

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name DODX Guard Car #G-56

other names/site number Site #JE0689

2. Location

street & number 1700 Port Road

not for publication

city or town Pine Bluff

vicinity

state Arkansas code AR county Jefferson code 069 zip code 71601

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set for in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Cathie Matthews
Signature of certifying official/Title

6/11/07
Date

Arkansas Historic Preservation Program
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See Continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.
 See continuation sheet

determined eligible for the National Register.
 See continuation sheet

determined not eligible for the National Register.

removed from the National Register.

other, (explain:) _____

Signature of the Keeper

Date of Action

DODX Guard Car #G-56
Name of Property

Jefferson County, Arkansas
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in count.)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of Contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related/guard car

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation N/A
walls N/A

roof N/A
other STEEL

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
B. removed from its original location.
C. birthplace or grave of a historical figure of outstanding importance.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property
G less than 50 years of age or achieved significance within the past 50 years.

Levels of Significance (local, state, national)

Local

Areas of Significance (Enter categories from instructions)

Engineering

Period of Significance

c.1942, c.1950

Significant Dates

c.1942, c.1950

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

American Car and Foundry, Builder

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
Previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey #
recorded by Historic American Engineering Record #

Primary location of additional data:

- State Historic Preservation Office
Other State Agency
Federal Agency
Local Government
University
Other

Name of repository: Cotton Belt Rail Historical Society, Inc./ Arkansas Railroad Museum

DODX Guard Car #G-56
Name of Property

Jefferson County, Arkansas
County and State

10. Geographical Data

Acreage of Property Less than one.

UTM References

(Place additional UTM references on a continuation sheet.)

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See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Ralph S. Wilcox, National Register & Survey Coordinator
organization Arkansas Historic Preservation Program date November 8, 2006
street & number 1500 Tower Building, 323 Center Street telephone (501) 324-9787
city or town Little Rock state AR zip code 72201

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Arkansas Railroad Museum
street & number PO Box 2044 telephone
city or town Pine Bluff state AR zip code 71611

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20303.

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Section number 7 Page 1

SUMMARY

DODX Guard Car #G-56 is a c.1942 guard car that American Car and Foundry constructed as a hospital kitchen car for troop train service. After World War II it was converted by the Department of Defense (DOD) into a guard car. It was operated by the DOD until it was acquired by the Arkansas Railroad Museum. The car is now housed at the Arkansas Railroad Museum. DODX Guard Car #G-56 is a rare example of a World War II-era troop train car and guard car.

ELABORATION

The general specifications for DODX Guard Car #G-56 are as follows:

Builder: American Car & Foundry Company.

Length: Approximately 54'.

Width: Approximately 10'.

Height: Approximately 14'.

Weight: Approximately 77,500 lbs.

DODX Guard Car #G-56 is a c.1942 guard car that was built by American Car and Foundry as a hospital kitchen car for troop train service. After World War II it was converted by the Department of Defense (DOD) into a guard car. It was operated by the DOD until it was acquired by the Arkansas Railroad Museum. The car is now housed at the Arkansas Railroad Museum. DODX Guard Car #G-56 is a rare example of a World War II-era troop train car and guard car.

The car rests on two sets of four-wheel trucks. The walls of the car are sheathed in steel siding, and it is crowned with a very low gabled roof covered in ribbed steel. The interior of the car features a kitchen/dining area at one end, a bathroom in the center, and a bunk area at the other end.

End Façades

Each end of the car features a central entrance surrounded by a flexible vestibule that would attach to the other cars of the train. A coupler is centered below the entrance on each end. To the left of the entrances are grab irons and a large wheel that controls the car's hand brake is also located on one end of the car. The ends of the car are painted silver.

Side Façades

Like the ends of the car, the side façades each feature a central entrance. Each end of the side façades also feature grab irons. A grouping of three single-pane windows provides light into the kitchen/dining end of the

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car. Large louvered vents are located towards the other end of the car. The sides of the car are painted silver with a large horizontal black stripe halfway up the façade. Towards the bottom of the façade, at each, end is painted "XDOD / G-56." (Originally, it would have been painted "DODX / G-56.")

Interior

The interior of the car is divided into three sections. One end of the car contains the kitchen and dining facilities for the guards. The center of the car contains a bathroom and seating area while the other end of the car contains the sleeping facilities, which are comprised of six bunks.

Integrity

DODX Guard Car #G-56 possesses good integrity. Since the car was built, parts of the cars have been replaced and repaired. However, this is a normal practice for railroad cars as parts wear out.

In addition, after World War II, the car was converted from a hospital car to a guard car, but the modifications that were done mainly occurred on the car's interior. For the interior conversion, a toilet, sink, wardrobe and six fold-up cots were installed. However, a few modifications were done to the exterior. For example, when the car was a hospital kitchen car, each side of the car would have had a row of five windows in addition to the remaining groups of three windows. Although these were removed, it is possible to discern where the windows were looking at the pattern of the rivets in the car's current black stripe. (Some guard cars had a glass-enclosed cupola with sliding side windows was built on top of the cars' center, although there is no evidence that this car had a cupola installed.) These modifications, although minor, were done more than 50 years ago, and reflect the car's significance as a guard car. Considering that they were minor, they still allow the car to reflect its original c.1942 configuration as a hospital kitchen car. DODX Guard Car #G-56 currently resides at the Arkansas Railroad Museum, which is housed in the building where the Cotton Belt built and repaired steam locomotives. (The building is where Engine #819 – NR-listed May 8, 2003 – was built in 1942.) As a result, its current setting is a railroad-related setting and appropriate for the car.

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SUMMARY

DODX Guard Car #G-56 is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering as the only known example of a guard car in Arkansas. Guard cars were an important type of railroad car that was used by the Department of Defense (DOD) or military to house guards that accompanied valuable or sensitive railroad shipments. These types of cars would have been used throughout the country, including Arkansas.

ELABORATION

Although the first railroad line in the United States was laid in the late 1820s, very little railroad construction was completed in Arkansas prior to the Civil War. The Memphis & Little Rock Railroad, which had laid some track westward from Hopefield and eastward from Little Rock, and the Mississippi, Ouachita, & Red River, which had laid a few miles of track inland from Chicot and Arkansas City, were the only railroads to complete any construction prior to 1860.¹

The Civil War, however, delayed the building of railroads by a decade, and it was not until the 1870s that railroad building took off again. The St. Louis, Iron Mountain & Southern built a line south from St. Louis to the Arkansas border. They wanted to go to Texas, and purchased the Cairo & Fulton. Although the Cairo & Fulton had not done any construction, they had secured rights-of-way prior to the Civil War. The St. Louis, Iron Mountain & Southern reached Little Rock by 1872, and had completed the first line across Arkansas when it reached Texarkana in 1874.²

The second railroad line to reach across the state incorporated the Memphis & Little Rock Railroad, and the newly constructed Little Rock & Fort Smith, which had reached the coal fields of Clarksville in 1874 and Fort Smith five years later. The Little Rock & Fort Smith was purchased by Jay Gould (who already owned the Iron Mountain lines) in 1882, and became part of the Iron Mountain system – the largest railroad system in the state in the late nineteenth-century.³

When the realization came that only railroads could be used to exploit the vast tracts of virgin timber in Arkansas, railroads and the timber industry developed as one. As a result, railroad lines were constructed further and further into the forests to enable the harvesting of timber, and occasionally the spurs were linked to become new through lines. The boom in railroad construction also greatly influenced settlement patterns throughout Arkansas. Some towns that had thrived on river trade and travel disappeared and many new towns sprang to life along the railroad lines.⁴

¹ West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987 reprint of 1941 publication p. 54.

² Ibid.

³ West, p. 55.

⁴ Ibid.

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The nineteenth century also brought about the realization that railroads could be used very successfully for another purpose – war. During the Civil War, the railroads played several important roles. Locomotives, for example, were used to gather information on an area’s terrain and also on enemy troop locations. Although the use of locomotives may have seemed like a dicey move, solo locomotives could quickly reverse direction and travel as fast as 60 mph, far faster than any pursuing troops. In addition, railroads were second only to ships and waterways in providing logistical support for the fighting armies. Trains were used to transport large guns to the battlefields, and “armed trains” carried artillery as well as troops ready for combat.⁵

The use of railroads for war purposes continued again with the onset of World War I in the first part of the twentieth century. The Army Appropriations Act of August 29, 1916, among other things, formed the Council of National Defense for “the coordination of industries and resources for the national security and welfare.” It also, very importantly, contained a clause that empowered the President, in times of war, to assume control of any transportation system in order to aid in the “transfer or transportation of troops, war material and equipment, or for such other purposes connected with the emergency as may be needful or desirable.”⁶

By 1917, Woodrow Wilson needed to use the clause to take over the railroads, and ordered that “now, therefore, I, WOODROW WILSON, President of the United States, under and by virtue of the powers vested in me... do hereby... take possession and assume control at 12 o’clock noon on the 28th day of December 1917 of each and every system of transportation... within the boundaries of the continental United States...” The railroads had no choice in the matter, but still “RESOLVED, that... stirred by a high sense of their opportunity to be of the greatest service to their country in the present national crisis, do hereby pledge... that during the present war they will coordinate their operation in a continental railway system, merging during such period all their merely individual and competitive activities in the effort to produce a maximum of national transportation efficiency.”⁷ As during the Civil War, America’s railroads were instrumental in moving men, goods, and materiel in order to aid the U.S. war effort.

Given the usefulness of railroads in previous war efforts, it was no surprise that when the United States was dragged into World War II late in 1941 the nation’s railroad system would again play a critical role in the war effort. Newscaster Lowell Thomas summed up the importance of railroads in the early days of World War II during a May 12, 1941, news summary when he said:

⁵ Koenig, Alan R. *Railroad’s Critical Role in the Civil War*. Found on HistoryNet.com at:

http://www.historynet.com/magazines/american_civil_war/3026731.html.

⁶ Sciabarra, Dr. Chris Matthew. *Government and the Railroads During World War I: Political Capitalism and the Death of Enterprise*. Found at: <http://www.libertarian.co.uk/lapubs/histn/histn045.htm>.

⁷ *Ibid.*

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I've seen a locomotive over 130 feet long, speeding war material over mountain grades. I've watched troops unloading from train after train, powered by fast Diesel or Streamliners, some with 7,000 horsepower, the heaviest and most powerful ever made. And, I never witnessed a speed-up so swift, or so well directed, as men and women of America's railroads swarmed to their tasks of building even more powerful locomotives, laying more tracks, and organizing incredibly complex shipping schedules. We Americans needed a miracle in railroad transportation during early 1942, we expected that miracle, and, by George, we got that miracle!⁸

Thomas' description of "troops unloading from train after train" reflects the fact that between December 1941 and June 1945, U.S. railroads carried almost 44 million troops. However, because the railroads did not have enough coaches to handle the dramatic increase in traffic, the U.S. Office of Defense Transportation had to have additional cars built, and contracted with the Pullman Company to build 2,400 troop sleeper cars and with American Car and Foundry to build 440 troop kitchen cars and 60 hospital kitchen cars. The cars were either converted from existing boxcars or were built based on the Association of American Railroads design for a standard 50' 6" steel boxcar. All of the cars were built entirely out of steel with reinforced ends.⁹

American Car & Foundry, which built the kitchen cars, including DODX Guard Car #G-56, was formed on March 17, 1899, when thirteen companies located around the country merged together. The companies, in 1898, had accounted for the construction of 53 percent of all American rail cars that were not built by railroads themselves, so the merger of the companies created a huge conglomerate in American rail car production. The majority of the company's military production came out of their St. Charles, Missouri, plant, which was founded in 1873 as the St. Charles Car Manufacturing Company. During World War I, for example, over 50,000 escort wagons in addition to parts for artillery vehicles were produced in St. Charles. During World War II, in addition to producing troop hospital cars (at the rate of one per day by late 1944), the plant produced more than 1,800 light tanks. Today, American Car & Foundry remains one of the nation's largest railcar producers, and the St. Charles facility serves as the company's corporate headquarters, engineering facility for railcar production, and the home of the company's Technical Center.¹⁰

⁸ DeNevi, Don. *America's Fighting Railroads: A World War II Pictorial History*. Missoula, MT: Pictorial Histories Publishing Company, 1996, p. 1.

⁹ Information on troop sleeper cars found at: http://en.wikipedia.org/wiki/Troop_sleeper and information on United States Army Guard Car #G-10 found at: <http://www.sdrm.org/roster/passenger/guard-10/index.html>.

¹⁰ Kaminski, Edward S. *American Car & Foundry: A Centennial History, 1899-1999*. Wilton, CA: Signature Press, 1999, pp. 1, 19, and 23.

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The hospital kitchen cars that were produced during World War II were painted in olive drab paint with red crosses on their roof and sides along with white Medical Department lettering and the caduceus insignia. Troop kitchen cars were an integral part of each troop train, providing meals to the troops en route to their destination, or providing meals to the wounded and sick on special troop hospital trains, which normally averaged about fifteen cars each. Troops took their meals in their seats or bunks, so the kitchen car was the only car on a troop train devoted to meals.¹¹

Troop cars remained in service until 1947 when many of the cars were sold to the U.S. Army Transportation Corps or to individual railroads, which converted them into mail cars, express service boxcars, or refrigerator cars, while others were kept in sleeper configuration to be used on maintenance-of-way trains for maintenance workers.¹²

In 1954, three hospital kitchen cars were sent to Fort Holabird in Baltimore, Maryland, where they were converted into guard cars, although it is unknown if Car #G-56 was one of the three cars converted at that time. (Even if the conversion did not occur in 1954 at Fort Holabird, it is likely that the conversion did occur c.1950.) For the conversions that occurred at Fort Holabird, a toilet, sink, wardrobe and six fold-up cots were installed, and a glass-enclosed cupola with sliding side windows was built on top of the cars' centers. If Car #G-56 was converted at Fort Holabird, it apparently did not receive the cupola that the other cars received. There is no evidence in the car's roof structure indicating that a cupola was ever installed. The cars were also repainted olive drab, but with a silver roof, lettered of the Transportation Corps. and renumbered USAX #G-[the car's individual number].¹³

Guard Cars were an important piece of railroad equipment used by the government and military when valuable or sensitive loads were being shipped via rail. Guard Car #G-10, for example, was used to guard shipments of hazardous materials, as well as ammunition being shipped between the Naval Ammunition Depot at Hawthorne, Nevada, and the Naval Weapons Station at Port Chicago, California. Guard cars were also used by the government when they shipped Navy nuclear weapons from 1951-1987, and "back when they were transporting these warheads, escort coaches carried specially trained crews that kept a close eye on the train as it traveled. One of the coaches had bunks to sleep 8, a full kitchen, bulletproof windows and protected gun turrets to fire on would-be attackers."¹⁴ Although it is not exactly known where Guard Car #G-56 was used or what kinds of assignments it had, it would have been used for the same kind of work. After being retired, DODX Guard Car #G-56 was acquired by the Arkansas Railroad Museum, and is on display at their facility in Pine Bluff.

¹¹ Information on troop sleeper cars found at: http://en.wikipedia.org/wiki/Troop_sleeper.

¹² *Ibid.*

¹³ Information on United States Army Guard Car #G-10 found at: <http://www.sdrm.org/roster/passenger/guard-10/index.html>.

¹⁴ "Remember the White 'Death Train'?" *Arkansas Railroader* Volume XXXVII, Number 10, October 2006, p. 19.

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DODX Guard Car #G-56 is a rare surviving guard car, and also a rare surviving car used in troop train service during World War II. It illustrates the wide variety of cars that railroads needed and also illustrates the monumental effort that was needed by the railroad industry to meet the demands created by the onslaught of World War II. As the only example of a Guard Car in Arkansas, DODX Guard Car #G-56 is an important illustration of America's railroad history, and a product of the perseverance of the Arkansas Railroad Museum to preserve our railroad heritage.

STATEMENT OF SIGNIFICANCE

DODX Guard Car #G-56 is being nominated to the National Register of Historic Places with **local significance** under **Criterion C** for its engineering as the only known example of a guard car in Arkansas. Guard cars were an important type of railroad car that was used by the Department of Defense (DOD) or military to house guards that accompanied valuable or sensitive railroad shipments. These types of cars would have been used throughout the country, including Arkansas.

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BIBLIOGRAPHY

DeNevi, Don. *America's Fighting Railroads: A World War II Pictorial History*. Missoula, MT: Pictorial Histories Publishing Company, 1996.

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Information on United States Army Guard Car #G-10 found at: <http://www.sdrm.org/roster/passenger/guard-10/index.html>.

Kaminski, Edward S. *American Car & Foundry: A Centennial History, 1899-1999*. Wilton, CA: Signature Press, 1999.

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"Remember the White 'Death Train'?" *Arkansas Railroader* Volume XXXVII, Number 10, October 2006.

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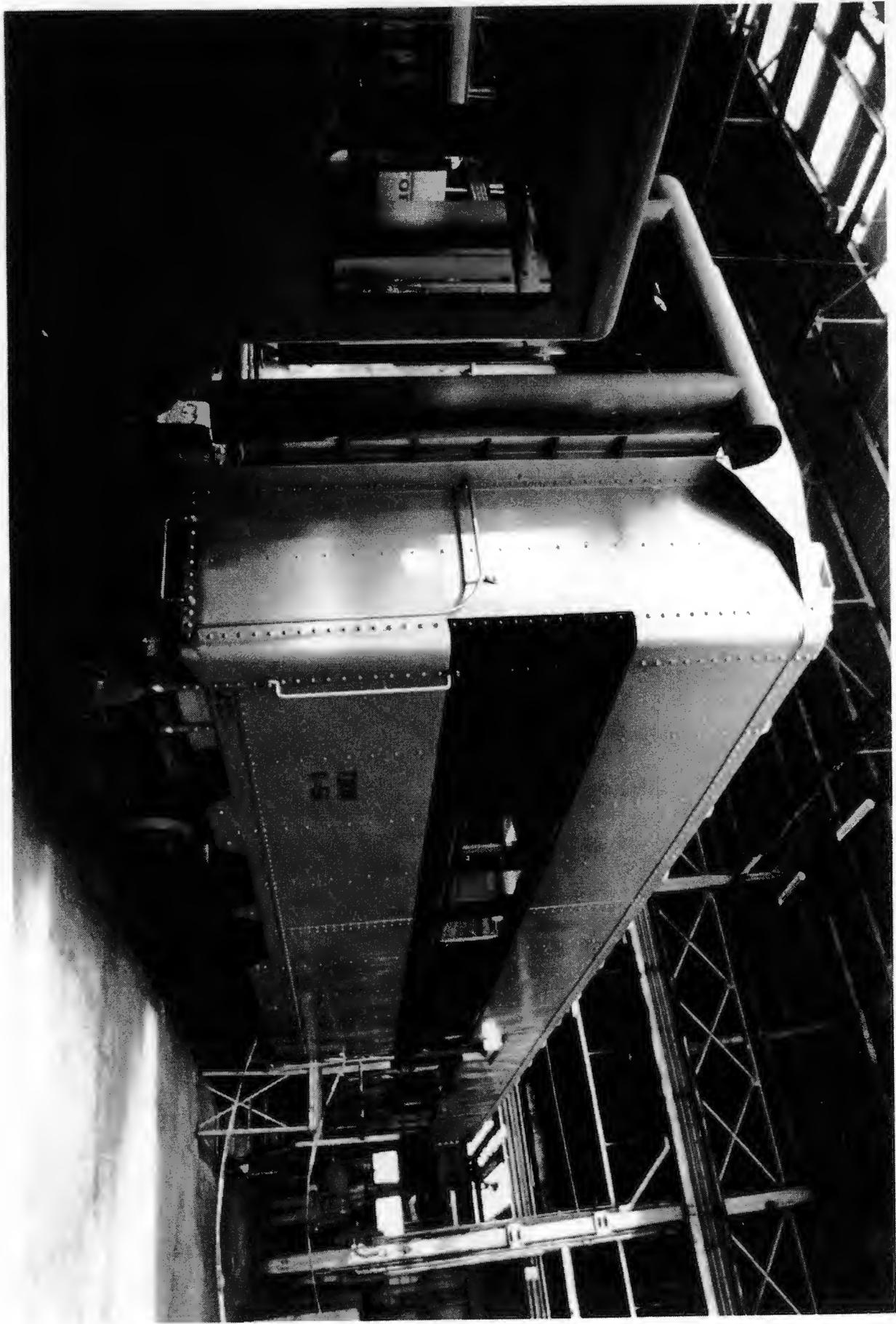
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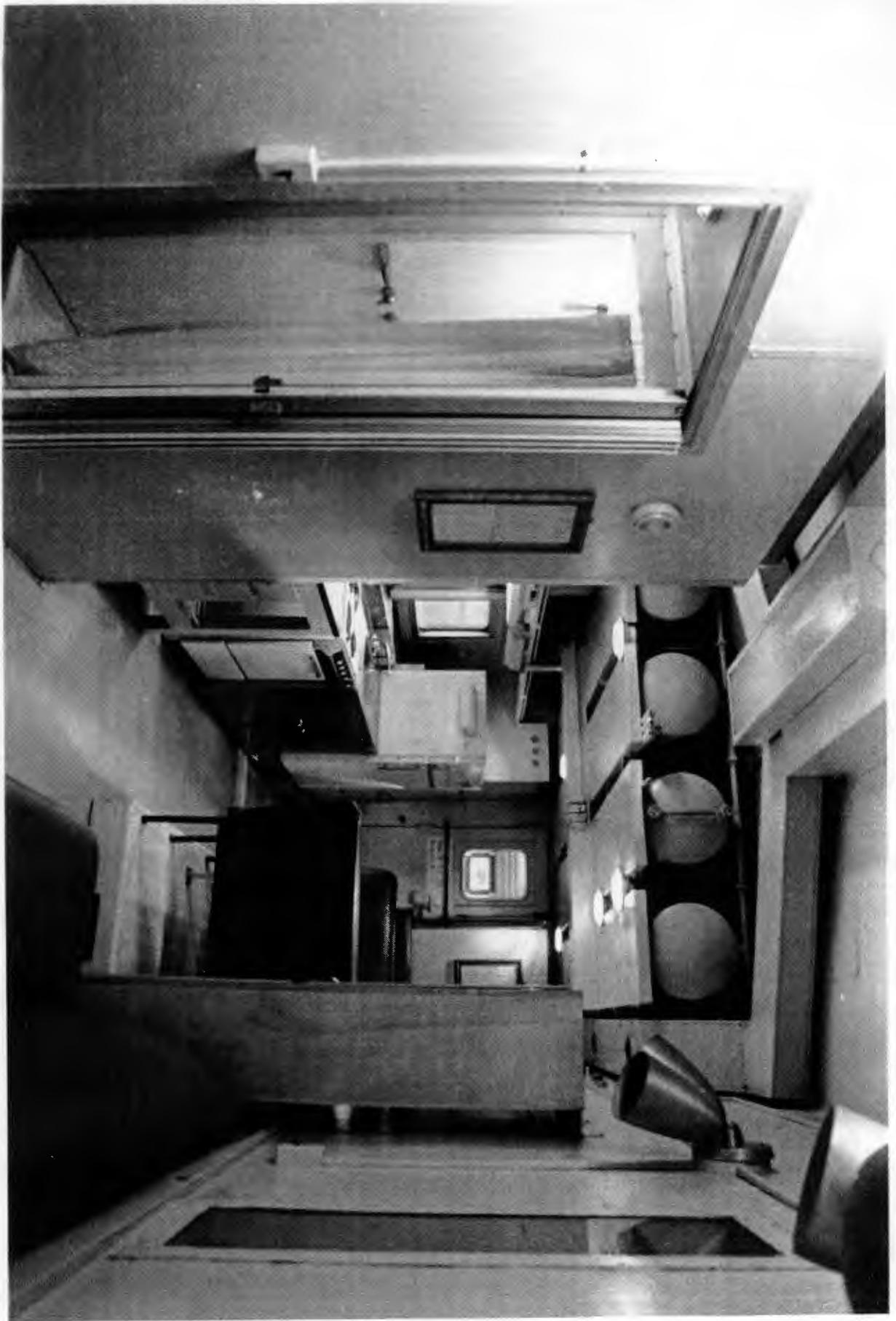
VERBAL BOUNDARY DESCRIPTION

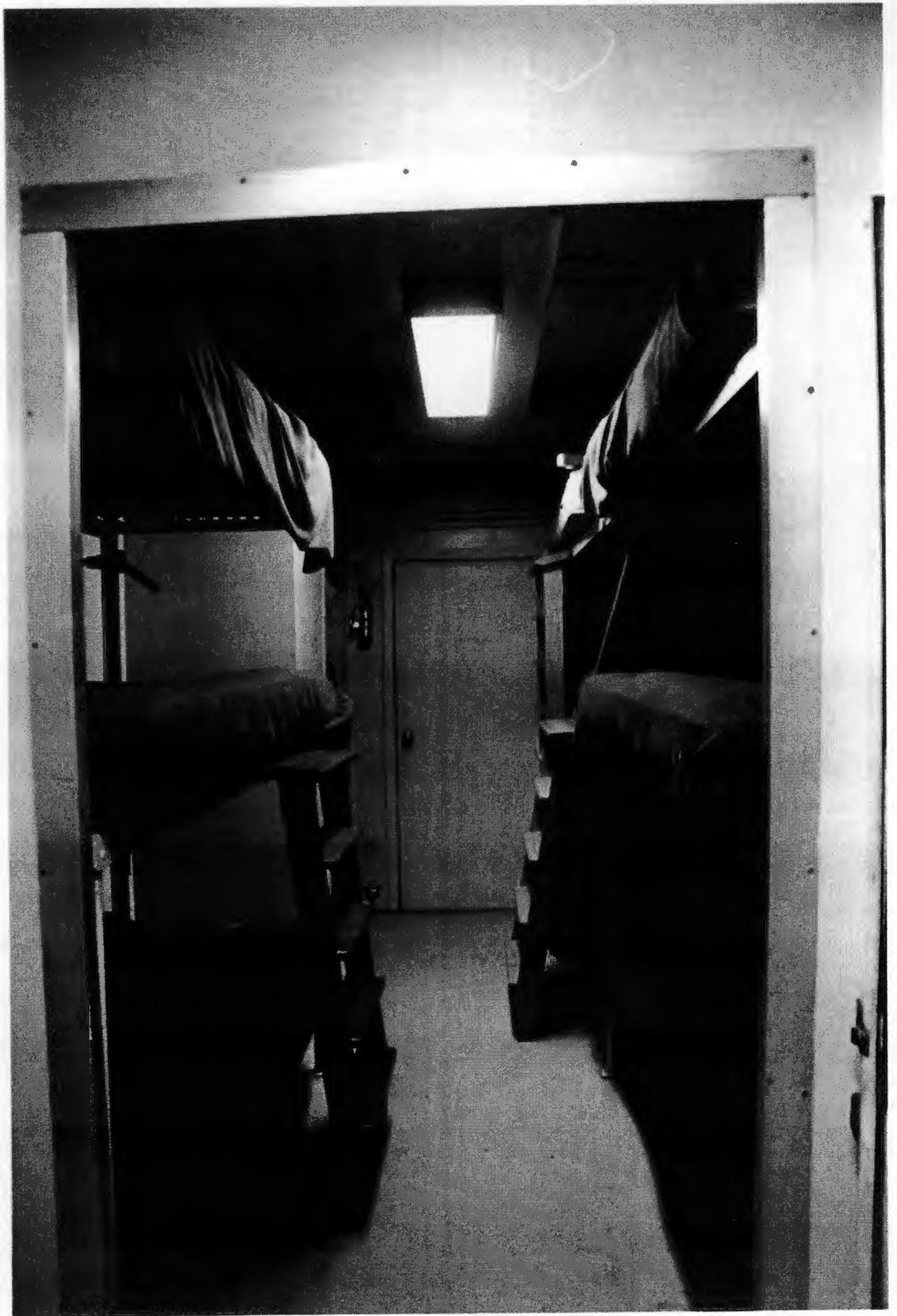
From the northeast corner of the Arkansas Railroad Museum building at 1700 Port Road, proceed southerly along the east wall of the building for 65 feet to the point of beginning. From the point of beginning proceed southerly along the east wall of the building for 20 feet, thence proceed westerly perpendicular to the wall for 80 feet, thence proceed northerly parallel to the wall for 20 feet, thence proceed easterly perpendicular to the wall for 80 feet to the point of beginning.

BOUNDARY JUSTIFICATION

The boundary encompasses all of the property that contains DODX Guard Car #G-56.



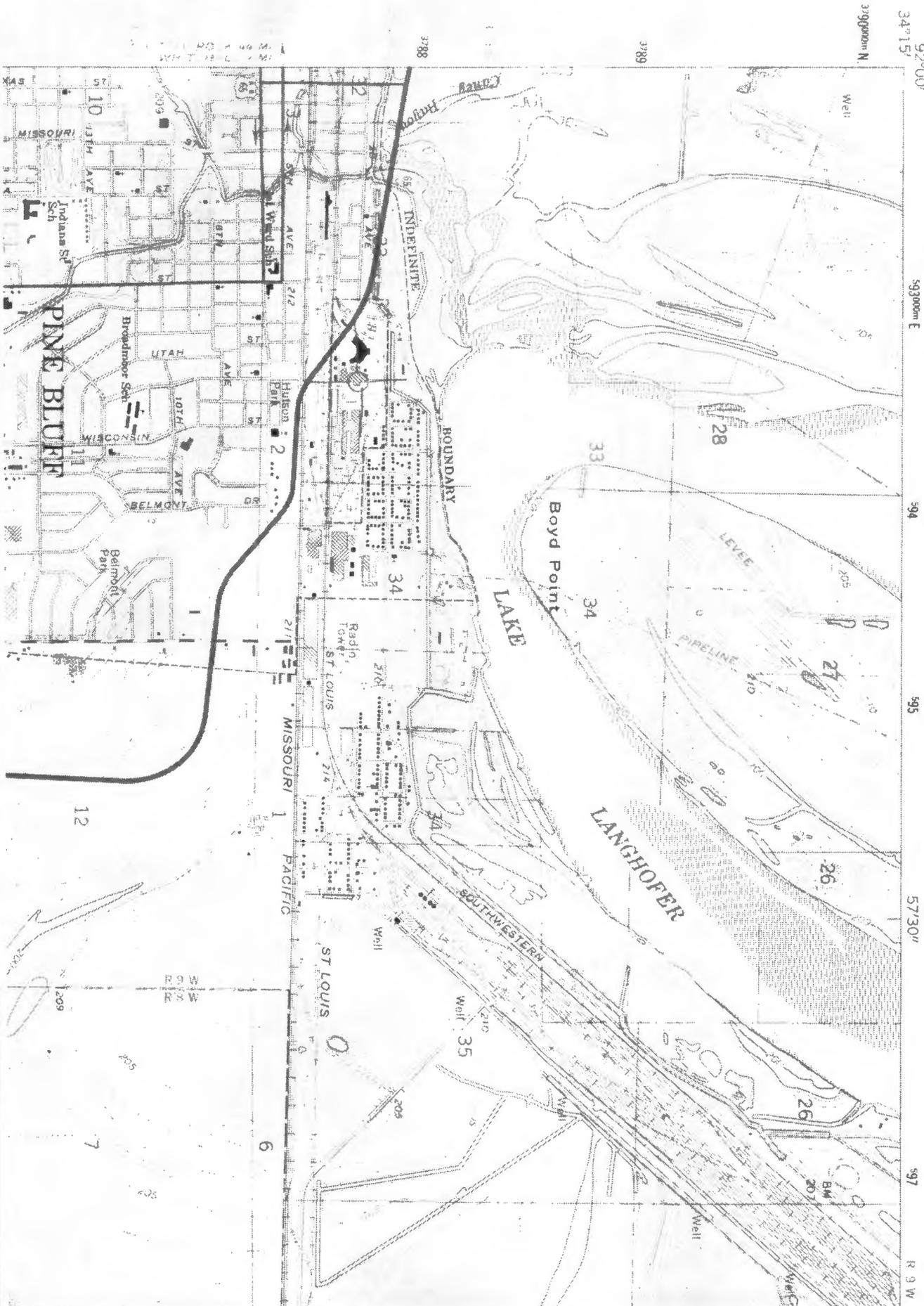






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UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



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