

**Chicago, Milwaukee, St. Paul &
Pacific Railroad Company.**

**Freight, Passenger and Trailer Equipment.
Clearance and Weight Table.**

JANUARY 17, 1969.

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY.

FREIGHT EQUIPMENT—Reporting Marks—"MILW"
The freight cars of this Company are marked "C. M., St. P. & P." and "The Milwaukee Road" or "Milwaukee Road" and are numbered and classified as follows:

ITEM NUMBER. A. A. R. Mech. Designation	MARKINGS AND KIND OF CARS	A. A. R. Car Type Code	NUMBERS	DIMENSIONS																CAPACITY		Number of Cars					
				INSIDE			OUTSIDE						DOORS				Cubic Feet Level Full	Pounds or Gallons									
				Length	Width	Height	LENGTH	WIDTH		HEIGHT FROM RAIL		SIDE		END													
								ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.								
1 XL	Box.....Note K	A220	◆ 2000 to 2099	50	5	9	4	10	6	54	2	10	2	10	10	4	14	4	15	1	9	10	4839	110000 lb.	96		
2 XL	" Nail.S.U. Pl. Cush. Undfr. Notes K, NN } Box, Cush. Undfr., Nail. }	A220	◆ 2100 to 2149	50	6	9	2	10	6	54	11	10	7	10	8	8	13	8	15	1	9	10	4860	140000 lb.	49		
3 XL	" St. Pl. Notes K, NN }	A220	◆ 2150 to 2159	50	5	9	8	10	6	60	5	10	7	10	8	3	13	8	15	1	9	11	4939	140000 lb.	10		
4 XL	" Cush. Undfr. Plug Doors..... }	A220	◆ 2190 to 2199	50	6	9	4	10	5	58	8	10	1	10	8	3	14	5	15	1	16	9	4900	154000 lb.	10		
5 XL	".....Note K	A220	◆ 2200 to 2274	50	6	9	5	10	8	54	2	10	2	10	8	8	14	2	15	1	10	10	5120	110000 lb.	75		
6 XL	".....Note K	A220	◆ 2275 to 2299	50	6	9	6	10	8	54	2	10	2	10	8	8	14	2	15	1	10	10	5075	110000 lb.	25		
7 XL	" Cush. Undfr. Note K	A220	◆ 2300 to 2349	50	2	9	4	10	4	58	11	10	5	10	5	5	13	9	14	11	10	6	4835	180000 lb.	50		
8 XL	" Nailable Steel Floor, Note K	A220	◆ 2400 to 2402	50	6	9	4	10	3	55	4	10	8	3	4	13	9	15	1	10	6	9	4947	154000 lb.	3		
11 XL	".....Note K	A220	◆ 2409 to 2441	50	6	9	1	10	4	54	2	9	11	10	8	8	14	10	14	10	7	4	4750	110000 lb.	10		
12 XL	".....Note K	A220	◆ 2442, 2443	50	6	9	2	10	4	54	2	9	11	10	8	8	14	10	14	10	7	4	4794	110000 lb.	2		
13 XP	".....Note K	A200	◆ 2450 to 2453	50	6	9	6	10	0	54	2	9	8	10	8	8	14	4	15	1	6	9	5157	110000 lb.	3		
14 XP	".....Note K	A200	◆ 2460 to 2474	50	6	9	6	10	7	54	5	9	8	10	8	3	14	2	15	1	15	9	4940	110000 lb.	4		
15 XL	"...Notes E, K	A220	◆ 2475 to 2494	50	6	9	1	10	4	54	2	9	11	10	8	3	14	10	14	10	7	4	4750	110000 lb.	16		
16 XL	".....Note K	A220	◆ 2498	50	5	9	4	10	5	54	4	9	8	10	8	3	14	5	15	1	9	10	4915	110000 lb.	1		
17 RBL	Refrig., Plug Doors, Notes K, NN	R206	◆ 2500 to 2599	50	...	9	2	9	6	54	4	9	4	10	8	3	13	8	15	1	8	2	4895	140000 lb.	99		
21 RBL	Refrig., Cush. Undfr., Plug Drs. Notes K, NN	R206	◆ 2600 to 2654	50	1	9	3	9	6	55	11	9	6	10	8	3	14	5	15	1	8	2	4632	140000 lb.	65		
22 RBL	Refrig., Cush. Undfr., Plug Doors, Notes B, C, K, NN, DDDD	R206	◆ 2750 to 2814	50	1	9	3	9	7	57	11	9	9	10	8	4	14	3	14	11	10	6	4935	140000 lb.	64		
23 RBL	Refrig., Vnsh. Undfr., Plug Doors, Notes B, C, K, NN, DDDD	R206	◆ 2815 to 2944	50	1	9	8	9	10	57	10	9	8	10	8	5	14	8	15	1	10	6	4291	139000 lb.	127		
24 RBL	Refrig., Cush. Undfr., Plug Doors, Notes B, C, K, NN, DDDD	R206	◆ 2945 to 2994	50	1	9	3	9	6	57	10	9	8	10	8	3	14	3	15	1	10	6	4360	140000 lb.	50		
25 RBL	Refrig., Cush. Undfr., Plug Doors, Notes B, C, K, NN	R206	◆ 2995 to 2999	50	1	9	4	9	10	57	9	9	8	10	8	3	14	5	15	1	10	9	4632	139000 lb.	5		
26 RBL	Refrig., Cush. Undfr., Plug Doors, Notes B, C, K, NN, DDDD	R206	◆ 3000 to 3099	50	1	9	2	9	10	57	11	10	6	10	5	14	10	14	15	1	10	6	4530	140000 lb.	100		
27 RBL	Refrig., Cush. Undfr., Notes B, C, K, NN, DDDD	R206	◆ 3100 to 3149	50	1	9	2	9	10	57	11	9	8	10	5	14	10	13	15	1	10	6	4534	140000 lb.	50		
31 XP	Box, Cushion Underfr., Plug Doors. (See Exceptions), Note B	A300	#4000 to 4024	60	10	9	2	10	9	69	1	9	3	10	4	8	8	14	11	15	4	18	10	6691	175000 lb.	15	
32 XP	Box, Permanent Bulkheads, Exceptions, Note B	A300	{ #4010, 4014 4017, 4023 4024 }	"	"	"	"	"	"	"	"	9	3	"	"	"	14	11	"	"	"	"	"	"	5		
33 XP	Box, Cushion Underfr., Notes B, C, K	A300	◆ 4025 to 4032	60	3	9	2	10	9	68	11	8	11	10	6	8	6	15	1	15	4	16	1	6980	134000 lb.	8	
34 XP	Box, Cush. Undfr., Fixed Bulkheads, Notes B, C, K	A300	◆ 4033 to 4035	60	7	9	2	10	9	68	11	8	11	10	6	8	6	15	1	15	4	16	1	5998	151000 lb.	8	
35 XP	Box, Cushion Underfr., Notes B, C, K	A300	◆ 4036 to 4038	60	3	9	3	10	9	68	11	8	11	10	6	8	6	15	1	15	4	16	1	6015	142000 lb.	8	
36 XL	Box, Cush. Undfr., Exceeds Plate "C", Note K	A320	◆ 4039 to 4071	60	8	9	8	11	4	68	11	7	10	8	5	8	5	15	1	16	6	10	11	6900	140000 lb.	32	
37 XP	Box, Cush. Undfr., Exceeds Plate "C", Note B	A300	◆ 4072 to 4074	60	6	9	1	11	4	68	11	7	10	8	3	5	8	14	11	15	8	16	11	6238	179000 lb.	8	
41 XP	Box, Cushion Underfr., Exceeds Plate "C", Notes B, C, K	A300	◆ 4075, 4076	60	8	9	2	11	6	68	11	7	10	7	3	5	8	15	1	15	6	16	11	6440	154000 lb.	2	
42 XP	Box, Cush. Undfr., Exceeds Plate "C", Note B	A300	◆ 4077, 4078	60	8	9	2	11	6	68	11	7	10	7	3	5	8	15	1	15	6	16	11	6440	154000 lb.	2	
43 XL	Box, Exceed Plate "C", Cush. Undfr., Note K	A320	◆ 4079 to 4111	60	8	9	2	11	6	68	11	7	10	7	3	5	8	15	1	15	6	10	11	6440	140000 lb.	33	
44 XL	Box, Cush. Undfr., Exceeds Plate "C", Movable Bulkheads, Steel Floor, Note B, C	A320	◆ 4112 to 4125	80	3	9	4	11	4	68	1	8	10	8	15	1	8	15	1	15	5	10	11	6220	183000 lb.	14	
45 XL	Box, Cush. Undfr., Exceeds Plate "C", Note K	A320	◆ 4126	80	8	9	4	11	4	68	1	8	10	8	15	1	8	15	1	15	5	10	11	6400	174000 lb.	1	
46 XL	Box, Cush. Undfr., Exceeds Plate "C", Note K	A320	◆ 4127 to 4142	80	8	9	4	11	4	68	1	8	10	8	15	1	8	15	1	15	5	10	11	6317	174000 lb.	16	
47 XL	Box, Cush. Undfr., Exceeds Plate "C", Note K	A320	◆ 4143 to 4148	68	4	9	2	11	6	63	3	8	10	7	10	8	15	2	15	3	15	6	18	11	6396	175000 lb.	6
51 XR	Box, Cush. Undfr., Exceeds Plate "C", Note B	A310	◆ 4149	68	4	7	8	11	6	63	3	8	10	7	10	8	15	2	15	3	15	6	18	11	5351	180000 lb.	1
52 XP	Box, Cush. Undfr., Plug Doors, Notes B, C, K	A300	◆ 4195 to 4199	60	9	9	2	10	9	63	5	8	10	7	10	5	8	10	14	11	15	4	16	10	5991	180000 lb.	5
53 XL	Box, Cush. Undfr., Plug Doors, Exceeds Plate "C"	A320	◆ 4200 to 4209	10	10	9	4	11	6	65	7	10	5	10	8	3	4	15	1	15	3	16	10	6550	140000 lb.	10	
54 XL	Box, Cush. Undfr., Exceeds Plate "C", Note B	A120	◆ 4600 to 4607	39	6	9	6	12	9	48	4	9	7	10	8	16	1	16	6	16	9	10	12	4212	150000 lb.	8	
55 XL	Box, Cush. Undfr., Exceeds Plate "C", Note K Forward	A120	◆ 4608 to 4624	40	6	9	6	12	9	48	4	9	7	10	8	16	1	16	6	16	9	10	12	4320	154000 lb.	17	

* Denotes additions. ◆ Denotes increase. † Denotes reduction (See Page xviii.) # Denotes large cars within Plate C dimensions.

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO.—Continued.

FREIGHT EQUIPMENT—Continued.

ITEM NUMBER. A. R. Wash. Designation	MARKINGS AND KIND OF CARS	A. A. R. Car Type Code	NUMBERS	DIMENSIONS																CAPACITY		Number of Cars						
				INSIDE						OUTSIDE						DOORS				Cubic Feet Level Full	Pounds or Gallons							
				Length	Width	Height	Length	Width	Height	To Haves or Top of Sides or Platform	Extreme Width	To Extreme Width	To Haves or Top of Sides or Platform	To Extreme Height	SIDE		END											
															ft.	in.	ft.	in.	ft.	in.	ft.		in.	ft.	in.	ft.	in.	ft.	in.
1 XL	Brought forward. Box, Cush. Undrfr., Plug Doors, Exceeds Plate "C". Notes B(1), B(2)	A420	4700 to 4711	86	6	9	2	12	9	8	9	11	9	11	16	10	16	10	17	20	12	9	10000	105000	12			
2 XL	Box, Cush. Undrfr., Plug Doors, Exceeds Plate "C". Notes B(1), B(2)	A420	4712 to 4743	86	6	9	2	12	9	10	11	9	11	9	11	16	10	16	10	17	20	12	9	10000	106000	12		
3 XP	Box, Plug Doors, Cush. Undrfr., Exceeds Plate "C". Notes B(1), B(2)	A400	4744 to 4761	86	6	9	2	12	9	10	11	9	11	9	11	16	10	16	10	17	20	12	9	10000	107000	12		
4 XL	Box, Plug Doors, Cush. Undrfr., Exceeds Plate "C". Notes B(1), B(2)	A420	4966 to 4977	86	6	9	2	12	9	10	11	9	11	9	11	16	10	16	10	17	20	12	9	10000	144000	12		
5 XL	Box, Cush. Undrfr., Plug Doors, Exceeds Plate "C". Notes B(1), B(2)	A420	4978 to 4982	86	6	9	2	12	9	10	11	9	11	9	11	16	10	16	9	17	20	12	9	10000	140000	12		
6 XP	Box, Cush. Undrfr., Plug Doors, Exceeds Plate "C". Notes B(1), B(2)	A400	4983 to 4986	86	6	9	2	12	9	10	11	9	11	9	11	16	10	16	10	17	20	12	9	10000	138000	12		
7 XL	Box, Cush. Undrfr., Plug Doors, Exceeds Plate "C". Notes K, ZZZ	A420	4987 to 4999	86	6	9	2	12	9	9	8	9	11	9	11	16	10	16	10	17	20	12	9	10000	100000	12		
8 XM	Box	B103	5000 to 5099	40	6	9	6	10	9	44	2	10	8	3	6	14	4	14	2	15	1	15	9	5	4186	110000	96	
11 XM	"	B103	5100 to 5174	40	6	9	6	10	8	44	2	10	8	3	6	14	4	14	2	15	1	15	9	10	4078	110000	74	
12 XM	"	B103	5500 to 5629	40	6	9	6	10	9	44	2	10	8	3	6	14	4	14	2	15	1	15	9	5	4186	110000	3	
13 XM	Cushion Undrfr.	B308	6000 to 6099	60	8	9	2	11	1	68	...	10	1	14	5	14	8	14	8	15	...	19	10	8	6179	175000	100	
14 XM	"	B103	6600 to 7099	40	6	9	6	10	9	44	2	10	8	3	6	14	4	14	2	15	1	15	9	4	4186	110699	1	
15 XM	"	B103	7100 to 7224	40	6	9	6	10	9	44	2	10	8	3	6	14	4	14	2	15	1	15	9	4	4186	110000	123	
16 XM	"	B103	7225 to 7249	40	6	9	6	10	9	44	2	10	8	3	6	14	4	14	2	15	1	12	3	9	4	4186	110000	23
17 XP	Epoxy Lined.	A100	7990 to 7999	40	6	9	6	10	9	44	2	10	8	3	6	14	4	14	2	15	1	6	9	5	4186	110000	10	
18 XM	"	B100	8010 to 8018	40	6	9	6	10	9	44	2	10	8	3	6	14	4	14	2	15	1	6	9	5	4186	110000	4	
21 LG	Comp Superstr. Note K	L070	8014 to 8017	40	6	8	9	9	3	44	4	9	8	10	2	3	5	13	...	14	6	6	8	6	3276	110000	4	
22 XM	"	L070	8020 to 8027	40	6	8	9	9	3	44	4	9	8	10	2	3	5	13	...	14	6	6	8	6	3276	110000	7	
23 LG	Note K	L070	8100 to 8129	40	6	8	9	9	3	44	2	10	8	3	6	14	4	14	2	15	1	6	9	6	4186	110000	30	
24 XP	"	A100	8130, 8131	40	6	9	6	10	9	44	2	10	8	3	6	14	4	14	2	15	1	6	9	6	4186	110000	2	
25 XP	Fixed Bulkheads. Note K	A100	8145 to 8147	40	6	9	2	10	6	44	4	10	4	10	8	14	5	13	...	15	...	7	9	10	3786	110000	3	
26 XP	Note K	A100	8150 to 8197	38	7	9	5	10	9	44	2	10	8	3	6	14	4	14	2	15	1	8	9	5	4186	110000	45	
27 LG	Note K	L070	8266 to 8270	40	6	9	6	10	9	44	2	10	8	3	6	14	4	14	2	15	1	6	9	5	4186	110000	5	
31 XP	Comp Superstr. Note K	A100	8271, 8272	40	6	8	9	9	3	44	4	9	8	10	2	3	5	13	...	14	6	6	8	6	3276	110000	2	
32 LG	Note K	L070	8273 to 8277	40	6	9	6	10	9	44	2	10	8	3	6	14	4	14	2	15	1	6	9	5	4186	110000	5	
33 XP	Comp Superstr. Note K	A100	8278 to 8282	40	6	8	9	9	3	44	4	9	8	10	2	3	5	13	...	14	6	6	8	6	3276	110000	4	
34 LG	Note K	L070	8285 to 8299	40	6	9	6	10	9	44	2	10	8	3	6	14	4	14	2	15	1	6	9	5	4186	110000	14	
35 XP	Note G	A100	8300 to 8337	40	6	9	2	10	9	44	2	10	8	3	6	14	4	14	2	15	1	4	9	5	4186	110000	32	
36 XP	Note G	A100	8338, 8339	40	6	9	2	10	6	44	2	10	8	3	7	14	1	14	...	15	...	6	9	6	3898	110000	2	
37 XP	Note G	A100	8340 to 8349	40	6	9	2	10	9	44	2	10	8	3	6	14	4	14	2	15	1	4	9	5	4186	110000	5	
41 XL	Note K	A120	8560 to 8386	40	6	9	4	10	3	44	2	10	8	3	6	14	4	14	2	15	1	6	9	10	3067	110000	26	
42 XP	Note G	A100	8387 to 8399	40	6	9	2	10	9	44	2	10	8	3	6	14	4	14	2	15	1	6	9	5	4186	110000	6	
43 XL	Note K	A120	8400 to 8414	40	6	9	2	10	9	44	2	10	8	3	6	14	4	14	2	15	1	6	9	6	3867	110000	15	
44 XL	Note K	A120	8415, 8416	40	6	9	2	10	6	44	2	10	8	3	6	14	4	14	2	15	1	6	9	10	3898	110000	2	
45 XL	Note K	A120	8420 to 8424	40	6	9	4	10	8	44	2	10	8	4	6	14	2	14	...	15	...	3	10	...	3898	110000	5	
46 XL	Note K	A120	8426 to 8428	40	6	9	4	10	6	44	4	10	7	10	8	14	6	14	...	15	...	6	11	...	3898	110000	3	
47 XL	Note K	A120	8430 to 8448	40	6	9	...	10	6	41	8	9	10	10	8	7	14	1	14	...	15	...	6	6	...	3898	110000	18
51 XL	Note K	A120	8450 to 8455	40	6	9	5	10	6	44	2	10	8	3	6	14	4	14	2	15	1	6	9	10	4068	110000	3	
52 XL	Note K	A120	8460 to 8471	40	6	9	4	10	8	44	2	10	8	4	6	14	2	14	...	15	...	3	10	...	3898	110000	1	
53 XL	Note K	A120	8475 to 8478	40	6	9	...	10	8	44	2	10	8	3	7	14	1	14	...	15	...	6	6	...	3898	110000	1	
54 XL	"	A120	8480 to 8489	40	6	9	4	10	6	44	2	10	8	3	6	14	4	14	2	15	1	6	9	10	3898	110000	10	
55 XL	Note K	A120	8490 to 8503	40	6	9	6	10	6	44	2	10	8	3	6	14	4	14	2	15	1	6	9	10	4048	110000	13	
56 XL	Note K	A120	8510 to 8520	40	6	9	4	10	6	44	2	10	8	3	6	14	4	14	2	15	1	6	9	10	3898	110000	11	
57 XL	Note K	A120	8521 to 8528	40	6	9	6	10	6	44	2	10	8	3	6	14	4	14	2	15	1	6	9	10	4040	110000	11	
61 LL	"	A120	8590 to 8599	40	6	9	4	10	7	44	2	10	8	3	6	14	4	14	2	15	1	6	9	5	4076	110000	16	
62 XL	Note K	A120	8600 to 8623	40	6	9	3	10	9	44	2	10	8	3	6	14	4	14	2	15	1	6	9	5	4077	110000	14	
63 XL	Note K	A120	8625 to 8639	40	6	9	4	10	6	44	2	10	8	4	...	14	4	14	2	15	1	6	9	10	3771	110000	12	

* Denotes additions. ♦ Denotes increase. † Denotes reduction. (See Page xviii.) ‡ Denotes large cars within Plate C dimensions.

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO.—Continued.

FREIGHT EQUIPMENT—Continued.

Table with columns: ITEM NUMBER, MARKINGS AND KIND OF CARS, A.A.R. Car Type Code, NUMBERS, DIMENSIONS (INSIDE, OUTSIDE, DOORS), CAPACITY (Cubic Feet, Pounds or Gallons), and Number of Cars. Rows include various freight car models like 1 IP Box, 2 XL, 3 XL, etc.

* Denotes additions. ♦ Denotes increase † Denotes reduction. (See Page xviii.)

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO.—Continued.

FREIGHT EQUIPMENT—Continued.

ITEM NUMBER A.A.R. Mech. Designation	MARKINGS AND KIND OF CARS	A.A.R. Car Type Code	NUMBERS	DIMENSIONS												CAPACITY		Number of Cars												
				INSIDE			OUTSIDE						DOORS			Cubic Feet Load Fall	Pounds or Gallons													
				Length	Width	Height	LENGTH	WIDTH	HEIGHT FROM RAIL		SIDE		END																	
				ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.							
	Brought forward.																										4791			
1 XL	Box.....Note K	A220	16300	50	6	9	2	10	9	54	2	{ 9 8 10 2 }	10	8	8	6	{ 14 4 14 2 }	15	1	9	...	9	10	...	4976	110000 lb.	1			
2 XL	".....Note K	A220	◆ 16301, 16302	50	8	9	2	10	9	54	2	{ 9 8 10 2 }	10	8	8	6	{ 14 4 14 2 }	15	1	8	...	9	5	...	5157	110000 lb.	2			
3 XL	".....Note K	A220	◆ 16303 to 16305	50	5	9	...	10	6	54	9	{ 9 8 10 2 }	10	10	4	...	{ 14 4 14 2 }	15	1	9	...	9	10	...	4786	110000 lb.	3			
4 XL	".....Note K	A220	16310 to 16313	50	5	9	2	10	7	54	9	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	15	...	9	5	...	4920	140000 lb.	4			
6 XM	".....	B203	16316	50	8	9	2	10	7	54	9	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	15	...	9	5	...	4720	140000 lb.	1			
6 IP	".....Note K	A200	16320, 16321	50	8	9	2	10	7	54	2	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	15	...	9	5	...	4460	120000 lb.	2			
7 LA	".....Note K	L070	◆ 16322, 16323	50	5	9	4	10	5	54	4	{ 9 6 10 2 }	10	8	8	6	{ 14 6 13 8 }	15	...	9	...	9	10	...	4915	110000 lb.	2			
11 XM	".....	B203	◆ 16330 to 16332	50	8	9	2	10	9	58	6	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	15	...	9	10	...	5157	110000 lb.	3			
12 IP	".....Note K	A200	◆ 16335 to 16339	50	6	9	2	10	9	58	6	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	15	...	9	10	...	5157	95000 lb.	5			
13 XL	".....Note K	A220	16350 to 16353	50	6	9	3	10	9	54	9	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	15	...	9	10	...	5005	100000 lb.	34			
14 IP	" (See Exceptions) Note K	A200	16400 to 16405	50	6	9	...	10	9	54	9	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	15	...	9	11	...	5157	100000 lb.	1			
15 LP	" Notes K, Z, Exceptions.	L220	{ 16400, 16401 16404 }	"	10	1	"	"	"	"	"	{ 9 8 10 2 }	"	"	"	"	{ 14 4 14 2 }	"	"	"	"	"	"	"	"	"	5472	110000 lb.	3	
16 IL	".....Note K	A220	16450 to 16479	50	8	9	2	10	8	54	2	{ 9 8 10 2 }	10	10	4	6	{ 14 4 13 9 }	15	1	15	...	9	10	...	4976	100000 lb.	30			
17 IL	".....Note K	A220	◆ 16485	50	8	9	4	10	6	54	2	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	15	...	9	10	...	4947	110000 lb.	1			
21 IL	".....Note K	A220	16490 to 16499	50	6	9	2	10	8	54	2	{ 9 8 10 2 }	10	8	3	6	{ 14 4 13 9 }	15	1	15	...	9	10	...	4976	100000 lb.	10			
22 XM	".....	B203	◆ 16500	50	6	9	2	10	9	54	2	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	15	...	9	10	...	4858	110000 lb.	1			
23 XM	".....	B203	◆ 16502	54	2	9	2	10	9	54	9	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	15	...	9	10	...	4988	110000 lb.	1			
24 XM	".....	B203	◆ 16510 to 16515	50	8	9	1	10	7	54	2	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	15	...	9	10	...	4870	110000 lb.	3			
25 XM	".....	B202	◆ 16600 to 16605	50	5	9	4	10	5	54	4	{ 9 6 10 8 }	10	8	3	6	{ 14 6 13 8 }	15	...	9	...	9	10	...	4915	110000 lb.	6			
26 IL	" Notes B①, B②, DDDD	A220	16606 to 16635	49	9	9	2	10	...	54	4	{ 9 6 10 8 }	10	8	3	6	{ 14 5 13 8 }	15	...	9	...	9	10	...	4560	110000 lb.	30			
27 XM	".....	B203	◆ 16650 to 16668	50	6	9	2	10	4	54	2	9 11	10	8	3	6	14	14	10	14	6	9	3	...	4784	110000 lb.	4			
28 XM	".....	B203	◆ 16669 to 16677	50	6	9	6	{ 10 9 9 8 }	54	2	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	15	...	9	5	...	5157	110000 lb.	5				
31 XL	" Nailable Stl. Flr. Epoxy Lined. Note K	A220	* 16680, 16681	50	5	9	4	10	5	54	4	{ 9 6 10 8 }	10	8	3	6	{ 14 5 13 8 }	15	...	9	...	9	10	...	4901	110000 lb.	2			
32 XP	Box.....	A100	16800	48	3	9	...	10	...	53	3	9 9	10	8	3	4	14	1	15	1	30	...	9	9	...	4343	140000 lb.	1		
33 XM	".....	B203	16801	50	8	9	6	10	7	54	5	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	14	4	9	6	...	5100	110000 lb.	1			
34 XL	" Nailable Steel } Floor. Note K	A220	16840 to 16849	49	11	9	6	10	7	54	5	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	...	10	8	9	10	9	6	10	4	6330	110000 lb.	9
35 XP	".....Note K	A200	◆ 16860 to 16868	50	6	9	6	10	9	54	5	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	15	...	9	5	...	5157	110000 lb.	4			
36 LP	" ..Notes K, Z	L220	16872	50	7	9	7	10	4	54	2	10 7	10	7	14	2	14	2	14	2	5040	110000 lb.	1		
37 IP	".....Note K	A200	◆ 16900 to 16979	50	8	9	6	{ 10 9 9 8 }	54	2	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	9	9	9	5	5157	110000 lb.	21		
41 LP	" ..Notes K, R	L220	◆ " " " " " "	"	9	7	"	"	"	"	"	{ 9 8 10 2 }	11	2	14	...	{ 14 4 14 2 }	14	5	"	"	"	"	"	"	5203	"	41		
42 IP	".....Note K	A200	◆ 16980	50	8	9	6	10	9	54	5	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	9	9	9	5	5157	110000 lb.	1	
43 XP	" Nailable Steel } Floor.....	A200	16981	50	5	9	4	10	5	54	4	{ 9 6 10 8 }	10	8	3	6	{ 14 5 13 8 }	15	...	9	...	9	10	...	4920	110000 lb.	1			
44 IP	".....Note K	A200	◆ 16982	50	4	9	1	10	6	54	6	{ 9 6 10 8 }	10	7	3	6	{ 14 4 14 2 }	15	1	15	1	9	5	...	4842	110000 lb.	1			
45 XP	".....Note K	A200	◆ 16983 to 16996	50	6	9	6	10	9	54	5	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	10	1	9	5	5157	110000 lb.	9	
46 XL	".....Note K	A120	◆ 17400 to 17599	40	5	9	4	10	6	44	4	{ 9 8 10 2 }	10	8	3	6	{ 14 3 14 2 }	15	1	9	...	9	10	...	3965	110000 lb.	191			
47 XL	".....Note K	A120	◆ 17600 to 17699	40	5	9	4	10	6	44	4	{ 9 8 10 2 }	10	8	3	6	{ 14 3 14 2 }	15	1	9	...	9	10	...	3965	110000 lb.	94			
51 XL	".....Note K	A120	◆ 17700 to 17999	40	6	9	4	10	6	48	1	{ 8 4 10 7 }	10	8	3	6	{ 14 5 14 2 }	15	1	9	...	9	10	...	3965	110000 lb.	287			
52 XM	".....	B100	◆ 21800 to 21187	40	8	9	2	10	6	44	2	9 10	10	8	3	7	14	1	15	...	6	...	9	6	...	3888	110000 lb.	573		
53 XM	".....	B100	◆ 21188 to 26559	40	6	9	6	10	9	44	2	{ 9 6 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	6	...	9	5	4126	110000 lb.	1096	
54 XM	" Plug Door, Rail } Stl. Fl. Note VV	B103	28999	40	5	9	4	10	6	44	4	{ 9 4 10 7 }	10	3	3	6	{ 14 6 13 8 }	15	1	15	2	{ 9 9 9 10 }	3966	110000 lb.	1		
55 XL	" Plug Doors, Rail } Stl. Fl. Notes K, VV	A120	◆ 29000 to 29499	40	5	9	4	10	6	44	4	{ 9 5 10 2 }	10	8	3	6	{ 14 5 12 11 }	15	1	15	2	{ 9 8 9 10 }	3966	110000 lb.	484		
56 IL	" Plug Doors, Rail } Stl. Fl. Notes K, VV	A120	◆ 29500 to 29999	40	5	9	4	10	6	44	4	{ 9 4 10 2 }	10	8	3	6	{ 14 5 13 11 }	15	1	15	2	{ 9 9 9 10 }	3966	110000 lb.	474		
57 XL	" Notes K, DDD	A120	◆ 30000 to 30649	40	5	9	4	10	6	44	4	{ 9 6 10 2 }	10	8	3	6	{ 18 7 14 3 14 2 }	15	1	9	...	{ 9 10 9 11 }	3966	110000 lb.	625		
61 XM	".....	B100	◆ 31000 to 31128	40	8	9	6	10	9	44	2	{ 9 8 10 2 }	10	8	3	6	{ 14 4 14 2 }	15	1	6	...	9	5	4126	110000 lb.	126	
62 XM	".....	B100	◆ 31129 to 31228	40	6	9	2	10	6	44	2	9 10	10	8	3	7	14	1	13	...	6	...	9	6	3898	110000 lb.	99
63 XM	".....	B100	◆ 31229 to 31																											

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO.—Continued.

FREIGHT EQUIPMENT—Continued.

Table with columns: ITEM NUMBER, MARKINGS AND KIND OF CARS, A.A.R. Car Type Code, NUMBERS, DIMENSIONS (INSIDE, OUTSIDE, DOORS), CAPACITY (Cubic Feet, Pounds or Gallons), Number of Cars. Rows include various car types like Covered Gondola, Wood Floor, Hopper, etc.

* Denotes additions. † Denotes increase. ‡ Denotes reduction. (See Page xviii.)

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO.—Continued.

FREIGHT EQUIPMENT—Continued.

ITEM NUMBER. A. R. Mech. Designation	MARKINGS AND KIND OF CARS	A. A. R. Car Type Code	NUMBERS	DIMENSIONS												CAPACITY		Number of Cars			
				INSIDE			OUTSIDE						DOORS			Cubic Feet Less Full	Pounds or Gallons				
				Length	Width	Height	LENGTH		WIDTH		HEIGHT FROM RAIL		SIDE		END						
							ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.		in.	ft.	in.
1 LO	Brought forward. (Covered) Aluminum Hopper.	L052	98759 to 98768	54	1	9	10	57	9	10	7	10	7	3	5	14	3	15	4750	20000 lb.	10
2 LO	"	L050	98800 to 98899	39	3	9	5	37	9	10	2	10	3	3	7	13	3	13	2008	140000 lb.	197
3 LO	"	L050	99000 to 99034	39	3	9	5	37	9	10	2	10	3	3	7	12	5	12	1958	140000 lb.	35
4 LO	"	L050	99035 to 99069	39	3	9	5	37	9	10	2	10	3	3	7	12	5	12	1958	140000 lb.	35
5 LO	"	L050	99070 to 99324	39	3	9	5	37	9	9	4	10	2	11	9	12	5	13	1958	140000 lb.	245
6 LO	"	L050	99325 to 99574	39	3	9	5	37	9	9	4	10	2	11	9	12	5	13	1958	140000 lb.	246
7 LO	"	L050	99575 to 99674	39	3	9	5	37	9	10	3	10	3	13	3	12	3	13	2008	140000 lb.	100
8 LO	"	L050	99675 to 99774	39	3	9	5	37	9	10	3	10	3	13	3	12	3	13	2008	140000 lb.	98
11 LO	Airside Lined	L050	99866 to 99900	29	6	9	11	43	...	10	8	12	5	13	4	14	5	14	2600	100000 lb.	84
12 LO	"	L050	99901 to 99935	29	6	9	11	43	...	10	8	12	5	13	4	14	5	14	2600	100000 lb.	84
13 LO	"	L050	99936 to 99965	39	6	9	11	43	...	10	8	12	5	13	4	14	5	14	2600	140000 lb.	14
14 LO	"	L050	99966 to 99980	39	6	9	11	43	...	10	8	12	5	13	4	14	5	14	2600	140000 lb.	15
15 LO	"	L052	99995 to 99999	49	9	10	7	57	...	8	4	10	8	9	2	15	6	15	4650	198000 lb.	5
16 HT	Hopper	H250	870555 to 870997	49	5	10	...	43	11	10	2	10	2	10	8	10	5	10	2750	154000 lb.	63
17 HT	"	H250	871000 to 871224	39	9	9	8	43	6	10	7	10	7	11	1	12	2	12	2900	154000 lb.	142
21 HT	"	H250	871225 to 871281	39	9	9	8	43	6	10	7	10	7	11	1	12	2	12	3056	154000 lb.	57
22 HT	"	H250	871282 to 871351	39	9	9	8	44	6	10	7	10	7	11	1	12	2	12	3056	154000 lb.	68
23 HTS	Note KKK	K240	872000 to 872009	11	3	9	4	44	9	10	2	10	2	10	4	15	...	15	4500	154000 lb.	10
24 HT	Note KKK	H230	340000 to 341999	10	5	10	1	43	11	10	3	10	3	10	8	...	...	...	2611	154000 lb.	832
Total Coal and Ore			Baltimore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10651
25 HE	Ore	H230	75001 to 76223	20	10	8	8	24	...	9	4	9	4	10	7	10	7	10	960	154000 lb.	309
26 HE	"	H230	76224 to 76595	20	10	8	8	24	...	9	4	9	4	10	7	10	7	10	960	154000 lb.	135
27 HE	"	H230	76600 to 76799	20	10	8	8	24	...	9	4	9	4	12	1	12	1	12	1248	164000 lb.	150
31 HE	"	H230	76800 to 76999	20	10	8	8	24	...	9	4	9	4	12	1	12	1	12	1248	154000 lb.	200
Total Ore			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	794
32 FO	Flat, Piggy-Back Note Y	F060	457000 to 57198	45	...	8	2	48	3	9	4	10	2	2	6	3	5	7	79000	lb.	148
33 FO	" Piggy-Back Note Y	F060	457252 to 57299	45	...	8	2	48	3	9	4	10	2	2	6	3	5	7	79000	lb.	39
34 FO	" " Note Y	F060	457300 to 57355	45	...	8	2	48	3	9	4	10	2	2	6	3	5	7	79000	lb.	58
35 FO	" " Note Y	F060	457356 to 57420	50	...	8	2	53	3	10	6	10	6	3	8	3	8	7	79000	lb.	63
36 FO	" " Note Y	F060	57421 to 57520	50	...	8	2	50	9	10	1	10	1	3	5	3	5	3	79000	lb.	99
37 FO	" " Note RRR	F060	#57999	39	...	8	2	35	8	9	1	9	1	5	3	3	3	6	125000	lb.	1
41 FO	Flexi-Van	F060	458000 to 58017	30	1	8	...	33	3	8	...	9	9	3	5	3	6	3	120000	lb.	18
42 FL	Logging Bunks	F080	459000 to 59499	42	2	8	8	45	6	10	...	10	3	3	3	4	5	4	830000	lb.	414
43 FL	Logging, Skeleton Type	F080	459500 to 59599	44	1	9	...	44	10	10	...	10	3	3	4	5	4	5	110000	lb.	49
44 FL	Logging Bunks	F080	59600 to 59621	44	1	9	4	44	11	10	10	10	10	3	7	9	10	9	100000	lb.	21
45 FL	"	F080	59622 to 59649	42	2	9	4	45	5	10	10	10	10	3	7	9	10	9	100000	lb.	27
46 FL	"	F080	59650 to 59674	44	1	9	4	44	11	10	10	10	10	3	7	9	10	9	110000	lb.	23
47 FM	(See Exception)	F102	#60000 to 60099	60	...	10	6	63	3	10	6	10	6	3	8	3	8	4	154000	lb.	80
51 FMS	(Exception) Note BBBB	F112	60025	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
52 FM	(See Exceptions) Note BBBB	F102	#60100 to 60199	60	...	10	6	63	3	10	6	10	6	3	8	3	8	4	154000	lb.	88
53 FMS	(Exceptions) Note BBBB	F112	{60129, 60138 } { 60155, 60193 }	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
54 FM	(See Exception)	F102	#60200 to 60219	60	...	10	6	63	3	10	6	10	6	3	8	3	8	3	110000	lb.	17
55 FMS	(Exception) Note BBBB	F112	60200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
56 FM	(See Exception)	F102	#60220 to 60234	60	...	10	6	63	3	10	6	10	6	3	8	3	8	3	154000	lb.	14
57 FMS	(Exception) Note BBBB	F112	60225	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
61 FMS	(See Exceptions) Note BBBB	F112	#60999 to 61099	60	...	10	6	63	3	10	6	10	6	3	11	3	11	3	146000	lb.	99
62 FMS	Nailable Std. Floors (Exceptions)	F112	61098, 61099	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
63 FMS	Note KK	F112	61100 to 61109	60	...	10	6	63	3	10	6	10	6	3	8	3	8	4	154000	lb.	10
64 FMS	Note KK	F112	61199	60	...	10	6	65	5	10	6	10	6	3	8	3	8	4	144000	lb.	1
65 FL	Logging Bunks (Odd Nos.)	F080	61511	41	6	9	3	46	3	9	11	9	11	3	10	4	1	7	110000	lb.	1
66 FL	Logging Bunks (Odd Nos.)	F080	62056 to 62058	41	6	9	3	46	3	9	11	9	11	3	10	4	1	7	110000	lb.	3
67 FL	Logging Bunks (Odd Nos.)	F080	62623	41	8	9	2	46	3	10	1	10	1	3	11	4	1	...	110000	lb.	1
71 FL	Logging (See Exception)	F080	62722 to 62825	42	...	9	1	45	8	9	1	10	...	3	11	3	11	4	80000	lb.	3
72 FM	(Exception)	F101	62825	42	...	9	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1
73 FL	Logging, Skeleton Type	F080	62826 to 62870	42	...	9	...	45	3	10	...	10	3	3	7	4	5	4	80000	lb.	15
74 FM	"	F101	62900 to 62907	41	6	9	3	46	3	9	11	9	11	3	5	4	1	7	100000	lb.	1
75 FM	Odd Nos.	F101	#63001 to 63997	45	...	9	4	48	3	9	4	10	2	2	6	3	8	...	110000	lb.	3
76 FM	Note L	F101	"	...	...	10	5	...	...	10	5	10	6	3	8	...	...	...	...	5	
Forward			F101	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1806

★ Denotes additions. ◆ Denotes increase. † Denotes reduction. (See Page xviii.) ‡ Denotes large cars within Plate C dimensions.

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO.—Continued.

FREIGHT EQUIPMENT—Continued

ITEM NUMBER.	A. A. R. Mech. Designation	MARKINGS AND KIND OF CARS	A. A. R. Car Type Code	NUMBERS	DIMENSIONS												CAPACITY		Number of Cars					
					INSIDE			OUTSIDE						DOORS			Cubic Feet Level Full	Pounds or Gallons						
					Length	Width	Height	LENGTH		WIDTH		HEIGHT FROM RAIL		SIDE		END								
								ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.		in.	ft.	in.		
Brought forward.																								
1	FM	Flat	F101	64000 to 64399	50	11	10	6	58	9	10	6	8	7	8	7	3	7	110000	lb.	229			
2	FL	Logging	F080	65000 to 65199	49	2	10		45	4	10	10	4	4	4			100000	lb.	1				
3	FL	"	F080	65208 to 65448	49	2	10	4	46	4	10	10	4	4	4			100000	lb.	6				
4	FM	(See Exceptions)	F101	65500 to 66367	49	11	9	2	55	9	10	6	8	8	8	8	3	8	100000	lb.	702			
5	FM	Exceptions	F101	66347, 66350	52	6	10	6	"	"	"	"	"	"	"	"	"	110000	lb.	2				
6	FM	(See Exceptions)	F101	66368 to 66468	49	11	9	2	55	9	10	6	8	8	8	8	3	8	100000	lb.	89			
7	FM	Exceptions	F101	{ 66410, 66447, 66464 }	52	6	10	6	"	"	"	"	"	"	"	"	"	110000	lb.	8				
11	FM	"	F101	66490, 66491	50		10	2	53	3	5	4	10	3	3	5	12	11	130000	lb.	2			
12	FMS	Note CGGG	F111	66492	50		10	2	53	3	5	4	10	3	3	5	12	11	164000	lb.	1			
13	FM	Note PP	F102	66493	79	6	8	4	82	10	9	4	10	1	6	4	2	10	110000	lb.	1			
14	FM	"	F101	66500 to 66514	50		10	6	51	3	10	8	10	6	8	8	6	8	110000	lb.	14			
15	FMS	(See Exception Note Q)	F111	67000 to 67011	48	6	10	6	56	9	10	6	8	7	8	7	12	2	100000	lb.	10			
16	FMS	Note Q	F111	67007	"	"	"	"	"	"	"	"	"	"	"	"	"	110000	lb.	1				
17	FMS	(See Exception Note Q)	F111	67012 to 67018	48	6	10	6	56	9	10	6	8	7	8	7	10	2	100000	lb.	3			
21	FMS	Exceptions Note Q	F111	{ 67012, 67015, 67016, 67017 }	"	"	"	"	"	"	"	"	"	"	"	"	"	14	5	"	4			
22	FMS	Note Q	F111	67019 to 67025	48	6	10	6	56	9	10	6	8	7	8	7	10	2	154000	lb.	7			
23	FMS	Note Q	F111	67026 to 67030	48	6	10	6	56	9	10	6	8	7	8	7	10	2	100000	lb.	5			
24	FMS	Note Q	F111	67031	48	6	10	6	56	9	10	6	8	7	8	7	12	8	110000	lb.	1			
25	FMS	Note Q	F111	67032	48	6	10	6	56	9	10	6	8	7	8	7	14	5	110000	lb.	1			
26	FMS	(See Exception Note Q)	F111	67033 to 67051	48	6	10	6	56	9	10	6	8	7	8	7	10	2	100000	lb.	16			
27	FMS	Exceptions Note Q	F111	67045, 67047	"	"	"	"	"	"	"	"	"	"	"	"	"	14	6	110000	lb.	2		
28	FMS	Note Q	F111	67052 to 67056	48	6	10	6	56	9	10	6	8	7	8	7	10	9	100000	lb.	6			
31	FMS	Note Q	F111	67057, 67058	48	6	10	6	56	9	10	6	8	7	8	7	12	8	110000	lb.	2			
32	FMS	Note Q	F111	67059	48	6	10	6	56	9	10	6	8	7	8	7	10	9	100000	lb.	1			
33	FMS	Note Q	F111	67060 to 67062	48	4	10	6	56	9	10	6	8	7	8	7	14	5	110000	lb.	3			
34	FMS	(See Exception Note Q)	F111	67063 to 67092	48	6	10	6	56	9	10	6	8	7	8	7	12	2	100000	lb.	27			
35	FMS	Exceptions Note Q	F111	{ 67064, 67067, 67069 }	"	"	"	"	"	"	"	"	"	"	"	"	"	14	5	110000	lb.	3		
36	FMS	Note Q	F111	67093 to 67098	48	6	10	6	56	9	10	6	8	7	8	8	12	3	100000	lb.	6			
37	FMS	Note Q	F111	67100 to 67104	48	6	10	6	56	9	10	6	8	7	8	8	12	8	100000	lb.	8			
41	FMS	Note LLL	F111	67105	48	6	10	6	56		10	8	10	8	3	4	12	7	12	8	110000	lb.	1	
42	FMS	Note Q	F111	67110 to 67116	48	6	10	6	56		10	6	10	8	3	4	8	8	100000	lb.	7			
43	FMS	Note Q	F111	67117 to 67121	48	6	10	6	56		10	6	10	8	3	4	8	8	100000	lb.	5			
44	FMS	Note X	F112	67180	53	8	9	3	51	9	10	3	10	6	8	7	14	11	14	11	100000	lb.	1	
46	FMS	(See Exceptions)	F112	67185 to 67199	60		10	6	61	3	10	6	10	6	8	8	8	7	8	140000	lb.	10		
46	FM	Exceptions	F102	{ 67186, 67187, 67190, 67192, 67193 }	"	"	"	"	"	"	"	"	"	"	"	"	"	3	8	"	5			
47	FMS	Note CCC	F111	67289 to 67427	59	6	10	6	53	9	10	6	10	6	8	8	8	5	11	100000	lb.	137		
48	FM	"	F101	67500 to 67534	50	4	10	6	53	7	10	6	10	6	8	8	8	8	8	100000	lb.	4		
51	FMS	Note TT	F111	67672 to 67699	50	11	10	6	56	9	10	6	10	6	8	7	8	7	4	5	100000	lb.	17	
52	FMS	Note TT	F111	67850 to 67869	49	11	10	6	55	9	10	6	10	6	8	8	8	8	5	100000	lb.	9		
53	FMS	Note TT	F111	67890 to 67893	50	11	10	6	56	9	10	6	10	6	8	8	8	5	5	100000	lb.	4		
54	FMS	Note SS	F111	67900 to 67936	52	6	9	2	55	9	10	6	10	6	8	8	8	5	11	100000	lb.	20		
55	FMS	Note PPP	F111	67990 to 67998	52	6	10	4	59	6	10	4	10	4	3	7	6	10	6	10	100000	lb.	9	
56	FMS	Note TT	F111	67999	52	6	10	4	59	6	10	4	10	4	3	7	6	10	6	10	100000	lb.	1	
57	FM	"	F101	800005 to 800349	45		9	4	48	3	9	4	10	2	2	6	3	8	100000	lb.	9			
61	FW	Well Note U	F140	801001	32		8	3	35	6	10	3	10	3	5	9	5	9	5	10	140000	lb.	1	
62	FW	Note U	F140	801003, 801004	47	5	7	9	59	8	10	4	10	8	5	9	5	9	5	7	190000	lb.	2	
63	FW	Flat Note U	F140	801010	32		8	3	35	6	10	3	5	9	5	9			8	4	164000	lb.	1	
64	FD	Flat Notes Depressed	F120	801025, 801026	39		9		42	6	9		9						2	2	140000	lb.	2	
65	FD	Notes A, U, V	F120	801027 to 801030	40	11	9		39	2	9		9	3	3	8	2		4	2	120000	lb.	4	
66	FD	Note JJ	F120	801040 to 801043	48	11	9		51	2	9		9	7	2	10	2		4	4	140000	lb.	4	
67	FD	Flat Note LL	F430	801051, 801052	44		9	1	47	6	9	3	10	3	3	1	4	1			410000	lb.	2	
71	FG	Note T	F230	801100 to 801117	39	4	10	2	52	6	10	2	8	9	3	9	3	9			260000	lb.	13	
72	FG	Note VVV	F230	801300 to 801302	53	6	10	6	53	9	10	6	10	6	8	6	8	8	8			290000	lb.	3
73	FD	Depressed Note P	F420	801601	56	6	9		53	10	9		9		2	10	2	10	5	9	500000	lb.	1	
74	FM	"	F101	850000 to 850149	50		10	6	53	3	10	5	10	6	8	8	8	3	8			100000	lb.	115
75	FM	"	F101	850150 to 850749	50		10	2	53	3	10	8	10	8	3	5	2	8			100000	lb.	377	
Total Flat																			3179					
76	FB	Tank	T060	79090, 79091	52	4	9	8	9	8	9	8	1	10							10000 gal.	2		
77	FB	Caboose	N100	01265 to 02214																	100000 lb.	432		
Grand Total																			3534					

* Denotes additions. † Denotes increase. ‡ Denotes reduction. (See Page xviii.)

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO.—Continued.

Note A—Cars in series 1400, 70000 to 71710, 72008 to 72574, 72900 to 72747, 72748 to 72776, 72777 to 72999, 74000 to 74424, 77000 to 77349, 77350 to 77538, 78000 to 78049, 80002 to 81034, 81200 to 81207, 81208, 81909, 92375 to 92424, 92537 to 92539, 601025, 601026 and 601027 to 601030 may be loaded to 75 per cent of the stencilled load limit with loads 18 ft long or less, and to load limit with load exceeding 18 ft. long.

Note B①—Cars in the following series are equipped with movable bulkheads, load dividers or compartmentizers:

2750	2945	3000	3025	4072	4112	4500	4712	4936	4983	8900	9050
to	to	to	to	to	to	to	to	to	to	to	to
2814	2904	3099	4032	4074	4125	4507	4743	4977	4986	8949	9739
2815	2905	3100	4036	4075	4195	4700	4744	4978	8800	9600	16906
to	to	to	to	to	to	to	to	to	to	to	to
2944	2999	3140	4038	4076	4199	4711	4761	4982	8899	9649	16635

Note B②—Cars in the following series are equipped with rub rails or side fillers:

2750	2945	3000	4000	4038	4077	4700	4975	16606
to	to	to	to	to	to	to	to	to
2814	2904	3099	4024	4035	4112	4711	4982	to
2815	2905	3100	4025	4036	to	4712	4983	to
to	to	to	to	to	to	4125	to	16935
2944	2999	3140	4032	4038	4149	4743	4986	to

Note C—Inside widths, inside heights, height of side door openings and cubic capacities of cars in series 110000 to 110149 and 110150 to 110799 are as follows: inside width, upper deck 8 ft. 7 in., lower deck 8 ft. 6 in.; inside height, upper deck 4 ft. 4 in., lower deck 3 ft. 9 in.; height of side door openings, upper deck 4 ft., lower deck 3 ft. 4 in.; capacity, upper deck 1,358 cu. ft., lower deck 1,147 cu. ft.

Note D—Cars in series 61100 to 61109 are equipped with Western All-Purpose Tie-Down Devices for heavy equipment loading.

Note E—Cars in series 2475 to 2494 are equipped with Oak Bulkheads for Welding Service.

Note F①—Individual numbers of cars in series 93007 to 93206 that have sides extended for handling wood chips and differing in A. A. R. Mech. Designation, dimensions and cubical capacity from other cars in same series: A. A. R. Mech. Designation GSS, inside height 10 ft. 5 in., outside height from rail to extreme width 15 ft., to top of sides 15 ft., to extreme height 15 ft., capacity 4,226 cu. ft.

93017	93032	93046	93066	93084	93096	93097	93102	93157	93183	93199
93021	93040	93049	93079							

Note F②—Individual numbers of cars in series 93007 to 93206 that have sides extended for handling wood chips and differing in A. A. R. Mech. Designation, dimensions and cubical capacity from other cars in same series: A. A. R. Mech. Designation GSS, inside height 10 ft. 5 in., outside width at top of sides 10 ft. 6 in., height from rail to extreme width 14 ft. 7 in., to top of sides 14 ft. 9 in., to extreme height 14 ft. 9 in., capacity 4,173 cu. ft.

93008	93027	93047	93065	93101	93118	93136	93150	93163	93184
93010	93029	93048	93067	93087	93108	93120	93139	93152	93165
to	93031	93051	93069	93089	93104	to	93141	93168	93183
93015	93034	93053	to	93090	93109	93126	93143	93154	to
93018	to	93056	93074	to	93110	93128	93143	93155	93174
93019	to	93056	93076	93093	93112	93128	93143	93155	93174
93023	93039	93060	93075	93092	to	93130	93145	93157	93178
93024	93042	to	93049	93069	93115	93132	to	93151	to
93026	93045	93063	93082	93100	93117	93135	93152	93162	93206

Note G—Cars in series 8300 to 8349 and 8387 to 8399 are equipped with loose bulkheads and bracing material for specific loading.

Note H—Cars numbered 92587 to 92589 and 92550 to 92573, 92580 to 92574 have 3 section removable roofs. For inside height at eaves with roof applied add 2 inches.

Note J—Cars in series 92500 to 92514 are equipped with cradles and hoods for handling coiled steel.

Note K—Cars in these series have specially equipped interiors and are not suitable for general service.

Note L—Individual numbers of cars in series 63001 to 63997 equipped with tie-downs at side pockets and twelve tie-downs along center of car and differing in dimensions from other cars in same series: inside width 10 ft. 5 in., outside width at top of platform 10 ft. 5 in., extreme width 10 ft. 6 in., outside height from rail to extreme width 8 ft. 8 in., to extreme height 3 ft. 8 in.:

63113	63161	63253	63321	63369
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Note M—Cars numbered 13183, 13209 and 13237 are equipped with 6 in. x 6 ft. x 9 ft. Bulkhead in each end of car; 2 Oak Rub Rails, 3 DF-2 Belt Rails, 16 DF-2 Cross Bars.

Note N—Car No. 1400 is equipped with 4-belt "DF" Loader for handling steel running boards.

Note O①—Individual numbers of cars in series 104507 to 106055 have roofs removed and differing in A. A. R. Mech. Designation from other cars in same series: A. A. R. Mech. Designation LP:

104526	104532	104682	104704	104715	104760	104820	104850	104939	104978
104543	104579	104683	104711	104723	104813	104836	104878	104937	104999
104550									

Note O②—Cars in series 105483 to 105506 have roofs removed.

Note P—Height above top of rail to center of gravity of car No. 601601 is 28 inches. This car has light-weight of 320,300 pounds.

Note Q—Cars in series 67000 to 67093, 67100 to 67104 and 67110 to 67121 are equipped with permanent and bulkheads and Brandon bulkhead tie-down equipment for lngot loading.

Note R—Individual numbers of cars in series 16300 to 16379 having roofs removed and differing in A. A. R. Mech. Designation, dimensions and cubic capacity from other cars in same series: A. A. R. Mech. Designation LP:

16902	16907	16921	16929	16940	16951	16955	16961	16970	16975
16903	16914	16922	to	16943	16952	16956	16963	16972	16977
16903	16917	16922	16925	to	16954	16960	16962	16974	16979
16906	16919	16924	16928	16949					

Note S—Inside widths, inside heights and cubic capacities of cars in series 109000 to 109999 are as follows: inside width, upper deck 8 ft. 7 in., lower deck 8 ft. 6 in.; inside height, upper deck 4 ft. 7 in., lower deck 3 ft. 9 in.; capacity, upper deck 1,416 cu. ft., lower deck, 1,112 cu. ft.

Note T—Cars in series 601100 to 601117 are equipped with wood loading floors and have 2 four-wheel trucks. Spacing between truck centers 19 ft.; between axles 5 ft. 9 in. These cars will carry load limit at center line of car. Height above top of rail to center of gravity, 28 inches. Light-weights of these cars are as follows:

Car No.	Light-weight	Car No.	Light-weight
601100	46,900 pounds	601111	46,800 pounds
601101	46,900 "	601112	46,900 "
601102	46,900 "	601114	45,900 "
601104	46,900 "	601115	46,100 "
601107	46,900 "	601116	46,500 "
601108	46,900 "	601117	46,100 "
601110	45,300 "		

Note U①—Cars numbered 601001 and 601010 have a well in center of car 20 ft. 6 in. clear length, 8 ft. 3 in. clear width, 4 ft. 9 1/2 in. deep at center of well, and 2 ft. 7 1/2 in. deep at ends of well, height from rail to top of well floor center 8 1/2 in., height from rail to top of platform ends 5 ft. 9 1/2 in. These cars are equipped with steel loading floors and have 2 four-wheel trucks. Spacing between truck centers 23 ft.; between axles 5 ft. 8 in. Height above top of rail to center of gravity, 34.5 inches. Car No. 601001 has light-weight of 47,900 pounds; car No. 601010 has light-weight of 51,400 pounds.

Note U②—Cars numbered 601003 and 601004 have a vertical-walled well section in the center of the car, length 25 ft. 2 in., width 7 ft. 9 in., height 3 ft. 10 in., height from rail to top of well floor 1 ft. 7 1/2 in., height from rail to top of end platform 5 ft. 7 in. These cars are equipped with wood loading floors and have 2 four-wheel trucks. Spacing between truck centers 37 ft. 2 in.; between axles 5 ft. 8 in. Height above top of rail to center of gravity, 33.5 inches. Car No. 601003 has light-weight of 53,900 pounds; car No. 601004 has light-weight of 56,600 pounds.

Note U③—Cars numbered 601025 and 601026 have a depressed section in center of car, length 16 ft., width 9 ft. and height above rail 2 ft. 1 1/2 in. Height above rail at platform ends 4 ft. 0 1/2 in. These cars are equipped with steel loading floors and have 2 four-wheel trucks. Spacing between truck centers 23 ft.; between axles 5 ft. 8 in. Height above top of rail to center of gravity, 28 inches. Car No. 601025 has light-weight of 57,600 pounds; car No. 601026 has light-weight of 56,200 pounds.

Note U④—Cars in series 601027 to 601030 have a depressed section at center of car with clear flat length of 21 ft. and width of 9 ft. The height above the rail is 2 ft. 0 1/2 in. The height above the rail of the end platform is 4 ft. 2 in. These cars are equipped with steel loading floors and have 2 four-wheel trucks. Spacing between truck centers 38 ft. 8 in.; between axles 5 ft. 8 in. Height above top of rail to center of gravity, 28 inches. Light-weights of these cars are as follows:

Car No.	Light-weight	Car No.	Light-weight
601027	65,700 pounds	601029	65,700 pounds
601028	65,500 "	601030	59,800 "

Note V—Cars in series 92609 to 92613 are equipped with ten 145 cu. ft. container (lightweight 2,140 lbs.; dimensions, length 7 ft., width 4 ft., 8 in., height 6 ft. 5 in.; load limit 12,500 pounds).

Note W—Cars in series 1 to 1000 and 1500 to 1599 have open sides. Flooring in series 1 to 1000 only spaced 2 1/2 inches apart.

Note X—Car numbered 67180 is equipped with type of movable stake device on side of car for restraining poles.

Note Y—Cars in series 57000 to 57105, 57252 to 57299, 57300 to 57355, 57356 to 57420 and 57421 to 57520 are equipped with ACF retractable hitch for trailer service

Note Z—Cars numbered as follows have had roofs removed:

16214	16218	16234	16401	273700	273934
16215	16219	16235	16404	to	to
16217	16222	16400	16872	273924	273999

Note AA—Cars in series 92560 to 92574 are equipped with four (4) Adjustable Bulkheads.

Note BB—Cars numbered 1450 and 1451 are equipped with 3 "DF" type belt rails and 12 cross bars.

Note CC—Cars in series 92531 to 92536 are equipped with 3-section removable roof and 2 longitudinal floor bolting plates. Inside height without cover 6 ft. Cars formerly drop end and can be loaded to 75% of stencilled load limit with loads 18 ft. long or less, and to load limit with load exceeding 18 ft. long.

Note DD—Cars in series 12000 to 12429, 12500 to 12599, 13000 to 13399 and 13400 to 14199 have all purpose commodity side doors; sliding door openings 9 ft. wide by 9 ft. 10 1/2 in. high; plug door opening 6 ft. 8 in. wide by 9 ft. 9 1/2 in. high. Total clear door opening 15 ft. 3 in. wide.

Note EE—Coalola cars in series 92325 to 92374 have 3 section removable roofs and cradles for coil steel loading.

Note FF—Cars in series 92375 to 92424 and 92425 to 92449 have 3 section removable roofs; 4 movable bulkheads and rub rails. For inside height at eaves with roof applied add 8 inches.

Note GG—Cars in series 78000 to 78049 are equipped for stone loading. Side planks spaced 2 in. apart.

Note HH—Individual numbers of cars in series 84000 to 86149 equipped with special device for Auto frame loading and differing in A. A. R. Mech. Designation from other cars in same series: A. A. R. Mech. Designation GBS:

84033	84058	84474	84539	84575	84990	84991	84727	84734	84763	84837
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Note JJ—Cars in series 601040 to 601048 have a depressed section in center of car with clear flat length of 23 ft. and width of 9 ft. The height above rail is 2 ft. 0 1/2 in. The height of end platform above rail is 4 ft. 1 1/2 in. These cars are equipped with steel loading floors and have 2 four-wheel trucks. Spacing between truck centers 38 ft. 8 in.; between axles 5 ft. 8 in. Height above top of rail to center of gravity, 28 inches. Light-weights of these cars are as follows:

Car No.	Light-weight	Car No.	Light-weight
601040	63,200 pounds	601042	64,800 pounds
601041	62,700 "	601043	63,200 "

Note KK—Flat car 61199 is equipped with heavy duty tie-downs for securing heavy machinery.

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO.—Continued.

Note LL—Cars numbered 601051 and 601052 will carry 375,000 pounds concentrated at center. These cars are equipped with steel loading floors and have 4 four-wheel trucks. Spacing between truck centers 28 ft.; between axles 5 ft. Height above top of rail to center of gravity, 28 inches. Car No. 601051 has light-weight of 111,200 pounds; car No. 601052 has light-weight of 112,700 pounds.

Note MM—Cars in series 271000 to 271499 are equipped with 100,000 pounds capacity journals and are so stencilled, but due to age and for reasons of safety, capacity has been reduced to 85,000 pounds and the cars are being restencilled accordingly.

Note NN—Cars numbered 2109, 2113, 2131, 2151, 2154, 2517, 2519, 2521, 2552, 2553, 2561, 2576, 2624, 2750 to 2759, 2810 to 2814, 2856, 2863, 2873, 2875, 2877, 2879, 2882, 2913, 2914, 2916 to 2944, 3000 to 3099, 3110 to 3119, 3147, 3148, 3149, 9600 to 9649, 9850 to 9799, 54702 to 54706, 54742, 55338 and cars in series 2945 to 2999 are equipped with fork lift truck pallets, platforms or skids which will be considered part of the car.

Note OO—Cars in series 273000 to 273260 and 273261 to 273269 are equipped for handling wood chips. Inside length at floor 39 ft. 11 in., at top of plate 50 ft. 8 in. These cars have 7 doors on each side with width of openings as follows: 4 doors 4 ft. 7½ in.; 2 doors, 5 ft. 8½ in.; 1 door, 6 ft. These cars also have 7 hatches on each side of running board, width of opening 3 ft. 3 in., height of opening 2 ft. 5 in.

Note PP—Flat car numbered 66493, leased from G.A.T.X., is designed for Clejan type loading of trailers and containers.

Note RR—Cars in series 92000 to 92034 are equipped with floor bearing pieces and inside stakes for handling steel billets. Inside width between stakes 8 ft. 10 in.

Note SS—Cars in series 67900 to 67986 are equipped with special devices for auto frames and are not suitable for general service.

Note TT—Cars in series 67672 to 67699, 67850 to 67869, 67890 to 67893, 67999, 79500 to 79549 are equipped with special device for auto frames. These cars are not suitable for general service.

Note UU—Cars in series 92525 to 92530 have 3-section removable roof. For inside height at eaves with roof applied add 3 in. to inside height shown. Cars numbered 92525 to 92527 are equipped with 4 in. side and end wood stakes and two longitudinal floor bolting plates. Cars numbered 92528 to 92530 have floor supports full length of car arranged for bolting blocking.

Cars formerly Drop End and can be loaded to 75% of stencilled load limit with loads 18 ft. long or less and to load limit with load exceeding 18 ft. long.

Note VV—Cars in series 23999, 29000 to 29399 and 29500 to 29999 have all purpose commodity side doors. Sliding side door openings 8 ft. 0 in. wide by 9 ft. 10½ in. high. Plug door 7 ft. 2½ in. wide by 9 ft. 9¾ in. high. Total clear door opening 15 ft. 2½ in. wide. Cars in series 29400 to 29499 have sliding door opening 8 ft. 0 in. wide by 9 ft. 10½ in. high. Plug door 7 ft. 2½ in. wide by 9 ft. 8¾ in. high.

Note WW—Individual numbers of cars in series 51000 to 51799 and 51800 to 51999 having 2 ft. 0¼ in. planking added to each interior side, 5 ft. high, for bomb loading:

WW①	51079	51187	51285	51391	51494	51588	51654	51791	51842	51889
	51001	51099	51193	51290	51442	51495	51607	51675	51845	51897
	51013	51109	51218	51337	51459	51514	51624	51679	51860	51936
	51014	51115	51225	51332	51474	51549	51625	51738	51803	51939
	51015	51153	51269	51388	51478	51552	51632	51757	51815	

Note XX—Individual numbers of cars in series 84000 to 86149 and 88950 to 90949 that are equipped at ends with permanent steel stakes 13 ft. 7 in. high above top of rail. Inside height from floor to top of stakes 10 ft. Distance between stakes at both ends 40 ft. 8 in. These cars differ in A. A. K. Mech. Designation from other cars in same series: A. A. K. Mech. Designation C88. XX② 86012 XX③ 89205 89494

Note CCC—Cars numbered 92576, 92576, 92577 to 92594, 92598 to 92606, 92607, 92608 and 92614 to 92627 are specially equipped with containers for coke loading.

Note DDD—Cars in series 30000 to 30249 have 9 ft. 11 in. clear door height.

Note FFF—Cars in series 92450 to 92499 have 3-sectional removable roof. Add 4 inches for inside height at eaves with roof applied; add 9 inches for height at center.

Note KKK—Cars in series 372000 to 372009 have sides and ends extended for handling wood chips.

Note LLL—Car numbered 67105 is equipped with permanent end bulkheads 48 ft. 8 in. apart, 9 ft. high and with floor tie-downs.

Note PPP—Cars in series 67900 to 67998 are equipped with one 2 ft. 11¼ in. high fixed bulkhead and one 2 ft. 11¼ in. high removable bulkhead, 3 ft. 11¼ in. high removable sides, 9 ft. 8 in. inside width by 24 ft. maximum inside length. Equipped for handling auto frames, not suitable for other commodities.

Note RRR—Flat car No. 57999 is equipped with hold-downs, bridge plates and folding type pedestal for circus type loading of heavy duty trucks.

Note VVV—Cars in series 601300 to 601302 are equipped with all steel deck and will carry load limit at center of car: two 4 wheel trucks, 5 ft. 10 in. wheel base; 43 ft. 3 in. truck centers. Height above top of rail to center of gravity, 28 inches. Cars No. 601300 and 601301 have light-weight of 66,600 pounds; car No. 601302 has light-weight of 66,700 pounds.

Note XXX—Cars in series 92050 to 92055 are equipped with removable ends for auto frame loading.

Note ZZZ—Cars in series 4937 to 4999 have two 20 ft. door openings each side of car 20 ft. 8 in. from center line of car to center line of door opening.

Note BBBB—Cars numbered 60025, 60120, 60138, 60155, 60193, 60200, 60225, 60099 to 61099 are specially equipped for, and assigned to, shippers on Chicago, Milwaukee, St. Paul & Pacific R. R. Co.

Note CCCC—Cars in series 67416 to 67427 are equipped with Brandon Horizontal automobile frame loading devices.

Note DDDD—Cars in series 2750 to 2814, 2815 to 2944, 2945 to 2994, 3000 to 3099, 3100 to 3149 and 16606 to 16635 have retractable side fillers.

Note EEEE—Cars numbered 104526, 104632, 104876, 104815, 104836, 104975 and 104999 have steel plate floors for coke loading.

Note FFFF—Cars in series 92076 to 92084 and 92085 to 92099 are specially equipped for steel loading.

Note GGGG—Car number 63492 is equipped with special racks for handling ball mill heads.

Note JJJJ—Cars in series "Milw." 111015 to 111074 damaged or destroyed should be reported and requests for material needed for repairs should be sent to General American Transportation Corp., Freight Car Division, Plant No. 1, 4405 Euclid Ave., East Chicago, Ind. 46312. Attention: A. R. Erdmann, General Supt. Freight Car Maintenance.

Officer in charge of freight claim accounts, K. D. French, Freight Claim Agent, Chicago, Ill. 60614

Embargo notices on business handled in Chicago Terminal District issued by J. W. Stuckey, Superintendent, Bensenville, Ill.

Embargo notices on business handled in Twin City Terminal District issued by N. H. McKegney, Superintendent Terminal, St. Paul, Minn.

Embargo notices on business handled in Milwaukee Terminal District issued by E. R. Brown, General Superintendent, Milwaukee 3, Wis.

Embargo notices on business handled in Tacoma and Seattle Districts issued by J. J. Nenti, Superintendent, Tacoma, Wash.

Send one bill covering all repairs to C. M., St. P. & P. cars and address correspondence relative thereto to F. H. Miller, Auditor of Expenditure, Chicago 14, Ill. (See Note JJJJ)

FREIGHT CONNECTIONS AND JUNCTION POINTS

American Barge Line — Minneapolis, Minn. St. Paul, Minn.	Cedar Rapids & Iowa City — Cedar Rapids, Ia.	Chicago & North West.—Cont. Camp Douglas (Camp Williams), Wis. Cannon Falls, Minn. Cedar Rapids, Ia. Chaska, Minn. Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.) Chicago (Wood St.), Ill. Chippewa Falls, Wis. Clinton, Ia. Clinton Jct., Wis. Connell Bluffs, Ia. Crystal Falls, Mich. DeKalb, Ill. Des Moines, Ia. (via Des Moines Union Ry.) Dubuque, Ia. Duluth, Minn. Eau Claire, Wis. Elgin, Ill. Elrod, S. D. Fairmont, Minn. Falkton, S. D. Faribault, Minn. Fond du Lac, Wis. Forest Jet., Wis. Freeport, Ill. Graenville, Wis. Green Bay, Wis. Gron, S. D. Hawarden, Ia. Hedrick, Ia. Holcomb, Ill. Hopkins, Minn. Iron Mountain, Mich. Iron River, Mich. Janesville, Wis. Jefferson, Ia. Kansas City, Mo. La Crosse (Grand Crossing), Wis.	Chicago & North West.—Cont. Ladd, Ill. Lake Preston, S. D. Le Roy, Minn. Lyle, Minn. (via Ill. Cent. R. R.) Madison, Wis. Mankato, Minn. Marinette, Wis. Mason City, Ia. Melbourne, Ia. Menasha (Neenah), Wis. Menominee, Mich. Menomonie, Wis. Miloma, Minn. Milwaukee, Wis. Minneapolis (East Side Yard), Minn. Minneapolis, Minn. (via Mpls. East or Gt. Nor. Ry.) Minnesota Jct., Wis. Minnesota Transfer, Minn. Mitchell, S. D. Montgomery, Minn. New Hampton, Ia. Northfield, Minn. Oconto, Wis. Omaha, Neb. (via Un. Pac.) Oshkosh, Wis. Owatonna, Minn. Perry, Ia. Plover, Ia. Platteville, Wis. Plymouth, Wis. Racine Jct., Wis. Rapid City, S. D. Redfield, S. D. Red Wing, Minn. Ripon, Wis. Rochelle, Ill. Rockford, Ill. (Direct or via C. B. & Q.) Ruthven, Ia.	Chicago & North West.—Cont. St. Louis Park, Minn. St. Paul, Minn. Shakopee, Minn. Sheldon, Ia. Sioux City, Ia. Sioux Falls, S. D. Blatter, Ia. South Omaha, Neb. (via S. O. T. Ry.) Sparta, Wis. Spencer, Ia. Stiles Jct., Wis. Stillwater, Minn. Superior, Wis. Superior (East End), Wis. Tama, Ia. Vilas, S. D. Watertown, Wis. Waukegan, Ia. Waukesha, Wis. Wausau, Wis. Waxdale, Wis. West Salem, Wis. Winnebago, Minn. Winona, Minn. Wisconsin Rapids, Wis. Wolsey, S. D. Woodruff, Wis.
Ann Arbor — Menominee, Mich. (via C & N. W.)	Charles City Western — Charles City, Ia.	Chicago & Eastern Illinois — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.) Chicago Heights, Ill. (via C. H. T. T.) Mokena, Ill. Terre Haute, Ind.	Chicago & Western Indiana — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.)	Chicago & Burlington & Quincy — Bettendorf, Ia. Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.) Clinton, Ia. Council Bluffs, Ia. Crawford (Prairie Duchien), Wis.
Atahison, Topeka & Santa Fe — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.) Joliet, Ill. (via M. C. or E. J. & B.) Kansas City, Mo. Lawson, Mo.	Chicago & Calumet River — Chicago, Ill. (via B. & O. C. T. or I. H. B.)	Chicago & North Western — Aberdeen, S. Dak. Albert Lea, Minn. Appleton, Wis. Arlon, Ia. Austin, Minn. Bayport, Minn. Beloit, Wis. Britt, Ia. Byron, Ill.	Chicago & Western Indiana — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.)	
Baltimore & Ohio — Chicago, Ill. (via E. R. of C. B. & O. C. T., C. R. & I. or I. H. B.) Reymour, Ind. West Dana, Ind.	Chicago & Eastern Illinois — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.) Chicago Heights, Ill. (via C. H. T. T.) Mokena, Ill. Terre Haute, Ind.	Chicago & North Western — Aberdeen, S. Dak. Albert Lea, Minn. Appleton, Wis. Arlon, Ia. Austin, Minn. Bayport, Minn. Beloit, Wis. Britt, Ia. Byron, Ill.	Chicago & Western Indiana — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.)	
Baltimore & Ohio Chgo. Term. — Chicago (Western Ave.), Ill.	Chicago & Eastern Illinois — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.) Chicago Heights, Ill. (via C. H. T. T.) Mokena, Ill. Terre Haute, Ind.	Chicago & North Western — Aberdeen, S. Dak. Albert Lea, Minn. Appleton, Wis. Arlon, Ia. Austin, Minn. Bayport, Minn. Beloit, Wis. Britt, Ia. Byron, Ill.	Chicago & Western Indiana — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.)	
Belt Ry. of Chicago — Chicago (Cragin), Ill.	Chicago & Eastern Illinois — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.) Chicago Heights, Ill. (via C. H. T. T.) Mokena, Ill. Terre Haute, Ind.	Chicago & North Western — Aberdeen, S. Dak. Albert Lea, Minn. Appleton, Wis. Arlon, Ia. Austin, Minn. Bayport, Minn. Beloit, Wis. Britt, Ia. Byron, Ill.	Chicago & Western Indiana — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.)	
Black Bell Transport Inc. — Seattle, Wash. Tacoma, Wash.	Chicago & Eastern Illinois — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.) Chicago Heights, Ill. (via C. H. T. T.) Mokena, Ill. Terre Haute, Ind.	Chicago & North Western — Aberdeen, S. Dak. Albert Lea, Minn. Appleton, Wis. Arlon, Ia. Austin, Minn. Bayport, Minn. Beloit, Wis. Britt, Ia. Byron, Ill.	Chicago & Western Indiana — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.)	
Bremerton Freight Car Ferry — Seattle, Wash.	Chicago & Eastern Illinois — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.) Chicago Heights, Ill. (via C. H. T. T.) Mokena, Ill. Terre Haute, Ind.	Chicago & North Western — Aberdeen, S. Dak. Albert Lea, Minn. Appleton, Wis. Arlon, Ia. Austin, Minn. Bayport, Minn. Beloit, Wis. Britt, Ia. Byron, Ill.	Chicago & Western Indiana — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.)	
British Columbia Hydro and Power Authority — Sumas, Wash. (Huntington, B. C.)	Chicago & Eastern Illinois — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.) Chicago Heights, Ill. (via C. H. T. T.) Mokena, Ill. Terre Haute, Ind.	Chicago & North Western — Aberdeen, S. Dak. Albert Lea, Minn. Appleton, Wis. Arlon, Ia. Austin, Minn. Bayport, Minn. Beloit, Wis. Britt, Ia. Byron, Ill.	Chicago & Western Indiana — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.)	
Butte, Anaconda & Pacific — Butte, Mont. Rocker, Mont. Silver Bow, Mont.	Chicago & Eastern Illinois — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.) Chicago Heights, Ill. (via C. H. T. T.) Mokena, Ill. Terre Haute, Ind.	Chicago & North Western — Aberdeen, S. Dak. Albert Lea, Minn. Appleton, Wis. Arlon, Ia. Austin, Minn. Bayport, Minn. Beloit, Wis. Britt, Ia. Byron, Ill.	Chicago & Western Indiana — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.)	
Canadian Pacific — Sumas, Wash. (Huntington, B. C.)	Chicago & Eastern Illinois — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.) Chicago Heights, Ill. (via C. H. T. T.) Mokena, Ill. Terre Haute, Ind.	Chicago & North Western — Aberdeen, S. Dak. Albert Lea, Minn. Appleton, Wis. Arlon, Ia. Austin, Minn. Bayport, Minn. Beloit, Wis. Britt, Ia. Byron, Ill.	Chicago & Western Indiana — Chicago, Ill. (via B. R. of C. B. & O. C. T., C. R. & I. or I. H. B.)	

(Freight Connections and Junction Points continued on following page.)

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC R. R. CO.—Continued.

FREIGHT CONNECTIONS AND JUNCTION POINTS—CONTINUED.

Chi., Burlington & Quincy—Cont. Davenport, Ia. (via D. R. I. & N. W. Ry.) Davis Jct., Ill. Des Moines, Ia. (via Des Moines Union Ry.) Dubuque, Ia. E. Moline, Ill. Kansas City, Mo. La Crosse (Grand Crossing) Wis. Ladd, Ill. Mendota, Ill. Minneapolis, Minn. Minnesota Trans., Minn. Moline, Ill. (via D. R. I. & N. W. Ry.) Omaha, Neb. (via Ua. Pac.) Ottumwa, Ia. Prairie Duchien (Crawford) Wis. Rockelle, Ill. Rockford, Ill. Rock Island, Ill. St. Paul, Minn. Savanna, Ill. Sioux City, Ia. South Omaha, Neb. (via S. O. T. Ry.) Washington, Ia. (via C. R. I. & P. Ry.) Winona, Minn.	Chi., W. Pullman & Southern— Chicago, Ill. (via B. R. of C. or I. H. B.) Columbia & Cowlitz— Rocky Point, Wash. Copper Range— McKeever, Mich. Devenport, Rook Island & Northwestern— Davenport, Ia. East Moline, Ill. Des Moines & Central Iowa— Des Moines, Ia. (via D. M. U. and C. G. W. or C. R. I. & P. or F. D. D. M. & S.) Granger, Ia. Des Moines Union— Des Moines, Ia. Duluth & Northeastern— Cloquet, Minn. Duluth, Missabe & Iron Range— Duluth (Endon), Minn. Duluth (Missabe Jct.), Minn. Pokegama, Wis. Short Line Park (Brewer), Minn. (Note 2). Duluth, Winnipeg & Pacific— Duluth, Minn. Superior, Wis. (via L. S. T. & T.) Elgin, Joliet & Eastern— Chicago, Ill. (via B. R. of C., B. & O. C. T. or I. H. B.) Chicago Heights, Ill. (via C. H. T. T.) Joliet, Ill. Rondout, Ill. Spaulding, Ill. Erie Lackawanna— Chicago, Ill. (via B. R. of C., B. & O. C. T., C. E. & I. or I. H. B.) Escanaba & Lake Superior— Channing, Mich. Federal Barge Lines— Clinton, Ia. (via C. & N. W.) Dubuque, Ia. (via Ill. Cent.) Kansas City, Mo. (via Mo. Pac.) Minneapolis, Minn. (via Ry. Tfr. Co.) Rock Island, Ill. (via C. R. I. & P.) St. Paul, Minn. Fort Dodge, Des Moines & Southern— Des Moines, Ia. (via Des Moines Union Ry.) Huxley, Ia. Foss Laueh and Tug Co.— Seattle, Wash. Tacoma, Wash. Grand Trunk Western Lines— Chicago, Ill. (via B. R. of C., B. & O. C. T., C. R. & I., Ill. Nor. or I. H. B.) Milwaukee, Wis. Great Northern— Aberdeen, S. D. Appleton, Minn. Bellingham, Wash. Butte, Mont. (via B. A. & P.) Chehalis, Wash. Cloquet, Minn. Coeur d'Alene, Ida. Duluth, Minn. Ellendale, N. Dak. Everett, Wash. Fargo, N. Dak. Graceville, Minn. Great Falls, Mont. Hanover, Mont. Judith Gap, Mont. Lenox, S. Dak. Lewistown, Mont. Minneapolis, Minn. Minnesota Transfer, Minn. Monroe, Wash. Newport, Wash. Pipestone, Minn. (via C. R. I. & P. Ry.) Rosalia, Wash. St. Paul, Minn. Seattle, Wash. Sioux City, Ia. Sioux Falls, S. Dak. Spokane, Wash. Superior, Wis. (via L. S. T. & T. Ry.) Superior (Central Ave.), Wis. Tacoma, Wash. Vienna, S. Dak. Wahpeton, N. Dak. Wentworth, S. Dak. Yankton, S. Dak.	Green Bay & Western— Green Bay, Wis. Winona, Minn. Wisconsin Rapids, Wis. Griffith Steamship Co.— Tacoma, Wash. Gulf, Mobile & Ohio— Chicago, Ill. (via B. R. of C., B. & O. C. T., C. E. & I., I. N. or I. H. B.) Joliet, Ill. (via M. C. or R. J. & E.) Kansas City, Mo. Illinois Central— Albert Lea, Minn. Arion, Ia. Cedar Rapids, Ia. Charles City, Ia. Chicago, Ill. (via B. R. of C., B. & O. C. T., C. R. & I., I. N. or I. H. B.) Council Bluffs, Ia. Dubuque, Ia. Fonda, Ia. Forreston, Ill. Freeport, Ill. Linton, Ind. Lyle, Minn. Madison, Wis. Mendota, Ill. Omaha, Neb. (via Ua. Pac. Ry.) Rockford, Ill. Rockwell City, Ia. Sheldon, Ia. Sioux City, Ia. Sioux Falls, S. Dak. South Omaha, Neb. (via S. O. T. Ry.) Storm Lake, Ia. Illinois Northern— Chicago (28th & Western Ave.), Ill. Indiana Harbor Belt— NorPaul (Bensenville), Ill. Iowa Terminal— Mason City, Ia. Island Tug & Barge, Ltd.— Seattle, Wash. (via U. P. R. R. Co.) Tacoma, Wash. Kansas & Missouri Ry. & Term. Co.— Kansas City, Mo. (via K.C.S.) Kansas City Connecting— Kansas City, Mo. Kansas City Public Service Co.— Kansas City, Mo. (via K.C.S.) Kansas City Southern— Kansas City (Suburban Junction-Air Line Jct.), Mo. Kansas City Terminal— Kansas City, Mo. Kewaunee, Green Bay & Western— Green Bay, Wis. Lake Superior Terminal & Transfer— Superior, Wis. Manufacturers' Junction— Chicago, Ill. (via B. R. of C. or B. & O. C. T.) Marinette, Tomahawk & Western— Tomahawk, Wis. Midland Continental— Edgeley, N. D. Midwest Towing Co.— Minneapolis, Minn. St. Paul, Minn. Milwaukee Electric Ry. & Transport Co.— Powerton, Wis. (Note 3). Minneapolis, Anoka & Cuyuna— Minneapolis, Minn. (via Grt. Nor. and M. St. P. & S. S. M. or Nor. Pac. and M., St. P. & S. S. M. or Ry. Transfer and M., St. P. & S. S. M.) Minneapolis Eastern— Minneapolis, Minn.	Minneapolis Industrial— Minneapolis, Minn. (via Ry. Tfr. Co.) Minneapolis, Northfield & So.— Minneapolis, Minn. (via G. N. or M. E. and G. N.) Northfield, Minn. St. Louis Park, Minn. Mississippi Valley Barge Line— Minneapolis, Minn. St. Paul, Minn. Missouri-Kansas-Texas— Kansas City, Mo. Missouri Pacific— Kansas City, Mo. (Coburg, Mo.) (S. W. Jct. Mo.) Omaha, Neb. (via Ua. Pac. Ry.) South Omaha, Neb. (via S. O. T. Ry.) Monon Railroad— Bedford, Ind. Chicago, Ill. (via B. R. of C., B. & O. C. T., C. R. & I. or I. H. B.) Midland, Ind. Norfolk & Western— Cheneyville, Ill. Chicago, Ill. Council Bluffs, Ia. Des Moines, Ia. Humrick, Ill. Kansas City, Mo. Newell, Ill. Ottumwa, Ia. Northern Pacific— Aberdeen, Wash. Bayport, Minn. Bellingham, Wash. Black River, Wash. Bonner, Mont. Bozeman, Mont. Butte, Mont. Carlton, Minn. Chehalis, Wash. Cloquet, Minn. Deer Lodge, Mont. Duluth, Minn. Easton, Wash. Edgeley, N. Dak. Everett, Wash. Fargo, N. Dak. Hoquiam, Wash. Linton, N. Dak. Miles City, Mont. Minneapolis, Minn. Missoula, Mont. Montesano, Wash. New Duluth, Minn. New Leipzig, N. Dak. Rathdrum, Ida. Raymond, Wash. St. Paul, Minn. Sappington, Mont. Seattle, Wash. Spokane, Wash. Stillwater, Minn. Sumas, Wash. Superior, Wis. Superior (Central Ave.), Wis. Superior (East End), Wis. Tacoma, Wash. Terry, Mont. Wahpeton, N. Dak. Wrenshall, Minn. Oregon Short Line—(See Union Pacific System.) Oregon-Washington R. R. & Navigation Co.—(See Union Pacific System.) Pacific Coast— Black River Jct., Wash. Maple Valley, Wash. Renton, Wash. Seattle, Wash. Penn Central— Beehunter, Ind. Chicago (Western Ave.), Ill. Chicago, Ill. (via B. R. of C., B. & O. C. T., C. R. & I., I. N. or I. H. B.) Chicago Heights, Ill. (via C. H. T. T.) Delmar, Ill. Joliet, Ill. Ladd, Ill. Seymour, Ind. Terre Haute (Preston), Ind. Terre Haute (Van Tfr.), Ind.	Port Townsend— Discovery Jct., Wash. Port Townsend, Wash. Puget Sound Alaska Van Line— Seattle, Wash. Railway Transfer Co.— Minneapolis, Minn. Rook Island Southern— Rock Island, Ill. (via C. R. I. & P. Ry.) St. Louis-San Francisco— Kansas City, Mo. Sioux City Terminal— Sioux City, Ia. Soo Line— Appleton, Wis. (via C. & N. W.) Burlington, Wis. Champion, Mich. Chicago, Ill. (via B. R. of C., B. & O. C. T., C. R. & I., I. N. or I. H. B.) Chippewa Falls, Wis. Duluth, Minn. Eau Claire, Wis. Escanaba, Mich. (via E. & L. S.) Fairmount, N. Dak. Fond du Lac, Wis. Heafford Jct., Wis. Hilbert Jct., Wis. Junction City, Wis. Madra, S. Dak. Menasha, Wis. Milwaukee, Wis. Minneapolis, Minn. (via N. P. Ry. or Ry. Tfr. Co.) Minnesota Transfer, Minn. Moango, N. Dak. No. Milwaukee, Wis. Oshkosh, Wis. Pembine, Wis. St. Paul, Minn. (via N. P. Ry.) Sidnaw, Mich. Slinger, Wis. Superior, Wis. (via L. S. T. & T.) Waukesha, Wis. Wisconsin Rapids, Wis. Southern Iowa— Moravia, Ia. (L. C. L. only). Mystic, Ia. (L. C. L. only). South Omaha Term. Ry. Co.— South Omaha, Neb. Spokane Internationals— Coeur d'Alene (Gibbs), Ida. Grand Jct., Ida. Spokane, Wash. Spokane, Portland & Seattle— Spokane, Wash. Tacoma Municipal— Tacoma, Wash. Toledo, Peoria & Western— Webster, Ill. Union Pacific System— Aberdeen, Wash. Butte, Mont. Chehalis, Wash. Council Bluffs, Ia. Dishman, Wash. Hoquiam, Wash. Kansas City, Mo. Martango, Wash. Montesano, Wash. Omaha, Neb. Plummer, Ida. Seattle, Wash. Silver Bow, Mont. So. Omaha, Neb. Spokane, Wash. Tacoma, Wash. Washington, Idaho & Montana— Bovill, Ida. Waterloo— Cedar Rapids, Ia. White Sulphur Springs & Val-lowstone Park— Ringling, Mont.
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Note 2—Known as Brewer, Minn. on D. M. & I. R. Ry. Applies only on carload traffic originating at or destined to Brewer, Minn.
 Note 3—For shipments destined Lakeside, Wis. only.
 Ⓢ—Chicago Switching District
 Ⓢ—Minneapolis Switching District
 Ⓢ—St. Paul Switching District
 Jan., 1969.

Chicago, Milwaukee, St. Paul and Pacific Railroad Company—Continued

"PIGGYBACK" loading ramps are located at following points:

Aberdeen, S. D.	Harlowton, Mont.	Osbokosb, Wis.
Austin, Minn.	Iron Mountain, Mich.	Othello, Wash.
Benaeville, Ill.	Kansas City, Mo.	Ottumwa, Iowa
Bozeman, Mont.	LaCrosse, Wis.	Plummer, Ida.
Butte, Mont.	Lewiston, Mont.	Portage, Wis.
Chamberlain, S. D.	Longview, Wash.	Port Angeles, Wash.
Chehalis, Wash.	Madison, Wis.	Postville, Iowa
Cloquet, Minn.	Mankato, Minn.	Rapid City, S. D.
Council Bluffs, Iowa	Marion, Iowa	St. Paul, Minn.
Davenport, Iowa	Mason City, Iowa	Seattle, Wash.
Deer Lodge, Mont.	Menasha, Wisc.	Sioux City, Iowa
Des Moines, Iowa	Metairie Falls, Wash.	Sioux Falls, S. D.
Dubuque, Iowa	Miles City, Mont.	Spencer, Iowa
Duluth, Minn.	Milwaukee, Wis.	Spokane, Wash.
Edgerton, Wis.	Minneapolis, Minn.	Tacoma, Wash.
Everett, Wash.	Missoula, Mont.	Wausau, Wis.
Fargo, N. D.	Mitchell, S. D.	Winona, Minn.
Great Falls, Mont.	Mobridge, S. D.	Wisconsin Rapids, Wis.
Green Bay, Wis.	Nahant, Iowa	

"FLEXI-VAN" loading facilities are located at following points:

Benaeville, Ill.	Milwaukee, Wis.	Seattle, Wash.
Kansas City, Mo.		

Note A—The following Flexi-Van Containers in series 502000, 502004 to 502055 and 550009 to 550004 are equipped with automatic switch and thermostat controlling heat to cool and cool to heat:

A①	A②	502019	502026	502034	502046	502050	A③
502000	502004	to	to	to	to	to	550004
	to	502017	502024	502032	502044	502048	502055

Note B—The following Flexi-Van Container in series 550000 to 550004 will be equipped with automatic switch and thermostat controlling heat to cool and cool to heat: 550004

Note C—The following closed Flexi-Van Containers in series 203005 to 203009 and 250061 to 250065 are equipped for steamship operation:

C①	203009	250062
203005	to	250064
	to	C② 250061
203007	250061	250065

Note D—Insulated trailers numbered 206001 to 206016 are equipped to handle Class A explosives.

Note E—Open Top Flexi-Van Containers in series 450000 to 450008 are equipped with Tarpaulin tie-down covers ¾ of length of open top.

Note K—Flexi-Van Containers do not carry state license. Flexi-Van Bogies carry state licenses.

Note L—Light-weight shown for Flexi-Van Containers includes weight of tandem axle bogies of 4,500 pounds.

Note O—Insulated Flexi-Van, Lami-Freezer Containers numbered 500045 and 500060 to 500159 are equipped with Thermo-King refrigeration units using diesel oil.

Note X—The following letter symbols have been adopted by Chicago, Milwaukee, St. Paul and Pacific Railroad Company as Mechanical Designations of Flexi-Van Containers and Highway Trailers. (Do NOT confuse with A.A.R. Mechanical Designations for freight cars.) Applicable symbols are shown in heavy type, e.g. (IB), under column headed "TYPE OF TRAILERS, CONTAINERS OR CHASSIS":

DESIGNATION FOR FLEXI-VAN CONTAINERS:

Designation	Insulated Vans
IA	—Insulated Flexi-Van Container, Lami-Freezer with heavy insulation. Has ROL 30 Thermo-King or 30P SILL Cooling unit. Thermo-King units use propane gas only.
IB	—Insulated Flexi-Van Container, Lami-Freezer with heavy insulation. Has ROL 30 Thermo-King or SILL Cooling unit and meat rails. Thermo-King units use propane gas only.
ID	—Insulated Flexi-Van Container with light insulation. Equipped with KLP 30 Thermo-King units using propane gas only.
IE	—Insulated Flexi-Van Container with light insulation. Equipped with KLP 30 Thermo-King units and meat rails. Thermo-King units use propane gas only.
IG	—Insulated Flexi-Van Container.
IH	—Insulated Flexi-Van Container with double side doors.
IK	—Insulated Flexi-Van Container with double side doors. Equipped with KLP 30 Thermo-King units using propane gas only.
	Dry Freight Vans
DM	—Dry freight Flexi-Van Container.
DN	—Dry freight Flexi-Van Container; equipped for steamship operation.
DR	—Dry freight Flexi-Van Container; equipped with double side doors.

Note X—Continued.

Open Top Vans

- OB —Three Quarter Open Top Flexi-Van Container; equipped with tarpaulin covers and rings.
- OD —Open Top Flexi-Van Container; equipped with tarpaulin tie-down covers and rings.

MECHANICAL DESIGNATION FOR HIGHWAY TRAILERS:

- Mech. Desig.
- #### Dry Freight Trailers
- DI —Highway trailer, closed, for handling dry freight; equipped with side doors and tandem axle.
 - DIP —Same as "DI" but with drop frame.
 - DJ —Highway trailer, closed, for handling dry freight; equipped with single axle.
 - DS —Highway trailer, closed, for handling dry freight; equipped with side doors and tandem axle.
 - DW —Highway trailer, closed, for handling dry freight; equipped with side doors and single axle.
 - DY —Highway trailer, closed, for handling dry freight; drop frame; equipped with tandem axle.
 - DZ —Highway trailer, closed, for handling dry freight; drop frame; equipped with single axle.

Lowboy Highway Trailers

- FH —Lowboy highway trailers equipped with tandem axle.
- FI —Lowboy highway jeep trailers equipped with tandem axle.

MECHANICAL DESIGNATION FOR HIGHWAY TRAILERS:—Cont.

- Mech. Desig.
- #### Insulated Freight Trailers
- IM —Insulated highway trailer equipped with tandem axle.
 - IP —Insulated highway trailer with single axle.
 - IR —Insulated highway trailer equipped with side doors and tandem axle.
 - IW —Insulated highway trailer equipped with side doors and single axle.

Livestock Trailers

- RS —Livestock highway trailer equipped with tandem axle.
- ST —Livestock trailer equipped with single axle.

Refrigerated Highway Trailers

- RD —Refrigerated highway trailer, insulated and equipped with tandem axle and with NWD or UWD Thermo-King refrigerator units using diesel oil.
- RF —Refrigerated highway trailer, insulated and equipped with single axle and with Thermo-King refrigeration units using propane gas.
- RH —Refrigerated highway trailer, insulated, equipped with side doors and tandem axle and with RL Thermo-King refrigeration units using propane gas.
- RL —Refrigerated highway trailer, insulated, equipped with side doors and single axle and with RL Thermo-King refrigeration units using propane gas.

Open Top Highway Trailers

- OH —Open top highway trailer equipped with tandem axle.
- OL —Open top highway trailer equipped with single axle.
- OM —Open top highway trailer equipped with drop frames and tandem axle.
- ON —Open top highway trailer equipped with drop frames and single axle.

MECHANICAL DESIGNATION FOR HIGHWAY TRAILERS:—Cont.

- Mech. Desig.
- #### Flat Bed Highway Trailers
- FR —Flat bed highway trailer with tandem axle.
 - FS —Flat bed highway trailer with single axle.
 - FT —Flat bed highway trailer equipped with 12 ga. 36 inch lift out bulk-head and tandem axle.
 - FX —Flat bed highway trailer equipped with 12 ga. 36 inch lift out bulk-head and single axle.

Special Bulk and Cement Covered Hoppers

- CM —Special bulk highway trailer equipped with tandem axle.
- CR —Special bulk highway trailer equipped with single axle.
- CT —Special bulk highway trailer equipped with combination multiple axle.

Liquid Highway Trailers

- LR —Liquid highway trailer equipped with tandem axle.
- LW —Liquid highway trailer equipped with single axle.
- CW —Hydraulic dump highway trailer equipped with tandem axle.
- CY —Gravity dump highway trailer equipped with tandem axle.

Report movements and send mileage or per diem reports covering Flexi-Van Containers, Bogies or Highway Trailers to C. P. Richardson, Aud. of Equip. Accts., 2423 Southport Ave., Chicago 14, Ill.

Send bills for repairs, requisitions for material to repair and reports of Flexi-Van Containers, Bogies or Highway Trailers reightweighed and stowed to F. H. Miller, Auditor of Expenditure, 2423 Southport Ave., Chicago 14, Ill. Oct., 1968.

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY—Continued.

A.A.R. Mech. Desig. A.A.R. Car Type Code	MARKINGS AND KIND OF CARS	CAR NUMBERS OR NAMES	Length of Comp't		LENGTH OF CAR		RATE		No. of Car	
			Seating Cap'y	Bag. or Exp.	Inside	Over Buffer	Mileage	Per Diem		
			ft.	ft.	ft.	in.	ft.	in.		
PB...e	Note X Coaches, Steel Notes M③, AC③	4570	90	...	75	3 80	8	191	\$35.15	1
PB...e	Coaches, Steel Notes Y, AC③	4571 to 4576	90	...	75	3 80	8	191	35.15	5
PT...e	Sleepers Tourist, Steel Notes G, M, AC④	5747, 5748	56	...	78	3 85	...	191	35.15	2
PT...e	" Notes G, M, AC④	5752	56	...	78	3 85	...	191	35.15	1
BLF... P020}	Special Flat, FLEXI-VAN Service	58018 to 58038	...	...	80	1 80	9	...	...	21
Total									418	

Note M—Passenger Cars, electric lighted and equipped with axle generator and battery, storage battery or dynamo and battery.

Note M①—Individual numbers of passenger cars in series 1056 to 1075 that are equipped with axle generator and battery, storage battery or dynamo and battery:
1073 1074

Note M②—Coaches numbered 456 to 478, 649 to 651 and 4570, Passenger & Express cars numbered 206 and 207 and Sleeper-Tourist car No. 5752 are electric lighted and are equipped with propane gas engine electric generating set instead of axle generators.

Note M③—Super Dome cars in series 55 to 59 are equipped with Diesel Engine instead of axle generators.

Note M④—Mail and Mail Storage cars numbered 2154 and 2158 to 2161 are equipped with axle generator and battery, power exhaust ventilation. Post Office Dept. Plan T-56.

Note M⑤—Mail and Mail Storage cars numbered 2155 to 2157 are equipped with axle generator and battery, power exhaust ventilation. Post Office Dept. Plan T-56.

Note N—Passenger space in cars in this series is equipped with air conditioning device.

Note R—Cars numbered 1915, 1917 to 1923, 1943, 1947 to 1955, 1958 to 1960, 1974, 1976, 1977, 2000, 2006 to 2017 and 2050 are stripped for storage and express service.

Note T—Standard Sleepers numbered 21, 22, 24, 26, 31 and 32 are leased to the Pullman Co. All mileage reports and charges incurred incident to repairs and operation should be made to the Pullman Co., Chicago, Ill.

Note U—Dimension shown for length of cars in series 1600 to 1623 and 1626 to 1650 represents length over coupler faces as these cars are not equipped with buffers. Car numbered 1623 has end doors 2 ft. 3 in. by 6 ft. 7 in. Other cars in these series are not equipped with end doors.

Note X—All the head end passenger train cars of this Company are equipped with standard small door, measuring 2 ft. 4 in. by 6 ft. 8 in., each end, to permit passage from one car to another, except as follows:

Express cars numbered 1065 and 1066 are equipped with large end doors, the full size of end of car.

Box Express cars in series 1600 to 1622 and 1626 to 1650 are not equipped with end doors.

Box Express car No. 1623 is equipped with end doors. (See Note U.)

Express cars numbered 1056, 1057, 1064 to 1096, 1075, 1600, 1602, 1603, 1606 to 1613, 1615 to 1623, 1626 to 1650, 1915, 1917 to 1923, 1943, 1947 to 1953, 1958 to 1960, 1974, 1976, 1977, 2000, 2006 to 2017 and 2050 are not equipped with electric generators.

Following are Express cars that are equipped with electric generators:

1078	1078	1099	1114	1123	1308	1322	1328	1335	1350
	to	1100	1117	1301	1317	1325	to	1336	1353
		1081	1107	1120	to	1318	1325	1332	1358
1074	1005	1109	1122	1304	1319	1325	1334	1339	1355

Coaches are equipped with vestibules. Electric generator equipment, toilet and washing facilities are as follows:

No generator, 1 flush toilet, 1 wash bowl—
300 380
to to
341 399

Electric generator, 1 flush toilet, 1 wash bowl—
4570

Electric generator, 2 flush toilets, 2 wash bowls—
456 467 470 477 565 650
460 to 478 649 651
462 468 475 562

Electric generators, 2 flush toilets, 2 wash rooms each equipped with 2 wash bowls and 1 dental bowl—
480 486 494 507 600 614 652
482 487 498 539 602 to to
to to to to 640 601
484 491 503 545 612

Note Y—Coaches in series 300 to 341, 380 to 399 and 4571 to 4576 are equipped with electric light fixtures and electric heating with current from Diesel locomotive.

(Mar., 1969)

Note A—Sleepers, Standard, in series 5 to 11 are 10 Roomette, 6 Bedroom cars.

Note A①—Sleepers, Standard, in series 5 to 11 are named as follows:
5—Lake Oconomowoc 10—Lake Kapowsin
7—Lake Chatcolet 11—Lake Crescent
9—Lake Nashotah

Note C—Sleepers, Standard, numbered 19 to 26, 31 and 32 are 8 Duplex, 6 Roomette, 4 Bedroom cars.

Note C①—Sleepers, Standard, numbered 19 to 26, 31 and 32 are named as follows:
19—Madison River 24—Jefferson River
20—St. Joe River 25—Chippewa River
21—Yellowstone River 26—Wisconsin River
22—Gallatin River 31—Minnesota River
23—Vermillion River 32—Zumbro River

Note E—Sleepers, Standard, in series 27 to 30 are 16 Duplex, 4 Bedroom cars.

Note E①—Sleepers, Standard, in series 27 to 30 are named as follows:
27—Raymond 29—Wisconsin Dells
28—New Lisbon 30—Rodney

Note G—Sleeper-Tourist cars numbered 5747, 5748 and 5752 are equipped with 14 sections.

Note G①—Sleeper-Tourist cars numbered 5747, 5748 and 5752 are named as follows:
5747—Mt. Wilson 5748—Mt. Hope 5752—Mt. Chittenden

Note H—Cars in series 55 to 59 are equipped with a "Dome" and seats at upper level. Seating capacity of upper level, 68; seating capacity of lower level, 28.

Note J—Cafe-Parlor cars numbered 181, 183, 184 and Cafe-Lounge cars numbered 182 and 185 are named as follows:
181—Morton Grove 183—Elm Grove 185—Twin Grove
182—Union Grove 184—River Grove

Note J①—Observation Parlor cars in series 186 to 189 are named as follows:
186—Cedar Rapids 188—Dell Rapids
187—Coon Rapids 189—Priest Rapids

Note J②—Straight Parlor cars in series 190 to 197 are named as follows:
190—Maple Valley 193—Fox River Valley 196—Rock Valley
191—Wisconsin Valley 194—Red River Valley 197—Spring Valley
192—Gallatin Valley

Note K—Dormitory in cars in series 1309 to 1316 and cars numbered 1352, 1353 and 1355 are equipped with air-conditioning device.

Note L—Cars in these series are equipped with electric lighting fixtures, current coming from locomotive at head end of train.

Note L①—Following are individual numbers of cars in series 1056 to 1075 equipped with electric lighting fixtures, current coming from locomotive at head end of train.
1056 1057 1064 1065 1066 1075

Types of Air Conditioning indicated by following notes : AC① Electro-Mechanical; AC② Ice System; AC③ Waukesha; AC④ Steam Ejector.

CLEARANCE AND WEIGHT LIMITS.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD—Continued.

Heights above Top of Rail.	THROUGH AND LOCAL CLEARANCES.																						Heights above Top of Rail.	
	Notes Bⓐ, Bⓑ																							
	No. 1 Width	No. 2 Width	No. 3 Width	No. 4 Width	No. 5 Width	No. 6 Width	No. 7 Width	No. 8 Width	No. 9 Width	No. 10 Width	No. 11 Width	No. 12 Width	No. 13 Width	No. 14 Width	No. 15 Width	No. 16 Width	No. 17 Width	No. 18 Width	No. 19 Width	No. 20 Width	No. 21 Width	No. 22 Width		
ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	
19 0	12 0	12 0	6 0	7 6	6 0	8 0	12 0	11 0	8 0	10 4	12 0	6 0	9 0	12 0	12 0	-	-	-	-	5 0	-	-	-	19 0
18 9	"	"	7 0	8 2	6 10	9 0	"	11 10	9 0	11 0	"	7 0	9 6	"	"	"	"	"	6 0	-	-	-	18 9	
18 6	"	"	10 0	8 10	8 0	9 10	"	12 0	9 10	11 4	"	8 10	10 0	"	"	"	"	"	7 2	-	-	-	18 6	
18 3	"	"	12 0	9 4	8 2	10 8	"	"	8 11	8	"	9 4	10 6	"	"	"	"	"	7 8	-	-	-	18 3	
18 0	"	"	"	9 10	8 4	11 6	"	"	10 6	12 0	"	9 10	10 10	"	"	"	"	"	8 2	-	-	-	18 0	
17 9	"	"	"	10 4	8 6	"	"	12 0	"	"	"	10 4	11 2	"	"	"	"	"	8 6	-	-	-	17 9	
17 6	"	"	"	10 8	8 8	"	"	"	"	"	"	10 8	11 6	"	"	"	"	"	8 10	-	-	-	17 6	
17 3	"	"	"	11 0	9 0	"	"	"	"	"	"	11 0	11 10	"	"	"	"	"	9 2	-	-	-	17 3	
17 0	"	"	"	11 4	9 4	"	"	"	"	"	"	11 4	12 0	"	"	"	"	"	9 6	-	-	-	17 0	
16 6	"	"	"	12 0	9 10	"	"	"	"	"	"	12 0	"	"	"	"	"	"	10 10	8	"	"	16 6	
16 0	"	"	"	"	10 4	"	"	"	"	"	"	"	"	"	"	"	"	"	10 6	11 2	"	"	16 0	
15 6	"	"	"	"	10 8	"	"	"	"	"	"	"	"	"	"	"	"	"	11 0	11 6	"	"	15 6	
15 0	"	"	"	"	11 0	"	"	"	"	"	"	"	"	"	"	"	"	"	11 0	11 10	"	"	15 0	
14 6	"	"	"	"	11 6	"	"	"	"	"	"	"	"	"	"	"	"	"	11 6	12 0	"	"	14 6	
14 0	"	"	"	"	11 6	"	"	"	"	"	"	"	"	"	"	"	"	"	12 0	"	"	"	14 0	
13 6	"	"	"	"	11 8	"	"	"	"	"	"	"	"	"	"	"	"	"	11 8	"	"	"	13 6	
13 0	"	"	"	"	11 8	"	"	"	"	"	"	"	"	"	"	"	"	"	11 8	"	"	"	13 0	
12 0	"	"	"	"	12 0	"	"	"	"	"	"	"	"	"	"	"	"	"	12 0	"	"	"	12 0	
6 0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	6 0	
5 6	12 0	12 0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	5 6	
5 0	10 8	11 6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	5 0	
4 6	10 6	11 6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	4 6	
4 0	"	11 2	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	12 0	4 0	
3 9	"	"	12 0	12 0	12 0	"	"	12 0	12 0	12 0	"	12 0	"	"	12 0	12 0	"	12 0	"	"	"	"	3 9	
3 6	"	"	11 6	11 6	11 6	11 6	12 0	11 6	11 6	11 6	12 0	11 6	"	"	11 10	11 6	"	11 6	12 0	"	"	"	3 6	
3 3	"	"	11 4	11 4	11 4	11 4	11 4	11 4	11 4	11 4	11 4	11 4	11 4	"	"	11 4	11 4	"	11 4	11 4	11 4	"	3 3	
3 0	"	"	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	"	"	11 0	11 0	"	11 0	11 0	11 0	"	3 0	
2 6	"	"	10 4	10 4	10 4	10 4	10 4	10 4	10 4	10 4	10 4	10 4	12 0	"	"	10 10	10 4	"	11 2	"	11 6	11 10	2 6	
2 0	10 6	11 2	10 4	10 4	10 4	10 4	11 4	10 8	10 6	10 6	10 6	10 6	10 6	10 6	10 6	10 6	10 6	10 6	10 6	10 6	10 6	11 4	2 0	
1 6	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	1 6	
0 3	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	0 3	

Heights above Top of Rail.	THROUGH AND LOCAL CLEARANCES—Continued.																						Heights above Top of Rail.
	Notes Bⓐ, Bⓑ																						
	No. 23 Width	No. 24 Width	No. 25 Width	No. 26 Width	No. 27 Width	No. 28 Width	No. 29 Width	No. 30 Width	No. 31 Width	No. 32 Width	No. 33 Width	No. 34 Width	No. 35 Width	No. 36 Width	No. 37 Width	No. 38 Width	No. 39 Width	No. 40 Width	No. 41 Width	No. 42 Width	No. 43 Width	No. 44 Width	
ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
19 0	10 0	-	-	11 0	-	-	-	5 0	-	-	8 0	-	4 10										19 0
18 9	11 6	7 2	"	"	"	"	6 4	"	"	8 4	11 1	6 0											18 9
18 6	"	8 10	"	"	"	"	7 6	7 0	"	8 8	11 5	6 10											18 6
18 3	"	9 8	"	"	"	"	8 2	7 10	8 6	4 2	9 0	11 9	7 8										18 3
18 0	"	10 4	"	"	"	"	8 6	8 4	5 0	4 6	9 6	11 10	8 0										18 0
17 9	"	11 0	7 0	"	"	"	9 0	8 10	5 6	4 8	9 10	"	8 8										17 9
17 6	"	"	7 6	"	"	"	9 6	9 2	6 4	5 2	10 2	"	9 6										17 6
17 3	"	"	8 2	"	"	"	10 2	9 6	7 2	5 9	10 6	"	9 6										17 3
17 0	"	"	8 8	"	"	"	10 8	9 10	7 10	6 0	10 10	"	10 2										17 0
16 6	"	"	9 8	"	11 0	11 6	11 6	10 4	9 4	6 6	11 0	"	10 6										16 6
16 0	"	"	10 10	"	"	"	12 0	10 10	10 10	8 7	4	"	11 0										16 0
15 6	"	"	11 10	"	"	"	"	11 6	11 4	8 0	"	"	11 4										15 6
15 0	"	"	12 0	"	"	"	"	"	"	8 6	"	"	11 8										15 0
14 6	"	"	"	"	"	"	"	"	"	11 4	9 4	"	12 0										14 6
14 0	"	"	"	"	"	"	"	"	"	11 6	10 0	"	"										14 0
13 6	"	"	"	"	"	"	"	"	"	11 8	"	"	"										13 6
13 0	"	"	"	"	"	"	"	"	"	11 8	"	"	"										13 0
12 0	"	"	"	"	"	"	"	"	"	12 0	11 6	11 0	"	12 0									12 0
6 0	"	"	"	"	"	"	"	"	"	12 0	"	"	"	"	11 4								6 0
5 6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	11 2								5 6
5 0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	11 2								5 0
4 6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	11 0								4 6
4 0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	11 0								4 0
3 9	11 6	"	"	10 10	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	3 9
3 6	11 0	"	"	10 10	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	3 6
3 3	10 0	"	"	10 6	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	3 3
3 0	"	"	12 0	10 6	"	"	12 0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	3 0
2 6	"	"	11 10	10 2	"	"	11 10	"	12 0	11 6	"	"	11 4	"	"	"	"	"	"	"	"	"	2 6
2 0	10 11	0 11	2 10	0 11	0 12	0 11	10 12	0 11	10 12	0 11	10 11	8 11	0 11	0 11	0								2 0
1 6	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	1 6
0 3	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	8 0	0 3

Note Aⓐ Maximum gross weight of car and lading will be found in the List of Routes in this Railroad's representation.
 Bⓐ Gross weight of 315,000 pounds on four-axle cars may be handled over most lines after application to General Superintendent of Transportation, Chicago, Ill. 60606.
 Bⓑ Clearances based on single car shipments on cars 54 ft. long with truck centers not exceeding 45 ft. Gross weight of 263,000 pounds applies to 4-axle cars at least 40 ft. long over strikers. Gross weight of 220,000 pounds applies to 4-axle cars at least 34 ft. long over strikers. 4-axle cars with gross weight exceeding 220,000 pounds must be equipped with 36 in. or larger wheels. Loads of greater dimensions or weights may be handled by special routing.