.....	Gravity..		65,000	.....
Sixth Sub-Division: Laramie to Rawlins.....	Laramie.....	Springs.....	Gravity..		65,000	7
					200,000	.....
	Rock River.....	Rock Creek..	Gravity..		500,000	3
	Medicine Bow..	City Water..	do			2
	Hanna.....	U.P. Water Co.	do		65,000	3
	Ft. Steele.....	U.P. Water Co.			200,000	2
					65,000	
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
					350,000	
					250,000	
	Bitter Creek.....	Antelope Sprgs and Wells..	Gravity..	900	100,000 (Cistern)	2
			Gas.....			
	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		Capacity of Tank Gals.	No. of Water Columns		
		Power	Capacity of Gals. per Min.				
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	
					400,000 (Res.)	2	
	Leroy.....	do	do		50,000	1	
	Spring Valley...	do	do		350,000	3	
	Evanston.....	City Water..	Gravity..		65,000	2	
	Wahsatch.....	Springs.....	Gravity..		65,000	1	
	Castle Rock.....	Well.....	Oil.....		50,000	} 1	
					65,000		
	Castle Rock.....	do	do		300	50,000 (WBML)	1
	Emory.....	Springs.....	Gravity..		400	200,000	2
	Echo.....	Weber River..	Steam.....			65,000	2
Morgan.....	Springs.....	Gravity..			50,000	1	
Gateway.....	do	do					
Ogden.....	Taylor Canyon City Water & Weber River..	do					
	do	Auxiliary Plant	Electricity	1000	65,000	2	
			Steam.....		65,000	.....	
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	
			do		65,000	1	
	Topeka (East) ..	City Water..	do		435	(2)65,000	2
	do (West)	Well.....	Electricity		150	65,000	1
	Rossville.....	Well.....	do			65,000	2
	Wamego.....	City Water..					
	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..			50,000	2	
	Salina.....	City Water..			65,000	2	
	Kanopolis.....	City Water..	Gas.....	196		65,000	1
	Ellsworth.....	Well.....	do	126		50,000	1
	Dorrance.....	Wells.....	do				1
	Russell.....	City Water..	do	150		65,000	1
	Gorham.....	Well.....	do	150		65,000	1
	Hays.....	Big Creek..	do	200		65,000	3
	Ellis.....	do	Steam.....	145			
						50,000	.....
St. Joseph Sub-Division: St. Joseph to Marysville.....	St. Joseph.....	City Water..				.....	
	(St. J. T. R. R.)						
	Severance.....	Well.....	Gas.....	190		50,000	2
	Hiawatha.....	City Water..				65,000	1
	Sabetha.....	City Water..				94,000	} 1
Seneca.....	City Water..				Stand-pipe		



## WATER STATIONS—Continued

## Kansas Division—Concluded

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

## WATER STATIONS—Concluded

## Colorado Division

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
<b>Ellis Sub-Division:</b> Ellis to Sharon Spgs.....	Wakeeney.....	City Water.....	do .....	50,000	1
	Buffalo Park.....	Well.....	Windmill..	10	65,000
	Oakley.....	City Water.....	do .....	10	65,000
	McAllaster.....	Smoky Hill River.....	Oil.....	140	65,000
	Sharon Springs..	Eagle Tail Creek.....	Gravity.....	do .....	65,000
<b>Hugo Sub-Division:</b> Sharon Springs to Hugo .....	Weskan.....	Well.....	Windmill..	8	65,000
	Cheyenne Wells..	City Water.....	do .....	60	65,000
	Kit Carson.....	Well.....	Oil.....	130	65,000
	Chfford.....	Well.....	Gas.....	130	65,000
	Hugo.....	City Water.....	do .....	130	65,000
<b>Denver Sub-Division:</b> Hugo to Denver..	Lake.....	Well.....	Oil.....	180	65,000
	Deer Trail.....	do .....	Gas, Oil.....	150	50,000
	Strasburg.....	do .....	do .....	110	65,000
	Watkins.....	do .....	Oil.....	150	50,000
<b>Northern Sub-Division:</b> Denver to Cheyenne.....	Pullman.....	City Water.....	do .....	65,000	7
	Brighton.....	Well.....	Steam.....	150	65,000
	LaSalle.....	do .....	Electricity	165	65,000
	Greeley.....	City Water.....	do .....	250	65,000
	Pierce.....	Well.....	Steam.....	250	65,000
	Carr.....	Lone Tree Creek.....	Oil.....	180	65,000
	Speer.....	Well.....	Oil.....	55	65,000
<b>Julesburg Sub-Division:</b> Julesburg to Sterling.....	Sedgwick.....	City Water.....	do .....	65,000	1
	Crook.....	do .....	do .....	65,000	1
	Sterling.....	Well.....	Electricity	180	65,000
<b>Sterling Sub-Division:</b> Sterling to LaSalle.....	Snyder.....	do .....	Windmill..	50	65,000
	Ft. Morgan.....	City Water.....	do .....	50	65,000
	Orchard.....	Well.....	do .....	50	65,000
	Hardin.....	do .....	do .....	50	65,000
<b>Dent Sub-Division:</b> Sand Creek Jet. to LaSalle.....	St. Vrain.....	Cistern (Water Hauled).....	Oil.....	245	65,000
	Dent.....	do .....	Electricity	300	50,000
<b>Boulder Branch</b>	Ara (C.& S.Ry.)..	City Water.....	do .....	50,000	1
<b>Ft. Collins Branch</b>	Ft. Collins.....	City Water.....	do .....	50,000	1
<b>Greeley Branch</b>	Greeley.....	City Water.....	do .....	50,000	1



## WATER SOFTENERS

Location	Kind	Capacity Gallons per Hour	Year Built
<b>NEBRASKA DIVISION:</b>			
Council Bluffs.....	International .....	50,000	1938
Omaha (Union Station).....	Treating Plant for Stream- liners.....		1938
Fremont.....	Zeolite.....	8,000	1929
Schuyler.....	Kennicott.....	10,000	1903
Columbus.....	International.....	30,000	1927
Grand Island.....	2-Wayside Treat- ing Plants.....		1939
Kearney.....	Graver, Type K.....	25,000	1919
Gothenburg.....	Wayside Treat- ing Plant.....		1941
Julesburg.....	International.....	20,000	1920
Kimball.....	Kennicott.....	10,000	1904
North Platte.....	International.....	60,000	1929
Pine Bluffs.....	Wayside Treat- ing Plant.....		1941
Valparaiso.....	International.....	10,000	1926
Beatrice.....	Graver, Type K.....	10,000	1926
<b>WYOMING DIVISION</b>			
Cheyenne.....	Wayside Treat- ing Plant.....		1934
Laramie.....	International.....	80,000	1940
Hanna.....	Wayside Treat- ing Plant.....		1935
Rawlins.....	International.....	70,000	1940
Bitter Creek.....	do.....	32,000	1928
Green River.....	do.....	70,000	1931
Granger.....	Graver, Type K.....	20,000	1923
Evanston.....	Wayside Treat- ing Plant.....		1941
Echo.....	International.....	30,000	1931
Ogden.....	Wayside Treat- ing Plant.....		1935
<b>KANSAS DIVISION</b>			
Kansas City, Kan.....	Graver, Type K.....	30,000	1923
Lawrence.....	do.....	15,000	1904
Topeka.....	International.....	24,000	1941
do.....	Wayside Treat- ing Plant.....		1941
Manhattan.....	Zeolite.....	8,000	1928
Junction City.....	International.....	20,000	1923
Salina.....	Graver, Type K.....	15,000	1919
Ellsworth.....	American Water Softener.....	10,000	1938
Dorrance.....	Kennicott.....	10,000	1904
Ellis.....	do.....	15,000	1904
Onaga.....	Graver, Type K.....	10,000	1920
Marysville.....	do.....	25,000	1924
St. Joseph.....	Wayside Treat- ing Plant.....		1941
<b>COLORADO DIVISION</b>			
Oakley.....	Wayside Treat- ing Plant.....		1941
Sharon Springs.....	International.....	10,000	1942
Kit Carson.....	Kennicott.....	10,000	1904
Denver.....	Wayside Treat- ing Plant.....		1933
do.....	Zeolite Plant.....		1937
Brighton.....	Wayside Treat- ing Plant.....		1939
La Salle.....	Graver Type K.....	15,000	1904
Ft. Morgan.....	Wayside Treat- ing Plant.....		1936

## TRACK SCALES

Location	Capacity Tons	Length Feet	Make	Recording Device
<b>NEBRASKA DIVISION</b>				
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
<b>WYOMING DIVISION</b>				
Cheyenne.....	150	50	do	do
Cheyenne.....	150	50	Strait	do
Laramie.....	150	50	do	do
Rawlins.....	100	40	Fairbanks	do
Rock Springs.....	150	50	do	do
Green River.....	150	50	Strait	do
Evanston.....	100	50	Fairbanks	do
Ogden—O. U. R. & D. Co. do.....	150	50	do	do
Coalville.....	100	50	do	do
Gunn (2).....	100	50	do	do
<b>KANSAS DIVISION</b>				
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.....	100	50	do	do
Plainville.....	100	50	do	do
St. Joseph, Jt.—A. T. & S. F. Ry.....	150	50	do	do
Marysville.....	150	50	Strait	do
Hastings.....	100	50	Fairbanks	do
Leavenworth.....	100	50		
<b>COLORADO DIVISION</b>				
Sharon Springs.....	100	50	do	do
Denver.....	100	40	do	do
do.....	125	60	do	do
Brighton.....	150	50	do	do
Creeley.....	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.
Stock Spur (Lane Cut off M. P. 6.9 near 50th St.)	4			1			Scale.
South Omaha...Neb.							Union Stock Yards.
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.
Waterloo.....do	2		1		12	12	Water.
Valley.....do	72	22		10	72	166	Chutes, Covered Pens, U. P. propy.
Valley.....do	3		1		11	11	Water.
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	4		2		22	22	Water, Scales.
Silver Creek.....do	4		2		25	25	Water, Scales.
Havens.....do	4		1		7	7	Water.
Clarks (East)....do	4		1	1	29	29	Private Water, Scales.
Clarks (West)....do	5		1	1	15	15	Water, Scales.
Central City(West).do	5			2	24	24	Water, Scales.
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, Scales.
Grand Island (West).....do	182	188		14	110	130	Water, Scales, 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, Scales.
Grand Island (West).....do	182	188		14	110	130	Water, Scales, 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.
Shelton.....do	4			2	20	20	Water, Scales.
Gibbon.....do	7		1	1	42	42	Water, Scales.
Optic.....do	2			1	12	12	Water.
Buda.....do	2			1	12	12	Water.
Kearney (East)..do	10			2	43	43	Water, Scales.
Kearney (West)..do	3			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.
Josselyn.....do	2		1		13	13	Water.
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	
Cozud.....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	Water, Scales.
Paxton.....do	4			1	27	27	Water, Scales.
Roscoe.....do	2			1	6	6	Water, Scales.
Ogallala.....do	5			2	18	18	Water, Scales.
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.
Chappell.....do	5		1		21	21	Water, Scales.
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	Water, Scales.
Kimball.....do	5			1	14	14	Water.
Bushnell.....do	2		1		30	30	Water, Scales.
Pine Bluffs.....Wyo.	6		1	1	18	18	Water, Scales.
Egbert.....do	3		1		13	13	Water, Scales.
Burns.....do	2			1	13	13	Water.
Hillsdale.....do	3		1		13	13	Water, Scales.
Archer.....do		2	1		13	13	Water, Scales.

**BEATRICE BRANCH**

Valley.....Neb.	3		1		11	11	Water, Scales.
Yutan.....do	3		1		7	7	Water, Scales.
Wahoo (North)....do	2		1		12	12	Water, Scales.
Wahoo (South)....do	2		1		7	7	Water, Scales.
Valparaiso.....do	1		1		4	4	Water, Scales.
Jamaica.....do	2		1		9	9	Water, Scales.
Princeton.....do	2		1		13	13	Water, Scales.
Pickrell.....do	2		1		12	12	Water, Scales.
Beatrice.....do	6		2		16	16	Water, Scales.

**STROMSBURG BRANCH**

Valparaiso.....Neb.	1		1		4	4	Water, Scales.
Heber.....do	3		1		26	26	Water.
Central City.....do	5			2	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.



**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.
Platte Center.....do	6		1		12	12	Water, Scales.
Tarnov.....do	3		1		16	16	Water.
Humphrey.....do	3			1	19	19	Water, Scales.
Madison.....do	7			1	14	14	Water, Scales.
Enola.....do	4			1	10	10	Water.
Norfolk.....do	2		1		12	12	Water, Scales.

**ALBION BRANCH**

Genoa.....do	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	3		1		13	13	Water, Scales.
Albion.....do	7		1	1	30	30	Water, Scales.

**CEDAR RAPIDS BRANCH**

Genoa.....Neb.	4		2		23	23	Water, Scales.
Kent.....do	2		1		15	15	Water, Scales.
Merchiston.....do	3		1		21	21	Water, Scales.
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, Scales.
Grand Island (West).....do	182	188		14	110	130	Water, Scales, 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	Water, Scales.
Scotia.....do	3		1		9	9	Water, Scales.
North Loup.....do	4		1		11	11	Water, Scales.
Olean.....do	4		1		13	13	Water.
Ord.....do	2		1	1	13	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	3		1		12	12	Water, Scales.
Rockville.....do	2		1		13	13	Water.
Loup City.....do	5		1		15	15	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  
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.	3		1		12	12	Water, Scales.
South Ravenna.....do	2		1		10	10	Water, Scales.
Poole.....do	2		1		12	12	Water, Scales.
Pleasanton.....do	5		1	1	22	22	Water, 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.....Neb.	13			4	58	58	Water, Scales.
Riverdale.....do	2			1	7	7	Water, Scales.
Amherst.....do	3		1		9	9	Water, Scales.
Watertown.....do	1		1		3	3	Water.
Miller.....do	4		1	1	16	16	Water.
Summer.....do	5			1	14	14	Water, Scales.
Eddyville.....do	3		1		13	13	Water, Scales.
Lomax.....do	2		1		7	7	Water.
Oconto.....do	4		1	1	15	15	Water, Scales.
Lodi.....do			2		8	8	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	Water, Scales.
Martin.....do	6		1	1	13	13	Water, Scales.
Lemoine.....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		27	27	Water, Scales.
Towers.....do	2			1	11	11	Water.
Northport.....do	5		1		26	26	Water, Scales.
Mohler.....do	2			1	5	5	Water, Scales.
South Bayard.....do	2		1		22	22	Water, Scales.
McGrew.....do	4			1	14	14	Water, Scales.
Melbeta.....do	2			2	35	35	Water, Scales.
Brockhoff.....do	8			1	4	4	Water, Scales.
Gering (South).....do	26	7		4	108	131	Water, Scales.
Gering (North).....do	7			2	30	30	Water, Private Scales.
Costin.....do	2			1	5	5	Water.
Haig.....do	5			2	32	32	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—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.
Dalyman... 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	
Bullard... do	2		1		3	3	
Yoder... do	3		1	1	12	12	Water.
Veteran... do	4		1		19	19	Water, Scales.
Heldt... do	2				6	6	
Cottier... do	3		1	1	12	12	Water.
South Torrington do	5			2	28	28	Water, Scales.

## GERING BRANCH

Mathers... Neb.	2			1	10	10	Water, Scales.
Moon... do	2			1	8	8	
Hilliker... do	1			1	4	4	
Riford... do	3			1	14	14	Scales.

## LYMAN BRANCH

Sears... Neb.	3			1	13	13	Scales.
Hartman... do	2			1	10	10	Water.
Stegall... do	3			1	5	5	Scales.

## SEARS BRANCH

Janise... Neb.	4			1	16	16	Water, Scales.
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## 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.
Hawksprings... do	5			1	13	13	Water, Scales.
Creighton... do	1			1	6	6	Water.
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	4			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	9		3	198	245	Water, Scales.
Hanna... do	6			2	42	42	Water, Scales.
Hanna... do	4	2		2	21	61	Water, Scales.
Walcott... do	4	4		8	291	614	Water, Scales.
Rawlins... do	44	4					

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 Jet... do	4				1	11	11	Water, Scales.
Wahsatch... Utah	6				2	57	57	Water, Scales.
Castle Rock (E)... do	1				1	4	4	Scales.
Emory... do	2				2	28	28	
Henefer... do	2				1	13	13	Scales.
Morgan... do	2				1	13	13	
Peterson... do	2				1	15	15	
Ogden... do								Union Stock Yards.

## SOUTH PASS BRANCH

Winton Jet... Wyo.	10				2	73	73	Scales.
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## 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.
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## KANSAS DIVISION

## EASTERN SUBDIVISION

Kansas City (Union Stock Yards) Kan.								Water, Scales.
Lenape... do	2			1		6	6	Water.
Fall Leaf... do	3			1		11	11	Water.
Bismarek Grove... do	19			5	1	60	60	Water, Feed.
Bismarek Grove... do		16					20	Privately Owned Yards, Scales.
Lawrence... do	2			1		17	17	Water.
Buck Creek... do	2			1		5	5	Water.
Williamstown... do	2			1		5	5	Water, Scales.
Perry... do	2			1		15	15	Water, Scales.
Newman... do	2			1		5	5	Water.
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	4		1	1	23	23	Water, Scales.
Manhattan..... do	3	10	1	1	9	10	Water, Scales.
Eureka Lake..... do	4		1		8	8	Water.
Ogdensburg..... do	3		1		18	18	Water, Scales.
Ft. Riley..... do	1		1		6	6	Water, Scales.
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.
New Cambria..... do	2		1		4	4	Water, Scales.
Salina..... do	4	6		2	25	25	Water, Scales.
Salina..... do		6				5	Privately Leased Yards.
Bavaria..... do	4		1		19	19	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	5		1		12	12	Water, Scales.
Gorham..... do	4		1		7	7	Water.
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..... do	2		1		8	8	Water, Scales.
Leona..... do	1		1		5	5	Water, Scales.
Robinson..... do	1		1		2	2	Water, Scales.
Hiawatha..... do	5		1		15	15	Water, Scales.
Hamlin..... do	2		1		4	4	Water, Scales.
Morrill..... do	2		1		9	9	Water, Scales.
Seneca..... do	2		1		7	7	Water, Scales.
Axtell..... do	3		1		13	13	Water, Scales.
Home..... do	1		1		4	4	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	248	248	Water, Feed, Scales.
Hanover..... do	2			1	9	9	Water, Scales.
Hollenberg..... do	2			1	6	6	Water, Scales.
Fairbury..... do	14			2	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**

Tonganoxie..... Kan.	2		1		6	6	Water.
Bismarck Grove. do	19		5	1	60	60	Water, Feed.
Bismarck Grove. do		16				20	Privately Owned Yard Scales.
Lawrence..... do	4		1		27	27	Water.

**MANHATTAN BRANCH**

Beatrice..... Neb.	6		2		16	16	Water, Scales.
Holmesville..... do	4		1		7	7	Water, Scales.
Blue Springs..... do	4		1		10	10	Water.
Barneston..... do	2		1		4	4	Water.
Marysville..... do	124		22	22	248	248	Water, Feed, Scales.
Blue Rapids..... do	4		1		9	9	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	2		1		2	2	Water, Scales.
Milford..... do	6				18	18	Water, Scales.
Wakefield..... do	4		1		11	11	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.
Brownvale..... do	1		1		1	1	Water, Scales.
Miltondale..... do	6		1		20	20	Water, Scales.
Concordia..... do	3		1		9	9	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  
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.
Verdi..... do	2		1		5	5	Water.
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	6		1		18	18	Water, Scales.
Simpson..... do	4		1		18	18	Water, Scales.
Asherville..... do	4		1		22	22	Water, Scales.
Beloit..... do	5		2		9	9	Water, Scales.

## McPHERSON BRANCH

Salina..... Kan.	7			2	25	25	Water, Scales.
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.
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			1	62	62	Water, Scales.
Mingo..... do	2		1		5	5	
Spica..... do		1		1		16	

‡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

Topeka..... Kan.	2		1		6	6	Water.
Grove..... do	3		1		23	23	Water.
Delia..... do	3		1		10	10	Water, Scales.
Emmett..... do	4		1		13	13	Water, Scales.
Aikins..... do	6		1		37	37	Water, Scales.
Onaga..... do	4		1		21	21	Water, Scales.
Jillis..... do	2		1		7	7	Water, Scales.
Frankfort..... do	5		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.
Wakeneey..... do	7		1		22	22	Water, Scales.
Voda..... do	2				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.
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.
Morumont..... 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	Water.
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.	2		1		6	6	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.
Boyer..... 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				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.							
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.
Platteville..... do	4			1	12	12	Water.
Houston..... do	1		1		5	5	
Gilcrest..... do	3			1	26	26	Water, Scales.
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	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	350	Water, Scales.
Sterling (W. Yds.)..... do	10		1	1	29	329	Water, Scales.

**STERLING SUBDIVISION**

Sterling (East Yards)..... Colo.	4	13	1	2	20	350	Water, Scales.
Sterling (West Yards)..... do	10		1		29	329	Water, Scales.
Hall..... do		1		1	2	2	
Atwood..... do	4			1	19	19	Water, Scales.
Merino..... do	3			1	21	21	Water, Scales.
Messers..... do	2			1	13	13	
Balzac..... do	6			1	20	20	Water, Scales.
Cooper..... do	2			1	12	12	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.
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.

1)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.  
 2)Hogs only. 3)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	

**BOULDER BRANCH**

Brighton..... Colo.	2		1		12	12	Water, Scales.
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	2	2		1	9	18	
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	
Remington..... do	1			1	2	2	
Portner..... do	5		1	1	14	14	
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	
Cornish..... do	4			1	16	16	
Fosston..... do	1		1		1	1	
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.
Purcell..... do	2		1		3	3	

**RIPPLE BRANCH**

Orcutt..... Colo.	2			1	5	5	
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1)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

Columbus	Lexington	North Platte
Grand Island	Gering	Julesburg
Kearney	Gothenburg	Sidney

## WYOMING DIVISION

Cheyenne	Rawlins	Castle Rock
Laramie	Green River	

## KANSAS DIVISION

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

## 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	Potter (2).....do	do
Shelton (2).....do	do	Dix (2).....do	do
Gibbon (2).....do	do	Kimball (2).....do	do
Odessa W. B.....do	do	Bushnell (2).....do	do
Elm Creek (2).....do	do	Pine Bluffs (2).....Wyo.	do
Overton (2).....do	do	Egbert (2).....do	do
Lexington (2).....do	do	Burns (2).....do	do
Cozad (2).....do	do	Hillsdale (2).....do	do

## WYOMING DIVISION

Granite Canon (2).....Wyo.	Barker	Point of Rocks (2).....Wyo.	Barker
Buford (2).....do	do	Thayer Junction (1).....do	do
Hermosa (2).....do	do	Carter (2).....do	do
Bosler (2).....do	do	Leroy (2).....do	do
Lookout (2).....do	do	Spring Valley (2).....do	do
Rock River (2).....do	do	Aspen.....do	do
Medicine Bow (2).....do	do	Altamont.....do	do
Walcott (2).....do	do	Wahsatch (2).....Utah	do
Ft. Steele (2).....do	do	Echo (2).....do	do
Sinclair (2).....do	do	Henefer (2).....do	do
Wamsutter.....do	do	Devil's Slide (2).....do	do
Bitter Creek.....do	do	Morgan (2).....do	do

## KANSAS DIVISION

Muncie (2).....Kan.	Barker	Fort Riley.....Kan.	Barker
Edwardsville (2).....do	do	Chapman.....do	do
Bonner Springs (2).....do	do	Detroit.....do	do
Loring (2).....do	do	Solomon.....do	do
Lenape (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
Rossville.....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	Hiff..... 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 (2)..... do	do	Firestone..... do	do
Lupton..... do	do	East Lake..... do	do

## ICE HOUSES

LOCATION	Operated By	Interior Dimensions Feet	Capacity Tons
<b>NEBRASKA DIVISION</b>			
③ Council Bluffs	P. F. E.	133.0x198.0x35.0	21,405
③ Ice Manufacturing Plant with Reserve Storage....			
③ North Platte	P. F. E.		13,166
③ Ice Manufacturing Plant with Reserve Storage....			
<b>WYOMING DIVISION</b>			
③ Cheyenne	P. F. E.		71,200
③ Laramie			
③ 1 House (16 Rooms).....	U. P.	29.0x98.0x32.0	2,000
③ 1 House.....	U. P.	14.0x26.0x18.0	145
③ Green River.....	P. F. E.	10.0x75.0x 8.0	60
③ Green River.....			
<b>KANSAS DIVISION</b>			
③ Kansas City, Kan. (③ 67 Car Platform).....			
③ Salina (③ 10 Car Platform).....			
③ Ellis (5 Car Platform).....	U. P.		
③ St. Joseph.....	St. J. T. R.	35.3x274.2x12.2	4,000
③ Marysville.....	P. F. E.	10.0x 75.0x 8.0	60
<b>COLORADO DIVISION</b>			
③ Denver (③ 40 Car Platform).....			

① Regular Icing Station—Eastbound.

② Regular Icing Station—Westbound.

③ Regular Icing Station—East and Westbound.

④ Regular Icing Station East and Westbound (except eastbound fruits and vegetable billed

"S. R." from Nov. 1, to Apr. 15).

⑤ Emergency Icing Station.

⑥ Not in use.

⑦ Ice furnished by outside parties on joint U. P.-P. F. E. contracts.

⑧ Owned by P. F. E. Company.

⑨ Owned by Western Light &amp; Telephone Co.



## STANDARD CLOCKS

Division	Station	Location
<b>NEBRASKA</b> .....	Council Bluffs.....	Freight Conductors' Register Room.
	Council Bluffs.....	Yardmen's Locker Room.
	Council Bluffs.....	Roundhouse.
	Council Bluffs.....	Passenger Depot Waiting Room.
	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.
	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.
	Ord.....	Telegraph Office.
	Kearney.....	Telegraph Office.
	Valparaiso.....	Telegraph Office.
	Lincoln.....	Telegraph Office.
	Beatrice.....	Telegraph Office.
	Beatrice.....	Roundhouse.
	Genoa.....	Telegraph Office.
	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.
	Gering.....	Telegraph Office.
	Gering.....	Dispatcher's Office.
	Gering.....	Roundhouse.
	South Torrington.....	Telegraph Office.
	Cheyenne.....	Telegraph Office.
	Cheyenne.....	Yard Office.
	Cheyenne.....	Dispatcher's Office.
	Cheyenne.....	Engine Dispatcher's Office.
	Cheyenne.....	Conductor's Room, Passenger Station
	Buford.....	Telegraph Office.
	Laramie.....	Yard Office.
	Laramie.....	Depot Telegraph Office.
	Laramie.....	Engine Dispatcher's 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.	
Granger.....	Telegraph Office.	
Evanston.....	Telegraph Office.	
Evanston.....	Engine Dispatcher's Office.	
Echo.....	Telegraph 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.	
Park City.....	Telegraph Office.	
Kansas City.....	Union Station.	
Kansas City.....	Dispatcher's Office.	
Armstrong.....	Yard Office.	
Armstrong.....	Roundhouse.	
Terminal Junction.....	Telegraph Office.	
Lawrence.....	Telegraph Office.	
Topeka.....	Telegraph Office.	
Manhattan.....	Telegraph Office.	
Junction City.....	Telegraph Office.	
Salina.....	Dispatcher's Office.	
Salina.....	Union Station.	
Salina.....	Yard Office.	
Salina.....	Roundhouse.	

## STANDARD CLOCKS—Concluded

Division	Station	Location
<b>KANSAS</b> —Concluded.	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.
	Miltonvale.....	Telegraph Office.
	Concordia.....	Telegraph Office.
	Oakley.....	Telegraph Office.
	Sharon Springs.....	Telegraph Office.
	Hugo.....	Telegraph Office.
	Limon.....	Telegraph Office.
	Denver.....	"U. D." Telegraph Office.
	Denver (2).....	Dispatchers' Office.
	Denver.....	29th St. Yard Office.
	Denver.....	36th St. Telegraph Office.
	Pullman.....	Engine Dispatchers' Office, Roundhouse.
Brighton.....	Telegraph Office.	
La Salle.....	Telegraph Office.	
Sterling.....	Telegraph Office.	
Julesburg.....	Telegraph Office.	
Greeley.....	Telegraph Office.	
Ft. Collins.....	Telegraph Office.	
Eaton.....	Telegraph Office.	
Ellis.....	Telegraph Office.	

**COLORADO**.....



## 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.
LEROY BROS.....	Gering, Neb.
C. M. AMMERMAN.....	Torrington, Wyo.
W. F. RAMSEL.....	Julesburg, Colo.
S. A. SHERRER & SON.....	Sidney, Neb.
J. BURR JEWELRY CO.....	Cheyenne, Wyo.
O. C. DINELLY.....	Laramie, Wyo.
UNION PACIFIC COAL CO. STORE.....	Hanna, Wyo.
I. E. TODD.....	Rawlins, Wyo.
F. R. CROCKER JEWELRY CO.....	Rock Springs, Wyo.
N. F. DUDLEY.....	Green River, Wyo.
GIFT AND SWEET SHOP.....	Evanston, Wyo.
ANDERSON JEWELRY CO.....	Ogden, Utah
MRS. C. V. HODGSON.....	Park City, Utah
J. H. MACE CO.....	Kansas City, Mo.
W. L. FOOTE.....	Kansas City, Kan.
J. FRED GAMBRILL.....	Kansas City, Kan.
MACE-JONES CO.....	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.
B. A. STRICKLER.....	Salina, Kan.
RAPLEE JEWELRY CO.....	Salina, Kan.
MULHEIMS.....	Ellis, Kan.
H. G. MEREDITH.....	Plainville, Kan.
MULHEIMS.....	Sharon Springs, Kan.
H. V. KELLER.....	Limon, Colo.
HANSEN & HANSEN, INC.....	Denver, Colo.
R. W. GUMM.....	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. LIVERY 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	STATIONS	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

JENNIE EDMUNDSON.....	Council Bluffs, Ia.
ST. JOSEPH'S.....	Omaha, Neb.
ST. MARY'S.....	Columbus, Neb.
LUTHERAN.....	Columbus, Neb.
GRAND ISLAND.....	Grand Island, Neb.
ST. FRANCIS.....	Grand Island, Neb.
ST. MARY.....	North Platte, Neb.
MEMORIAL HOSPITAL OF LARAMIE COUNTY.....	Cheyenne, Wyo.
IVINSON MEMORIAL.....	Laramie, Wyo.
MEMORIAL HOSPITAL OF CARBON COUNTY.....	Rawlins, Wyo.
WYOMING GENERAL.....	Rock Springs, Wyo.
THOS. D. DEE MEMORIAL.....	Ogden, Utah
MERCY HOSPITAL.....	Denver, Colo.
ST. MARGARET'S.....	Kansas City, Kan.
JUNCTION CITY MUNICIPAL.....	Junction City, Kan.
ST. JOHN'S HOSPITAL.....	Salina, Kan.
ST. JOSEPH'S HOSPITAL.....	St. Joseph, Mo.
RANDELL.....	Marysville, Kan.

## EMERGENCY HOSPITALS

Omaha Shops.....	Surgeons in charge
Armstrong Shops.....	Surgeons in charge



SECTION HOUSES  
NEBRASKA DIVISION

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
<b>FIRST SUBDIVISION</b>			
	1	2 Council Bluffs.....	Yard Tracks
	2	2 Council Bluffs.....	2.42
	4	2 Council Bluffs.....	Yard Tracks
	5	2 Council Bluffs.....	do
	7	2 Omaha.....	do
	8	2 Omaha.....	do
	9	2 Omaha.....	do
	10	2 Omaha.....	4.67
	11	2 Omaha.....	3.66
	12	2 Omaha.....	6.90
	14	2 South Omaha.....	8.15
	15	2 Avery.....	15.00
	16	2 Papillion.....	25.65
	17	2 32nd Ave.....	9.50
	18	2 Seymour.....	14.00
	19	2 Lane.....	18.00
	20	2 Elkhorn.....	22.00
	21	2 Waterloo.....	26.00
	22	2 Valley.....	29.00
	23	2 Valley.....	33.00
	24	2 Mercer(2).....	37.00
	25	2 Fremont.....	40.00
	26	2 Fremont.....	44.50
Main Line.....	27	2 Ames.....	49.00
	28	2 North Bend.....	53.50
	29	2 North Bend.....	57.50
	30	2 Rogers.....	62.00
	31	2 Schuyler.....	66.50
	32	2 Schuyler.....	70.50
	33	2 Richland.....	75.00
	34	2 Richland.....	79.50
	34½	2 Columbus.....	84.00
	35	2 Columbus.....	87.00
	41	2 Duncan.....	92.00
	42	2 Duncan.....	97.00
	43	2 Silver Creek.....	102.00
	44	2 Silver Creek.....	106.50
	45	2 Havens.....	111.00
	46	2 Clarks.....	116.00
	47	2 Clarks.....	121.00
	48	2 Central City.....	125.50
	49	2 Central City.....	130.50
	50	2 Chapman.....	135.50
	51	2 Chapman.....	140.00
	52	2 Grand Island.....	145.00
	53	2 Grand Island.....	146.50
	54	2 Grand Island.....	149.00
	85	2 Yutan.....	9.59
	86	2 Mead.....	17.00
	87	2 Wahoo.....	25.50
	88	2 Weston.....	34.00
	89	2 Valparaiso.....	37.00
	90	2 Valparaiso.....	45.50
Beatrice Branch.....	91	2 Raymond.....	54.00
	92	2 Lincoln.....	60.00
	93	2 Hanlon.....	68.50
	94	2 Princeton.....	76.50
	95	2 Cortland.....	84.50
	96	2 Pickrell.....	92.50
	97	2 Beatrice.....	97.54
Stromsburg Branch.....	102	2 Brainard.....	30.00
	105	2 Rising City.....	52.00
	110	2 Polk.....	74.88
Norfolk Branch.....	115	2 Columbus.....	10.00
	116	2 Platte Center.....	24.00
	118	2 Madison.....	38.00
	119	2 Norfolk.....	50.45
Albion Branch.....	126	2 Genoa.....	16.00
	128	2 Albion.....	34.63
Cedar Rapids Branch.....	135	2 Fullerton.....	26.00
	138	2 Spalding.....	44.54
	145	2 St. Libory.....	21.00
Ord Branch.....	146	2 St. Paul.....	42.00
	150	2 Ord.....	61.28

1 Double Track Sections.

2 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
<b>FIRST SUBDIVISION</b>			
—Concluded			
Loup City Branch.....	156	2 Boelus.....	20.00
	158	2 Loup City.....	39.59
Pleasanton Branch.....	166	2 Pools.....	22.38
<b>SECOND-SUBDIVISION</b>			
	55	2 Alda.....	154.00
	56	2 Alda.....	158.50
	57	2 Wood River.....	163.50
	58	2 Shelton.....	168.50
	59	2 Shelton.....	173.00
	60	2 Gibbon.....	177.50
	61	2 Gibbon.....	182.00
	62	2 Buda.....	187.00
	65	2 Kearney.....	189.75
	66	2 Alfalfa Center.....	194.50
	67	2 Odessa.....	199.00
	68	2 Elm Creek.....	203.75
	69	2 Elm Creek.....	208.25
	69½	2 Overton.....	213.00
	70	2 Overton.....	217.75
Main Line.....	71	2 Josselyn.....	222.50
	72	2 Lexington.....	226.00
	73	2 Lexington.....	230.75
	74	2 Darr.....	235.25
	75	2 Cozad.....	239.00
	76	2 Cozad.....	243.00
	76½	2 Gothenburg.....	247.50
	77	2 Gothenburg.....	251.00
	78	2 Gothenburg.....	255.50
	79	2 Brady Island.....	259.75
	80	2 Brady Island.....	259.75
	81	2 Hindrey.....	268.75
	82	2 Maxwell.....	273.25
	83	2 Maxwell.....	277.75
	84	2 North Platte.....	282.50
Hastings Branch.....	172	2 Hayland.....	11.00
	173	2 Denman.....	19.00
	174	2 Gibbon.....	27.23
	175	2 Riverdale.....	21.00
Kearney Branch.....	177	2 Miller.....	41.00
	179	2 Oconto.....	61.00
	180	2 Callaway.....	82.00
	182	2 Stapleton.....	102.68
<b>THIRD SUBDIVISION</b>			
	190	2 North Platte.....	285.00
	191	2 North Platte.....	287.50
	191½	2 North Platte.....	291.75
	192	2 Birdwood.....	296.00
	194	2 Hershey.....	300.25
	195	2 Sutherland.....	304.25
	196	2 Sutherland.....	308.50
	198	2 Paxton.....	312.75
	199	2 Paxton.....	316.75
	200	2 Kory.....	321.00
	201	2 Roscoe.....	325.25
	202	2 Roscoe.....	329.50
	203	2 Ogallala.....	333.75
Main Line.....	204	2 Ogallala.....	337.50
	205	2 Ogallala.....	341.75
	206	2 Brule.....	345.75
	206½	2 Brule.....	350.00
	207	2 Big Springs.....	354.25
	208	2 Big Springs.....	358.50
	210	2 Julesburg.....	362.75
	211	2 Julesburg.....	366.00
	212	2 Julesburg.....	370.50
	213	2 Chappell.....	375.00
	214	2 Chappell.....	379.50
	215	2 Chappell.....	384.00
	217	2 Lodge Pole.....	388.50
	218	2 Lodge Pole.....	392.75
	219	2 Sunol.....	397.00

1 Double Track Sections.

2 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 00	
	302	Keystone.....	28 50	
	303	Lemoyne.....	41 50	
	304	②Lewellen.....	54 50	
	304½	Lewellen.....	65 50	
	305	Oshkosh.....	76 50	
	305½	②Oshkosh.....	87 50	
	306	Lisco.....	98 50	
	North Platte Branch.....	307	Broadwater.....	110 50
		312	Northport.....	122 50
		314	McGrew.....	133 50
		314½	②Melbeta.....	144 50
		315	Gering.....	148 50
316		Haig.....	161 50	
318		Lyman.....	168 00	
318½		Huntley.....	179 00	
329		Yoder.....	190 00	
321		Cottier.....	200 70	
FOURTH SUBDIVISION	②220	Colton.....	401 50	
	②220½	③Sidney.....	406 00	
	②221	Sidney.....	409 00	
	②222	③Sidney.....	413 50	
	②223	Brownson.....	418 00	
	②224	Brownson.....	422 50	
	②225	Potter.....	427 00	
	②226	Potter.....	431 50	
	②227	Dix.....	436 00	
	②228	Dix.....	440 50	
	②229	Kimball.....	445 00	
	Main Line.....	②230	Kimball.....	449 50
		②231	Bushnell.....	454 00
		②232	Bushnell.....	458 50
		②233	Pine Bluffs.....	463 00
		②234	Pine Bluffs.....	467 50
		②234½	③Pine Bluffs.....	472 00
		②235	Egbert.....	476 50
		②236	Egbert.....	481 00
		②237	Burns.....	485 50
②238		Hillsdale.....	490 00	
②239		③Hillsdale.....	494 50	
②240		Durham.....	499 25	
②241		Archer(2).....	504 00	
②242	③Cheyenne.....	508 50		
North Platte Cut-Off.....	332	Lindberg.....	17 00	
	333	Albin.....	32 00	
	335	Lagrange.....	47 00	
	336	Hawk Springs.....	62 10	

## WYOMING DIVISION

FIFTH SUBDIVISION.....	243	③Cheyenne.....	Yard Tracks
	②44	③Cheyenne.....	511 00
	245	③Cheyenne.....	Yard Tracks
	②46	Corlett.....	515 00
	②47	Borie.....	519 00
	②48	Otto.....	523 00
	②49	Granite Canon.....	527 00
	②50	③Ozone.....	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	③Laramie.....	564 00
	②58	③Laramie.....	566 20
	259	Colores.....	560 00

①Double Track Sections.  
②Location 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
SIXTH SUBDIVISION.....	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	③Ridge.....	615 00
	②76	③Ridge.....	618 50
	②77	Medicine Bow.....	622 50
	②78	Medicine Bow.....	626 50
	②79	Como.....	630 50
	②80	Como.....	634 50
	②81	Ramsey.....	638 50
	②82	③Hanna.....	641 00
	②83	③Hanna.....	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	
SEVENTH SUBDIVISION.....	③51	③Rawlins.....	683 00
	③52	③Rawlins.....	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
	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	③Point of Rocks.....	777 50	
③79	③Point 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	
②386	③Rock Springs.....	803 50	
③87	Blair Town.....	807 00	
③88	Kanda.....	811 50	
③89	③Green River.....	815 75	
Superior Branch.....	452	Superior.....	9 72
South Pass Branch.....	④54	③Rock Springs.....	4 26
	④55	Reliance Jct.....	9 47

①Double Track Sections.  
②Includes Gunn Branch.  
③Includes Lionkol Branch.  
④Includes Reliance, Winton and Dines Branches.  
⑤Location 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
	1390	Green River.....	816.60
	1391	Green River.....	817.25
	1392	Green River.....	821.00
	1393	Peru.....	825.50
	1394	Bryan.....	830.00
	1395	Bryan.....	834.50
	1397	Marston.....	839.00
	1358	Marston.....	843.50
	1399	Granger.....	847.50
	1400	Granger.....	851.50
	1401	Verne.....	855.50
	1402	Church Buttes.....	859.50
	1403	Hampton.....	863.50
	1404	Hampton.....	867.50
	1405	Elkhurst.....	871.50
	1406	Carter.....	875.25
	1407	Carter.....	879.00
	1408	Antelope.....	883.00
	1409	Bridger.....	887.00
	1410	Leroy.....	891.00
	1411	Ragen.....	895.00
	1412	Spring Valley.....	898.50
	1413	Aspen.....	902.00
<b>EIGHTH SUBDIVISION.....</b>	1414	Aspen.....	903.50
	1415	Altamont.....	907.50
	1416	Knight.....	911.50
	1417	Millis.....	916.00
	1420	Evanston.....	918.00
	1421	Evanston.....	921.00
	1422	Wyuta.....	925.00
	1423	Wahsatch.....	928.50
	1424	Wahsatch.....	931.50
	1425	Castle Rock.....	935.50
	1426	Castle Rock.....	939.50
	1427	Emory.....	943.50
	1428	Emory.....	947.50
	1429	Echo.....	951.50
	1430	Echo.....	955.50
	1431	Henefer.....	959.50
	1432	Devils Slide.....	963.50
	1433	Morgan.....	967.50
	1434	Morgan.....	971.50
	1435	Peterson.....	976.00
	1436	Strawberry.....	980.00
	1437	Uintah.....	984.00
	1438	Uintah.....	988.00
	1439	Ogden.....	990.95
	462	Coalville.....	8.00
	463	Wanship.....	20.00
<b>Park City Branch.....</b>	1464	Keeley Jet.....	25.00
	465	Park City.....	28.43

## KANSAS DIVISION

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
<b>EASTERN SUBDIVISION</b>	1498	Kansas City, Kan.....	1.02
	1498½	Kansas City, Kan.....	1.36
	1499	Armstrong.....	2.00
	1500	Fairfax.....	Yard Tracks
	1500½	Fairfax.....	Yard Tracks
	1501	Armstrong.....	3.31
	1502	Terminal Jet.....	7.50
	1503	Muncie.....	11.75
<b>Main Line.....</b>	1504	Edwardsville.....	16.00
	1505	Bonner Springs.....	20.25
	1506	Loring.....	24.50
	1507	Lenape.....	28.50
	1508	Linwood.....	33.00
	1510	Lawrence.....	38.00
	1511	Lawrence.....	42.00
	1512	West Lawrence.....	46.50
	1513	Williamstown.....	51.00

½ Double Track Sections.

¾ Includes Ontario Branch.

¾ 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
<b>EASTERN SUBDIVISION</b>	1514	Perry.....	56.00
<b>—Concluded</b>	1516	Grantville.....	61.00
	1518	Topeka.....	66.00
	1521	Topeka.....	70.00
	522	Silver Lake.....	78.00
	523	Rossville.....	86.00
<b>Main Line.....</b>	524	St. Mary.....	94.00
	525	Belvue.....	102.00
	526	Wamego.....	110.00
	528	St. George.....	119.00
	529	Manhattan.....	125.00
	532	Ogdenburg.....	132.00
	533	Junction City.....	138.50
<b>Leavenworth Branch.....</b>	535	Junction City.....	143.50
	584	Leavenworth.....	10.00
	582	Tonganoxie.....	31.75
	811	Grove.....	8.50
	812	Delia.....	16.25
	813	Emmett.....	24.00
	814	Emmett.....	32.00
<b>Topeka Subdivision.....</b>	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
<b>Manhattan Branch.....</b>	785	Oketo.....	132.71
	787	Blue Rapids.....	146.00
	790	Irving.....	156.25
	791	Randolph.....	167.50
	792	Stockdale.....	178.00
	793	Manhattan.....	188.40
	901	Wathena.....	7.40
	904	Severance, Kan.....	23.00
	906	Robinson.....	35.00
<b>St. Joseph Subdivision.....</b>	907	Hiawatha.....	46.00
	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
<b>Grand Island Subdivision.....</b>	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	Hansen.....	240.00
	938	Doniphan.....	250.00
	797	Wakefield.....	20.00
<b>Junction City Branch.....</b>	799	Clay Center.....	34.00
	803	Miltonvale.....	52.12
	804	Concordia.....	72.86
<b>WESTERN SUBDIVISION</b>	537	Chapman.....	152.50
	538	Detroit.....	160.50
	539	Abilene.....	168.50
	540	Solomon.....	176.50
<b>Main Line.....</b>	542	New Cambria.....	184.50
	551	Salina.....	187.00
	551½	West Salina.....	194.00
	552	Bavaria.....	201.00
	554	Brookville.....	208.00

½ Double Track Sections.

¾ 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	
<b>WESTERN SUBDIVISION</b> —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	
	564	Russell.....	265.00	
	565	Gorham.....	273.00	
	566	Victoria.....	281.00	
	568	Hays.....	289.00	
<b>Main Line</b> .....	569	Hays.....	297.00	
	570	Ellis.....	303.91	
	588	Niles.....	12.50	
	589	Minneapolis.....	23.75	
	<b>Solomon Branch</b> .....	591	Delphos.....	35.00
		592	Glasco.....	46.25
		593	Beloit.....	57.88
	<b>McPherson Branch</b> .....	595	Salina.....	8.50
		596	Assaria.....	17.50
		597	Lindsborg.....	27.00
<b>McPherson Branch</b> .....	598	McPherson.....	35.75	
	601	Culver.....	10.50	
	603	Tescott.....	20.50	
	604	Beverly.....	31.00	
	605	Lincoln Center.....	41.00	
	606	Sylvan Grove.....	51.50	
	608	Lucas.....	62.00	
	609	Luray.....	72.00	
	611	Waldo.....	82.00	
	612	Natoma.....	92.00	
<b>Plainville Branch</b> .....	613	Codell.....	102.00	
	614	Plainville.....	110.00	
	727	Zurich.....	120.50	
	728	Damar.....	131.00	
	731	Hill City.....	141.50	
	732	Morland.....	152.00	
	733	Tasco.....	162.50	
	734	Hoxie.....	173.00	
	735	Seguin.....	184.00	
	736	Menlo.....	194.50	
<b>Plainville Branch</b> .....	737	Colby.....	203.25	
	737½	Colby.....	213.00	
	738	Oakley.....	224.27	

COLORADO DIVISION

<b>ELLIS SUBDIVISION</b> .....	621	Ellis.....	310.00
	622	Ogallah.....	316.50
	623	Wakeeney.....	323.00
	624	Wakeeney.....	330.20
	625	Collyer.....	337.00
	626	Quinter.....	344.50
	627	Buffalo Park.....	352.00
	628	Grainfield.....	360.00
	629	Grinnell.....	368.00
	630	Oakley.....	376.00
<b>HUGO SUBDIVISION</b> .....	631	Oakley.....	383.00
	632	Monument.....	391.00
	633	Winona.....	399.00
	634	Winona.....	407.00
	635	McAllaster.....	415.00
	636	Wallace.....	423.00
	637	Sharon Springs.....	430.00
	638	Sharon Springs.....	438.00
	639	Weskan.....	446.00
	640	Arapahoe.....	455.00
<b>HUGO SUBDIVISION</b> .....	641	Cheyenne Wells.....	463.50
	651	Cheyenne Wells.....	470.50
	652	First View.....	478.00
	653	Arena.....	485.00
	654	Kit Carson.....	492.00
	655	Wild Horse.....	499.50
	656	Wild Horse.....	506.50
	657	Aroya.....	514.00
	658	Boyero.....	521.00
	659	Clifford.....	528.50
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	
<b>DENVER SUBDIVISION</b> .....	661	Hugo.....	542.00	
	662	Lake.....	549.00	
	663	Limon.....	556.00	
	664	River Bend.....	563.00	
	665	Buick.....	569.00	
	666	Agate.....	577.00	
	667	Deer Trail.....	585.00	
	668	Deer Trail.....	593.00	
	669	Byers.....	601.00	
	670	Strasburg.....	608.50	
<b>DENVER SUBDIVISION</b> .....	671	Bennett.....	617.50	
	673	Watkins.....	627.50	
	675	Pullman.....	637.79	
	680	Denver - 21st St.....	0.85	
	681	do 29th St.....	1.48	
	682	do 36th St.....	2.21	
	683	Pullman.....	3.00	
	684	Sand Creek.....	10.00	
	685	Henderson.....	17.00	
	686	Brighton.....	24.00	
<b>NORTHERN SUB-DIVISION</b> .....	687	Lunton.....	31.00	
	688	Platteville.....	38.00	
	689	Gilcrest.....	45.00	
	690	La Salle.....	50.00	
	691	Greeley.....	57.00	
	692	Eaton.....	64.00	
	693	Pierce.....	71.00	
	695	Dover.....	78.50	
	696	Carr.....	85.00	
	697	Carr.....	91.50	
<b>Boulder Branch</b> .....	698	Gleason.....	97.75	
	699	Speer.....	103.95	
	761	St. Vrain.....	10.39	
	762	State Mine Jct.....	14.80	
	763	Erie.....	26.97	
	<b>Greeley Branch</b> .....	771	Gill.....	28.43
		773	Galeton.....	6.23
		773	Galeton.....	14.34
	<b>Pleasant Valley Branch</b> .....	701	Ovid.....	8.50
		702	Sedgwick.....	16.00
<b>JULESBURG SUB-DIVISION</b> .....	703	Sedgwick.....	23.50	
	704	Crook.....	31.00	
	705	Crook.....	38.00	
	706	Proctor.....	45.50	
	707	Iliff.....	53.00	
	708	Sterling.....	58.00	
	709	Sterling.....	65.00	
	710	Merino.....	72.00	
	711	Messex.....	79.00	
	712	Union.....	86.00	
<b>STERLING SUBDIVISION</b> .....	713	Snyder.....	93.00	
	714	Ft. Morgan.....	100.00	
	715	Ft. Morgan.....	108.00	
	716	Weldona.....	116.00	
	717	Orchard.....	124.00	
	718	Masters.....	132.00	
	719	Hardin.....	141.00	
	721	Kersey.....	150.00	
	741	Quimby.....	13.50	
	742	East Lake.....	23.00	
<b>DENT SUBDIVISION</b> .....	743	Frederick.....	28.00	
	744	Gowanda.....	35.50	
	745	Dent.....	43.00	
	746	Dent.....	50.24	
<b>Ft. Collins Branch</b> .....	751	Koenig.....	12.00	
	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
11	<b>NEBRASKA DIVISION</b> Near Albin..... M. P. 27.1 <b>North Platte Cut-Off</b>	Single	565	Concrete
	<b>WYOMING DIVISION</b> <b>Main Line</b>			
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
4	West of Wahsatch (E. B. Track)..... M. P. 930.1	Single	1107	Concrete
5	Curvo (W. B. Track)..... M. P. 931.3	Single	691	Concrete
6	Curvo (E. B. Track)..... M. P. 931.3	Single	1223	Concrete
7	Castle Rock (E. B. Track)..... M. P. 935.5	Single	201	Concrete
8	West of Devil's Slide (E. B. Track)..... M. P. 963.2	Single	538	Concrete
8	West of Devil's Slide (W. B. Track)..... M. P. 963.2	Single	523	Concrete
9	West of Devil's Slide (E. B. Track)..... M. P. 964.0	Single	311	Concrete
9	West of Devil's Slide (W. B. Track)..... M. P. 964.0	Single	322	Concrete
10	Gateway (E. B. Track)..... M. P. 982.1	Single	250	Concrete

## SNOW SHEDS

Location	Length (feet)	Construction
<b>WYOMING DIVISION</b>		
Rock River M. P. 604.61 One continuous (Dbl. track)	4471	Concrete
do M. P. 605.46 Shed (3 tracks)	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	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Walcott	Stock Yard Facilities
662	0.0	Walcott..... Wyo.	WA	FTXP	A	L	Yes
BE 669	6.6	Meads..... do			A	L	Yes
BE 674	12.1	Overland..... do			A	L	Yes
BE 681	19.3	Lake Creek..... do			A	L	Yes
BE 682	20.4	Fish Hatchery..... do			A	L	Yes
BE 686	23.9	Saratoga..... do		FTX	A	R	Yes
BE 690	27.8	Dahlstrom..... do			A	L	Yes
BE 691	29.5	Davis..... do			A	R	Yes
BE 693	31.5	Days..... do			A	L	Yes
BE 696	34.1	Cow Creek..... do			A	R	Yes
BE 697	35.1	Rainbow..... do			A	L	Yes
BE 701	39.2	Canyon..... do			A	L	Yes
BE 706	44.3	Encampment..... do		FTX	A	R	Yes

Joint U. P. R. Co.

## OPERATED MILEAGE

	First Main Track	Add'l Main Track	Yard Tracks and Sidings
Walcott to Encampment.....	44.02		3.04

## 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.....	3	{ 1-104 ft. 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	

<sup>1</sup>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 &amp; WESTERN RAILROAD COMPANY

## MAIN LINE—LARAMIE TO COALMONT

Sta. No.	Dist. from Laramie	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Laramie	Stock Yard Facilities
0	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
71	70.8	Porters Landing..... do			A	R	
74	73.8	Camp..... Colo.		P	A		Yes
80	79.8	Kings Canon..... do		P	A		
84	83.5	Northgate..... do		P	A	L	Yes
88	85.2	Cowdrey..... do			A	L	Yes
92	92.2	Brownlee..... do			A		
97	96.6	Walden..... do		F T X P	A	L	Yes
101	100.7	Anderson..... do			A		
108	107.6	Larand..... do			A	L	Yes
111	111.1	Hebron..... do			A		Yes
		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  
CampDeerwood  
NorthgateFox 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. perMin.		
Laramie.....	City.....			40,000	
Hatton.....	Little Laramie River.....	Gasoline..	40	40,000	
Spring Creek.....	Creek.....			40,000	
Lake.....	do.....			40,000	
Fox Park.....	do.....	Gasoline..	40	40,000	
Camp.....	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

## 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	2			1	17	17	
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

2,246.83 Miles

FIRST SUBDIVISION

MAIN LINE—GRANGER TO MONTPELIER

Sta. No.	Dist. from Granger	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
		Granger.....Wyo.	Gn	FT XP	A	L	Yes
847	0 0	Donovan.....do		P	A	R	
851	4 1	Moxa.....do		P	A	L	
855	7 7	Hassett.....do		P	A		
860	12 5	Nutria.....do		P	A	L	
863	15 4	Cosgriff.....do		P	A	L	
867	20 2	Opal.....do	Ow	FT XP	A	L	Yes
872	24 5	Folger.....do		P	A	L	
877	29 3	Waterfall.....do		P	A	L	
881	33 6	East Kemmerer.....do		P	A	L	
886	39 0	Kemmerer.....do	Z	FT XP	A	R	
887	39 7	Moyer Jct.....do		P	A	L	
890	42 4	Tunnel.....do	Un	P	A		
891	43 3	Fossil.....do		P	A	L	Yes
898	50 3	Nugget.....do		P	A	R	
903	56 0	Orr.....do		P	A	L	
907	59 6	Sage.....do	Su	P	A	L	Yes
910	63 1	Carlson.....do		P	A	R	
915	67 3	Beckwith.....do		P	A	L	
919	71 3	Pixley.....do		P	A	R	
925	77 4	Cokeville.....do	Ck	FT XP	A	L	Yes
931	83 5	Marse.....do		P	A		
935	88 2	Border.....do		P	A	L	Yes
939	92 1	Wyo.-Idaho State Line					
945	97 7	Pegram.....Idaho	Ra	P	A	R	Yes
950	102 9	Harer.....do		P	A	L	
955	108 0	Dingle.....do		P	A	L	Yes
962	115 0	Montpelier.....do	Mx	FT XP	A	R	Yes

Dist from Kemmerer

KEMMERER BRANCH

887	0 0	Kemmerer.....Wyo.	Z	FT XP	A	R	
OA 1	1 0	N. Kemmerer Jct.....do			A		
OA 2 4	2 4	North Kemmerer.....do			A		
OA 5	5 1	Susie.....do			A		Yes

Dist. from Moyer Junction

CUMBERLAND BRANCH

890	0 0	Moyer Jct.....Wyo.		P	A	L	
OB 5	5 0	Glencoe Jct.....do			A	L	
OB 9	8 8	Blazon Jct.....do			A		
OB 13	13 0	Mine No. 8.....do					

On extension of Main Track classed as Side Track.

Dist. from Blazon Jct.

BLAZON BRANCH

OB 9	0 0	Blazon Jct.....Wyo.			A	L	
OC 1	1 0	Blazon.....do			A		

IDAHO DIVISION—Continued

ELKOL BRANCH

Sta. No.	Dist. from Glencoe Jct.	STATIONS	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		

Dist. from Glencoe Jct.

GLENCOE BRANCH

OB 5	0 0	Glencoe Jct.....Wyo.			A	L	
OE 2	1 8	Glencoe.....do			A		

Dist. from Montpelier

PARIS BRANCH

962	0 0	Montpelier.....Idaho	Mx	FT XP	A	R	Yes
OF 5	0 4	Montpelier (Jct. H. B.)...do			A	L	
OF 10	5 3	Ovid.....do			A	R	
	9 6	Paris.....do	Pa	FT X	A	R	Yes

Dist. from Granger

SECOND SUBDIVISION  
MAIN LINE—MONTPELIER TO POCATELLO

962	15 0	Montpelier.....Idaho	Mx	FT 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	FT 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	FT 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	FT XP	A	L	Yes
1032	184.3	Topaz.....do		P	A	L	
1038	191.2	McCammon.....do	Mc	FT XP	A	L	Yes
	191.4	Jct. Switch Line to Ogden					
1044	197.1	Onyx (Spur).....Idaho			A	R	
1049	201.9	Inkom.....do	Ko	FT XP	A	L	Yes
1055	207.7	Portneuf.....do			A		
1061	213.9	Pocatello Passenger St.....do	Ca	TP			
		Pocatello Bag.....Idaho		X			
		Pocatello Disp'r.....do	H	P			
		Pocatello Store.....do		F			
		Pocatello Yard.....do	Po		B	R	Yes
		Pocatello Freight.....do		F	A	L-SOE	
	214 0	Jct. Switch Line to Silver Bow.					

Dist. from Alexander

GRACE BRANCH

999	0 0	Alexander.....Idaho		P	A	L	Yes
OG 6	0 3	Alexander (Jct. H. B.)...do			A	L	
	6 0	Grace.....do	Ga	FT X	A	L	Yes



IDAHO DIVISION—Continued  
THIRD SUBDIVISION  
MAIN LINE—POCATELLO TO GLENN'S FERRY

Sta. No.	Dist. from Granger	STATIONS	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	Ca	T P			
		Pocatello, Bag. do	H	X			
		Pocatello, Disp'r. do		P			
		Pocatello, Store. do	Po	F	B	R	Yes
		Pocatello, Yard. do		F	A	L-SOE	
	215.0	Pocatello, Freight. do					
	219.7	Gould St. do					
		E. Line Ft. Hall Indian Reservation.					
1070	224.3	Michaud. Idaho		P	A	R	
1074	226.5	Schiller. do			A	L	
1077	230.1	Bannock. do		P	A	L	
	230.7	West Line Fort Hall Indian Reservation.					
1081	233.2	Igo. Idaho		P	A	R	
1086	238.5	American Falls. do	Af	F T X P	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	R	
1107	259.8	DeWoff. do		P	A	L	
1111	264.1	Chybo. do		P	A	R	
1115	267.3	Hawley. do		P	A	L	
1120	272.4	Minidoka. do	Rt	F T X P	A	L	Yes
1122	274.6	Sears. do		P	A	R	
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	
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	A	R	
1157	309.3	Bessen. do		P	A	L	
1158	310.6	Clagett. do		P	A	L	
1161	313.9	Dietrich. do	Hd	F T X P	A	R	Yes
1165	317.9	Brady. do		P	A	R	
1169	321.6	Shoshone. do	X	F T X P	A	R	Yes
1173	325.8	Disney. do		P	A	R	
1178	330.8	Tunupa. do		P	A	R	
1185	337.5	Gooding. do	Gd	F T X P	A	R	Yes
1191	344.2	Fuller. do		P	C		
1198	350.5	Bliss. do	Is	F T X P	A	L	Yes
1205	357.3	Ticeska. do		P	A	L	
	358.2	Ticeska Wye. do					
1214	366.9	King Hill. do			A	R	Yes
1218	370.8	Sand Bank. do		P	A	R	
1221	373.8	Glenn's Ferry. do	Dbl. Trk. Gf	F T X P	A	R	Yes
		TWIN FALLS BRANCH					
1120	0.0	Minidoka. Idaho	Rt	F T X	A	L	Yes
	0.1	Minidoka (Jet. H. B.) do					
OH 8	8.2	Acequia. do		P	A	L	Yes
OH 14	13.5	Rupert. do	Ms	F T X P	A	R	Yes
OH 17	17.3	Amalga (Spur). do			A		
OH 20	19.6	Heyburn. do		P	A	R	
OH 22	21.7	Burley. do	Bu	F T X P	A	L-E	Yes
OH 22.1	22.1	Burley Sugar Fcty. (Spur) do					
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					
OH 41	41.4	Murtaugh. do	Mu	F T X P	A	L	Yes
OH 45	45.1	Bickel. do		P	A	L	
OH 48	47.9	Bills (Spur). do					
OH 50	49.7	Hansen. do	Ns	F T X P	A	L	Yes
OH 52	52.1	Stowe (Spur). do					
OH 53	53.3	Kimberly. do	Ky	F T X P	A	L	Yes
OH 56	56.4	McMillan. do		P	A		

IDAHO DIVISION—Continued  
TWIN FALLS BRANCH—Concluded

Sta. No.	Dist. from Minidoka	STATIONS	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 X P	A	R-E	Yes
OH 63	63.3	Curry. do			A	R	Yes
OH 66	65.9	Filer. do	Fr	F T X P	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 X P	A	R-SE	Yes
		OAKLEY BRANCH					
	Dist. from Burley						
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 19	19.4	Warr. do			A		
OJ 22	21.8	Oakley. do	Oa	F T X	A	L	Yes
		WELLS BRANCH					
	Dist. from Twin Falls						
OH 59	0.0	Twin Falls. Idaho	Na	F T P	A	R-E	Yes
	0.6	Twin Falls (Jet. 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	F T X P	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 X P	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			A		Yes
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 X P			
		NORTH SIDE BRANCH					
	Dist. from Rupert						
OH 14	0.0	Rupert. Idaho	Ms	F T P	A	R	Yes
	0.1	Rupert (Jet. H. B.) do					
OL 4	3.5	Travers. do			A		
OL 5	4.3	Myers. do		P S			
OL 6	5.9	Paul. do	Dj	F T X P	A	L	Yes
OL 8	7.9	Budge. do			A	L	Yes
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 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 X P	A	L	Yes



IDAHO DIVISION—Continued

RAFT RIVER BRANCH

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

KETCHUM BRANCH

Sta. No.	Dist. from Shoshone	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
1169	0.0	Shoshone..... Idaho	X	FTXP	A	L	Yes
ON 11	10.9	Marley..... do			A	R	
ON 15	15.3	Richfield..... do	Fk	FTXP	A	L	Yes
ON 22	21.7	Pagari..... do			A		
ON 30	29.7	Tikura..... do			A	L	Yes
ON 34	33.9	Priest (Spur)..... do			A		
ON 37	37.3	Picabo..... do	Xn	FTXP	A	L	Yes
ON 42	41.8	Hay..... do			A	R	
ON 44	44.3	Gannett..... do			A	L	Yes
ON 52	52.1	Bellevue..... do	V	FTX	A	L	Yes
ON 57	57.2	Hailey..... do	Ri	FT	A	L	Yes
ON 63	63.2	Gimlet (Spur)..... do			A	R	
ON 68	67.7	Triumph..... do			A		
ON 69	69.4	Ketchum..... do	Ku	FTX	A	R	Yes

HILL CITY BRANCH

Sta. No.	Dist. from Richfield	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
ON 15	0.0	Richfield..... Idaho	Fk	FTX	A	R	Yes
.....	0.1	Richfield (Jct. H. B.) do			A		
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	FTXP	A	R-E	Yes
OO 52	51.7	Corral..... do			A	R	Yes
OO 58	57.8	Hill City..... do	He	FTX	A	R-E	Yes

FOURTH SUBDIVISION  
MAIN LINE—GLENN'S FERRY TO HUNTINGTON

Sta. No.	Dist. from Granger	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
1221	373.8	Glenn's Ferry..... Idaho	Gf	FTXP	A	R	Yes
1230	382.7	Hammett..... do		P	A	L	Yes
1241	393.3	Reverse..... do	Rv	P	A	L	
1244	396.9	Slade..... Idaho		P	A		
1249	401.6	Mountain Home..... do	Mz	FTXP	A	L	Yes
1255	407.5	Seabee..... 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	FTXP	A	R	Yes
1299	451.8	Collopy..... do		P	A		
.....	456.3	Main Line Jct..... do			A		
.....	456.6	Nampa..... do	Au	FTXP	A	LOE	Yes
.....	.....	Nampa Dispatcher..... do	D	P			
.....	.....	Nampa Opr..... do	Q	P			
.....	.....	<b>Via Boise Main Line</b>					
1270	423.0	Orchard..... do	Od	P	A	R	Yes
Y 1278	430.3	Leone..... do		P	A		
Y 1283	435.9	Black's Creek..... do		P	A		

IDAHO DIVISION—Continued

FOURTH SUBDIVISION—Concluded  
MAIN LINE—GLENN'S FERRY TO HUNTINGTON—Concluded

Sta. No.	Dist. from Granger	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
Y 1289	441.8	Shafer..... Idaho		P	A		
Y 1292	445.1	Hillcrest..... do		P	A		
Y 1296	448.4	Boise Passenger Sta..... do	Bg	TP			
.....	.....	Boise, City Ticket Office..... do		T			
.....	.....	Boise, Freight..... do	Bd	F	A	L-SOE	
Y 1298	450.8	Boise Jct..... do		P			
Y 1299	451.4	Perkins..... do		P	A	L	
Y 1302	454.6	Beatty..... do		P	A	L	
Y 1305	457.3	Meridian..... do	Md	FTXP	A	L	Yes
Y 1308	460.7	Sonna..... do		P	A	L	
Y 1312	465.0	Nampa Loop Jct..... do		P			
Y 1314	467.6	Main Line Jct..... do					
1304	468.0	Nampa..... do	Au	FTXP	A	L-OE	Yes
.....	.....	Nampa Dispatcher..... do	D	P			
.....	.....	Nampa Opr..... do	Q	P			
.....	.....	<b>Automatic Block Signals</b>					
1308	460.8	Moss..... do		P	A		
.....	464.4	Caldwell Stk. Yds..... do					Yes
1313	465.5	Caldwell..... do	Cw	FTXP	A	L-SOE	Yes
1316	469.2	Enrose..... do		P	A		
1320	472.5	Notus..... do	U	FTXP	A	R	Yes
1323	476.1	Tucker..... do		P	A	L	
1328	480.8	Parma..... do	Ma	FTXP	A	L	Yes
1333	485.9	Apple Valley..... do			A	R	
1334	487.5	<b>Idaho-Ore. State Line</b>					
1336	488.4	Nyssa..... Ore.	Sy	FTXP	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	FTXP	A	R	
1347	500.1	<b>Ore-Idaho State Line</b>					
1348	500.9	Washoe (Spur)..... Idaho			A	R	
.....	502.1	Payette Jct..... do		P			
1350	502.5	Payette..... do	Ay	FTXP	A	R	Yes
1353	506.2	Wood..... do		P	A	L	
1357	509.3	Crystal..... do		P	A	L	Yes
1360	512.7	Feltham..... do			A	R	
1363	515.9	Weiser..... do	Sr	FTXP	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	536.3	<b>Idaho-Ore. State Line</b>					
1384	537.1	Blakes Jct..... Ore.		P	C	R	
1386	538.8	Huntington..... do	Hu	FTXP	A	L	Yes
.....	.....	Huntington Yard..... do	Hn				

NAMPA BRANCH

Sta. No.	Dist. from Nampa	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
1304	0.0	Nampa..... Idaho	Au	FTXP	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.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form 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	FP	A	L-SOE	Yes
OR 5	5.0	Penitentiary (Spur)..... do					
OR 6	6.3	Vernon..... do			A	L	
OR 8	8.4	Barber Junction..... do			A		Yes



## IDAHO DIVISION—Continued

## MURPHY BRANCH

Sta. No.	Dist. from Nampa	STATIONS	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 (Jet. 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 T X	A	L	
OS 17	17.1	Stoddard..... do			A		Yes
OS 30	29.8	Murphy..... do			A	R	Yes

## IDAHO NORTHERN BRANCH

Sta. No.	Dist. from Nampa	STATIONS	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			
	0.7	Idaho Nor. (Jet. H. B.)..... do					
OT 2	2.4	Fischer..... do			A		
OT 6	6.1	Maddens (Spur)..... do			A	L	
OT 9	9.3	Middleton..... do			A	L	Yes
OT 19	18.9	Jenness..... do			A		
OT 22	22.2	Bramwell (Spur)..... do			A	L	
	26.4	Emmett (Jet. 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			A		
OT 41	41.1	Montour..... do	Mr	F T X P	A	R-E	Yes
OT 55	49.7	Horseshoe Bend..... do	Hb	F T X P	A	L	Yes
OT 55	55.1	Gardena..... do			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 S	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

Sta. No.	Dist. from Caldwell	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1313	0.0	Caldwell..... Idaho	Cw	F T X P	A	L-SOE	Yes
	0.2	Caldwell (Jet. 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

Sta. No.	Dist. from Nyssa	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1336	0.0	Nyssa..... Ore.	Sy	F T X P	A	L	Yes
OV 7	6.7	Kingman..... do			A		Yes
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	STATIONS	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		P S	A	R	Yes

## OREGON EASTERN BRANCH

Sta. No.	Dist. from Ontario	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1346	0.0	Ontario..... Ore.	On	F T X P	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 X P	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 X P	A	L	Yes
OW 48	48.0	Kime..... do			A	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 X P	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			A		
OW 103	102.8	Dunnean..... do			A		
OW 110	110.3	Venator..... do		P	A	L	Yes
OW 118	117.9	Circle Bar..... do			A		
OW 127	126.6	Crane..... do	Cr	F T X 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

Sta. No.	Dist. from Vale	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
OW 16	0.0	Vale..... Ore.	Va	F T X P	A	L	Yes
OX 17	17.3	Vale (Jet. H. B.)..... do			A	L	Yes
OX 23	23.3	Brogan..... do		P	A	L	Yes

## PAYETTE BRANCH

Sta. No.	Dist. from Payette	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Granger	Stock Yard Facilities
1350	0.0	Payette..... Idaho	Ay	F T X P	A	R	Yes
	0.4	Payette (Jet. H. B.)..... do		P			
OY 3	3.3	Ingard..... do			A		
OY 4	3.9	Effie..... 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 (Jet. H. B.)..... do					
OY 27	29.7	Emmett..... do	Mf	F T X P	A	R	Yes



IDAHO DIVISION—Continued  
HOMESTEAD BRANCH

Sta. No.	Dist. from Blakes Junction	STATIONS	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 do			A		
OZ 27	27.1	Sturgill do			A	R	Yes
OZ 33	32.9	Robinetto do	Rq	FTXP	A	R	Yes
<b>NEW MEADOWS BRANCH</b>							
	Dist. from Weiser						
1363	0.0	Weiser Idaho	Sr	FTXP	A	R-O	Yes
OP 6	6.0	Rebecca do			A		
OP 12	11.7	Presley do			A		
OP 19	19.1	Concrete do			A		
OP 27	26.7	Diamond (Spur) do			A		
OP 32	31.8	Midvale do	Mi	FTXP	A	L	Yes
OP 41	40.5	Cambridge do	Ra	FTXP	A	L	Yes
OP 50	49.8	Goodrich do			A		
OP 57	56.6	Mesa do			A		
OP 60	60.2	Council do	Cn	FTXP	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			A		
OP 72	72.0	Glendale do			A		
OP 80	80.0	Woodland do			A		Yes
OP 82	81.9	Tamarack do			A		
OP 84	84.1	Rubicon do			A		
OP 90	89.7	New Meadows do	Ds	FTXP	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	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Ogden	Stock Yard Facilities
1061	133.9	Pocatello Idaho	Ca	TP			
		Pocatello Baggage do		X			
		Pocatello Dispr. do	H	P			
		Pocatello Store do		F			
		Pocatello Yard do	Po		B	R	Yes
		Pocatello Freight do		F	A	L-SOE	
F 1131	136.7	Montana Jet do		P	A		
F 1133	138.2	Chubbuck do			A		
	140.4	Tyhee do		P	A	R	Yes
	141.1	East Line Fort Hall Indian Reservation.					
F 1138	145.7	Fort Hall Idaho	Fh	FTXP	A	L	Yes
F 1144	151.0	Gibson do		P	A	R	
	157.0	West Line Fort Hall Indian Reservation.					
F 1151	158.1	Blackfoot Idaho	Bf	FTP	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	FTXP	A	L-E	Yes
F 1163	169.8	Goshen Jet do		P	C		
F 1165	172.2	Monroe do			A		
F 1168	175.5	Shelley do	Sy	FTXP	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	FTXP	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	FTXP	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	FTXP	A	R	Yes
F 1236	242.9	High Bridge do		P	A	L	
F 1241	248.5	High Bridge (Spencer) do	Rc	FTXP	A	R	Yes
F 1251	258.0	Humphrey do		P	A	L	
F 1256.9	264.3	Ida.-Mont. State Line					
F 1257	264.7	Monida Mont.	Mo	FTXP	A	R	Yes
F 1265	272.8	Snowline do		P	A	R	Yes
F 1273	279.9	Lima do	Rd	FTXP	A	L	Yes
	Dist. from Blackfoot						
<b>MACKAY BRANCH</b>							
F 1151	0.0	Blackfoot Idaho	Bf	FTXP	A	L-OE	Yes
	0.0	Blackfoot (Jct. H. B.) do					
FL 2	2.1	Collins do			A		
FL 3	2.6	Gardner Jet do			A		
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 Jet do			A		
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	FTXP	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	FTXP	A	R	Yes



IDAHO DIVISION—Continued  
GARDNER BRANCH

Sta. No.	Dist. from Gardner Jct.	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
FL 3	0.0	Gardner Jct..... Idaho			C		
FM 3	3.2	Peterson..... do			A	L	
	Dist. from Thomas Jct.	<b>THOMAS BRANCH</b>					
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	
	Dist. from Aberdeen Jct.	<b>ABERDEEN BRANCH</b>					
FL 7	0.0	Aberdeen Jct..... Idaho		P	A		
FO 2	2.1	Army (Spur)..... do			A	R	
FO 4	4.3	Rockford..... do			A		
FO 6	5.9	Liberty..... do			A		
FO 10	10.2	Pingree..... do	Pg	FTXP	A	R	
FO 17	16.5	Springfield..... do		P	A	R	Yes
FO 20	19.7	Sterling..... do			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	FTXP	A	L	Yes
	Dist. from Goshen Jct.	<b>GOSHEN BRANCH</b>					
F 1163	0.0	Goshen Jct..... Idaho		P	C		
FK 3	3.2	Anton..... do			A	L	
FK 5	4.8	Goshen..... do			A		
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		
	Dist. from Orvin	<b>EAST BELT BRANCH</b>					
FR 3	0.0	Orvin..... Idaho		P	A	L	
	0.1	Orvin (Jct. H. B.)..... do		P	A		
FU 2	2.3	Lincoln..... do		P	A		
FU 3	3.1	Lincoln Jct..... do			C		
FU 6	5.7	Iona..... do			A	L	Yes
FU 16	16.4	Ririe..... do	Rk	FTXP	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	No	FTXP	A	R-E	Yes
FR 38	44.4	Belt..... do		P	A		
FR 37	45.9	St. Anthony..... do	Sh	FTXP	A	R-SE	Yes

IDAHO DIVISION—Continued  
WEST BELT BRANCH

Sta. No.	Dist. from Ucon	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Granger	Stock Yard Facilities
FR 8	0.0	Ucon..... Idaho	Un	FTXP	A	R	Yes
	0.1	Ucon (Jct. H. B.)..... do		P	A		
FS 3	2.8	Coltman (Spur)..... do		P	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 10	9.4	Midway (Spur)..... do			A		
FS 11	10.5	Mennan..... do	Mn	FTXP	A	R	Yes
FS 12	11.5	Annis Jct..... do			C		
FS 25	25.0	Plano..... do		P	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	FTXP	A	R-SE	Yes
	Dist. from Annis Jct.	<b>ANNIS BRANCH</b>					
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	
	Dist. from Idaho Falls	<b>YELLOWSTONE BRANCH</b>					
F 1177	0.0	Idaho Falls..... Idaho	Ak	FTXP	A	L-OE	Yes
	1.0	Idaho Falls, Baggage..... do					
	1.0	Idaho Falls (Jct. H. B.)..... do					
FR 3	3.0	Orvin..... do		P	A	L	
FR 4	3.7	St. Leon (Spur)..... do			A	R	
FR 8	7.6	Ucon..... do	Un	FTXP	A	R	Yes
FR 14	13.8	Rigby..... do	Rg	FTXP	A	L-E	Yes
FR 18	18.1	Lorenzo..... do		P	A	L	
FR 21	20.7	Thornton..... do			A	R	Yes
FR 22	21.9	Mark..... do			A		
FR 26	26.0	Rexburg..... do	Rx	FTXP	A	R-SE	Yes
FR 30	29.8	Sugar City..... do	Sc	FTXP	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	FTXP	A	R-SE	Yes
FR 38	38.3	Belt..... do		P	A		
FR 43	42.8	Chester..... do		P	A	L	Yes
FR 51	51.0	Ashton..... do	Hn	FTXP	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		PS	A	L	
FR 91	90.7	Big Springs..... do		PS	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	T XPS	A	L	



IDAHO DIVISION—Concluded  
TETON VALLEY BRANCH

Sta. No.	Dist. from Ashton	STATIONS	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	FTXP	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	Md	FTXP	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	FTXP	A	R	Yes
FV 37	37.2	Driggs..... do	Di	FTX	A	L	Yes
FV 42	42.3	Fox Creek..... do			A	L	
FV 46	45.6	Victor..... do	Vr	FTXP	A	R	Yes

SIXTH SUBDIVISION  
MAIN LINE—LIMA TO MEADERVILLE

Sta. No.	Dist. from Ogden	STATIONS	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	FTXP	A	L	Yes
F 1281	288.0	Dell..... do	De	FTXP	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	FTXP	A	R	Yes
F 1306	312.9	Grayling..... do		P	A	L	
F 1309	316.4	Dalys..... do		P	A	L	
F 1313	320.4	Barratts..... do		P	A	R	
F 1321	328.0	Dillon..... do	Dn	FTXP	A	R	Yes
F 1327	334.4	Bond..... do		XP	A	R	Yes
F 1333	340.3	Apex..... do		P	A	R	Yes
F 1340	347.8	Glen (Spur)..... do		P	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	FTXP	A	L	Yes
F 1355	364.9	Quinn..... do		P	A	L	
F 1359	366.0	Maiden Rock..... do		P	A	R	
F 1363	370.1	Divide..... do	J	FTXP	A	L	Yes
F 1367	374.3	Woodin..... do		P	A	R	
F 1373	380.7	Feeley..... do		P	A	R	Yes
F 1377	384.6	Buxton..... do		P	A	L	
F 1383	390.0	Silver Bow..... do	Sb	FTXP	A	L	Yes
		Butte City (A) 2 No. Main St. do		T			
F 1390	396.9	Butte Union Depot..... do	By	TP	A	L	
		Butte Freight..... do		F		L-OE	Yes
F 1392	398.7	Meaderville..... do					

UTAH DIVISION  
926.05 Miles  
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 Frt. Platform from L.A.	Stock Yard Facilities
B 1353	461.5	Caliente Frt. and Tkt. .... Nev.		FT	A	R	Yes
		Caliente Telegraph..... do	Cs	P	A		
B 1349	466.3	Eccles..... do		P	A		
B 1344	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	
B 1324	491.3	Brown..... do		P	A		
B 1319	495.7	Crestline..... do	Ne	P	A	L	
B 1315	499.8	Lien..... do		P	A		
B 1312.4	502.5	Neu-Utah State Line..... do					
B 1312	503.2	Uvada..... Utah		P	A		
B 1307	507.9	Tomas..... do		P	A		
B 1303	511.8	Modena..... do	Na	FTXP	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	R	
B 1281	533.5	Zane..... do		P	A		
B 1276	538.4	Ford..... do		P	A		
B 1271	543.4	Lund..... do	Un	FTXP	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		P	A	L	
B 1246	568.6	Laho..... do		P	A	R	
B 1241	573.7	Upton..... do		P	A		
B 1236	578.8	Milford Freight..... do		F	A	L	Yes
		Milford Ticket..... do		T			
		Milford Telegraph..... do	Fd	P			
		Milford Dispatcher..... do	Di				

PIOCHE BRANCH

Sta. No.	Dist. from Caliente	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from L.A.	Stock Yard Facilities
B 1353	0.0	Caliente..... Nev.	Cs	FTP	A	R	Yes
	0.2	Caliente (Jct. H. B.)..... do					
BM 6	6.0	Peck..... do			C		
BM 12	11.8	Comet..... do			A		
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	FTXP	A	R	Yes

PRINCE BRANCH

Sta. No.	Dist. from Prince Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from L.A.	Stock Yard Facilities
BM 32	0.0	Prince Jct..... Nev.					
	2.3	P. P. T. L. Crossing..... do					
BY 3	2.6	Atlanta..... do			A	R	
BY 4	4.2	Mendha..... do			A		
BY 7	6.5	Casleton..... do			A		
BY 9	8.6	Prince..... do			A		

CEDAR CITY BRANCH

Sta. No.	Dist. from Lund	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from L.A.	Stock Yard Facilities
B 1271	0.0	Lund..... Utah	Un	FTXP	A	R	Yes
BL 9	9.4	Avon..... do		P	A		
BL 21	21.0	Iron Springs..... do		P	A	R	Yes
BL 25	25.2	Halivah..... do		F	A		
BL 30	29.9	Stock Yards..... do		P			Yes
BL 31	31.0	Power Plant Spur..... do					
		Cedar City Freight..... do		F	A	R-O	
BL 33	32.5	Cedar City Ticket..... do	Cd	TP			

IRON MOUNTAIN BRANCH

Sta. No.	Dist. from Iron Springs	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from L.A.	Stock Yard Facilities
BL 21	0.0	Iron Springs..... Utah		P	A	R	Yes
	0.1	Iron Springs (Jct. H. B.)..... do					
BJ 4	4.0	Desert Mound..... do			B		
BJ 15	14.8	Iron Mountain..... do			A		



UTAH DIVISION—Continued  
FRISCO BRANCH

Sta. No.	Dist. from Milford	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities	
B 1236	0.0	Milford	Utah	Fd	FTP	A	L	Yes
BK 6	6.2	Hickory	do		A	B		
BK 10	9.9	Solus	do		B	B		
BK 17	16.9	Frisco	do		B	B	L	
<b>SECOND SUBDIVISION MAIN LINE—MILFORD TO LYNN DYL</b>								
	Dist. from Los Angeles							
B 1236	578.8	Milford Freight	Utah	F	FTP	A	L	Yes
		Milford Ticket	do	T				
		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 1213	601.5	Black Rock	do	Ko	FTXP	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		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	R-O	
B 1164	651.4	Delta	do	Ak	FTXP	A	L-O	Yes
B 1157	657.5	Strong	do		P	A		
B 1153	662.3	Cline	do		P	A		
B 1147	667.9	Lynndyl	do	Ny	FTXP	A	R	Yes

Sta. No.	Dist. from Delta	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities	
B 1164	0.1	Delta (Jet. H. B.)	Utah	Ak	FTXP	A	L	Yes
BI 22	21.7	Greenwood	do		P	A	R	Yes
BI 32	32.2	Fillmore	do	Fi	FTX	A	R	Yes

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	FTXP	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	FTP	A	R	
B 1109	706.2	Boulter	do		P	A		
B 1103	712.0	Loggreen	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	F	P	A	L	Yes
B 1084	731.2	Ajax	do		P	A		
B 1081	731.7	Clover	do		P	A	L	
B 1077	738.1	St. John	do	Sj	FTXP	A	L	Yes
B 1070	744.6	Stockton	do	Kn	FTXP	A	R-O	Yes
B 1068	746.8	Bauer	do	Ba	FP	A		
B 1065	750.2	Warner	do	Du	FTP	A	R-O	Yes
B 1061	754.3	Shields	do		P	A		
B 1056	758.4	Erda	do		P	A	L	
B 1052	762.5	Morris	do		P	A		
B 1048	766.4	Lake Point	do	Pn	P			Yes
B 1047	768.0	Wye	do		P			
B 1046	768.8	Smelter	do				R	
	769.1	B. & G. Crossing	do					
B 1045	770.3	Garfield	do	Gf	FTXP	A	R-O	Yes
B 1039	775.7	Riter	do		P	A		
B 1034	781.2	Buena Vista	do	Bv	P	A	R	
B 1031	784.0	Enamel Spur	do					
	784.4	D. & R. G. W. Crossing	do					
	784.5	D. & R. G. W. Crossing	do					
	784.5	Salt Lake "A" So. Tem. & Main	do		T			

UTAH DIVISION—Continued  
THIRD SUBDIVISION—Concluded  
MAIN LINE—LYNN DYL 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	Salt Lake City S. P., 14 So. Main St.	Utah		T		
		Salt Lake City Un. Station	do		T		
		Salt Lake City Baggage	do		F	A	R-SOE
		Salt Lake City Freight	do		P		
		Salt Lake City Telegraph	do	Vn	P		
		Salt Lake City Dispatcher	do	Ds	P		

Sta. No.	Dist. from Tintic	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1114	0.0	Tintic	Utah	U	FTP	A	R
BF 2	0.4	Tintic (Jet. H. B.)	do				
BF 4	1.6	Mammoth Junction	do				
BF 4	3.6	Eureka	do	Rk	FTX	A	R

Sta. No.	Dist. from Tintic	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1114	0.0	Tintic	Utah	U	FTP	A	L
BG 2	0.4	Tintic (Jet. H. B.)	do				
BG 2	2.4	Silver City	do			A	R

Sta. No.	Dist. from Mammoth Jet.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
BF 2	0.0	Mammoth Junction	Utah				
BH 1	0.8	D. & R. G. W. Crossing	do				
BH 2	1.6	Mammoth	do			A	R

Joint with D. & R. G. W. Railroad.

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	FTXP	A	R	Yes
T 1158	673.3	Leamington	do		P	A	R	Yes
T 1150	681.0	Soma	do		P	A		Yes
T 1148	683.1	Parley	do		P	A		
T 1140	691.3	Mills	do		P	A	R	Yes
T 1133	698.3	Juab	do		P	A	L	Yes
T 1130	701.0	Levan	do		P	A	R	
T 1125	705.6	Sharp	do		P	A		
T 1118	712.8	Nephi	do	Ni	FTXP	A	R	Yes
T 1112	718.7	Burrison	do		P	A		
T 1110	720.4	Mona	do		P	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	FTXP	A	R	Yes
T 1090	741.2	Stearns-Beet Spur	do		P	A		
T 1087	743.6	Benjamin	do		P	A	L	
T 1084	746.4	Spanish Fork	do	Sf	FTXP	A	R-O	Yes
T 1081	750.0	Springville	do		P	A	R	Yes
T 1076	754.7	Provo Union Depot	do	Vo	TP	A	R	
	754.7	Provo Freight Depot	do	De	FP	A	L-OE	Yes
	754.7	Provo Joint Yard	do	Ur	P		L	
T 1074	756.8	Provo-Cutting Spur	do			A		
T 1073	759.3	D. & R. G. W. Crossing	do					
T 1071	759.4	Geneva	do		FP	A		
T 1070	761.1	Vineyard	do		P	A		
T 1067	763.8	Hardy	do		P	A		
T 1065	765.5	Pleasant Grove	do	Go	FTXP	A	R	
	768.0	S. L. & U. R. R. Co., Crossing	do					
	768.5	American Fork	do	Af	FTXP	A	L-O	
T 1062	771.1	Lehi-Sugar Spur	do					
T 1059	771.5	Lehi	do	Hi	FTXP	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		P	A		
T 1048	783.3	Mellen Sand Spur	do					
T 1046	784.9	Draper	do	A	FTXP	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	A	R	



UTAH DIVISION—Continued  
 PROVO SUBDIVISION—Concluded  
 MAIN LINE—LYNN DYL 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		A	L	
S 1039	792.4	Atwood.....	do	P	B		
	792.5	Connection U. S. Smelter Spur	do				
S 1037	794.1	Pallas.....	do	P	B	R	
S 1036.1	794.7	Murray.....	do	FTXP	A	R-OE	Yes
S 1036	795.4	Fireclay.....	do	A	A		
S 1035	796.0	Bentz.....	do	A	A		
S 1034.1	797.2	Walton.....	do	A	B		
S 1034	797.4	Huslers.....	do		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 1031	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			
		Salt Lake City S. P., 14 So. Main St.....	do	T			
B 1029	802.0	Salt Lake City Union Station.....	do	T			
		Salt Lake City Baggage.....	do				
		Salt Lake City Freight.....	do	F	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

Sta. No.	Dist. from Provo	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Provo	Stock Yard Facilities
T 1076	0.0	Provo Union Depot.....	Utah	Vo	TP	R	
	1.4	Provo (Jet. H. B.).....	do				
TB 2	2.8	Ironton (Columbia Steel Plant).....	do		A	R	

FAIRFIELD BRANCH

Sta. No.	Dist. from Cutler	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Cutler	Stock Yard Facilities
	0.2	Cutler (Jet. 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

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 City, Ben Lomond Hotel Bldg. ....	Utah		T		
		Ogden, Union Pass. Sta. ....	do		T		
		Ogden, Baggage.....	do				
		Ogden, Freight.....	do	Og	FT	A	L-OE
		Ogden, Telegraph.....	do	Yd	P		Yes
		Ogden, Yard.....	do		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	FTXP	A	L
B 1007	14.5	Layton.....	do	Ny	FTXP	A	L
B 1009	16.7	Kaysville.....	do	K	FTXP	A	L
B 1014	21.3	Farmington.....	do		XP	A	L
B 1019	26.0	Centerville.....	do		P	C	L
B 1021	28.1	Woods Cross.....	do	Wc	FTXP	A	L
	31.0	B. E. Ry. Crossing.....	do				
B 1024	31.1	North Salt Lake.....	do		FP	A	L
B 1026	32.9	Becks.....	do			A	Yes
	33.7	North Yard.....	do		P		
		Salt Lake City ("A") So. T. and Main.....	do		T		
		Salt Lake City S. P., 14 So. Main St.....	do		T		
B 1029	36.3	Salt Lake City Passenger Station.....	do		TX		
		Salt Lake Bag.....	do				
		Salt Lake Freight.....	do		F	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	FTXP	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		A		

FIFTH SUBDIVISION  
 MAIN LINE—OGDEN TO McCAMMON

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 City, Ben Lomond Hotel Bldg. ....	Utah		T		
		Ogden, Un. Pas. Sta. ....	do		T		
		Ogden, Baggage.....	do				
		Ogden, Freight.....	do	Og	FT	A	R-OE
		Ogden, Telegraph.....	do	Yd	P		Yes
		Ogden, Yard.....	do		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		P		
F 996	2.9	Five Points Junction.....	do			A	R
	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	FTXP	A	R-OE
F 1018	25.3	Bakers.....	do		P	A	L
F 1023	30.4	Honeyville.....	do	Hx	FTXP	A	L
F 1025	32.5	Madsen.....	do		P	A	R
F 1029	35.9	Dewey.....	do		P	A	R
F 1033	40.1	Collinston.....	do		P	A	R
F 1036	43.0	Durfey (Spur).....	do			A	R
F 1037	44.6	Wheelon.....	do		P	A	L
	45.2	Bear River Tunnel (Tunnel No. 15).....	do				
F 1041	48.8	Cache Junction.....	do	Cj	FTXP	A	R
F 1046	52.9	Hammond.....	do		P	A	L
F 1050	56.9	Trenton.....	do	On	FTXP	A	L
F 1051	58.2	Morton.....	do		P	A	L
F 1053	60.6	Cornish.....	do	Cg	FTXP	A	L
F 1055	62.4	Utida.....	do		P	A	R
F 1055	62.4	Utah-Idaho St. Line					
F 1056	63.7	Anderson (Spur).....	Idaho			A	R
F 1058	65.1	Weston.....	do	Wi	FTXP	A	L
F 1059	66.7	Linrose (Spur).....	do			A	R
F 1061	68.6	Thorensen (Spur).....	do			A	R
F 1064	71.0	Dayton.....	do	Cn	FTXP	A	L
F 1065	72.4	Beers (Spur).....	do			A	L
F 1068	75.1	Clifton.....	do		P	A	L
F 1071	78.3	Coulam.....	do		P	A	R
F 1074	81.3	Oxford.....	do		P	A	L
F 1077	84.7	Swan Lake.....	do		P	A	L
F 1083	89.9	Zenda.....	do		P	A	R
F 1088	95.0	Downey.....	do	Do	FTXP	A	R
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	FTXP	A	L
	1038	McCammmon.....	do	Mc	FTXP	A	L
	111.4	Jct. Switch Line to Ogden					Yes

Automatic Block Signals



## 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			A	L	Yes
BE 0.7	0.7	Evona.....	do			A	L	Yes
BE 0.9	0.9	Corey Const. (Spur).....	do			A	R	
BE 1	1.1	Relico.....	do			A	R	
.....	1.6	Sugar Works Switch.....	do					
.....	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	

## FIVE POINTS BRANCH

Sta. No.	Dist. from Junction	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from Ogden	Stock Yard Facilities	
F 996	0.0	Five Points Jct.....	Utah			A	R	
FB 1	1.1	Five Points.....	do			B		

## 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 X P	A	R-OE	Yes
FC 4	3.9	Corinne Junction.....	do			C	R	
FC 6	5.6	Corinne.....	do			A	R	
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	
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			A	R	
FD 5	5.1	Sunset.....	do			A	R	
FD 6	6.3	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			A	L	
FE 1	1.1	Garland Jct.....	do			A	L	
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 X P	A	R	Yes
.....	0.2	Cache Junction (H. B.).....	do			A	R	
FF 5	4.8	Petersboro (Spur).....	do			A	L	
FF 9	8.0	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 16	16.4	West (Spur).....	do			A	R	
FF 18	17.6	Hyrum.....	do		X	A	L-O	Yes
FF 22	21.7	Sugar Factory Jct.....	do					
.....	23.7	Logan Jct.....	do					
FF 24	24.1	Logan.....	do	Q	FT	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 35	35.0	Plants (Spur).....	do			A	R	
FF 36	36.5	Hodges (Spur).....	do			A	L	
FF 37	37.4	Richmond.....	do	Rn	F T X	A	R	Yes
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		FS	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 46	45.7	Bullen.....	do			A	R	
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	FT	A	R	Yes
FG 3	0.3	Benson Junction (H. B.).....	do			A	L	
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					
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

596.40 Miles

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		
		Los Angeles Freight—840 So. Alameda Street	do		FT	{ R & L } { SOE }	
		Los Angeles, Jct. Station	do		T		
		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		
	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				
B 1811	3.9	Soto Street Jct.	do				
B 1810	4.6	Downey Road	do				
B 1809	5.6	East Yard	do		P		
	7.3	Telegraph Road	do	Rd	P		
	7.5	East Los Angeles	do		T		
B 1804	10.3	Montebello	do	Mk	FTXP	A	L
B 1803	12.1	Pico	do	K	FTXP	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	FTP	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	FPX	A	R
B 1786	28.7	Feed Spur	do			A	Yes
B 1784	30.6	Spadra	do		P		
B 1781	33.8	Pomona Ticket	do	Po	TP	A	R
		Pomona Freight	do		F	A	
	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	FTP	A	L
	39.9	Southern Pacific Crossing	do				
B 1774	40.8	Cueumonga 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	FP	A	
B 1767	47.5	Winery Spur Mira Loma	do				
B 1765	50.0	Bly	do	By	P	A	

CRESTMORE SPUR

Sta. No.	Dist. from Bly	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
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			A	
BR 4	3.9	Ormand Quarry Track	do				
BS 4	6.5	Crestmore	do			A	

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.				
B 1760	54.5	Arlington	do	AN	P	A	
B 1759	55.5	Streeter	do		P	C	
B 1758	56.8	Magnolia Ave.	do			A	
	56.8	Pacific Electric Ry. Crossing	do				
	57.3	North Street	do				
		Riverside Freight	do		FP	A	R
B 1755	59.2	Riverside Depot Ticket	do	Vn	TP	C	Yes
B 1754	59.9	Riverside Junction	do				
	59.9	S. P. and A. T. & S. F. Crossing	do				
B 1752	62.4	Highgrove	do		FTX	A	R
	65.8	Southern Pacific Crossing	do				
B 1749	66.2	Colton	do		FTP	A	R
	68.4	Pacific Electric Ry. Crossing	do				
B 1746	69.0	San Bernardino Freight	do		F	A	RE
		San Bernardino Ticket	do		T		Yes
		San Bernardino Baggage	do		X		
		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	FTXP	A	L
B 1721	92.5	Alray (Eastbound)	do				
	96.3	Summit	do				R
B 1724	96.6	Gish	do			A	Yes
B 1723	91.6	Dell	do			A	
B 1718	94.3	Summit	do			A	
B 1712	101.3	Lugo	do	Su	FTXP	A	R
B 1707	107.0	Hesperia	do		P	A	Yes
B 1703	111.1	Thorn	do		P	A	L
B 1702	113.4	Frost	do			A	
B 1699	115.4	Victorville	do	Vr	FTXP	A	L
B 1697	116.9	Leon	do		P	A	Yes
B 1693	120.5	Oro Grande	do		P	A	L
B 1688	125.9	Bryman	do		P	A	Yes
B 1683	130.8	Helendale	do		P	A	R
B 1679	135.1	Wild	do				
B 1674	140.0	Hodge	do		P	A	R
B 1668	145.9	Lenwood	do		P	A	Yes
		Barstow Freight	do	Ba	F	A	L
		Barstow Ticket	do		T		Yes
B 1663	151.8	Nebo	do			A	
B 1658	156.9	Daggett	do	H	FTXP	A	R
B 1652	162.2	West Yermo	do			A	
B 1650	165.2	Yermo	do	Bn	FTXP	A	L

Auto. Block Signals

Double Track

SAN PEDRO BRANCH

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
B 1810	0.0	Downey Road (Jct. HB)	Cal.		P		
BW 0	0.3	Hobart	do	J	FP		
	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				Yes
	0.8	La. Ang. Jct. Ry. Csg.	do				
BW 1	0.9	Vernon Industrial Spur	do			A	
BW 1	1.4	Fruitland	do			B	
BW 2	1.8	Fruitland Ind. Spur	do				
BW 3	2.8	Huntington Park	do		T	A	L
	2.3	Bethlehem Steel Corp.	do				
	2.3	Pacific Elect. Ry. Crag.	do				
BW 3	2.6	Bell	do			A	R

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—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
BW 4	4.2	L. A. Chem. Prod. Co.....	Cal.				
BW 4	4.5	A. R. Maas Chem. Co.....	do				
BW 4	4.5	Team Track.....	do				
BW 5	4.6	South Gate.....	do		A		
BW 5	4.6	So. Pac. Crossing.....	do				
BW 5	4.8	Blue & Mason-Ind. Spur.....	do				
BW 5	5.2	Purex Co.....	do		A		
BW 5	5.4	Pacific Cast Iron Prod. Co.....	do				
BW 5	5.4	P. Grassi Spur.....	do				
BW 7	6.6	Workman.....	do	F	A		Yes
BW 7	7.2	Rancho Los Amigos.....	do		A		
BW 7	7.4	Dayton-Waldrip Co.....	do				
BW 7	7.6	Hollydale Spur.....	do		A		
BW 7	7.8	Hardman Air Craft Corp.....	do				
BW 8	8.4	Pac. Elect. Csg.....	do				
BW 8	8.7	Macco Lumber Spur.....	do				
BW 9	9.0	Clearwater.....	do		A		Yes
BW 10	9.7	Hynes.....	Hy	F T X P	A	L	Yes
BW 10	10.1	So. Cal. Edison Spur.....	do				
BW 10	10.7	Export Petroleum Spur.....	do				
BW 11	11.0	Richfield Oil Co.....	do				
BW 12	11.3	Exeter Refinery Co.....	do				
BW 12	11.5	Rioco.....	do	P	B		
BW 12	11.6	Operators Oil & Ref'g Spur.....	do				
BW 12	11.8	Douglas Jct.....	do				

Sta. No.	Dist. from Douglas Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
BW 12	0.0	Douglas Jct.....	Cal.				
BX 1	1.9	North Long Beach.....	do	F	A	L	
BX 1	2.2	Douglas Aircraft Spur.....	do				
BX 3	2.5	Montana Ranch Spur.....	do				
BX 3	2.5	City of Long Beach Spur.....	do				
BX 3	2.6	Hancock Ref. Co. Spur.....	do				

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
B 1810	0.0	Downey Road.....	Cal.	P			
BW 16	14.6	Cota (P-E Crossing).....	do				
BW 16	16.3	Manuel.....	do				
BW 19	18.9	So. Pac. Crsg.....	do				
BW 19	19.0	Thenard.....	do				
BW 19	19.1	Pac. Elect. Crsg.....	do				
BW 19	19.3	Wilmington.....	do				

Sta. No.	Dist. from Wilmington	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
BW 20	0.0	Wilmington.....	Cal.				
BW 20	1.3	Mead So. Pac. Intchg.....	do				
BW 20	2.9	Long Beach Frt.....	do	F	A		

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
B 1810	0.0	Downey Road.....	Cal.	P			
BW 20	19.3	Ford Motor Co. Spur.....	do				
BW 20	19.4	Oil Warehouse Spur.....	do				
BW 20	19.6	Wilmington Team.....	do				
BW 20	19.8	Henry Ford Ave. Crsg. Trk.....	do				
BW 20	20.4	Henry Ford Ave. Draw Bdg.....	do				
BW 20	20.6	Rohl-Connelly Spur.....	do				
BW 20	20.6	West Long Beach Spur.....	do				
BW 20	20.7	Spencer-Kellogg Spur.....	do				
BW 20	20.7	Permanente Corp. Spur Csg.....	do				
BW 21	21.4	Terminal Island.....	do	P			
BW 23	23.1	East San Pedro.....	Sr	F	A	L	

## LOS ANGELES DIVISION—Continued

## PASADENA BRANCH

Sta. No.	Dist. from Pasadena Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
B 1812	0.0	Pasadena Jct.....	Cal.				
B 1812	0.1	Alhambra Ave.....	do				
B 1812	0.1	So. Pac. Crsg.....	do				
B 1812	0.5	L. A. Ry. Crsg.....	do				
BU 5	0.7	Glendale Jct.....	do				
BU 2	1.8	Avenue 33.....	do				
BU 5	4.4	Highland Park.....	do		A		
BU 5	4.4	Baker Spur.....	do				
BU 5	4.5	Team Track.....	do				
BU 5	4.5	A. T. & S. F. Ry. Crsg.....	do				
BU 8	7.3	Muni. Lght. Plant Spur.....	do				
BU 8	7.3	Raymond.....	Cal.		A	R	
BU 8	7.4	Muni. Lght. Plant.....	do				
BU 8	7.5	Pasadena Canning Co.....	do				
BU 8	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	A	R&LE	
BU 9	8.9	Pasadena Depot.....	do	P			
BU 9	8.9	Pasadena City Tkt.....	do	T P			
BU 9	8.9	Industrial Spur.....	do				

Sta. No.	Dist. from Glendale Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
BU 5	0.0	Glendale Jct.....	Cal.				
BV 1	0.4	Avenue 18.....	do				
BV 1	0.9	Dayton Ave. Tower.....	do				
BV 3	2.2	Taylor Mfg. Co. Spur.....	do				
BV 3	3.0	Arroyo Jct.....	do				
BV 3.5	3.4	Delay Drive.....	do				
BV 4	3.6	Fletcher Drive.....	do				
BV 4.5	3.8	Clifford Spur.....	do		B		
BV 6	4.2	Forest Lawn.....	do		A		
BV 6	6.3	Glendale Depot.....	do	F	A	RL&E	
BV 6	6.3	Glendale City Tkt.....	do	T			
BV 6	6.3	Glendale Baggage.....	do				

Sta. No.	Dist. from Whittier Jct.	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Freight Platform from L.A.	Stock Yard Facilities
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
BT 10	6.8	Pac. Elec. Ry. Crsg.....	do				
BT 10	9.6	La Habra.....	do	Ha	F T	A	L
BT 14	10.5	Pac. Elect Ry. Crsg.....	do				
BT 14	13.8	Sunny Hills Spur.....	do			A	
BT 15	13.9	Sunny Hills.....	do				
BT 15	15.4	Rollo.....	do			A	
BT 17	15.5	A. T. & S. F. Ry. Crsg.....	do				
BT 17	17.3	Fullerton.....	do	Rn	F T	A	R&E
BT 20	19.0	A. T. & S. F. Ry. Crsg.....	do				
BT 20	20.0	Anaheim.....	do	Mn	F T	A	R&E

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.			C	
B 1754	0.1	Junction Switch Br. Line.....	do				
B 1754	0.4	S. P. Intchg.....	do				
BS 1.5	1.4	Alamo.....	do				Yes
BS 1.5	3.3	Riverside Portland Cement Co.....	do				
BS 4	3.6	Crestmore.....	do		P	A	







## OPERATED MILEAGE

	First Main Track	Second Main Track	Add'l Main Track
<b>IDAHO DIVISION—</b>			
<b>Main Line—</b>			
First Subdivision... Granger to Montpelier.....	115.15	19.02	
Second Subdivision... Montpelier to Pocatello.....	98.97	42.50	
Third Subdivision... Pocatello to Glenna Ferry.....	159.84	47.49	
Fourth Subdivision... Glenna 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.....	118.10	1.70	
Total.....	847.88	132.44	
<b>Branches—</b>			
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		
Paris..... Montpelier to Paris.....	9.49		
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 Jct.....	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 Rcbinette.....	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.....	1398.95		
Total Idaho Division.....	2246.83	132.44	

## OPERATED MILEAGE—Continued

	First Main Track	Second Main Track	Add'l Main Track
<b>UTAH DIVISION—</b>			
<b>Main Line—</b>			
Fifth Subdivision... McCammon to Ogden.....	111.42		
Fourth Subdivision... Ogden to Salt Lake City.....	36.67	35.35	.54
Third Subdivision... No. Tem. St. Jct. to Buena Vista.....	3.63		
do Salt Lake City to Lyndyl.....	118.16	121.79	
Second Subdivision... Lyndyl to Milford.....		89.13	
First Subdivision... Milford to Caliente.....		117.48	
Provo Subdivision... Salt Lake City to Lyndyl.....		133.09	
Total.....	609.58	35.35	.54
<b>Branches—</b>			
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.....	5.82		
Urban..... Bakers to Urban.....	4.95		
Five Points..... Five Points Jct. to Five Points.....	1.08		
Evona..... Ogden to Sugar Works SW.....	2.62		
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.....	3.71		
Silver City..... Tintic to Silver City.....	1.94		
Fillmore..... Delta to Fillmore.....	32.34		
Frisco..... Milford to Frisco.....	16.42		
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.....	316.47		
Total Utah Division.....	926.05	35.35	.54



## OPERATED MILEAGE—Concluded

	First Main Track	Second Main Track	Add'l Main Track
<b>LOS ANGELES DIVISION—</b>			
<b>Main Line—</b>			
First Subdivision.... Los Angeles to Riverside Junction.....	59.94	4.57	
do A. T. & S. F. Ry., Riverside Jct., to Daggett.....	101.34	96.88	1.00
do Daggett to Yermo.....	4.27		
Second Subdivision... Yermo to Las Vegas.....		171.15	
Third Subdivision... Las Vegas to Caliente.....		125.00	
Total.....	461.70	101.45	1.00
<b>Branches—</b>			
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.....	5.01		
do P. E. Ry. Co., L. A. Harbor.....	9.21	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	
Tota.....	134.70	10.28	
Total Los Angeles Division.....	596.40	111.73	1.00
Total Main Line.....	1,919.16	269.24	1.54
Total Branches.....	1,850.12	10.28	
Grand Total (Operated Mileage)....	3,769.28	279.52	1.54

**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.

①Operated through the agency of the Harbor Belt Line R. R.

②Trackage rights granted by S. P. Co.—but not used.

## FIRST TRACK MILEAGE BY STATES

Wyoming.....	115.84	Brought forward.....	2,605.56
Idaho.....	1,737.59	Oregon.....	247.88
Nevada.....	366.84	Utah.....	772.38
California.....	385.29	Montana.....	143.46
Carried forward.....	2,605.56	Total.....	3,769.28

## 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 3,769.28	③ 279.52	1.54	③ 1,635.74	5,686.08
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		22.15	76.14
O. S. L. R. R. Co. tracks in Ogden Yard which are operated by O. U. R. & D. Co.....	1.67	.12		2.17	3.96
O. S. L. R. R. Co. track at Cushing, Utah which is operated by D. & R. G. W. R. R.....				.18	.18
Total.....	3,823.24	281.34	1.54	1,660.24	5,766.36
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.....				.17	.17
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 At Wells.....	1.86				1.86
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		9.49	19.37
Butte, Anaconda & Pacific Ry. Co., at Silver Bow.....				.77	.77
(Trackage rights granted, L. A. & S. L.)					
A. T. & S. F. Ry. Co.—Coast Lines:					
Riverside Jct. to Daggett.....	101.34	96.88	1.00	89.09	288.31
Board of Harbor Commissioners, City of Long Beach.....				.72	.72
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).....				.93	.93
Municipal Terminal R. R.:					
①At Los Angeles Harbor.....	2.13	2.36		49.68	54.17
Municipal Terminal R. R. and A. T. & S. F. ①At Los Angeles Harbor.....	.80				.80
Municipal Terminal R. R. and Sou. Pac. Co.—Pacific Lines					
①At Los Angeles Harbor.....	.16			.02	.18

③Operated through the agency of the Harbor Belt Line R. R.

④Includes 1.67 miles O. S. L. R. R. first main track and ⑤ 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.

⑥Includes 8.18 miles of O. S. L. R. R. first main track ⑦ includes 1.70 miles O. S. L. R. R. second main track and ⑧ includes 9.49 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.....				.55	.55
At Los Angeles Harbor.....	9.21	7.51		6.56	23.28
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
At Los Angeles Harbor.....	5.01			16.82	21.83
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
Western Pacific Ry. Co.:					
At Garfield.....				.10	.10
Total to Deduct.....	146.58	108.67	1.54	203.75	460.54
Total Owned and Jointly Owned.....	3,676.66	172.67		1,456.49	5,305.82
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.....				1.88	1.88
At Layton.....				.74	.74
At North Salt Lake.....				1.66	1.66
At Pallas.....				1.18	1.18
At Midvale.....				.25	.25
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 Rollo.....				.42	.42
At Los Angeles, East Yard.....				1.06	1.06
At Hobart.....				1.38	1.38
A. T. & S. F. Ry. Co. & So. Pac. Co.:					
Los Angeles Union Passenger Term.....	.59	.58		8.41	9.58
Bingham & Garfield Ry. Co. at Garfield.....				.98	.98
D. & R. G. W. R. R. Co.:					
At Provo.....				.38	.38
Mammoth Jct. to Mammoth.....	.41			.16	.57
At Ironton.....	.60			2.00	2.60
Municipal Terminal R. R. at Wilmington.....				.54	.54
Pacific Electric Ry. Co.:					
At La Habra.....				.04	.04
At Fruitland.....				.33	.33
Southern Pacific Co.:					
At Los Angeles.....				1.03	1.03
At South Gate.....				.90	.90
Utah Ry. Co. at Provo.....				4.37	4.37
Total to Deduct.....	1.61	.58		28.38	30.57
Balance Mileage Owned.....	3,675.05	172.09		1,428.11	5,275.25

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

Does not include .26 mile which is O. S. L. R. R. Co's proportion of .52 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
<b>TRACKS OWNED OR LEASED BY O. S. L. R. R. CO.</b>			
ALSO USED BY:			
Utah Light & Traction Co.....			.06
Bamberger Electric R. R. Co.....			.69
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
Utah-Idaho Central R. R. Co. Five Points Jct. to Five Points, Utah.....	1.00		
Empire Copper Co. (non-carrier).....			.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

## TRACKS OWNED JOINTLY WITH OTHER COMPANIES

	First Main Track	Add'l Main Track	Yard Tracks and Sidings
	Miles	Miles	Miles
ALSO USED BY U. P. R. R. CO.:			
Denver & Rio Grande West. R. R. Co. At Ogden Sugar Works, Utah.....			3.76
Denver & Rio Grande West. R. R. Co. At Layton, Utah.....			1.49
Denver & Rio Grande West. R. R. Co. At No. Salt Lake, Utah.....			3.32
Denver & Rio Grande West. R. R. Co. At Pallas, Utah.....			2.35
Denver & Rio Grande West. R. R. Co. At Midvale, Utah.....			.50
Western Pacific R. R. Co. At Salt Lake, Utah.....			.29
Ore-Wash. R. R. & N. Co. At Huntington, Ore.....			.52
Utah-Idaho Central R. R. Co. At Hyrum, Utah.....			.54
Chicago, Milwaukee, St. P. & P. R. R. Co. At Silver Bow.....			.12
Total.....			12.89

## TRACKS OWNED OR LEASED BY L. A. &amp; S. L. R. R. CO.

	First Main Track	Add'l Main Track	Yard Tracks and Sidings
	Miles	Miles	Miles
ALSO USED BY:			
A. T. & S. F. Ry. Co.—Coast Lines. Dagget to Yermo, Cal.....	1.76		.11
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		14.33
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		14.33
Sou. Pac. Co.—Pacific Lines. At Mead.....	.05		
Los Angeles Jct. Ry. Co. At Junction Sta., Los Angeles (Vernon).....			1.71
Pacific Electric Ry. Co. At Fruitland.....			.35
Pacific Electric Ry. Co. At La Habra.....			.12
Pacific Electric Ry. Co. At Riverside Jct.....	.21		.03
Pacific Electric Ry. Co. At Los Angeles Harbor.....	2.32		14.33
Tooele Valley Ry. Co. At Warner.....			1.91
Western Pacific R. R. Co. At 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

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
<b>TRACKS OWNED JOINTLY WITH OTHER COMPANIES</b>			
<b>ALSO USED BY U. P. R. R. CO.:</b>			
A. T. & S. F. Ry. Co.—Coast Lines...			.84
A. T. & S. F. Ry. Co.—Coast Lines...		.03	.40
A. T. & S. F. Ry. Co.—Coast Lines...			2.12
A. T. & S. F. Ry. Co.—Coast Lines...			2.75
A. T. & S. F. Ry. Co. and Sou.Pac.Co.	.76	.75	10.92
Sou. Pac. Co.—Pacific Lines.....			2.06
Sou. Pac. Co.—Pacific Lines.....			1.81
Pacific Electric Ry. Co.....			.67
Pacific Electric Ry. Co.....			.08
Municipal Terminal R. R.....			1.08
Bingham & Garfield Ry. Co.....			1.96
Denver & Rio Grande Western R. R. Co.....			
Denver & Rio Grande Western R. R. Co.....		.83	.32
Denver & Rio Grande Western R. R. Co.....			.77
Utah Railway Co.....			
At Ironton.....	1.19		4.00
At Provo.....			8.74
Total.....	2.81	.75	38.52

JUNCTION STATIONS AND CONNECTING LINES

JUNCTION STATION	CONNECTING LINES	Track Connection
Atlanta..... Nev.	Pioche-Pacific R. R. (Narrow Gauge).....	No
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 R. R. Co.....	Yes
do	Northern Pacific Ry. Co.....	Yes
do	Chicago, Milwaukee, St. Paul & Pacific R. R. Co.....	Yes
do	Butte, Anaconda & Pacific Ry. Co. (Electric).....	Yes
Barstow..... Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
Bell..... do	Pacific Electric Ry.....	Yes
Clearfield..... Utah	Denver & Rio Grande Western R. R. Co.....	Yes
Colton..... Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
do	Pacific Electric Ry.....	Yes
do	Southern Pacific Company—P. L.....	Yes
Corinne..... Utah	Southern Pacific Co.....	Yes
Corinne Jet..... do	do	No
Dewey..... do	Utah-Idaho Central R. R. Co. (Electric).....	Yes
Daggett..... Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
East San Pedro..... do	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
Five Points..... do	Utah-Idaho Central R. R. Co. (Electric).....	Yes
Five Points Jet..... do	do	No
Garfield..... do	Bingham & Garfield Ry.....	Yes
do	Western Pacific R. R.....	Yes
do	Denver & Rio Grande Western R. R. Co.....	Yes
do	American Smelting & Refining Co.....	Yes
do	Denver & Rio Grande Western R. R. Co.....	Yes
Geneva..... do	Atchison, Topeka & Santa Fe Ry.—CL.....	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	Salt Lake & Utah R. R. (Electric).....	Yes
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	Denver & Rio Grande Western R. R. Co.....	Yes
Lehi..... do	Denver & Rio Grande Western R. R. Co.....	Yes
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	Pacific Electric Ry.....	Yes
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
Mammoth..... 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
do	do	Yes
North Salt Lake..... do	Bamberger R. R. Co.....	Yes
do	Southern Pacific Co.....	Yes
Ogden..... do	Denver & Rio Grande Western R. R. Co.....	Yes
do	Utah-Idaho Central R. R. Co. (Electric).....	Yes
do	Bamberger R. R. Co.....	Yes
do	Denver & Rio Grande Western R. R. Co.....	Yes
Pallas..... Utah	Southern Pacific Co.....	Yes
Pomona..... Cal.	Utah-Idaho Central R. R. Co. (Electric).....	No
Preston..... Idaho	Denver & Rio Grande Western R. R. Co.....	Yes
Provo..... Utah	Utah Railway.....	Yes
do	Salt Lake & Utah R. R. (Electric).....	Yes
do	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
Riverside Jct..... Cal.	Pacific Electric Ry.....	Yes
do	Southern Pacific—P. L.....	Yes
do	do	Yes

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



JUNCTION STATIONS AND CONNECTING LINES—Concluded

JUNCTION STATION	CONNECTING LINES	Track Connection
Richmond..... Utah	Utah-Idaho Central R. R. Co.(Electric).....	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
do ..... do	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
St. John..... Utah	St. John & Ophir R. R.....	Yes
San Bernardino..... Cal.	Atchison, Topeka & Santa Fe Ry.—CL.....	Yes
do ..... do	Pacific Electric Ry.....	Yes
Silver City..... Utah	Denver & Rio Grande Western R. R. Co.....	Yes
do ..... do	Eureka Hill Ry.....	Yes
Smelter..... do	Bingham & Garfield Ry.....	No
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		How Crossed	Location	Track Connection
		Crossed	Crossed By			
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

Station and State	Road Crossed	Kind of Track	How Crossed	Location	Track Connection
<b>Main Line Via Boulder</b>					
Warner..... Utah	West. Pac. R. R.....	Main	Main	Under-grade	{ 747.65 mi. E. Los Angeles..... No
Smelter..... do	Bing. & Garf. Ry....	Side	do	Grade	767.13 do E. do No
Salt Lake City do	West. Pac. R. R.....	Main	do	do	1st So. & 13th W. St.
<b>Main Line Via Provo</b>					
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	St.L. & Utah R.R....	Main	do	do	2.39 do W. do No
Geneva..... do	D. & R.G.W.R.R....	do	do	do	{ 757.25 mi. E. Los Angeles..... No
American Fork do	S.L. & Utah R.R....	do	do	do	W. of E. Main & S. 5th E. Sts..... No
Lehi Sugar Wks. do	do	do	Side	do	0.67 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 }	{ Main & Side }	{ Under-grade }	.34 miles S. Spur Switch..... No
Pallas..... do	do do	Side	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....	{ Main & Side }	Main	do	4th W. & 9th S. Sts. No
do ..... do	do do	{ Main & Side }	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....	2 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 & Side }	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		How Crossed	Location	Track Connection
		Crossed	Crossed By			
North Salt Lake	D. & R. G. W. R. R. ....	Main	Side	At grade	.30 miles S. of depot.	Yes
do	Bamberger R. R. ....	Side	2 Main	do	.17 miles N. of depot.	Yes
Ogden	D. & R. G. W. R. R. ....	2 Side	Main	do	Wall Ave. Bet. 21st St. & Spencer Ave.	Yes
do	O. U. R. & D. Co. ....	Side	2 Main & Side	do	.65 miles S. of depot.	.....
Harrisville	U. I. C. R. R. ....	Main	Main	do	.03 miles S. of Station Sign.	No
do	do	Main & Side	3 Side	do	.03 miles S. of Station Sign.	No
Bushnell	do	Main	Side	do	.81 miles E. Spur Sw.	No
Brigham	do	Side	Side	do	8th W. & Forest Sts.	Yes

## MAMMOTH BRANCH

Mammoth	Utah	D. & R. G. W. R. R. ....	Main	Main	Grade	2.41 mi. E. Tintic	Yes
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## FAIRFIELD BRANCH

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

## SYRACUSE BRANCH

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

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

Five Points Jct.	Utah	U. I. C. R. R. ....	Main	Main	At grade	.05 miles E. Jct. Sw.	Yes
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## CACHE VALLEY BRANCH

Merrills	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		How Crossed	Location	Track Connection
		Crossed	Crossed By			
<b>Old Main Line via Butte Street</b>						
Los Angeles	Cal. S. P.—P. L. ....	Side	Side	Grade	W. of Butte St. & Santa Fe Ave.	Yes
do	do L. A. Ry. ....	2 Main	do	do	Santa Fe Ave. & Butte St.	No
do	do Santa Fe Alley Spur (Jt. with S.P.)	Side	do	do	Butte St. & Alley E. of Santa Fe Ave.	Yes
do	do {A. T. & S. F. Ry.—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
<b>Ninth St. Frt. Term. Track</b>						
Los Angeles	Cal. {A. T. & S. F. Ry.—C. L. ....}	do	Side	do	W. of Butte St. & Santa Fe Ave.	No
<b>North Alley Spur</b>						
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
<b>South Alley Spur</b>						
Los Angeles	Cal. {A. T. & S. F. Ry.—C. L. ....}	do	do	do	E. 30th St. near Santa Fe Ave.	No
<b>Pasadena Branch</b>						
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
<b>Glendale Branch</b>						
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
<b>San Pedro Branch</b>						
Downey Road to East San Pedro	Cal. A. T. & S. F.—C. L.	2 Main	Main	do	3.15 miles S. Los Angeles	Yes
Hobart	Cal. Junction Station, Los Angeles	do	do	do	3.60 do S. do	.....
do	do L. A. Jct. Ry. ....	Main	do	do	5.09 do S. do	.....
Bell	do P. E. Ry. ....	Main	do	do	7.43 do S. do	.....
South Gate	do S. P.—P. L. ....	Main	do	do	11.15 do S. do	.....
Clearwater	do P. E. Ry. ....	Main	do	do	17.37 do S. do	.....
Cota	do do	2 Main	Main	do	21.71 do S. do	.....
Thenard	do S. P.—P. L. ....	Main	Main	do	21.92 do S. do	.....
do	do P. E. Ry. ....	2 Main	do	do		

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		How Crossed	Location	Track Connection
		Crossed	Crossed By			
<b>Vernon Spur</b> Vernon.....Cal.	L. A. Jct. Ry.....	Main	Side	Grade	Near Vernon Ave. & Soto St.....	Yes
<b>Anaheim Branch</b> 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. Pac. Elec. Ry.....	Side	Side	Grade	.14 mile N. Sunny Hills.....	No
Sunny Hills Spur..... do		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 .....	Main	do	Grade	15.51 miles S. Whittier Jct.....	Yes
Anaheim..... do	do .....	Side	do	do	19.02 miles S. Whittier Jct.....	No
<b>Main Line—LAUPT to Riverside Jct.</b> Los Angeles.... Cal.	A. T. & S. F.—C. L. Ry.	2 Main	Main	Grade	Mission Tower.....	No
do .....	L. A. Ry.....	do	2 Main	Under-grade	Macy St. & E. Line L. A. River.....	No
do .....	P. E. Ry.....	do	2 Main	do	Also St. & E. Line L. A. River.....	No
do .....	L. A. Ry.....	do	1 Side	do	E. 1st St. & E. Line L. A. River.....	No
do .....	do .....	do	2 Main	do	L. A. River.....	No
do .....	do .....	do	2 Side	do	E. 4th St. & E. Line L. A. River.....	No
do .....	do .....	do	7 Side	do	L. A. River.....	No
do .....	do .....	do	2 Main	do	E. 7th St. & E. Line L. A. River.....	No
do .....	do .....	do	2 Side	do	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
<b>Crestmore Branch</b> Riverside Jct. Cal.	Pac. Elec. Ry.....	do	do	do	.15 mile N. Riverside Jct.....	Yes
Crestmore..... do	Riverside Portland Cement Co. Trk...	do	do	do	3.26 mile N. Riverside Jct.....	Yes
<b>Main Line E. of Riverside Jct.</b> 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 .....	A. T. & S. F. Ry.—C. L.	do	Side	do	64.18 do E. do	Yes
do .....	S. P.—P. L.....	do	do	do	6th St. & SP Co. Main Track.....	Yes
do .....	Pac. Elec. Ry.....	do	do	do	9th St. & SP Co. Main Track.....	Yes
do .....	do .....	do	do	do	9th & "K" Sts.....	Yes
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	Under-grade	Rialto near Penn. Av.	No

1See Junction Stations and Connecting Lines.

## MILES OF TRACK PROTECTED BY AUTOMATIC BLOCK SIGNALS

	Main Track	Second Track	Third Track	Fourth Track
<b>Idaho Division—</b>				
Granger to Montpelier.....	114.29	18.78		
Montpelier to Pocatello.....	98.31	41.86		
Pocatello to Glenns Ferry.....	157.92	33.20		
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	113.14		
<b>Utah Division—</b>				
Caliente to Milford.....	116.85			
Milford to Lynndyl.....	86.11			
Lynndyl to Salt Lake City.....	116.00			
Salt Lake City Lemington Cut-Off.....	.22			
Ogden to Salt Lake City.....	34.64	34.64		
Ogden to McCammon.....	110.65			
Total.....	464.47	34.64		
<b>Los Angeles Division—</b>				
Los Angeles to Riverside Junction.....	58.83	4.20		
Daggett to Las Vegas.....	173.85			
Las Vegas to Caliente.....	124.92			
Riverside to Daggett.....	101.34	96.88		
Total.....	458.94	101.08		
Grand Total.....	1,564.06	248.86		

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.

1Includes .34 mi. single track Glendale Branch and .25 mi. single track Pasadena Branch operated as double track.

2Includes .59 mi. side track Glendale Branch operated as double track.

3Owned by A. T. & S. F. Ry. Co.

4Includes 58 miles of centralized traffic control, Daggett to Yermo and Kelso to Desert.



## INTERLOCKING PLANTS

Location	Protection	Ownership
<b>Idaho Division:</b>		
Tunnel—Moyer Jet.....	End Double Track.....	O. S. L. R. R. Co.
McCammon.....	Junction.....	O. S. L. R. R. Co.
Orehard.....	Junction.....	O. S. L. R. R. Co.
Silver Bow.....	Crossing.....	N. P.—C. M. St. P. & P.
<b>Utah Division:</b>		
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.
Salt Lake City—W. P. Crossing.....	Crossing.....	L. A. & S. L. R. R. Co. 50%—W. P. Ry. 50%.
9th So. & 4th 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.
<b>Los Angeles Division:</b>		
Los Angeles (LAUPT)..	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%—LAUPT 34.42%.
Los Angeles (9th St. Jet) Hobart.....	Junction.....	L. A. & S. L. R. R. Co.
Bell.....	Crossing & Junction.....	A. T. & S. F. Ry. Co.—CL 53.46%—L. A. & S. L. R. R. Co. 46.54%.
South Gate.....	do.....	Pac. Elec. Ry. Co. 50%—L. A. & S. L. R. R. Co. 50%.
Clearwater.....	do.....	L. A. & S. L. R. R. Co.
Badger Av. Drawbridge. Fullerton.....	Drawbridge.....	Pac. Elec. Ry. Co. 50%—L. A. & S. L. R. R. Co. 50%.
Pomona.....	Crossing.....	L. A. & S. L. R. R. Co.
Riverside (Magnolia)....	do.....	L. A. & S. L. R. R. Co.
Riverside Junction.....	do.....	Pac. Elec. Ry. Co. 50%—L. A. & S. L. R. R. Co. 50%.
Colton.....	Crossing and Junction...	A. T. & S. F. Ry. Co.
W. San Bernardino.....	do.....	S. P. Co.—P. L. 33 1/3%—A. T. & S. F. Ry. Co.—CL 33 1/3%—L. A. & S. L. R. R. Co. 33 1/3%
E. do.....	Yards.....	A. T. & S. F. Ry. Co.—C. L.
Daggett.....	do.....	do
Redondo Jct.....	do.....	do
Cota.....	Crossing.....	L. A. & S. L. R. R. Co.
Thenard.....	Crossing.....	L. A. & S. L. R. R. Co.
	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
<b>IDAHO DIVISION:</b>					
Kemmerer.....	8	3 96 ft. 5 78 ft.	100	(4)	Electricity
Montpelier.....	20	9 88 ft. } Mech. 1 110 ft. } Dept. 5 110 ft. } Store 5 96 ft. } Dept.	100	(4)	do
Pocatello.....	53	33 100 ft. 5 110 ft. 15 120 ft.	100	(4)	do
Minidoka.....	2	80 ft.			
Shoshone.....	6	112 ft. 6 in.			
Glenns Ferry.....	17	9 103 ft. 5 96 ft. 3 88 ft.	100	(4)	Electricity
Nampa.....	38	96 ft.	92	(2)	do
Twin Falls.....	4	90 ft.			
Boise Freight.....	4	86 ft.	65	(1)	Hand and Air
Weiser.....	3	75 ft.			
Banks.....			66	(1)	Hand
McCall.....	2	79 ft.			
Robinette.....			66	(1)	Hand
Blackfoot.....	2	108 ft.			
Idaho Falls.....	4	86 ft.	80	(1)	Electricity
Lima.....	4	90 ft.			
Butte.....	2	121 ft.			
Ashton.....	4	86 ft. 3 in.			
<b>UTAH DIVISION:</b>					
Caliente.....	14	104.5 ft.	126	(3)	Electricity
Lund.....	2	106.3 ft.			
Milford.....	10	6 108.7 ft. 4 89.7 ft.	100	(4)	Air
Lynndyl.....	8	85.2 ft.	75	(1)	Air
Tintic.....	3	80.35 ft.			
Provo.....	7	2 104 ft. 5 146 ft. 1 105 ft.	92	(2)	Electricity
Salt Lake City.....	32	5 96 ft. 2 85 ft. 18 110 ft. 6 117 ft.	100	(4)	Electricity
Cache Junction.....	5	2 83 ft. 3 78 ft.			
Malad.....	2	85 ft.			
<b>LOS ANGELES DIVISION:</b>					
Los Angeles (East Yard).....	20	105.6 ft.	100	(4)	Electricity
do.....	38	105.6 ft.			
Anaheim.....			75	(1)	Air
Yermo.....	18	8 85 ft. 10 95.8 ft.	100	(4)	Electricity
Kelso.....	5	92.8 ft.			
Las Vegas.....	18	14 85 ft. 4 107 ft.	100	(4)	do

1) Two stalls used for machine shop.

2) Stall has no track connection.

3) Open air type.

(1) D. P. G. Center Bearing.

(2) T. P. G. Center Bearing.

(3) T. P. G. 3 Point Bearing.

(4) Pony Truss Center Bearing.



## WYES

## IDAHO DIVISION

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

## UTAH DIVISION

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

## LOS ANGELES DIVISION

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

## FUEL STATIONS

Location	Kind and Number of Tracks Served	Capacity
<b>IDAHO DIVISION:</b>		
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
Orchard.....	Skip Hoist—3-Tracks.....	150 tons
Nampa.....	Coal Trestle with Cable Hoist—2-Tracks.....	200 tons
do.....	Facilities for Oiling Locomotives.....	Tank car
Ontario.....	Skip Hoist—2-Tracks.....	350 tons
do.....	Distillate Storage Tank.....	12,500 gallons
do.....	Gasoline Tank.....	2,000 gallons
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.....	Platform, Air Hoist—1-Track.....	70 tons
McCall.....	Platform, Air Hoist—1-Track.....	70 tons
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.....	264 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.....	300 tons
Dillon.....	Bal. Bucket—2-Tracks.....	150 tons
Melrose.....	Bal. Bucket—2-Tracks.....	150 tons
Ashton.....	Platform—1-Track.....	300 tons
do.....	Gravity Oil Tank.....	65,000 gallons
West Yellowstone.....	Gravity Oil Tank.....	15,200 gallons
<b>UTAH DIVISION:</b>		
Caliente.....	Oil Delivery Tank (Steel).....	467 bbls.
Caliente.....	Oil Storage Tank (Steel).....	15,000 bbls.
Caliente.....	Oil Delivery Tank (Steel).....	467 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
Lynndyl.....	Oil Storage Tank (Steel).....	15,000 do
Lynndyl.....	Oil Delivery Tank (Steel).....	467 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
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
do.....	Gasoline Storage Tank (underground).....	1,350 gallons
Preston.....	Platform.....	100 tons



## FUEL STATIONS—Concluded

Location	Kind and Number of Tracks Served	Capacity
<b>LOS ANGELES DIVISION:</b>		
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 (A. T. & S. F. Ry. Co.—C. L.).....	2 Tanks	38,500 bbls. ca.
San Bernardino (A. T. & S. F. Ry. Co.—C. L.).....	Oil Storage Tank (Steel).....	38,500 bbls. ca.
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 ca.
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)—2-Trks.....	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 Reservoir (Concrete)...	286 do

## FUEL OIL AND WATER STATIONS

## STREAMLINE AND MOTOR TRAINS

Location	Fuel Oil		Water
	Streamline Trains	Motor Trains	
<b>IDAHO DIVISION:</b>			
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... 1,200 gal. Gasoline Tank... }	Yes
Ontario.....		{ 1,200 gal. Distillate Tank... 1,200 gal. Gasoline Tank... }	Yes
Weiser.....		11,000 gal. Gasoline Tank.....	Yes
<b>UTAH DIVISION:</b>			
Caliente.....			Yes
Milford.....			Yes
Salt Lake City.....		{ 3,500 gal. Distillate Tank... 12,000 gal. Gasoline Tank... }	Yes
Malad.....			Yes
Cache Jct.....		{ 2,250 gal. Distillate Tank... 1,000 gal. Gasoline Tank... }	Yes
<b>LOS ANGELES DIVISION:</b>			
Los Angeles.....	{ 20,000 gal. underground tank }		Yes
Las Vegas.....	Tank Car.....		Yes

## WATER STATIONS

## IDAHO DIVISION

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
<b>First Sub-Division: Granger to Montpelier.....</b>					
Granger (U.P.).....	River.....	Steam.....	400	200,000	4
Waterfall.....	Spring.....	Gravity.....	50	50,000	
Kemmerer.....	City.....			{ 48,000 48,000 }	
Fossil.....	Creek.....	Gravity.....	57	65,000	4
Nugget.....	Creek.....	Gravity.....	14	65,000	
Cokeville.....	City Water.....	Gravity.....		50,000	
Pogran.....	Well.....	Gas.....	117	65,000	
Montpelier.....	City Water.....	Gravity.....		350,000	
<b>Paris Branch.....</b>					
Paris.....	City Water.....				1
<b>Second Sub-Division: Montpelier to Pocatello.....</b>					
Georgetown.....	Spring.....	Gravity.....	102	50,000	1
Soda Springs.....	Creek.....	Gravity.....	191	50,000	
do	Water Co.....	Gravity.....		50,000	1
Alexander.....	River.....	Gas.....	125	50,000	
Bancroft.....	Deep Well.....	Electricity.....	133		2
do	Spring.....	Gravity.....	42	350,000	
Blazer.....	Spring.....	Gravity.....	266		1
McCammon.....	River.....	Gravity.....	208	350,000	
Inkom.....	Creek.....	Gravity.....	63	65,000	2
Pocatello.....	do		1400	20,000	
do	Spring.....	Electricity.....	3500	65,000	8
do	Creek.....	Gravity.....	150	65,000	
<b>Third Sub-Division: Pocatello to Glenns Ferry.....</b>					
American Falls.....	City Water.....			{ 50,000 50,000 }	2
Wapi.....	Deep Well.....	Gas.....	42	150,000	
Minidoka.....	Deep Well.....	Electricity.....	150	350,000	1
do	Deep Well.....	do	100	48,000	
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.....	Steam.....	42		
do	Deep Well.....	Electricity.....	167		1
King Hill.....	River.....	Electricity.....	200	50,000	
Glenns Ferry.....	River.....	Electricity.....	1800	200,000	5
<b>Twin Falls Branch.....</b>					
Rupert.....	City Water.....			50,000	1
Burley.....	City Water.....			50,000	
do	Well.....	Electricity.....	150		1
Murtaugh.....	Creek.....	Gas.....	50	50,000	
Twin Falls.....	City Water.....	Gravity.....		50,000	1
Buhl.....	City Water.....	Gravity.....		50,000	
<b>North Side Branch.....</b>					
Eden.....	Deep Well.....	Electricity.....	175	50,000	1
Jerome.....	Deep Well.....	Electricity.....	175	50,000	
<b>Wells Branch.....</b>					
Rogerson.....	Rogerson Water Co.....	Gravity.....		50,000	1
Delaplain.....	Deep Well.....	Oil.....	80	50,000	
Henry.....	Deep Well.....	Oil.....	80	50,000	1
Red Point.....	Deep Well.....	Oil.....	79	50,000	
Melancoe.....	Deep Well.....	Oil.....	46	50,000	1
Wells.....	Flowing Well.....	Oil.....	133	50,000	

<sup>1</sup>2 Reservoirs store 4,339,000 gallons additional.

<sup>3</sup>Auxiliary Pump.



**WATER STATIONS—Continued**  
**IDAHO DIVISION—Continued**

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
<b>Ketchum Branch</b>	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
<b>Hill City Branch</b>	Magie.....	Spring.....	Gas.....	67	50,000
	Fairfield.....	Flowing Well.....	Gas.....	33	50,000
	Hill City.....	Deep Well.....	Gas.....	20	50,000
<b>Fourth Sub-Division: Glens Ferry to Huntington....</b>	Hammett.....	Well.....	Electricity.....	93	200,000
	Mountain Home.....	Well.....	do.....	93	50,000
	Cleft.....	Deep Well.....	Gas.....	100	350,000
	Orchard.....	Deep Well.....	Electricity.....	55	200,000
	do.....	Deep Well.....	do.....	55	200,000
	Boise (B.M.L.).....	Boise Wtr. Co.....	do.....	50,000	2
	Owyhee.....	Deep Well.....	Steam.....	42	350,000
	Nampa.....	Deep Well.....	Electricity.....	233	65,000
	do.....	Deep Well.....	Steam.....	85	65,000
	Caldwell.....	City Water.....	do.....	1	1
	Nyssa.....	River.....	Electricity.....	113	65,000
	Payette.....	River.....	Electricity.....	85	65,000
	Weiser.....	River.....	Electricity.....	142	50,000
	Olds Ferry.....	Well.....	Steam.....	87	125,000
	Huntington.....	Well.....	Electricity.....	450	200,000
do.....	Well.....	Electricity.....	300	40,000	
<b>Murphy Branch</b>	Murphy.....	Flowing Well.....	Electricity.....	109	50,000
<b>Boise Branch....</b>	Boise (Freight)....	Flowing Well.....	Electricity.....	117	65,000
<b>Idaho Northern Branch</b>	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	1
	Belvidere.....	Creek.....	Gravity.....	25	50,000
	Donnelly.....	Well.....	Gas.....	117	50,000
	McCall.....	Lake.....	Gas.....	117	50,000
	do.....	Well.....	Electricity.....	300	40,000
<b>Homedale Branch</b>	Homedale.....	Deep Well.....	Gas.....	55	50,000
	do.....	Well.....	Electricity.....	300	40,000
<b>Oregon Eastern Branch</b>	Ontario.....	City Water.....	do.....	1	1
	Vale.....	Well.....	Oil.....	217	50,000
	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
<b>Brogan Branch</b>	Brogan.....	Well.....	Gas.....	100	50,000
<b>Homestead Branch</b>	Mineral.....	River.....	Steam.....	100	50,000
	do.....	Well.....	Electricity.....	300	40,000
<b>New Meadows Branch</b>	Diamond.....	Spring.....	Gravity.....	200	50,000
	Goodrich.....	Creek.....	do.....	50	20,000
	Council.....	City Water.....	do.....	1	1
	Starkey.....	Spring.....	Gravity.....	10	10,000
	Woodland.....	Creek.....	do.....	200	25,000
	3 New Meadows.....	Sump.....	Electricity.....	50	50,000
<b>Fifth Sub-Division: Pocatello to Lima</b>	Fort Hall.....	Deep Well.....	Steam.....	33	50,000
	Blackfoot.....	Deep Well.....	Electricity.....	155	200,000
	Firth.....	Well.....	Steam.....	150	50,000
	Idaho Falls.....	City Water.....	do.....	200,000	3
	Roberts.....	Well.....	Electricity.....	150	50,000
	Dubois.....	Creek & City.....	Steam.....	167	50,000
	do.....	Deep Well.....	3 Steam.....	50	50,000
	Spencer.....	Creek.....	Gravity.....	100	50,000
	Humphrey.....	Creek.....	Gravity.....	33	50,000
	Snow Line.....	Spring.....	Gravity.....	90	50,000
	Lima.....	Spring.....	Gravity.....	312	50,000

1 Auxiliary Pump.

2 Water also furnished by Boise Payette Lumber Co.

**WATER STATIONS—Continued**  
**IDAHO DIVISION—Concluded**

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
<b>Mackay Branch</b>	Taber.....	Deep Well.....	Gas.....	46	50,000
	Arco.....	City Water.....	Electricity.....	100	45,000
	Mackay.....	Idaho Improvement Co.....	Gravity.....	45,000	1
<b>Aberdeen Branch</b>	Aberdeen.....	City Water.....	do.....	1	1
<b>Yellowstone Branch</b>	Ucon.....	Deep Well.....	Electricity.....	50	50,000
	Lorenzo.....	Well.....	Steam.....	167	50,000
	St. Anthony.....	City Water.....	do.....	50,000	1
	Ashton.....	Deep Well.....	Steam.....	108	50,000
	Big Springs.....	Spring.....	Gravity.....	58	50,000
<b>West Belt Branch</b>	West Yellowstone.....	Well.....	Electricity.....	200	65,000
	Ririe.....	Deep Well.....	Gas.....	67	50,000
<b>West Belt Branch</b>	Plano.....	Deep Well.....	Gas.....	67	50,000
<b>Teton Valley Branch</b>	Drummond.....	Deep Well.....	Gas.....	50	50,000
	Tetonia.....	Deep Well.....	Gas.....	50	50,000
	Victor.....	City Water.....	do.....	50,000	1
<b>Sixth Sub-Division: Lima to Butte</b>	Red Rock.....	Well.....	Steam.....	167	50,000
	Dillon.....	City Water.....	do.....	50,000	1
	Melrose.....	Well.....	Electricity.....	200	50,000
	Silver Bow.....	Well.....	Electricity.....	320	50,000
	do.....	Well.....	Electricity.....	59,500	2
	(N.P.Ry.Co.) Butte.....	City Water.....	do.....	50,000	1

**UTAH DIVISION**

<b>First Sub-Division: Caliente to Milford</b>	Caliente.....	Well.....	Air Lift.....	200	70,000	4
	do.....	Well.....	Steam.....	240	126,000	
<b>Big Springs</b>	Big Springs.....	Springs.....	Gravity.....	400	50,000	1
	do.....	Well.....	Electricity.....	3,500	Res'rv.	
	Acoma.....	Well.....	Gas Eng.....	120	70,000	
	Modena.....	(Springs) Well.....	Gravity.....	125,000	70,000	
	Beryl.....	Well.....	Oil Engine.....	75	70,000	
<b>Pioche Branch</b>	Lund.....	Well.....	Oil Engine.....	60	70,000	
	do.....	Well.....	Oil Engine.....	180	65,000	
	Thermo.....	Well.....	Oil Engine.....	100	70,000	
<b>Cedar City Branch</b>	Water Tank.....	Spring.....	Gravity.....	10,000	1	
<b>Second Sub-Division: Milford to Lynndyl</b>	Pioche.....	City Water.....	do.....	32,000	1	
	Iron Springs.....	Well.....	Electricity.....	50	30,000	
<b>Fillmore Branch</b>	Cedar City.....	City Water.....	do.....	30,000	1	
	Milford.....	Well.....	Electricity.....	500	70,000	
	Black Rock.....	Well.....	do.....	400	126,000	
	Delta.....	Spring.....	Gravity.....	70,000	1	
<b>Prince Branch</b>	Delta.....	Well.....	Electricity.....	200	70,000	
	do.....	2* City Water	Emergency Connection.	do.....	do.....	
<b>Fillmore Branch</b>	Fillmore.....	City Water.....	do.....	32,000	1	
<b>Prince Branch</b>	Casleton.....	Combined Metals Reduction Co.....	do.....	do.....	1	



## WATER STATIONS—Continued

## UTAH DIVISION—Concluded

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns	
		Power	Capacity Gals. per Min.			
<b>Third Sub-Division:</b> Lynnndyl to Salt Lake City Via Boulter:	Lynnndyl.....	Well.....	Electricity.	300	4	
		Well.....	Steam.....	90		
		Well.....	Electricity.	400		
	Jericho.....	Springs.....	Gravity.....	60	1	
		Tintic.....	Well.....	Electricity.		280
	Lofgreen.....	Spring.....	Gravity.....	150,000	1	
	Faust.....	Spring.....	Gravity.....	70,000	1	
	Stockton.....	Springs.....	Gravity.....	112	1	
	Erda.....	Spring.....	Gravity.....	Res'rv.	1	
				500,000		
Garfield.....	City Water.....		Res'rv.	1		
			70,000			
<b>Mammoth Branch.....</b>	Mammoth.....	Mammoth Mining Co.		1		
<b>Provo Sub-Division:</b> Lynnndyl to Salt Lake City Via Provo	Mills.....	Well.....	Oil Engine	160	1	
	Nephi.....	City Water.....		30,000		
	Starr.....	Well.....	Artesian.....	230Flow	48,000	
				Electricity.		70,000
	Payson.....	Well.....	Electricity.	575	70,000	
						Provo (Joint Yard).....
	Provo.....	City Water.....	City of Lehi.....	Electricity.	80	70,000
	Draper.....	City of Murray			50,000	1
	Pallas (OSLRR).....				50,000	
<b>Fourth Sub-Division:</b> Salt Lake City to Ogden.....	Salt Lake City.....	City Water.....	Gravity.....	33	5	
				200,000		
	Farmington.....	Farmington Com. & Mfg. Co.....	Gravity.....	33	65,000	2
				65,000		
	Ogden (OUR& D).....	River (Weber).....	Electricity.....	1000	50,000	5
				400		
do.....	do (Weber).....	Steam.....				
do.....	Canyon.....	Gravity.....				
do.....	City Water.....	Gravity.....				
<b>Fifth Sub-Division:</b> Ogden to Mc-Cammon.....	Brigham.....	City Water.....	Gravity.....	50,000	1	
	Dewey.....	Spring.....	Gravity.....	43	50,000	
	Cache Jct.....	River.....	Electricity	258	200,000	3
	Clifton.....	Well.....	Steam.....	150	65,000	1
	Swan Lake.....	Creek.....	Gravity.....	67	50,000	
	Downey.....	Springs.....	Gravity.....	33	65,000	2
<b>Malad Branch.....</b>	Garland.....	Well & Canal.....	Steam.....	117	50,000	
	Malad.....	City of Malad.....			50,000	
<b>Cache Valley Branch.....</b>	Wellsville.....	City Water.....	Gravity.....		50,000	
	Logan.....	City Water.....	Gravity.....		1	
	Richmond.....	Spring.....	Gravity.....	39	50,000	
	Preston.....	City Water.....	Gravity.....		50,000	

Reservoir stores 2,000,000 gallons.

## WATER STATIONS—Concluded

## LOS ANGELES DIVISION

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns	
		Power	Capacity Gals. per Min.			
<b>First Sub-Division:</b> Los Angeles to Yermo.....	Los Angeles-7th Street.....	City Water.....		6,900	1	
	East Yard.....	Well.....	Electricity.	300	201,778	4
				400		
				300		
				Not in use.		
	Hillgrove.....	City Water.....	Electricity.	150	65,000	1
				70,000		
	Pomona.....	City Water.....			70,000	1
	Ontario.....	City Water.....			65,000	1
	Riverside.....	City Water.....				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	
<b>San Pedro Branch.....</b>	Fruitland.....	Federal Refrigerating Co.....	Electricity.	15,000	1	
	E. San Pedro.....	City Water.....		40,000	2	
	Wilmington.....	do			1	
<b>Pasadena Branch.....</b>	Los Angeles-No. Spring St.	City Water.....			1	
<b>Anaheim Branch.....</b>	Anaheim.....	City Water.....			1	
<b>Crestmore Branch.....</b>	Crestmore.....	Riverside Portland Cem. Co.			1	
<b>Second Sub-Division:</b> Yermo to Las Vegas.....	Yermo.....	Well.....	Steam.....	525	3	
			100			
			200			
			100			
			100			
	Harvard.....	Well.....	Gasoline.....	40	70,000	
				55		
	Sands.....	Well.....	Steam.....	55	70,000	
				15		
				1,000,000		
Kelso.....	Well.....	Oil Engine	45	70,000	3	
			80			
			45			
			200			
			250			
Chase.....	Train Haul.....	Gravity.....		100,000	Rsvr.	
Ivanpah.....	Well.....	Steam.....	200	260,000	1	
			60			
Desert.....	Well.....	Oil Engine	160	70,000	1	
			70,000			
Arden.....	Spring.....	Gravity.....		70,000	1	
Las Vegas.....	10Flow'g Wells	St'm & El.	700	2,500,000	Rsvr.	
			3 Springs.....			Nat'l Flow
Boulder City.....	Train Haul.....	Gravity.....		200,000	37,874	
<b>Third Sub-Division:</b> Las Vegas to Caliente:	Dry Lake.....	Well.....	Steam.....	205	70,000	1
			205			
	Moapa.....	River.....	Oil Engine	200	70,000	1
				400		
	Rox.....	Well.....	Oil Engine	400	70,000	1
				240		
	Carp.....	Well.....	Steam.....	240	150,000	1
	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
<b>IDAHO DIVISION:</b>			
Kemmerer.....	Graver.....	15,000	1935
Cokeville.....	International..	8,500	1930
Montpelier.....	International..	18,000	1930
Bancroft.....	Wayside Treat- ing Plant.....		1941
McCammon.....	International..	18,000	1929
Pocatello.....	Wayside Treat- ing Plant.....		1938
Minidoka.....	do		1930
Shoshone.....	International..	18,000	1931
King Hill.....	International..	18,000	1929
Glenns Ferry.....	International..	50,000	1927
Hammett.....	International..	10,000	1926
Nyssa.....	International..	18,000	1929
Idaho Falls.....	International..	18,000	1931
Twin Falls.....	Wayside Treat- ing Plant.....		1931
Buhl.....	do		1931
<b>UTAH DIVISION:</b>			
Caliente.....	International..	33,000	1928
Modena.....	do	15,000	1928
Lund.....	International..	18,000	1930
Milford.....	Wayside Treat- ing Plant.....		1942
Black Rock.....	do		1942
Lyndyl.....	Graver	18,000	1926
Tintic.....	do	10,000	1927
Erda.....	International..	6,500	1929
Salt Lake City.....	International..	60,000	1927
Nephi.....	do	6,500	1928
Cache Junction.....	International..	18,000	1929
<b>LOS ANGELES DIVISION:</b>			
Los Angeles.....	Wayside Treat- ing Plant.....		1937
Los Angeles.....	Graver	42,000	1924
Pomona.....	Wayside Treat- ing Plant.....		1941
Kelso.....	Graver	20,000	1924
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
<b>IDAHO DIVISION:</b>				
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
Huntington.....	100	50	do	do
Burns.....	150	50	do	do
Idaho Falls.....	150	50	do	do
<b>UTAH DIVISION:</b>				
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
Cache Jet.....	100	50	do	do
Logan.....	150	50	do	do
<b>LOS ANGELES DIVISION:</b>				
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.....	19	10		6	401	441	Water, Lights. Over 300 acres pasture adjoining stock yards fenced with woven wire. Scales.

## SECOND SUBDIVISION

Montpelier.....	19	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.....	6			4	71	71	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	
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.
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	2		4	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			8	260	260	Water, Lights, Private Scales (U. S. Y. Co.).
Notus.....	2		1		4	4	Water, Private Scales.
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			6	128	128	Water, Private 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.
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.....	2		2		20	20	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.
Feely.....	1		1		5	5	
Silver Bow.....	2		1		5	5	Water.
Butte.....	6		1	1	26	26	Water.

## KEMMERER BRANCH

Susie.....	3	3		1	9	31	Scales.
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## PARIS BRANCH

Montpelier.....	19	10		6	401	441	Water, Lights. Over 300 acres pasture adjoining stock yards fenced with woven wire. Scales.
Paris.....	5		1		28	28	

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.....	24			4	73	73	Water, Lights, Private Scales.
Curry.....	2			1	5	5	
Filer.....	5		2		17	17	Water.
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.....	24			4	73	73	Water, 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.
Melanco.....	2			1	10	10	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.....	0		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	16	124	Water, Scales.

## HILL CITY BRANCH

Richfield.....	2			1	12	12	Water, Scales.
Burnah.....	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 Jct.....	7			2	66	66	Water, Scales.

## MURPHY BRANCH

Stoddard.....	2		1		18	18	
Murphy.....	8	5	2	1	46	132	Water, Private Scales.

## IDAHO NORTHERN BRANCH

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.
Kingman.....	2		1		2	2	
Adrian.....	3		1		2	2	Water.
Homedale.....	2			1	12	12	Water, Scales.
Marsing.....	3			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		26	26	Water, Private Scales.
Riverside.....	4			1	18	18	Water, Private Scales.
Venator.....	4			1	16	16	Water, Private Scales.
Crane.....	8		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		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

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

Ucon.....	1		1		4	4	Water.
Risby.....	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.
Chester.....	2			1	9	9	
Ashton.....	8		1	1	27	27	Water, Private Scales.
Pineview.....			1				Chute only.
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.....	5			2	21	21	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.



## 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	74	74	Water, Lights, Feed.
Barclay.....	3		1		24	24	Enclosed Field, Water, Private Scales.
Modena.....	4			1	58	58	Water, Feed, Scales, Dipping Vat, Shearing Pen.
Lund.....	3			1	32	65	Water, Feed.
Milford.....	7	4		2	40	76	Water, Lights, Feed, Scales Shearing Pen.

## SECOND SUBDIVISION

Black Rock.....	4	3		2	20	40	Water, Feed, Dipping Vat, Shearing Pen.
Clear Lake.....			1				
Delta.....	6	3		1	40	98	Water, Lights, Feed, Scales.
Lynnndyl.....	1			1	6	6	

## THIRD SUBDIVISION

Jericho.....		2		1		38	Shearing Facilities (Privately Owned).
McIntyre.....	1		1		2	2	
Faust.....	1	3		1	6	33	Water.
St. John.....	1	2		2	5	38	Scales.
Stockton.....			1				
Warner.....	1	3		1	5	37	
Lake Point.....		1		2		43	
Garfield.....		1		1	1	17	

## PROVO SUBDIVISION

Leamington.....	1			1	2	2	
Soma.....		7		1		102	
Mills.....	1			1	8	8	
Juab.....	2			1	11	11	Water, Feed.
Nephi.....	4		1		18	18	Water, Feed, Private Scales.
Starr.....	1		1		3	3	
Payson.....	3			1	29	29	Water, Feed, Scales.
Spanish Fork.....	5			1	16	16	Water, Feed, Scales.
Springville.....	2			1	4	4	Water, Private Scales.
Provo.....	2		1		13	13	Water, Feed.
Lehi.....	6	1		1	16	21	
Draper.....	2	4		1	10	54	Water.
Sandy.....	1	2	1		4	26	
Murray.....	2			1	5	5	Water.
Huslers.....	1		1		2	2	
Burton.....	3		2		8	8	

## FOURTH SUBDIVISION

North Salt Lake.....							Union Stockyards.
Kaysville.....	3			1	18	18	Water, Private Scales.
Layton.....	4			1	13	13	
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.

## 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	
Brigham.....	3			1	18	18	Water, Scales.
Honeyville.....	2			1	22	22	Water, Lights, Scales.
Dewey.....	3			1	10	10	Water.
Collinston.....	2		1		12	12	
Cache Jct.....	4			1	7	7	Water.
Cornish.....	5			1	22	22	Water, Scales.
Trenton.....	1	1		1	5	22	
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.....	3			1	11	11	Water, Scales.
Arimo.....	2		1		11	11	

## PIOCHE BRANCH

Panaca.....		2		1	39	39	
Pioche.....	2		1		12	12	Water.

## CEDAR CITY BRANCH

Iron Springs.....	5			1	33	33	Water, Feed, Private Scales.
Cedar City.....	9	12		2	57	160	Water, Feed, Lights, Private Scales.

## FILLMORE BRANCH

Greenwood.....	2			1	10	10	Water, Feed.
Fillmore.....	4			1	21	21	Water, Feed.

## FAIRFIELD BRANCH

Fairfield.....		2		1		32	
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## MALAD BRANCH

Cropley.....	3			1	11	11	Scales.
Tremonton.....	2		1		10	10	Water.
Garland.....	6		1		34	34	Water, Scales.
Fielding.....	2		1		7	7	
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.



## 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	
Mendon.....	2		1		7	7	
Wellsville.....	2		1		9	9	Water.
Hyrum.....	1	2		1	5	36	
Logan.....	3		1		11	11	
Smithfield.....	3		1		10	10	Water.
Richmond.....	1		1			3	
Franklin.....	1		1		5	5	
Whitney.....	3		1		6	6	Scales.
Preston.....	2		1		5	5	Water, Scales.

## LOGAN SUGAR FACTORY BRANCH

Sugar Factory....	1		1		6	6	
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## EVONA BRANCH

Evona.....				1			
Sugar Works.....				2			

## LOS ANGELES DIVISION

## FIRST SUBDIVISION

Location	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.....	9		1	41	38	Water, Feed, Lights.	
Cima.....	3		1	14	14		
Ivanpah.....	4		1	14	14	Water, Feed.	
Nipton.....	2		1	13	13		
Las Vegas.....	59	44	7	118	274	Water, Feed, Lights.	

## THIRD SUBDIVISION

Moapa.....	2		1	12	12	Water.	
Carp.....	2		1	2	2		

## SAN PEDRO BRANCH

Location						
Junction Station.						Union Stock Yards
Workman.....	1		1	1	1	
Clearwater.....		1				
Hynes.....	4		2	13	13	Water, Scales.

## CRESTMORE BRANCH

Alamo.....			2	2		
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For capacity of yards for holding, resting and feeding, use one-half of capacity shown for cattle or horses, and one-fourth less than capacity shown for sheep or hogs.

## HOG DRENCHING STATIONS

## IDAHO DIVISION

Montpelier	Burley	Eden	Parma
Alexander	Twin Falls	Jerome	Nampa
McCammon	Buhl	Shoshone	Robinette
Pocatello	Rogerson	Glenns Ferry	Nyssa
Minidoka	Henry	Orchard	Payette
Rupert	Filer	Wendell	Weiser
			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	American Falls..... Idaho	Barker
Oakley (MP 36.3 Idaho Div.).....	do	Acequia..... do	U. P. Standard
Fossil..... do	do	Dietrich..... do	Barker
Sage..... do	do	Gooding..... do	do
Cokeville..... do	do	Bliss..... do	do
Border..... do	do	Milner..... do	do
Pegram..... Idaho	do	King Hill..... do	do
Soda Springs..... do	do	Hammett..... do	do
Alexander..... do	do	Orchard..... do	do
Bancroft..... do	do	Notus..... do	do
Lava Hot Springs..... do	do	Parma..... do	do
Inkom (2)..... do	do	Fort Hall..... do	U. P. Standard
		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	Nada..... do	do
Centerville (2)..... do	do	Black Rock..... do	do
Farmington..... do	do	Oasis..... do	do
Kaysville (2)..... do	do	Stockton..... do	Barker
Layton (2)..... do	do	Collinston..... do	do
Clearfield..... do	do	Trenton..... do	do
Roy (2)..... do	do	Cornish..... do	do
Willard..... do	U. P. Standard	Virginia..... Idaho	do
Belmont..... do	do	Dayton..... do	do
Fielding..... do	do	Oxford..... do	do
Plymouth..... do	do	Swan Lake..... do	do
Honeyville..... do	Barker	Beryl..... do	U. P. Standard
Barclay..... Nev.	U. P. Standard	Arimo..... do	Barker

## LOS ANGELES DIVISION

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

Postoffice Names.



## ICE HOUSES

Location	Operated By	Interior Dimensions Feet	Capacity Tons
<b>IDAHO DIVISION:</b>			
Kemmerer.....	U. P.	18 x 30 x 9	140
3 Montpelier.....	do	18 x 22 x 12	120
3 Pocatello.....	P. F. E.	Ice Manufacturing Plant with reserve storage 55 Car Platform	8734
Minidoka.....			
Shoshone.....	U. P.	18 x 22 x 12	100
Glenns Ferry.....	do	30 x 45 x 18	500
3 Nampa.....	do	32 x 60 x 22	1000
3 Nampa.....	P. F. E.	Ice Manufacturing Plant with reserve storage. 55 Car Platform	Ice secured commercially.
Blackfoot.....			
Idaho Falls.....	U. P.	22 x 30 x 30	23500
Ashton.....	do	22 x 30 x 30	400
Lima.....	do	24 x 30 x 20	400
West Yellowstone.....	do	23 x 44 x 32	350
Dubois.....	do	20 x 30 x 20	700
	do	18 x 20 x 14	250
			85
<b>UTAH DIVISION:</b>			
3 Caliente.....	do	18 x 64.8 x 19.3	500
3 Cedar City.....	do	16 x 28 x 14.5	400
3 Milford, 23 Car Platform.....	do	38 x 62.8 x 19.5	1000
3 Milford, 3 Stored in Cars.....	P. F. E. Co.		
3 Lyndyl.....	U. P.	18 x 44 x 29	500
3 Salt Lake City, 11 Car Platform.....	do		Ice secured commercially.
3 Ogden.....	P. F. E.	Ice Manufacturing Plant with reserve storage.....	21257
Brigham.....			
Cache Junction.....	U. P.	30 x 45 x 20	500
	do	30 x 45 x 18	500
<b>LOS ANGELES DIVISION:</b>			
3 Los Angeles East Yard, 10 Car Platform.....	P. F. E. Co.		
3 Colton.....	P. F. E. Co.	Ice Manufacturing Plant Reserve Storage 37 Car Platform 40 Car Platform	500 Daily 30,000
3 Yermo.....			
3 Kelso.....	U. P.	14 x 14 x 18	100
3 Las Vegas.....	do	12 x 12 x 16	42
3 Moapa.....	P. F. E. Co.		100 Daily 6,500
	P. F. E. Co.		42

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

## STANDARD CLOCKS

Division	Station	Location
<b>IDAHO</b>	Granger.....	Telegraph Office.
	Kemmerer.....	Telegraph Office.
	Montpelier.....	Dispatcher's Office.
	Montpelier.....	Telegraph Office.
	Montpelier.....	Engineer's Register Room.
	McCammon.....	Telegraph Office.
	Pocatello.....	Passenger Conductor's Register Room, Passenger Station.
	Pocatello.....	Dispatcher's Office.
	Pocatello.....	Yard Telegraph Office.
	Pocatello.....	East End Yardmaster's Office.
	Pocatello.....	West End Yardmaster's Office.
	Pocatello.....	Train Crew Dispatcher's Office.
	Pocatello.....	Engine Crew Dispatcher's Office.
	Pocatello.....	Switchmen's Locker Room.
	Minidoka.....	Telegraph Office.
	Burley.....	Telegraph Office.
	Twin Falls.....	Telegraph Office.
	Twin Falls.....	Freight Office.
	Buhl.....	Telegraph Office.
	Wells.....	Telegraph Office.
	Shoshone.....	Telegraph Office.
	Ketchum.....	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.
	Nyssa.....	Telegraph Office.
	Boise Freight.....	Yard Telegraph Office.
	Boise Freight.....	Roundhouse Office.
	McCall.....	Telegraph Office.
	Ontario.....	Telegraph Office.
	Payette.....	Telegraph Office.
	Weiser.....	Telegraph Office.
	Emmett.....	Telegraph Office.
	Huntington.....	Telegraph Office.
	Huntington.....	Yard Office.
	Burns.....	Telegraph Office.
	Council.....	Telegraph Office.
	New Meadows.....	Telegraph Office.
	Blackfoot.....	Telegraph Office.
	Idaho Falls.....	Yard Office.
	Idaho Falls.....	Telegraph Office.
	Idaho Falls.....	Enginemen's Register Room.
Ashton.....	Telegraph Office.	
West Yellowstone.....	Telegraph Office.	
Mackay.....	Telegraph Office.	
Lima.....	Telegraph Office.	
Silver Bow.....	Telegraph Office.	
Caliente.....	Enginemen's Register Room.	
Caliente.....	Depot Register Room.	
Caliente.....	Telegraph Office.	
Cedar City.....	Telegraph Office.	
Lund.....	Telegraph Office.	
Milford.....	Telegraph Office.	
Milford.....	Engineer's Register Room.	
Milford.....	Dispatcher's Office.	
Lyndyl.....	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.....	Enginemen's Wash Room.	
Brigham.....	Telegraph Office.	
Malad.....	Telegraph Office.	
Cache Junction.....	Telegraph Office.	
Preston.....	Telegraph Office.	
McCammon.....	Telegraph Office.	
<b>UTAH</b>		



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
<b>FIRST SUBDIVISION:</b>	207	Kemmerer.....	41.0
	208	Tunnel.....	45.0
	209	Fossil.....	50.0
	210	Fossil.....	56.0
	211	Sage.....	63.0
	212	Sage.....	70.0
	214	Beckwith.....	77.0
	215	Cokeville.....	84.0
		(Elkol Branch.....	3.45
<b>Cumberland Branch.....</b>	361	Moyer (Cumberland Br'ch..	9.26
		Jet. (Glencoe Branch....	2.30
	216	Cokeville.....	92.0
	217	Pegram.....	100.0
	218	Dingle.....	109.0
	219	Montpelier.....	114.0
	230	Montpelier, inc. 9.5 mi. Paris Br	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	
<b>SECOND SUBDIVISION:</b>		Br.....	157.0
	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
<b>THIRD SUBDIVISION:</b>	291	Kimama.....	286.0
	292	Kimama.....	296.0
	294	Owinza.....	306.0
	295	Dietrich.....	315.0
	296	Dietrich.....	320.6
	297	Shoshone.....	326.0
	299	Gooding.....	336.0
	300	Gooding.....	346.0
	301	Bliss.....	355.0
	361	Minidoka, inc. 5.9 mi. Twin	
<b>Twin Falls Branch.....</b>		Falls Br.....	276.0
	392	Rupert.....	19.0
	411	Rupert.....	15.0
<b>North Side Branch.....</b>	412	Eden.....	30.0
	413	Jerome.....	45.0
	414	Jerome.....	57.0
	415	Wendell.....	72.59
	394	Burley.....	35.0
<b>Twin Falls Branch.....</b>	396	Murtaugh.....	47.0
	397	Twin Falls.....	58.0
	398	Twin Falls.....	63.0
	399	Buhl.....	74.3
<b>Oakley Branch.....</b>	421	Burley, Inc. 10.6 mi. R. R. Br	23.0
	431	Burley.....	22.1
	441	Twin Falls.....	21.0
	443	Rogerson.....	41.0
<b>Wells Branch.....</b>	444	Delaplain.....	62.0
	446	Henry.....	85.0
	448	Summer Camp.....	105.0
	449	Wells.....	123.5

## SECTION HOUSES—Continued

## IDAHO DIVISION—Continued

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit
<b>THIRD SUBDIVISION:</b>	451	Richfield.....	15.0
<b>Concluded</b>	452	Richfield.....	30.0
<b>Ketchum Branch.....</b>	453	Picabo.....	45.0
	454	Bellevue.....	60.0
	455	Ketchum.....	69.8
	462	Magic.....	22.0
	463	Fairfield.....	43.0
<b>Hill City Branch.....</b>	464	Hill City.....	58.3
	303	King Hill.....	361.5
	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
<b>FOURTH SUBDIVISION:</b>	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
<b>Boise Main Line.....</b>	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	Old's Ferry.....	538.5
<b>Boise Branch.....</b>	481	Boise.....	8.4
<b>Murphy Branch.....</b>	471	Nampa.....	30.2
	491	Middleton.....	20.0
	492	Emmett.....	38.0
	493	Montour.....	57.0
<b>Idaho Northern Branch.....</b>	494	Banks.....	73.0
	495	Smith's Ferry.....	87.0
	496	Cascade.....	101.0
	497	Donnelly.....	116.0
	498	McCall.....	129.5
<b>Payette Branch.....</b>	501	New Plymouth.....	12.0
	502	Emmett.....	29.0
<b>Homedale Branch.....</b>	511	Homedale.....	33.5
	551	Weiser.....	15.0
	552	Midvale.....	30.0
<b>New Meadows Branch.....</b>	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
<b>Ore. Eastern Branch.....</b>	524	Juntura.....	74.0
	525	Riverside.....	92.0
	526	Riverside.....	110.0
	527	Crane.....	127.0
	528	Lawen.....	142.0
	529	Burns.....	157.2
<b>Homestead Branch.....</b>	541	Mineral.....	33.2
<b>Brogan Branch.....</b>	531	Brogan.....	23.9

1 Double track sections.

2 Location of section headquarters. No section house.

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

1 Double track sections.

2 Location of section headquarters. No section house.

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
	72	Fort Hall.....	147.0
	73	Blackfoot.....	157.0
	74	Blackfoot.....	165.0
	75	Firth.....	175.0
	76	Shelley.....	183.5
	80	Idaho Falls (Inc. 1.0 miles... Yellowstone Br.)	186.0
<b>FIFTH SUBDIVISION:</b>			
	81	Idaho Falls.....	198.0
	82	Roberts.....	209.0
	84	Hamer.....	220.0
	86	Camas.....	232.0
	87	Dubois.....	242.0
	89	Spencer.....	252.0
	91	Humphrey.....	261.0
	98	Monida.....	270.0
	141	Blackfoot (Inc. 3.4 Gardner Branch... Inc. 4.5 Thomas Branch...)	14.0
<b>Mackay Branch.....</b>			
	142	Taber.....	32.0
	143	Cerro Grande.....	50.0
	145	Arco.....	68.0
	147	Mackay.....	86.1
<b>Aberdeen Branch.....</b>			
	148	Pingree.....	15.0
	149	Aberdeen.....	28.4
<b>Goshen Branch.....</b>			
	150	Goshen.....	21.6
<b>Yellowstone Branch.....</b>			
	151	Ucon.....	13.0
	152	Rigby.....	24.0
	154	Rexburg.....	34.0
<b>West Belt Branch.....</b>			
	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
<b>SIXTH SUBDIVISION:</b>			
	106	Barratts.....	323.0
	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.....	390.1
	155	St. Anthony.....	45.0
	157	Ashton, inc. 2.0 mi. Teton Valley Branch.....	56.0
<b>Yellowstone Branch.....</b>			
	158	Warm River.....	68.0
	159	Pineview.....	81.0
	161	Big Springs.....	95.0
	162	West Yellowstone.....	107.2
	172	Iona.....	22.0
<b>East Belt Branch.....</b>			
	174	Newdale.....	44.3
	191	Drummond.....	17.0
<b>Teton Valley Branch.....</b>			
	193	Tetonia.....	32.0
	194	Victor.....	45.8

## UTAH DIVISION

	52	Caliente.....	458.75
	53	Eccles.....	460.50
	54	Minto.....	468.00
	55	Islen.....	474.50
	56	Acoma.....	482.50
<b>FIRST SUBDIVISION:</b>			
	58	Crestline.....	490.50
	59	Uvada.....	498.25
	60	Modena.....	508.00
	61	Beryl.....	518.00
	62	Zane.....	528.00
	63	Lund.....	538.00
	64	Nada.....	547.00
	52	Caliente.....	4.00
<b>Pioche Branch.....</b>			
	217	Peck.....	22.00
	219	Pioche.....	32.94
<b>Prince Branch.....</b>			
	219	Pioche.....	8.62
<b>Cedar City Branch.....</b>			
	220	Avon.....	12.00
	221	Iron Springs.....	22.00

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

① 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
<b>FIRST SUBDIVISION:</b>			
<b>Concluded</b>	221	Iron Mountain Br.....	3.0
<b>Iron Mountain Branch.....</b>			
	222	Cedar City.....	33.17
	223	Iron Mountain.....	15.10
<b>Frisco Branch.....</b>			
	67	Milford.....	16.49
	65	Thermo.....	557.00
	66	Milford.....	566.00
	67	Milford.....	576.00
	68	Read.....	580.00
<b>SECOND SUBDIVISION:</b>			
	69	Black Rock.....	590.50
	70	Pumice.....	600.50
	71	Bloom.....	610.50
	72	Borden.....	620.50
	73	Clear Lake.....	630.50
	74	Oasis.....	641.00
<b>Fillmore Branch.....</b>			
	225	Delta.....	32.24
	76	Cline.....	651.50
	77	Lynndyl.....	663.50
	79	Champlin.....	667.00
	80	Jericho.....	677.00
	81	McIntyre.....	687.00
	82	Tintic.....	697.75
<b>THIRD SUBDIVISION:</b>			
	83	Lofgreen.....	703.00
	84	Dunbar.....	713.00
	85	Faust.....	723.00
	87	Stockton.....	733.00
	89	Warner.....	744.00
	90	Erda.....	753.00
	92	Garfield.....	764.00
	94	Buena Vista.....	773.00
	77	Lynndyl.....	665.67
<b>Eureka Branch.....</b>			
	82	Tintic.....	3.66
<b>Silver City Branch.....</b>			
	82	Tintic.....	2.42
<b>Mammoth Branch.....</b>			
	82	Tintic.....	5.21
	95	Leamington.....	666.70
	97	Mills.....	679.00
	98	Juab.....	691.00
	99	Nephi.....	703.00
	101	Starr.....	715.00
	103	Payson.....	727.00
<b>PROVO SUBDIVISION:</b>			
	104	Spanish Fork.....	739.00
	105	Provo.....	750.00
	105	Ironton Br.....	1.87
	106	Pleasant Grove.....	757.00
	108	Cutler.....	767.00
	109	Draper.....	776.00
	16	Murray.....	50.04
	15	Salt Lake.....	42.58
<b>Ironton Branch.....</b>			
	105	Provo.....	1.87
<b>Fairfield Branch.....</b>			
	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.....	32.92
<b>FOURTH SUBDIVISION:</b>			
	11	Salt Lake City.....	34.78
	12	Salt Lake City.....	35.46
	13	Salt Lake City.....	36.20
	13	Salt Lake City Frt. Line.....	1.23
	42	S. P. Jet.....	10.00
	42	S. P. Jet (Five Pts.).....	1.09
	43	Willard.....	19.00
	44	Brigham.....	22.40
	44	Malad Valley Branch.....	5.78
<b>Malad Branch.....</b>			
	121	Garland.....	20.00
		Thatcher Branch.....	6.24
	123	Portage.....	9.95
	123	Bear River Branch.....	37.00
	124	Malad.....	52.16
	54	Urban Branch.....	4.95
<b>FIFTH SUBDIVISION:</b>			
	54	Honeyville.....	31.00
	55	Collinston.....	41.50

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

① Fourth Sub.-Div. Sections show mile post of East Section limit from Ogden to Salt Lake.

② Double Track Sections.

③ Maintains yard trackage only.

④ 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**

FIRST SUBDIVISION:	1	East Yard.....	Yards	
	2	East Yard.....	Yards	
	3	Montebello.....	2.87	
	4	Rowland.....	11.00	
	5	Walnut.....	19.00	
	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	
	San Pedro Branch.....	204	Hobart.....	2.81
		206	Hynes.....	7.43
207		Wilmington.....	17.37	
Pasadena Branch.....	200	Los Angeles 1st St.....	.92	
	209	do Ave. 33.....	1.65	
Glendale Branch.....	200	Los Angeles, 1st St.....	1.61	
	209	do Ave. 33.....	5.02	
Anaheim Branch.....	210	La Habra.....	0.00	
	212	Riverside.....	0.00	
Bly and Crestmore Spurs.....	212	Riverside.....	0.07	
	11	West Yermo.....	158.82	
SECOND SUBDIVISION:	12	Yermo.....	161.50	
	13	Harvard.....	169.00	
	14	Field.....	177.00	
	15	Afton.....	185.00	
	16	Baxter.....	193.00	
	17	King.....	201.00	
	18	Balch.....	209.00	
	19	Glasgow.....	227.00	
	20	Flynn.....	225.00	
	21	Kelso.....	233.00	
	23	Elora.....	238.50	
	24	Cima.....	249.00	
	25	Brant.....	257.00	
26	Moore.....	266.00		
28	Desert.....	275.00		
29	Roach.....	284.00		
30	Jenn.....	293.00		
31	Erie.....	302.00		
32	Sloan.....	311.00		
33	Bard.....	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	
	43	Rox.....	390.00	
	44	Hoya.....	399.00	
	45	Galt.....	408.00	
THIRD SUBDIVISION:	46	Carp.....	417.00	
	47	Leith.....	425.00	
	48	Elgin.....	433.00	
	49	Elgin.....	441.00	
	50	Etna.....	449.00	
	215	Logandale.....	17.18	

)} Location of section headquarters. No section house.

**TUNNELS**

No.	Location	Tunnel Section	Length (feet)	Lining
<b>IDAHO DIVISION</b>				
<b>Main Line</b>				
1	Tunnel..... M. P. 43.5	Single Trk.	1426	Concrete & Brick
<b>Idaho Northern Branch</b>				
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.
<b>Oregon Eastern Branch</b>				
6	Namorf..... M. P. 53.7	Single Trk.	2537	Timber.
7	Juntura..... M. P. 71.2	do	138	Timber.
<b>Homestead Branch</b>				
8	Gypsum..... M. P. 4.0	Single Trk.	244	Unlined.
9	Robinette..... M. P. 32.1	do	376	34-ft. Timber.
<b>Yellowstone Branch</b>				
16	Gerrit..... M. P. 62.8	Single Trk.	557	Timber.
<b>UTAH DIVISION</b>				
<b>Main Line</b>				
15	Wheelon..... M. P. 45.2	Single Trk.	210	77-ft. Stone.
11	Eccles..... M. P. 462.78	Double Trk	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	Double Trk	232	do
16	Islen..... M. P. 474.26	do	387	do
17	Islen..... M. P. 474.63	do	299	do
18	Brown..... M. P. 487.89	Single Trk.	301	do
<b>LOS ANGELES DIVISION</b>				
<b>Main Line</b>				
1	Afton..... M. P. 192.34	Single Trk.	542	Timber.
2	Sloan..... M. P. 315.89	do	304	do
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
3	Leith..... M. P. 430.51	do	246	Timber.
4	Kyle..... M. P. 433.67	Double Trk	1226	Concrete.
5	Elgin..... M. P. 441.95	Single Trk.	600	do
6	Stine..... M. P. 449.05	Double Trk	456	do
7	Stine..... M. P. 450.92	do	431	do
8	Stine..... M. P. 451.34	do	264	do
9	Etna..... M. P. 453.31	do	612	do
10	Etna..... M. P. 455.97	do	745	do

)} Contains One Track.

**SNOW SHEDS**

Location	Length	Construction
NONE		



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

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CAMAS PRAIRIE RAILROAD COMPANY  

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**OREGON DIVISION**  
1,114.33 Miles  
**FIFTH SUBDIVISION**  
**MAIN LINE—NORTH PORTLAND JCT. TO SEATTLE**

Sta. No.	Dist. from Portland	STATIONS	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.	.....	P			
.....	6.8	No. Portland Stock Yards..... do	Sy	FTP			
1778	7.3	North Portland..... do			A		
1779.3	8.6	Ore.-Wash. State Line					
1780	8.7	Vancouver "Depot"..... Wash.	Mx	TP			
.....	.....	Vancouver "Freight"..... do		F	A	R	
1783	11.8	Vancouver Jct..... do		P	A	C	
1786	14.6	Felida..... do			A	L	
1789	17.9	Knapp..... do			A	R	Yes
1794	23.1	Ridgefield..... do	Rg	FTXP	A	R	Yes
1799	28.5	Woodland..... do	Wd	FTXP	A	R	Yes
1809	37.6	Kalama..... do	Ka	FTXP	A	L	Yes
1813	42.0	Carrolls..... do			A	RL	
1815	44.2	Longview Jct..... do		P			
Q1819	.....	Longview..... do		F	A		
1819	47.7	Kelso..... do	Ks	FTP	A	R	Yes
1820	49.4	Rocky Point..... do			A	R	
1822	51.4	Ostrander..... do		X	A	L	
1828	57.7	Castle Rock..... do	Ca	FTXP	A	R	Yes
1835	64.6	Olequa..... do			A	L	
1837	66.1	Vader Jct..... do			A	R	Yes
1838	67.3	Vader..... do	Pn	FTXP	A	R	Yes
1845	73.8	Winlock..... do	Wi	FTXP	A	RL	Yes
1848	76.8	Evaline..... do			A	L	
1851	80.0	Napavine..... do	Na	FTXP	A	L	Yes
1858	87.4	Chehalis..... do	Ch	FTP	A	R	Yes
1862	91.1	Centralia..... do	Ds	FTP	A	L	Yes
1863	92.1	Centralia Jct..... do			A		
1864	93.3	Wabash (Jct. H. B.)..... do		P	A		
1869	98.4	Bucoda..... do	Bu	FTXP	A	L	
1872	101.6	Tenino Jct..... do			A		
1873	102.1	Tenino..... do	No	FTXP	A	LS	Yes
1875	103.9	Chain Hill..... do			A		
1879	107.6	Plumb..... do			A		
.....	110.0	East Olympia (Jct. H. B.)..... do			A		
1881	110.2	East Olympia..... do		P	A	L	
1886	115.3	Kyro..... do			A	C	
.....	116.9	St. Clair..... do			A	B	
1890	118.9	Olegard..... do			A		
.....	120.6	Nisqually (Jct. H. B.)..... do			A		
1892	120.7	Nisqually..... do	Nu	FTXP	A		Yes
1898	127.4	Ketron..... do			A	C	
1900	129.4	Steilacoom..... do	Uo	FTXP	A	B	
1901	130.7	West Tacoma..... do			A		
.....	130.7	Cascade Paper Spur..... do			A		
.....	131.1	Gravel Center..... do			A		
1903	132.0	Pioneer..... do			A		
1906	135.4	Sixth Ave..... do	Sx	FP	A		
1914	142.3	McCarver..... do	Nx		A		
1916	145.1	Tacoma "Depot"..... do	Mn	TP	A		
.....	.....	Tacoma "Baggage"..... do		P	A	RLSE	Yes
.....	.....	Tacoma "Freight"..... do	Mn	FP	A		
.....	.....	Tacoma "City"..... do		TP	A		
1917	146.8	Reservation..... do	Rn	P	A		
1918	147.5	Tacoma Junction..... do	Jn	P	A		
1922	151.5	Hughes Siding..... do			B		
1924	153.0	North Puyallup..... do	Px	FTXP	A	RO	
1925	154.7	Summer..... do	Ux	FTXP	A	R	
1928	157.2	Benroy..... do		P	B		
1933	161.8	Auburn..... do	Br	FTXP	A	RS	Yes
1936	165.1	Thomas..... do			A		
1938	166.9	Kent..... do	K	FTXP	A	RS	
1940	169.2	O'Brien..... do			A		
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	TP	A		
.....	.....	Seattle "Baggage"..... do			A	RLSE	Yes
.....	.....	Seattle "Freight"..... do		FP	A	RL	
.....	.....	Seattle "Wharf"..... do		P	A		
.....	.....	Seattle "City"..... do		TP	A		Yes

1 On Spur Track Longview Jct. to Longview.

**OREGON DIVISION—Continued**

**GRAYS HARBOR BRANCH**

Sta. No.	Dist. from Centralia	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1862	0.0	Centralia..... Wash.	Ds	FTP	A	L	Yes
1863	1.0	Centralia Jct..... do					
NN 2	2.4	Blakeslee Jct..... do		P			
NN 3	2.6	Raisch..... do			A		
NN 5	5.0	Galvin..... do		P	A	L	
NN 12	12.2	Helsing Jct..... do		P	A	R	
NN 14	13.8	Independence..... do	Nd	P	A	L	
NN 18	18.4	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	LS	
NN 36	36.0	Fuller..... do		P	A	R	
.....	42.3	So. Montesano (Jct. H. B.)..... do					
NN 42	42.4	South Montesano..... do		TP	A	R	
NN 44	43.8	Melbourne..... do		P	A	R	
NN 45	45.8	Law..... do			B		
NN 47	46.6	Preacher's Slough..... do		P	A	R	
NN 51	51.2	Cosmopolis..... do		P	A	R	
NN 54	53.9	Aberdeen "Depot"..... Wash.	Sa	TP			
NN 57	57.5	Aberdeen "Freight"..... do	Ho	F	A	RSOE	
.....	.....	Hoquiam..... do	Dbl. Trk.	FTP	A	R	
<b>MONTESSANO BRANCH</b>							
NN 42	0.1	South Montesano (Jct. H. B.)..... Wash.					
NN 42	0.0	South Montesano..... do		TP	A	L	
NO 2	1.4	Montesano..... do	Mo	P	A	LS	
<b>TONO BRANCH</b>							
.....	0.0	Wabash (Jct. H. B.)..... Wash.					
1864	0.2	Wabash..... do		P	A		
NR 6	5.7	Tono..... do		P	A	L	
<b>OLYMPIA BRANCH</b>							
1881	0.0	East Olympia..... Wash.		P	A	L	
.....	0.1	East Olympia (Jct. H. B.)..... do					
NS 5	4.6	Tumwater..... do			B		Yes
NS 5	5.3	Olympia Brewery..... do					
NS 7	7.6	Olympia..... do	Oa	FTP	A	RLS	
<b>AMERICAN LAKE BRANCH</b>							
.....	0.1	Nisqually (Jct. H. B.)..... Wash.					
1892	0.0	Nisqually..... do	Nu	P	A		
NT 3	3.2	Dupont..... do			A		
NT 4	4.0	Fort Lewis..... do	D	FTXP	A	R	



OREGON DIVISION—Continued  
FOURTH SUBDIVISION  
MAIN LINE—PORTLAND TO THE DALLES

Sta. No.	Dist. from Portland	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
W 1775	0.0	Portland-Pittock Blk. Ore.	P				
		Portland "City" do	Vc	T			
		Portland "U. D." do		TP			
		Portland "Baggage" do					
		Portland "B. & O. T. Co." do					
	0.5	Portland "Freight" (East Portland (Jct. H. B.)) do		F	A	RLSE	
V 1781	0.6	East Portland do		FP	B	R	
W 1774	1.9	Bruun do		P			
W 1771	4.4	Graham do					
W 1770	5.4	Montavilla do			B	L	
W 1769	6.7	Quarry do		P			
W 1768	7.7	Clarnie do				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	
1752	23.9	Latourell do		P	C	R	
1749	26.3	Bridal Veil do	Ju	FTXP	A	R	
1746	29.6	Multnomah Falls do		P	C	R	
1744	31.4	Ooneonta do		P	A		
1741	34.1	Dodson do		P	A	R	
1740	35.8	Warrendale do		P	A	L	
1737	38.8	Bonneville do	Mu	FTXP	A	R	
1735	40.1	Eagle Creek do					
1733	42.8	Cascade Locks do		P	A	RS	
1729	46.7	Farley do		P			
1725	49.6	Wyeth do	We	P	A	R	
1723	52.8	Lindsey do		P	C		
1716	59.0	Meno do		P	C		
1712	63.1	Hood River do	Ki	FTP	A	RS	
1706	69.1	Mosier do	H	FS	A	R	
1703	72.4	Chatfield do		P	C		
1699	76.0	Rowena do		P	A		
1694	81.6	Crates do		P	C		
1691	84.0	The Dalles do	Wh	FTP	A	RS	Yes

MAIN LINE—PORTLAND TO NORTH PORTLAND JCT.

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

MAIN LINE—PENINSULA JCT. TO TROUTDALE

1776	5.6	Peninsula Jct. Ore.	Su	P			Yes
1775	6.8	Kenton do	Kn	FP	A	L	
1773	9.5	Champ do					
1770	12.3	Fir do	Fr	FP	A	LSE	
1768	14.2	Ward do			A		
1765	17.0	Hemlock do		P	A		
1760	22.0	Troutdale (Jct. H. B.) do					

OREGON DIVISION—Continued  
ST. JOHNS BRANCH

Sta. No.	Dist. from St. John's Jct.	STATIONS	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 2	2.5	Wakefield do					
NV 3	2.8	Veneering Factory do					
NV 3	3.0	St. Johns do		F	A		
NV 3	3.3	Portland Woolen Mills do		P			
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 (Maegley Jct.) do		P			
1776	7.7	Peninsula Jct. do		P			

THIRD SUBDIVISION  
MAIN LINE—THE DALLES TO RIETH

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	93.3	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	A		
1657	118.7	Hook. do		P	A		
1652	123.0	Quinton. do	Qn	P	A	L	Yes
1650	125.5	Ramsay. do		P	A		
1646	129.4	Blalock. do		P	A	R	Yes
1641	133.9	Gilmore. do		P	A		
1638	137.6	Arlington. do	Mx	FTXP	A	RSO	Yes
	137.9	Arlington (Jct. H. B.) do					
1633	142.2	Silica. do		P			
1629	146.6	Willows. do		P	A	L	
	148.0	Heppner Junction. do					
		(Jct. H. B.) do					
1627	148.1	Hoppner Junction. do	Wi	P	A	R	Yes
1623	152.1	Boulder. do		P	A		
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	P	A	R	
		Via Umatilla					
	165.6	Messner (Jct. H. B.) do					
X 1613	171.7	Judson. do		P			
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	Md	FTXP	A	RS	Yes
1591	193.3	Hinkle (Jct. H. B.) do	Uk	P	A		
1610	165.4	Messner. do	Fe	P	A		
	165.6	Messner (Jct. H. B.) do					
1605	169.9	Clarke. do		P			
1600	175.8	Munley. do		P	B		
1597	178.2	Ordinance. do	Rn	FTP	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		P	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	N	FTP	A	R	Yes



## OREGON DIVISION—Continued

## BEND BRANCH

Sta. No.	Dist. from Oregon Trunk Jet.	STATIONS	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 11	10.4	Kloan.....	do		A			
NB 17	17.2	Lockit.....	do		C			
NB 25	25.6	Dike.....	do		A			
NB 30	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	FTP	A	RS	Yes
	54.4	Cambrai.....	do					
NB 63	62.8	Nena.....	do		A			Yes
NB 67	66.6	Frieda.....	do		C			
NB 73	72.7	Nathan.....	do		A			Yes
NB 74	74.4	North Junction.....	do	Jn	P	A	L	
NB 79	79.6	Kaskela.....	do		A		R	Yes
	82.2	Axford.....	do		C			
	83.3	Jersey Wye.....	do					
NB 85	85.0	South Junction.....	do		A		R	Yes
NB 93	93.3	Gateway.....	do	Gw	F	A	R	Yes
NB 98	98.8	Paxton.....	do		A			
NB 104	104.4	Madras.....	do	Md	FT	A	LS	Yes
NB 106	106.8	Agency.....	do		A		R	
NB 109	109.4	Metolius.....	do	Ms		A	L	Yes
NB 114	114.1	Culver.....	do	Cu		A	L	Yes
NB 121	121.3	Opal City.....	do		A		L	
NB 128	128.8	Terrebonne.....	do	Ne		A	L	Yes
NB 131	131.6	Prineville Jct.....	do	Xn	F	A	L	
NB 134	134.3	Redmond.....	do	Rd	FT	A	R	Yes
NB 143	143.3	Des Chutes.....	do		A			Yes
NB 150	150.7	Bend.....	do	Nd	FT	A	LS	Yes

## SHANIKO BRANCH

Sta. No.	Dist. from Biggs	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities	
1672	0.0	Biggs.....	Ore.	Bx	FTXP	A	R	Yes
	0.2	Biggs (Jct. H. B.).....	do					
NC 5	5.2	Thornberry.....	do			A	L	
NC 10	9.7	Wasco.....	do	Wa	FXP	A	LS	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	FX	A	R	Yes
NC 31	31.2	Erskine.....	do			A		
NC 38	38.5	Grass Valley.....	do	Vy	FTXP	A	L	Yes
NC 46	45.8	Bourbon.....	do			A	L	
NC 52	52.5	Kent.....	do		XP	A	R	Yes
NC 57	57.1	Wilcox.....	do			A		
NC 63	63.1	Kelsey.....	do			A		
NC 70	69.7	Shaniko.....	do		FTX	A	R	Yes

## CONDON BRANCH

Sta. No.	Dist. from Arlington	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities	
1638	0.0	Arlington.....	Ore.	Mx	FTXP	A	RSO	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	Yes
ND 29	28.9	Clem.....	do			A	L	
ND 32	32.6	Speece.....	do			A	L	
ND 36	36.6	Gwendolen.....	do			A	L	Yes
ND 45	44.8	Condon.....	do	Cd	FTXP	A	RS	Yes

## OREGON DIVISION—Continued

## HEPPNER BRANCH

Sta. No.	Dist. from Heppner Jet.	STATIONS	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	Wl	FP	A	L	Yes
NE 14	14.4	Cecil.....	do			A	R	Yes
NE 20	19.7	Morgan.....	do			A	L	
NE 25	25.1	McNab.....	do			A		
NE 28	28.2	Ione.....	do	On	FTX	A	R	Yes
NE 31	30.9	Jordan.....	do			A		
NE 36	36.2	Lexington.....	do		Ps	A	R	Yes
NE 45	45.1	Heppner.....	do	Hr	FTXP	A	R	Yes

## PILOT ROCK BRANCH

Sta. No.	Dist. from Rieth	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities	
1564	0.0	Rieth.....	Ore.	N	FTP	A	R	Yes
	0.7	Rieth (Jct. H. B.).....	do		P			
NF 2	2.8	McBee.....	do			A		
NF 6	6.7	Sparks.....	do			A		
NF 11	11.2	Lens.....	do			A		
NF 14	14.9	Pilot Rock.....	do	Ro	FX	A	R	Yes

SECOND SUBDIVISION  
MAIN LINE—RIETH TO LA GRANDE

Sta. No.	Dist. from Portland	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities	
1564	211.8	Rieth.....	Ore.	N	FTP	A	R	Yes
1562	213.6	Pendair.....	do			B		
1560	215.5	Pendleton.....	do	Fd	FTP	A	LSOE	
	216.2	Pendleton (Jct. H. B.).....	do		P			
1557	218.7	Munra.....	do			A		
1555	220.7	Mission.....	do			A	R	
1551	224.5	Minthorn.....	do			B		
1548	226.9	Cayuse.....	do	Ca	P	A	R	
1546	229.3	Homly.....	do			A		
1543	231.9	Thorn Hollow.....	do			A	L	
1541	234.3	Tumia.....	do			A		
1538	236.9	Gibbon.....	do	Gi	FTXP	A	L	Yes
1536	239.3	Bonifer.....	do			A		
1533	242.0	Conway.....	do			A		
1530	245.1	Sloan.....	do			B		
1527	248.0	Duncan.....	do	Ni	TPs	A	R	Yes
1524	251.4	North Fork.....	do			C		
1522	253.6	Camp.....	do			A	R	
1518	257.3	Huron.....	Ore.	Kr	P	A	R	
1515	260.5	Porter.....	do			A		
1511	264.8	Meacham.....	do	Mh	FTXP	A	L	Yes
1507	268.0	Ross.....	do			A		
1504	270.9	Kamela.....	do	S	P	A	R	
1503	271.8	Nordeen.....	do			A		
1502	273.7	Bodie.....	do			B		
1500	275.7	Motanic.....	do	Mo	P	A		
1497	278.1	Glover.....	do			A	R	
1494	281.8	Hilgard.....	do	Dy	P	A	L	Yes
1490	285.7	Perry.....	do			A	L	
1486	289.8	La Grande.....	do	Ra	FTP	A	RS	Yes



## OREGON DIVISION—Concluded

## FIRST SUBDIVISION

## MAIN LINE—LA GRANDE TO HUNTINGTON

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

Dist. from La-Grande

## JOSEPH BRANCH

1486	0.0	La Grande..... Ore.	Ra	FTP	A	R	Yes
NM 3	0.3	La Grande (Jct. H. B.) do		P	A	R	Yes
NM 6	2.6	Island City..... do		P	A	R	Yes
NM 8	5.9	Conley..... do		P	B	L	
NM 12	8.4	Alicel..... do		P	A	L	
NM 21	12.3	Imbler..... do	Br	FTXP	A	R	Yes
NM 25	20.9	Elgin..... do	Gn	FTXP	A	R	Yes
NM 34	25.1	Gulling..... do		P	A	L	Yes
NM 37	33.5	Looking Glass..... do		P	A	L	
NM 41	37.5	Rondows..... do		P	A	L	
NM 47	40.6	Vincent..... do		P	A	L	
NM 54	47.1	Minam..... do		P	A	L	
NM 57	54.1	Wade..... do		P	A	L	
NM 60	57.1	Sevier..... do		P	A	L	
NM 68	60.0	Wallowa..... do	Wo	FTXP	A	RS	Yes
NM 78	67.8	Lostine..... do	Ns	A	A	R	Yes
NM 84	78.0	Enterprise..... do	Rs	FTX	A	LSE	Yes
	83.8	Joseph..... do	J	FTX	A	RS	Yes

## WASHINGTON DIVISION

860.27 Miles

## SIXTH SUBDIVISION

## MAIN LINE—UMATILLA TO SPOKANE

Sta. No.	Dist. from Portland	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat. form from Port.	Stock Yard Facilities
X 1602	182.8	Umatilla..... Ore.	Cs	FTXP	A	RL	Yes
G 1609	183.2	Umatilla (Jct. H. B.) do		P	A	L	
G 1613	190.4	Riverview..... do		P	A	L	
G 1616	193.8	Cold Springs..... do		P	A	L	
G 1621	197.0	Sand..... do		P	A	L	
G 1622.8	202.2	Juniper..... do		P	A	L	
	203.8	Ore.-Wash. State Line					
	209.9	Wallula (Jct. H. B.) Wash.					
G 1629	210.2	Wallula..... do	Jn	FTXP	A	R	Yes
G 1632	212.6	Attalia (Jct. H. B.) do		P	A	L	
G 1639	212.8	Attalia..... do		P	A	L	
G 1645	219.5	Humorist..... do		P	A	L	
G 1652	225.5	Ash..... do		P	A	L	
G 1660	231.1	Page..... do	Ms	P	A	L	
G 1661	240.6	Simmons..... do		P	A	L	
	241.9	Sheffler..... do		P	A	L	
	243.7	Walker Pit..... do	Kr	P	A	L	
G 1663	243.8	Walker..... do		P	A	L	
G 1669	249.6	Scott..... do		P	A	L	
G 1672	253.1	Matthew..... do		P	A	L	
G 1676	257.2	Ruxby..... do		P	A	L	
G 1677	258.4	Macallon..... do		P	A	L	
G 1682	263.4	Ayer..... do	Jd	FTXP	A	L	
	263.9	Ayer (Jct. H. B.) do		P	A	L	
G 1686	267.3	Chew..... do		P	A	L	
G 1692	273.1	Joso..... do		P	A	L	
G 1698	279.3	Park..... do		P	A	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	FTXP	A	R	Yes
G 1729	310.4	Teske..... do		P	A	L	
G 1732	312.9	Emden..... do		P	A	L	Yes
G 1736	317.1	Ashby..... do		P	A	L	
G 1741	322.3	Palm Lake..... do		P	A	L	
G 1748	328.9	Wells..... do		P	A	L	Yes
G 1752	332.9	Croskey..... do	Ck	P	A	L	Yes
G 1759	340.3	Mason..... do		P	A	L	
G 1764	345.3	Geib..... do		P	A	L	
G 1770	350.5	Cheney..... do	Cy	FTXP	A	LS	
G 1777	357.8	Marshall..... do		P	A	L	
G 1781	362.0	Cowles..... do		P	C	L	
G 1785	365.6	West Spokane..... do		P	A	L	
G 1786	367.3	Spokane "Union Station" do	Au	TP	A	RSE	
		Spokane "Freight" do		F	A	RSE	
		Spokane "City" do		T	A	RSE	

Umatilla station belongs to Oregon Division.

Dist. from Wallula

## WALLULA BRANCH

G 1629	0.0	Wallula..... Wash.	Jn	FTXP	A	R	Yes
GA 8	0.2	Wallula (Jct. H. B.) do		P	A	L	Yes
GA 15	7.7	Reese..... do	Ch	FTXP	A	R	Yes
GA 20	15.2	Touchet..... do		P	A	R	Yes
GA 24	19.6	Lowden..... do		P	A	R	
GA 28	24.2	Whitman..... do		P	A	L	
GA 29	28.6	Auker..... do		P	A	L	
	29.1	Artesia..... do		P	A	L	
	31.0	Walla Walla (Jct. H. B.) do		P	A	L	
NG 47	29.1	Walla Walla "Depot" do	Bu	TP	A	RSE	
	31.1	Walla Walla "Freight" do		FP	A	RSE	Yes



## WASHINGTON DIVISION—Continued

## YAKIMA BRANCH

Sta. No.	Dist. from Attalia	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
G 1632	0.1	Attalia (Jet. H. B.)	Wash.				
GB 7	0.0	Attalia	do	P	A	R	
GB 9	6.6	Villard	do		A	L	
GB 13	8.5	Hedgoc	do	P	A		
GB 21	13.0	Kennewick	Kn	FTP	A	LS	Yes
GB 28	20.6	Leslie	do		A	R	Yes
GB 31	28.0	Grosscup	do		A	R	
GB 37	31.2	Acton	do		A	L	
GB 39	36.4	Benton City	Bc	FTXP	A	R	
GB 43	39.1	Corral	do		A		
GB 46	42.9	Chaffee	do		A		
GB 48	45.3	Meek	do		A		
GB 51	48.2	Biggam	do		A	R	
GB 55	50.6	North Prosser	do	P	A	L	
GB 58	54.7	Capp	do		A		
GB 64	57.6	Grandview	Gw	FTXP	A	LO	
GB 67	63.4	Midvale (Jet. H. B.)	do		A	R	
GB 73	63.5	Midvale	do	P	A	L	
GB 78	67.0	Emerald	do		A	L	
GB 79	73.2	Granger	do	P	A	R	Yes
GB 82	78.4	Zillah	Ah	FTXP	A	L	
GB 84	81.5	Buena	BA	FTXP	A	L	
GB 85	83.4	Flint	do		A	L	
GB 87	84.4	Sawyer	Sr	FXP	A	R	
GB 91	86.7	Donald	Do	P	A	L	
GB 95	90.6	Parker	do		A	L	
GB 98	94.2	Union Gap	do		A	R	
GB 98	97.9	Yakima	Ny	FTP	A	LSE	Yes

## SUNNYSIDE BRANCH

Sta. No.	Dist. from Midvale	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
GB 64	0.2	Midvale (Jet. H. B.)	Wash.				
GC 3	0.0	Midvale	do	P	A	R	
GC 3	2.6	Sunnyside	Si	FTP	A	RO	Yes

## BRANCH LINE—PENDLETON TO TUCANNON

Sta. No.	Dist. from Pendleton	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
1560	0.0	Pendleton	Ore.	Fd	FTP	A	LSOE
NG 4	0.7	Pendleton (Jet. H. B.)	do		P	A	
NG 7	4.7	Saxe	do		A	L	
NG 10	7.6	Havana	do		A	R	
NG 13	10.7	Blakeley	do		A	L	
NG 18	13.3	Adams	do		A	R	Yes
NG 21	17.9	Athens	Cn	FTX	A	RSE	
NG 24	21.6	Weston	do		A	R	
NG 27	24.1	Downing	do		A	R	
NG 31	27.4	Blue Mountain	do		A	P	
NG 33	30.9	Bade	do		A	L	
NG 34	33.8	Barrett	do		A	R	Yes
NG 36	34.8	Prunedale	do		A		
NG 40	36.9	Milton (Freewater)	Co	FTXP	A	RS	Yes
NG 42	40.6	Spofford	do		A	L	
NG 42.5	42.4	State Line	do		A	R	
NG 44	42.5	Ore.-Wash. State Line	do				
NG 47	44.3	Langdon	Wash.		B		
NG 47	46.8	Walla Walla "Depot"	Bu	TP	A	RSE	Yes
NG 47	46.8	Walla Walla "Freight"	do	FP	A		
NG 52	46.9	Walla Walla (Jet. H. B.)	Z		A	R	
NG 54	52.5	Russell	do		A	L	
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	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
NG 60	60.5	Berryman	Wash.		A	R	
NG 61	61.6	Ennis	do		A	L	
NG 67	67.4	Prescott	Sy	FTX	A	LO	Yes
NG 72	71.9	Bolles (Jet. H. B.)	do		A	R	
NG 76	72.0	Bolles	do	P	A	L	
NG 79	76.2	Menoken	do		A	L	
NG 83	79.3	McKay	do		A	L	
NG 89	83.8	Alto	do		A	L	
NG 94	89.4	Relief	do		A	L	
NG 96	94.9	Starbuck	Sa	FXP	A	L	Yes
GE 13	95.0	Starbuck (Jet. H. B.)	do		B	L	
GE 13	96.6	Powers	do	P	A	L	
GE 13	98.6	Tucannon	do		A	L	
GE 13	98.7	Tucannon (Jet. H. B.)	do		A	L	

## UMAPINE BRANCH

Sta. No.	Dist. from Prunedale	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
NH 1	0.5	Johns	Ore.		A		
NG 34	0.0	Prunedale (Jet. Pt.)	do		A		
NH 1	0.8	Mumford	do		A		
NH 2	1.6	Carpenter	do		A		
NH 3	2.4	Glencove	do		A		
NH 4	3.6	Umapine	do		A	L	Yes

## DAYTON BRANCH

Sta. No.	Dist. from Bolles	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
NG 72	0.1	Bolles (Jet. H. B.)	Wash.		A	L	
NK 3	0.0	Bolles	do	P	A	R	Yes
NK 4	3.6	Waitsburg	Bg	FTXP	A		
NK 5,15	4.2	Loyd	do		A		
NK 6	5.2	Waitsburg Jet.	do		A	L	
NK 8	6.1	Huntsville	do		B		
NK 10	8.5	Dumas	do		A	R	
NK 13	9.7	Long	do		A		
NK 19	13.0	Dayton Jet.	do		A	RE	Yes
NK 23	13.2	Dayton	Da	FTX	A		
NK 25	19.4	Ronan	do		A	L	
NK 25	22.8	Whetstone	do		A	L	
NK 25	24.9	Turner	do		A	L	

## POMEROY BRANCH

Sta. No.	Dist. from Starbuck	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
NG 94	0.0	Starbuck	Wash.	Sa	FXP	A	L
NL 8	0.1	Starbuck (Jet. H. B.)	do		A	L	Yes
NL 11	8.0	Delaney	do		A	L	
NL 14	11.4	Jackson	do		A	L	
NL 16	14.5	Chard	do		A	L	
NL 19	16.4	Dodge	do		A	L	Yes
NL 25	19.1	Houser	do		A	R	
NL 20	24.5	Zumwalt	do		A	L	
NL 20	28.9	Pomeroy	do	Py	FTXP	A	LOE



## WASHINGTON DIVISION—Continued

## BRANCH LINE—AYER TO TEKOA

Sta. No.	Dist. from Ayer	STATIONS	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	FTP	A	R	
	0.5	Ayer(Jct. H. B.)..... do					
GE 3	2.7	Rifton..... do			A	L	
GE 11	11.6	Pataha..... do			B	L	
GE 13	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	FTXP	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	R	
GE 36	35.6	Jerita..... do			A	L	
GE 41	41.3	La Crosse..... do	Ja	FTXP	A	L	Yes
	41.4	La Crosse(Jct. H. B.).. do					
GE 48	47.9	Sutton..... do			B	R	
	51.3	Winona(Jct. H. B.)..... do					
GE 52	51.9	Winona..... do	Wa	FTX	A	L	Yes
GE 58	57.7	Endicott..... do	Di	FTXP	A	RS	Yes
GE 65	64.6	Thera..... do			A	R	
GE 68	68.3	Diamond..... do	D		A	R	
GE 72	72.3	Mockonema..... do			A	R	
GE 75	74.7	(Crest)..... do		P	A	R	
	77.0	Colfax (Jct. H. B.)..... do					
GE 77	77.2	Colfax..... do	Ca	FTP	A	LS	Yes
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	FT	A	RS	
GE 98	98.4	Walters..... do			B	L	
GE 104	104.3	Farmington..... do	Fm	FX	A	RS	
	110.2	Seltice (Jct. H. B.)..... do					
GE 110	110.2	Seltice..... do		P	A	L	
GE 116	115.9	Tekoa..... Wash.-Ida.	K	FTXP	A	RS	

## BRANCH LINE—TEKOA TO SPOKANE

Sta. No.	Dist. from Ayer	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
GE 116	115.9	Tekoa..... Wash.-Idaho	K	FTXP	A	RS	
	116.0	Tekoa (Jct. H. B.)..... Wash.					
GJ 123	123.1	Latah..... do		P	A	L	
GJ 127	126.4	Rahm..... do			B	R	
GJ 132	131.5	Fairfield..... do	G	FTXP	A	R	
GJ 135	134.9	Darknell..... do			A	L	
GJ 138	138.2	Rockford..... do	Rd	P	A	RS	
GJ 142	142.2	Coey..... do			B	L	
GJ 143	143.4	Manito..... do	Mu	FTX	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	FTX	A	R	
GJ 152	152.0	Redlin..... do			A	L	
GJ 156	155.6	Chester..... do		P	A	L	
GJ 159	158.7	Dishman..... do	Sp	FTXP	A	RS	
GJ 161	161.1	Hill..... do					
GJ 162	162.5	East Spokane..... do					Yes
		Spokane "Union Stat'n"..... do	Au	TP			
G 1786	165.2	Spokane "Freight"..... do		F	A		
		Spokane "City"..... do		T			

## WASHINGTON DIVISION—Continued

## CONNELL BRANCH

Sta. No.	Dist. from La-Crosse	STATIONS	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	FTXP	A	LS	Yes
GF 5	4.5	Pampa..... do			A	L	
GF 8	8.1	Gordon..... do			A	L	
GF 15	14.6	Hooper..... do		P	A	L	Yes
G 1704	15.6	Hooper Jct..... do	Hr	P	A	L	
GF 23	23.4	Washtucna..... do	Fn	FX	A	R	Yes
GF 29	29.2	McAdam..... do			A	L	
GF 34	34.0	Wacota..... do			A	L	
GF 37	37.3	Kahlotus..... do	Ho		A	R	
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			A	R	Yes

## PLEASANT VALLEY BRANCH

Sta. No.	Dist. from Winona	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
	0.1	Winona (Jct. H. B.)..... Wash.					
GE 52	0.0	Winona..... do	Wa	FTX	A	L	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	FXP	A	L	Yes
GG 21	20.8	Junco..... 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	FX	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

Sta. No.	Dist. from Colfax	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
GE 77	0.0	Colfax..... Wash.	Ca	FTP	A	LS	Yes
	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	FTXP	A	RO	
GH 20	20.7	Whitlow..... do			A	R	
GH 21	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	FTXP	A	RS	Yes

## WALLACE BRANCH

Sta. No.	Dist. from Tekoa	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Platform from Port.	Stock Yard Facilities
GE 116	0.0	Tekoa..... Wash.	K	FTXP	A	RS	
	0.1	Tekoa (Jct. H. B.)..... do					
GM 2	2.2	Tilma..... do				R	
GM 2.3	2.2	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	FTXP	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	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Port.	Stock Yard Facilities
GM 31	30.6	Harrison.....Idaho	Rn		A	R	
GM 34	34.1	Springston.....do		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 62	62.6	Enaville.....do			A	L	
GM 64	64.2	Pine Creek.....do			A	L	
GM 66	66.4	Smeltonville.....do			A	L	
GM 67	67.3	Bradley.....do		P	A	L	
	67.4	Bradley(Jct. H. B.).....do			A	L	
GM 69	69.3	Kellogg-Wardner.....do	Dn	FTXP	A	RS	
GM 73	72.9	Shont.....do			A	R	
GM 76	75.9	Osburn.....do			A	L	
GM 80	80.3	Wallace.....do	Wc	FT	A	RS	
GM 84	84.2	Gem.....do			A	L	
	84.5	Frisco.....do			A	L	
GM 85	85.3	Dorn.....do			B	L	
GM 87	87.0	Burke.....do	B	FTX	A	R	

## SIERRA NEVADA BRANCH

Sta. No.	Dist. from Bradley	STATIONS	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form from Port.	Stock Yard Facilities
GM 67	0.0	Bradley (Jct. H. B.).....Idaho			A	R	
GP 1	1.3	Silver King.....do			A	R	

## OPERATED MILEAGE

	First Main Track	Second Main Track	Add'l Main Track
<b>OREGON DIVISION</b>			
<b>Main Line—</b>			
Fifth Subdivision.... No. Port. Jet. to Seattle.....	176.29		
do Tacoma Freight Line.....	1.67	177.96	143.07
Fourth Subdivision... Portland to the Dalles.....	83.99		3.07
do E. Port. to No. Port. Jet.....	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	27.63	155.41	
Second Subdivision... Rieth to La Grande.....		78.06	3.86
First Subdivision.... La Grande to Huntington....		99.09	.62
Total.....		617.19	172.83
<b>Branches—</b>			
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.....		6.20	
Olympia..... East Olympia to Olympia.....		7.43	
American Lake..... Nisqually to Fort Lewis.....		5.37	
Bend..... Oregon Trunk Jct. to Bend....		151.47	
Shaniko..... Biggs to Shaniko.....		69.79	
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.....		497.14	2.89
Total Oregon Division....	1,114.33	175.72	
<b>WASHINGTON DIVISION</b>			
<b>Main Line—</b>			
Sixth Subdivision.... Umatilla to Spokane.....	184.30	1.85	
Total.....	184.30	1.85	
<b>Branches—</b>			
Walla Walla..... 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...	166.59	1.63	
Umapine..... Johns to Umapine.....	4.14		
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.....	675.97	1.63	
Total Washington Division	860.27	3.48	
Total Main Line.....	801.49	174.68	
Total Branches.....	1,173.11	4.52	
Camas Prairie R. R. Co.....	257.90		
Grand Total (operated mileage)	2,232.50	179.20	
<b>FIRST TRACK MILEAGE BY STATES—</b>			
Oregon.....	924.52		
Washington.....	1,029.87		
Idaho.....	278.01		
Total.....	2,232.50		

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	2,232.50	179.20	815.48	3,227.18
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 Portland, Ore.			.20	.20
Add Mileage owned but not operated:				
At Portland, Ore. (Leased to various Ind.)			.72	.72
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
<b>Total</b>	<b>2,234.06</b>	<b>179.20</b>	<b>820.17</b>	<b>3,233.43</b>
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		3.04	27.04
At Bend, Ore.			2.68	2.68
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	137.64	67.70	343.62
At Longview Jct., Wash.			.04	.04
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	14.51	19.26
At Zillah, Wash.			1.57	1.57
At Spokane, Wash.			.51	.51
At Dorn, Idaho.			.03	.03
Nisqually to Fort Lewis, Wash.	5.37		7.49	12.86
Lewiston to Grangeville, Idaho	79.67		24.93	104.60
Spalding to Stites, Idaho	66.02		10.18	76.20
Orofino to Headquarters, Idaho	40.75		9.25	50.00
Oregon Trunk Ry.:				
Oregon Trunk Jct. to South Junction, Ore.	84.59		8.30	92.89
Metolius to Bend, Ore.	42.63		14.24	56.87
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	.12	3.45
At Tacoma, Wash.			.40	.40
At Hoquiam, Wash.			.02	.02
G. N. Ry. Co.—At Spokane, Wash.			.31	.31
At Seattle, Wash.			.17	.17
Pacific Coast R. R. Co., and C. M. St. P. & P. R. R. Co.:				
At Seattle, Wash.			.08	.08
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
<b>Total</b>	<b>497.87</b>	<b>143.96</b>	<b>171.61</b>	<b>813.44</b>
<b>Total Owned and Jointly Owned</b>	<b>1,736.19</b>	<b>35.24</b>	<b>648.56</b>	<b>2,419.99</b>

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.	13.16		3.90	17.06
At Seattle, Wash.			.10	.10
Helsing Jct. to Hoquiam, Wash.	22.25	.19	5.98	28.42
So. Montesano to Montesano, Wash.	.80		.35	1.15
At Spokane, Wash.	.28	.28	1.27	1.83
At East Spokane, Wash.			.47	.47
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.			20.00	20.00
At Longview Jct., Wash.			.94	.94
At Vader Jct., Wash.			.33	.33
At Seattle, Wash.			12.92	12.92
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.			2.00	2.00
At Spokane, Wash.			.51	.51
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.			.18	.18
At Seattle, Wash.			3.43	3.43
At Fort Lewis, Wash.			.09	.09
At Walla Walla, Wash.			.38	.38
At Pullman, Wash.			.02	.02
Waitsburg to Dayton, 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.			1.28	1.28
At Portland, Ore.	.15	.15		.30
Spokane, Coeur d'Alene and Palouse Ry. Co.:				
At Onkesdale, Wash.			.03	.03
Spokane, Portland and Seattle Ry. Co.:				
At Portland, Ore.			.01	.01
Walla Walla Valley Ry. Co.:				
At Milton, Ore.			.08	.08
At Walla Walla, Wash.			.13	.13
Johns to Umapine, Ore.	2.07		.63	2.70
<b>Total to Deduct</b>	<b>38.90</b>	<b>.62</b>	<b>59.51</b>	<b>92.03</b>
<b>Total Mileage Owned</b>	<b>1,697.29</b>	<b>34.62</b>	<b>589.05</b>	<b>2,320.96</b>

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
<b>TRACKS OWNED OR LEASED BY O.-W. R. R. &amp; N. Co.</b>			
<b>ALSO USED BY:</b>			
Bunker Hill & Sullivan Mining & Concentrating Co.....	Bradley, Idaho.....	.38	.08
C. M. St. P. & P. R. R. Co.....	Argo to Seattle, Wash.....	3.34	2.60
do	Manito to Dishman, Wash.....	15.23	1.75
do	Dishman to N. P. Crossing, Spokane, Wash.....	4.58	7.09
do	Spokane to Marengo, Wash.....	60.54	8.45
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	.38
do	At Spokane, Wash.....		.11
Northern Pacific Ry. Co.....	Centralia to Blakeslee Jet., Wash.....	1.37	.02
do	At Zillah, Wash.....	.50	.57
do	At Moscow, Idaho.....	.01	.10
do	At Wallula, Wash.....		.84
do	Riparia, Wash., to Lewiston, Idaho.....	71.46	9.60
do	At Seattle, Wash.....		.08
do	At Huntsville, Wash.....		.20
do	At Olympia, Wash.....		2.67
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	.02
do	At Portland, Ore.....	.07	1.69
Yakima Valley Transp. Co.....	At Yakima, Wash.....		.98
Spokane International R. R. Co.	At Spokane, Wash.....	2.12	.87
Union Railroad of Oregon.....	At Union Jet., 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. Jet. to Metolius, Ore.....	24.00	3.04
Condon, Kinzua & Southern R. R. Co.....	At Condon, Ore.....		.92
Southern Pacific Co.....	At Portland, Ore.....	.35	.31
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.....	193.34	5.59 46.32

## TRACKS OWNED JOINTLY WITH OTHER COMPANIES

C. M. St. P. & P. R. R. Co.....	Tacoma Jet. to Black River Jet., Wash.....	26.32	7.79
do	At Seattle, Wash.....		.20
do	Helsing Jet. to Hoquiam, Wash.....	44.50	11.96
do	S. Montesano to Montesano, Wash.....	1.60	.70
do	At Spokane, Wash.....	.50	2.54
do	At East Spokane, Wash.....		.95
Great Northern Ry. Co.....	At Seattle, Wash.....		4.00
do	At Spokane, Wash.....		1.01
Northern Pacific Ry. Co.....	At Seattle, Wash.....		6.84
do	At Walla Walla, Wash.....		.76
do	At Pendleton, Ore.....		.36
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 Jet., Wash.....		.84
S. P. & S. Ry. Co.....	At Portland, Ore.....		.01
S. P. & S. Ry. Co. & N. P. Ry. Co.....	North Portland Jet., 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
<b>TRACKS OWNED JOINTLY WITH OTHER COMPANIES—Concluded</b>			
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.....		17.23
do	At Longview, Wash.....		25.75
do	At Longview Jet., Wash.....		2.00
do	At Vader Jet., Wash.....		.44
C. M. St. P. & P. R. R. Co. & Saginaw Logging Co.....	At Preachers Slough, Wash.....	.31	.11
Southern Pacific Co.....	At Portland, Ore.....	.30	
do	At East Portland, Ore.....		2.57
Oregon Short Line R. R. Co.....	At Huntington, Ore.....		.52
N. P. Ry. Co., Peninsula Term. Co. & S. P. & S. Ry. Co.....	At No. Portland Jet., Ore.....		.80
S. C. & P. Ry. Co.....	At Oakesdale, Wash.....		.07
W. W. V. Ry. Co.....	Johns to Umapine, Ore.....	4.14	1.27
do	At Milton, Ore.....		.16
do	At Walla Walla, Wash.....		.25
	Total.....	77.81	1.25 94.69

## CAMAS PRAIRIE RAILROAD CO.

Riparia Wn. to Grangeville, Idaho.....	151.13	34.47
Spalding to Stites, Idaho.....	66.02	10.18
Orofino to Headq'trs, Idaho.....	40.75	9.25
Total.....	257.90	53.90

- <sup>1</sup>Operated for O.-W. R. R. & N. Co. and N. P. Ry. Co. by Camas Prairie R. R. Co.  
<sup>2</sup>Also used by Spokane International Ry. Co.  
<sup>3</sup>Includes 3.96 mi. used also by G. N. Ry. Co. and C. M. St. P. & P. R. R. Co.  
<sup>4</sup>Includes 2.91 mi. main track, .39 mi. second track, and 3.48 mi. yard tracks and sidings used also by N. P. Ry. Co. and .11 mi. used also by Saginaw Logging Co.  
<sup>5</sup>Includes .81 mile yard tracks and sidings used also by N. P. Ry. Co. and .59 mi. used also by G. N. Ry. Co.  
<sup>6</sup>Also used by S. P. & S. Ry. Co.  
<sup>7</sup>Includes 13.01 mi. used also by L. P. & N. Ry. Co.  
<sup>8</sup>Includes .02 mi. used also by L. P. & N. Ry. Co.  
<sup>9</sup>Includes .44 mi. used also by L. P. & N. Ry. Co.  
<sup>10</sup>Leased from the Des Chutes R. R. Co.  
<sup>11</sup>Does not include .26 mi. which is O.-W. R. R. & N. Co.'s proportion of .52 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
Athens.....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.....	Yes
	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.	Spokane, Coeur d'Alene & Palouse 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
	Northern Pacific Ry. 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
	Spokane, Coeur d'Alene & Palouse 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
	Mt. Hood R. R. Co.....	Yes
Hood River.....Ore.	Northern Pacific Ry. Co.....	Yes
Hoquiam.....Wash.	Northern Pacific Ry. Co.....	Yes
Huntington.....Ore.	So. Cent. Dist.....	Yes
Johns.....Ore.	Walla Walla Valley Ry. Co.....	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
	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
Marengo.....Wash.	Northern Pacific Ry. Co.....	No
Marshall.....Wash.	Spokane, Portland & Seattle Ry. Co.....	No
	Walla Walla Valley Ry. Co.....	Yes
Milton.....Ore.	Northern Pacific Ry. Co.....	Yes
Montesano.....Wash.	Northern Pacific Ry. Co.....	Yes
Moscow.....Idaho	Northern Pacific Ry. Co.....	Yes
	Spokane, Coeur d'Alene & Palouse 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
Olympia.....Wash.	Spokane, Coeur d'Alene & Palouse Ry. Co.....	Yes
Oregon Trunk Jct.....Ore.	Northern Pacific Ry. Co.....	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

1) Three rail connection with yard tracks.

2) 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.....	1) Yes
	Northern Pacific Ry. Co.....	Yes
	Spokane, Portland & Seattle Ry. Co.....	1) Yes
	Southern Pacific Co.....	Yes
	Oregon Electric Ry.....	1) Yes
	United Railways Co. (Electric).....	1) 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.....	1) Yes
	Puget Sound Electric Ry.....	1) Yes
South Elma.....Wash.	Schafer Bros. Logging Co.....	Yes
Spokane.....Wash.	Chicago, Milwaukee, St. Paul & Pacific Railroad Co.....	Yes
	Great Northern Ry. Co.....	Yes
	Spokane, Coeur d'Alene & Palouse Ry. Co.....	Yes
	Northern Pacific Ry. Co.....	Yes
	Spokane International Ry. Co.....	Yes
	Spokane, Portland & Seattle Ry. Co.....	1) 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.	Spokane, Coeur d'Alene & Palouse 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
Washtucena.....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

1) 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	Oregon Trunk Ry...	Main	2 Main	do	.42 miles E. of station	Yes
Jet..... do	Portland Trac. Co...	do	2 Side	At grade	East Morrison St.	No
Portland... do	S. P. & S. Ry. Co...	Side	do	do	1.62 miles E. station	No
do ..... do	Portland Trac. Co...	do	2 Side	Undergrade	E. End Steel Bridge	No
do ..... do	do do do	do	Main	Undergrade	Peninsula Tunnel	No
St. Johns Jet. do	S. P. & S. Ry. Co....	Main	do	do	2.12 miles E. station	No
Barnes..... do	do do do	do	do	do	.59 do E. do	Yes
Kelso..... Wash.	Columbia & Cow- litz 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 do	do	Side	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 Jet. do	N. P. Ry. Co.....	do	do	At grade	At station	Yes
do ... do	C.M.St.P.& P.R.R. Co.....	do	do	do	.02 miles W. station	Yes
Saginaw.... do	Schafer Bros. Log. Co.	do	do	do	.71 do W. do	No
Melborne... do	Clemons Log. Co....	do	do	Undergrade	.23 do E. do	No
Preacher's	Saginaw Log. Co....	do	do	do	At Station	Yes
Slough..... do	Northern Pac. Ry..	1 Main	do	At grade	.61 miles E. station	Yes
Aberdeen... do	Co.....	& 1 Side				
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
Tacoma..... do	Nor. Pac. Ry. Co....	do	do	do	.30 do E. do	No
do ..... do	do do do	Side	do	At grade	.30 do E. do	No
Reservation. do	do do do	2 Side	Side	do	.73 do W. do	No
do ..... do	do do do	do	Main	do	.26 do W. do	No
do ..... do	do do do	do	Side	do	.15 do W. do	No
do ..... do	do do do	do	do	do	.11 do W. do	Yes
do ..... 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	St. P. & Tac. Lbr. Co..	Side	Side	At grade	.98 do W. do	Yes
Jet..... do	Pac. Coast R.R. Co...	2 Main	Main	do	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 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	do	1.40 do W. do	Yes
do ..... 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	do	2.57 do W. do	No
do ..... do	do do do	2 Side	do	do	2.72 do W. do	No
do ..... do	Pac. Coast R.R. Co..	1 Main	do	do	2.73 do W. do	No
do ..... do	Co.....	& 2 Side				
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	do	2.57 do W. do	No

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	Nor. Pac. Ry. Co....	Side	Side	At Grade	2.72 miles W. Argo	No
do ..... 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	do	2.87 do W. do	Yes
do ..... do	Pac. Coast R. R. Co..	do	do	do	3.09 do W. do	No
do ..... do	do do do	do	do	do	3.35 do W. do	No
do ..... do	do do do	do	do	do	3.40 do W. do	No
do ..... do	do do do	do	do	do	3.45 do W. do	No
do ..... do	do do do	do	do	do	3.47 do W. do	No
do ..... do	Nor. Pac. Ry. Co....	do	do	do	3.55 do W. do	Yes
do ..... do	do do do	do	do	do	do	Yes
Baker..... Ore	Sumpter Val. Ry. Co.	do	do	do	On Wye	Yes
do ..... do	do do do	Main	do	do	do	Yes

See Junction Stations and Connecting Lines.



RAILROAD CROSSINGS—Concluded

WASHINGTON DIVISION

Station and State	Road Crossed	Kind of Track		How Crossed	Location	Track Connection
		Crossed	Crossed By			
Walla Walla..... 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	No
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	do	Main	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	do	do	do
Walla Walla. do	do do	do	1 Side	do	Finch St.	No
do..... do	do do	do	Main	do	Cherry St.	Yes
do..... do	do do	3 Side	do	do	North 13th St.	Yes
Langdon..... do	Nor. Pac. Ry. Co.	Main	do	do	1.03 miles E. station	Yes
Milton..... Ore.	Walla Walla Val. Ry. Co.	do	do	do	.58 do E. do	No
do..... do	do do	do	1 Main	do	Cleveland St.	Yes
do..... do	Walla Walla Val. Ry. Co.	do	do	do	do	do
Dayton..... Wash.	Nor. Pac. Ry. Co.	2 Side	Main	do	Near Olive St.	No
Riparia..... do	do do	Main	do	do	Near Front St.	Yes
Joso..... do	do do	do	do	do	.08 miles W. station	No
Washtucna. do	S. P. & S. Ry. Co.	do	do	Overgrade	1.32 do W. do	No
Ankeny..... do	do do	do	do	Undergrade	1.03 do E. do	No
Marengo..... do	do do	do	do	do	.86 do W. do	No
do..... do	C. M. St. P. & P. R. Co.	do	do	do	.83 do W. do	Yes
Cheney..... do	do do	do	Side	At grade	0.2 miles E. station	Yes
do..... do	S. P. & S. Ry. Co.	do	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	S. C. & P. Ry. Co.	do	1 Main	At grade	.06 do W. do	No
Pullman.... do	Nor. Pac. Ry. Co.	do	1 Side	do	do	do
Garfield.... do	S. C. & P. Ry. Co.	do	Main	Undergrade	.60 do E. do	Yes
do..... do	do do	do	do	do	.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
Oakdale.... do	do do	do	do	do	.61 miles E. station	No
Thornton.... do	S. C. & P. Ry. Co.	do	do	do	.58 do E. do	Yes
Tekoa..... do	do do	do	do	do	.52 do W. do	No
Dishman... do	C. M. St. P. & P. R. Co.	do	do	do	.43 do E. do	No
Spokane... do	S. C. & P. Ry. Co.	do	1 Main	Undergrade	.09 do E. do	No
do..... do	Nor. Pac. Ry. Co.	2 Main	Main	Overgrade	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	S. C. & P. Ry. Co.	2 Main	2 Main	Overgrade	Near Erie St.	No
do..... do	do do	Main	do	do	Near Napa St.	Yes
do..... do	S. F. & N. (G. N. Ry. Co.)	Side	1 Main	do	Pearl St.	Yes
do..... do	Gt. Nor. Ry. Co.	do	1 Side	do	Near Cedar St.	Yes
do..... do	Spokane Int. Ry. Co.	3 Side	Side	do	Near Division St.	Yes
do..... do	do do	Main	do	do	do	Yes
Watt..... Idaho	C. M. St. P. & P. 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 Jet.	Pendleton	Joseph
Bend	Centralia	Gibbon	Union Jet.
Shaniko	South Montezano	Duncan	Telocaset
Condon	Cosmopolis	Kamela	Baker
Heppner	Hoquiam	Hilgard	Encina
Ordnaance (U.S.A.)	Olympia	La Grande	Pleasant Valley
Messner	Fort Lewis	Elgin	Durkee
Umatilla	Argo	Wallowa	Huntington
Peninsula Jet.			

WASHINGTON DIVISION

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

MILES OF TRACK PROTECTED BY AUTOMATIC BLOCK SIGNALS

	First Main Track	Second Main Track
<b>OREGON DIVISION—</b>		
East Portland to The Dalles.....	83.08	2.56
The Dalles to Rieth.....	126.15	18.02
Reith to La Grande.....	76.51	3.86
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 Jet. to Independence.....	1.60	
Total.....	546.80	124.65
<b>WASHINGTON DIVISION—</b>		
Umatilla to Spokane.....	182.22	1.42
Parker.....	1.13	
Colfax to Crest.....	2.20	
Coe to Spokane.....	21.74	
N. P. Crossing to Union Depot, Spokane.....	1.52	1.52
Total.....	208.81	2.94
Grand Total.....	755.61	127.59

<sup>1</sup>Owned by S. P. & S. Ry. Co. and N. P. Ry. Co. jointly.

<sup>2</sup>Owned by N. P. Ry. Co.

<sup>3</sup>Owned jointly with C. M. St. P. & P. R. Co.

<sup>4</sup>Owned by C. M. St. P. & P. R. Co.

<sup>5</sup>83.76 miles main track and 2.34 miles second track between East Portland and The Dalles, protected by Automatic Train Control.



## INTERLOCKING PLANTS

Location	Protection	Ownership
<b>Oregon Division:</b>		
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.(1)	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.
<b>Washington Division:</b>		
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.
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% (S. C. & P. Ry. Co. 21.0%)

## ENGINE HOUSES AND TURNTABLES

Location	Engine Houses		Turntables		
	No. of Stalls	Length of Stalls	Length in Feet	Kind	How Operated
<b>OREGON DIVISION:</b>					
Troutdale.....			80	(1)	Air
The Dalles.....	12	97 ft.	92	(3)	Electricity
Metolius (O. T. Ry.).....	6	90 ft.	80	(1)	Hand
Bend (O. T. Ry.).....	4	2-90 ft. 2-110 ft.			
Grass Valley.....			66	(1)	Hand
Shaniko.....	1	66 ft.	66	(1)	Hand
Arlington.....			66	(1)	Hand
Condon.....	2	66 ft.			
Hoppner.....	1	55 ft.	60	(1)	Hand
Umatilla.....	8	96 ft.	80	(1)	Air
Albina.....	42	20-66 ft. 22-88 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.).....			60	(4)	Gas Engine
<b>WASHINGTON DIVISION:</b>					
Yakima.....	4	85 ft.	80	(1)	Hand
Walla Walla.....	10	84 ft.	80	(1)	Electricity
Turner.....			60	(1)	Hand
Dayton.....	1	70 ft.	60	(1)	do
Pomeroy.....			60	(1)	do
Moscow.....	2	64 ft.	80	(1)	Air
Tekoa.....	6	64 ft.	80	(1)	Electricity
Spokane.....	11	82 ft.	110	(2)	do
Chatealet.....			60	(1)	Hand
Wallace.....	5	85 ft.	80	(1)	Electricity

†To be retired WO. 3306.

‡Albina Engine House—1-88 ft. and 1-66 ft. stalls are used as through track to back shop, 4-66 ft. stalls are used by Mechanical Dept. as work shop, 2-66 ft. stalls as locker room and 1-66 ft. stall as office.

(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
<b>OREGON DIVISION:</b>		
Albina.....	Steel Oil Storage Tank.....	5,000 barrels
do.....	Steel Oil Delivery Tank..... (3)	680 barrels.
The Dalles.....	Balanced Bucket Type..... (2)	150 tons.
do.....	Steel Oil Storage Tank.....	30,000 barrels.
do.....	Steel Oil Delivery Tank..... (2)	680 barrels.
Arlington.....	Steel Oil Storage Tank..... (1)	5,000 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.....	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.....	Skip Hoist Type..... (2)	250 tons.
do.....	Steel Oil Storage Tank..... (2)	10,000 barrels.
do.....	Steel Oil Storage Tank.....	130 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.....	Timber Coal Chute; Balanced Bucket Type..... (2)	300 tons.
do.....	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.
Pleasant Valley.....	Skip Hoist Type..... (1)	50 tons.
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.
Joseph.....	Coal Platform..... (1)	50 tons.
Tacoma.....	Steel Oil Delivery Tank..... (1)	450 barrels.
Bend.....	Concrete Sump..... (1)	737 barrels.
<b>WASHINGTON DIVISION:</b>		
Walla.....	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.
Starbuck.....	Steel Oil Delivery Tank..... (1)	680 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.

Ⓛ Now under construction.  
 ‡ to be installed under W. O. 3594.

## FUEL OIL AND WATER STATIONS

## STREAMLINE AND MOTOR TRAINS

Location	FUEL OIL		Water
	Streamline Trains	Motor Trains	
<b>OREGON DIVISION:</b>			
Albina.....	Buried Tank.....		Yes.
Pendleton.....			Yes.
Huntington.....	Tank Car.....		Yes.
Argo.....	Tank Wagon.....		Yes.
Hoquiam.....		Tank Wagon.....	Yes.
<b>WASHINGTON DIVISION:</b>			
Spokane.....		12,500 gal. Distillate Tank.	Yes.
do.....		12,500 gal. Gasoline Tank.	
Yakima.....		10,000 gal. Distillate Tank.	Yes.
do.....		600 gal. Gasoline Tank.....	
Riparia.....		3,000 gal. Gasoline Tank...	Yes.



WATER STATIONS  
OREGON DIVISION

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
<b>Fifth Sub-Division:</b> Portland to Seattle.....	Vancouver.....	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
	do.....	do.....		100,000	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
	<b>Olympia Bch.</b>	Olympia.....	Well.....	Electricity	70
		City Water.....			
<b>Grays Harbor Branch</b>	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
	Aberdeen (N. P.).....	do.....			10,000
<b>Fourth Sub-Division:</b>	Albina.....	City Water.....		50,000	1
	Albina.....	Willamette Riv.....	Electricity	2400	65,000
	Graham.....	City Water.....			1
	Kenton.....	do.....			1
Portland to The Dalles.....	Troutdale.....	Spring.....	Gravity.....		65,000
	Bonneville.....	Creek.....	do.....		50,000
	Wyeth.....	Spring.....	do.....		50,000
	Hood River.....	City Water.....			65,000
<b>St. Johns Branch</b>	The Dalles.....	Well and City.....	Steam.....	150	65,000
	do.....	City Water.....			65,000
<b>Third Sub-Division:</b> The Dalles to Umatilla.....	Oil Track.....	City Water.....			4,065
	M. P. 101.7.....	Creek.....	Gravity.....		50,000
Messner to Rieth.....	Day.....	do.....	do.....		50,000
	Blalock.....	Well.....	Windmill & Steam.....	50	50,000
	Arlington.....	City Water.....			65,000
	Messner.....	Well.....	Gas.....	150	65,000
	Umatilla.....	River and Well.....	Electricity	200	50,000
	Munley.....	Well.....	Gas.....	150	48,000
	Echo.....	do.....	Gas & Electricity	200	
	Rieth.....	do.....	Electricity	150	48,000
				1000	65,000
					2
<b>Bend Branch</b>	Dike.....	River.....	Gas.....	150	100,000
	Tuscan.....	Spring.....	Gravity.....		60,000
	Nena.....	River.....	Gas.....	150	50,000
	South Jet.....	Well.....	Gas.....	200	65,000
	Gateway.....	do.....	do.....	200	65,000
	Madras.....	do.....	do.....	60	65,000
	Metolius.....	City Water.....			100,000
	Opal City.....	Well.....	Gas.....		50,000
	Redmond.....	City Water.....			50,000
	Bend.....	do.....			50,000
<b>Shaniko Branch</b>	Biggs.....	Spring.....	Gravity.....		4,500
	Wasco.....	City Water.....			4,500
	Grass Valley.....	Well.....	Gas.....	70	20,000
	Shaniko.....	City Water.....			1
<b>Condon Branch</b>	Rock Creek.....	Well.....	Gas.....	60	50,000
	Mikkalo.....	do.....	do.....	50	50,000
	Condon.....	City Water.....			1

WATER STATIONS—Continued  
OREGON DIVISION—Concluded

Location	Source of Supply	Pumping Plant		Capacity of Tank Gals.	No. of Water Columns
		Power	Capacity Gals. per Min.		
<b>Heppner Branch</b>	Cecil.....	Well.....	Windmill & Gas.....	60	50,000
	Ione.....	do.....	do.....	60	50,000
	Heppner.....	City Water.....			
<b>Pilot Rock Branch</b>	Pilot Rock.....	Spring.....	Gravity.....		6,000
<b>Second Sub-Division:</b> Rieth to La Grande.....	Pendleton.....	City Supply.....			65,000
	Cavuse.....	River.....	Gas.....	150	48,000
	Gibbon.....	Creek.....	Gravity.....	150	65,000
	Duncan.....	do.....	do.....	150	65,000
	Camp.....	do.....	do.....	50	90,000
	Huron.....	Spring.....	do.....	65	
	Meacham.....	Creek.....	do.....	250	65,000
					65,000
					65,000
					65,000
<b>First Sub-Division:</b> La Grande to Huntington.....	Kamela.....	Well.....	Steam.....	150	65,000
	Bodie.....	Creek.....	Gravity.....	50	65,000
	Hilgard.....	do.....	do.....	150	65,000
	La Grande.....	Well.....	Electricity	900	65,000
	do.....	City Water.....	(Main sup.)		
	Union Jet.....	Spring.....	Gravity.....	50	48,000
	Telocast.....	Well.....	Electricity	60	65,000
	North Powder.....	City Water.....			48,000
	Baker.....	do.....			65,000
	Pleasant Valley.....	Well.....	Electricity	70	48,000
<b>Joseph Branch</b>	Hindman.....	Spring.....	Gravity.....	65	
	Durkee.....	Creek.....	Gravity.....	100	65,000
		Burnt River.....	Electricity	160	
				250	
	do.....	Contract.....	Irrig. Dist.	{ A. C. Ft.	
	Weatherby.....	Spring.....	do.....	35	48,000
	Huntington.....	Well.....	Electricity	450	200,000
	do.....	do.....	do.....	300	40,000
	do.....	do.....	do.....	450	
	do.....	Contract.....	Irrig. Dist.	{ A. C. Ft.	
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

<b>Sixth Sub-Division:</b> 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.....	Gas.....	60	65,000	
	Hooper Jet.....	Artesian Well.....	Gravity.....	170	65,000	1
	Marengo.....	Well.....	Gas.....	170	65,000	1
	Croskey.....	do.....	do.....	65	65,000	
	Cheney.....	City Water.....	do.....	65	65,000	
	Spokane.....	do.....	do.....		65,000	1
	do.....	do.....			50,000	
<b>Yakima Branch</b>	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		
<b>Walla Walla Branch</b>	Touchet.....	Well.....	Electricity	75	50,000	



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	Atnena	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
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			
Spokane Tekoa Branch	Farmington	Well	Electricity	25	50,000
	Tekoa	do	do	110	50,000
Connell Branch	Fairfield	Well	Electricity	75	50,000
	Washtucna	City Water			15,000
Pleasant Valley Branch	Connell	N. P. Ry. Co.			1
	St. John	Well	Gas	85	65,000
Moscow Branch	Oakesdale	City Water			1
	Armstrong	Spring	Gravity	40	50,000
Wallace Branch	Moscow	City Water			50,000
	Chatelet	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
Richth	Wayside Treating Plant		1940
Huntington	International	29,500	1923
Durkee	do	10,000	1923
Spokane	Wayside Treating Plant		1941

TRACK SCALES

Location	Capacity Tons	Length Feet	Make	Recording Device
<b>OREGON DIVISION:</b>				
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	do	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
<b>WASHINGTON DIVISION:</b>				
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
Spokane	125	56	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			8	74	119	Water, Private Scales, Feed, Wagon Chute.
Auburn..... do	94			2	96	96	Water, Scales, Feed, Wagon Chute, Union Stock Yds.
Seattle..... do							

**GRAYS HARBOR BRANCH**

Lankner..... Wash.	1		1		1	1	
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**OLYMPIA BRANCH**

Tumwater..... Wash.				1			
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**FOURTH SUBDIVISION**

The Dalles..... Ore.	21		3	2	50	50	Water, Private Scales, Feed, Wagon Chute.
Kenton..... do	1			1	3	3	

**THIRD SUBDIVISION**

Biggs..... Ore.	2		1		19	19	Wagon Chute.
Quinton..... do	2			1	6	6	Water.
Blalock..... do	1		1		11	11	Water.
Arlington..... do	4			2	24	24	Water.
Heppner Jet..... do	2			1	8	8	Water.
Boardman..... do	2			1	10	10	Water.
Umatilla..... do	8			2	18	18	Water.
Stanfield..... do	9			2	32	32	Water.
Echo..... do	5			2	37	37	Water.
Nolin..... do				1			
Barnhart..... do			1				
Rieth..... do	8			2	32	32	Water, Feed.
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	
Nathan..... do	1			1	2	2	Water.
Kaskela..... do	1			1	2	2	
South Jet..... 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—Continued**

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.

**SHANIKO 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.
Shaniko..... do	7			3	29	29	Water, Private Scales.

**CONDON BRANCH**

Rock Creek..... Ore.	2		1		3	3	Water.
Mikkalo..... do	2			1	3	3	Water.
Gwendolen..... do	1			1	3	3	
Condon..... do	10		1	1	46	46	Water, Private Scales, Wagon Chute.

**HEPPNER BRANCH**

Cecil..... Ore.	1			1	7	7	Private Scales.
Ione..... do	2			1	5	5	Water.
Lexington..... do	1			1	4	4	Water, Private Scales.
Heppner..... do	10	2		2	48	68	Water, Scales, Wagon Chute.

**PILOT ROCK BRANCH**

Pilot Rock..... Ore.	9	1		1	44	60	Water, Private Scales, Wagon Chute.
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**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.
La Grande..... do	22			4	72	72	Water, Wagon Chute for Hogs, Feed.

**FIRST SUBDIVISION**

Hot Lake..... Ore.	3			1	8	8	Wagon Chute.
Union Junction..... do	3	1		1	50	62	Water, Private Scales, Wagon Chute.
North Powder..... do	4			1	16	16	Water, Scales, Wagon Chute.
Haines..... do	7			1	20	20	Water, Private Scales, Wagon Chute.
Baker..... do	8	1		2	33	57	Water, Scales, Wagon 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, Wagon Chute.
Imbler..... do	4	1	.....	1	10	20	Water, Wagon Chute.
Elgin..... do	4	.....	.....	1	17	17	Water, Private Scales, Wagon Chute.
Looking Glass.... do	3	2	.....	1	30	70	Private Scales.
Wallowa..... do	5	2	.....	2	17	25	Water, Private Scales, Wagon Chute.
Lostine..... do	5	.....	.....	1	12	12	Water, Wagon Chute.
Enterprise..... do	13	.....	.....	2	53	53	Water, Private Scales, Wagon Chute.
Joseph..... do	9	.....	.....	3	35	35	Water, Private Scales, Wagon 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.
Wells..... do	1	.....	1	1	5	5	Water.
Croskey..... do	2	.....	1	1	6	6	Water.

WALLULA BRANCH

Reese..... Wash.	1	.....	1	.....	2	2	.....
Lowden..... do	1	.....	1	.....	3	3	.....
Touchet..... do	2	.....	1	.....	10	10	Water.

YAKIMA BRANCH

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

SUNNYSIDE BRANCH

Sunnyside..... Wash.	4	.....	1	1	6	6	Water.
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TUCANNON PENDLETON BRANCH

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

UMAPINE BRANCH

Umapine..... Ore.	2	.....	1	.....	16	16	.....
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DAYTON BRANCH

Waitsburg..... Wash.	2	.....	1	.....	3	3	Water.
Dayton..... do	4	.....	1	1	10	10	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—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, Wagon Chute.

TEKOA-AYER BRANCH

Ayer to Tekoa:							
Hay..... Wash.	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.
Colfax..... do	3	.....	1	.....	8	8	Water, Scales.
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

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

PLEASANT VALLEY BRANCH

Willada..... Wash.	1	.....	1	.....	1	1	.....
St. John..... do	1	.....	1	.....	2	2	Water.
Thornton..... do	1	.....	1	.....	1	1	Water.

MOSCOW BRANCH

Albion..... Wash.	1	.....	1	.....	3	3	.....
Moscow..... Idaho	2	.....	1	.....	5	5	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.

HOG DRENCHING STATIONS

OREGON DIVISION

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

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
Carralls(2).....Wash.	do	Meacham.....do	do
Ostrander(2).....do	do	Hot Lake.....do	do
Winlock(2).....do	do	Union Jet.....do	do
Ridgefield(2).....do	do	Tolocaset.....do	do
Woodland(2).....do	do	North Powder.....do	do
Kalema(2).....do	do	Haines.....do	do
Castle.....do	do	Pleasant Valley.....do	do
Vader(2).....do	do	Durkee.....do	do
		Lime.....do	do

**WASHINGTON DIVISION**

Chester.....Wash.	Barker	Cataldo.....Idaho	Barker
Dishman.....do	do	Osburn.....do	do

**ICE HOUSES**

Location	Operated By	Interior Dimensions Feet	Capacity Tons
<b>OREGON DIVISION:</b>			
3 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
3 Albina, 5-car platform.....	PFE	18.2 x 46.5 x 8.0	70
3 Argo, 5-car platform.....	PFE	18.8 x 38.9 x 8.0	70
3 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
3 La Grande, 25-car platform.....	PFE	13.0 x 20.0 x 8.0	65
<b>WASHINGTON DIVISION:</b>			
3 Wallula, 15-car platform.....	PFE	30.0 x 100.0 x 32.0	7,000
Walla Walla.....	UP	10 x 14 x 10	26
3 Yakima, 44-car platform.....	PFE		Ice secured commercially.
3 Grandview, 5-car platform.....	PFE	28.5 x 49.0 x 8.0	240
3 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

3Regular Icing Station. Perishable freight may be re-iced at other stations shown in this list in case of emergency.

3Owned by P. F. E. Company.

**STANDARD CLOCKS**

Division	Station	Location
<b>OREGON.....</b>	Portland.....	Teleg. Office, N. P. T. Co.
	Albina.....	Enginemen's Reg. Room, Dispatcher's Office and Yard Telegraph Office.
	Hood River.....	Telegraph Office.
	Troutdale.....	Telegraph Office.
	The Dalles.....	Yd. Teleg. Office & Depot Teleg. Office.
	Heppner.....	Telegraph Office.
	Umatilla.....	Telegraph Office & Enginemen's Reg. Room.
	Bend.....	Telegraph Office, O. T. Ry.
	Shaniko.....	Telegraph Office.
	Condon.....	Telegraph Office.
	Centralia.....	Telegraph Office, N. P. Ry.
	Tacoma.....	Yard Office.
	Seattle.....	Telegraph Office, Union Station.
	Argo.....	Yard Office.
	Olympia.....	Telegraph Office.
	Aberdeen.....	Telegraph Office.
	Hoquiam.....	Telegraph Office, N. P. Ry.
	Huntington.....	Yd. Teleg. Office, Depot, Teleg. Office. and Roundhouse.
	Baker.....	Telegraph Office.
	Durkee.....	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.	
<b>WASHINGTON.</b>	Spokane.....	Dispatcher's Office, Telegraph Office and Enginemen's Reg. 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.....	Telegraph Office.
	Wallace.....	Telegraph Office & Enginemen's Reg. Room.

**LICENSED WATCH INSPECTORS**

R. V. OWENS, General Supervisor of Time Service.....	Omaha, Neb.
WHITAMAKI JEWELRY CO.....	Aberdeen, Wash.
GROWS JEWELRY STORE.....	Baker, Ore.
C. R. AHERN.....	Centralia, Wash.
I. M. WILSON.....	Colfax, Wash.
A. H. BEHRMAN.....	Hermiston, Ore.
J. O. PETERSON.....	Heppner, Ore.
KNEIPPS JEWELRY CO.....	Hoquiam, Wash.
C. R. LOGAN.....	Huntington, Ore.
R. J. COATS.....	Kellogg, Ida.
J. H. FEARE & SON.....	La Grande, Ore.
T. E. DEAN.....	Lewiston, Ida.
H. J. BOTTEN.....	Moscow, Ida.
TALBOTT BROS., INC.....	Olympia, Wash.
O. W. CHEEDLE.....	Pendleton, Ore.
L. T. CHRISTOPHERSON.....	Pomeroy, Wash.
N. L. NEILSEN.....	Portland, Ore.
ROY & MOLIN.....	Portland, Ore.
DILLON ROGERS.....	Portland, Ore.
BENN TIPP.....	Seattle, Wash.
NELSON JEWELRY CO.....	Spokane, Wash.
S. GRIMSTEAD.....	Tacoma, Wash.
O. O. GOSSETT.....	Tekoa, Wash.
N. E. POTTER.....	The Dalles, Ore.
H. M. HUEMANN.....	Walla Walla, Ida.
MARTIN JEWELRY CO.....	Walla Walla, Wash.
STEDMAN & CARSON.....	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

GRAND RONDE.....	La Grande, Ore.
ST. JOSEPH.....	La Grande, Ore.
THE DALLES.....	The Dalles, Ore.
ST. VINCENT'S.....	Portland, Ore.
ST. ELIZABETH'S.....	Yakima, Wash.
ST. ANTHONY'S.....	Pendleton, Ore.
PROVIDENCE.....	Seattle, Wash.
SACRED HEART.....	Spokane, Wash.
ST. LUKE'S.....	Spokane, Wash.
ST. MARY'S.....	Walla Walla, Wash.

## SECTION HOUSES

## OREGON DIVISION

Subdivision or Branch	Section Number	Location of House	Mile Post of West Section Limit	
	32	St. Johns.....	4.14	
		Vancouver to Tacoma (Maintained by N. P. Ry. Co.)		
FIFTH SUBDIVISION	67	Tacoma.....	Yards	
	64	Argo.....	182.00	
	65	do.....	Yards	
	63	do.....	173.80	
	70	Galvin, Inc., Tono Branch.....	1.00	
Grays Harbor Branch	72	Lankner.....	16.00	
	73	South Elma.....	28.00	
	74	Cosmopolis, Inc. -Montesano Br.....	40.00	
	77	Aberdeen.....	51.00	
Olympia Branch.....	69	Olympia.....	0.00	
	100	Albina Yard.....	0.00	
	101	Albina.....	0.79	
FOURTH SUBDIVISION	1	East Portland.....	0.26	
	3	Troutdale.....	7.00	
	5	Bridal Veil.....	18.50	
	6	Oneonta.....	26.80	
	7	Bonneville.....	35.00	
	8	Cascade Locks.....	42.50	
	10	Viento.....	50.60	
	11	Hood River.....	60.00	
	12	Mosier.....	68.75	
	14	The Dalles.....	80.00	
	15	do.....	86.50	
		33	Peninsula Jct.....	4.19
		35	Hemlock.....	10.00
		18	Miller.....	94.00
		19	Biggs.....	102.75
	21	Hook.....	111.00	
	22	Quinton.....	120.00	
	24	Arlington.....	130.00	
	25	Willows.....	140.00	
THIRD SUBDIVISION	27	Castle.....	151.00	
	28	Messner.....	162.00	
	30	Irrigon.....	172.00	
	31	Umatilla.....	182.00	
	201	Messner.....	165.91	
	203	Stanfield.....	178.00	
	207	Echo.....	190.00	
	211	Barnhart.....	200.00	
	212	Rieth.....	210.00	
		49	Wasco.....	0.36
	Shaniko Branch.....	51	Moro.....	24.00
		53	Kent.....	49.00
Condon Branch.....	55	Rock Creek.....	1.00	
	57	Condon.....	25.00	
Heppner Branch.....	59	Rhea.....	1.00	
	61	Heppner.....	27.00	
Pilot Rock Branch.....	213	Pilot Rock.....	0.00	
	215	Pendleton.....	215.00	
	217	Cayuse.....	222.00	
	220	Gibbon.....	231.50	
SECOND SUBDIVISION	221	Duncan.....	241.50	
	224	Huron.....	251.50	
	226	Meacham.....	261.50	
	227	Kamela.....	270.00	
	230	Hilgard Perry.....	278.16	
	233	La Grande.....	288.93	

① Double track sections.

② 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
FIRST SUBDIVISION	237	La Grande, incl. 11 mi Joseph Branch	291.20
	253	Union Junction	295.20
	254	Telocaset	303.50
	255	Telocaset	312.50
	256	North Powder	321.30
	257	Haines	330.50
	262	Baker	340.00
	264	Pleasant Valley	348.00
	267	Oxman	356.00
	268	Durkee	363.00
	270	Weatherby	371.00
	271	Lime	379.00
272	Huntington	387.00	
Joseph Branch	238	Elgin	11.00
	240	Looking Glass	32.00
	243	Wallowa	47.00
	246	Enterprise	64.00

## 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	331.50
	335	Geib	341.00
	336	Cheney	350.00
337	West Spokane	360.00	
Wallula Branch	323	Wallula	9.00
	324	Touchet	22.00
	392	Walla Walla	30.81
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
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
Dayton Branch	397	Alto	74.00
	399	Starbuck	94.00
	402	Dayton	12.89-25.23
Pomeroy Branch	399	Starbuck	0.00
	404	Pomeroy	12.00

‡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
Tekoa-Ayer Branch	325	Ayer	0.67
	366	Riparia	6.00
	367	Riparia	17.71
	368	Hay	28.00
	370	La Crosse	39.00
	372	Winona	51.00
	374	Diamond	62.00
	375	Colfax	73.00
	377	Elberton	83.00
	378	Farmington	94.00
Spokane-Tekoa Branch	378	Seltice	106.00
	378	Seltice	116.69
	344	Tekoa	115.00
	345	Latah	118.00
	347	Rockford	129.00
Connell Branch	348	Freeman	140.00
	349	Chester	149.00
	350	East Spokane	158.00
	338	Spokane	163.48
	368	La Crosse	0.02
Pleasant Valley Branch	340	La Crosse	14.00
	341	Washtucna	31.00
	343	Kahlotus	53.06
	370	Winona	0.00
	380	Willada	1.00
Moscow Branch	381	Sunset	13.00
	382	Thornton	25.50
	383	Oakesdale	37.00
	373	Colfax	0.00
Wallace Branch	384	Albion	8.00
	386	Pullman	18.00
	344	Tekoa	8.00
Sierra Nevada Branch	353	Plummer	19.00
	355	Lacon	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	86.93	
361	Kellogg-Wardner	0.00	

‡Location of section headquarters. No section house.



TUNNELS

No.	Location	Tunnel Section	Length (feet)	Lining
<b>OREGON DIVISION</b>				
<b>Main Line</b>				
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
4	Meacham..... M. P. 264.0	do do	356	do
5	Lun..... M. P. 317.2	do do	534	do
6	Weatherby..... M. P. 378.7	do do	518	Concrete
18	Peninsula Jet..... 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 Concrete
N.P.#1	do..... M. P. 139.9	do do	323	Concrete
<b>Bend Branch</b>				
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	North Junction..... M. P. 74.9	do do	584	102' Concrete 173' Timber
24	Gateway..... M. P. 91.3	do do	543	Unlined
<b>Olympia Branch</b>				
25	Olympia..... M. P. 5.2	Single Trk.	108	Concrete
26	do..... M. P. 5.8	do do	656	Timber—Gunite Cover
<b>WASHINGTON DIVISION</b>				
<b>Main Line</b>				
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	667	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.	Loca-tion of Frt. Plat-form	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	Purrrington..... do					
CP 22	22.4	Penawawa Spur..... do			A		
CP 24	24.1	Penawawa..... do		P	A	L	
CP 29	29.3	Swift..... do			A		
CP 32	32.2	Schultz..... do					
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	A	R S	Yes
		Lewiston, "Freight"..... do		F			

FIRST SUBDIVISION—LEWISTON TO STITES

CP 72	72.0	Lewiston, "Depot"..... Idaho	Wn	T P	A	R S	Yes
		Lewiston, "Freight"..... do		F			
	73.5	East Lewiston..... do	Fy	P			
	75.0	Forebay..... do		P			
CP 82	81.4	North Lapwai..... do			A	R	Yes
CP 83	82.3	Spalding..... do		T P	C	L	
CS 3	85.5	Arrow..... do	Rw	F T X P	A	L	
CS 7	89.0	Myrtle..... do			A	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



## OROFINO-HEADQUARTERS BRANCH

Sta. No.	Dist. from Orofino	STATION	Tel. Call	Kind of Agency	Class of Frt. Sta.	Location of Frt. Plat-form	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	Reuling..... do				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	H Q	F P	A	L	

  

Dist. from Spalding	SECOND SUBDIVISION—SPALDING TO GRANGEVILLE						
CP 83	0.0	Spalding..... Idaho		T P	C	L	
CP 86	3.5	Fort Lapwai..... do	Fi	F T X	A	R	Yes
CP 88	5.3	Sweetwater..... do			A	R	
CP 91	7.9	Bundy..... do			A	R	
CP 92	9.5	Jacques..... do			A	L	
CP 94	12.0	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	45.8	Sand Spur..... do					
CP 133	50.9	Cottonwood..... do	Co	F T X	A	L	Yes
CP 142	59.4	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 Reubens Grangeville  
Jaype Nucrag Stites Headquarters

## FUEL STATIONS

Riparia Headquarters Lewiston Grangeville Orofino

## WATER TANKS

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

## TRACK SCALES

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

## STANDARD CLOCKS

Riparia Orofino Lewiston Stites East Lewiston

## LICENSED WATCH INSPECTORS

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



PAGES 251 TO 343, INCLUSIVE  
CONTAIN INFORMATION PERTAINING TO EQUIPMENT  
OF THE  
UNION PACIFIC RAILROAD COMPANY  
INCLUDING ITS LEASED LINES

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LARAMIE, NORTH PARK & WESTERN RAILROAD COMPANY

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## 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 "LT" indicate types of Standard Stokers.



## STEAM LOCOMOTIVES

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tender	
								Driving Wheel Centers	Total		
LA&SL	59	1	Lima	Jan. 1902	DS-33-3-13/13-147	Lbs. Ft. In.	Ft. In.	Ft. In.	Ft. In.		
do	61	1	do	Mar. 1907	DT-36-3-13 1/2/15-200	26,900 32 2	32 2	11 10 1/2	11 10 1/2		
UP	105	1	UPRR	Dec. 1894	C-51-20/24-140	35,100 32 2	32 2	12 7 1/2	12 7 1/2		
do	113	1	Brooks	Oct. 1908	do	28,800 15 5	23 0	17 3 1/2	17 3 1/2		
do	117	1	do	Nov. 1908	do	28,800 15 5	23 0	17 3 1/2	17 3 1/2		
do	155	1	Baldwin	Oct. 1902	C-57-22/30-184	43,305 15 8	24 4	21 0	21 0		
do	158	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	201	1	do	Jan. 1906	C-57-22/30-191	43,305 15 8	24 4	21 0	21 0		
do	202	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	203	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	206	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	207	1	do	do	do	43,305 15 8	24 4	18 0	18 0		
do	208	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	211	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	213	1	do	do	do	43,305 15 8	24 4	18 0	18 0		
do	214	1	do	do	do	43,305 15 8	24 4	18 0	18 0		
do	216	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	217	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	219	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	220	1	do	do	do	43,305 15 8	24 4	23 6	23 6		
do	221	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	223	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	224	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	227	1	do	Sept. 1906	do	43,305 15 8	24 4	18 10	18 10		
do	228	2	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	230	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	231	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	233	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	234	1	do	do	do	43,305 15 8	24 4	23 6	23 6		
do	235	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	236	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	237	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	238	1	do	Oct. 1906	do	43,305 15 8	24 4	18 10	18 10		
do	239	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	241	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	242	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	243	2	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	244	2	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	245	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	247	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	248	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	249	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	250	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	251	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	252	1	do	Feb. 1907	do	43,305 15 8	24 4	23 6	23 6		
do	253	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	254	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	255	2	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	258	1	do	Mar. 1907	do	43,305 15 8	24 4	21 6	21 6		
do	260	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	262	1	do	do	do	43,305 15 8	24 4	23 6	23 6		
do	264	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	266	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	267	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	268	2	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	271	1	do	do	do	43,305 15 8	24 4	18 0	18 0		
do	272	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	273	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	274	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	275	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	276	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	279	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	282	1	do	July 1907	do	43,305 15 8	24 4	23 6	23 6		
do	283	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	284	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	285	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	286	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	290	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	291	1	do	do	do	43,305 15 8	24 4	18 10	18 10		
do	295	1	do	do	do	43,305 15 8	24 4	21 0	21 0		
do	296	1	do	do	do	43,305 15 8	24 4	18 10	18 10		

## UNION PACIFIC RAILROAD COMPANY

BASE	WEIGHT												Remarks
	Engine and Tender	Length Over All	Engine in Working Order	Tender						Engine and Tender Loaded			
				Capacity			Gals.	Tons	Gals.		Lbs.		
				Empty	Loaded	Water						Coal	
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	Gals.	Lbs.		
44 0 1/2	54 7 3/4	146,800	.....	.....	.....	3,000	.....	1,349	181,800	.....	.....	Shay	
44 0 1/2	53 5 1/4	200,100	.....	.....	.....	3,500	.....	1,366	200,100	.....	.....	do	
51 0 1/4	59 7 3/8	159,200	46,900	124,880	6,000	14	.....	.....	284,080	.....	.....	.....	
51 0 1/4	59 7 3/8	159,200	46,900	124,880	6,000	14	.....	.....	284,080	.....	.....	.....	
51 0 1/4	59 7 3/8	159,200	46,900	124,880	6,000	14	.....	.....	284,080	.....	.....	.....	
56 11 3/4	65 1 1/4	207,000	49,870	136,200	7,000	14	.....	.....	343,200	.....	.....	.....	
56 11 3/4	65 1 1/4	207,000	49,870	136,200	7,000	14	.....	.....	343,200	.....	.....	.....	
58 5 1/2	67 2 3/8	212,800	48,340	120,650	7,000	7	.....	.....	333,450	.....	.....	.....	
57 1 1/2	67 5 1/2	212,800	65,500	170,500	9,000	15	.....	.....	383,300	.....	.....	.....	
58 5 1/2	67 2 3/8	212,800	48,340	120,650	7,000	7	.....	.....	333,450	.....	.....	.....	
58 5 1/2	67 2 3/8	212,800	46,740	133,050	7,000	14	.....	.....	345,850	.....	.....	.....	
57 1 1/2	67 5 1/2	212,800	66,500	163,500	9,000	14	.....	.....	376,300	.....	.....	.....	
58 5 1/2	67 2 3/8	212,800	48,340	120,650	7,000	7	.....	.....	333,450	.....	.....	.....	
58 5 1/2	67 2 3/8	212,800	48,340	120,650	7,000	7	.....	.....	333,450	.....	.....	.....	
57 1 1/2	67 5 1/2	212,800	66,500	163,500	9,000	14	.....	.....	376,300	.....	.....	.....	
57 1 1/2	67 5 1/2	212,800	66,500	163,500	9,000	14	.....	.....	376,300	.....	.....	.....	
58 5 1/2	67 2 3/8	212,800	48,340	120,650	7,000	7	.....	.....	333,450	.....	.....	.....	
58 5 1/2	67 2 3/8	212,800	46,740	133,050	7,000	14	.....	.....	345,850	.....	.....	.....	
57 1 1/2	67 5 1/2	212,800	66,500	163,500	9,000	14	.....	.....	376,300	.....	.....	.....	
57 1 1/2	67 5 1/2	212,800	66,500	163,500	9,000	14	.....	.....	376,300	.....	.....	.....	
61 9 1/2	72 9 1/2	212,800	56,600	159,600	9,000	14	.....	.....	372,400	.....	.....	.....	
58 5 1/2	67 2 3/8	212,800	46,740	133,050	7,000	14	.....	.....	345,850	.....	.....	.....	
58 5 1/2	67 2 3/8	212,800	46,740	133,050	7,000	14	.....	.....	345,850	.....	.....	.....	
57 1 1/2	67 5 1/2	212,800	66,500	163,500	9,000	14	.....	.....	376,300	.....	.....	.....	
57 1 1/2	67 5 1/2	212,800	66,500	163,500	9,000	14	.....	.....	376,300	.....	.....	.....	
58 5 1/2	67 2 3/8	212,800	48,340	120,650	7,000	7	.....	.....	333,450	.....	.....	.....	
58 5 1/2	67 2 3/8	212,800	46,740	133,050	7,000	14	.....	.....	345,850	.....	.....	.....	
57 1 1/2	67 5 1/2	212,800	66,500	163,500	9,000	14	.....	.....	376,300	.....	.....	.....	
57 1 1/2	67 5 1/2	212,800	66,500	163,500	9,000	14	.....	.....	376,300	.....	.....	.....	
61 9 1/2	72 9 1/2	212,800	56,600	159,600	9,000	14	.....	.....	372,400	.....	.....	.....	
58 5 1/2	67 2 3/8	212,800	48,340	120,650	7,000	7	.....	.....	333,450	.....	.....	.....	
57 1 1/2	67 5 1/2	212,800	66,500	163,500	9,000								



## STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tender	
								Driving Wheel Centers	Total		
							Lbs.	Ft. In.	Ft. In.	Ft. In.	
UP	298	1	1	Baldwin	July 1907	C-57-22/30-191	43,305	15 8	24 4	18 10	
do	299	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	301	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	302	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	304	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	305	1	1	do	do	do	43,305	15 8	24 4	21 6	
do	306	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	308	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	309	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	310	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	312	1	1	American	Feb. 1908	do	43,305	15 8	24 4	21 0	
do	313	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	316	1	2	do	do	do	43,305	15 8	24 4	21 0	
do	317	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	319	1	1	do	Jan. 1908	do	43,305	15 8	24 4	21 0	
do	320	1	1	do	do	do	43,305	15 8	24 4	23 6	
do	321	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	322	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	324	1	1	do	Mar. 1908	do	43,305	15 8	24 4	23 6	
do	325	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	326	1	1	do	do	do	43,305	15 8	24 4	23 6	
do	328	1	1	do	do	do	43,305	15 8	24 4	21 6	
do	329	1	1	do	do	do	43,305	15 8	24 4	18 10	
do	330	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	332	1	1	Baldwin	Aug. 1905	do	43,305	15 8	24 4	23 6	
do	350	351	2	do	Mar. 1904	do	43,305	15 8	24 4	21 0	
do	352	1	1	do	Apr. 1904	do	43,305	15 8	24 4	21 0	
do	353	1	1	do	Mar. 1904	do	43,305	15 8	24 4	18 10	
do	355	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	356	1	1	do	Jan. 1905	do	43,305	15 8	24 4	21 0	
do	357	1	1	American	Oct. 1904	do	43,305	15 8	24 4	18 10	
do	358	1	1	do	do	do	43,305	15 8	24 4	21 0	
do	400	401	2	Baldwin	Aug. 1900	C-57-21/30-163	39,458	15 3	23 11	21 0	
do	402	403	2	do	do	C-57-21/30-162	39,458	15 3	23 11	21 0	
do	405	1	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	1	1	do	Jan. 1901	C-57-21/30-163	39,458	15 3	23 11	21 6	
do	421	423	3	do	do	do	39,458	15 3	23 11	21 0	
do	425	1	1	do	do	do	39,458	15 3	23 11	21 0	
do	427	1	1	do	do	do	39,458	15 3	23 11	21 0	
do	428	1	1	do	do	do	39,458	15 3	23 11	23 6	
do	430	1	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	438	3	do	do	do	39,458	15 3	23 11	21 0	
do	440	1	1	do	do	do	39,458	15 3	23 11	21 0	
do	441	1	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	1	do	do	do	39,458	15 3	23 11	21 0	
do	446	1	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	1	do	do	do	39,458	15 3	23 11	21 6	
do	455	1	1	do	do	do	39,458	15 3	23 11	21 6	
do	456	1	1	do	do	do	39,458	15 3	23 11	21 0	
do	458	1	1	do	do	do	39,458	15 3	23 11	21 0	
do	459	1	1	do	do	do	39,458	15 3	23 11	21 6	
do	460	1	1	do	July 1901	do	39,458	15 3	23 11	21 0	
do	463	1	1	do	do	do	39,458	15 3	23 11	21 6	
do	465	1	1	do	do	do	39,458	15 3	23 11	21 0	
do	469	1	1	do	Aug. 1901	do	39,458	15 3	23 11	23 6	
do	470	1	1	do	do	do	39,458	15 3	23 11	21 0	
do	472	1	1	do	do	do	39,458	15 3	23 11	21 0	
do	475	476	2	do	do	do	39,458	15 3	23 11	21 0	
do	477	1	1	do	do	do	39,458	15 3	23 11	21 6	
do	478	1	1	do	Sept. 1901	C-57-21/30-172	39,458	15 3	23 11	23 6	
do	479	1	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	1	do	do	do	39,458	15 3	23 11	21 0	

## UNION PACIFIC RAILROAD COMPANY

BASE		WEIGHT										Remarks
Engine and Tender	Length Over All	Engine in Working Order	Tender						Engine and Tender Loaded			
			Empty	Loaded	Capacity							
					Water	Coal	Oil					
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.		
57	1 1/2	67	5 3/4	212,800	66,500	163,500	9,000	14	.....	376,300		
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
57	1 1/2	67	5 3/4	212,800	65,500	170,500	9,000	15	.....	383,300		
57	1 1/2	67	5 3/4	212,800	66,500	163,500	9,000	14	.....	376,300		
58	5 1/2	67	2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
59	3 3/4	60	2 1/2	212,800	49,870	132,200	7,000	12	.....	345,000		
57	1 1/2	67	5 3/4	212,800	73,280	171,570	9,000	.....	2,850	384,370		
58	5 1/2	67	2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57	1 1/2	67	5 3/4	212,800	73,280	171,570	9,000	.....	2,850	384,370		
58	5 1/2	67	2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
58	5 1/2	67	2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
61	9 1/2	72	9 1/2	212,800	56,600	159,600	9,000	14	.....	372,400		
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
61	9 1/2	72	9 1/2	212,800	56,600	159,600	9,000	14	.....	372,400		
57	1 1/2	67	5 3/4	212,800	65,500	170,500	9,000	15	.....	383,300		
61	9 1/2	72	9 1/2	212,800	56,600	159,600	9,000	14	.....	372,400		
59	3 3/4	60	2 1/2	212,800	49,870	132,200	7,000	12	.....	345,000		
57	1 1/2	67	5 3/4	212,800	66,500	163,500	9,000	14	.....	376,300		
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
61	9 1/2	72	9 1/2	212,800	56,600	159,600	9,000	14	.....	372,400		
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
57	1 1/2	67	5 3/4	212,800	66,500	163,500	9,000	14	.....	376,300		
58	5 1/2	67	2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
57	1 1/2	67	5 3/4	212,800	66,500	163,500	9,000	14	.....	376,300		
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
57	1 1/2	67	5 3/4	212,800	66,500	163,500	9,000	14	.....	376,300		
58	5 1/2	67	2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57	1 1/2	67	5 3/4	212,800	66,500	163,500	9,000	14	.....	376,300		
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
57	1 1/2	67	5 3/4	212,800	66,500	163,500	9,000	14	.....	376,300		
58	5 1/2	67	2 1/2	212,800	48,340	120,650	7,000	7	.....	333,450		
57	1 1/2	67	5 3/4	212,800	66,500	163,500	9,000	14	.....	376,300		
58	5 1/2	67	2 1/2	212,800	46,740	133,050	7,000	14	.....	345,850		
57	1 1/2	67	5 3/4	212,800	66,500	163,500	9,000	14	.....	376,300		
58</												











STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL			Remarks
	From	To		By Whom	Date			Engine		Tender	
								Driving Wheel Centers	Total		
OWR&N	1731	1	Baldwin	July 1901	T-64-22/26-145	Lbs. 33,426	Ft.In. 14 6	Ft.In. 26 9	Ft.In. 15 10		
	1733	1	Cooke	Oct. 1895	T-57-20/26-119	27,916	13 0	23 9 1/2	17 7		
	1734	1	do	do	do	27,916	13 0	23 9 1/2	15 10		
	1737	1739	3	do	Dec. 1897	T-57-20/26-126	29,466	13 0	23 9 1/2	15 10	
	1740	1	do	do	do	29,466	13 0	23 9 1/2	15 10		
	1741	1	do	do	do	29,466	13 0	23 9 1/2	15 10		
	1745	1	Baldwin	Sept. 1909	T-69-22/28-161	33,390	14 3	26 3	23 6		
	1747	1	do	Oct. 1909	do	33,390	14 3	26 3	23 6		
	1748	1	do	Feb. 1911	do	33,390	14 3	26 3	23 6		
	1751	1	do	do	do	33,390	14 3	26 3	23 6		
	1754	1	do	Mar. 1911	do	33,390	14 3	26 3	23 6		
	1755	1	American	Apr. 1908	T-63-22/28-162	36,570	13 10	25 10	23 6		
	1757	1	do	do	do	36,570	13 10	25 10	21 0		
	1759	1	do	do	do	36,570	13 10	25 10	23 6		
	1760	1	do	do	do	36,570	13 10	25 10	21 0		
	UP	1900	1	Baldwin	Apr. 1911	MacA-57-231/30-206	47,945	16 0	34 8	18 10	
	do	1901	1	do	do	do	47,945	16 0	34 8	18 10	
	do	1902	4	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	1909	3	do	do	47,945	16 0	34 8	18 10	
do	1910	1911	2	do	June 1911	47,945	16 0	34 8	18 10		
do	1912	1	do	do	May 1911	47,945	16 0	34 8	18 10		
do	1913	1	do	do	June 1911	47,945	16 0	34 8	18 10		
do	1914	1915	2	do	do	47,945	16 0	34 8	18 10		
do	1916	1917	2	do	do	47,945	16 0	34 8	18 10		
do	1918	1919	2	do	do	47,945	16 0	34 8	18 10		
do	1920	1	do	May 1911	do	47,945	16 0	34 8	18 10		
do	1921	1	do	do	do	47,945	16 0	34 8	18 10		
do	1922	1	do	do	do	47,945	16 0	34 8	18 10		
do	1923	1	do	do	do	47,945	16 0	34 8	18 10		
do	1924	1925	2	do	June 1911	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	do	47,945	16 0	34 8	18 10		
do	1929	1	do	do	do	47,945	16 0	34 8	18 10		
do	1930	1	do	Oct. 1912	do	47,945	16 0	34 8	18 10		
do	1931	1	do	do	do	47,945	16 0	34 8	18 10		
do	1932	1	do	do	do	47,945	16 0	34 8	18 10		
do	1933	1	do	do	do	47,945	16 0	34 8	18 10		
do	1934	1936	3	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	do	47,945	16 0	34 8	18 10		
do	1939	1940	2	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	18 10		
do	1944	1	do	Nov. 1912	do	47,945	16 0	34 8	18 10		
do	1945	1947	3	do	do	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-57-231/30-210-D	47,945	16 0	34 8	23 6		
do	2001	1	do	do	MacA-57-231/30-208	47,945	16 0	34 8	23 6		
do	2002	2003	2	do	do	47,945	16 0	34 8	23 6		
do	2004	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6		
do	2005	2006	2	do	do	47,945	16 0	34 8	23 6		
do	2007	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6		
do	2008	1	do	do	do	47,945	16 0	34 8	18 10		
do	2009	1	do	do	MacA-57-231/30-208	47,945	16 0	34 8	23 6		
do	2010	2011	2	do	do	47,945	16 0	34 8	23 6		
do	2012	1	do	Mar. 1911	do	47,945	16 0	34 8	23 6		
do	2013	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6		
do	2014	1	do	do	do	47,945	16 0	34 8	23 6		
do	2015	1	do	Oct. 1912	MacA-57-231/30-208	47,945	16 0	34 8	23 6		
do	2016	1	do	do	do	47,945	16 0	34 8	23 6		
do	2017	1	do	do	do	47,945	16 0	34 8	23 6		
do	2018	1	do	do	MacA-57-231/30-210-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	do	47,945	16 0	34 8	23 6		
do	2021	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6		
do	2022	2023	2	do	do	47,945	16 0	34 8	23 6		

UNION PACIFIC RAILROAD COMPANY

BASE	Engine and Tender	Length Over All	WEIGHT							Engine and Tender Loaded	Remarks
			Engine in Working Order	Tender			Capacity				
				Empty	Loaded	Capacity					
						Water	Coal	Oil			
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.			
55 2	62 8	190,150	55,600	129,900	6,000	.....	2,940	320,050			
52 5 1/2	60 6	144,400	55,020	110,240	6,000	.....	2,556	254,640			
		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			
		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 9 1/2	73 3 1/2	206,000	68,980	168,000	9,000	.....	2,940	374,000			
		206,000	60,110	158,630	9,000	.....	2,940	364,630			
		208,000	60,110	160,030	9,000	.....	3,050	368,030			
60 2 1/2	67 6 1/2	208,000	54,850	135,800	7,000	.....	2,770	343,800			
		208,000	68,980	168,000	7,000	.....	2,940	376,000			
60 2 1/2	67 6 1/2	208,000	54,850	135,800	7,000	.....	2,770	343,800			
64 7 1/2	74 10 1/2	265,600	73,280	172,380	9,000	.....	2,950	437,980			
64 7 1/2	74 10 1/2	265,600	65,500	170,500	9,000	15	.....	436,100			
64 7 1/2	74 10 1/2	265,600	66,500	163,500	9,000	11	.....	429,100			
64 7 1/2	74 10 1/2	265,600	65,500	170,500	9,000	15	.....	436,100			
64 7 1/2	74 10 1/2	265,600	66,500	163,500	9,000	11	.....	429,100			
64 7 1/2	74 10 1/2	265,600	65,500	170,500	9,000	15	.....	436,100			
64 7 1/2	74 10 1/2	265,600	66,500	163,500	9,000	11	.....	429,100			
64 7 1/2	74 10 1/2	265,600	65,500	170,500	9,000	15	.....	436,100			
64 7 1/2	74 10 1/2	265,600	66,500	163,500	9,000	11	.....	429,100			
64 7 1/2	74 10 1/2	265,600	65,500	170,500	9,000	15	.....	436,100			
64 7 1/2	74 10 1/2	265,600	66,500	163,500	9,000	11	.....	429,100			
64 7 1/2	74 10 1/2	265,600	65,500	170,500	9,000	15	.....	436,100			
64 7 1/2	74 10 1/2	265,600	66,500	163,500	9,000	11	.....	429,100			
64 7 1/2	74 10 1/2	265,600	65,500	170,500	9,000	15	.....	436,100			
64 7 1/2	74 10 1/2	265,600	66,500	163,500	9,000	11	.....	429,100			
64 7 1/2	74 10 1/2	265,600	65,500	170,500	9,000	15	.....	436,100			
64 7 1/2	74 10 1/2	265,600	66,500	163,500	9,000	11	.....	429,100			
64 7 1/2	74 10 1/2	265,600	65,500	170,500	9,000	15	.....	436,100			
64 7 1/2	74 10 1/2	265,600	66,500	163,500	9,000	11	.....	429,100			
64 7 1/2	74 10 1/2	265,600	65,500	170,500	9,000	15	.....	436,100			
64 7 1/2	74 10 1/2	265,600	66,500	163,500	9,000	11	.....	429,100			
64 7 1/2	74 10 1/2	265,600	65,500	170,500	9,000	15	.....	436,100			
64 7 1/2	74 10 1/2	265,600	66,500	163,500	9,000	11	.....	429,100			
64 7 1/2	74 10 1/2	265,600	65,500	170,500	9,000	15	.....	436,100			
64 7 1											



STEAM LOCOMOTIVES—Continued

Initials	Number		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL				
	From	To		By Whom	Date			Engine		Tender		
								Driving Wheel Centers	Total		Ft. In.	Ft. In.
OSL	2024	1	Baldwin	Oct. 1912	MacA-57-231/30-208	47,945	16 0	34 8	23 6			
	2025	1	do	do	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6			
	2026	3	do	do	MacA-57-231/30-208	47,945	16 0	34 8	23 6			
	2029	1	do	do	do	47,945	16 0	34 8	23 6			
	2030	1	do	Nov. 1912	MacA-57-231/30-210-D	47,945	16 0	34 8	23 6			
	2031	1	do	do	do	47,945	16 0	34 8	23 6			
	2032	1	do	do	do	47,945	16 0	34 8	23 6			
	2033	2034	2	do	do	do	47,945	16 0	34 8	23 6		
	OWR&N	2100	1	do	Aug. 1910	do	50,468	16 0	34 8	18 10		
		2101	1	do	Mar. 1911	MacA-57-231/30-208	50,468	16 0	34 8	18 10		
2102		1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10			
2103		1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10			
2104		1	do	do	do	50,468	16 0	34 8	23 6			
2105		1	do	do	do	50,468	16 0	34 8	18 10			
2106		1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10			
2107		1	do	do	do	50,468	16 0	34 8	18 10			
2108		1	do	Apr. 1911	MacA-57-231/30-208	50,468	16 0	34 8	18 10			
2109		1	do	do	do	50,468	16 0	34 8	18 10			
2110		1	do	do	do	50,468	16 0	34 8	18 10			
2111		1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	23 6			
2112		1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10			
2113		1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	23 6			
2114		1	do	do	do	50,468	16 0	34 8	18 10			
2115		1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10			
2116		1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10			
2117		1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10			
2118		1	do	do	do	50,468	16 0	34 8	23 6			
2119		1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10			
2120		1	do	do	do	50,468	16 0	34 8	18 10			
2121		1	do	Mar. 1911	do	50,468	16 0	34 8	18 10			
2122		1	do	do	do	50,468	16 0	34 8	23 6			
2123		1	do	do	do	50,468	16 0	34 8	23 6			
2124		1	do	do	do	50,468	16 0	34 8	18 10			
2125		1	do	do	do	50,468	16 0	34 8	18 10			
2126		1	do	do	do	50,468	16 0	34 8	18 10			
2127		1	do	do	do	50,468	16 0	34 8	18 10			
2128		1	do	do	do	50,468	16 0	34 8	23 6			
2129		2131	3	do	Apr. 1911	do	50,468	16 0	34 8	18 10		
do	2132	1	do	do	MacA-57-231/30-208	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	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10			
do	2135	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10			
do	2136	1	do	do	do	50,468	16 0	34 8	18 10			
do	2137	1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10			
do	2138	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	23 6			
do	2139	1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10			
do	2140	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10			
do	2141	1	do	Sept. 1912	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10			
do	2142	2	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10			
do	2143	1	do	do	do	50,468	16 0	34 8	18 10			
do	2144	1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10			
do	2145	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10			
do	2146	1	do	do	MacA-57-231/30-210-D	50,468	16 0	34 8	18 10			
do	2147	1	do	do	MacA-57-231/30-208	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-57-231/30-210-D	50,468	16 0	34 8	18 10			
do	2159	1	do	do	MacA-57-231/30-208	50,468	16 0	34 8	18 10			

UNION PACIFIC RAILROAD COMPANY

BASE		WEIGHT							Remarks
Engine and Tender	Length Over All	Engine in Working Order	Tender					Engine and Tender Loaded	
			Empty	Loaded	Capacity				
					Water	Coal	Oil		
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
69 3 1/2	80 2 1/2	267,850	56,600	165,600	9,000	17	.....	433,450	
69 3 1/2	80 2 1/2	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3 1/2	79 11 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
69 3 1/2	80 2 1/2	267,850	56,600	165,600	9,000	17	.....	433,450	
69 3 1/2	80 2 1/2	270,400	64,500	166,500	8,150	17	.....	436,900	
69 3 1/2	79 11 1/2	267,850	56,600	159,600	9,000	14	.....	427,450	
69 3 1/2	80 2 1/2	267,850	64,500	166,500	8,150	17	.....	436,900	
69 3 1/2	80 2 1/2	270,400	64,500	166,500	8,150	17	.....	436,900	
65 1 1/2	74 7 1/2	270,350	65,500	170,500	9,000	15	.....	440,850	
64 7 1/2	74 10 1/2	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7 1/2	74 10 1/2	270,350	66,240	177,240	9,000	18	.....	447,590	
64 7 1/2	74 10 1/2	267,850	73,280	177,500	9,000	.....	3,579	445,350	
70 2 3/8	80 11	267,850	60,110	161,450	9,000	.....	3,226	429,300	
64 7 1/2	74 10 1/2	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7 1/2	74 10 1/2	270,350	66,240	177,240	9,000	18	.....	447,590	
65 1 1/2	74 7 1/2	270,350	65,500	170,500	9,000	15	.....	440,850	
64 7 1/2	74 10 1/2	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7 1/2	74 10 1/2	270,350	66,240	177,240	9,000	18	.....	447,590	
69 3 1/2	79 11 1/2	267,850	60,110	159,100	9,000	.....	2,940	426,950	
65 1 1/2	74 7 1/2	270,350	65,500	170,500	9,000	15	.....	440,850	
69 3 1/2	79 11 1/2	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64 7 1/2	74 10 1/2	267,850	66,500	163,500	9,000	11	.....	431,350	
64 7 1/2	74 10 1/2	270,350	66,240	177,240	9,000	18	.....	447,590	
64 7 1/2	74 10 1/2	267,850	73,280	177,500	9,000	.....	3,579	445,350	
65 1 1/2	74 7 1/2	270,350	65,500	170,500	9,000	15	.....	440,850	
64 7 1/2	74 10 1/2	267,850	66,500	163,500	9,000	11	.....	431,350	
64 7 1/2	74 10 1/2	270,350	66,240	177,240	9,000	18	.....	447,590	
69 3 1/2	79 11 1/2	267,850	60,110	159,100	9,000	.....	2,940	426,950	
64 7 1/2	74 10 1/2	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7 1/2	74 10 1/2	270,350	66,240	177,240	9,000	18	.....	447,590	
65 1 1/2	74 7 1/2	270,350	65,500	170,500	9,000	15	.....	440,850	
69 3 1/2	79 11 1/2	267,850	60,110	159,100	9,000	.....	2,940	426,950	
65 1 1/2	74 7 1/2	270,350	65,500	170,500	9,000	15	.....	440,850	
64 7 1/2	74 10 1/2	267,850	73,280	172,650	9,000	.....	2,980	440,500	
64 7 1/2	74 10 1/2	270,350	66,240	177,240	9,000	18	.....	447,590	
69 3 1/2	79 11 1/2	267,850	60,110	159,100	9,000	.....	2,940	426,950	
65 1 1/2	74 7 1/2	270,350	65,500	170,500	9,000	15	.....	440,850	
64 7 1/2	74 10 1/2	267,850	73,280</						







STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL			Tender
	From	To		By Whom	Date			Engine		Tender	
								Driving Wheel Centers	Total		
UP	2262	1	Baldwin	July 1917	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	2	do	do	do	53,628	16 6	35 2	25 8		
do	2276	1	do	do	do	53,628	16 6	35 2	23 6		
do	2279	1	do	Oct. 1917	do	53,628	16 6	35 2	25 8		
do	2280	1	do	Apr. 1918	MacA-63-26/28-214-D	53,628	16 6	35 2	23 6		
do	2281	1	do	do	do	53,628	16 6	35 2	23 6		
do	2282	3	do	do	do	53,628	16 6	35 2	23 6		
do	2283	1	do	do	do	53,628	16 6	35 2	23 6		
do	2284	3	do	May 1918	do	53,628	16 6	35 2	23 6		
do	2285	1	do	do	do	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	do	53,628	16 6	35 2	23 6		
do	2291	2	do	June 1918	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	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	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	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	5	do	Aug. 1918	do	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	do	53,628	16 6	35 2	23 6		
do	2320	1	do	do	do	53,628	16 6	35 2	25 8		
do	2480	20	American	do	MacA-63-26/28-222-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	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	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	51,075	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	51,075	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	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	51,075	16 6	35 2	23 6		
do	2526	1	do	Nov. 1914	MacA-63-23/28-216-D	53,628	16 6	35 2	23 6		
do	2527	1	do	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		

UNION PACIFIC RAILROAD COMPANY

BASE	WEIGHT										Remarks
	Engine and Tender	Length Over All	Engine in Working Order	Tender			Engine and Tender Loaded				
				Empty	Loaded	Capacity					
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.			
69 9 1/2	80 4 1/2	288,700	56,600	159,600	9,000	14	.....	454,300			
69 9 1/2	80 4 1/2	288,700	79,200	182,200	9,000	14	.....	470,900			
69 8 1/2	80 6 1/2	286,120	86,900	202,200	10,000	.....	3,665	488,320			
71 9 1/2	82 6 1/2	288,700	78,100	218,100	12,000	20	.....	506,800			
71 9 1/2	82 6 1/2	288,700	78,100	218,100	12,000	20	.....	506,800			
69 9 1/2	80 4 1/2	288,700	56,600	165,600	9,000	17	.....	454,300			
71 8 1/2	82 5 1/2	288,700	78,100	218,100	12,000	20	.....	506,800			
69 9 1/2	80 4 1/2	288,700	56,600	165,600	9,000	17	.....	454,300			
71 10 1/2	82 6 1/2	288,700	78,100	218,100	12,000	20	.....	506,800			
71 8 1/2	82 5 1/2	288,700	78,100	218,100	12,000	20	.....	506,800			
69 9 1/2	80 4 1/2	288,700	79,200	182,200	9,000	14	.....	470,900			
72 9 1/2	83 7 1/4	288,700	78,100	218,100	12,000	20	.....	506,800			
70 9 1/2	81 8 7/8	291,400	70,160	187,460	10,000	17	.....	478,860			
70 9 1/2	81 8 7/8	291,400	79,300	196,600	10,000	17	.....	488,000			
70 9 1/2	81 8 7/8	291,400	70,160	187,460	10,000	17	.....	478,860			
70 9 1/2	81 8 7/8	291,400	70,160	187,460	10,000	17	.....	478,860			
70 9 1/2	81 8 7/8	291,400	70,160	187,460	10,000	17	.....	478,860			
70 9 1/2	81 8 7/8	291,400	70,160	187,460	10,000	17	.....	478,860			
70 9 1/2	81 8 7/8	291,400	70,160	187,460	10,000	17	.....	478,860			
70 9 1/2	81 8 7/8	291,400	70,160	187,460	10,000	17	.....	478,860			
70 9 1/2	81 8 7/8	291,400	70,160	187,460	10,000	17	.....	478,860			
70 8 1/2	81 5 1/4	288,750	83,650	184,800	9,000	.....	3,200	473,550			
70 9 1/2	81 8 7/8	291,400	70,160	187,460	10,000	17	.....	478,860			
70 9 1/2	81 9 1/4	300,000	80,000	197,300	10,000	17	.....	497,300			
70 9 1/2	81 9 1/8	300,000	70,160	187,460	10,000	17	.....	487,460			
70 9 1/2	81 9 1/4	300,000	80,000	197,300	10,000	17	.....	497,300			
70 9 1/2	81 9 1/8	300,000	70,160	187,460	10,000	17	.....	487,460			
70 9 1/2	81 9 1/4	300,000	80,000	197,300	10,000	17	.....	497,300			
70 9 1/2	81 9 1/8	300,000	70,160	187,460	10,000	17	.....	487,460			
70 9 1/2	81 9 1/4	300,000	80,000	197,300	10,000	17	.....	497,300			
70 9 1/2	81 9 1/8	300,000	70,160	187,460	10,000	17	.....	487,460			
70 9 1/2	81 9 1/4	300,000	80,000	197,300	10,000	17	.....	497,300			
72 9 1/2	83 7 1/4	300,000	78,100	218,100	12,000	20	.....	518,100			
72 9 1/2	83 7 1/4	300,000	78,100	218,100	12,000	20	.....	518,100			
72 9 1/2	83 7 1/4	300,000	78,100	218,100	12,000	20	.....	518,100			
70 9 1/2	81 8 7/8	291,400	70,160	187,460	10,000	17	.....	478,860			
70 9 1/2	81 8 7/8	291,400	70,160	187,460	10,000	17	.....	478,860			
70 9 1/2	81 8 7/8	291,400	79,300	196,600	10,000	17	.....	488,000			
70 9 1/2	81 8 7/8	291,400	79,300	196,600	10,000	17	.....	488,000			
70 9 1/2	81 8 7/8	291,400	70,160	187,460	10,000	17	.....	478,860			
72 9 1/2	83 7 1/4	291,400	78,100	218,100	12,000	20	.....	509,500			
71 4 1/2	81 11 1/8	290,800	73,000	188,300	10,000	16	.....	479,100			
69 9 1/2	80 4 1/2	286,120	60,110	165,750	9,000	.....	3,750	451,870			
69 9 1/2	80 8 1/2	288,700	79,300	196,600	10,000	17	.....	485,300			
69 9 1/2	80 4 1/2	286,120	60,110	165,7							



STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL				
	From	To		By Whom	Date			Engine		Tender	Ft. In.	
								Driving Wheel Centers	Total			
OSL	2530	1	Baldwin	Sept. 1917	MacA-63-26/28-214	53,628	Lbs.	Ft. In.	Ft. In.	Ft. In.		
do	2531	1	do	do	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	2539	15	American	Dec. 1918	MacA-63-26/30-220-D	54,700	16 9	36 1	23 6			
do	2540	1	do	Jan. 1919	do	54,700	16 9	36 1	23 6			
do	2555	3	do	Feb. 1921	MacA-63-26/28-228-D	53,628	16 6	35 2	23 6			
do	2558	2	do	do	do	53,628	16 6	35 2	23 6			
do	2559	2	do	do	do	53,628	16 6	35 2	23 6			
do	2564	5	do	do	do	53,628	16 6	35 2	23 6			
LA&SI	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	16 6	35 2	23 6			
do	2729	2	do	do	do	53,628	16 6	35 2	23 6			
do	2730	1	do	do	do	51,075	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			
do	2733	1	Lima	Sept. 1917	MacA-63-26/28-214	51,075	16 6	35 2	23 6			
do	2734	1	do	do	do	53,628	16 6	35 2	23 6			
do	2735	1	do	do	do	51,075	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	3	do	Feb. 1911	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	2	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	1	do	do	do	42,500	13 4	35 8	25 2			
do	2865	1	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			
do	2868	1	do	do	P-77-25/28-184-D	42,500	13 4	35 8	23 6			
do	2869	1	do	do	P-77-25/28-186-D	42,500	13 4	35 8	25 2			
do	2870	1	do	May 1913	P-77-25/28-184-D	42,500	13 4	35 8	25 2			
do	2871	1	do	do	do	42,500	13 4	35 8	23 6			
do	2872	2	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	2865	1	do	do	do	42,500	13 4	35 8	23 6			

UNION PACIFIC RAILROAD COMPANY

BASE		Length Over All	WEIGHT							Engine and Tender Loaded	Remarks
Engine and Tender	Engine in Working Order		Tender			Capacity					
			Empty	Loaded	Water	Coal	Oil				
Ft.	In.	Ft.	In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	
69	7 3/4	80	3 3/4	286,120	60,110	165,750	9,000		3,750	451,870	
69	9 1/2	80	4 1/2	288,700	79,200	182,200	9,000	12		470,900	
69	9 1/2	80	4 1/2	288,700	79,200	182,200	9,000	12		470,900	
71	4 1/2	81	11 1/2	292,000	73,000	192,300	10,000	18		484,300	
71	4 1/2	81	11 1/2	292,000	73,000	192,300	10,000	18		484,300	
70	9 1/2	81	9 1/2	300,000	70,160	187,460	10,000	17		487,460	
70	9 1/2	81	9 1/2	300,000	80,000	197,300	10,000	17		497,300	
70	9 1/2	81	9 1/2	300,000	70,160	187,460	10,000	17		487,460	
69	9 1/2	80	4 1/2	285,100	60,110	159,140	9,000		2,940	444,240	
69	9 1/2	80	4 1/2	285,100	73,870	175,020	9,000		3,200	460,120	
69	9 1/2	80	4 1/2	285,100	60,110	159,140	9,000		2,940	444,240	
69	9 1/2	80	4 1/2	285,100	73,870	175,020	9,000		3,200	460,120	
69	9 1/2	80	4 1/2	285,100	83,650	184,800	9,000		3,200	469,900	
69	9 1/2	80	4 1/2	285,100	73,870	175,020	9,000		3,200	460,120	
69	9 1/2	80	4 1/2	285,100	60,110	159,140	9,000		2,940	444,240	
69	9 1/2	80	4 1/2	282,500	73,870	175,020	9,000		3,200	457,520	
69	9 1/2	80	4 1/2	286,120	73,870	175,020	9,000		3,200	461,140	
69	9 1/2	80	4 1/2	286,120	60,110	155,630	9,000		2,940	444,750	
69	9 1/2	80	4 1/2	286,120	73,870	175,020	9,000		3,200	461,140	
69	9 1/2	80	4 1/2	286,120	60,110	158,630	9,000		2,940	444,750	
69	9 1/2	80	4 1/2	286,120	73,870	175,020	9,000		3,200	461,140	
69	9 1/2	80	4 1/2	286,120	73,870	175,020	9,000		3,200	461,140	
69	9 1/2	80	4 1/2	286,120	83,650	181,800	9,000		3,200	467,920	
69	9 1/2	80	4 1/2	285,100	60,110	165,750	9,000		3,750	450,850	
69	9 1/2	80	4 1/2	285,100	60,110	159,140	9,000		2,940	444,240	
69	9 1/2	80	4 1/2	285,100	83,650	184,800	9,000		3,200	469,900	
69	9 1/2	80	4 1/2	285,100	73,870	175,020	9,000		3,200	460,120	
69	9 1/2	80	4 1/2	285,100	60,110	159,140	9,000		2,940	444,240	
69	9 1/2	80	4 1/2	285,100	60,110	159,140	9,000		2,940	444,240	
69	9 1/2	80	4 1/2	286,120	73,870	175,020	9,000		3,200	461,140	
69	9 1/2	80	4 1/2	286,120	60,110	158,630	9,000		2,940	444,750	
69	9 1/2	80	4 1/2	286,120	83,650	181,800	9,000		3,200	467,920	
68	6 1/2	78	11 1/2	230,500	66,440	169,440	9,000	14		399,940	
63	11 1/2	73	9 1/2	230,500	73,280	172,120	9,000		2,980	402,620	
68	6 1/2	78	11 1/2	230,500	66,440	169,440	9,000	14		399,940	
68	6 1/2	78	11 1/2	230,500	79,200	188,200	9,000	17		418,700	
65	2 1/2	73	5 1/2	230,500	54,850	135,800	7,000		2,760	366,300	
68	6 1/2	78	11 1/2	238,825	66,440	175,440	9,000	14		414	



STEAM LOCOMOTIVES—Continued

Initials	Number		Built	Class Designation	Max. Tractive Force	WHEEL				
	From	To				Engine		Tender		
						Driving Wheel Centers	Total			
			By Whom	Date						
UP	2876	1	American	May 1913	P-77-25/28-184-D	Lbs. 42,500	Ft.In. 13 4	Ft.In. 35 8	Ft.In. 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	P-77-25/28-167	42,500	13 4	35 8	23 6	
do	2890	1	do	Oct. 1914	P-77-25/28-184-D	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	2894	2	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do	2895	2897	3	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	36 8	23 6	
do	2901	1	do	do	P-77-25/28-167	42,500	13 4	35 8	23 6	
do	2902	2903	2	do	P-77-25/28-184-D	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	P-77-25/28-167	42,500	13 4	35 8	23 6	
do	2909	1	do	do	P-77-25/28-184-D	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	
OSL	3100	1	Baldwin	Jan. 1906	P-77-22/28-149	29,920	13 4	33 4	21 0	
do	3104	3105	2	do	do	29,920	13 4	33 4	21 0	
do	3108	1	do	do	do	29,920	13 4	33 4	23 6	
do	3109	1	do	do	do	29,920	13 4	33 4	23 6	
do	3110	1	do	do	do	29,920	13 4	33 4	21 0	
do	3111	1	do	do	do	29,920	13 4	33 4	21 0	
do	3113	1	do	do	do	29,920	13 4	33 4	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	do	do	42,500	13 4	35 8	23 6	
OSL	3126	1	do	do	P-77-25/28-184-D	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-68-25/28-163	43,120	13 4	35 8	23 6

UNION PACIFIC RAILROAD COMPANY

BASE	WEIGHT										Remarks	
	Engine and Tender	Length Over All	Engine in Working Order	Tender						Engine and Tender Loaded		
				Capacity			Gals.	Tons	Gals.			Lbs.
				Empty	Loaded	Water						
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.				
70 3 3/8	80 11 1/2	293,100	79,200	182,200	9,000	14		475,300		Locomotive Bed		
70 3 3/8	80 11 1/2	293,100	79,200	182,200	9,000	14		475,300		Locomotive Bed		
70 3 3/8	80 11 1/2	293,100	79,200	182,200	9,000	14		475,300		Locomotive Bed		
70 3 3/8	80 11 1/2	293,100	79,200	182,200	9,000	14		475,300		Automatic Cab		
72 5 1/2	83 0 3/8	253,100	100,900	237,800	12,000	20		530,900		Locomotive Bed		
70 3 3/8	80 11 1/2	293,100	79,200	182,200	9,000	14		475,300		Automatic Cab		
70 3 3/8	80 11 1/2	278,000	83,650	190,900	9,000		3,950	468,900		Automatic Train Control		
70 3 3/8	80 11 1/2	293,100	79,200	182,200	9,000	14		475,300		Locomotive Bed		
72 5 1/2	83 0 3/8	293,100	100,900	237,800	12,000	20		530,900		Automatic Cab		
70 3 3/8	80 11 1/2	293,100	56,600	165,600	9,000	14		458,700		Signals		
70 3 3/8	80 11 1/2	278,000	83,650	190,900	9,000		3,950	468,900		Signals		
70 2 3/8	81 1 1/2	278,000	86,900	202,480	10,000		3,950	480,480		Signals		
70 3 3/8	80 11 1/2	278,000	83,650	190,900	9,000		3,950	468,900		Signals		
70 3 3/8	80 11 1/2	293,100	56,600	165,600	9,000	14		458,700		Signals		
70 3 3/8	80 11 1/2	293,100	79,200	182,200	9,000	14		475,300		Locomotive Bed		
72 5 1/2	83 0 3/8	293,100	100,900	237,800	12,000	20		530,900		Automatic Cab		
70 3 3/8	80 11 1/2	293,100	79,200	182,200	9,000	14		475,300		Signals		
70 3 3/8	80 11 1/2	293,100	79,200	182,200	9,000	14		475,300		Signals		
70 2 3/8	81 1 1/2	278,000	86,900	202,480	10,000		3,950	480,480		Automatic Train Control		
70 3 3/8	80 11 1/2	293,100	79,200	182,200	9,000	14		475,300		Signals		
70 3 3/8	80 11 1/2	293,100	79,200	182,200	9,000	14		475,300		Signals		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		do		
70 2 3/8	80 10 3/8	278,000	80,200	183,200	9,000	14		461,200		do		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		2903 Automatic Cab		
72 5 1/2	83 0 3/8	293,100	100,900	237,800	12,000	20		530,900		Signals		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Signals		
72 5 1/2	83 0 3/8	293,100	100,900	237,800	12,000	20		530,900		Automatic Cab		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Signals		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Signals		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Automatic Cab		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Signals		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Signals		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Automatic Cab		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Signals		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Signals		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Automatic Cab		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Signals		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Signals		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Automatic Cab		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Signals		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Signals		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Automatic Cab		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Signals		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Signals		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Automatic Cab		
70 2 3/8	80 10 3/8	293,100	80,200	183,200	9,000	14		476,300		Signals		
70 2 3/8	80 10 3/8	2										



STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	WHEEL			
	From	To		By Whom	Date		Engine		Tender	
							Driving Wheel Centers	Total		
LA&SL	3160	1	Baldwin	Mar. 1904	P-77-25/28-150	Lbs. 29,920	Ft. In. 13 4	Ft. In. 33 4	Ft. In. 23 6	
do	3176	1	American	Apr. 1912	P-77-25/28-165	42,500	13 4	35 8	23 6	
do	3177	1	do	do	do	42,500	13 4	35 8	23 6	
do	3181	4	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	1	American	Sept. 1904	P-77-22/28-149	29,920	13 4	33 4	23 6	
do	3205	1	do	do	do	29,920	13 4	33 4	21 0	
do	3206	1	do	do	P-77-22/28-135	29,920	13 4	33 4	21 0	
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	21 0	
do	3217	1	do	do	do	29,920	13 4	33 4	23 6	
do	3218	1	do	Apr. 1911	P-77-25/28-167	42,500	13 4	35 8	25 2	
do	3219	1	do	do	do	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	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	
23-23										
UP	3502	1	American	May 1918	SA-C-59-30-475-D	99,840	15-6 & 15-6	50 6	25 8	
do	3509	2	do	June 1918	do	99,840	15-6 & 15-6	50 6	25 8	
do	3512	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8	
do	3516	1	do	July 1920	do	99,840	15-6 & 15-6	50 6	25 8	
do	3517	1	do	Aug. 1920	do	99,840	15-6 & 15-6	50 6	25 8	
23-23										
do	3518	1	do	do	SA-C-59-30-471	99,840	15-6 & 15-6	50 6	25 8	
23-23										
do	3519	1	do	do	SA-C-59-30-475-D	99,840	15-6 & 15-6	50 6	25 8	
23-23										
do	3520	4	do	do	SA-C-59-30-471	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	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	26 8	
do	3530	1	do	do	do	99,840	15-6 & 15-6	50 6	26 8	
23-23										
do	3531	1	do	do	SA-C-59-30-463	99,840	15-6 & 15-6	50 6	25 8	
23-23										
do	3532	1	do	do	SA-C-59-30-471	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	
23-23										
do	3535	1	do	Apr. 1923	SA-C-59-30-475-D	99,840	15-6 & 15-6	50 6	25 8	
23-23										
do	3536	2	do	do	SA-C-59-30-471	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	
23-23										
do	3540	2	do	do	SA-C-59-30-475-D	99,840	15-6 & 15-6	50 6	25 8	
23-23										
do	3542	1	do	do	SA-C-59-30-471	99,840	15-6 & 15-6	50 6	26 8	
23-23										
do	3544	1	do	June 1918	SA-C-59-30-475-D	99,840	15-6 & 15-6	50 6	25 8	

UNION PACIFIC RAILROAD COMPANY

BASE		WEIGHT										Remarks
Engine and Tender	Length Over All	Engine in Working Order	Tender						Engine and Tender Loaded			
			Empty	Loaded	Capacity							
					Water	Coal	Oil					
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.				
68 6 <sup>3</sup> / <sub>8</sub>	78 10 <sup>3</sup> / <sub>8</sub>	231,500	68,980	168,000	9,000	.....	2,940	399,500				
69 9 <sup>3</sup> / <sub>8</sub>	80 10 <sup>3</sup> / <sub>8</sub>	275,720	68,980	175,650	9,000	.....	3,875	451,370				
70 3 <sup>3</sup> / <sub>8</sub>	80 11 <sup>3</sup> / <sub>8</sub>	275,720	68,980	175,650	9,000	.....	3,875	451,370				
70 2 <sup>3</sup> / <sub>8</sub>	81 1 <sup>3</sup> / <sub>8</sub>	275,720	86,900	202,200	10,000	.....	3,665	477,920				
64 0 <sup>3</sup> / <sub>8</sub>	73 10 <sup>3</sup> / <sub>8</sub>	241,180	73,280	172,120	9,000	.....	2,980	413,300				
68 7 <sup>3</sup> / <sub>8</sub>	79 4 <sup>3</sup> / <sub>8</sub>	241,180	77,060	177,030	10,000	.....	2,040	418,210				
68 6 <sup>3</sup> / <sub>8</sub>	78 11 <sup>3</sup> / <sub>8</sub>	235,940	83,650	182,650	9,000	.....	2,940	418,590				
65 2 <sup>3</sup> / <sub>8</sub>	73 5 <sup>3</sup> / <sub>8</sub>	235,940	54,850	136,700	7,000	.....	2,980	372,640				
65 2 <sup>3</sup> / <sub>8</sub>	73 5 <sup>3</sup> / <sub>8</sub>	220,300	54,850	136,700	7,000	.....	2,896	357,000				
68 6 <sup>3</sup> / <sub>8</sub>	77 7 <sup>3</sup> / <sub>8</sub>	235,940	68,980	168,000	9,000	.....	2,940	403,940				
68 6 <sup>3</sup> / <sub>8</sub>	77 7 <sup>3</sup> / <sub>8</sub>	235,940	68,980	168,000	9,000	.....	2,940	403,940				
68 6 <sup>3</sup> / <sub>8</sub>	78 11 <sup>3</sup> / <sub>8</sub>	235,940	60,110	158,630	9,000	.....	2,940	394,570				
65 2 <sup>3</sup> / <sub>8</sub>	73 5 <sup>3</sup> / <sub>8</sub>	235,940	54,850	136,700	7,000	.....	2,980	372,640				
68 6 <sup>3</sup> / <sub>8</sub>	77 7 <sup>3</sup> / <sub>8</sub>	235,940	68,980	168,000	9,000	.....	2,940	403,940				
72 5 <sup>3</sup> / <sub>8</sub>	83 0 <sup>3</sup> / <sub>8</sub>	278,000	115,090	248,600	12,000	.....	5,200	526,600	Automatic Train Control			
72 5 <sup>3</sup> / <sub>8</sub>	83 0 <sup>3</sup> / <sub>8</sub>	278,000	115,000	248,600	12,000	.....	5,200	526,600	do			
70 2 <sup>3</sup> / <sub>8</sub>	81 1 <sup>3</sup> / <sub>8</sub>	278,000	86,900	202,200	10,000	.....	3,730	480,200	do			
70 3 <sup>3</sup> / <sub>8</sub>	80 11 <sup>3</sup> / <sub>8</sub>	278,000	68,980	174,600	9,000	.....	3,748	452,600	do			
72 5 <sup>3</sup> / <sub>8</sub>	83 0 <sup>3</sup> / <sub>8</sub>	278,000	115,000	248,600	12,000	.....	5,200	526,600	do			
70 3 <sup>3</sup> / <sub>8</sub>	80 11 <sup>3</sup> / <sub>8</sub>	270,800	68,980	188,760	9,000	.....	5,480	459,560	do			
70 2 <sup>3</sup> / <sub>8</sub>	81 1 <sup>3</sup> / <sub>8</sub>	270,800	86,900	202,200	10,000	.....	3,730	473,000	do			
87 10 <sup>3</sup> / <sub>8</sub>	98 9 <sup>3</sup> / <sub>8</sub>	505,480	78,100	218,100	12,000	20	.....	723,580				
87 10 <sup>3</sup> / <sub>8</sub>	98 9 <sup>3</sup> / <sub>8</sub>	505,480	78,100	218,100	12,000	20	.....	723,580				
87 10 <sup>3</sup> / <sub>8</sub>	98 9 <sup>3</sup> / <sub>8</sub>	505,480	78,100	218,100	12,000	20	.....	723,580				
87 10 <sup>3</sup> / <sub>8</sub>	98 9 <sup>3</sup> / <sub>8</sub>	505,480	78,100	218,100	12,000	20	.....	723,580				
87 0 <sup>3</sup> / <sub>2</sub>	97 10 <sup>3</sup> / <sub>8</sub>	505,480	78,100	218,100	12,000	20	.....	723,580				
87 0 <sup>3</sup> / <sub>2</sub>	97 10 <sup>3</sup> / <sub>8</sub>	501,480	85,680	230,480	12,000	.....	5,480	731,960				
87 10 <sup>3</sup> / <sub>8</sub>	98 9 <sup>3</sup> / <sub>8</sub>	505,480	78,100	218,100	12,000	20	.....	723,580				
88 9 <sup>3</sup> / <sub>8</sub>	100 5 <sup>3</sup> / <sub>8</sub>	501,480	129,300	322,000	18,000	.....	6,010	823,480				
87 0 <sup>3</sup> / <sub>2</sub>	97 10 <sup>3</sup> / <sub>8</sub>	501,480	85,680	227,280	12,000	.....	5,200	728,760				
88 9 <sup>3</sup> / <sub>8</sub>	100 5 <sup>3</sup> / <sub>8</sub>	501,480	129,300	322,000	18,000	.....	6,010	823,480	3528 Automatic Train Control			
88 9 <sup>3</sup> / <sub>8</sub>	100 5 <sup>3</sup> / <sub>8</sub>	501,480	129,300	322,000	18,000	.....	6,010	823,480				
88 9 <sup>3</sup> / <sub>8</sub>	100 5 <sup>3</sup> / <sub>8</sub>	501,480	129,300	322,000	18,000	.....	6,010	823,480	Automatic Train Control			
87 0 <sup>3</sup> / <sub>2</sub>	97 10 <sup>3</sup> / <sub>8</sub>	493,480	85,680	227,280	12,000	.....	5,200	720,760				
88 9 <sup>3</sup> / <sub>8</sub>	100 5 <sup>3</sup> / <sub>8</sub>	501,480	129,300	322,000	18,000	.....	6,010	823,480				
87 0 <sup>3</sup> / <sub>2</sub>	97 10 <sup>3</sup> / <sub>8</sub>	501,480	85,680	230,480	12,000	.....	5,480	731,960				
87 10 <sup>3</sup> / <sub>8</sub>	98 9 <sup>3</sup> / <sub>8</sub>	505,480	78,100	218,100	12,000	20	.....	723,580				
88 9 <sup>3</sup> / <sub>8</sub>	100 5 <sup>3</sup> / <sub>8</sub>	501,480	129,300	322,000	18,000	.....	6,010	823,480	3537 Automatic Train Control			
87 0 <sup>3</sup> / <sub>2</sub>	97 10 <sup>3</sup> / <sub>8</sub>	501,480	85,680	230,480	12,000	.....	5,480	731,960				
87 0 <sup>3</sup> / <sub>2</sub>	97 10 <sup>3</sup> / <sub>8</sub>	501,480	85,680	230,480	12,000	.....	5,480	731,960				
87 10 <sup>3</sup> / <sub>8</sub>	98 9 <sup>3</sup> / <sub>8</sub>	505,480	78,100	218,100	12,000	20	.....	723,580				
88 9 <sup>3</sup> / <sub>8</sub>	100 5 <sup>3</sup> / <sub>8</sub>	501,480	129,300	322,000	18,000	.....	6,010	823,480	Automatic Train Control			
87 10 <sup>3</sup> / <sub>8</sub>	98 9 <sup>3</sup> / <sub>8</sub>	505,480	78,100	218,100	12,000	20	.....	723,580				



## STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tender	
								Driving Wheel Centers	Total		
UP	3545	1	American	July 1924	23-23	Lbs.	Ft.In.	Ft.In.	Ft.In.		
do	3547	1	do	do	SA-C-59-30-475-D	99,840	15-6 & 15-6	50 6	25 8		
					do	99,840	15-6 & 15-6	50 6	25 8		
do	3548	1	do	do	23-23	99,840	15-6 & 15-6	50 6	26 8		
					SA-C-59-30-471	99,840	15-6 & 15-6	50 6	26 8		
do	3549	1	do	do	23-23	99,840	15-6 & 15-6	50 6	26 8		
					SA-C-59-30-463	99,840	15-6 & 15-6	50 6	26 8		
do	3550	1	do	do	23-23	99,840	15-6 & 15-6	50 6	25 8		
do	3551	1	do	do	SA-C-59-30-471	99,840	15-6 & 15-6	50 6	26 8		
do	3552	2	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3553	2	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	23-23	99,840	15-6 & 15-6	50 6	25 8		
do	3556	1	do	do	SA-C-59-30-475-D	99,840	15-6 & 15-6	50 6	25 8		
do	3557	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
					do	99,840	15-6 & 15-6	50 6	25 8		
do	3558	1	do	do	23-23	99,840	15-6 & 15-6	50 6	25 8		
					SA-C-59-30-471	99,840	15-6 & 15-6	50 6	25 8		
do	3560	1	do	Aug. 1924	23-23	99,840	15-6 & 15-6	50 6	25 8		
					SA-C-59-30-475-D	99,840	15-6 & 15-6	50 6	25 8		
do	3561	1	do	do	23-23	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	3564	1	do	do	do	99,840	15-6 & 15-6	50 6	25 8		
do	3600	1	do	May 1918	26-41	106,900	15-6 & 15-6	50 6	25 8		
					MC-57-32-464-D	106,900	15-6 & 15-6	50 6	25 8		
do	3601	1	do	do	26-41	106,900	15-6 & 15-6	50 6	25 8		
					MC-57-32-461	106,900	15-6 & 15-6	50 6	25 8		
do	3603	1	do	do	26-41	106,900	15-6 & 15-6	50 6	25 8		
					MC-57-32-464-D	106,900	15-6 & 15-6	50 6	25 8		
do	3604	1	do	do	26-41	106,900	15-6 & 15-6	50 6	25 8		
					MC-57-32-46-D	106,900	15-6 & 15-6	50 6	25 8		
do	3605	1	do	do	26-41	106,900	15-6 & 15-6	50 6	25 8		
					MC-57-32-464-D	106,900	15-6 & 15-6	50 6	25 8		
do	3606	1	do	do	26-41	106,900	15-6 & 15-6	50 6	25 8		
					MC-57-32-46-D	106,900	15-6 & 15-6	50 6	25 8		
do	3607	1	do	do	26-41	106,900	15-6 & 15-6	50 6	25 8		
					MC-57-32-464-D	106,900	15-6 & 15-6	50 6	25 8		
do	3608	1	do	do	26-41	106,900	15-6 & 15-6	50 6	25 8		
					MC-57-32-468	106,900	15-6 & 15-6	50 6	25 8		
do	3611	1	do	June 1918	26-41	106,900	15-6 & 15-6	50 6	25 8		
					MC-57-32-464-D	106,900	15-6 & 15-6	50 6	25 8		
do	3613	1	do	do	26-41	106,900	15-6 & 15-6	50 6	25 8		
					MC-57-32-468	106,900	15-6 & 15-6	50 6	25 8		
do	3614	1	do	do	26-41	106,900	15-6 & 15-6	50 6	25 8		
					MC-57-32-464-D	106,900	15-6 & 15-6	50 6	25 8		
do	3615	1	do	July 1918	26-41	106,900	15-6 & 15-6	50 6	25 8		
do	3634	1	do	Apr. 1923	do	106,900	15-6 & 15-6	50 6	25 8		
do	3643	1	do	Sept. 1923	do	106,900	15-6 & 15-6	50 6	25 8		

## UNION PACIFIC RAILROAD COMPANY

BASE		Length Over All	WEIGHT							Engine and Tender Loaded	Remarks
Engine and Tender	Engine in Working Order		Tender			Capacity					
			Empty	Loaded	Water	Coal	Oil				
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.			
87 10 <sup>3</sup> / <sub>4</sub>	98 9 <sup>1</sup> / <sub>8</sub>	505,480	78,100	218,100	12,000	20	.....	723,580			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	505,480	79,000	219,000	12,000	20	.....	724,480			
88 9 <sup>1</sup> / <sub>2</sub>	100 5 <sup>1</sup> / <sub>8</sub>	501,480	129,300	322,000	18,000	.....	6,010	823,480			
88 9 <sup>1</sup> / <sub>2</sub>	100 5 <sup>1</sup> / <sub>8</sub>	493,480	129,300	322,000	18,000	.....	6,010	815,480			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	501,480	85,680	230,480	12,000	.....	5,480	731,960			
88 9 <sup>1</sup> / <sub>2</sub>	100 5 <sup>1</sup> / <sub>8</sub>	501,480	129,300	322,000	18,000	.....	6,010	823,480			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	501,480	85,680	227,280	12,000	.....	5,200	728,760			
88 9 <sup>1</sup> / <sub>2</sub>	100 5 <sup>1</sup> / <sub>8</sub>	501,480	127,300	308,916	18,000	.....	5,217	810,396			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	505,480	79,000	219,000	12,000	20	.....	724,480			
87 10 <sup>3</sup> / <sub>4</sub>	98 9 <sup>1</sup> / <sub>8</sub>	505,480	78,100	218,100	12,000	20	.....	723,580			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	505,480	79,000	219,000	12,000	20	.....	724,480			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	501,480	85,680	230,480	12,000	.....	5,480	731,960			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	501,480	85,680	227,280	12,000	.....	5,200	728,760			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	501,480	85,680	227,280	12,000	.....	5,200	728,760			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	502,500	77,200	217,200	12,000	20	.....	719,700			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	498,500	85,680	227,280	12,000	.....	5,200	725,780			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	494,500	77,200	217,200	12,000	20	.....	711,700			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	490,500	85,680	227,280	12,000	.....	5,200	717,780			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	502,500	77,200	217,200	12,000	20	.....	719,700			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	490,500	85,680	227,280	12,000	.....	5,200	717,780			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	502,500	77,200	217,200	12,000	20	.....	719,700			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	498,500	85,680	227,280	12,000	.....	5,200	725,780			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	502,500	77,200	217,200	12,000	20	.....	719,700			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	498,500	85,680	227,280	12,000	.....	5,200	725,780			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	502,500	77,200	217,200	12,000	20	.....	719,700			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	502,500	78,100	218,100	12,000	20	.....	720,600			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	502,500	78,100	218,100	12,000	20	.....	720,600			
87 0 <sup>1</sup> / <sub>2</sub>	97 10 <sup>7</sup> / <sub>8</sub>	502,500	78,100	218,100	12,000	20	.....	720,600			

Automatic Train Control











## STEAM LOCOMOTIVES—Continued

Initials	Number		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL		
	From	To		By Whom	Date			Engine		Tender
								Driving Wheel Centers	Total	
OWR&N	4928	1	Baldwin	Apr. 1905	S-57-20/26-146	Lbs. 27,915	Ft. In. 11 4	Ft. In. 11 4	Ft. In. 16 6	
do	4929	1	do	May 1905	do	27,915	11 4	11 4	16 6	
UP	5000	1	do	July 1917	TTT-63-291/30-291	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	25 8	
do	5003	2	do	do	do	70,450	22 6	41 5	25 8	
do	5004	1	do	do	do	70,450	22 6	41 5	25 8	
do	5005	1	do	Aug. 1917	do	70,450	22 6	41 5	26 8	
do	5006	1	do	Sept. 1917	do	70,450	22 6	41 5	25 8	
do	5008	1	do	do	TTT-63-291/30-290	70,450	22 6	41 5	25 8	
do	5009	1	do	Oct. 1917	TTT-63-291/30-291	70,450	22 6	41 5	25 8	
do	5014	1	do	June 1919	TTT-63-291/30-290	70,450	22 6	41 5	25 8	
do	5015	6	do	Sept. 1920	TTT-63-291/30-286-D	70,450	22 6	41 5	26 8	
do	5021	1	do	do	do	70,450	22 6	41 5	25 8	
do	5022	1	do	do	do	70,450	22 6	41 5	26 8	
do	5023	1	do	do	TTT-63-291/30-284	70,450	22 6	41 5	25 8	
do	5024	1	do	do	do	70,450	22 6	41 5	26 8	
do	5025	1	do	do	TTT-63-291/30-286-D	70,450	22 6	41 5	25 8	
do	5026	1	do	do	TTT-63-291/30-284	70,450	22 6	41 5	26 8	
do	5027	1	do	Oct. 1920	TTT-63-291/30-286-D	70,450	22 6	41 5	25 8	
do	5028	7	do	do	do	70,450	22 6	41 5	26 8	
do	5035	1	do	Nov. 1920	TTT-63-291/30-284	70,450	22 6	41 5	25 8	
do	5036	1	do	do	TTT-63-291/30-286-D	70,450	22 6	41 5	25 8	
do	5037	1	do	do	TTT-63-291/30-284	70,450	22 6	41 5	25 8	
do	5038	2	do	do	TTT-63-291/30-286-D	70,450	22 6	41 5	25 8	
do	5040	3	American	Aug. 1923	TTT-63-291/30-308-D	70,450	22 6	41 5	25 8	
do	5043	1	do	do	do	70,450	22 6	41 5	26 8	
do	5044	3	do	do	do	70,450	22 6	41 5	25 8	
do	5047	1	do	do	TTT-63-291/30-308BK	70,450	22 6	41 5	26 8	
do	5048	1	do	Sept. 1923	TTT-63-291/30-308-D	70,450	22 6	41 5	25 8	
do	5049	1	do	do	TTT-63-291/30-311-D	70,450	22 6	41 5	25 8	
do	5050	2	Baldwin	Aug. 1923	do	70,450	22 6	41 5	25 8	
do	5052	1	do	do	do	70,450	22 6	41 5	26 8	
do	5053	1	Lima	July 1923	TTT-63-291/30-309-D	70,450	22 6	41 5	26 8	
do	5054	1	do	do	do	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-63-291/30-311-D	70,450	22 6	41 5	25 8	
do	5057	1	do	do	TTT-63-291/30-309-D	70,450	22 6	41 5	25 8	
do	5058	1	do	July 1923	TTT-63-291/30-311-D	70,450	22 6	41 5	25 8	
do	5059	6	do	Aug. 1923	do	70,450	22 6	41 5	25 8	
do	5065	1	do	do	do	70,450	22 6	41 5	26 8	
do	5066	3	do	do	do	70,450	22 6	41 5	25 8	
do	5069	1	do	do	TTT-63-291/30-309-D	70,450	22 6	41 5	25 8	
do	5070	1	do	do	TTT-63-291/30-298	70,450	22 6	41 5	25 8	
do	5071	1	do	Sept. 1923	TTT-63-291/30-309BK	70,450	22 6	41 5	26 8	
do	5072	1	do	do	TTT-63-291/30-309-D	70,450	22 6	41 5	26 8	
do	5073	4	do	do	do	70,450	22 6	41 5	25 8	
do	5077	1	do	do	do	70,450	22 6	41 5	26 8	
do	5078	5	do	do	do	70,450	22 6	41 5	25 8	
do	5083	1	do	Oct. 1923	TTT-63-291/30-298	70,450	22 6	41 5	25 8	
do	5084	2	do	do	TTT-63-291/30-309-D	70,450	22 6	41 5	26 8	
do	5086	2	do	do	do	70,450	22 6	41 5	25 8	
do	5088	2	do	do	do	70,450	22 6	41 5	26 8	
LA&SL	5090	1	American	May 1925	FTT-63-27/32-307	72,450	22 6	44 1	26 8	
do	5091	8	do	June 1926	do	72,450	22 6	44 1	26 8	
OSL	5300	4	Baldwin	Feb. 1918	TTT-63-291/30-286-D	70,450	22 6	41 5	25 8	
do	5304	2	do	do	do	70,450	22 6	41 5	25 8	
UP	5306	8	American	July 1923	TTT-63-291/30-308-D	70,450	22 6	41 5	25 8	
OSL	5315	1	Baldwin	Mar. 1923	TTT-63-291/30-291	70,450	22 6	41 5	25 8	
do	5316	2	do	Apr. 1923	do	70,450	22 6	41 5	25 8	
do	5318	1	do	do	TTT-63-291/30-304-D	70,450	22 6	41 5	25 2	

## UNION PACIFIC RAILROAD COMPANY

BASE	Length Over All		Engine in Working Order	WEIGHT					Engine and Tender Loaded	Remarks	
				Tender			Capacity				
				Empty	Loaded	Gals.	Tons	Gals.			Lbs.
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.			
42 9	58 10 <sup>3</sup> / <sub>4</sub>	146,400	43,550	89,320	4,000	1,522	235,720				
42 9	58 10 <sup>3</sup> / <sub>4</sub>	146,400	39,400	88,700	4,000	8	235,100				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	361,500	85,680	230,480	12,000	5,480	591,980				
81 3	92 10	361,500	127,300	308,916	18,000	5,217	670,416				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	361,500	85,680	230,480	12,000	5,480	591,980				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	361,500	85,680	230,480	12,000	5,480	591,980				
81 3	92 10	361,500	128,500	296,400	15,000	5,480	591,980				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	361,500	85,680	230,480	12,000	5,480	591,980				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	361,500	85,680	230,480	12,000	5,480	591,980		Locomotive Bed		
79 6	90 3 <sup>3</sup> / <sub>4</sub>	361,500	85,680	230,480	12,000	5,480	591,980				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	375,100	85,680	230,480	12,000	5,480	605,580		Locomotive Bed		
81 3	92 10	382,100	122,900	310,500	18,000	22	692,600		Automatic Cab Signals		
79 6	90 3 <sup>3</sup> / <sub>4</sub>	382,100	78,100	218,100	12,000	20	600,200				
81 3	92 10	382,100	122,900	310,500	18,000	22	692,600				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	379,850	85,680	230,000	12,000	5,420	609,850				
81 3	92 10	379,850	127,300	308,916	18,000	5,217	688,766				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	382,100	78,100	218,100	12,000	20	600,200				
88 9 <sup>1</sup> / <sub>2</sub>	92 10	379,850	129,300	322,000	18,000	6,010	701,850				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	382,100	78,100	218,100	12,000	20	600,200				
81 3	92 10	382,100	122,900	310,500	18,000	22	692,600				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	379,850	85,680	230,000	12,000	5,420	609,850				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	382,100	78,100	218,100	12,000	20	600,200				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	379,850	85,680	230,000	12,000	5,420	609,850				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	382,100	78,100	218,100	12,000	20	600,200				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	397,100	78,100	218,100	12,000	20	615,200		5041, 5042 Automatic Cab Signals		
81 3	92 10	397,100	122,900	310,500	18,000	22	707,600		Automatic Cab Signals		
79 6	90 3 <sup>3</sup> / <sub>4</sub>	397,100	78,100	218,100	12,000	20	615,200				
81 3	92 10	397,100	122,900	310,500	18,000	22	707,600				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	397,100	78,100	218,100	12,000	20	615,200				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	397,100	78,100	218,100	12,000	20	615,200				
81 3	92 10	397,100	122,900	310,500	18,000	22	707,600		Automatic Cab Signals		
79 6	90 3 <sup>3</sup> / <sub>4</sub>	397,400	78,100	218,100	12,000	20	615,500				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	397,400	78,100	218,100	12,000	20	615,500				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	397,100	78,100	218,100	12,000	20	615,200				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	397,100	78,100	218,100	12,000	20	615,200				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	397,100	78,100	218,100	12,000	20	615,200		5060, 5062, 5064 Automatic Cab Signals		
81 3	92 10	397,100	122,900	310,500	18,000	22	707,600				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	397,100	78,100	218,100	12,000	20	615,200				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	397,400	78,100	218,100	12,000	20	615,500		Automatic Cab Signals		
79 6	90 3 <sup>3</sup> / <sub>4</sub>	387,100	85,200	230,000	12,000	5,480	617,100				
81 3	92 10	397,400	122,900	310,500	18,000	22	707,900				
81 3	92 10	397,400	122,900	310,500	18,000	22	707,900		Automatic Cab Signals		
79 6	90 3 <sup>3</sup> / <sub>4</sub>	397,400	78,100	218,100	12,000	20	615,500				
79 6	90 3 <sup>3</sup> / <sub>4</sub>	397,400	78,100	218,100	12,000	20	615,500				



STEAM LOCOMOTIVES—Continued

Initials	Numbers		Number in Equipment	Built		Class Designation	Max. Tractive Force	WHEEL			
	From	To		By Whom	Date			Engine		Tender	
								Driving Wheel Centers	Total		
OWR&N	5400	1	Baldwin	Feb. 1923	TTT-63-29 $\frac{1}{2}$ /30-291	Lbs. 70,450	Ft.In. 22 6	Ft.In. 41 5	Ft.In. 25 2		
do	5401	1	do	do	TTT-63-29 $\frac{1}{2}$ /30-287	70,450	22 6	41 5	25 2		
do	5402	1	do	do	TTT-63-29 $\frac{1}{2}$ /30-291	70,450	22 6	41 5	25 8		
do	5403	1	do	do	do	70,450	22 6	41 5	25 2		
do	5404	1	do	Mar. 1923	do	70,450	22 6	41 5	25 8		
do	5405	1	do	do	do	70,450	22 6	41 5	25 2		
do	5406	5408	3	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	5512	13	do	Sept. 1923	TTT-63-29 $\frac{1}{2}$ /30-298	70,450	22 6	41 5	25 8	
do	5513	5514	2	do	Oct. 1923	do	70,450	22 6	41 5	25 8	
do	5515	5522	8	do	July 1942	do	70,450	22 6	41 5	25 8	
do	5523	5524	2	do	Aug. 1924	do	70,450	22 6	41 5	25 8	
LA&SL	5525	1	do	do	TTT-63-29 $\frac{1}{2}$ /30-290	70,450	22 6	41 5	25 8		
do	5526	1	do	May 1919	do	70,450	22 6	41 5	26 8		
do	5527	1	do	do	do	70,450	22 6	41 5	25 8		
do	5528	5529	2	do	June 1919	do	70,450	22 6	41 5	25 8	
do	6001	6003	3	do	Jan. 1904	C-57-21/30-176	39,458	15 8	24 4	23 6	
do	6007	6008	2	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	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	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	23 6		
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	18 0		
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-73-29/28-230-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-73-29/28-230-D	54,838	19 6	41 3	25 2		
do	7004	7008	5	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	MT-73-29/28-234	54,838	19 6	41 3	25 2		
do	7018	1	do	do	do	54,838	19 6	41 3	26 8		
do	7019	1	do	do	do	54,838	19 6	41 3	31 6		
do	7020	1	do	do	MT-73-29/28-230-D	54,838	19 6	41 3	25 2		
do	7021	1	do	do	MT-73-29/28-234	54,838	19 6	41 3	31 6		
do	7022	1	do	do	MT-73-29/28-230-D	54,838	19 6	41 3	25 2		
do	7023	1	do	do	MT-73-29/28-234	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	Jan. 1923	MT-73-29/28-230-D	54,838	19 6	41 3	25 2	

UNION PACIFIC RAILROAD COMPANY

BASE		WEIGHT										Remarks
Engine and Tender	Length Over All	Engine in Working Order	Tender						Engine and Tender Loaded			
			Empty	Loaded	Capacity							
					Water	Coal	Oil					
Ft. In.	Ft. In.	Lbs.	Lbs.	Lbs.	Gals.	Tons	Gals.	Lbs.	Lbs.	Lbs.	Lbs.	
79 9	90 3 $\frac{3}{4}$	384,800	109,260	252,620	12,000	.....	5,420	627,420	.....	.....	.....	Automatic Train Control
79 9	90 3 $\frac{3}{4}$	379,300	109,260	252,620	12,000	.....	5,420	631,920	.....	.....	.....	do
79 6	90 3 $\frac{3}{4}$	384,800	109,260	252,620	12,000	.....	5,420	614,800	.....	.....	.....	do
79 9	90 3 $\frac{3}{4}$	384,800	109,260	252,620	12,000	.....	5,420	637,420	.....	.....	.....	do
79 6	90 3 $\frac{3}{4}$	384,800	85,680	230,000	12,000	.....	5,420	614,800	.....	.....	.....	Automatic Train Control
79 9	90 3 $\frac{3}{4}$	384,800	109,260	252,620	12,000	.....	5,420	637,420	.....	.....	.....	do
79 6	90 3 $\frac{3}{4}$	384,800	85,680	230,000	12,000	.....	5,420	614,800	.....	.....	.....	do
79 6	90 3 $\frac{3}{4}$	384,800	85,680	230,000	12,000	.....	5,420	614,800	.....	.....	.....	do
79 6	90 3 $\frac{3}{4}$	384,800	85,680	230,000	12,000	.....	5,420	614,800	.....	.....	.....	do
79 6	90 3 $\frac{3}{4}$	387,100	85,200	230,000	12,000	.....	5,480	617,100	.....	.....	.....	do
79 6	90 3 $\frac{3}{4}$	387,100	85,200	230,000	12,000	.....	5,480	617,100	.....	.....	.....	do
79 6	90 3 $\frac{3}{4}$	383,000	85,680	230,480	12,000	.....	5,480	613,480	.....	.....	.....	do
79 6	90 3 $\frac{3}{4}$	383,000	85,680	230,480	12,000	.....	5,480	613,480	.....	.....	.....	do
79 6	90 3 $\frac{3}{4}$	375,100	85,680	230,480	12,000	.....	5,480	605,580	.....	.....	.....	do
81 3	92 10	375,100	128,500	296,400	15,000	.....	5,675	671,500	.....	.....	.....	do
79 6	90 3 $\frac{3}{4}$	375,100	85,680	230,480	12,000	.....	5,480	605,580	.....	.....	.....	do
79 6	90 3 $\frac{3}{4}$	375,100	85,680	230,480	12,000	.....	5,480	605,580	.....	.....	.....	do
61 0 $\frac{1}{2}$	71 11 $\frac{1}{2}$	196,400	60,110	158,630	9,000	.....	2,940	355,030	.....	.....	.....	do
61 0 $\frac{1}{2}$	71 11 $\frac{1}{2}$	196,400	60,110	158,630	9,000	.....	2,940	355,030	.....	.....	.....	do
56 3 $\frac{3}{8}$	67 0 $\frac{1}{2}$	220,500	54,840	125,000	6,340	.....	2,118	345,500	.....	.....	.....	do
61 9 $\frac{1}{8}$	72 8 $\frac{1}{2}$	220,500	60,110	158,630	9,000	.....	2,940	379,130	.....	.....	.....	do
61 9 $\frac{1}{8}$	72 8 $\frac{1}{2}$	220,500	60,110	158,630	9,000	.....	2,940	379,130	.....	.....	.....	do
61 9 $\frac{1}{8}$	72 8 $\frac{1}{2}$	220,500	60,110	158,630	9,000	.....	2,940	379,130	.....	.....	.....	do
61 9 $\frac{1}{8}$	72 8 $\frac{1}{2}$	220,500	60,110	158,630	9,000	.....	2,940	379,130	.....	.....	.....	do
56 3 $\frac{3}{8}$	67 0 $\frac{1}{2}$	220,500	54,840	125,000	6,340	.....	2,118	345,500	.....	.....	.....	do
56 3 $\frac{3}{8}$	67 0 $\frac{1}{2}$	220,500	54,840	125,000	6,340	.....	2,118	345,500	.....	.....	.....	do
61 9 $\frac{1}{8}$	72 8 $\frac{1}{2}$	220,500	60,110	158,630	9,000	.....	2,940	379,130	.....	.....	.....	do
61 9 $\frac{1}{8}$	72 8 $\frac{1}{2}$	220,500	60,110	158,630	9,000	.....	2,940	379,130	.....	.....	.....	do
61 9 $\frac{1}{8}$	72 8 $\frac{1}{2}$	220,500	60,110	158,630	9,000	.....	2,940	379,130	.....	.....	.....	do
61 9 $\frac{1}{8}$	72 8 $\frac{1}{2}$	220,500	60,110	158,630	9,000	.....	2,940	379,130	.....	.....	.....	do
61 9 $\frac{1}{8}$	72 8 $\frac{1}{2}$	220,500	60,110	158,630	9,000	.....	2,940	379,130	.....	.....	.....	do
56 3 $\frac{3}{8}$	67 0 $\frac{1}{2}$	220,500	54,840	125,000	6,340	.....	2,118	345,500	.....	.....	.....	do
61 9 $\frac{1}{8}$	72 8 $\frac{1}{2}$	220,500	60,110	158,630	9,000	.....	2,940	379,130	.....	.....	.....	do
61 9 $\frac{1}{8}$	72 8 $\frac{1}{2}$	220,500	60,110	158,630	9,000	.....	2,940	379,130	.....	.....	.....	do
61 9 $\frac{1}{8}$	72 8 $\frac{1}{2}$	220,500	60,110	158,630	9,000	.....	2,940	379,130	.....	.....	.....	do
61 9 $\frac{1}{8}$	72 8 $\frac{1}{2}$	220,500	60,110	158,								



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	4226-4246	J 000	0-6-0	14	
UP	S	do	4405-4489	do	do	71	
do	S	do	4600-4609	do	do	10	
OSL	S	do	4703-4756	do	do	17	
OWR&N	S	do	4902-4929	do	do	21	
UP	S	do	4500	J 0000	0-8-0	1	134
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	19	31
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	6091-6085	do	do	36	319
UP	P	Light-Pacific	2819-2859	∠oo000o	4-6-2	14	
OSL	P	do	3109-3113	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	800-834	∠oo0000oo	4-8-4	35	35
do	TTT	Two-Ten-Two	5000-5089	∠oo0000o	2-10-2	85	
OSL	TTT	do	5300-5305	do	do	6	
UP	TTT	Two-Ten-Two	5306-5313	∠oo0000o	2-10-2	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	∠oo00000a	4-10-2	9	
do	FTT	do	8808	do	do	1	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	3502-3564	∠o0000-0000	2-8-8-0	48	
OSL	SA-C	do	3704-3705	do	do	2	
OWR&N	SA-C	do	3803-3805	do	do	3	53
UP	MC	Mallet MC	3600-3663	do	do	17	17
do	CSA	Challenger	3900-3939	∠oo000-000oo	4-6-6-4	40	
do	4-6-6-4-3	do	3950-3969	do	do	20	60
do	4-8-8-4-1	4-8-8-4-1	4000-4019	∠oo0000-0000oo	4-8-8-4	20	20
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	636345	944400	147000	1
SF-4-5-6	1	6000	36	636058	944460	147000	1
DS-1000 to DS-1035	36	1000	40	248721	247700	29800	
Total	48						15



STREAMLINE PASSENGER EQUIPMENT

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S.-S. U.-W. or A.	Length			Length of Compartments						
			From	To			Pulling Face Over Couplers	Over End Sills	Inside	Baggage End	Mail End					
												Ft.	In.	Ft.	In.	Ft.
BA	UP-C&NW	Aux.-Bag.	CD-11	1	A	78	0	75	10	75	1 1/2	56	0 3/4			
do	do	do	CD-12	1	A	78	0	75	10	75	1 1/2	56	1 1/2			
do	do	do	CD-13	1	A	78	0	75	10	75	1 1/2	54	2 3/8			
MB	do	Bag.-Mail	CD-30	CD-31	2	A	78	0	75	10	75	1 1/2	14	1 1/8	60	5 1/4
PB	do	Coach-Artic.	CD-40	1	A	369	6	67	6	63	5 3/4					
do	do	do	CD-41	1	A	369	6	67	6	63	5 3/4					
do	do	do	CD-42	1	A	369	6	67	6	63	5 3/4					
do	do	do	CD-43	1	A	369	6	67	6	63	5 3/4					
DA	do	Diner	CD-60	CD-61	2	A	78	0	75	10	75	1 1/2				
PDS	do	Dorm.-Tap	CD-70	CD-71	2	A	78	0	75	10	75	1 1/2	30	9 3/8		
CSB	do	{Bag.-Auxil.-Dorm.}	LA-101	1	A	84	6	82	4	81	7 1/2	23	8			
do	UP-C&NW-SP	do	SF-101	1	A	84	6	82	4	81	7 1/2	23	8			
do	UP	{Aux.-Bag.-Dorm.}	CP-102	1	A	78	0	75	10	75	1 1/2	26	4 3/4			
CSB	UP-C&NW	Bag.-Dorm.	LA-103	1	A	84	6	82	4	81	8	35	7 1/2			
do	UP-C&NW-SP	do	SF-104	1	A	84	6	82	4	81	8	35	7 1/2			
PB	UP-C&NW	Chair-Artic.	LA-401	1	A	372	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	372	0	70	0	66	0					
do	UP	do	CP-403	1	A	369	5	67	4	66	8					
do	do	do	CP-404	1	A	364	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	364	0	62	2	61	6					
do	UP	Coach-Artic.	CP-408	1	A	364	0	62	2	61	6					
DA	UP	{Diner-Kit.-Artic.}	CP-603	1	A	364	0	62	2	61	6					
do	UP	Diner-Artic.	CP-604	1	A	364	0	62	2	61	6					
DA	UP-C&NW-SP	{Diner-Kit.-Artic.}	SF-605	1	A	372	0	70	0	69	2					
do	do	Diner-Artic.	SF-606	1	A	372	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-C&NW-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 290.

UNION PACIFIC RAILROAD COMPANY

Length of Compartments		Width Over Hand Holds	Height To Top Of Carline	Trucks		Heat		Storage Battery	Inside-Vestibule	Toilets	End Doors	Passenger Seating Capacity	Remarks
Passenger Compartment	Auxiliary Compartment			Dormitory Compartment	No. of Wheels	Journals	Make of Air Conditioning						
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.		
18	11 1/2			10	6 3/4	12	8	4	S	6 1/2 x 12	1	2	4 Large Side Doors.
18	11 1/2			10	6 3/4	12	8	4	S	6 1/2 x 12	1	2	do
20	6 5/8			10	6 3/4	12	8	4	S	6 x 11	1	2	do
				10	6 3/4	12	8	4	S	6 x 11	1	2	{2 Large and 4 small side doors.
46	2			10	6 3/4	12	8	4	S	5 x 9	1	2	2 50
46	2			10	6 3/4	12	8	4	S	6 1/2 x 12	1	2	2 50
46	2			10	6 3/4	12	8	4	S	5 x 9	1	2	2 50
46	2			10	6 3/4	12	8	4	S	6 1/2 x 12	1	2	2 50
32	0 1/2			10	6 3/4	12	8	4	S	6 x 11	3	2	40
24	4 3/8			10	6 3/4	12	8	4	S	5 x 9	3	2	32
				10	6 3/4	13	11	6	S	6 1/2 x 12	3	2	{2 Large Side Doors.
				10	6 3/4	13	11	6	S	6 1/2 x 12	3	2	do
				10	6 3/4	13	11	6	S	6 1/2 x 12	3	2	do
				10	6 3/4	13	6	4	S	6 x 11	4	2	do
				10	6 3/4	13	6	4	S	6 x 11	4	2	do
50	11 1/2			10	6 3/4	13	6	4	S	6 x 11	1	2	2 54
47	6			10	6 3/4	13	6	4	S	6 x 11	1	2	2 52
33	11			10	2 1/2	11	4 1/2	4	S	5 x 9	1	3	2 40
38	3 3/8			10	2 1/2	11	4 1/2	4	S	6 x 11	1	2	2 48
44	0 1/2			10	6 3/4	13	6	4	S	6 x 11	1	2	2 48
44	0 1/2			10	6 3/4	13	6	4	S	6 x 11	1	2	2 48
38	5 7/8			10	6 3/4	13	6	4	S	6 x 11	1	2	2 48
38	5 7/8			10	2 1/2	11	4 1/2	4	S	6 x 11	1	2	2 48
27	0 1/4			10	2 1/2	11	4 1/2	4	S	6 x 11		2	2 32
51	2 1/4					11	4 1/2	4	S	6 1/2 x 12		2	2 60
26	7 1/2			10	6 3/4	13	6	4	S	6 1/2 x 12		1	2 32
57	8			10	6 3/4	13	6	4	S	6 1/2 x 12		1	2 68
44	3			10	6 3/4	13	6	4	S	6 x 11		2	2 56
44	3			10	6 3/4	13	6	4	S	6 x 11		2	2 56
25	7 1/2			10	6 3/4	13	6	4	S	6 x 11		1	2 32
50	5 1/2			10	6 3/4	13	6	4	S	6 x 11		1	2 64
51	6 1/2			10	6 3/4	13	6	4	S	6 x 11		2	2 44
51	6 1/2			10	6 3/4	13	6	4	S	6 x 11		2	2 44
44	6			10	6 3/4	13	6	4	S	6 x 11		7	2 35
44	6			10	6 3/4	13	6	4	S	6 x 11		7	2 28
44	0			10	6 3/4	13	6	4	S	6 x 11		1	2 30
51	6			10	6 3/4	13	6	4	S	6 x 11		1	2 35

Explanatory notes on page 290.



## STREAMLINE PASSENGER EQUIPMENT—Concluded

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S.-S. U.-W. or A.	Length			Length of Compartments						
			From	To			Pulling Face Over Couplers	Over End Sills	Inside	Baggage End	Mail End					
												Ft.	In.	Ft.	In.	Ft.
PL	UP-C&NW	Obs.-Lounge	.....	LA-901	1	A	Ft. 83	In. 11½	Ft. 82	In. 4	Ft. 81	In. 4	.....	.....		
do	UP-C&NW-SP	do	.....	SF-901	1	A	83	11½	82	4	81	4	.....	.....		
do	UP	{Obs.-L'ge.- -Artic. Diner-L'ge.- -Artic. Coach-Buf.- -Artic.	.....	CP-902	1	A	77	7	75	10	74	5½	.....	.....		
DPA	do	{Diner-L'ge.- -Artic. Coach-Buf.- -Artic.	.....	M-10301	1	A	64	0	62	2	61	6	.....	.....		
DB	do	{Coach-Buf.- -Artic. Auxil.-Mail- Bag.-Artic.	.....	M-10404	1	A	71	11	71	0	70	4	.....	.....		
MB	do	{Auxil.-Mail- Bag.-Artic. Bag.-Dorm.- -Kit.-Artic.	.....	M-12201	1	A	71	0	68	11	.....	.....	23	0½	31	1
CSA	do	{Bag.-Dorm.- -Kit.-Artic.	.....	M-12760	1	A	64	0	62	2	.....	.....	19	¾	.....	.....

## 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			Width Over Hand Holds	Height To Top Of Carline	Trucks		Heat		Storage Battery	Inside-Vestibule	Toilets	End Doors	Seating Capacity	Remarks	
Passenger Compartment	Auxiliary Compartment	Dormitory Compartment			No. of Wheels	Journals	Make of Air Conditioning	Steam							Electric
Ft. 50	In. 8	Ft. ....	In. 10 6½	Ft. 13	In. 6	4 S	6x11	WP	√	√	√	2	2	36	
50	8	.....	10 6½	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	
32	3¼	.....	10 2½	11	4½	4 S	6x11	do	√	√	√	1	2	38	
.....	14	3¾	.....	10	2½	4 S	6x11	.....	√	√	√	1	2	.....	} 2 Large and 2 small side doors. } 2 Large side doors.
.....	.....	.....	19	6	10	2½	6x11	.....	√	√	√	1	2	.....	
.....	.....	.....	10	2½	11	4½	6x11	.....	√	√	√	1	2	.....	











PASSENGER EQUIPMENT—Continued

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S.-S. U.-W. or A.	Length				Length of Compartments				Width Over Side Sills	
			From	To			Over Buffers	Over End Sills	Inside	Baggage End		Mail End				
										(a)	(b)	(c)	(d)			
PB	UP	Chair	1200	1208	9	S	78	5 1/2	70	0	69	7 1/4	(d) 7	5 1/4	9	9 3/8
do	do	do	1220	1231	12	S	79	3	70	0	69	6 1/4			9	9 3/8
do	do	do	1232	1248	17	S	79	3	70	0	69	6 1/4			9	9 3/8
do	do	do	1249	1259	11	S	79	3	70	0	69	7 1/4			9	9 3/8
do	do	do	1260	1269	10	S	82	11 1/2	73	11 7/8	73	3 3/4	(d) 14	10 3/8	9	9 3/8
do	OSL	do	1327	1328	2	S	68	3 1/4	59	10	59	5 5/8			9	9 3/8
do	do	do	1329	1330	2	S	68	3 1/4	59	10	59	5 5/8			9	9 3/8
do	do	do	1331	1333	3	S	68	3 1/4	59	10	59	5 5/8			9	9 3/8
do	do	do	.....	1334	1	S	68	3 1/2	59	10	59	5 1/4			9	9 3/8
do	do	do	1335	1338	4	S	68	3 1/2	59	10	59	5 1/4			9	9 3/8
do	do	do	1339	1340	2	S	68	3 1/2	59	10	59	5 1/4	(d) 7	6	9	9 3/8
do	do	do	1341	1343	3	S	68	3 1/2	59	10	59	5 1/4	(d) 7	6	9	9 3/8
do	OWR&N	do	1405	1406	2	S	68	3 1/2	59	10	59	5 5/8	(d) 6	9	9	9 3/8
do	UP	Cafe-Obs.	1500	1506	7	S	81	6 3/8	72	6	69	0			9	9 3/8
PL	do	(Clb.)-Lge.	1522	1523	2	S	81	11 1/2	75	5	78	2 1/4			9	9 3/8
do	do	do	1524	1525	2	S	81	11 1/2	75	5	78	2 1/4			9	9 3/8
do	do	do	.....	1526	1	S	81	11 1/2	75	5	78	2 1/4			9	9 3/8
do	do	do	.....	1527	2	S	81	11 1/2	75	5	78	2 1/4			9	9 3/8
do	do	do	1528	1529	2	S	81	11 1/2	75	5	78	2 1/4			9	9 3/8
do	do	do	.....	1530	1	S	81	11 1/2	75	5	78	2 1/4			9	9 3/8
do	do	do	.....	1531	1	S	81	11 1/2	75	5	78	2 1/4			9	9 3/8
do	do	do	1532	1533	2	S	81	11 1/2	75	5	78	2 1/4			9	9 3/8
do	do	do	.....	1534	1	S	81	11 1/2	75	5	78	2 1/4			9	9 3/8
do	do	do	.....	1535	1	S	81	11 1/2	75	5	78	2 1/4			9	9 3/8
do	do	do	1537	1538	2	S	81	11 1/2	75	5	78	2 1/4			9	9 3/8
PO	do	Obs.	.....	1539	1	S	81	11 1/2	75	5	71	10 1/4	(d) 25	2 3/8	9	9 3/8
PL	do	(Clb.)-Lge.	1540	1544	5	S	82	11 1/2	79	8 3/8	79	2 1/4	(d) 14	2 3/8	9	9 3/8
do	do	do	1545	1546	2	S	82	11 1/2	79	8 3/8	79	2 1/4	(d) 14	2 3/8	9	9 3/8
do	do	do	1547	1549	3	S	82	11 1/2	79	8 3/8	79	2 1/4	(d) 14	2 3/8	9	9 3/8
do	do	do	.....	1550	1	S	82	11 1/2	76	5 3/8	79	3 3/8			9	9 3/8
do	do	do	1551	1554	4	S	82	11 1/2	76	5 3/8	79	3 3/8			9	9 3/8
do	do	do	.....	1555	1	S	82	11 1/2	76	5 3/8	79	3 3/8			9	9 3/8
do	do	do	1556	1557	2	S	82	11 1/2	76	5 3/8	79	3 3/8			9	9 3/8
PO	LA&SL	Obs.	1563	1567	5	S	82	11 1/2	76	5 3/8	72	10 3/8	(d) 20	3	9	9 3/8
do	OWR&N	Par.-Cafe	.....	1590	1	S	81	6 3/8	72	6	69	0			9	9 3/8
do	do	Cafe-Obs.	.....	1591	1	S	81	6 3/8	72	6	69	0			9	9 3/8
BE	UP	Baggage	1650	1655	6	S	63	6 1/2	60	1 1/2	60	1 3/8	(a) 60	1 3/8	9	9 3/8
BA	do	do	.....	1695	1	W										
BE	do	do	.....	1700	1	S	63	6 1/2	60	1 1/2	60	1 3/8	(a) 60	1 3/8	9	9 3/8
do	do	do	.....	1703	3	S	63	6 1/2	60	1 1/2	60	1 3/8	(a) 60	1 3/8	9	9 3/8
do	do	do	.....	1704	3	S	63	6 1/2	60	1 1/2	60	1 3/8	(a) 60	1 3/8	9	9 3/8
do	do	do	.....	1707	2	S	63	6 1/2	60	1 1/2	60	1 3/8	(a) 60	1 3/8	9	9 3/8
MR	do	Po'l-Str'g.	1709	1725	17	S	63	6 1/2	60	1 1/2	60	1 3/8	(b) 60	1 3/8	9	9 3/8
BE	do	Baggage	1729	1730	2	S	63	6 1/2	60	1 1/2	60	1 3/8	(a) 60	1 3/8	9	9 3/8
do	do	do	1734	1737	4	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 69	0 3/4	9	9 3/8
do	do	do	1738	1758	21	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 69	0 3/4	9	9 3/8
BH	do	(Horse) Bag(Auto)	1759	1768	10	S	77	7 1/8	74	2 3/8	73	10 3/8	(a) 73	10 3/8	9	9 3/8
BE	do	Baggage	1769	1783	15	S	72	5 7/8	69	0 7/8	69	0 3/4	(a) 69	0 3/4	9	9 3/8
BH	do	(Horse) Bag(Auto)	1784	1785	2	S	77	7 1/8	74	2 3/8	73	10 3/8	(a) 73	10 3/8	9	9 3/8
do	do	do	.....	1786	1	S	77	7 1/8	74	2 3/8	73	10 3/8	(a) 73	10 3/8	9	9 3/8
do	do	do	1787	1788	2	S	77	7 1/8	74	2 3/8	73	10 3/8	(a) 73	10 3/8	9	9 3/8
BH	UP	(Horse) Bag(Auto)	1789	1793	5	S	77	7 1/8	74	2 3/8	73	10 3/8	(a) 73	10 3/8	9	9 3/8
do	do	do	1794	1798	5	S	77	7 1/8	74	2 3/8	73	10 3/8	(a) 73	10 3/8	9	9 3/8

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks		Heat	Light						Vestibule	Seating Capacity		Average Light Weight	Remarks		
	No. of Wheels S. or W.	Journal		Make of Air Conditioning	Electric	Pintch Gas Generator	Elec. Train Line	Cells-Sig. Batt.	Open Platform		Wide	Toilets			Main Compartment	Smoking Room
Ft. In.																
14 0	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60	8	160,700	
14 0	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48	.....	159,400	
14 0	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44	.....	152,900	
14 0	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	62	10	159,200	
14 0	4	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56	.....	.....	
14 0	4	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56	.....	.....	
14 0	4	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56	.....	.....	
14 0	4	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56	.....	.....	
14 0	4	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48	8	104,500	
14 0	4	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48	8	104,500	
14 8 3/4	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48	8	.....	
14 10	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38	.....	163,200	
14 10	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38	.....	163,700	
14 10	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38	.....	163,700	
14 10	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38	.....	163,700	
14 10	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38	.....	163,700	
14 10	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38	.....	163,700	
14 8	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42	.....	159,200	
14 10	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38	.....	161,500	
14 8	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42	.....	163,200	
14 0	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16	23	153,200	
14 10	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	9	167,500	
14 10	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	9	167,500	
14 10	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	9	167,500	
14 0	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39	.....	168,800	
14 10	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39	.....	169,400	
14 0	6	5x9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39	.....	168,800	
14 10	6	5x9	.....	.....	.....	.....										















PASSENGER EQUIPMENT—Continued

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S.-S. U.-W. or A.	Length						Length of Compartments			Width Over Side Sills		
			From	To			Over Buffers		Over End Sills		Inside	(a) Baggage End	(b) Mail End	(c) Passenger End	(d) Smoking Room			
							Ft.	In.	Ft.	In.							Ft.	In.
DA	UP	Diner	3687	3688	2	S	82	11 1/2	79	6 3/4	79	3 3/4					9	9 5/8
do	do	do	3691	3692	1	S	82	11 1/2	79	6 3/4	79	3 3/4					9	9 5/8
do	do	do	3693	3694	1	S	82	11 1/2	79	6 3/4	79	3 3/4					9	9 5/8
do	do	do	3695	3696	1	S	82	11 1/2	79	6 3/4	79	3 3/4					9	9 5/8
do	do	do	3697	3698	1	S	82	11 1/2	79	6 3/4	79	3 3/4					9	9 5/8
do	OSL	do	4018	4019	2	S	80	11 1/2	72	6	72	0					9	9 5/8
do	UP	do	4043	4048	6	S	80	11 1/2	72	6	72	0					9	9 5/8
do	do	do	4049	4051	1	S	80	11 1/2	72	6	74	7					9	9 5/8
do	do	do	4050	4051	2	S	80	11 1/2	72	6	74	7					9	9 5/8
do	do	do	4052	4053	1	S	80	11 1/2	72	6	74	7					9	9 5/8
do	do	do	4054	4056	3	S	80	11 1/2	72	6	74	7					9	9 5/8
do	do	do	4057	4058	2	S	80	11 1/2	72	6	72	0					9	9 5/8
do	do	do	4059	4060	1	S	80	11 1/2	72	6	71	0					9	9 5/8
do	do	do	4061	4062	1	S	80	11 1/2	72	6	74	7					9	9 5/8
do	do	do	4062	4064	3	S	80	11 1/2	72	6	71	0					9	9 5/8
do	do	do	4065	4066	2	S	80	11 1/2	72	6	71	0					9	9 5/8
do	OWR&N	do	4067	4068	2	S	80	11 1/2	72	6	72	0					9	9 5/8
PB	LA&SL	Chair	4140	4142	3	S	79	3	70	0	69	7 3/4					9	9 5/8
do	do	do	4143	4144	1	S	79	3	70	0	69	7 3/4					9	9 5/8
do	do	do	4144	4144	1	S	79	3	70	0	69	7 3/4					9	9 5/8
do	UP	Ch'r-Wo'n	4200	4203	4	S	82	11 1/2	73	8 1/2	73	3 3/4					9	9 5/8
do	do	do	4204	4215	12	S	82	11 1/2	73	8 1/2	73	3 3/4					9	9 5/8
do	LA&SL	Chair	4300	4304	5	S	79	3	70	0	69	6 1/4					9	9 5/8
BA	do	Baggage	4450	4451	2	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4		9	9 5/8
do	do	do	4466	4468	3	S	63	6 1/2	60	1 1/2	60	1 3/8	(a)	60	1 3/8		9	9 5/8
do	do	do	4469	4472	4	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4		9	9 5/8
do	do	do	4474	4475	2	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4		9	9 5/8
do	do	do	4479	4481	3	S	72	5 7/8	69	0 7/8	69	0 3/4	(a)	69	0 3/4		9	9 5/8
MR	do	Po'l-Str'g	4654	4655	2	S												

Explanatory notes on page 306.

UNION PACIFIC RAILROAD COMPANY

Height Over All	Trucks		No. of Air Conditioning	Heat		Light				Vest-ibule		Seating Capacity		Average Light Weight	Remarks				
	No. of Wheels S. or W.	Journal		Steam	Heater	Stove	Electric	Pintsch Gas	Generator	Oil	Elec. Train Line	Cells-Stg. Batt.	Open Platform			Wide	Toilets	Main Compartment	Smoking Room
15 4 3/8	6	5x9	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	171,700			
15 4 3/8	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	171,700			
15 4 3/8	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	171,700			
15 4 3/8	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	171,700			
15 4 3/8	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	171,700			
15 4 3/8	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	36	171,700			
16 0	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	40				
16 0	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	40				
15 2 1/2	6	5x9	AC	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	40				
15 2 1/2	6	5x9	WC	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	40				
16 0	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	40				
15 2 1/2	6	5x9	AC	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	40				
16 0	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	40				
15 2 1/2	6	5x9	WC	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	40	158,100			
15 2 1/2	6	5x9	AC	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	40	166,300			
15 2 1/2	6	5x9	WC	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	40	158,100			
15 2 1/2	6	5x9	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	40	161,000			
15 2 1/2	6	5x9	WC	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	40	158,100			
16 0	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	40				
14 0	6	5x9	Y	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	50				
14 0	6	5x9	WY	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	50				
14 0	6	5x9	P	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	54	160,000			
14 0	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	54	160,000			
14 0	6	5x9	C	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	48	160,700			
14 0	4	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1		2 Large and 2 Large Double Side Doors.		
14 0	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1		2 Large Side Doors.		
14 0	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1		2 Large and 2 Large Double Side Doors.		
14 0	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1		do		
14 0	6	5x9	do	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	1		do		



PASSENGER EQUIPMENT—Concluded

A. A. R. Designation	Initials	Class	Numbers		No. in Equipment	S.-S. U.-W. or A.	Length						Length of Compartments				Width Over Side Sills
			From	To			Over Buffers		Over End Sills		Inside		(a) Baggage End	(b) Mail End	(c) Passenger End	(d) Smoking Room	
							Ft.	In.	Ft.	In.	Ft.	In.					
MB	LA&SL	Bag.-Po'l	4754	4755	2	S	72	5 <sup>3</sup> / <sub>4</sub>	69	0 <sup>3</sup> / <sub>4</sub>	69	0 <sup>3</sup> / <sub>4</sub>	(a) 38	11 <sup>1</sup> / <sub>2</sub>	9	9 <sup>3</sup> / <sub>4</sub>	
CO	do	Bag.-M'l-Pass	4800		1	S	75	1	69	1	69	0	(a) 38	11	9	9 <sup>3</sup> / <sub>4</sub>	
do	do	do	4801		1	S	75	5 <sup>1</sup> / <sub>4</sub>	70	0	69	0	(a) 38	11	9	9 <sup>3</sup> / <sub>4</sub>	
DD	UP	Kit.-D'y	5100	5104	5	A			69	1	67	3	(c) 15	1		10	0 <sup>3</sup> / <sub>4</sub>
do	do	Diner	5100	5104	5	A	140	4			68	0				10	0 <sup>3</sup> / <sub>4</sub>
PB	do	Ch'r-Wo'n	5200	5202	3	A	81	4 <sup>1</sup> / <sub>4</sub>	75	5	74	10				10	0 <sup>3</sup> / <sub>4</sub>
do	do	Ch'r-Lge	5203		1	A			75	5	74	10				10	0 <sup>3</sup> / <sub>4</sub>
do	do	Ch'r-Wo'n	5204	5211	8	A	81	4 <sup>1</sup> / <sub>4</sub>	75	5	74	10				10	0 <sup>3</sup> / <sub>4</sub>
do	do	Chair	5300	5327	28	A	81	4 <sup>1</sup> / <sub>4</sub>	75	5	74	10				10	0 <sup>3</sup> / <sub>4</sub>
do	do	do	5331	5345	15	S	85	0 <sup>1</sup> / <sub>2</sub>	82	7	78	2				10	0
do	do	do	5351	5365	15	S	85	0 <sup>1</sup> / <sub>2</sub>	82	7	78	2				10	0
BE	do	Baggage	5601	5630	30	S	84	9 <sup>1</sup> / <sub>2</sub>	81	9 <sup>1</sup> / <sub>2</sub>	80	11 <sup>1</sup> / <sub>2</sub>	(a) 80	11 <sup>1</sup> / <sub>2</sub>	10	0	
MB	do	Bag.-Po'l	5801	5810	10	S	84	9 <sup>1</sup> / <sub>2</sub>	81	9 <sup>1</sup> / <sub>2</sub>	80	11 <sup>1</sup> / <sub>2</sub>	(a) 50	9 <sup>3</sup> / <sub>4</sub>	10	0	
													(b) 30	1			

Notes—

- ①Includes 12 Aluminum Chairs.
- ②Locker 1 side of 1 end.
- ③Locker 1 side of both ends.
- ④Toilet 1 side of both ends.
- ⑤Cafe.
- ⑥Lounge.
- ⑦Bar Section.
- ⑧Solarium.
- ⑨With 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		Journal	Make of Air Conditioning	Heat			Light				Vestibule		Seating Capacity		Average Light Weight	Remarks		
	No. of Wheels S. or W.	Size			Steam	Heater	Stove	Electric	Fintech Gas Generator	Oil	Elec. Train Line	Cells-Stg. Batt.	Open Platform	Wide	Toilets			Main Compartment	Smoking Room
14	0	6 S	5x9	.....	√	.....	2	√	.....	√	√	√	.....	2	.....	.....	{ 2 Large and 2 Small Side Doors.		
14	8	6 S	5x9	.....	√	1	2	.....	√	√	√	√	.....	16	.....	.....	do		
14	8	6 S	5x9	.....	√	1	1	.....	√	.....	√	.....	20	.....	.....	.....	do		
14	9 <sup>3</sup> / <sub>8</sub>	4 S	6x12	P	√	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	64,600		
14	9 <sup>3</sup> / <sub>8</sub>	4 S	6x12	do	√	.....	.....	.....	.....	.....	.....	.....	68	.....	.....	.....	{ 88,700 Art. 54,500		
13	6	4 S	6x11	do	√	.....	.....	.....	.....	.....	.....	1	3	56	.....	.....	111,600		
13	6	4 S	6x11	do	√	.....	.....	.....	.....	.....	.....	1	2	24	.....	.....	120,100		
13	6	4 S	6x11	do	√	.....	.....	.....	.....	.....	.....	1	3	21	.....	.....	{ Temporary Service-Streamline Train.		
13	6	4 S	6x11	do	√	.....	.....	.....	.....	.....	.....	1	3	56	.....	.....	111,600		
13	6	4 S	6x11	do	√	.....	.....	.....	.....	.....	.....	1	2	48	.....	.....	110,500		
13	8 <sup>1</sup> / <sub>4</sub>	4 S	6x11	WP	√	.....	.....	.....	.....	.....	.....	1	2	48	.....	.....	138,300		
13	8 <sup>1</sup> / <sub>4</sub>	4 S	6x11	do	√	.....	.....	.....	.....	.....	.....	1	2	48	.....	.....	138,100		
13	8 <sup>1</sup> / <sub>4</sub>	6 S	6x11	.....	√	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	134,800		
13	8 <sup>1</sup> / <sub>4</sub>	6 S	6x11	.....	√	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	149,000		



FREIGHT EQUIPMENT

KIND OF CARS			Numbers	DIMENSIONS						No. Owned
A. A. R. Designation	Initials	Class		Inside			Outside			
				Length	Width	Height	Length Over End Sills	Width at Eaves or Platform		
TM...	UP...	Tank.....	4000 to 4099	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.		
TM...	UP...	Tank.....	4109 to 4208	33 1 1/2	6 6		36 0	8 6		
TM...	UP...	Tank.....	4209 to 4408	35 1 1/4	7 11		37 5 7/8	9 3		
TM...	UP...	Tank.....	4409 to 4658	34 0 3/8	8 0		37 3	10 0		
TM...	UP...	Tank.....	4659 to 4908	35 1 1/4	7 11		37 5 7/8	9 3		
TM...	UP...	Tank.....	4950 to 4969	33 8 1/2	8 1		35 9 1/2	8 9		
TA...	UP...	Acid Tank.....	4970 to 4978	29 1 1/2	6 6		36 0	8 6		
TA...	UP...	Acid Tank.....	4979 to 4978	32 3	6 1		34 10	8 4		
XM...	StJ&GI.	Box, Steel Center and End Sills.....	6008 to 6192	34 1 1/2	8 4	6 9	34 11			
RS...	UP...	Refrigerator, Steel Underframe.....	7100 to 7101	44 10	8 9	9 6 7/8	50 4 3/8	9 7		
BX...	UP...	Box, Steel, Staggered Doors.....	9100 to 9199	40 6 3/8	9 2 1/2	8 6 5/8	40 8 1/4	9 11	9 4 3/8	
BX...	UP...	Box, Steel, Staggered Doors.....	9200 to 9229	40 6 3/8	9 2 1/2	8 6 5/8	40 8 1/4	9 11	9 4 3/8	
XM...	OWR&N.	Box, Steel Underframe.....	10000 to 10299	40 4 3/8	8 6 1/8	8 0 1/4	41 10	9 4 1/2		
XM...	OWR&N.	Box, Steel Underframe.....	10300 to 10999	40 4 3/8	8 6 1/8	8 0 1/4	41 10	9 4 1/2		
XM...	OWR&N.	Box, Steel Underframe.....	11000 to 12499	40 4 3/8	8 6 1/8	8 0 1/4	41 10	9 4 1/2		
XM...	OWR&N.	Box, Steel Underframe.....	12500 to 13199	40 3 7/8	9 2	9 2 1/4	41 1 1/2	10 0		
XM...	OWR&N.	Box, Steel Underframe.....	13200 to 13697	40 4 3/8	8 6 1/8	8 0 1/4	41 10	9 4 1/2		
XM...	OWR&N.	Box, Steel Underframe.....	13698 to 15847	40 3 7/8	9 2	9 2 1/4	41 1 1/2	10 0		
XM...	OSL.....	Box, Steel Underframe.....	17000 to 17245	40 3 7/8	8 6 1/8	8 0 1/4	41 10	9 4 1/2		
XM...	OSL.....	Box, Steel Underframe.....	17246 to 17738	40 4 3/8	8 6 1/8	8 0 1/4	41 10	9 4 1/2		
XM...	OSL.....	Box, Steel Underframe.....	18000 to 18495	40 3 7/8	9 1 7/8	9 2 1/4	41 10	10 0		
XM...	OSL.....	Box, Steel Underframe.....	18496 to 19891	40 3 7/8	9 2	9 2 1/4	41 1 1/2	10 0		
GA...	UP.....	Gondola, Steel, Drop Bottom.....	20000 to 20499	41 9	9 5 3/8	4 0	42 7 3/8	9 11 3/8		
GA...	UP.....	Gondola, Steel, Drop Bottom.....	20500 to 20649	40 4	9 4 7/8	4 6	41 10	9 11 3/8		
GA...	UP.....	Gondola, Steel, Drop Bottom.....	20650 to 20849	40 4	9 4 7/8	4 6	42 3 1/2	10 3 3/8		
GA...	UP.....	Gondola, Steel, Drop Bottom.....	20850 to 20949	40 4	9 4 7/8	4 6	41 10	9 11 3/8		
GB...	UP.....	Gondola, Steel.....	20950 to 21949	40 4	9 4 7/8	4 6	41 2 1/2	10 3 3/8		
GA...	OWR&N.	Gondola, Steel, Drop Bottom.....	22000 to 22499	41 9	9 5 3/8	4 0	42 7 3/8	10 0		
GB...	OSL.....	Gondola, Steel.....	23000 to 23099	40 4	9 4 7/8	4 6	41 10	9 11 3/8		
GB...	OSL.....	Gondola, Steel.....	24000 to 24202	41 9	9 9 3/8	4 0	42 7 3/8	10 0		
GA...	OSL.....	Gondola, Steel, Drop Bottom.....	24297 to 24892	41 9	9 5 3/8	4 0	42 7 3/8	10 0		
GA...	OSL.....	Gondola, Steel, Drop Bottom.....	25000 to 25296	41 9	9 4 7/8	4 0	43 3	9 11 3/8		
GA...	OSL.....	Gondola, Steel, Drop Bottom.....	25297 to 25892	41 9	9 5 3/8	4 0	42 7 3/8	10 0		
GA...	OSL.....	Gondola, Steel, Drop Bottom.....	25893 to 26899	40 4	9 4 7/8	4 6	41 10	9 11 3/8		
GA...	OSL.....	Gondola, Steel, Drop Bottom.....	26900 to 27293	40 4	9 4 7/8	4 6	41 10	9 11 3/8		
GA...	UP.....	Gondola, Steel, Drop Bottom.....	27294 to 27543	40 4	9 4 7/8	4 6	41 10	9 11 3/8		
GA...	OSL.....	Gondola, Steel, Drop Bottom.....	28000 to 28099	41 9	9 5 3/8	4 0	42 7 3/8	9 11 3/8		
GA...	OSL.....	Gondola, Steel, Drop Bottom.....	28100	41 9	9 4 7/8	4 0	43 3	10 1		
Forward.....										6502

Explanatory notes on pages 320 and 321.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS												CAPACITY	No. Owned
Extreme Width Over All	Outside			Doors				CAPACITY					
	To Eaves	To Top of Sides Platform or Running Beard	To Over All	Side		End		Cubic Feet Level Full	Pounds or Gallons				
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.				
9 0 1/2		3 11 3/8	12 10									80000 lb.	84
9 9 1/2		3 8 5/8	14 5									8000 gal.	
10 6		4 1 1/2	14 10 1/4									100000 lb.	97
9 9 1/2		3 8 5/8	14 5									12500 gal.	
9 9 1/2		3 8 5/8	14 5									100000 lb.	188
9 3 1/2		3 7 7/8	14 11									12500 gal.	
9 0 1/2		3 11 3/8	12 10									100000 lb.	247
8 10 3/4		4 6	12 5 1/2									12500 gal.	
9 5 1/2	11 7	12 3	13 9	5 6	6 5	2 6	3 4	1893			60000 lb.	3	
10 2 5/8	14 6 3/4	14 6 3/4	15 0 1/4	4 0	9 4 1/4			3713			100000 lb.	2	
10 7 3/8	11 10 3/8	13 1 3/8	13 1 3/8	12 0	7 11 3/8			3180			100000 lb.	100	
10 7 3/8	11 10 3/8	13 1 3/8	13 1 3/8	12 0	7 11 3/8	1 6	1 0	3180			100000 lb.	30	
10 2 1/4	12 1 1/8	12 11 3/8	13 5 3/8	6 0	7 6 5/8	2 2 1/2	2 7 5/8	2745			100000 lb.	49	
10 2 1/4	12 1 1/8	12 11 3/8	13 5 3/8	6 0	7 6 5/8	2 2 1/2	2 7 5/8	2745			100000 lb.	218	
10 2 1/4	12 1 1/8	12 11 3/8	13 5 3/8	6 0	7 6 5/8	2 2 1/2	2 7 5/8	2745			100000 lb.	472	
10 6	13 4 3/8	14 2 3/8	14 10 1/4	6 0	8 8 7/8	2 2 1/2	2 7 5/8	3384			100000 lb.	168	
10 2 1/4	12 1 1/8	12 11 3/8	13 5 3/8	6 0	7 6 5/8	2 2 1/2	2 7 5/8	2745			100000 lb.	161	
10 6	13 4 3/8	14 2 3/8	14 10 1/4	6 0	8 8 7/8	2 2 1/2	2 7 5/8	3384			100000 lb.	594	
10 2 1/4	12 1 1/8	12 11 3/8	13 5 3/8	6 0	7 6 5/8	2 2 1/2	2 7 5/8	2745			100000 lb.	15	
10 2 1/4	12 1 1/8	12 11 3/8	13 5 3/8	6 0	7 6 5/8	2 2 1/2	2 7 5/8	2745			100000 lb.	156	
10 6	13 3 3/8	14 1 3/8	14 7 3/4	6 0	8 8 7/8	2 2 1/2	2 7 5/8	3384			100000 lb.	109	
10 6	13 4 3/8	14 2 3/8	14 10 1/4	6 0	8 8 7/8	2 2 1/2	2 7 5/8	3384			100000 lb.	366	
10 0		7 8 1/2	8 4 3/4					1581			100000 lb.	4	
10 4 3/4		8 0 3/8	8 0 3/8					1705			100000 lb.	121	
10 4 3/4		8 2 3/8	8 2 3/8					1710			100000 lb.	117	
10 4 3/4		8 0 3/8	8 0 3/8					1705			100000 lb.	82	
10 4 3/8		8 3 3/4	8 3 3/4					1710			100000 lb.	975	
10 0		7 8 1/2	8 4 3/4					1581			100000 lb.	289	
10 4 3/4		8 0 7/8	8 0 7/8					1705			100000 lb.	38	
10 0		7 8 1/2	8 4 3/4					1581			100000 lb.	102	
10 0		7 8 1/2	8 4 3/4					1581			100000 lb.	228	
10 0 3/8		7 6 1/4	8 2 3/8					1570			100000 lb.	97	
10 0		7 8 1/2	8 4 3/4					1581			100000 lb.	13	
10 4 3/4		8 0 3/8	8 0 3/8					1705			100000 lb.	647	
10 4 3/4		8 0 3/8	8 0 3/8					1705			100000 lb.	209	
10 4 3/4		8 0 3/8	8 0 3/8					1705			100000 lb.	205	
10 0		7 8 1/2	8 4 3/4					1581			100000 lb.	42	
10 0 3/8		7 6 1/4	8 2 3/8					1570			100000 lb.	1	

Explanatory notes on pages 320 and 321.



FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS					No. Owned
A. A. R. Designation	Initials	Class		Inside			Outside		
			Length	Width	Height	Length Over End Sills	Width at Eaves or Platform		
	Brought Forward			Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	
GA...	OSL	Gondola, Steel, Drop Bottom	28101 to 28199	41 9	9 5½	4 0	42 7½	9 11½	
GB...	UP	Gondola, Steel	28200 to 28499	41 9	9 5½	4 0	42 7½	11½	
GB...	OSL	Gondola, Steel	28500 to 28892	41 9	9 5½	4 0	42 7½	9 11½	
HM...	OSL	Hopper Bottom, Coal, Steel	30000 to 30584	30 0¼	9 6	35 9¼	31 6	10 1½	
HM...	OSL	Hopper Bottom, Coal, Steel	30586 to 30683	30 0¼	9 6	35 9¼	31 6	10 1½	
HM...	OSL	Hopper Bottom, Coal, Steel	30684 to 30883	33 4	9 6	35 9¼	34 9¼	10 1½	
HM...	UP	Hopper Bottom, Coal, Steel	32000 to 32219	30 0¼	9 6	35 9¼	31 6	10 1½	
HMA	UP	Hopper Bottom, Coal, Steel	32200 to 33219	30 0	9 6	36 5¼	31 2½	10 1½	
HMA	OWR&N	Hopper Bottom, Coal, Steel	34000 to 34049	30 0¼	9 6	35 9¼	31 6	10 1½	
SC...	OSL	Stock, Steel Underframe	35215 to 35802	36 6	8 9½	7 7	36 7½	9 9½	
SC...	OSL	Stock, Steel Underframe	35803 to 35952	36 6½	8 10½	8 0¼	37 10	9 11½	
SC...	OSL	Stock, Steel Underframe	35953 to 36252	36 6	8 10½	8 0	37 10	9 11½	
SC...	OSL	Stock, Steel Underframe	36253 to 36601	36 6½	8 10½	8 0¼	37 10	9 11½	
SC...	OSL	Stock, Steel Underframe	36602 to 36751	36 6½	8 10½	8 0¼	37 10	9 11½	
SC...	OSL	Stock, Steel Underframe	36753 to 38149	36 6½	8 10½	8 0¼	36 7½	9 11½	
SM...	OSL	Stock, Steel Underframe	39000 to 39349	40 7¼	8 10	9 4¼	40 7¼	9 10	
SM...	OSL	Stock, Steel Underframe	39400 to 39420	40 3¾	8 10	8 10¾	40 8¾	10 0¼	
SC...	OWR&N	Stock, Steel Underframe	40000 to 40198	36 6½	8 5½	8 0¼	37 10	9 11½	
SC...	OWR&N	Stock, Steel Underframe	40199 to 40298	36 6½	8 5½	8 0¼	37 10	9 11½	
SC...	OWR&N	Stock, Steel Underframe	40299 to 40398	36 6½	8 5½	8 0¼	37 10	9 11½	
SC...	OWR&N	Stock, Steel Underframe	40399 to 40548	36 6½	8 5½	8 0¼	36 7½	9 11½	
SC...	UP	Stock, Steel Underframe	41000 to 41999	36 6	8 5½	8 0	36 8½	9 11½	
SC...	LA&SL	Stock, Steel Underframe	42000 to 42192	36 6	8 5½	8 0	37 10	9 11½	
SC...	UP	Stock, Steel Underframe	44000 to 44249	36 6	8 9¼	7 7	36 7½	9 9½	
SC...	UP	Stock, Steel Underframe	44250 to 44497	36 6	8 10½	7 7	36 7½	9 9½	
SC...	UP	Stock, Steel Underframe	44500 to 44549	36 6½	8 10½	8 0¼	37 10	9 11½	
SC...	UP	Stock, Steel Underframe	44550 to 44807	36 6½	8 10½	8 0¼	37 10	9 11½	
SC...	UP	Stock, Steel Underframe	44810 to 44909	36 6½	8 10½	8 0¼	36 7½	9 11½	
SC...	UP	Stock, Steel Underframe	44910 to 45359	36 6½	8 10½	8 0¼	36 7½	9 11½	
SC...	UP	Stock, Steel Underframe	45360 to 45759	36 6½	8 10½	8 0¼	36 7½	9 11½	
SC...	UP	Stock, Steel Underframe	45760 to 46759	36 6	8 5½	8 0	36 8½	9 11½	
SC...	OSL	Stock, Steel Underframe	48000 to 48349	40 7¼	8 10	9 4¼	40 8¾	9 10	
SM...	UP	Stock, Steel Underframe	49000 to 49049	40 7¼	8 10	9 4¼	41 1½	9 10	
SM...	UP	Stock, Steel Underframe	49100 to 49415	40 6	8 10	9 4¼	41 1½	9 10	
SM...	UP	Stock, Steel Underframe	49416	40 6	8 10	9 4¼	41 1½	9 10	
SM...	UP	Stock, Steel Underframe	49417 to 49599	40 6	8 10	9 4¼	41 1½	9 10	
	Forward								

Explanatory notes on pages 320 and 321.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS										No. Owned
Extreme Width Over All	Outside			Doors				CAPACITY		
	To Eaves	To Top of Sides Platform or Running Board	To Over All	Side		End		Cubic Feet Full	Pounds or Gallons	
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.			
10 0		7 8½	8 4¾					1581	10000 lb.	33
10 0		7 8½	8 4¾					1581	10000 lb.	3
10 0		7 8½	8 4¾					1581	10000 lb.	3
		10 0	10 0					1621	10000 lb.	1
		10 0	10 0					1650	10000 lb.	41
10 5½		10 0	10 0					1820	10000 lb.	130
10 1½		10 0	10 0					1650	10000 lb.	125
10 5¼		10 6	11 3½					1859	10000 lb.	996
10 1½		10 0	10 0					1650	10000 lb.	36
10 2½	12 4½	13 1½	13 1½	4 9	7 7	2 5	3 7	2409	60000 lb.	115
10 3½	12 3½	12 11¼	13 6¾	5 0	7 10	2 0	3 1	2596	80000 lb.	116
10 3½	12 3½	12 11¼	13 6¾	5 0	7 10	2 0	3 1	2582	80000 lb.	195
10 3½	12 3½	12 11¼	13 6¾	5 0	7 10	2 0	3 1	2596	80000 lb.	261
10 3½	12 3½	12 11¼	13 6¾	5 0	7 10	1 10	3 1	2596	80000 lb.	113
10 1½	12 4¾	13 0¾	13 7¾	5 0	7 9¾	1 10	3 1	2596	80000 lb.	1352
10 4½	13 3¾	14 1¾	14 15¾	6 0	8 10¾	1 6½	1 0	3292	80000 lb.	50
10 4½	13 3¾	14 3¼	14 3¼	6 0	8 9½	2 0	3 1	3263	80000 lb.	21
10 3½	12 3½	12 11¼	13 6¾	5 0	7 10	2 0	3 1	2596	80000 lb.	143
10 3½	12 3½	12 11¼	13 6¾	5 0	7 10	2 0	3 1	2596	80000 lb.	88
10 3½	12 3½	12 11¼	13 6¾	5 0	7 10	2 0	3 1	2596	80000 lb.	87
10 1½	12 4¾	13 0¾	13 7¾	5 0	7 9¾	2 0	3 1	2596	80000 lb.	146
10 3½	12 4¾	13 0¾	13 7¾	5 0	7 9¾	1 10	3 1	2596	80000 lb.	580
10 3½	12 3½	12 11¼	13 6¾	5 0	7 10	2 0	3 1	2582	80000 lb.	142
10 2½	12 4½	13 1½	12 5¼	4 9	7 7	2 0	3 1	2409	60000 lb.	61
10 2½	12 4½	13 1½	12 5¼	4 9	7 7	2 0	3 1	2409	60000 lb.	57
10 3½	12 3½	12 11¼	13 6¾	5 0	7 10	2 0	3 1	2596	80000 lb.	45
10 3½	12 3½	12 11¼	13 6¾	5 0	7 10	2 0	3 1	2596	80000 lb.	218
10 1½	12 4¾	13 0¾	13 7¾	5 0	7 9¾	1 10	3 1	2596	80000 lb.	98
10 1½	12 4¾	13 0¾	13 7¾	5 0	7 9¾	1 10	3 1	2596	80000 lb.	437
10 1½	12 4¾	13 0¾	13 7¾	5 0	7 9¾	2 0	3 1	2596	80000 lb.	389
10 3½	12 4¾	13 0¾	13 7¾	5 0	7 9¾	1 10	3 1	2596	80000 lb.	402
10 4½	13 3¾	14 1¾	14 15¾	6 0	8 10¾	2 0	3 1	3292	80000 lb.	300
10 4½	13 3¾	14 1¾	14 15¾	6 0	8 10¾	1 6	1 0	3292	80000 lb.	49
10 4½	13 3¾	14 1¾	14 15¾	6 0	8 10¾	1 6	1 0	3279	80000 lb.	313
10 4½	13 3¾	14 1¾	14 15¾	6 0	8 10¾	1 6	1 0	3279	80000 lb.	1
10 4½	13 3¾	14 1¾	14 15¾	6 0	8 10¾	1 6	1 0	3279	80000 lb.	182
										13831

Explanatory notes on pages 320 and 321.



FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS					No. Owned
A. A. R. Designation	Initials	Class		Inside			Outside		
				Length	Width	Height	Length Over End Sills	Width at Eaves or Platform	
				Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	
SM.	Brought	Forward							
FM.	UP	Stock, Steel Underframe	49700 to 49720	40 3 <sup>3</sup> / <sub>8</sub>	8 10	8 10 <sup>3</sup> / <sub>8</sub>	40 8 <sup>3</sup> / <sub>8</sub>	10 0 <sup>3</sup> / <sub>8</sub>	
FM.	OWR&N.	Flat, Steel Underframe	50000 to 50099	40 10	9 4 <sup>1</sup> / <sub>2</sub>		41 10	9 4 <sup>1</sup> / <sub>2</sub>	
FM.	OWR&N.	Flat, Steel Underframe	50100 to 50149	40 10	9 4 <sup>1</sup> / <sub>2</sub>		41 10	9 4 <sup>1</sup> / <sub>2</sub>	
FM.	OWR&N.	Flat, Steel Underframe	50150 to 50329	40 10	9 4 <sup>1</sup> / <sub>2</sub>		41 2 <sup>1</sup> / <sub>4</sub>	9 4 <sup>1</sup> / <sub>2</sub>	
FM.	OWR&N.	Flat, Steel Underframe	50330 to 50580	40 10	9 4 <sup>1</sup> / <sub>2</sub>		41 10	9 4 <sup>1</sup> / <sub>2</sub>	
FM.	LA&SL.	Flat, Steel Underframe	52000 to 52199	40 10	9 4 <sup>1</sup> / <sub>2</sub>		41 10	9 4 <sup>1</sup> / <sub>2</sub>	
FL.	OWR&N.	Flat, Log Wood Underframe	53500 to 53599	41 0	9 6			9 6	
FL.	OWR&N.	Flat, Steel Underframe	53824 to 53872	36 4 <sup>1</sup> / <sub>2</sub>	8 9		37 8 <sup>1</sup> / <sub>2</sub>	8 9	
FL.	OWR&N.	Flat, Log, Wood Underframe	53873 to 53972	41 10	9 4 <sup>1</sup> / <sub>2</sub>		42 0	9 4 <sup>1</sup> / <sub>2</sub>	
FM.	UP	Flat, Steel Underframe	54001 to 54199	39 0	9 5 <sup>1</sup> / <sub>4</sub>		40 0	9 5 <sup>1</sup> / <sub>4</sub>	
FM.	UP	Flat, Steel Underframe	54200 to 54650	40 10	9 4 <sup>3</sup> / <sub>8</sub>		41 10	9 4 <sup>3</sup> / <sub>8</sub>	
FM.	UP	Flat, Steel Underframe	54651 to 54805	40 10	9 4 <sup>1</sup> / <sub>2</sub>		41 2 <sup>1</sup> / <sub>4</sub>	9 4 <sup>1</sup> / <sub>2</sub>	
FM.	UP	Flat, Steel Underframe	54806 to 55305	40 10	9 4 <sup>1</sup> / <sub>2</sub>		41 2 <sup>1</sup> / <sub>4</sub>	9 4 <sup>1</sup> / <sub>2</sub>	
FM.	UP	Flat, Steel Underframe	55306 to 55805	40 10	9 4 <sup>1</sup> / <sub>2</sub>		41 2 <sup>1</sup> / <sub>4</sub>	9 4 <sup>1</sup> / <sub>2</sub>	
FM.	UP	Flat, Steel Underframe	55806 to 56305	40 10	9 4 <sup>1</sup> / <sub>2</sub>		41 1 <sup>1</sup> / <sub>2</sub>	9 4 <sup>1</sup> / <sub>2</sub>	
FM.	UP	Flat, Steel Underframe	56400 to 56699	52 8 <sup>1</sup> / <sub>2</sub>	10 8		52 8 <sup>1</sup> / <sub>2</sub>	10 8	
FM.	UP	Flat, Steel Underframe	56700 to 56999	52 8 <sup>1</sup> / <sub>2</sub>	10 8		52 8 <sup>1</sup> / <sub>2</sub>	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 5 <sup>3</sup> / <sub>4</sub>		40 0	9 5 <sup>3</sup> / <sub>4</sub>	
FM.	OSL	Flat, Steel Underframe	58100 to 58164	40 10	9 4 <sup>1</sup> / <sub>2</sub>		41 2 <sup>1</sup> / <sub>4</sub>	9 4 <sup>1</sup> / <sub>2</sub>	
FM.	OSL	Flat, Steel Underframe	59800 to 59899	40 10	9 4 <sup>1</sup> / <sub>2</sub>		41 10	9 4 <sup>1</sup> / <sub>2</sub>	
GS.	UP	Gondola, Steel, Drop Bottom	62000 to 63999	41 6	9 6	4 7 <sup>3</sup> / <sub>4</sub>	42 8 <sup>3</sup> / <sub>4</sub>	10 3 <sup>1</sup> / <sub>4</sub>	
XM.	OWR&N.	Box, Steel Underframe	68000 to 68004	40 0	9 2	9 2 <sup>1</sup> / <sub>4</sub>	41 1 <sup>1</sup> / <sub>8</sub>	10 0	
XM.	LA&SL.	Box, Steel Underframe	68015	40 0	9 2	9 2 <sup>1</sup> / <sub>4</sub>	41 1 <sup>1</sup> / <sub>8</sub>	10 0	
XM.	OSL	Box, Steel Underframe	68020 to 68022	40 0	9 2	9 2 <sup>1</sup> / <sub>4</sub>	41 1 <sup>1</sup> / <sub>8</sub>	10 0	
XM.	OSL	Box, Steel Underframe	68023 to 68049	40 6 <sup>1</sup> / <sub>4</sub>	9 2	9 2 <sup>1</sup> / <sub>4</sub>	41 1 <sup>1</sup> / <sub>8</sub>	9 10	
XM.	UP	Box, Steel Underframe	68050 to 68057	40 0	9 2	9 2 <sup>1</sup> / <sub>4</sub>	41 1 <sup>1</sup> / <sub>8</sub>	10 0	
XM.	UP	Box, Steel Underframe	68058	40 6 <sup>1</sup> / <sub>4</sub>	9 2	9 2 <sup>1</sup> / <sub>4</sub>	41 1 <sup>1</sup> / <sub>8</sub>	9 10	
XM.	UP	Box, Steel Underframe	68059 to 68071	40 6 <sup>1</sup> / <sub>4</sub>	9 2	9 2 <sup>1</sup> / <sub>4</sub>	41 1 <sup>1</sup> / <sub>8</sub>	9 10	
XM.	OSL	Box, Steel Underframe	68080 to 68102	40 6 <sup>1</sup> / <sub>4</sub>	9 2	9 2 <sup>1</sup> / <sub>4</sub>	41 1 <sup>1</sup> / <sub>8</sub>	9 10	
TM.	UP	Tank, Steel	69000 to 69199	39 2 <sup>1</sup> / <sub>2</sub>	7 5 <sup>1</sup> / <sub>2</sub>		41 5	9 10	
TM.	LA&SL.	Tank, Steel	69531 to 69702	39 0	7 5 <sup>1</sup> / <sub>4</sub>		41 10	8 5 <sup>3</sup> / <sub>4</sub>	
XM.	UP	Box, Steel Underframe	70000 to 72849	40 4 <sup>3</sup> / <sub>8</sub>	8 6 <sup>1</sup> / <sub>8</sub>	8 0 <sup>1</sup> / <sub>4</sub>	41 10	9 4 <sup>1</sup> / <sub>2</sub>	
XM.	UP	Box, Steel Underframe	72877 to 73326	40 4 <sup>3</sup> / <sub>8</sub>	8 6 <sup>1</sup> / <sub>8</sub>	8 0 <sup>1</sup> / <sub>4</sub>	41 10	9 4 <sup>1</sup> / <sub>2</sub>	
XM.	UP	Box, Steel Underframe	73327 to 74402	40 3 <sup>3</sup> / <sub>8</sub>	9 2	9 2 <sup>1</sup> / <sub>4</sub>	41 1 <sup>1</sup> / <sub>8</sub>	10 0	
XM.	UP	Box, Steel Underframe, Steel Ends	75000 to 75397	40 5 <sup>1</sup> / <sub>4</sub>	9 0	9 11 <sup>3</sup> / <sub>8</sub>	41 1 <sup>1</sup> / <sub>8</sub>	9 10 <sup>1</sup> / <sub>2</sub>	
XM.	UP	Box, Steel Underframe, Steel Ends	75500 to 75598	40 6 <sup>3</sup> / <sub>8</sub>	9 1 <sup>3</sup> / <sub>8</sub>	10 2 <sup>1</sup> / <sub>2</sub>	41 1 <sup>1</sup> / <sub>8</sub>	10 1 <sup>1</sup> / <sub>4</sub>	
XM.	UP	Box, Steel Underframe, Steel Ends	75599	40 4 <sup>3</sup> / <sub>8</sub>	9 0	10 1 <sup>3</sup> / <sub>8</sub>	41 1 <sup>1</sup> / <sub>8</sub>	10 2 <sup>3</sup> / <sub>8</sub>	
XM.	UP	Box, Steel Underframe	77000 to 79500	40 3 <sup>3</sup> / <sub>8</sub>	9 2	9 2 <sup>1</sup> / <sub>4</sub>	41 1 <sup>1</sup> / <sub>8</sub>	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 84896	40 0	9 6	4 3	41 4 <sup>7</sup> / <sub>8</sub>	9 9	
HK.	UP	Hopper, Steel	85000 to 85499	33 1 <sup>7</sup> / <sub>8</sub>	10 1	5 11	33 0 <sup>3</sup> / <sub>8</sub>	10 2 <sup>3</sup> / <sub>4</sub>	
HK.	UP	Hopper, Steel	85500 to 85999	33 0	10 1	5 10	33 0 <sup>3</sup> / <sub>8</sub>	10 2 <sup>3</sup> / <sub>4</sub>	
		Forward							

Explanatory notes on pages 320 and 321.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS												No. Owned
Outside						Doors				CAPACITY		
Ex-treme Width Over All	Height From Rail			To Over All	Side		End		Cubic Feet Full	Pounds or Gallons		
		To Eaves	To Top of Sides Platform or Running Board		To Over All	Width	Height	Width			Height	
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.				
10 4 <sup>3</sup> / <sub>8</sub>	13 3 <sup>3</sup> / <sub>8</sub>	14 3 <sup>1</sup> / <sub>4</sub>	14 3 <sup>1</sup> / <sub>4</sub>	6 0	8 9 <sup>1</sup> / <sub>8</sub>			3263	80000 lb.	11		
9 9 <sup>1</sup> / <sub>2</sub>		3 8 <sup>3</sup> / <sub>8</sub>	6 9 <sup>1</sup> / <sub>2</sub>						100000 lb.	38		
		3 9 <sup>1</sup> / <sub>8</sub>	6 9 <sup>1</sup> / <sub>2</sub>						100000 lb.	21		
		3 8 <sup>3</sup> / <sub>8</sub>	6 9 <sup>1</sup> / <sub>2</sub>						100000 lb.	118		
		3 9 <sup>1</sup> / <sub>8</sub>	6 9 <sup>1</sup> / <sub>2</sub>						100000 lb.	114		
		3 9 <sup>1</sup> / <sub>8</sub>	6 9 <sup>1</sup> / <sub>2</sub>						100000 lb.	86		
		3 10 <sup>3</sup> / <sub>8</sub>	6 9 <sup>1</sup> / <sub>2</sub>						100000 lb.	118		
		3 8 <sup>3</sup> / <sub>8</sub>	6 9 <sup>1</sup> / <sub>2</sub>						100000 lb.	114		
		3 9 <sup>1</sup> / <sub>8</sub>	6 9 <sup>1</sup> / <sub>2</sub>						100000 lb.	86		
		3 9 <sup>1</sup> / <sub>8</sub>	6 9 <sup>1</sup> / <sub>2</sub>						70000 lb.	76		
		3 6	5 8						80000 lb.	19		
		4 0							80000 lb.	87		
		3 6 <sup>1</sup> / <sub>2</sub>							100000 lb.	25		
		3 11 <sup>3</sup> / <sub>8</sub>	6 11 <sup>3</sup> / <sub>8</sub>						100000 lb.	204		
		3 8 <sup>3</sup> / <sub>8</sub>	6 9 <sup>1</sup> / <sub>2</sub>						100000 lb.	109		
		3 9 <sup>1</sup> / <sub>8</sub>	6 9 <sup>1</sup> / <sub>2</sub>						100000 lb.	449		
		3 10 <sup>3</sup> / <sub>8</sub>	6 9 <sup>1</sup> / <sub>2</sub>						100000 lb.	500		
		3 10 <sup>3</sup> / <sub>8</sub>	5 11 <sup>1</sup> / <sub>4</sub>						100000 lb.	499		
		3 11 <sup>3</sup> / <sub>8</sub>	5 6 <sup>3</sup> / <sub>8</sub>						100000 lb.	298		
		3 10 <sup>3</sup> / <sub>8</sub>	5 11						100000 lb.	300		
		3 10 <sup>3</sup> / <sub>8</sub>	5 11						100000 lb.	300		
		3 7 <sup>1</sup> / <sub>4</sub>	4 10 <sup>1</sup> / <sub>4</sub>						100000 lb.	68		
		3 11 <sup>3</sup> / <sub>8</sub>	6 11 <sup>3</sup> / <sub>8</sub>						100000 lb.	38		
		3 8 <sup>3</sup> / <sub>8</sub>	6 9 <sup>1</sup> / <sub>2</sub>						80000 lb.	82		
		3 9 <sup>1</sup> / <sub>8</sub>	6 9 <sup>1</sup> / <sub>2</sub>									
		9 0 <sup>1</sup> / <sub>2</sub>	9 0 <sup>1</sup> / <sub>2</sub>					1776	100000 lb.	1988		
		13 4 <sup>3</sup> / <sub>8</sub>	14 2 <sup>3</sup> / <sub>8</sub>	6 0	8 8 <sup>7</sup> / <sub>8</sub>			2730	100000 lb.	5		
		13 4 <sup>3</sup> / <sub>8</sub>	14 2 <sup>3</sup> / <sub>8</sub>	6 0	8 8 <sup>7</sup> / <sub>8</sub>			2730	100000 lb.	1		
		13 4 <sup>3</sup> / <sub>8</sub>	14 2 <sup>3</sup> / <sub>8</sub>	6 0	8 8 <sup>7</sup> / <sub>8</sub>			2730	100000 lb.	3		
		13 3 <sup>3</sup> / <sub>8</sub>	14 1 <sup>5</sup> / <sub>8</sub>	6 0	8 8 <sup>7</sup> / <sub>8</sub>			3500	100000 lb.	27		
		13 3 <sup>3</sup> / <sub>8</sub>	14 1 <sup>5</sup> / <sub>8</sub>	6 0	8 8 <sup>7</sup> / <sub>8</sub>			3500	100000 lb.	7		
		13 3 <sup>3</sup> / <sub>8</sub>	14 1 <sup>5</sup> / <sub>8</sub>	6 0	8 8 <sup>7</sup> / <sub>8</sub>			3500	100000 lb.	1		
		13 3 <sup>3</sup> / <sub>8</sub>	14 1 <sup>5</sup> / <sub>8</sub>	6 0	8 8 <sup>7</sup> / <sub>8</sub>			3500	100000 lb.	13		
		13 3 <sup>3</sup> / <sub>8</sub>	14 1 <sup>5</sup> / <sub>8</sub>	6 0	8 8 <sup>7</sup> / <sub>8</sub>			3500	100000 lb.	23		
		11 <sup>1</sup> / <sub>4</sub>	13 10 <sup>3</sup> / <sub>8</sub>					12500 gal.	100000 lb.	200		
		3 11 <sup>3</sup> / <sub>8</sub>	12 11 <sup>3</sup> / <sub>8</sub>					12500 gal.	100000 lb.	7		
		12 1 <sup>1</sup> / <sub>8</sub>	12 11 <sup>3</sup> / <sub>8</sub>	6 0	7 6 <sup>1</sup> / <sub>2</sub>	1 6	1 0	2745	100000 lb.	1125		
		12 1 <sup>1</sup> / <sub>8</sub>	12 11 <sup>3</sup> / <sub>8</sub>	6 0	7 6 <sup>1</sup> / <sub>2</sub>	1 6	1 0	2745	100000 lb.	126		
		13 4 <sup>3</sup> / <sub>8</sub>	14 2 <sup>3</sup> / <sub>8</sub>	6 0	8 8 <sup>7</sup> / <sub>8</sub>	1 6	1 0	3384	100000 lb.	385		
		14 0 <sup>3</sup> / <sub>8</sub>	15 0 <sup>3</sup> / <sub>8</sub>	6 1 <sup>1</sup> / <sub>4</sub>	9 4 <sup>3</sup> / <sub>8</sub>			3610	100000 lb.	393		
		14 0 <sup>3</sup> / <sub>8</sub>	14 11 <sup>3</sup> / <sub>8</sub>	6 1 <sup>1</sup> / <sub>4</sub>	9 4 <sup>3</sup> / <sub>8</sub>			3780	100000 lb.	96		
		14 0 <sup>3</sup> / <sub>8</sub>	14 11 <sup>3</sup> / <sub>8</sub>	6 1 <sup>1</sup> / <sub>4</sub>	9 4 <sup>3</sup> / <sub>8</sub>			3750	100000 lb.	1		
		13 4 <sup>3</sup> / <sub>8</sub>	14 2 <sup>3</sup> / <sub>8</sub>	6 0	8 8 <sup>7</sup> / <sub>8</sub>	1 6	1 0	3384	100000 lb.	782		
		7 5						1040	100000 lb.	168		
		7 5 <sup>1</sup> / <sub>2</sub>	8 4 <sup>3</sup> / <sub>4</sub>					1040	100000 lb.	11		
		7 5						1040	100000 lb.	25		
		7 5 <sup>1</sup> / <sub>2</sub>	8 4 <sup>3</sup> / <sub>4</sub>					1040	10			



FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS					No. Owned	
A. A. R. Designation	Initials	Class		Inside			Outside			
				Length	Width	Height	Length Over End Sills	Width at Eaves or Platform		
		Brought forward.....								
HK..	UP.....	Hopper, Steel.....	86000 to 86999	33 4 <sup>5</sup> / <sub>8</sub>	10 1	5 10 <sup>1</sup> / <sub>4</sub>	33 5 <sup>1</sup> / <sub>4</sub>	10 2 <sup>1</sup> / <sub>4</sub>		
HK..	UP.....	Hopper, Steel.....	87000 to 87999	33 4 <sup>5</sup> / <sub>8</sub>	10 1	5 10 <sup>1</sup> / <sub>4</sub>	33 5 <sup>1</sup> / <sub>4</sub>	10 2 <sup>1</sup> / <sub>4</sub>		
MWB	OSL.....	Ballast, Steel Underframe.....	89000 to 89099	40 0	8 8	3 0	41 6	9 10		
MWB	OWR&N.	Ballast (Rodgers) Steel Underframe.....	91000 to 91099	40 0	8 8	3 0	41 6	9 10		
MWB	OWR&N.	Ballast (Rodgers) Steel Underframe.....	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 1 <sup>3</sup> / <sub>8</sub>	38 3	9 8		
MWD	UP.....	Ballast, Steel (Air Dump).....	91500 to 91544	31 1 <sup>7</sup> / <sub>8</sub>	9 1 <sup>1</sup> / <sub>2</sub>	2 10 <sup>5</sup> / <sub>8</sub>	37 7	10 2		
LO..	UP.....	Covered Hopper, Steel.....	92000 to 92099	29 3	9 5 <sup>1</sup> / <sub>2</sub>	7 0 <sup>5</sup> / <sub>8</sub>	34 3	9 6 <sup>1</sup> / <sub>2</sub>		
XF..	UP.....	Furniture, Steel Underframe Staggered Doors.....	95350 to 95599	40 0 <sup>5</sup> / <sub>8</sub>	9 0 <sup>5</sup> / <sub>8</sub>	4 0 <sup>3</sup> / <sub>4</sub>	41 10	9 10 <sup>5</sup> / <sub>8</sub>		
GB..	UP.....	Gondola, Steel.....	96000 to 96999	34 6	9 4 <sup>3</sup> / <sub>8</sub>	10 0	36 0			
GB..	UP.....	Gondola, Steel.....	98000 to 98049	65 6	7 9	3 5 <sup>5</sup> / <sub>8</sub>	67 4 <sup>1</sup> / <sub>2</sub>	9 6 <sup>3</sup> / <sub>8</sub>		
GB..	UP.....	Gondola, Steel.....	99500 to 99999	48 6	9 0	3 6	50 2 <sup>3</sup> / <sub>4</sub>	9 9 <sup>1</sup> / <sub>4</sub>		
XM..	UP.....	Box, Steel Underframe.....	100100	40 6	8 7 <sup>3</sup> / <sub>4</sub>	8 7 <sup>3</sup> / <sub>4</sub>	41 2 <sup>1</sup> / <sub>2</sub>	9 5 <sup>1</sup> / <sub>2</sub>		
XM..	UP.....	Box, Steel Underframe.....	122000 to 122473	40 7 <sup>7</sup> / <sub>8</sub>	9 2	9 4 <sup>1</sup> / <sub>4</sub>	41 1 <sup>1</sup> / <sub>2</sub>	9 10		
XM..	UP.....	Box, Steel Underframe.....	124000 to 125899	40 7 <sup>7</sup> / <sub>8</sub>	9 2	9 4 <sup>1</sup> / <sub>4</sub>	41 1 <sup>1</sup> / <sub>2</sub>	9 10		
XM..	UP.....	Box, Steel Underframe.....	125900 to 127899	40 6 <sup>1</sup> / <sub>4</sub>	9 1 <sup>7</sup> / <sub>8</sub>	9 2	41 1 <sup>1</sup> / <sub>2</sub>	10 1		
XM..	LA&SL..	Box, Steel Underframe.....	130000 to 130718	40 4 <sup>5</sup> / <sub>8</sub>	8 6 <sup>1</sup> / <sub>8</sub>	8 0 <sup>1</sup> / <sub>4</sub>	41 10	9 4 <sup>1</sup> / <sub>2</sub>		
XM..	LA&SL..	Box, Steel Underframe.....	132000 to 132292	40 3 <sup>3</sup> / <sub>8</sub>	9 2	9 2 <sup>1</sup> / <sub>4</sub>	41 1 <sup>1</sup> / <sub>2</sub>	10 0		
XM..	OSL.....	Box, Steel Underframe.....	135000 to 138525	40 7 <sup>7</sup> / <sub>8</sub>	9 2	9 4 <sup>1</sup> / <sub>4</sub>	41 1 <sup>1</sup> / <sub>2</sub>	9 10		
XA..	UP.....	Box, Automobile, Staggered Doors, End Doors, Steel.....	150000	50 0 <sup>5</sup> / <sub>8</sub>	9 2	10 0 <sup>7</sup> / <sub>8</sub>	50 9 <sup>1</sup> / <sub>2</sub>	9 7 <sup>3</sup> / <sub>8</sub>		
XA..	UP.....	Box, Automobile, Staggered Doors, Steel.....	150001 to 151000	50 3 <sup>7</sup> / <sub>8</sub>	9 2	10 6 <sup>3</sup> / <sub>8</sub>	50 9 <sup>1</sup> / <sub>2</sub>	9 7 <sup>3</sup> / <sub>8</sub>		
XA..	UP.....	Box, Automobile, Staggered Doors, Steel.....	151001 to 152000	50 3 <sup>7</sup> / <sub>8</sub>	9 2	10 0 <sup>1</sup> / <sub>2</sub>	50 9 <sup>1</sup> / <sub>2</sub>	9 7 <sup>3</sup> / <sub>8</sub>		
XA..	UP.....	Box, Automobile, Staggered Doors, Steel.....	152001 to 152500	50 3 <sup>7</sup> / <sub>8</sub>	9 2	10 0 <sup>1</sup> / <sub>2</sub>	50 9 <sup>1</sup> / <sub>2</sub>	9 7 <sup>3</sup> / <sub>8</sub>		
XA..	UP.....	Box, Automobile, Staggered Doors, Steel.....	154100 to 154199	50 7 <sup>7</sup> / <sub>8</sub>	9 4 <sup>1</sup> / <sub>4</sub>	11 2 <sup>3</sup> / <sub>4</sub>	50 10	9 11 <sup>1</sup> / <sub>2</sub>		
XA..	UP.....	Box, Automobile, Staggered Doors, Steel.....	154200 to 154399	50 7 <sup>7</sup> / <sub>8</sub>	9 4 <sup>1</sup> / <sub>4</sub>	10 6 <sup>1</sup> / <sub>2</sub>	50 10	9 11 <sup>1</sup> / <sub>2</sub>		
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel.....	155000	50 7 <sup>7</sup> / <sub>8</sub>	9 4 <sup>1</sup> / <sub>4</sub>	10 6	50 10	9 11 <sup>1</sup> / <sub>2</sub>		
XA..	UP.....	Box, Automobile, Staggered Doors, Steel.....	156100 to 156199	50 7 <sup>7</sup> / <sub>8</sub>	9 4 <sup>1</sup> / <sub>4</sub>	11 2 <sup>3</sup> / <sub>4</sub>	50 10	9 11 <sup>1</sup> / <sub>2</sub>		
XA..	OSL.....	Box, Automobile, Staggered Doors, End Doors, Steel.....	160001 to 160600	50 0 <sup>5</sup> / <sub>8</sub>	9 2	10 0 <sup>7</sup> / <sub>8</sub>	50 9 <sup>1</sup> / <sub>2</sub>	9 7 <sup>3</sup> / <sub>8</sub>		
XA..	UP.....	Box, Automobile, Staggered Doors, End Doors, Steel.....	161000 to 161099	50 6 <sup>1</sup> / <sub>8</sub>	9 4 <sup>1</sup> / <sub>4</sub>	10 6	50 10	9 11 <sup>1</sup> / <sub>2</sub>		
XA..	UP.....	Box, Automobile, Staggered Doors, End Doors, Steel.....	161100 to 161199	50 6 <sup>1</sup> / <sub>8</sub>	9 4 <sup>1</sup> / <sub>4</sub>	10 6 <sup>1</sup> / <sub>2</sub>	50 10	9 11 <sup>1</sup> / <sub>2</sub>		
XA..	UP.....	Box, Automobile, Staggered Doors, Steel.....	161200 to 161499	50 6 <sup>1</sup> / <sub>4</sub>	9 4 <sup>1</sup> / <sub>4</sub>	10 6 <sup>1</sup> / <sub>2</sub>	50 11 <sup>1</sup> / <sub>2</sub>	9 11 <sup>1</sup> / <sub>2</sub>		
XA..	LA&SL..	Box, Automobile, Staggered Doors, End Doors, Steel.....	169000 to 169199	50 0 <sup>5</sup> / <sub>8</sub>	9 2	10 0 <sup>7</sup> / <sub>8</sub>	50 9 <sup>1</sup> / <sub>2</sub>	9 7 <sup>3</sup> / <sub>8</sub>		
XA..	UP.....	Box, Automobile, Staggered Doors, Steel.....	170500 to 171499	40 5 <sup>5</sup> / <sub>8</sub>	9 2	10 5 <sup>5</sup> / <sub>8</sub>	41 1 <sup>1</sup> / <sub>2</sub>	9 10		
XA..	UP.....	Box, Automobile, Staggered Doors, Steel.....	171500 to 172999	40 6 <sup>1</sup> / <sub>4</sub>	9 1 <sup>7</sup> / <sub>8</sub>	10 4 <sup>3</sup> / <sub>8</sub>	41 1 <sup>1</sup> / <sub>2</sub>	9 10 <sup>3</sup> / <sub>8</sub>		
XA..	UP.....	Box, Automobile, Staggered Doors, Steel.....	175000 to 175399	50 3 <sup>7</sup> / <sub>8</sub>	9 2	10 0 <sup>5</sup> / <sub>8</sub>	50 6	9 7		
		Forward.....								

Explanatory notes on pages 320 and 321.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS												No. Owned
Outside				Doors				CAPACITY				
Extreme Width Over All	Height From Rail			Side		End		Cubic Feet Full	Pounds or Gallons			
		To Eaves	To Top of Sides Platform or Running Board	To Over All	Width	Height	Width			Height		
Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.					
10 2 <sup>1</sup> / <sub>4</sub>	10 3 <sup>3</sup> / <sub>8</sub>	10 8	10 8					1970	10000 lb.	24761		
10 3 <sup>3</sup> / <sub>8</sub>		10 8	10 8					1970	10000 lb.	998		
10 5		7 5 <sup>1</sup> / <sub>2</sub>	8 4 <sup>3</sup> / <sub>4</sub>					1040	10000 lb.	1000		
9 10		7 5						1040	10000 lb.	70		
10 4		7 3						1023	10000 lb.	53		
10 2 <sup>3</sup> / <sub>4</sub>		10 0	10 0					1360	140000 lb.	38		
10 2		8 7 <sup>1</sup> / <sub>2</sub>	8 7 <sup>1</sup> / <sub>2</sub>					810	10000 lb.	20		
10 0 <sup>1</sup> / <sub>2</sub>	11 9	12 9 <sup>7</sup> / <sub>8</sub>	12 9 <sup>7</sup> / <sub>8</sub>					1958	140000 lb.	45		
10 5 <sup>1</sup> / <sub>4</sub>	14 1 <sup>1</sup> / <sub>2</sub>	15 0 <sup>1</sup> / <sub>2</sub>	15 7 <sup>1</sup> / <sub>4</sub>	8 0	9 6 <sup>3</sup> / <sub>8</sub>			3629	60000 lb.	100		
10 3		7 6 <sup>1</sup> / <sub>4</sub>						1252	80000 lb.	3		
8 11 <sup>5</sup> / <sub>8</sub>		6 11 <sup>3</sup> / <sub>8</sub>	8 6 <sup>1</sup> / <sub>8</sub>					1777	140000 lb.	179		
9 11		7 5 <sup>5</sup> / <sub>8</sub>	7 5 <sup>5</sup> / <sub>8</sub>					1528	10000 lb.	50		
10 1 <sup>1</sup> / <sub>4</sub>	12 1	13 3 <sup>3</sup> / <sub>8</sub>	14 0 <sup>5</sup> / <sub>8</sub>	6 0	8 1 <sup>1</sup> / <sub>2</sub>			2825	10000 lb.	499		
10 6	13 3 <sup>3</sup> / <sub>8</sub>	14 1 <sup>5</sup> / <sub>8</sub>	14 9	6 0	8 8 <sup>5</sup> / <sub>8</sub>	1 6	1 0	3500	10000 lb.	1		
10 6	13 3 <sup>3</sup> / <sub>8</sub>	14 1 <sup>5</sup> / <sub>8</sub>	14 9	6 0	8 8 <sup>5</sup> / <sub>8</sub>	1 6	1 0	3500	10000 lb.	158		
10 5 <sup>5</sup> / <sub>8</sub>	13 3 <sup>3</sup> / <sub>8</sub>	14 2 <sup>1</sup> / <sub>2</sub>	14 10 <sup>3</sup> / <sub>8</sub>	6 0	8 8 <sup>5</sup> / <sub>8</sub>	1 6	1 0	3412	10000 lb.	438		
10 2 <sup>1</sup> / <sub>4</sub>	12 1 <sup>1</sup> / <sub>2</sub>	12 11 <sup>3</sup> / <sub>8</sub>	13 5 <sup>5</sup> / <sub>8</sub>	6 0	7 6 <sup>5</sup> / <sub>8</sub>	2 3	2 8	2745	10000 lb.	6		
10 6	13 4 <sup>1</sup> / <sub>2</sub>	14 2 <sup>3</sup> / <sub>8</sub>	14 10 <sup>1</sup> / <sub>4</sub>	6 0	8 8 <sup>5</sup> / <sub>8</sub>	2 3	2 8	3384	10000 lb.	99		
10 6	13 3 <sup>3</sup> / <sub>8</sub>	14 1 <sup>5</sup> / <sub>8</sub>	14 9	6 0	8 8 <sup>5</sup> / <sub>8</sub>	1 6 <sup>1</sup> / <sub>2</sub>	1 0	3500	10000 lb.	70		
10 5 <sup>3</sup> / <sub>4</sub>	13 11 <sup>1</sup> / <sub>2</sub>	14 10 <sup>3</sup> / <sub>8</sub>	15 5 <sup>5</sup> / <sub>8</sub>	9 9 <sup>3</sup> / <sub>4</sub>	9 4 <sup>5</sup> / <sub>8</sub>	8 6 <sup>1</sup> / <sub>4</sub>	9 5 <sup>1</sup> / <sub>4</sub>	4598	10000 lb.	1211		
10 6 <sup>1</sup> / <sub>8</sub>	13 10 <sup>5</sup> / <sub>8</sub>	14 9 <sup>5</sup> / <sub>8</sub>	15 5 <sup>5</sup> / <sub>8</sub>	9 9 <sup>3</sup> / <sub>4</sub>	9 4 <sup>5</sup> / <sub>8</sub>	1 6	1 0	4370	10000 lb.	1		
10 5 <sup>3</sup> / <sub>4</sub>	13 10 <sup>5</sup> / <sub>8</sub>	14 9 <sup>5</sup> / <sub>8</sub>	15 5 <sup>5</sup> / <sub>8</sub>	12 0	9 5 <sup>5</sup> / <sub>8</sub>	1 6	1 0	4370	10000 lb.	106		
10 8	13 11 <sup>3</sup> / <sub>8</sub>	14 9 <sup>5</sup> / <sub>8</sub>	14 9 <sup>5</sup> / <sub>8</sub>	12 0	9 5 <sup>5</sup> / <sub>8</sub>	1 6	1 0	4370	10000 lb.	248		
10 8	13 11 <sup>3</sup> / <sub>8</sub>	14 4 <sup>3</sup> / <sub>8</sub>	15 1	15 0 <sup>1</sup> / <sub>4</sub>	9 11 <sup>1</sup> / <sub>2</sub>			4974	10000 lb.	3		
10 8	13 11 <sup>3</sup> / <sub>8</sub>	14 4 <sup>3</sup> / <sub>8</sub>	15 1	15 0 <sup>1</sup> / <sub>4</sub>	9 11 <sup>1</sup> / <sub>2</sub>			4974	10000 lb.	43		
10 8	13 11 <sup>3</sup> / <sub>8</sub>	14 4 <sup>3</sup> / <sub>8</sub>	15 1	15 0 <sup>1</sup> / <sub>4</sub>	9 11 <sup>1</sup> / <sub>2</sub>			4974	10000 lb.	108		
10 8	13 11 <sup>3</sup> / <sub>8</sub>	14 4 <sup>3</sup> / <sub>8</sub>	15 1	15 0 <sup>1</sup> / <sub>4</sub>	9 11 <sup>1</sup> / <sub>2</sub>			4906	10000 lb.	1		
10 8	13 11 <sup>3</sup> / <sub>8</sub>	14 4 <sup>3</sup> / <sub>8</sub>	15 1	15 0 <sup>1</sup> / <sub>4</sub>	9 11 <sup>1</sup> / <sub>2</sub>			4974	10000 lb.	5		
10 5 <sup>3</sup> / <sub>4</sub>	13 11 <sup>3</sup> / <sub>8</sub>	14 10 <sup>3</sup> / <sub>8</sub>	15 5 <sup>5</sup> / <sub>8</sub>	9 9 <sup>3</sup> / <sub>4</sub>	9 4 <sup>5</sup> / <sub>8</sub>	8 6 <sup>1</sup> / <sub>4</sub>	9 5 <sup>1</sup> / <sub>4</sub>	4598	10000 lb.	539		
10 8	13 11 <sup>3</sup> / <sub>8</sub>	14 4 <sup>3</sup> / <sub>8</sub>	15 1	15 0 <sup>1</sup> / <sub>4</sub>	9 11 <sup>1</sup> / <sub>2</sub>	9 4 <sup>1</sup> / <sub>4</sub>	10 1 <sup>3</sup> / <sub>4</sub>	4961	10000 lb.	92		
10 8	13 11 <sup>3</sup> / <sub>8</sub>	14 4 <sup>3</sup> / <sub>8</sub>	15 1	15 0 <sup>1</sup> / <sub>4</sub>	9 11 <sup>1</sup> / <sub>2</sub>	9 4 <sup>1</sup> / <sub>4</sub>	10 1 <sup>3</sup> / <sub>4</sub>	4961	10000 lb.	18		
10 8	13 11 <sup>3</sup> / <sub>8</sub>	14 4 <sup>3</sup> / <sub>8</sub>	15 1	15 0 <sup>1</sup> / <sub>4</sub>	9 10 <sup>3</sup> / <sub>4</sub>			4964	10000 lb.	250		
10 5 <sup>3</sup> / <sub>4</sub>	13 11 <sup>3</sup> / <sub>8</sub>	14 10 <sup>3</sup> / <sub>8</sub>	15 5 <sup>5</sup> / <sub>8</sub>	9 9 <sup>3</sup> / <sub>4</sub>	9 4 <sup>5</sup> / <sub>8</sub>	8 6 <sup>1</sup> / <sub>4</sub>	9 5 <sup>1</sup> / <sub>4</sub>	4598	10000 lb.	193		
10 6	14 4 <sup>3</sup> / <sub>8</sub>	14 10 <sup>3</sup> / <sub>8</sub>	15 5 <sup>5</sup> / <sub>8</sub>	9 8 <sup>3</sup> / <sub>2</sub>	9 5 <sup>1</sup> / <sub>4</sub>			3876	10000 lb.	38		
10 7 <sup>7</sup> / <sub>8</sub>	14 2 <sup>3</sup> / <sub>4</sub>	14 11 <sup>3</sup> / <sub>8</sub>	15 7 <sup>3</sup> / <sub>8</sub>	9 8 <sup>3</sup> / <sub>2</sub>	9 5 <sup>1</sup> / <sub>4</sub>	1 6 <sup>1</sup> / <sub>2</sub>	1 0	3681	10000 lb.	2		
10 6 <sup>5</sup> / <sub>8</sub>	14 4 <sup>3</sup> / <sub>8</sub>	14 11 <sup>3</sup> / <sub>8</sub>	14 11 <sup>3</sup> / <sub>8</sub>	9 11 <sup>3</sup> / <sub>8</sub>	9 6 <sup>1</sup> / <sub>2</sub>	1 6 <sup>1</sup> / <sub>2</sub>	1 0	4626	80000 lb.	373		
										31819		

Explanatory notes on pages 320 and 321.



FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS					No. Owned					
A. A. R. Designation	Initials	Class		Inside			Outside							
				Length	Width	Height	Length Over End Sills	Width at Eaves or Platform						
		Brought forward.....		Ft.	In.	Ft.	In.	Ft.	In.					
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	176000 to 176499	50	2 3/8	8	11	10	0 1/4	50	9 1/8	9	7 3/8	
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	176500 to 176599	50	2 3/8	8	11	10	0 1/4	50	9 1/8	9	7 3/8	
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	177000 to 177387	50	2	8	11	10	0 7/8	50	9 1/8	9	7 3/8	
XM...	UP.....	Box, Steel.....	180000 to 182399	40	6 1/4	9	2	9	4	41	1 1/8	9	10 3/8	
XM...	UP.....	Box, Steel.....	182500	40	6 1/8	8	9 3/8	9	4	40	8 3/4	9	5 3/4	
XM...	UP.....	Box, Steel.....	182812 to 183999	40	6 1/8	9	2 1/8	10	0 3/8	40	8 3/4	9	10 3/8	
XM...	UP.....	Box, Steel.....	184000 to 185899	40	6 3/8	9	2 1/8	10	0 3/8	40	8 3/4	9	10 1/2	
XM...	UP.....	Box, Steel.....	185000 to 185949	40	6 3/8	9	2 1/8	10	0 7/32	40	8 3/4	9	10 1/8	
XM...	UP.....	Box, Steel.....	185950 to 185999	40	6 3/8	9	2 1/8	10	0 7/32	40	8 3/4	9	10 1/8	
XM...	UP.....	Box, Steel.....	186000 to 186024	40	6 3/8	9	2 1/8	10	0 3/8	41	10 1/2	9	5 1/8	
XM...	UP.....	Box, Steel.....	186025 to 186049	40	6 3/8	9	2 1/8	10	0 3/8	41	10 1/2	9	10 1/2	
XM...	UP.....	Box, Steel.....	187000 to 188199	40	6 3/8	9	2 1/8	10	0 3/8	40	8 3/4	9	10 1/2	
XM...	OWR&N.	Box, Steel.....	188300 to 188999	40	6 3/8	9	2 1/8	10	0 3/8	40	8 3/4	9	10 1/2	
XM...	OWR&N.	Box, Steel.....	189000 to 189299	40	6 3/8	9	2 1/8	10	0 3/8	40	8 3/4	9	10 1/2	
XM...	OSL.....	Box, Steel.....	189400 to 189899	40	6 3/8	9	2 1/8	10	0 3/8	40	8 3/4	9	10 1/2	
XM...	UP.....	Box, Steel.....	190000 to 190699	40	6 3/8	9	2 1/8	10	0 3/8	40	8 3/4	9	10 1/2	
XM...	UP.....	Box, Steel.....	191000 to 192999	40	6 1/4	9	2 1/8	10	6 3/8	40	9 3/4	9	10 1/2	
XM...	UP.....	Box, Steel.....	193000 to 193748	40	6 1/4	9	2 1/8	10	6 3/8	40	9 3/4	9	10 1/2	
XM...	UP.....	Box, Steel.....	195000 to 195499	40	6 1/4	9	2 1/8	10	3 3/8	40	8 3/8	9	10 1/2	
GA...	LA&SL.	Gondola, Steel, Coal.....	200000 to 200716	40	4	9	4 3/8	4	6	41	10			
GS...	LA&SL.	Gondola, Steel, Coal, Dump.....	201000 to 201099	40	0	9	6 3/4	4	7					
XA...	UP.....	Box, Automobile, Steel.....	251001 to 251099	50	3 3/8	9	2	10	0 1/4	50	9 1/8	9	7 3/8	
XA...	UP.....	Box, Automobile, Steel.....	252001 to 252999	50	3 3/8	9	2	10	0 1/4	50	9 1/8	9	7 3/8	
XAP...	UP.....	Box, Automobile, Steel.....	254200 to 254399	50	7 3/8	9	3	10	6 1/8	50	10	9	11 3/8	
XM...	UP.....	Box, Steel Underframe.....	300000 to 300299	40	6 1/4	9	2	9	4 1/4	41	1 1/8	9	10	
XM...	OSL.....	Box, Steel Underframe.....	300500 to 300999	40	6 1/4	9	2	9	4 1/4	41	1 1/8	9	10	
XM...	OWR&N.	Box, Steel Underframe, Steel Ends.....	301000 to 301113	40	3 3/8	9	2	9	2 1/4	41	1 1/8	10	0	
XM...	OWR&N.	Box, Steel Underframe, Steel Ends.....	301320 to 301633	40	3 3/8	9	2	9	2 1/4	41	1 1/8	10	0	
XM...	OSL.....	Box, Steel Underframe, Steel Ends.....	302300 to 302530	40	3 3/8	9	2	9	2 1/4	41	1 1/8	10	0	
XM...	UP.....	Box, Steel Underframe, Steel Ends.....	303000 to 303193	40	3 3/8	9	2	9	2 1/4	41	1 1/8	10	0	
XM...	UP.....	Box, Steel Underframe, Steel Ends.....	303501 to 303835	40	3 3/8	9	2	9	2 1/4	41	1 1/8	10	0	
XM...	LA&SL.	Box, Steel Underframe, Steel Ends.....	304800 to 304871	40	3 3/8	9	2	9	2 1/4	41	1 1/8	10	0	
XM...	UP.....	Box, Steel Underframe, Steel Ends.....	305000 to 305169	40	7 3/8	9	2	9	2 1/4	41	1 1/8	9	10	
		Forward.....												

Explanatory notes on pages 320 and 321.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS														No. Owned
Ex- treme Width Over All	Outside				Doors				CAPACITY					
	Height From Rail				Side		End		Cubic Feet Level Full	Pounds or Gallons				
	To Eaves	To Top of Sides Plat- form or Run- ning Board	To Over All	To Over All	Width	Height	Width	Height						
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.		
		13 10 3/8												31819
10	6 1/8	14 1 1/8	14 9 3/8	14 9 3/8	12	0	9	5 3/8			4493	100000 lb.	368	
10	5 3/4	13 10 3/8	14 9 3/8	15 5 3/8	12	0	9	5 3/8			4493	100000 lb.	91	
10	5 3/8	14 1 3/8	14 9 3/8	15 5 3/8	12	1 1/8	9	4 3/8			4489	100000 lb.	2	
10	7 3/8	12 10 1/4	14 1	14 1	6	0 1/2	8	8 3/8			3466	100000 lb.	2328	
10	3 1/4	13 5 1/8	13 10 3/8	13 10 3/8	6	0	8	8 3/8			3314	100000 lb.	1	
10	8	13 2 3/8	13 7 3/8	14 7 3/8	6	0	9	5 3/8			3727	100000 lb.	1181	
10	7 5/8	13 4 3/8	14 7 3/8	14 7 3/8	6	0	9	5 3/8			3730	100000 lb.	1886	
10	7 5/8	13 11 3/8	14 7 3/8	14 7 3/8	6	0	9	5 3/8			3735	100000 lb.	50	
10	7 5/8	13 6 3/8	14 7 3/8	14 7 3/8	6	0	9	5 3/8			3735	100000 lb.	50	
10	4 3/8	13 9 3/8	14 7 3/8	14 7 3/8	6	0	9	5 3/8			3735	100000 lb.	50	
10	4 3/8	13 5 3/8	14 5 1/2	14 5 1/2	6	0	9	4 3/8			3730	100000 lb.	25	
10	4 3/8	13 10 3/8	14 6 1/2	14 6 1/2	6	0	9	4 3/8			3730	100000 lb.	25	
10	7 5/8	13 11 3/8	14 7 3/8	14 7 3/8	6	0	9	5 3/8			3730	100000 lb.	1196	
10	7 5/8	13 4 3/8	14 7 3/8	14 7 3/8	6	0	9	5 3/8			3730	100000 lb.	697	
10	7 5/8	13 9 3/8	14 7 3/8	14 7 3/8	6	0	9	5 3/8			3730	100000 lb.	300	
10	7 5/8	13 4 3/8	14 7 3/8	14 7 3/8	6	0	9	5 3/8			3730	100000 lb.	499	
10	7 5/8	13 9 3/8	14 7 3/8	14 7 3/8	6	0	9	5 3/8			3730	100000 lb.	699	
10	7 3/8	13 9 3/8	14 7 3/8	14 7 3/8	6	0	9	5 3/8			3730	100000 lb.	699	
10	7 3/8	13 10 3/8	15 0 3/8	15 0 3/8	6	0	9	11 3/8			3820	100000 lb.	1998	
10	7 3/8	14 5 1/8	15 0 3/8	15 0 3/8	6	0	9	11 3/8			3920	100000 lb.	749	
10	7 3/8	14 5 1/8	15 0 3/8	15 0 3/8	6	0	9	8 3/8			3835	100000 lb.	8	
10	4 3/4	8 0 3/8	8 0 3/8	8 0 3/8							1705	100000 lb.	140	
10	2 1/4		8 11 1/4	9 8 3/8							1715	100000 lb.	99	
10	5 3/4	13 10 3/8	14 9 3/8	15 5 3/8	6	1 1/4	9	5 3/8			4622	100000 lb.	5	
10	5 3/4	14 1 3/8	14 9 3/8	14 9 3/8	6	1 1/4	9	5 3/8			4622	100000 lb.	5	
10	8	13 10 3/8	14 9 3/8	14 9 3/8	7	0 3/8	9	11 3/8			4919	100000 lb.	15	
10	6	13 3 3/8	14 1 5/8	14 9	6	0	8	8 3/8			3500	100000 lb.	167	
10	6	13 3 3/8	14 1 5/8	14 9	6	0	8	8 3/8			3500	100000 lb.	349	
10	6	13 4 3/8	14 2 3/8	14 10 1/4	6	0	8	8 3/8			3384	100000 lb.	108	
10	6	13 4 3/8	14 2 3/8	14 10 1/4	6	0	8	8 3/8			3384	100000 lb.	307	
10	6	13 4 3/8	14 2 3/8	14 10 1/4	6	0	8	8 3/8			3384	100000 lb.	228	
10	6	13 4 3/8	14 2 3/8	14 10 1/4	6	0	8	8 3/8			3384	100000 lb.	142	
10	6	13 4 3/8	14 2 3/8	14 10 1/4	6	0	8	8 3/8			3384	100000 lb.	331	
10	6	13 4 3/8	14 2 3/8	14 10 1/4	6	0	8	8 3/8			3384	100000 lb.	40	
10	6	13 3 3/8	14 1 5/8	14 9	6	0	8	8 3/8			3500	100000 lb.	163	

Explanatory notes on pages 320 and 321



FREIGHT EQUIPMENT—Continued

KIND OF CARS			Numbers	DIMENSIONS					No. Owned
A. A. R. Designation	Initials	Class		Inside			Outside		
				Length	Width	Height	Length Over End Sills	Width at Eaves or Platform	
				Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	
XM..	Brought forward.....	Box, Steel Underframe, Steel Ends.....	306000 to 306299	40 7 $\frac{1}{2}$	9 2	9 2 $\frac{1}{4}$	41 1 $\frac{1}{2}$	9 10	
XM..	OSL.....	Box, Steel Underframe, Steel Ends.....	307000 to 308199	40 7 $\frac{1}{2}$	9 2	9 2 $\frac{1}{4}$	41 1 $\frac{1}{2}$	9 10	
XM..	UP.....	Box, Steel.....	350000 to 350499	50 2 $\frac{1}{2}$	8 7 $\frac{3}{8}$	10 0 $\frac{5}{8}$	50 9 $\frac{1}{2}$	9 7 $\frac{1}{2}$	
XM..	UP.....	Box, Steel.....	350500 to 350885	50 2 $\frac{1}{2}$	8 11	10 0 $\frac{7}{8}$	50 9 $\frac{1}{2}$	9 7 $\frac{1}{2}$	
XM..	UP.....	Box, Steel.....	350886	50 2 $\frac{1}{2}$	8 11	10 0 $\frac{7}{8}$	51 4	9 9	
XM..	UP.....	Box, Steel.....	351000 to 351105	50 2 $\frac{1}{2}$	8 11	10 0 $\frac{1}{4}$	50 9 $\frac{1}{2}$	9 7 $\frac{1}{2}$	
XM..	UP.....	Box, Steel.....	351200 to 351706	50 2 $\frac{1}{2}$	8 11	10 0 $\frac{1}{4}$	50 9 $\frac{1}{2}$	9 7 $\frac{1}{2}$	
XAR	UP.....	Box, Automobile, Staggered Doors, Steel.....	450597	50 3 $\frac{1}{2}$	9 2	10 4 10 9 $\frac{1}{2}$	50 9 $\frac{1}{2}$	9 7 $\frac{1}{2}$	
XAR	UP.....	Box, Automobile, Staggered Doors, Steel.....	454000 to 454098	50 7 $\frac{1}{2}$	9 4 $\frac{1}{4}$	10 6	50 10	9 11 $\frac{1}{2}$	
XAR	UP.....	Box, Automobile, Staggered Doors, Steel.....	454400 to 454799	50 7 $\frac{1}{2}$	9 4 $\frac{1}{4}$	10 6 $\frac{1}{2}$	50 10	9 11 $\frac{1}{2}$	
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	461100 to 461199	50 6 $\frac{1}{2}$	9 4 $\frac{1}{4}$	11 6 $\frac{1}{2}$	50 10	10 0 $\frac{1}{2}$	
XA...	UP.....	Box, Automobile, Staggered Doors, Steel Ends.....	470000 to 470498	40 6 $\frac{1}{2}$	9 0	9 11 $\frac{1}{2}$	41 1 $\frac{1}{2}$	9 10 $\frac{1}{2}$	
XA...	UP.....	Box, Automobile, Staggered Doors, Steel Ends.....	470500 to 470598	40 7 $\frac{1}{2}$	9 1 $\frac{1}{2}$	10 2 $\frac{1}{4}$ 10 2	41 1 $\frac{1}{2}$	10 2 $\frac{3}{4}$	
XAR	UP.....	Box, Automobile, Staggered Doors, Steel.....	471000 to 471750	40 6 $\frac{1}{4}$	9 2	10 8 $\frac{1}{2}$ 10 4	41 1 $\frac{1}{2}$	9 10 $\frac{1}{2}$	
XAR	UP.....	Box, Automobile, Staggered Doors, Steel.....	473000 to 473750	40 6 $\frac{1}{4}$	9 2	10 10 $\frac{1}{2}$ 10 6 $\frac{1}{2}$	41 1 $\frac{1}{2}$	9 10 $\frac{1}{2}$	
XAR	UP.....	Box, Automobile, Staggered Doors, Steel.....	474000 to 474496	40 6 $\frac{1}{2}$	9 2 $\frac{1}{2}$	11 0 $\frac{1}{2}$ 10 6	41 1 $\frac{1}{2}$	9 10 $\frac{1}{2}$	
XAR	UP.....	Box, Automobile, Staggered Doors, Steel.....	474500 to 474749	40 6 $\frac{1}{4}$	9 2	11 0 $\frac{1}{2}$ 11 0 $\frac{1}{2}$	41 1 $\frac{1}{2}$	9 10 $\frac{1}{2}$	
XAP	UP.....	Box, Automobile, Steel.....	554300 to 554399	50 7 $\frac{1}{2}$	9 3	10 6 $\frac{1}{2}$	50 10	9 11 $\frac{1}{2}$	
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	561100 to 561199	50 6 $\frac{1}{2}$	9 4 $\frac{1}{4}$	12 4 $\frac{1}{2}$	50 10	10 0 $\frac{1}{2}$	
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	654180 to 654199	50 7 $\frac{1}{2}$	9 4 $\frac{1}{4}$	10 6	50 10	9 11 $\frac{1}{2}$	
XA...	UP.....	Box, Automobile, Staggered Doors, End Doors, Steel.....	661100 to 661199	50 6 $\frac{1}{2}$	9 4 $\frac{1}{4}$	11 6 $\frac{1}{2}$	50 10	10 0 $\frac{1}{2}$	
XAP	UP.....	Box, Automobile, Staggered Doors, Steel.....	754200 to 754399	50 7 $\frac{1}{2}$	9 3	10 6 $\frac{1}{2}$	50 10	9 11 $\frac{1}{2}$	
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	761100 to 761199	50 6 $\frac{1}{2}$	9 4 $\frac{1}{4}$	11 6 $\frac{1}{2}$	50 10	10 0 $\frac{1}{2}$	
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	851001 to 852000	50 3 $\frac{1}{2}$	9 2	10 0 $\frac{1}{4}$	50 9 $\frac{1}{2}$	9 7 $\frac{1}{2}$	
XA...	UP.....	Box, Automobile, Staggered Doors, Steel.....	852001 to 852500	50 3 $\frac{1}{2}$	9 2	10 0 $\frac{1}{4}$	50 9 $\frac{1}{2}$	9 7 $\frac{1}{2}$	
XAP	UP.....	Box, Automobile, Staggered Doors, Steel.....	854100 to 854199	50 7 $\frac{1}{2}$	9 3	10 6	50 10	9 11 $\frac{1}{2}$	
XAP	UP.....	Box, Automobile, Staggered Doors, Steel.....	854200 to 854399	50 7 $\frac{1}{2}$	9 3	10 6 $\frac{1}{2}$	50 10	9 11 $\frac{1}{2}$	
XAP	UP.....	Box, Automobile, Staggered Doors, End Doors, Steel.....	861000 to 861199	50 6 $\frac{1}{2}$	9 3	10 6	50 10	9 11 $\frac{1}{2}$	
XAP	UP.....	Box, Automobile, Staggered Doors, Steel.....	864100 to 864399	50 7 $\frac{1}{2}$	9 3	10 6 $\frac{1}{2}$	50 10	9 11 $\frac{1}{2}$	
	Forward.....								

Explanatory notes on pages 320 and 321.

UNION PACIFIC RAILROAD COMPANY

DIMENSIONS														No. Owned
Extreme Width Over All	Outside				Doors				CAPACITY					
	Height From Rail				Side		End		Cubic Feet Level Full	Pounds or Gallons				
	To Eaves	To Top of Sides Platform or Running Board	To Over All	Width	Height	Width	Height							
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.						
														46071
10 6	13 3 $\frac{1}{2}$	14 1 $\frac{5}{8}$	14 9	6 0	8 8 $\frac{5}{8}$			3500	100000 lb.					282
10 6	13 3 $\frac{3}{8}$	14 1 $\frac{5}{8}$	14 9	6 0	8 8 $\frac{5}{8}$			3500	100000 lb.					1156
10 5 $\frac{1}{4}$	13 10 $\frac{1}{2}$	14 9 $\frac{1}{2}$	15 5 $\frac{1}{2}$	6 0 $\frac{1}{2}$	9 3 $\frac{1}{2}$			4303	100000 lb.					491
10 5 $\frac{1}{4}$	13 10 $\frac{1}{2}$	14 9 $\frac{1}{2}$	15 5 $\frac{1}{2}$	6 1 $\frac{1}{2}$	9 4 $\frac{1}{2}$			4508	100000 lb.					379
10 7	14 2	14 10	14 10	6 0	9 5			4484	100000 lb.					1
10 5 $\frac{1}{4}$	13 10 $\frac{1}{2}$	14 9 $\frac{1}{2}$	14 9 $\frac{1}{2}$	6 0 $\frac{1}{2}$	9 5 $\frac{1}{2}$			4475	100000 lb.					99
10 5 $\frac{1}{4}$	13 10 $\frac{1}{2}$	14 9 $\frac{1}{2}$	14 9 $\frac{1}{2}$	6 0 $\frac{1}{2}$	9 5 $\frac{1}{2}$			4475	100000 lb.					506
10 5 $\frac{1}{2}$	14 2 $\frac{1}{2}$	14 4 $\frac{1}{2}$	15 0 $\frac{3}{4}$	15 0	9 4 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 0	4766 (4575)	100000 lb.					1
10 8	13 11 $\frac{1}{2}$	14 4 $\frac{1}{2}$	15 1	15 0 $\frac{1}{4}$	9 11 $\frac{1}{2}$			4974	100000 lb.					100
10 8	13 11 $\frac{1}{2}$	14 4 $\frac{1}{2}$	15 1	15 0 $\frac{1}{4}$	9 11 $\frac{1}{2}$			4575	100000 lb.					400
10 8	14 4 $\frac{1}{2}$	15 1	15 1	15 0 $\frac{1}{4}$	9 10 $\frac{1}{2}$	9 4 $\frac{1}{4}$	11 3	5492	100000 lb.					1
10 7 $\frac{1}{2}$	14 3 $\frac{1}{2}$	15 0 $\frac{1}{2}$	15 0 $\frac{1}{2}$	12 0	9 4 $\frac{1}{2}$			3620	100000 lb.					2
10 7 $\frac{1}{2}$	14 0 $\frac{1}{2}$	14 11 $\frac{1}{2}$	14 11 $\frac{1}{2}$	12 0	9 4 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 0	3620 (3604)	100000 lb.					2
10 7 $\frac{1}{2}$	14 2 $\frac{1}{2}$	14 11	14 11	12 6	9 6 $\frac{1}{2}$			3838 (3604)	100000 lb.					250
10 7 $\frac{1}{2}$	13 10 $\frac{1}{2}$	14 4 $\frac{1}{2}$	15 1	12 6	9 8 $\frac{1}{2}$			3838 (3511)	100000 lb.					498
10 7 $\frac{1}{2}$	13 10 $\frac{1}{2}$	15 1	15 1	12 0	9 10 $\frac{1}{2}$			3916 (3619)	100000 lb.					500
10 7 $\frac{1}{2}$	13 8 $\frac{1}{2}$	14 6 $\frac{1}{2}$	15 1	12 6	9 6 $\frac{1}{2}$			3899	100000 lb.					250
10 8	13 11 $\frac{1}{2}$	14 4 $\frac{1}{2}$	15 1	7 0 $\frac{3}{8}$	9 11 $\frac{1}{2}$			4919	100000 lb.					10
10 8	15 9 $\frac{1}{2}$	16 11 $\frac{1}{2}$	16 11 $\frac{1}{2}$	15 0 $\frac{1}{4}$	9 10 $\frac{1}{2}$	9 4 $\frac{1}{4}$	11 11 $\frac{1}{4}$	5837	100000 lb.					21
10 8	13 11 $\frac{1}{2}$	14 4 $\frac{1}{2}$	15 1	15 0 $\frac{1}{4}$	9 11 $\frac{1}{2}$			4974	100000 lb.					20
10 8	15 0 $\frac{7}{8}$	16 2 $\frac{1}{2}$	16 2 $\frac{1}{2}$	15 0 $\frac{1}{4}$	9 10 $\frac{1}{2}$	9 4 $\frac{1}{4}$	11 6 $\frac{1}{2}$	5454	100000 lb.					54
10 8	13 11 $\frac{1}{2}$	14 4 $\frac{1}{2}$	15 1	7 0 $\frac{3}{8}$	9 11 $\frac{1}{2}$			4906	100000 lb.					15
10 8	15 0 $\frac{7}{8}$	16 2 $\frac{1}{2}$	16 2 $\frac{1}{2}$	15 0 $\frac{1}{4}$	9 10 $\frac{1}{2}$	9 4 $\frac{1}{4}$	11 3	5492	100000 lb.					6
10 5 $\frac{1}{4}$	13 10 $\frac{1}{2}$	14 1 $\frac{1}{2}$	15 5 $\frac{1}{2}$	12 0	9 5 $\frac{1}{2}$			4622	100000 lb.					20
10 6 $\frac{1}{2}$	13 10 $\frac{1}{2}$	14 1 $\frac{1}{2}$	14 9 $\frac{1}{2}$	12 0	9 5 $\frac{1}{2}$			4622	100000 lb.					20
10 8	13 11 $\frac{1}{2}$	14 4 $\frac{1}{2}$	15 1	7 0 $\frac{3}{8}$	9 11 $\frac{1}{2}$			4906	100000 lb.					21
10 8	13 11 $\frac{1}{2}$	14 4 $\frac{1}{2}$	15 1	7 0 $\frac{3}{8}$	9 11 $\frac{1}{2}$			4906	100000 lb.					25
10 8	13 11 $\frac{1}{2}$	14 4 $\frac{1}{2}$	15 1	7 0 $\frac{3}{8}$	9 11 $\frac{1}{2}$	9 4 $\frac{1}{4}$	10 1 $\frac{3}{4}$	4906	100000 lb.					6
10 8	14 4 $\frac{1}{2}$	15 1	15 1	7 0 $\frac{3}{8}$	9 11 $\frac{1}{2}$			4919	100000 lb.					7
														51214

Explanatory notes on pages 320 and 321.



## FREIGHT EQUIPMENT—Concluded

KIND OF CARS			Numbers	DIMENSIONS						No. Owned				
A. A. R. Designation	Initials	Class		Inside			Outside							
				Length	Width	Height	Length Over End Sills	Width at Eaves or Platform						
			Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.				
		Brought forward.....												
XA..	UP.....	Box, Automobile, Staggered Doors, Steel....	871000 to 872000	50	3 $\frac{3}{8}$	9	2	10	0 $\frac{1}{4}$	50	9 $\frac{1}{2}$	9	7 $\frac{1}{2}$	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	874200 to 874399	50	7 $\frac{1}{2}$	9	3	10	6 $\frac{1}{2}$	50	10	9	11 $\frac{1}{4}$	
XA..	UP.....	Box, Automobile, Staggered Doors, Steel....	951000 to 951999	50	3 $\frac{3}{8}$	9	2	10	0 $\frac{1}{4}$	50	9 $\frac{1}{2}$	9	7 $\frac{1}{2}$	
XA..	UP.....	Box, Automobile, Staggered Doors, Steel....	952001 to 952500	50	3 $\frac{3}{8}$	9	2	10	0 $\frac{1}{4}$	50	9 $\frac{1}{2}$	9	7 $\frac{1}{2}$	
XA..	UP.....	Box, Automobile, Staggered Doors, Steel....	953001 to 953999	50	3 $\frac{3}{8}$	9	2	10	0 $\frac{1}{4}$	50	9 $\frac{1}{2}$	9	7 $\frac{1}{2}$	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	954100 to 954199	50	7 $\frac{1}{2}$	9	3	10	6	50	10	9	11 $\frac{1}{4}$	
XAP.	UP.....	Box, Automobile, Staggered Doors, Steel....	954200 to 954399	50	7 $\frac{1}{2}$	9	3	10	6 $\frac{1}{2}$	50	10	9	11 $\frac{1}{4}$	
XA..	UP.....	Box, Automobile, Staggered Doors, Steel....	955000 to 955999	50	3 $\frac{3}{8}$	9	2	10	0 $\frac{1}{4}$	50	9 $\frac{1}{2}$	9	7 $\frac{1}{2}$	
		Total.....												

## UTAH COAL

GS...	UCR.....	Coal, Dump, Steel. ....	20000 to 21999	40	0	9	6 $\frac{3}{4}$	4	7	41	0	10	2 $\frac{1}{4}$	
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## NOTES:—

1) On cars not equipped with power hand brake.

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

3) Average height.

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

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

## UNION PACIFIC RAILROAD COMPANY

DIMENSIONS												No. Owned		
Extreme Width Over All	Outside				Doors				CAPACITY					
	Height From Rail				Side		End		Cubic Feet Level Full	Pounds or Gallons				
	To Eaves	To Top of Sides Platform or Running Board	To Over All	Width	Height	Width	Height							
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.			
														51214
10	5 $\frac{3}{4}$	13 10 $\frac{1}{2}$	14 1 $\frac{1}{2}$	14 9 $\frac{1}{2}$	15 5 $\frac{1}{2}$	12	0	9	5 $\frac{3}{8}$			4622	100000 lb.	25
10	8	13 11 $\frac{1}{2}$	14 4 $\frac{3}{8}$	15 1	15 1	7	0 $\frac{3}{8}$	9	11 $\frac{1}{2}$			4919	100000 lb.	10
10	5 $\frac{3}{4}$	13 10 $\frac{1}{2}$	14 1 $\frac{1}{2}$	14 9 $\frac{1}{2}$	15 5 $\frac{1}{2}$	12	0	9	5 $\frac{3}{8}$			4622	100000 lb.	31
10	6 $\frac{1}{8}$	13 10 $\frac{1}{2}$	14 1 $\frac{1}{2}$	14 9 $\frac{1}{2}$	14 9 $\frac{1}{2}$	6	1 $\frac{1}{4}$	9	5 $\frac{3}{8}$			4622	100000 lb.	6
10	5 $\frac{3}{4}$	13 10 $\frac{1}{2}$	14 1 $\frac{1}{2}$	14 9 $\frac{1}{2}$	14 9 $\frac{1}{2}$	6	1 $\frac{1}{4}$	9	5 $\frac{3}{8}$			4622	100000 lb.	55
10	8	13 11 $\frac{1}{2}$	14 4 $\frac{3}{8}$	15 1	15 1	7	0 $\frac{3}{8}$	9	11 $\frac{1}{2}$			4906	100000 lb.	10
10	8	13 11 $\frac{1}{2}$	14 4 $\frac{3}{8}$	15 1	15 1	7	0 $\frac{3}{8}$	9	11 $\frac{1}{2}$			4906	100000 lb.	10
10	5 $\frac{3}{4}$	13 10 $\frac{1}{2}$	14 1 $\frac{1}{2}$	14 9 $\frac{1}{2}$	15 5 $\frac{1}{2}$	12	0	9	5 $\frac{3}{8}$			4622	100000 lb.	4
														51365

## ROUTE CARS

10	2 $\frac{1}{4}$	8	11 $\frac{1}{4}$	9	8 $\frac{1}{2}$							1715	100000 lb.	1976
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53341

## NOTES:—

1) Hart Convertible—When used as hopper the length and height inside, capacity is as follows: Length 30 ft., 0 in., height 3 ft., 6 $\frac{1}{2}$  in., cubic capacity 928 feet.

2) Hart Convertible—When used as hopper the length and height inside, capacity is as follows: Length 27 ft., 6 in., height 3 ft., 0 $\frac{1}{4}$  in., cubic capacity 994 cubic feet.

Utah Coal Route cars are owned jointly by the L. A. & S. L. R. R. Co. and the Utah Ry. Co.



## ROADWAY EQUIPMENT

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
St. J. & G. I.	Ballast Distributing:				
	Ballast Spreader—Jordan		01	35' 1 1/2"	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 do
L. A. & S. L.	do do		010532		100,000 do
do	do do		010533	35' 6"	
O. S. L.	Jordan Spreader	02060	02062	35'	100,000 do
do	Ballast Spreader		02063	35'	100,000 do
U. P.	Ballast Plow		03139	32'	
St. J. & G. I.	Boarding		051	46' 2"	60,000 lbs.
do	do		0200	37' 2 1/2"	40,000 do
do	do		0201	34' 2 1/2"	40,000 do
do	do		0203	36'	40,000 do
do	do		0204	38' 3"	40,000 do
do	do		0205	34' 2 1/2"	50,000 do
do	do		0206	34' 11 1/2"	60,000 do
do	do		0210	34'	60,000 do
O.-W. R. & N.	do	0208	0579	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		0620	63' 6"	80,000 do
do	do		0621	41'	100,000 do
do	do		0625	40'	
do	do		0626	41'	100,000 lbs.
do	do		0646	34'	
do	do	0650	0657	41'	100,000 lbs.
do	do	0690	0697	41'	100,000 do
do	do	0700	0799	41' 6"	100,000 do
do	do	0803	0804	33' 8" to 40'	Various
do	do	0850	0873	41' 10"	100,000 lbs.
do	do	0933	01183	33' 8" to 40' 6"	Various
do	do	01204	01209	50' 9" to 60' 8"	do
do	do	01210	01211	41' 2"	do
do	do	01220	01249	46' 0" to 60' 0"	do
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		01636	31' 4" to 56' 0"	
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		02517	36' 10"	60,000 do
do	do		02637	41' 10"	100,000 do
do	do	02742	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	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	04406	04427	34'	60,000 do
do	do	04431	04433	72'	Various
do	do	04435	04443	41' 10"	100,000 lbs.

## UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
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
70,100	1		Steel
85,000	1		do
70,000	3		do
135,000	1		do
30,800	1	15	Steel Underframe
62,300	1		do do
34,500	1		do do
38,400	1		do do
25,700	1		do do
44,200	1		do do
44,700	1		do do
33,800	1		do do
36,500	3		do do
79,300	5		Wooden—Old Passenger Cars
46,000	7		Steel Underframe
156,200	1		do do —Old Passenger Car
54,900	3		do do
22,600	1		do do
51,500	8		do do
47,500	5		do do
103,400	1		Wooden—Old Passenger Car
47,000	4		Steel Underframe
34,200	1		Wooden
47,000	1		Steel Underframe
24,300	1		Wooden
50,000	8		Steel Underframe
45,900	8		do do
45,800	100		do do
34,400	2		Wooden
45,800	24		Steel Underframe
29,600	9		Wooden
72,300	3		Wooden—Old Passenger Cars
45,900	2		Steel Underframe—Old Passenger Cars
75,200	15		Wooden—Old Passenger Cars
49,500	1		Steel Underframe
47,200	1		Steel Underframe
87,800	4		Wooden—Old Passenger Cars
49,500	6		Steel Underframe
129,100	4		do do —Old Passenger Cars
44,700	9		do do
51,500	8		do do
45,900	15		do do
45,700	4		Steel Underframe
45,800	17		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
27,200	1		do
47,300	1		Steel Underframe
74,200	3		Wooden—Old Passenger Cars
47,900	7		Steel Underframe
48,000	8		do
117,600	1		do —Old Passenger Car
113,800	3		Wooden—Old Passenger Cars
46,000	5		Steel Underframe
46,000	1		Steel Underframe
121,000	1		Wooden—Old Passenger Car
46,300	15		Steel Underframe
32,800	2		Wooden
126,600	3		Steel Underframe—Old Passenger Cars
43,800	8		do



## ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
U. P.	Boarding	04446	04451	72' to 79' 9"	
do	do		04452	41'	60,000 lbs.
do	do	04453	04482	60' 0" to 72' 0"	
do	do	04463	04480	40'	100,000 lbs.
do	do	04481	04482	67'	
do	do	04483	04488	41' 6"	100,000 lbs.
do	do		04499	43'	80,000 do
do	do		04551	36'	60,000 do
do	do		04554	34'	60,000 do
do	do	04585	04591	36' 0" to 51' 0"	Various
do	do	04592	04599	40'	100,000 lbs.
do	do	04600	04624	40' to 41'	do
do	do		04625	41' 10"	60,000 lbs.
do	do	04626	04630	41'	100,000 do
do	do		04631	41'	do
do	do		04632	41'	do
do	do		04633	41'	do
do	do		04634	41'	do
do	do	04635	04642	41'	do
do	do		04643	41'	do
do	do	04644	04649	41'	do
do	do	04650	04729	41'	do
do	do		04736	41' 10"	do
do	do	04745	04748	41'	80,000 do
do	do	04749	04799	40'	100,000 do
do	do	05883	05992	34'	60,000 do
do	do		06016	41' 10"	do
do	do		06111	41' 6"	80,000 lbs.
do	do	06113	06138	41' 10"	60,000 do
do	do	06139	06292	41' 6" to 41' 10"	Various
do	do		06300	72' 6"	109,500
do	do	06400	06899	34'	60,000 lbs.
do	do	06930	06983	41' 6"	80,000 do
do	do	06985	06994	70'	123,000
do	do	09500	09978	40' 0" to 41' 6"	100,000 lbs.
L. A. & S. L.	do		010022	36' 11"	60,000 do
do	do	010100	010120	41' 6"	100,000 do
do	do		010121	41' 10"	do
do	do		010122	41' 10"	do
do	do	010123	010148	41' 10"	do
do	do	010214	010224	40'	80,000 lbs.
do	do	010250	010251	63'	do
do	do	010252	010261	41' 10"	100,000 lbs.
do	do	010280	010283	41'	do
do	do		010288	40'	80,000 lbs.
do	do		010309	77' 5"	do
do	do	010311	010321	40'	do
do	do	010322	010327	36' 11" to 38' 8"	Various
do	do		010330	41' 10"	100,000 lbs.
do	do	010336	010341	40'	80,000 do
do	do	010343	010348	77' 5"	do
do	do	010350	010388	40'	do
do	do		010389	41' 10"	100,000 lbs.
do	do	010390	010394	40'	80,000 do
do	do	010395	010449	41' 10"	100,000 do
do	do	010450	010452		118,300
do	do	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	011113	011114	67' 6"	80,000 lbs.
do	do		011115	41'	100,000 do
do	do		011117	72' 6"	80,000 do
do	do		011118		do
do	do		011119	76' 10"	60,000 lbs.
do	do	011120	011128	41'	100,000 do
do	do	011129	011132	41' 10"	do
do	do	011133	011136	41'	do
do	do	011251	011252	51'	50,000 do
do	do		011255	70'	60,000 do

## UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
120,000	6		Steel Underframe—Old Passenger Cars
38,400	1		do
115,200	10		do —Old Passenger Cars
45,300	18		do
100,600	2		do —Old Passenger Cars
48,400	16		do
54,000	1		do
43,400	1		do
31,600	1		Wooden
44,000	6		Steel Underframe
53,100	8		do
50,800	24		do
42,600	1		do
51,900	5		do
54,700	1		do
55,000	1		do
51,000	1		do
51,000	1		do
51,000	8		do
50,700	1		do
48,400	6		do
49,600	29		do
48,800	1		Steel Underframe
45,500	3		do
48,500	50		do
32,000	3		Wooden
42,000	1		Steel Underframe
42,400	6		do
40,600	3		do
42,300	101		do
109,500	1		Wooden—Old Passenger Car
31,900	7		Wooden
41,300	35		Steel Underframe
123,000	2		Wooden—Old Passenger Cars
45,800	470		Steel Underframe
44,600	1		Wooden
46,400	20		Steel Underframe
47,500	1		do
47,500	1		do
47,400	26		do
42,200	2		Wooden
49,900	2		Steel Underframe—Old Passenger Cars
49,900	10		do
52,600	4		do
39,700	1		Wooden
122,040	1		Wooden—Old Passenger Car
45,800	2		Steel Underframe
34,300	2		Wooden
56,400	1		Steel Underframe
45,700	6		do
117,500	6		do —Old Passenger Cars
39,300	22		Wooden
47,700	1		Steel Underframe
44,100	5		do
47,300	53		do
118,300	3		do —Old Passenger Cars
46,300	19		do
45,100	4		do
49,300	7		do
46,000	10		do
46,300	5		do
55,400	2		do
80,700	2		Wooden—Old Passenger Cars
46,000	1		Steel Underframe
96,000	1		Wooden—Old Passenger Car
45,700	1		Steel Underframe
97,900	1		Wooden—Old Passenger Car
50,500	7		Steel Underframe
46,000	4		do
49,100	4		do
27,200	2		Wooden—Old Passenger Cars
27,200	1		do —Old Passenger Car



## ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
O. S. L.	Boarding	011270	011272	60' 3"	80,000 lbs.
do	do	011277	011278	72' 6"	do
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		011334	79' 6"	80,000 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	011531	011531	34'	Various
do	do	011547	011554	41' 10"	100,000 lbs.
U. P.	Business		99	73' 6"	do
do	do		100	73' 10"	do
do	do		101	73' 6"	do
do	do		102	74' 8"	do
do	do		103	75' 0 $\frac{3}{4}$ "	do
do	do		104	65'	do
do	do		110	51' 6"	do
do	do		116	59' 10"	do
do	do		117		do
do	do		118		do
do	do		119		do
L. A. & S. L.	do		144	65'	do
O. S. L.	do		153	60'	do
do	do		157	75'	do
O.-W. R. & N.	do		186	59' 10"	do
do	Derrick		0304	45' 2"	20 tons
do	do		0305	24' 2"	60 do
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' 1 $\frac{1}{2}$ "	40 do
do	do		02002	26' 1 $\frac{1}{2}$ "	40 do
do	do		02003	26' 1 $\frac{1}{2}$ "	60 do
do	do		02004	26' 1 $\frac{1}{2}$ "	120 do
do	do		02005	26' 1 $\frac{1}{2}$ "	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		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
do	do		03051	24' 2"	40 do
do	do		03052	24' 2"	40 do
do	do		03053	24' 2"	40 do
do	do		03054	24' 2"	40 do
L. A. & S. L.	do		010000	24' 2"	60 do
do	do		010001	24' 2"	60 do
do	do		010002	24' 2"	60 do
do	do		010003	27'	120 do
do	do		010004	27'	160 do
do	do		010541	40'	40 do
O.-W. R. & N.	Instruction		08	59' 10"	do
do	Examination		09	60'	do
L. A. & S. L.	Rules Examiner		010801	70'	do
O. S. L.	Instruction		01854	72' 6"	do
do	do		01855		do
St. J. & G. I.	Pile Driver		1	45' 2"	do
O.-W. R. & N.	do		0319	45' 2"	do
do	do		0320	45' 2"	do
do	do		0321		do

## UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
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
51,300	6		do
46,000	6		do
50,300	1		do
126,800	2		do —Old Passenger Cars
43,700	1		do
106,200	1		Wooden—Old Passenger Car
50,100	1		Steel Underframe
48,600	3		do
50,000	11		do
29,080	1		Wooden—Old Passenger Car
27,200	2		do
45,400	2	1472	Steel Underframe
202,100	1		All Steel
188,300	1		do
192,300	1		do
204,600	1		do
161,700	1		do
147,900	1		Steel Underframe
82,400	1		do
136,700	1		All Steel
168,500	1		do
175,100	1		do
164,900	1		do
149,300	1		do
121,100	1		do
116,900	1		do
135,000	1	15	do
84,600	1		Wooden
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
191,200	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
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
146,200	1		do do
140,000	1		do do
149,000	1		do do
138,000	1		do do
185,000	1		All Steel do
177,700	1		do do
170,000	1		do do
210,000	1		do do
245,560	1		do do
44,900	1	36	Steel Underframe
104,900	1		Steel
100,400	1		Wooden
94,700	1		Steel Underframe
141,800	1	5	Wooden
140,600	1		Steel Underframe
163,200	1		All Steel
170,600	1		do
166,000	1		do
224,200	1		do



## ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
O. S. L.	Pile Driver		02081		
do	do		02082	45' 2"	
U. P.	do	03110	03111	40'	
do	do		03112	45'	
do	do		03113		
L. A. & S. L.	do		010011	38' 10"	
O.-W. R. & N.	Roadway Ballast:				
do	Air Dump	01400	01409	29' 2 1/2"	80,000 lbs
do	do	01410	01415	36' 6"	80,000 do
O. S. L.	do	01890	01895	31'	80,000 do
do	do	02321	02326	31'	80,000 do
L. A. & S. L.	do	010900	010904	31' 7"	80,000 do
O. S. L.	Roadway Ballast	011600	011659	41' 10"	100,000 do
do	Cinder	01681	01799	40'	100,000 do
U. P.	do	08016	08325	40'	100,000 do
O.-W. R. & N.	Side Dump	5045	5061	42'	60,000 do
U. P.	Dump	09000	09023	29' 5 1/2"	80,000 do
O. S. L.	Roadway Box		01975	41' 9 1/2"	60,000 do
do	do		02332	34'	60,000 do
do	do		02334	41' 10"	100,000 do
U. P.	do		07058	34'	60,000 do
do	do		07236	41' 6"	80,000 do
do	do		07407	40'	100,000 do
St. J. & G. I.	Roadway Flat		082	40' 4"	80,000 do
do	do		0402	37' 8" to 40'	Various
O.-W. R. & N.	do		0526	37' 8" to 40' 0"	80,000 lbs.
do	do		0545	41' 10"	100,000 do
do	do		0549	40' 6"	80,000 do
do	do		0556	0562	Various
O. S. L.	do	01923	01930	40' 0" to 40' 10"	do
do	do	02300	02319	34' 4" to 41' 0"	do
U. P.	do	05200	05201	Various	do
do	do		05212	37'	60,000 lbs.
do	do		05224		do
St. J. & G. I.	do		05317	34'	50,000 lbs.
U. P.	do	05239	05333	36' 0" to 37' 0"	60,000 do
do	do	05350	05352	Various	60,000 do
do	do	05453	05456	40'	100,000 do
do	do	05476	05488	Various	Various
do	do	05500	05565	do	do
do	do		05566	40'	100,000 lbs
do	do	05567	05590	Various	Various
do	do		05592	37'	60,000 lbs.
St. J. & G. I.	do		08244	38'	80,000 do
L. A. & S. L.	do	010015	010593	Various	Various
do	do		010598	40'	80,000 lbs.
do	do	010615	010694	40' 10"	100,000 do
O. S. L.	Roadway Gondola	02100	02105	Various	100,000 do
do	do		02107	41' 10"	100,000 do
do	do		02108	43' 3"	100,000 do
do	do	02111	02126	36'	80,000 do
do	do		02128	40' 10"	100,000 do
do	do		02138	34' 8"	60,000 do
do	do	02151	02153	36'	80,000 do
do	do		02181	41'	60,000 do
do	do		02184	41'	100,000 do
do	do		02199	39' 10"	100,000 do
U. P.	do	08708	08856	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		0416	22' 2"	6,000 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

## UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
166,000	1		All Steel
166,000	1		do
175,800	2		do
178,500	1		do
204,300	1		do
177,200	1	11	Steel Underframe
47,000	9		All Steel
77,200	5		do
55,900	6		do
56,200	6		do
55,400	5		do
49,300	59		do
38,600	13		do
37,400	38		do
31,000	2		Wooden
54,200	24	167	All Steel
45,000	1		Steel Underframe
28,100	1		Wooden
43,200	2		Steel Underframe
31,800	2		Wooden
41,500	9		Steel Underframe
39,700	1	16	All Steel
26,000	1		Wooden
35,900	2		Steel Underframe
32,500	7		do
36,800	1		do
38,400	4		do
33,600	6		Steel Underframe
30,700	6		do
26,600	11		do
31,600	2		do
24,900	1		Wooden
30,000	1		Steel Underframe
26,100	1		do
27,500	2		Wooden
30,600	3		Steel Underframe
30,500	3		do
30,600	12		Steel Underframe
32,200	20		do
30,000	1		Wooden
30,500	15		Steel Underframe
24,600	1		Wooden
30,600	1		Steel Underframe
38,200	6		do
28,900	1		Wooden
34,400	5	113	Steel Underframe
39,400	2		All Steel
35,400	1		Steel Underframe
37,500	1		All Steel
32,800	2		do
34,200	1		Steel Underframe
24,900	1		Wooden
31,400	3		All Steel
33,400	1		Steel Underframe
34,000	1		do
32,400	1		do
32,400	1		do
31,300	90		All Steel
39,200	5		do
33,100	1		do
37,900	25		do
39,700	171	306	do
42,000	1		do
64,920	1		All Steel—Old Engine Tender
52,300	3		do —Old Tank
35,200	1		Wooden
52,300	1		All Steel—Old Tank
52,300	1		do —Old Engine Tender
65,100	1		do do
52,400	3		do —Old Tank
34,900	1		do do
68,300	1		do —Old Engine Tender



## ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
O.-W. R. & N...	Roadway Water.....		0425	29' 8"	7,000 gals.
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		0438	41' 10"	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		02215	32'	2,500 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		02233	24' 9"	7,000 do
do	do		02239	23' 6"	4,500 do
do	do		02241	23' 5"	4,000 do
do	do		02242		4,000 do
do	do	02254	02255	23' 5"	4,000 do
do	do		02256	23' 10"	5,000 do
do	do		02259	23' 6"	4,500 do
do	do	02267	02269	23' 8"	4,000 do
do	do		02274	24' 1"	4,000 do
U. P.....	do	04900	04908	41' 10"	12,950 do
do	do		04918	41' 10"	12,500 do
do	do		04919	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		07832	20' 6"	4,000 do
do	do		07844	21' 8"	6,000 do
do	do	07846	07848	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	do	do
do	do		07950	do	7,000 gals.
do	do		07952	do	Various
St. J. & G. I.....	do		08234	38'	80,000 lbs.
L. A. & S. L.....	do	010819	010821	Various	9,000 gals.
do	do		010823	do	Various
do	do		010867	40' 10"	do
do	do	010869	010875	41' 0"	12,420 gals.
do	do		010876	40' 10"	do
do	do	010877	010899	41' 10"	12,420 gals.
O.-W. R. & N...	Snow Plows.....		059	30' 4"	116,500
do	do		060	29' 11"	164,300
do	do		061	32' 9 5/8"	200,000
do	do		062	33' 2"	190,700
St. J. & G. I.....	do		0330	32' 10"	94,200
do	do		0331	39' 9"	93,800
O. S. L.....	do		02010	36'	137,300
do	do		02011	38' 3"	181,000
do	do		02012	39' 7"	252,100
do	do		02013	39' 3"	213,100
do	do		02018	40' 10"	31,700
U. P.....	do	03000	03005	32' to 40'	149,700
do	do	03011	03031	25' to 31' 8"	91,100
do	do		03032	30'	95,000
do	do		03033	40'	92,500
do	do		03034	31' 8"	91,400
L. A. & S. L.....	do		010520	41' 10"	39,000
St. J. & G. I.....	Tool.....		0138	40' 9"	44,200
O.-W. R. & N...	do		0332	41' 10"	34,000
do	do	0342	0347	34' 0" to 34' 8"	21,400
do	do	0356	0358	37' 8 1/2" to 41' 10"	46,400

## UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
64,920	1	.....	All Steel—Old Engine Tender
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
50,500	1	.....	do
48,700	3	.....	do —Old Tank
44,200	1	.....	do do
51,400	1	.....	do do
26,800	1	.....	Wooden
51,400	1	.....	All Steel—Old Tank
29,200	1	.....	Wooden
50,900	1	.....	All Steel—Old Tank
44,900	1	.....	do —Old Engine Tender
46,900	1	.....	do —Old Tank
46,900	1	.....	Steel Underframe—Old Engine Tender
26,800	1	.....	All Steel
37,800	2	.....	Steel Underframe—Old Engine Tender
45,300	1	.....	All Steel—Old Engine Tender
44,300	2	.....	do do
38,800	2	.....	do do
42,200	1	.....	Wooden
48,500	7	.....	All Steel
48,800	8	.....	do
48,300	20	.....	do
39,400	1	.....	Wooden
43,800	1	.....	do
22,400	1	.....	do
32,500	1	.....	All Steel
43,400	1	.....	Steel Underframe
45,900	1	.....	Wooden—Old Engine Tank
48,400	1	.....	do do
31,000	3	.....	Steel Underframe
48,400	2	.....	Wooden—Old Engine Tank
43,800	1	.....	Steel Underframe—Old Engine Tank
49,800	23	.....	do do Various
40,000	1	.....	All Steel
47,800	3	.....	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	3	.....	All Steel—Old Engine Tank
49,300	19	.....	do
46,000	1	.....	Steel Underframe
47,800	6	.....	All Steel
49,600	1	.....	Steel Underframe
47,400	9	.....	All Steel
116,500	1	.....	Steel Underframe—Rotary
164,300	1	.....	do do
200,000	1	.....	do do
190,700	1	.....	do do
94,200	1	.....	Wooden
93,800	1	.....	do
137,300	1	.....	Steel Underframe—Rotary
181,000	1	.....	do do
252,100	1	.....	All Steel do
213,100	1	.....	do do
31,700	1	.....	Steel Underframe
149,700	6	.....	do —Rotary
91,100	15	.....	Wooden—Wedge Plows—Single Track (03024 and 27 Double Track)
95,000	1	.....	do do —Double Track
92,500	1	.....	Steel Underframe—Wedge Plow—Single Track
91,400	1	.....	Wooden—Wedge Plow—Single Track
39,000	1	.....	do
44,200	1	.....	Steel Underframe
34,000	1	.....	do
21,400	2	.....	Wooden
46,400	3	.....	Steel Underframe



## ROADWAY EQUIPMENT—Continued

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
O.-W. R. & N.	Tool	0359	0360	72' 6"	Various
St. J. & G. I.	do	0600	0600	34' 2"	50,000 lbs.
do	do	0602	0603	34' 2 1/2"	do
O. S. L.	do	01900	01903	Various	Various
do	do	01905	01922	do	do
do	do	01951	01956	do	do
do	do	01958	01959	do	60,000 lbs.
do	do		01960	40' 10"	100,000 do
do	do		01966	36' 10"	60,000 do
do	do	01991	01998	40'	80,000 do
do	do		01999	41' 10"	100,000 do
do	do		02311	40' 8"	100,000 do
U. P.	do	05023	05199	Various	Various
L. A. & S. L.	do	010021	010633	34' to 44' 3 1/2"	do
O. S. L.	do	011000	011008	41' 10"	100,000 lbs.
O. S. L.	Miscellaneous:				
St. J. & G. I.	Battery Car	01881	01885	41' 10"	100,000 lbs.
O.-W. R. & N.	Ditcher		0101	42'	100,000 do
do	do		0102	18' 6"	do
O. S. L.	do	02026	02027	40' 10"	100,000 lbs.
do	do		02028	22' 2"	25 tons
L. A. & S. L.	do		010517	26' 10"	do
O. S. L.	Gas Transport	01870	01874	26' 3" to 41'	Various
U. P.	do		03152	41'	do
L. A. & S. L.	Ice Car	010647	010658	41' 10"	100,000 lbs.
St. J. & G. I.	Locomotive Crane		3	22'	15 tons
do	do		4	23' 7"	18 do
O.-W. R. & N.	do		0290	23' 6"	15 do
do	do		0291	21' 6"	15 do
do	do		0294	24' 1"	25 do
do	do		0295	25' 2"	35 do
do	do		0296	22' 7 3/4"	10 do
do	do		0297	20' 6 1/2"	12 do
do	do		0298	13' 11"	10 do
do	do		0300	22' 7"	15 do
do	do		0301	22' 6"	17 do
O. S. L.	do	02030	02031	14'	10 do
do	do	02033	02034	23'	12 do
do	do		02035	23'	12 do
do	do		02036	23'	15 do
do	do		02037	23'	25 do
do	do		02038	24' 6"	25 do
do	do		02039	24' 6"	25 do
do	do		02040	24' 6"	18 do
do	do		02041	14'	10 do
do	do		02042	28' 1"	25 do
do	do		02043	26' 6"	25 do
U. P.	do		03057	25'	25 tons
do	do		03058	20 do	20 do
do	do		03059	23' 7"	15 do
do	do		03060	24'	40 do
do	do		03061	20 do	20 do
do	do		03063	22' 8"	20 do
do	do		03065	15'	10 do
do	do		03066	11' 6"	14 do
do	do		03070	14'	10 do
do	do		03071	11' 6"	12 do
do	do		03072	21' 6"	15 do
do	do		03074	21' 6"	15 do
do	do		03075	23'	15 do
do	do		03076	23'	15 do
do	do		03077	15 do	15 do
do	do		03078	15 do	15 do
do	do		03079	15 do	15 do
do	do		03080	21' 6"	15 do
do	do		03081	20' 11"	15 do
do	do		03082	20' 11"	15 do
do	do		03083	23' 7"	15 do
do	do		03084	22'	15 do
do	do		03085	22'	15 do
do	do		03086	22'	15 do

## UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
110,700	2		Steel Underframe—Old Passenger Cars
42,300	1		do
38,500	2		do
22,300	3		Wooden
27,300	11		Steel Underframe
44,800	4		do
27,400	2		Wooden
41,300	1		Steel Underframe
27,700	1		Wooden
34,800	7		Steel Underframe
43,300	1		do
46,000	1		do
37,700	87		71 Steel Underframe, 3 Wood, 13 All Steel
51,300	19		14 Steel Underframe, 5 Wood
44,100	8	157	Steel Underframe
45,900	5		Steel Underframe
101,800	1		All Steel
206,300	1		do —Gasoline Electric
54,000	1		do
31,700	2		Steel Underframe
130,500	1		All Steel
153,500	1		do —Oil Burning
37,800	4		Steel Underframe
43,000	1		do
55,000	8		do
106,000	1		All Steel
97,500	1		do
103,800	1		do —Oil Burning
100,000	1		do
108,000	1		do
172,300	1		do
135,700	1		do
107,000	1		do
70,000	1		do
122,100	1		do —Oil Burning
144,900	1		do
70,000	2		do
80,000	2		do
95,000	1		do
80,000	1		do —Oil Burning
72,000	1		do
160,000	1		do
170,000	1		do
52,400	1		do —Oil Burning
53,100	1		do
139,000	1		do
144,500	1		do
149,200	1		do —Gasoline
126,000	1		do
140,000	1		do —Oil Burning
251,100	1		do
114,000	1		do
117,200	1		do
90,000	1		do
85,000	1		do
78,000	1		do
96,800	1		do
100,900	1		do —Oil Burning
99,400	1		do —Oil Burning
125,000	1		do
125,000	1		do
100,000	1		do —Oil Burning
125,000	1		do
125,000	1		do
77,400	1		do —Oil Burning
109,800	1		do —Oil Burning
109,800	1		do
110,000	1		do
106,000	1		do
106,000	1		do
106,000	1		do



## ROADWAY EQUIPMENT—Concluded

Initials	Classification	Numbers		Size of Car	
		From	To	Length Over End Sills	Capacity
U. P.	Locomotive Crane		03087	22'	15 Tons
do	do		03088	22'	15 do
do	do		03089		15 do
do	do		03090		15 do
do	do		03091		15 do
do	do		03092		15 do
do	do		03093	21' 6"	15 do
do	do		03094	21' 6"	15 do
do	do		03095	21' 6"	15 do
do	do		03096	20' 2"	10 do
do	do		03097		15 do
do	do		03098	23' 2"	20 do
do	do		03099	24'	30 do
L. A. & S. L.	do		010500	14'	10 do
do	do		010501	23' 7"	15 do
do	do		010502	23' 7"	15 do
do	do		010504		15 do
do	do		010506	19' 0"	5 do
do	do		010509	25' 2 1/2"	25 do
O. S. L.	Material Loader		02091	41' 10"	100,000 lbs.
L. A. & S. L.	Roadway Oil		010657	34' 10"	12,500 gals.
U. P.	Scale Test		03145	13'	
do	do		03147	13'	
L. A. & S. L.	Shop Flue		010990	21' 1 1/2"	
O.-W. R. & N.	Spray Car		0254	41' 10"	100,000 lbs.
L. A. & S. L.	do		010660	41' 10"	100,000 do
do	do		010991	41' 10"	100,000 do
O.-W. R. & N.	Supply Car	0140	0143	41' 10"	100,000 do
do	do		0144	37' 3"	12,500 gals.
O. S. L.	do		01859	41' 10"	100,000 lbs.
do	do		01860	41'	60,000 do
do	do		01861	40' 5"	60,000 do
do	do	01862	01866	40' 11"	100,000 do
do	do		01867		2,540 gals.
U. P.	do	03180	03187	Various	Various
do	do		03190	22'	100,000 lbs.
L. A. & S. L.	do	010566	010567	41' 10"	100,000 do
do	do		010568	41' 10"	100,000 do
do	do	010658	010659	41' 10"	100,000 do
do	do	010661	010663	37' 3"	12,500 gals.
do	do	010667	010669	41' 10"	100,000 lbs.
O.-W. R. & N.	Water Service	0164	0165	41' 10"	100,000 do
do	do		0166	69'	100,000 do
do	Weed Burner		0252	25'	
O. S. L.	Weed Spray		02092	34' 4"	60,000 lbs.
L. A. & S. L.	Shop Switch Locomotive		010998		

## UNION PACIFIC RAILROAD COMPANY

Average Light Weight	Number of Cars		Remarks
	Each Size	Each Class	
107,400	1		All Steel
106,000	1		do
110,000	1		do —Oil Burning
110,000	1		do —Oil Burning
128,575	1		do
128,575	1		do
110,880	1		do —Oil Burning
110,880	1		do —Oil Burning
110,880	1		do —Oil Burning
100,000	1		do
110,000	1		do —Oil Burning
113,400	1		do
128,240	1		do
70,000	1		do
140,300	1		do —Oil Burning
132,600	1		do —Oil Burning
46,000	1		do —Gas-Electric
91,000	1		Steel Underframe—Oil Burning
146,300	1		All Steel—Gasoline
107,100	1		Steel Underframe
65,900	1		All Steel
80,000	1		do
80,000	1		do
21,800	1		Steel Underframe
57,300	1		do
55,700	1		do
47,400	1		do
47,900	4		do
51,100	1		All Steel
56,700	1		Steel Underframe
41,300	1		do
41,300	1		do
44,600	4		do
36,900	1		All Steel
45,000	7		Steel Underframe
52,000	1		All Steel
52,000	2		Steel Underframe
47,900	1		do
55,900	2		do
64,700	3		All Steel
47,300	3		Steel Underframe
43,200	2		do
89,200	1		Wooden
14,800	1		All Steel
33,800	1	137	Steel Underframe
	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			
do	820	—1	24½x32	77	20
do		Four Eight Four			
do		—2			
do	1242	10 Wheel	25 x32	80	15
O. S. L.....	1572	do	19 x24	57	2
do	1584	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	7
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	59	48
do			30		
do	3600	Mallet-Compound	26-41	57	17
do			32		
O. S. L.....	3700	Simple-Articulated	23-23	59	2
do			30		
O. W. R. & N.....	3800	do do	23-23	59	3
do			30		
U. P.....	3900	do do	22-22	69	40
do			32		
do	3950	4-6-6-4-3	21-21	69	20
do			32		
do	4000	4-8-8-4-1	23¾-23¾	68	20
do			32		
L. A. & S. L.....	4226	Switch.....	22 x28	56	1
do	4230	do	20 x26	57	3
do	4235	do	19 x26	51	6
do	4243	do	21 x26	51	4

## RECAPITULATION OF LOCOMOTIVES—Continued

Road	Class	Type	Cylinder	Diameter of Drivers over New Tires (Inches)	Total Number
U. P.....	4405	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	4735	do	19 x26	51	6
do	4748	do	21 x26	51	5
do	4753	do	21 x28	51	3
O. W. R. & N.....	4902	do	19 x26	51	19
do	4928	do	20 x26	57	2
U. P.....	5000	Two Ten Two	29½x30	63	118
L. A. & S. L.....	5090	Four Ten Two	27 x32	63	9
O. S. L.....	5300	Two Ten Two	29½x30	63	10
O. W. R. & N.....	5400	do	29½x30	63	11
L. A. & S. L.....	5525	do	29½x30	63	5
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
do	8800	Four Ten Two	25	63	1
do			28-30		
U. P.....	9000	Union Pacific....	27	67	73
do			31-32		
O. S. L.....	9500	do	27	67	15
do			31-32		
Total Steam Locomotives Owned .....					1458

## Steam Locomotives Owned—Leased to Others—Included in Above

Road	Class	Type	Leased To	Total Number	
U. P.....	201	Consolidation.	Ogden Union Railway & Depot	5	
do	201	do	U. S. Government—Hill Field		
do			—Ogden	1	
do	400	do	Rocky Mountain Arsenal—		
do			Denver	3	
O. S. L.....	512	do	U. S. Government—St. Johns		
do			—Utah	1	
do	512	do	Ogden Union Railway & Depot	1	
do	584	do	U. S. Government—Warner—		
do			Utah	1	
do	584	do	Ogden Union Railway & Depot	1	
U. P.....	1242	10-Wheel.....	Saratoga and Encampment		
do			Valley	1	
O. S. L.....	2000	Lt. MacArthur	Ogden Union Railway & Depot	1	
O. W. R. & N.....	2100	do	Camas Prairie Railroad	4	
do	2100	do	Ogden Union Railway & Depot	2	
U. P.....	2819	Lt. Pacific....	do	1	
L. A. & S. L.....	4230	Switch.....	Harbor Belt Line—Los Angeles	4	
U. P.....	4405	do	Ogden Union Railway & Depot	4	
do	4421	do	do	5	
O. S. L.....	4703	do	U. S. Supply Depot—Ogden	1	
do	4703	do	Ogden Union Railway & Depot	2	
O. W. R. & N.....	4902	do	U. S. Ordnance Depot—Ogden	1	
do	4902	do	Camas Prairie Railroad	1	
do	4902	do	U. S. Supply Depot—Ogden..	1	
Total Locomotives Leased.....					41
Total Steam Locomotives.....					1458
Total Diesel Locomotives.....					48
Total Locomotives Owned.....					1506
Total Steam Locomotives Leased.....					41
Total Locomotives on Property.....					1465



## RECAPITULATION OF PASSENGER EQUIPMENT

Classification of Cars	Road	Kind				Total
		Aluminum	Steel	Steel Under-frame	Wood	
Baggage.....	U. P.....		202		1	203
do	O. S. L.....		39			39
do	O. W. R. & N.....		33			33
do	L. A. & S. L.....		14			14
do	Total.....		288		1	289
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.....		10		1	11
do	O. W. R. & N.....				3	3
do	Total.....		10		4	14
Baggage-Mail-Passenger.....	U. P.....		6			6
do	L. A. & S. L.....		2			2
do	Total.....		8			8
Baggage-Dormitory.....	U. P.....		7			7
Coach-Dormitory.....	U. P.....		1			1
Coach-Sleeper.....	U. P.....		6			6
Chair.....	U. P.....	40	204			244
do	O. S. L.....		22			22
do	O. W. R. & N.....		2			2
do	L. A. & S. L.....		10			10
do	Total.....	40	238			278
Coach.....	U. P.....		24			24
do	O. S. L.....		52		1	53
do	O. W. R. & N.....		66		1	67
do	Total.....		142		2	144
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.....		34			34
Lounge.....	U. P.....		9			9
Observation.....	U. P.....		1			1
do	L. A. & S. L.....		5			5
do	Total.....		6			6
Parlor-Cafe.....	O. W. R. & N.....		2			2
Cafe-Observation.....	U. P.....		7			7
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.....		53			53
do	O. S. L.....		5			5
do	O. W. R. & N.....		10			10
do	L. A. & S. L.....		2			2
do	Total.....		70			70

## RECAPITULATION OF PASSENGER EQUIPMENT—Continued

Classification of Cars	Road	Kind				Total
		Aluminum	Steel	Steel Under-frame	Wood	
Motor.....	U. P.....		24			24
do	O. S. L.....		7			7
do	O. W. R. & N.....		2			2
do	St. J. & G. I.....		1			1
do	Total.....		34			34
Motor Trailer.....	U. P.....		10			10
do	O. S. L.....		4			4
do	Total.....		14			14
<b>Streamlined Equipment</b>						
Auxiliary-Baggage-Dormitory.....	U. P.....	1				1
Auxiliary-Baggage.....	U. P.-C. & N. W.....	3				3
Auxiliary-Mail-Baggage-Articulated.....	U. P.....	1				1
Baggage-Dormitory-Kitchen-Articulated.....	U. P.....	1				1
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
Coach-Buffer-Articulated.....	U. P.....	1				1
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.....	1				1
do	U. P.-C. & N. W.-S. P.....	1				1
Dormitory-Tap Room.....	U. P.-C. & N. W.....	2				2
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
do	Total.....	48				48
Total.....	U. P.....	56	741	1	2	800
do	U. P.-C. & N. W.....	26	4			30
do	U. P.-C. & N. W.-S. P.....	11				11
do	O. S. L.....		148		1	149
do	O. W. R. & N.....		133		4	137
do	L. A. & S. L.....		40			40
do	St. J. & G. I.....		1	1		2
do	Total.....	93	1067	2	7	1169



## RECAPITULATION OF FREIGHT EQUIPMENT

Class	Road	Kind			Total
		Steel	Steel Under-frame	Wood	
Ballast.....	U. P.....	45	879		924
do	O. S. L.....		70		70
do	O. W. R. & N.....		91		91
do	Total.....	45	1,040		1,085
Box.....	U. P.....	11,802	4,627		16,429
do	O. S. L.....	499	3,643		4,142
do	O. W. R. & N.....	997	2,082		3,079
do	L. A. & S. L.....		210		210
do	St. J. & G. I.....		3		3
do	Total.....	13,298	10,565		23,863
Box-Automobile.....	U. P.....	3,737	417		4,154
do	O. S. L.....	539			539
do	L. A. & S. L.....	193			193
do	Total.....	4,469	417		4,886
1) Caboose.....	U. P.....	100	232	227	559
1) do	O. S. L.....		43	71	114
1) do	O. W. R. & N.....		45	65	110
1) do	L. A. & S. L.....		78	4	82
1) do	St. J. & G. I.....		18	4	22
1) do	Total.....	100	416	371	887
Flat.....	U. P.....		2,684		2,684
do	O. S. L.....		188		188
do	O. W. R. & N.....		310		310
do	L. A. & S. L.....		86		86
do	Total.....		3,268		3,268
Furniture.....	U. P.....		3		3
Gondola.....	U. P.....	1,020			1,020
do	O. S. L.....	333			332
do	Total.....	1,353			1,353
Gondola-Drop Bottom.....	U. P.....	3,748			3,748
do	O. S. L.....	1,205			1,205
do	O. W. R. & N.....	38			38
do	L. A. & S. L.....	2,215			2,215
do	Total.....	7,206			7,206
Gondola-Hopper Bottom.....	U. P.....	4,216			4,216
do	O. S. L.....	172			172
do	O. W. R. & N.....	56			56
do	Total.....	4,444			4,444
Logging.....	O. W. R. & N.....			163	163
Refrigerator.....	U. P.....		2		2
Stock.....	U. P.....		2,843		2,843
do	O. S. L.....		2,523		2,523
do	O. W. R. & N.....		464		464
do	L. A. & S. L.....		142		142
do	Total.....		5,972		5,972
Tank.....	U. P.....	1,089			1,089
do	L. A. & S. L.....	7			7
do	Total.....	1,096			1,096
Total.....	U. P.....	25,757	11,687	227	37,671
do	O. S. L.....	2,748	6,467	71	9,286
do	O. W. R. & N.....	1,091	2,992	298	4,311
do	L. A. & S. L.....	2,415	516	4	2,935
do	St. J. & G. I.....		21	4	25
do	Total.....	32,011	21,683	534	54,228

1) Not included in "Freight Equipment" as shown on statement of Freight Equipment.  
 3) Includes 1976 D. B. Gondolas owned jointly by L. A. & S. L. R. R. Co. and Utah Ry. Co.

## RECAPITULATION OF ROADWAY EQUIPMENT

Classification of Cars	Number of Cars					Total
	U. P. R. R.	O. S. L. R. R.	O. W. R. & N.	L. A. & S. L.	St. J. & G. I.	
Ballast Distributing.....	4	5	3	2	1	15
Boarding.....	878	127	242	215	10	1,472
Business.....	11	2	1	1		15
Derrick.....	18	6	6	6		36
Instruction.....		2	2	1		5
Pile Drivers.....	4	2	3	1	1	11
Roadway Ballast.....	62	84	16	5		167
Roadway Box.....	12	4				16
Roadway Flat.....	61	17	18	12	5	113
Roadway Gondola.....	96	185		25		306
Roadway Water.....	122	21	22	39	2	206
Snow Plows.....	24	5	4	1	2	36
Tool.....	87	39	8	19	4	157
Miscellaneous (Other Roadway Cars).....	48	35	21	30	3	137
Shop Switch Locomotives.....				1		1
Total.....	1,427	534	346	358	28	2,693











