

**UNION PACIFIC RAILROAD
COMPANY**

**Manifest, Perishable and
Livestock Schedules**

**SCHEDULE
No. 2**

**Issued
September 1, 1941**

FOR EMPLOYES ONLY

**P. J. LYNCH,
Superintendent Transportation
Omaha, Nebraska**

WESTWARD

EASTWARD

STATIONS	②9 CBX-RF-RX ③0 UX ③1 CUX ③2 320 ③3 KSW	③4 RO	③7 MS - CU ③6 PSR ③9 PNF ③1 CU	Fruit Schedules ③9 RV - ③8 WP - CN		③8 Oregon Fruit and Manifest SOX	④0 Ogden Manifest	④1 Omaha Special OMAHA	④2 Advanced Kansas Fruit AKF	④3 Kansas Fruit KF	④4 Morning Fruit Stock MFS	④5 Advanced Co. Bluffs Kansas City ACK	④5 Co. Bluffs Kansas City CK	④334 ④370 ④154
				Basic Schedule	Last Run-Off									
Chicago Ar	10.00pSun	2.00aSun	10.00pSun					10.00pSun						
Co. Bluffs Ar	11.52pSat	8.15aSat	11.52pSat	11'20" to Dely.	12'47" to Dely.		11'25" to Dely.	11.52pSat						
Omaha Ar		7.00aSat												
Kansas City Ar		③9 So. RO. 4.00pSat	MFS 2.00aSun						12.01aSun	1.00aSun	2.00aSun	2.00aSun	4.00pSun	5.00aSun
St. Joseph Ar		3.00pSat							5.30aSun	5.30aSun	5.30aSun	5.30aSun	3.00pSun	
Marysville Lv Ar		10.10aSat 9.45aSat							4.30pSat 4.00pSat	6.00pSat 5.30pSat	7.40pSat 7.25pSat	7.40pSat 7.00pSat	10.10aSun 6.30aSun	
Hastings Lv Ar		5.15aSat 5.00aSat							9.45aSat 9.30aSat	12.30pSat 12.15pSat	2.30pSat 2.15pSat			
Beatrice Lv Ar		1.00aSat So. RO Lv No. Platte											6.30pSat 4.25pSat	3.00aSun 2.15aSun
Omaha Lv													12.15pSat	9.30pSat
Co. Bluffs Lv													12.01pSat	8.30pSat
Salina Lv Ar														154 7.00pSat 370 2.10pSat
Ellis CT MT Lv Ar														9.30aSat 8.15aSat
Grand Island Lv Ar		1.00pSat 12.30pSat	2.55aSat 2.40aSat	5.00pSat 4.30pSat	7'20" 8'40"			7'20"	4.30pSat 4.00pSat					
No. Platte MT CT Lv Ar		4.00aSat	11.00pFri 9.15pFri	11.00aSat 7.00aSat	11'50"	9'30"		12'40"	11.30aSat 8.30aSat	5.00aSat	8.00aSat	10.30aSat		
Julesburg Lv Ar			7.10pFri 7.10pFri						6.15aSat 6.00aSat					
Denver Lv Ar	④154 3.00aSat ④334 6.25pFri	④334 6.25pFri 154 3.00aSat						10.00pFri					370 6.45pFri ④334 6.25pFri	2.55pFri
Cheyenne Lv Ar	3.30pFri 3.00pFri	1.00pFri 11.30aFri		12.15aSat 11.45pFri	5'10"	4'00"		6'00"						
Laramie Lv Ar	10.30aFri 9.25aFri	7.30aFri 5.30aFri		8.45pFri 7.45pFri	15'00"	10'50"	Cons. with OU 5.40pFri	15'15"						
Green River Lv Ar	10.00pThu	8.15pThu		10.00aFri 9.30aFri	12'33"	10'30"	6.30aFri 6.00aFri	13'20"						
Ogden MT Lv Ar		No. 320 7.30pThu		CU 3.00aFri ④MS 7.00pThu			8.30pThu							
Salt Lake Lv Ar	5.50aThu ④ 4.50aThu	10.00aThu	④ UX 4.00aThu ④ CUX 7.00aThu	5.30pThu ④ MS 4.00pThu										
Milford Lv Ar			5.30pWed 4.30pWed	6.30aThu 5.45aThu										
Caliente PT MT Lv Ar		Basic Perish- able Schedule	10.30aWed 8.15aWed	4.30pWed 8.00pWed	12.45aThu 10.45pWed									
Las Vegas Lv Ar			2.30aWed 12.30aWed	9.15aWed 7.45aWed	4.30pWed 3.00pWed									
Colton Lv	3.00aTue	6.00aTue		2.00pTue	11.45pTue									
Los Angeles Lv	11.30pMon	2.00aTue		11.30aTue	9.00pTue									
Ogden PT San Francisco Ar Lv				Protects last run- off Fruit Block from Colton.			5.30pThu 10.00pMon lv Medford							
Green River Ar	CBX 9.30pThu	KSW 7.30pThu	PSR 6.30aFri	④ BMX	④ ESX	④ 252	④ Mdse. 10							
Granger Lv Ar	8.00pThu	6.00pThu	5.00aFri											
Montpelier Lv Ar	2.15pThu 1.30pThu	1.00pThu 12.30pThu	12.15aFri 11.45pThu											
Pocatello Lv Ar	8.30aThu	7.30aThu	7.15pThu	6.30aThu	11.45pWed									
Glenns Ferry Lv Ar	6.45pWed 6.00pWed		④ FU 4.00pThu FSR 5.00pThu	10.30pWed lv Twin Falls	4.45pWed 4.00pWed									
Nampa Lv Ar	2.15pWed 11.30aWed 1.15pWed		2.00aThu 6.45pWed 11.30pWed	5.45aThu 6.45pWed 3.45aThu	1.00pWed Buhl	11.45aWed	8.55aTue							
Huntington PT MT Lv Ar	9.30aWed 6.30aWed	④ FU 5.00pWed 2.30pWed	11.30pWed 9.30pWed	8.30aWed			6.45aTue 5.30aTue							
La Grande Lv Ar	11.00pTue 9.00pTue		4.30aWed 3.00aWed	3.00pWed 1.30pWed			2.00aTue 1.48aTue							
Rieth Lv Ar	4.00pTue 2.00pTue		④ RX 9.30pTue 7.30pTue	9.00aWed 8.00aWed		Ar Spokane 4.00aWed	11.30pMon 11.20pMon							
Umatilla Lv Ar			5.00pTue 4.00pTue			6.30pTue 4.30pTue								
The Dalles Lv Ar	4.00aTue 3.00aTue		10.00aTue 8.30aTue	3.00aWed 2.00aWed		10.00aTue 8.30aTue	8.50pMon 8.45pMon							
Albina Portland Lv Lv	11.00pMon		252 2.30aTue	10.00pTue		2.30aTue	6.45pMon							
Argo Seattle Lv Lv			690 7.30pSun	692 4.30aTue										
Spokane Lv			251 10.10pMon											

NORTHBOUND				SALT LAKE - BUTTE										SOUTHBOUND				
61 UTS	62 MS	60 SKS	63 Basic WP-CN Fruit Blocks	64 UCK	65 277	66 279	67 IDX	STATIONS			62 SLX	63 278	64 280 53 ESX	65 2nd 278	66 MOX	67 OGS	68 ONX	69 334
10.00pFri	5.30pFri	10.00aFri	5.50aFri	11.30pFri	8.00pFri	7.00pFri	8.45aFri	Lv	Salt Lake	Ar	1.00pThu	4.15aFri	8.00aThu	7.00aFri	5.30aFri	7.00pFri	1.30aSat	
11.30pFri	7.00pFri	11.30aFri	7.50aFri	1.00aSat 2.00aSat	9.30pFri 10.15pFri	8.05pFri 8.20pFri	10.00aFri 10.30aFri	Ar Lv	Ogden	Lv Ar	11.15aThu 10.30aThu	2.30aFri 1.30aFri	6.45aThu 5.45aThu	5.45aFri 2.30aFri	4.00aFri	5.30pFri	11.45pFri	
				8.30aSat	3.30aSat 6.15aSat	12.30aSat 2.45aSat	3.30pFri 6.00pFri	Ar Lv	Pocatello	Lv Ar	5.00aThu 4.00aThu	7.00pThu 3.30pThu	ESX 1.15aThu 280 11.45pWed	8.30pThu				1.15aThu
				8.00aSat 9.30aSat	4.30aSat 5.00aSat	7.45pFri 8.15pFri	Ar Lv	Idaho Falls	Lv Ar	2.00aThu 1.00aThu	1.00pThu 11.45aThu	9.45pWed 9.00pWed					11.15pWed	
				2.15pSat 4.15pSat		11.00pFri 11.45pFri	Ar Lv	Lima	Lv Ar	9.00pWed 7.30pWed	7.00aThu 5.00aThu							
				1.00aSun		5.30aSat	Ar	Silver Bow	Lv	12.45pWed	8.05pWed							
				2.30aSun		6.30aSat	Ar	Butte	Lv	11.30aWed	7.00pWed							
						7.30aFri	Ar	Ashton	Lv			5.30pWed						

Trains on Connecting Lines are due to arrive and deliver traffic to the Union Pacific at the larger terminals, as follows:

COUNCIL BLUFFS					
Arrive	Train No.	At	Train No.	At	Train No.
C&NW	251	8.00a	117	5.30p	253
CMS&P&P	63	5.00a	61	5.00p	61
CB&Q	73	8.10a		61	7.30p
IC	73	8.30a	75	4.30p	75
CRI&P	91	4.30a		97	8.30p
CGW	83	8.30a		81	10.30p
Wabash	191	8.05a		95	9.15p
Del. to U. P. by		9.00a		6.30p	10.00p
For train leaving	Colo. M&B	11.00a 11.30a	231	7.00p	CBN

SALT LAKE					
Arrive	Train No.	At	Train No.	At	Train No.
DRGW	61	4.30a			
WP			62	11.30aPT	54
Del. to U. P. by		5.30a	Handled to Og. in Fruit Blocks		
For train leaving	CKC	6.30a	SKS	10.00a	

OMAHA					
Arrive	Train No.	At	Train No.	At	Train No.
CStPM&O	17	2.00p			
Del. to U. P. by					
For train leaving	CK	9.30p			

DENVER					
Arrive	Train No.	At	Train No.	At	Train No.
CB&Q	67	3.45a	61	5.00p	
C&S	76	2.00a		72	7.30p
DRGW	66	3.30a		68	7.00p
CRI&P	91	3.30a			
AT&SF	36	2.00a			
Del. to U. P. by		6.00a		5.00p	8.00p
For train leaving	DP	7.00a	319	7.00p	Oma Spl.
					10.00p

LOS ANGELES					
Arrive	Train No.	At	Train No.	At	Train No.
SP	814	10.30p	810	9.50a	
AT&SF	99	9.00p			
Del. to U. P. by		12.01a		10.00a	
For train	UX	2.00a	CUX	11.30a	

COUNCIL BLUFFS					
	Train No.	At	Train No.	At	Train No.
C&NW	252	3.00a	258	3.30a	254
CMStP&P	64	2.00a			10.15a
CB&Q	68	2.30a			10.15a
IC	74	3.00a			10.15a
CRI&P	92	2.10a			
CGW	82	2.00a			10.15a
Wabash	96	12.15a			
Arrival of	Fruit Trains	11.52p	Fruit Trains	11.52p	RO
Due del'y		1.52a		1.52a	8.15a
					18'30" after stk loaded at Denver

OMAHA					
	Train No.	At	Train No.	At	Train No.
CStPM&O	Ex	11.00a			
Arrival of	KO	9.30a			
Due del'y		10.30a			

DENVER					
	Train No.	At	Train No.	At	Train No.
CB&Q	62	2.30p 1.00p			
C&S	75	9.00a 7.00a	73	1.00a 12MN	
DRGW	Ute	4.30a 4.00a	65	7.30p 6.00p 9.30p 7.30p	
CRI&P	92	3.30a 3.00a			
AT&SF	31	11.00a 10.00a	41	10.00p 8.00p	
Arrival of	154	3.00a 3.45a	334	6.25p 4.30p	
Due del'y to	SP				

GENERAL INSTRUCTIONS

General Instructions Covering the Movement of Through Freight Traffic.

Cars loaded with manifest and perishable traffic for movement westward will be assigned block numbers to indicate destination and class of traffic, as follows:

Block 1: Traffic billed to points on Southern Pacific via Ogden except Block 1-B.

Block 1B: Forwarder merchandise cars routed SP Ogden including those that unload at Ogden, and meat billed to points on Southern Pacific via Ogden.

Block 2: Ogden to but excluding McCammon and south to but excluding Salt Lake, except Block 2B.

Block 2B: Forwarder merchandise cars, including transfers, billed to work at Ogden.

Block 3: Traffic for Salt Lake proper, except 3B and 3C.

Block 3B: Forwarder merchandise cars for Salt Lake, including cars for transfer at Salt Lake.

Block 3C: Traffic for Western Pacific at Salt Lake.

Block 4: South of Salt Lake to and including Los Angeles, except 4B.

Block 4B: Forwarder merchandise cars for Los Angeles.

Block 5: North of Granger to and including Nampa and Boise except Block 11.

Block 6: Traffic for Caldwell to Pendleton and Umatilla except Block 11.

Block 6A: West of Rieth to Seattle except Block 11.

Block 6B: Wallula set-out including Kennewick and Yakima Branch; east to and including Walla Walla, Waitsburg and Dayton except Block 11.

Block 6C: Ayer Junction set-out including Camas Prairie and north to but excluding Marengo, Colfax, Tekoa, and Kellogg except Block 11.

Block 6D: Marengo and north including Spokane except Block 11.

Block 7: Wyoming traffic except north of Granger and Block 11.

Block 8: Denver and beyond and east to and including Hugo.

Block 9: Colorado shorts excluding Denver and beyond, east to and including Hugo.

Block 10: Nebraska and Kansas north and west of Marysville and west to but excluding Cheyenne.

Block 11: Forwarder merchandise cars for Pocatello and Portland, through railroad merchandise cars and all loads for Spokane, Tacoma and Seattle.

The through Eastbound manifest trains for Eastern District are to be made up as follows, from head end:

1st. Livestock.

2nd. Perishables, with icers up ahead.

3rd. All Block 1, 2, 3 and 4 traffic, with shorts west of Laramie on rear.

The Eastern Blocks are as follows:

Block 1: Traffic for movement through Denver route, including points east to Junction City (excluding latter) also points north, LaSalle to Crook.

Block 2: Traffic for movement through North Platte and Kansas City route, including all points Gibbon and south, also west to Junction City.

Block 3: Traffic for movement through Council Bluffs route including main line points Cheyenne to Council Bluffs and north, also points Julesburg to Marcott, and Central City south to Valparaiso, and Valley south to Hull.

Block 4: Traffic for points west of Cheyenne.

BAD ORDER CARS:

Such cars will be repaired and forwarded in symbolized train in which the cars are moving unless the repairs will delay the train, in which event cars may be set out, repaired and forwarded in the first following train; cars containing perishable traffic must be moved in fruit blocks.

Livestock: Will be handled on trains scheduled herein. When a shipper has twenty or more cars to load at any one point, special service may be provided if no adequate regular service available.

Stock desiring to run through from Salt Lake and Ogden to North Platte or Denver for first feed will reload for No. 320, due to leave Ogden 12:30 PM and the Cleanup due to leave Ogden at 3:00 AM.

Stock feeding at Laramie and Cheyenne desiring to connect with the RO Special at North Platte running through to Fremont, Valley, South Omaha, Marysville, St. Joseph and Kansas City for next feed, if 36-hour release signed, will be handled on KSW

Sharon Springs Saturday Stock Schedule: Due to leave Sharon Springs 3:00PM Saturday only, Oakley 6:00 PM arrive Ellis 8:20 PM (MT), leave 10:00 PM (CT), arrive Salina 5:00 AM, leave 5:45 AM, arrive Junction City 8:00 AM, leave 8:15 AM, arrive Kansas City 2:00 PM.

INSTRUCTIONS IN CONNECTION WITH THE OPERATION OF VARIOUS THROUGH MANIFEST TRAINS

① CBN: **Council Bluffs Night Coast:** Traffic given preference in following order—Cheyenne merchandise and transfer cars; Block 3—319's traffic; Blocks 1B, 2B 3B and 4B. CBN terminates at Green River where through traffic is picked up by PNW, NW and CKC. No. 319 picks up their traffic at Cheyenne.

② KCN: **Kansas City Night Coast and Colorado:** Terminates at Green River where through traffic is picked up PNW, NW, and CKC. No. 319 picks up traffic at Cheyenne. May be consolidated at North Platte with CBN if operating conditions permit. Traffic for all Colorado points, west of Hugo, is handled on this train via North Platte where it is set out for the Colorado Special.

③ MCB: **Morning Council Bluffs—Coast:** Handles manifest for Cheyenne and west. When tonnage conditions warrant, some MCB tonnage may be handled to North Platte on Colorado Special. This train terminates at Green River where through traffic is picked up by CKC, PNW and NW specials.

Bad Orders: Will wait for all bad order cars Council Bluffs to North Platte and for bad order cars loaded with stock or perishable between North Platte and Green River; cars loaded with manifest traffic, that may be bad order between North Platte and Green River, can be picked up by MKC.

④ MKC: **Morning Kansas City Coast:** Operates Kansas City to Salt Lake where it is consolidated with the CKC to Los Angeles. Handles traffic for all Colorado points and east to but excluding Hugo. Picks up at Laramie traffic from DP Manifest when practicable.

Bad Orders: Waits for all bad order cars between Kansas City and Ogden.

⑤ DP: **Denver Pacific Coast:** Connects at Laramie with the MKC. When operated through to Green River or Ogden, will use DP schedule through, which is the same as the MKC schedule.

⑥ CKC: **Council Bluffs—Kansas City Coast:** Originates at Green River and picks up traffic from CBN, KCN, MCB, except traffic for NW specials, and assumes the date number of connecting manifest trains arriving Green River. Picks up at Salt Lake any traffic for Southern California arriving Salt Lake on MKC-DP and 278, including forwarder cars worked at Salt Lake and any intermountain traffic available.

Desirable to get any stock for Los Angeles out of Green River on first train after arrival and into Ogden not later than 2:00 AM. Hogs arriving on connections which unload for water only will be reloaded North Salt Lake for next available CKC. Likewise cattle and sheep feeding at North Salt Lake will reload for first available CKC.

At Las Vegas hogs which unload for water only will be reloaded for next available CKC or not later than the IMS stock train.

Cattle and sheep arriving on early CKC connections will reload for IMS stock train, if so desired by shippers, provided this can be done without delay to the last section of CKC or IMS train, otherwise such stock will be held over for movement on NSL.

Hogs that are to water at San Bernardino should reload for CKC trains ahead of the last section so such stock can be picked up San Bernardino by the last CKC or IMS.

Hogs for San Diego moving via San Bernardino should likewise reload for an earlier CKC so as to insure ATSF connection. Arrival Los Angeles on last CKC or IMS will permit early morning spotting at stockyards.

⑦ NSL: **Night Salt Lake:** Handles merchandise from Salt Lake and any intermountain traffic assembled at Salt Lake. Does local work to San Bernardino far as practicable. For the handling of livestock on this train, see CKC.

⑧ Colo. Special: All traffic for Colorado south of Julesburg, east to and including Hugo and north of LaSalle to and including Carr, and, when operating conditions permit, will be filled out at Council Bluffs with MCB traffic to North Platte. Will pick up at North Platte all Colorado traffic from KCN.

Bad Orders: Train will wait for bad orders destined to Colorado points.

⑨ 231-Mdse. Merchandise and Colorado Traffic: All Nebraska and Colorado traffic loaded and received from connections at Council Bluffs and Omaha, including merchandise cars for Cheyenne arriving on the afternoon connections. Connects at North Platte with KCD for Denver. Connection with the Mdse. Spl. is operated through to Cheyenne to arrive there about 5:00 p.m.

⑩ KCD: **Kansas City-Denver:** Operates consolidated with the MKC Kansas City to North Platte on the MKC schedule and handles all Colorado traffic, east to but excluding Hugo. Picks up at North Platte, similar traffic from 231.

⑪ 319: **Denver Merchandise:** Manifest from Denver destined Ogden and Salt Lake proper and beyond, stock billed to unload at Ogden or Salt Lake, also stock for the northwestern territory to connect with 261 at Green River. Picks up at Cheyenne from CBN and KCN all

Salt Lake proper and Western Pacific cars, except inflammables, and any traffic for Pocatello and any stock that has time to run through to destination or to any terminal feeding station.

⑫ 261: **Pocatello Merchandise:** This train is operated from Green River upon arrival of No. 319 with traffic for Pocatello, north and west of Pocatello, for movement on No. 277, TFX and FDX. Any NWD traffic handled into Pocatello is set out there for NW special.

⑬ OW: **Oregon-Washington:** Handles traffic for the Fourth subdivision and Spokane territory, filling out with any traffic available for Portland-Seattle territory.

⑭ CMS: **Coast Merchandise:** This symbol will be added to the symbols for MCB-MKC-DP-CKC trains when handling forwarder merchandise cars billed to Ogden, Salt Lake or Pocatello proper or for partial unloading, also forwarder cars billed to points west of these stations, including points on SPRR and WPRR.

⑮ PNW: **Pocatello Northwest:** Handles forwarder cars including those that work at Pocatello arriving Green River in CMS, MCB, MKC and DP trains.

⑯ Empty Refrigerators: When operated special in solid trains, use 68'0" Council Bluffs to Ogden, divided 34'0" to arrival Cheyenne and 34'0" to Ogden; Kansas City to Ogden 72'0", divided 13'3" to arrival Hastings, 24'3" to arrival Cheyenne and 34'0" to Ogden.

⑰ Empty Coal Cars: When handled in solid trains, assign number according to the day of the month leaving Council Bluffs and handle on schedule indicated.

⑲ 333: **Mixed Train.** Handles from Kansas City any traffic for Denver that may have been delayed east of Kansas City and missed connection with KCN due to leave Kansas City the evening before. Also handles merchandise from Salina destined Ellis and west. Makes connection at Denver with DP Manifest.

⑳ KP 155: **Kansas Pacific:** Handles traffic originating west of Topeka routed via Denver, connecting at Ellis with 333 which connects at Denver with DP Mfst. Also handles from Kansas City any traffic for points to and including Hugo.

㉑ KO: **Kansas City - Omaha:** Operated with traffic assembled at Kansas City, including merchandise, for South Omaha, Omaha and Council Bluffs.

㉒ IMS: **Intermountain Stock:** Handles stock reloaded and fed Las Vegas that arrived on NSL and CKC connections.

㉓ NW: **North-west:** Originates at Green River and connects with the CBN, KCN, MCB, MKC and DP Manifest, assuming date number of MCB-MKC arriving Green River. Traffic for north of Pocatello is set out at Pocatello for No. 277 and NW Special picks up at Pocatello any traffic for the west set out from 261-334, SLX, PNW, and No. 277. NW connects at Rieth with No. 78 and at Kenton with No. 681.

㉔ 681: Connects with the NW Special at Kenton and gets all traffic for the north; due Seattle 11:00 p.m., which permits spotting of all traffic at Seattle early following morning.

㉕ 251: **(NWD)** Handles all traffic assembled at Spokane and traffic from the CMStP&P at Marengo for Portland and beyond; also for points east of Umatilla for connection with CBX.

㉖ FDX: **Fourth Dist. Mfst.** Will handle traffic for Shoshone Branches and points west on the Third sub-division and fill out with traffic for west of Glens Ferry. FDX lays

down at Glenns Ferry and any traffic for NWD is set out at Glenns Ferry for NW and OW following and FDX is operated west of Glenns Ferry to do local work and pick up at Nampa local loads set out at that point for stations west to Huntington.

④TFX: **Twin Falls Mfst:** Handles traffic assembled at Pocatello other than Merchandise handled on 329 for Twin Falls and North Side branches, including way merchandise.

④78: Will get perishable traffic from California handled into Rieth on PSR or CBX. Will also connect with NW.

④691: Gets all traffic from NW Special at Albina for points north, except traffic handled from Kenton on 681; also traffic from SP; will wait until 1:00 a.m., when manifest or perishable traffic reported by SP for points north of Portland.

④CBX-RF-RX: **Co. Bluffs Mfst.—Rieth Fruit and Mfst:** This train is operated on clock schedule into Huntington and when too much tonnage for one train, the overflow manifest traffic may be held and handled on PU-2nd RX. When RX is operated separately from Huntington closely behind CBX, it will take CBX schedule to Pocatello and be operated from Pocatello as tonnage warrants to arrive Granger as much ahead of 5:00 a.m., as possible. When RX is held at Huntington for consolidation with PU, it will take PU schedule to Pocatello and PSR schedule to Granger.

CBX will also handle live stock from Caldwell-Nampa territory for connection at Pocatello with SLX for the south and the KSW for the east. When tonnage permits, the CBX-KSW trains may be consolidated east of Pocatello.

④UX: Handles manifest and perishables assembled at Los Angeles and Colton for Las Vegas, Boulder City and local points east to Provo, Salt Lake, Ogden, Pocatello and beyond, including eastern traffic. Will protect basic CN fruit block schedule from Colton.

Connects at Salt Lake with IDX and SKS.

④CUX: Handles manifest and perishable from Los Angeles-Colton for Salt Lake, Pocatello and beyond not available for movement on UX. Also KSW traffic for movement east from Ogden on No. 320.

Connects at Salt Lake with IDX and SKS.

④320: **Mixed Train: Ogden to Green River:** Handles traffic arriving Ogden in various fruit blocks destined to points in the South-western territory, indicated under symbolized train KSW; also live stock, connecting at Green River with the KSW.

④KSW: **Kansas City South-western:** Originates at Pocatello and connects there with CBX-RF-RX and handles manifest and perishable traffic destined Kansas City and St. Joseph proper, or routed through Kansas, Oklahoma, Texas, western Missouri south of Kansas City, Arkansas, Louisiana, Tennessee, Mississippi, Alabama, Georgia, Florida, North and South Carolina; also traffic destined Denver and beyond to and including Junction City.

Connects at Green River with mixed train No. 320 and, if tonnage permits, fills out with any traffic that may be available destined to the south-western territory indicated above; connects at Cheyenne with 334 to Denver.

④RO: **Run-off:** Traffic from Denver including live stock for movement to Chicago within 36 hour-law, also traffic for St. Joseph and Kansas City, west to but excluding Junction City. Must not use to exceed 18'30" from earliest loading time at Denver for stock to Chicago for delivery to connecting lines at Council Bluffs.

Picks up any stock or perishable traffic available at LaSalle and through traffic from 98-242-54 at North Platte and from 96 at Kearney, and makes connection with CSTPM&O at Omaha and C&NW-CMStP&P-CB&Q-CGW-IC at Council Bluffs. Due to arrive at the Summit, Omaha, in time for the South Omaha market.

Connects at North Platte with the South RO for St. Joseph and Kansas City.

④South RO: **To St. Joseph and Kansas City:** Connects at North Platte with 98-242-54-KSW-RO, 96 at Kearney and 216 at Hastings.

④PSR: **Portland-Seattle-Rieth:** Protects any traffic loaded or received from connections in the Seattle-Portland territory and is the last run-off train from the NWD; also from the Nampa and Pocatello territory. Connects at Pocatello with 278. This train will not pick up any local traffic between Huntington and Nampa, as that traffic will be picked by PU trains.

④MS: **Merchandise Special:** Operated from Los Angeles as a clean-up train to handle all manifest and perishables assembled at Los Angeles and Colton not moved on UX and CUX trains and which traffic is due to leave Colton on the last run-off schedule. Will also handle from Los Angeles any manifest for southwestern territory (listed under KSW symbol) billed current date, and any Utah-Idaho traffic available. Pick up at Salt Lake WP fruit blocks.

Connects at Salt Lake with No. 277 and UTS.

④CN: **Fruit Trains: Colton:** Perishable traffic concentrated at Colton, California on SCD. Fruit block basic schedule is to leave Colton 3:00 a.m., and arrive Salt Lake 4:50 a.m. third morning after loaded. However for each block departing Colton after 3:00 a.m., and up to 7:00 p.m., there is a 22-minute run-off to Salt Lake for each hour later departure from Colton, so that a block leaving Colton 7:00 p.m., would be due at Salt Lake at 2:58 p.m. These blocks are handled on an elapsed time basis Salt Lake to Ogden but may be held at Salt Lake for consolidation with other trains and operated to Ogden to fit in with operation of trains east from Ogden.

④SOX: **Southern Oregon Fruit Mfst:** Perishable traffic concentrated at Medford, Oregon, on SPRR. Due to leave Medford 10:00 p.m., day of loading, and arrive at Ogden, 6:30 p.m., MT, third day.

④WP: Fruit blocks are operated on run-off basis and a block leaving Sacramento on schedule 3:00 a.m., is due to arrive Salt Lake at 2:47 a.m., or 1'23" earlier than the 4:10 a.m., schedule. Other blocks leaving Sacramento later than 3:00 a.m., and up to 7:00 p.m., will, in addition to the 1'23" arbitrary run-off, also run-off 22 minutes for each hour late out of Sacramento, so that, for example the last run-off block is due to arrive North Yard, Salt Lake, 12:55 p.m., MT.

These blocks are handled on an elapsed time basis between Salt Lake and Ogden, but may be held for consolidation with other trains and operated to Ogden to fit in with operations from that point.

④RF: **Rieth Fruit:** Perishable traffic concentrated at Rieth, Oregon on NWD.

④RV: **Roseville:** Perishable traffic concentrated at Roseville, California on SPRR. The basic schedule is to leave Roseville, 3:00 a.m., and arrive Ogden 5:27 a.m., PT or 1'23" earlier than 6:50 a.m., PT, schedule, third day after loading. However, for each block departing Roseville after 3:00 a.m., and up to 7:00 p.m., in addition to the 1'23" arbitrary run-off there is a 22" run-off to Ogden for each hour later departure from Roseville and a block leaving Roseville 7:00 p.m., would be due at Ogden 3:35 p.m., PT.

④OG: **Ogden Manifest:** Gets manifest traffic assembled at Ogden after departure Clean-up. When operated, must not use in excess of 64'00" departure Ogden to arrival Council Bluffs and make same connections as the first following fruit block.

④OMA: **Omaha Special:** Is operated with traffic assembled at Denver. Traffic for Manhattan to Salina, including Salina points and points on Junction City, Beloit, McPherson, Solomon and Plainville Branches, that may be assembled at Denver after the departure of 370, will be handled on the Omaha Special, for connection with 174 at Marysville.

Second section may be operated with traffic assembled at Denver after the departure of the first section Omaha Special when the traffic warrants, and will arrive at Council Bluffs to permit delivery to connecting lines with the fruit blocks from the western coast.

④AKF: **Advanced Kansas Fruit:** Operated from North Platte with stock perishables and manifest in advance of the regular KF train when sufficient tonnage is available.

④KF: **Kansas Fruit:** Operated from North Platte with stock, perishables and manifest from the various fruit blocks, destined to points beyond Hastings.

④MFS: **Morning Fruit and Stock:** Cleans up all traffic for the South, protecting the connection with the Clean-up from Ogden, and the Omaha Special from Denver.

④ACK-CK: **Council Bluffs-Kansas City:** Operated with traffic assembled at Council Bluffs and Omaha for Topeka, Kansas City and beyond; handles merchandise from Omaha for points south of Valley.

④370: **Mixed Train:** Connects with 334 at Denver and picks up any through traffic assembled at Denver destined to and including Junction City and picks up east of Denver any traffic destined beyond Junction City; connects at Salina with 154.

Traffic for Manhattan to Salina, including Salina proper and points on the Junction City, Solomon, McPherson and Plainville Branches that may be available after departure of 370, will be handled on Omaha Special via North Platte for connection with 174 at Marysville and No. 155 at Manhattan.

④KP 154: Connects at Salina with No. 370 and gets any traffic assembled at Salina, including traffic handled into Salina on local freight trains.

④DP 154: Connects at Laramie with all eastward stock, perishable and manifest trains, and any stock loaded at Laramie for Denver and connections, including any traffic for east of Denver to and including Junction City.

④334 (ED) Gets stock, fruit and manifest from the KSW handled into Cheyenne and connection from 335 off North Platte Branch and local from the east, destined to points south of Cheyenne and for movement east of Denver on 370.

④PNF-PNX: **Pocatello-Nampa Fruit and Mfst:** These trains are scheduled to protect Idaho perishables and manifest assembled at Pocatello, and will take basis schedule of PU from Huntington 5:00 p.m., Nampa 2:00 a.m., and CBX from Pocatello at 8:30 a.m., due Granger 8:00 p.m., with a run-off schedule leaving Huntington 11:30 p.m., Nampa 5:45 a.m., Pocatello 7:15 p.m., due Granger 5:00 a.m., so that traffic loaded and billed in Idaho territory for example on the first day will be due to arrive Granger 8:00 p.m., 2nd day and not later than 5:00 a.m., third day.

④PU: **Pick-up Mfst:** This schedule set up to protect manifest and perishables loaded in Weiser-Ontario-Caldwell-Nampa-Boise territory and will handle any traffic assembled at Huntington.

Will do local pick-up work on fourth subdivision.

④CU: **Clean-up:** Operated out of Ogden to follow the last fruit blocks and gets traffic from Salt Lake handled into Ogden on UTS, all loads off rip tracks and any traffic assembled at Ogden after the departure of the last fruit block.

④BMX: **Buhl Mfst:** Handles traffic from Twin Falls and North Side Branches into Pocatello for connection with CBX and KSW.

④ESX: **Eastern Stock:** Usually operated during the summer and early fall, Huntington to Pocatello, as warranted with stock from the west; also from No. 280 when the stock cannot be handled on regularly scheduled trains.

④252 (NWD) Gets all traffic assembled at Albina for the Washington Division and will wait at Albina until 4:30

a.m., if necessary, for perishable from the Southern Pacific, for the Washington Division or Canadian points.

Any overflow traffic from the CBX that may be handled on 252 will be set out at Rieth for second RX.

④No. 10: Handles merchandise from Portland daily except Saturday and Sunday to Nampa and Boise to provide overnight service. Merchandise for eastern Idaho is transferred at Nampa into cars for movement on CBX.

Merchandise loaded at Portland on Saturday is handled from Portland on the CBX for delivery early Monday morning.

④IDX: **Idaho Special:** Handles traffic for Idaho, Montana and NWD territory assembled at Salt Lake and Ogden, inclusive, that arrives on morning CN, WP and RV blocks. Also gets forwarder cars worked at Salt Lake and Ogden for NWD territory. At Pocatello, connects with OW for Nampa-Boise and NWD territory. Pick up at Pocatello traffic for the north, including Silver Bow and Butte assembled from PNW, NW, RX, PSR and PU connections including forwarder cars worked at Pocatello.

④279: **Merchandise Special:** Handles all merchandise from Salt Lake and Ogden for Idaho points, including merchandise from Los Angeles handled into Salt Lake on No. 6. Merchandise for Twin Falls territory leaves Pocatello on 329 and for western Idaho on No. 25 and FDX.

④277: Handles all traffic from Salt Lake and Ogden, including merchandise for north of Idaho Falls, western Idaho and east of McCammon, and connects at Pocatello with TFX and NW.

Leaving Pocatello, has all traffic for the north except merchandise handled on 279 and does local work Idaho Falls to Butte.

④UCK: **Utah Coal:** Handles coal traffic for Ogden and north. Operated during fall and winter when traffic warrants.

④SKS: **Salt Lake-Kansas City-Southwest:** Handles traffic from the UX and CUX, also from morning WP and CN blocks to Ogden to connect with No. 320.

④UTS: **Utahs:** Handles all traffic assembled at Salt Lake after the departure of MS for connection with the Clean-up at Ogden.

④SLX: Handles live stock from Butte to Lima territory for Pocatello and connects at Pocatello with KSW-TFX and NW manifest trains. Gets the stock and manifest at Pocatello from CBX and 334 for Ogden, Salt Lake and beyond.

④278: Gets all through traffic assembled at Butte, including merchandise, does the local work Butte to Idaho Falls, and connects at Pocatello with PSR and OW and at Salt Lake with the CKC.

④280: Is operated daily except Sunday.

④2nd 278: Is operated when warranted from Pocatello with traffic arriving Pocatello on late PU or PSR trains and is held at Ogden for unloader merchandise cars worked at Ogden destined Salt Lake.

④MOX: **Morning Ogden Mfst:** Is operated when necessary to handle live stock from Ogden for connection with the CKC at Salt Lake, when the stock is not available for movement on preceding trains.

④OGS: **Ogden Stock:** Is operated from Ogden with live stock and any other traffic available for movement from Salt Lake on NSL.

④ONX: **Ogden Night Mfst:** This train is a clean-up train operated from Ogden to handle all traffic assembled at Ogden for Salt Lake and beyond.

④334 (SCD) Handles traffic assembled at Idaho Falls from the various branches destined to Pocatello and beyond, and connects at Pocatello with the CBX, SLX, TFX, NW and KSW.

Distance Between Principal Stations on Union Pacific Railroad

FROM	TO	Albina	Bend	Boise	Butte	Caliente	Cedar City	Cheyenne	Council Bluffs	Denver	Ellis	Grand Island	Granger	Green River	Huntington	Kansas City	La Grande	Laramie	Los Angeles	Marysville	Nampa	North Platte	Omaha	Ogden	Pocatello	Portland	Rieth	Rock Springs	St. Joseph	Salt Lake	Seattle	Spo-Kane	Tacoma	Twin Falls	Umatilla	West Yellowstone	Yakima	TO
	FROM	Albina	Bend	Boise	Butte	Caliente	Cedar City	Cheyenne	Council Bluffs	Denver	Ellis	Grand Island	Granger	Green River	Huntington	Kansas City	La Grande	Laramie	Los Angeles	Marysville	Nampa	North Platte	Omaha	Ogden	Pocatello	Portland	Rieth	Rock Springs	St. Joseph	Salt Lake	Seattle	Spo-Kane	Tacoma	Twin Falls	Umatilla	West Yellowstone	Yakima	TO
1. Albina.....	249.9	495.9	982.7	1213.8	1164.4	1270.7	1780.2	1364.3	1701.4	1633.3	933.0	963.2	394.2	1894.8	294.7	1214.2	1674.0	1746.5	476.4	1496.1	1777.4	853.0	719.1	1.6	216.7	978.1	1859.7	889.3	181.6	372.2	143.5	719.5	187.7	877.4	315.7	Albina 1		
2. Bend.....	249.9	546.0	1032.8	1263.9	1214.5	1320.8	1830.3	1414.4	1751.5	1683.4	983.1	1013.3	444.3	1944.9	344.8	1264.3	1724.1	1796.6	526.5	1546.2	1827.5	903.1	769.2	245.1	266.8	1028.2	1909.8	939.4	423.5	422.3	385.4	769.6	237.8	927.5	365.8	Bend 2		
3. Boise.....	495.9	546.0	498.1	729.2	679.8	786.1	1295.6	879.7	1216.8	1148.7	448.4	478.6	101.7	1410.2	201.2	729.6	1189.4	1261.9	19.5	1011.5	1292.8	368.4	234.5	491.1	279.2	493.5	1375.1	404.7	669.5	502.0	631.4	234.9	317.5	392.8	445.5	Boise 3		
4. Butte.....	982.7	1032.8	498.1	758.3	708.9	815.2	1324.7	908.8	1245.9	1177.8	477.5	507.7	588.5	1439.3	688.0	758.7	1218.5	1291.0	506.3	1040.6	1321.9	397.5	263.6	977.9	766.0	522.6	1404.2	433.8	1156.3	988.8	1118.2	381.0	804.3	319.5	932.3	Butte 4		
5. Caliente.....	1213.8	1263.9	729.2	758.3	114.4	843.9	1353.4	937.5	1274.6	1206.5	506.2	536.4	819.6	1468.0	919.1	787.4	460.2	1319.7	737.4	1069.3	1350.6	360.8	494.7	1209.0	997.1	551.3	1432.9	324.5	1387.4	1219.9	1349.3	612.1	1035.4	653.0	1163.4	Caliente 5	
6. Cedar City.....	1164.4	1214.5	679.8	708.9	114.4	794.5	1304.0	888.1	1225.2	1157.1	456.8	487.0	770.2	1418.6	869.7	738.0	574.6	1270.3	688.0	1019.9	1301.2	311.4	445.3	1159.6	947.7	501.9	1383.5	275.1	1338.0	1170.5	1299.9	562.7	986.0	603.6	1114.0	Cedar City 6	
7. Cheyenne.....	1270.7	1320.8	786.1	815.2	843.9	794.5	.....	509.5	106.0	443.1	362.6	337.7	307.5	876.5	624.1	976.0	56.5	1304.1	475.8	794.3	225.4	506.7	483.1	551.6	1265.9	1054.0	292.6	589.0	1444.3	1276.8	1406.2	669.0	1092.3	709.9	1220.3	Cheyenne 7	
8. Council Bluffs.....	1780.2	1830.3	1295.6	1324.7	1353.4	1304.0	509.5	.....	562.5	④101.4	146.9	847.2	817.0	1386.0	1485.5	566.0	1813.6	162.2	1303.8	284.1	2.8	992.6	1061.1	1775.4	1563.5	802.1	275.4	1028.9	1953.8	1786.3	1915.7	1178.5	1601.8	1219.4	1729.8	Council Bluffs 8	
9. Denver.....	1364.3	1414.4	879.7	908.8	937.5	888.1	106.0	562.5	337.1	415.6	431.3	401.1	970.1	1069.6	150.1	④640.4	1397.7	④528.8	887.9	278.4	559.7	576.7	645.2	1359.5	1147.6	386.2	④642.0	613.0	1537.9	1370.4	1499.8	762.6	1185.9	803.5	1313.9	Denver 9	
10. Ellis.....	1701.4	1751.5	1216.8	1245.9	1274.6	1225.2	443.1	④101.4	337.1	.....	④377.8	768.4	738.2	1307.2	303.3	1406.7	487.2	1734.8	④239.2	1225.0	④398.6	④398.6	913.8	982.3	1696.6	1484.7	723.3	④352.4	950.1	1875.0	1099.7	1523.0	1140.6	1651.0	Ellis 10		
11. Grand Island.....	1633.3	1683.4	1148.7	1177.8	1206.5	1157.1	362.6	146.9	415.6	④377.8	700.3	670.1	1239.1	④286.9	1338.6	419.1	1666.7	④138.6	1156.9	137.2	144.1	845.7	914.2	1628.5	1416.6	655.2	④251.8	882.0	1806.9	1639.4	1768.8	1031.6	1454.9	1072.5	1582.9	Grand Island 11	
12. Granger.....	933.0	983.1	448.4	477.5	506.2	456.8	337.7	847.2	431.3	768.4	700.3	.....	30.2	538.8	961.8	638.3	281.2	813.5	456.6	563.1	844.4	145.4	213.9	928.2	716.3	45.1	926.7	181.7	1106.6	939.1	1068.5	331.3	754.6	372.2	882.6	Granger 12	
13. Green River.....	963.2	1013.3	478.6	507.7	536.4	487.0	307.5	817.0	401.1	738.2	670.1	30.2	.....	569.0	931.6	668.5	251.0	486.8	532.9	814.2	175.6	244.1	958.4	746.5	14.9	896.5	211.9	1136.8	969.3	1098.7	361.5	784.8	402.4	912.8	Green River 13		
14. Huntington.....	394.2	444.3	101.7	588.5	819.6	770.2	876.5	1386.0	970.1	1307.2	1239.1	538.8	599.5	820.0	1279.8	1352.3	82.2	1101.9	1383.2	458.8	324.9	389.4	177.5	583.9	1465.5	495.1	567.8	400.3	529.7	325.3	215.8	483.2	343.8	Huntington 14				
15. Kansas City.....	1894.8	1944.9	1410.2	1439.3	1468.0	1418.6	624.1	④310.5	④640.4	303.3	④286.9	961.8	931.6	1500.6	.....	1600.1	680.6	1928.2	④398.7	④307.7	1107.2	1175.7	1890.0	1678.1	916.7	④261.5	1143.5	2068.4	1900.9	2030.3	1293.1	1716.4	1334.0	1844.4	Kansas City 15		
16. La Grande.....	294.7	344.8	201.2	688.0	919.1	869.7	976.0	1485.5	1069.6	1406.7	1338.6	638.3	668.5	99.5	1600.1	919.5	1379.3	1451.8	181.7	1201.4	1482.7	558.3	424.4	289.9	78.0	683.4	1565.0	594.6	468.3	300.8	430.2	424.8	116.3	582.7	244.3	La Grande 16	
17. Laramie.....	1214.2	1264.3	729.6	758.7	787.4	738.0	56.5	566.0	150.1	487.2	419.1	281.2	251.0	820.0	680.6	919.5	.....	124																			