



The Train Sheet

OFFICIAL PUBLICATION OF THE FEATHER RIVER RAIL SOCIETY PORTOLA

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ISSUE No. 9

The FEATHER RIVER RAIL SOCIETY, a tax exempt California Corporation, operates the PORTOLA RAILROAD MUSEUM at Portola, California. Housed in the old Western Pacific Railroad engine house the Society is doing restoration and collecting of WP equipment and data.

Mailing address is,
Post Office Box 1104, Portola, Calif. 96122

President Norman Holmes

Vice-President James Boynton

Secretary/Tes. Chris Skow

Recording Sec. Mel Moore

Single membership dues are \$10 per calendar year

"THE TRAIN SHEET" is edited and printed by John J Ryczkowski anyone wishing to send articles/info please write;

"The Train Sheet"

Post Office Box 1663, Sparks, Nevada 89432

MEETING NOTICE

The next membership social meeting will be held on Wednesday, October 10th at 7:30 PM at the Portola City Hall. A program will follow a short business meeting. Refreshments will be served.

In order to make it easier for out-of-town members to attend, the Board of Directors decided to change the meeting night to the third Saturday of every other month starting with the December meeting. The monthly work party will also be on the same day, weather permitting.

MEMBERSHIP

We have gained 64 new members since August first. We now have 205 members. Thank you all for your interest and support of our Society. A complete membership list will be published in our December issue of Train Sheet.

WINDOW PANES

It's a pain to be without window panes in our diesel shop. If every member would buy two panes at \$2.00 each, we could completely enclose the building. How about it - can you help?

LAST MEETING

Our August meeting was held in our diesel house meeting room and was very well attended. Bob Larson showed slides of past action on the "high line" (Keddie to Bieber). He also showed a series of different types of steam engines. Bob has an extensive slide and negative collection and we'll call on him again. Hap Manitt again supplied the refreshments, thanks Hap.



DDA40X TO PORTOLA

Union Pacific's BAF-7 had a big present for us. August 10th, located behind two SD-40's was freshly painted UP DDA-40X 6946-destination the Portola Railroad Museum. This giant of a locomotive is 98 feet long, weighs 548,000 lbs in working order and has 2 diesel engines rated at 3300 hp each. EMD bld 47 DDA-40X units for UP between May, 1969 and Sept. 1971. Dubbed "Centennials" because No 6900 participated in the Gold Spike Centennial at Promontory, Utah and call "Jacks" by railfans, ran on the system hot trains until the 1980's. When a power surplus caused them to be set aside. They were stored in Las Vegas and Yermo when in early '80's 25 were placed back in service with the remainder serving as a parts source. The 6946 was in the latter category.

The unit was moved to Omaha on Feb 4, 84 and on July 9, 6946 was selected to be donated to the Portola Museum and was moved from Omaha to North Platte where she received a complete paint job inside and out including a new decal set. Even the cab seats were re-upholstered. The locomotive is more or less complete, however important engine and electrical equipment is missing and without complete shop facilities to repair it the "BIG JACK" will never run again. And as the last unit bld we are hoping that it will run again as an example of the largest locomotive UP had.

NORMAN HOLMES

From THE CLUB CAR, publication of Pacific Locomotive Assoc., Editors column, comes the following words of wisdom.....

"The time has passed when all groups of dedicated steam fans and railroad preservation groups can operate independent of one another and still complete successfully with large capital investors for those few historical items remaining. Only by cooperation between groups to combine efforts and pool resources will the maximum number and variety of historic equipment be preserved, studied and restored for the edification and education of future generations."

To this I say "AMEN" We are new in this museum business, but we have accumulated a large amount of equipment, thanks to the cooperation of Mr Flannery and the Union Pacific System. Each of the several museums in California and Nevada have their specialties and unique status Ours is Western Pacific and the High Sierra. If there is any thing we can do to assist any of the other museum groups, I hope they will not hesitate to ask. Conversely, I hope when we ask some other group for help, they will do what they can for us.

TAX ID NUMBER FOR CONTRIBUTIONS

According to an article in "Stock Talk", the newsletter of Project 2472, Inc., all receipts for contributions to tax-exempt organizations must be accompanied by the Employer ID number of the organization. The number assigned to the FRRS is 68-0002774. Society members are reminded that any monies spent to help the Society are TAX DEDUCTABLE including transportation to and from the museum to work on projects.....TAX ID # 68-0002774.....

FRRS NOW INCLUDES WESTERN PACIFIC HISTORICAL SOCIETY

I hope this issue of THE TRAIN SHEET looks better than the last issue. Norm Holmes and Myself put it together in one day right in the middle of me moving into my new house. I want this sheet to grow and look good and to keep you informed as to what is going on with your Society. At this time We are going to grow into the Western Pacific Historical Society. We have a yard full of WP equipment and members overflowing with WP history and information. So starting with this issue THE TRAIN SHEET will also be the publication for a Western Pacific Historical Society as in fact THE FEATHER RIVER RAIL SOCIETY is a WESTERN PACIFIC HISTORICAL SOCIETY. Drop me a note on your ideas and suggestions and send articles for under THE FEATHER heading

PORTOLA, CA
SECOND ANNUAL**RAILROAD DAYS****AUG. 25, 26 1984**

FEATHER RIVER RAILROAD DAYS

The second annual Feather River Railroad Days was bigger and better than last year. We thought last year's celebration was going to be hard to beat, but we did!

A kick-off dinner was held at the Log Cabin Friday night, Mr. Irion, UP General Manager of the South Central District, representing MR. Flannery and Mr. Kennefick, presented a framed photo and plaque representing the donation of Union Pacific DDA-40X 6946 to the City Of Portola for the Portola Railroad Museum. Also presented to the museum was a 64 sq ft oil painting of the nose of WP 3502 that used to greet visitors when they stepped off the elevator on the seventh floor of the WP office building in San Francisco. Norm Holmes presented Mr. Irion with one of our UP merger buckles as a token of our appreciation for all the Union Pacific has done for us. On Saturday, Union Pacific provided a nine car passenger train which made six round trips between Portola and Blairsden. While operating for employees, there were seats available to the general public who were lucky to be on hand at the right time. The train was powered by two exWP GP-35's, one at each end in a push/pull operation. Volunteer engine and train crews operated the train. Society members operating the train were Norm Holmes, Bob Larson, Roy Lopez and Chris Skow. Museum volunteers also helped as coach attendants on the train, we were unable to keep track of everyone that helped, but thanks to all of you. Our help in this service did lots to establish our Society as a responsible organization. The 10am train was delayed at Blairsden for nearly one hour which made all the train's passengers and crew to miss the parade and official presentation of the 6946. Union Pacific went all out to help make RR Days a big success. They sent a SD40-2, reefer, hopper, flag car, box car, coal car, and a track geometry car for display. They also sent out the UP German Band, Quartette, Hot air balloon and the UP miniature train.

MOTOR CAR TIME TRAILS

Our Society organized and operated the 1st ever Motor Car Time Trials on Sunday, Aug 26. Seven motor cars participated under operation of their owners: Greg Brahms, Santa Rosa; Richard Brickell, Reno; Norm Holmes, Portola Steve Miloard, Sunnyvale; Wayne Monger, Chico; Vic Neves, Castro Valley; Dale Wyant, Ventura. Steve roared past the finish line with the best time of the day 41.5 secs., Richard was 2nd at 42.3 secs, and Norm with 45.7 secs. Each car made three runs over a 300 meter course, the best time determined the winner. Jim boynton was the timer, Tom Moungovon handled the starting flag and Gordon Wollesen recorded the times on a chalk board. Dale Wyant furnished trophies for the three winners. To show their appreciation for the response to the event, the seven contestants generously treated the spectators to their first motor car ride ever. The thrilled crowd took a ½ mile ride around the balloon and returned to the finish line. The rides lasted until all the fuel supplies ran out. We hope to run next year a International Track Motor Car Time Trials and establish Portola as the location of the world's finals for this event. To be held on Railroad Days each year. The Sacramento hand car races attract large crowds and a lot of fun for all. Wayne Monger is going to run the event for next year and he plans a bigger and better race for all.... watch the TRAIN SHEET for plans for next year. And all you folks with cars get them out and run them next year.

BELL STOLEN & RETURNED

On or about July 31, some person or persons unknown stole the bell from our steam engine Number 8 from within the engine house. After being on display in the Quincy Fairgrounds for 20 years with only minor damage done to it, in less than two months the bell disappeared. Members of the Society have put in many hours restoring the 1907 steam engine and other equipment at the museum site and were heart broken to find out that some low life could do such a rotten act. The bell's removal required heavy tools and weighted about 75 lbs. It was solid brass. The Sheriff's department was called and a \$250 reward was put up by club members for the bell's return. A \$500 reward was offered for information leading to the arrest and conviction of the culprit or culprits. Hap Manit notified everyone in Reno and Oroville to inform law enforcement departments and scrap dealers to watch for the bell. On Friday Aug 3rd, Hap went to the engine house and lo and behold there was the bell all polished and back in place on No. 8. It's ↗

where abouts for the 3 or 4 days remain a mystery. We are very glad to get it back. We removed it the next day along with the builder plates for safe keeping. They will be placed back on the locomotive when it is run or on display.

Also just after we got the 921 a low life took the bell of her and to this date we have not been so lucky to see the bell returned.

I hope the person that has it enjoys having it at the expense of everyone else.

During the week before Railroad Days, there was a frenie of activities at the museum. Chris Skow painted the interior walls and floor of WP caboose 428. He also replaced many of the missing items, so now, except for the window seats, the cab is complete. John Ryczkowski finished painting the orange box car WP 3032 with the large silver feather. It is very striking! Mel Moore and Ken Roll placed the name and number boards that John Ryczkowski painted and lettered on the SN caboose. John had stenciled the caboose earlier and on the outside it is complete. Norm Holmes and Eric Wollesen washed the 6946.

On Friday, Aug 24, Chris Skow as conductor, Norm Holmes as engineer, trainmen Dave McClain, Mel Moore and John Ryczkowski used 921 to switch out our equipment for display. When the switching was completed, 6946 had been taken to the Portola depot by a UPRR crew, 921 and 428 were spotted at the east end of the lead track, No8, FGEX reefer, the feather box car and SN 1632 caboose were spotted west of the crossing. The extra box cars were spotted in the diesel house covering the pit track. The other track was left clear for all the speeders brought up by Society members for the time trials.

The Wollesen family again spent several days helping around the museum. The most noticeable accomplishment was the work they did on the plumbing system. A 20 foot section of 2" pipe was taken out. two 2½" valves were replaced and the 2" pipe reinstalled. When you write about this it seems easy, but have you ever worked with 2 and 2½" pipe that has been in place for 30 years?

ENGINEER AND TRAINMEN TRAINING

As the Society grows and the Museum gets more and more equipment we are going to need trained people to operate and handle the work. When I was helping switch the cars around last Sunday myself and others realized that we are not railroad trained employees and are a little inexperienced in car handling. Trains are great but they are not toys and one mistake or not knowing what to do at the wrong time can end in damaged equipment and/or tragedy. We as a group can not let one accident happen. The operating of the equipment should not be left up to the few experienced members only. So we are starting a series of training classes on becoming experienced with the equipment at the museum and the rules we will set up on running the equipment. I have sent away for training books on cars, brakes, engines and how to be a brakeman and engineman. Starting with the next issue the information will start to be available for anyone to study. Actual hands on training will be set up at the museum in the future. Both a practical hands on and a written test will rate a person qualified to do the job. During operation or just switching we need no less than 4 people, a conductor, trainman, fireman (to watch the blind left side) and an engineer. All under the direction of the conductor. We are going to need crews for next year and the only qualifications are passing a short written test, going to the classes, being able to do the work, being able to work as a team and most important working on the equipment or track that we'll be using.

THE WHEEL REPORT

Old wooden caboose WP 779 built by Haskell & Barker in 1910, last used by the Clover Valley Lumber Co., that is now in the back corner of the engine house. Needs a lot of work done to restore it to operation and/or display. John Marvin has stepped forward and would like to make it his project. He has a lot of work ahead of him and anyone with work working knowledge that would like to help him please let us know, John is project Director. The other projects are.....
Painting the tank car after sandblasting.
Painting and restoring the Tidewater Southern box car and the Horn of Plenty emblem.
Sandblasting and painting the two hopper cars we now have, one a WP PS-2 and the other is a Sacramento Northern car.
As soon as one comes on the museum site, painting a 40ft all silver with large orange feather compartmentizer box car.
We are also getting a 50ft double door car that will be painted with a silver feather with an orange "DF" on the right end and the

square WP herald on the left end. Put side boards and benches on one or two of the WP MofW flat cars we are getting for the public to ride in when we operate next year. Paint them orange and letter into the old WP style used in the 20's and 30's with the old Feather River Route herald. Should be a sharp looking car.

THE TAMPER

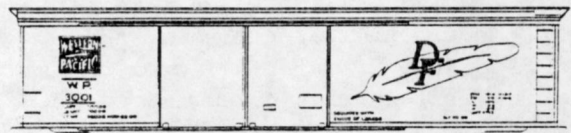
The last Saturday of the month work party finally got a chance to do some track work. The dock switch is now lined up and spiked down thanks to the help of Jim Boynton, Norm Holmes, Oden Lorimer, Hap Mani, Dave McClain and Mel Moore. Now if we can get a tractor or a grader to move some ballast, we will relocate another switch on the rip track lead. We expect the delivery of rail and other track material soon.

THE STEAM GAUGE

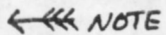
Work is continuing on Clover Valley No. 8. Jim Boynton and Hap Mani have been working every Saturday to prepare the steamer for its hydro test and return to operation. On Sept 15th it was difficult to establish the identity of the workers after they first whoved a rod through, then blew sand and soc from 236 flues. Teh smokebox has been clear the petty coat pipe removed, gauges tested and water glass spindles were rebuilt. Need less to say there is a lot of details to attend to before steam up day. Anyone wishing to get initiated into the workings of a steam engine is welcome to come out to the diesel house on Saturdays and get his or her hands dirty.

THE ENGINE HOUSE

For several weeks Ken Shippen has been working replacing window glass. Its a slow job and anyone wanting to help is welcome. Most of the outside doors now have plastic window replaced by Gordon Wolleson and Ken Roller. Joe Way has installed dead bolt locks on the building's end doors and provided a dozen padlocks for the other doors. The building is now more-or-less secure - at least outsiders cannot just walk in anytime. Norm Holmes and Hap Mani have started patching the large holes in the roof so the inside of the shop will be dry this winter.



DUES NOTICE



The Board of Directors have decided to increase membership annual dues from the present \$10. to \$15. Our cost to print and mail the TrainSheet, membership cards and ballots costs nearly \$5. per member, leaving little to maintain our growing collection of railroad equipment. Membership in other organizations similar to ours are, in most cases, considerably higher. We hope this increase will not present a hardship to anyone now a member.

Our dues are for a calendar year, therefore, 1985 dues for all members are due January 1. 1984 members will continue to receive issues of the Train Sheet through the April issue. If 1985 dues have not been paid by that time they will be dropped from the rolls.

 NEW EQUIPMENT

In addition to our big and beautiful Union Pacific Centennial No. 6946, two new cars have been spotted on our yard tracks. They are WP 11509 and WP 11530. They are both covered hopper cars built in 1958 and have outlived their usefulness as revenue equipment. The 11509 is a PS-1 Pullman product; the 11530 was built by ACF for the Sacramento Northern. Both cars will be repainted with the SN car receiving its original number and SN lettering.

A small but important piece of equipment has been loaned to the museum by Hap Manitt. It is a 3,000 lb. capacity boom hoist mounted on a push car. This will be handy for a number of lifting jobs around the museum. Hap rescued the hoist from the railroad scrap pile many years ago and has had it at his mining claim near Graeagle since then. Norm Holmes took his motor car trailer to the mine and with the help of a come-along Hap and Norm pulled it onto the trailer. Other donations include a box of steam valve packing and a box of pipe fittings given by Tom Moungovan.

 WP LIVES

-indeed- John Ryczkowski's idea of a slogan has struck a chord in the hearts of WP fans and employees. This is not to detract anything from the Union Pacific who has in effect saved the Feather River Route from an all to possible demise.

WP LIVES.....

BUMPER STICKERS AVAILABLE @ \$1.50 ea.

ELECTION OF SOCIETY DIRECTORS

In order to have a broader base to direct Society business, the present Board of Directors have voted to increase the number of Directors from three to five. Nominations are now open for any member to place their name on the ballot that will be mailed to all 1984 members about mid November. To place your name on the ballot you need only send a written request to that effect, or your intention can be made known at the Oct. 10th meeting. Inasmuch as many of our members do not live in the Portola area and may not know the candidates, we would like a short statement from each one - not exceeding one-half typed page. Nominees should be able to attend meetings called by the Board. Ballots will be counted at the Dec. 15 meeting and the five receiving the most votes will be directors for 1985.



Next time your in Portola take a look at the nose of the 921. She is sporting a new square feather herald handpainted by Oden Lorimer and it looks great! Odie is also painting the Ho of Plenty emblem on the Tidewater box car. The other herald done with good intentions by UP left a lot to be desired. This very well done and correct herald is one more step done in restoring the 921 back into an operating example of 1950's WP freight power.

Also we have decals, made by the same people that made them for the WP, available for sale. We need to know if you are interested.

The sizes are....

Large 45"x40" last used on box cars
Standard 26"x22½" used on locomotives

Medium 8"x8" trucks

Small 2"x2" hats

The cost to you based on the minimum order and a little to the Society is as follows..
Large \$60.00, Standard \$22.00, Medium \$8.00 and Small at \$3.00

We have to order minimums of each size so we need to know how many in each size you would like so we can get an order in soon, so let us know.....

This is a story of something that happened about thirty years ago.

The writer was appointed Assistant Trainmaster at Tobin, California at Mile Post 253 in the Feather River Canyon, on the Western Pacific Railroad, on Sep. 1, 1948. Had previously been their Chief Dispatcher at Sacramento since 1943. The reason for putting me in charge of the project was due to my experience in running the Six Companies Railroad at Boulder City in connection with the construction of the Dam. Much of their hauling was done in air dump rail cars.

This was at a time when the Pacific Gas and Electric Co. decided to build the Cresta and Rock Creek powerhouses, with diversion dams about seven miles upstream. The Cresta Dam was located at MP 247 or just west of Merlin and the Rock Creek Dam was located at MP 257, where the dam was toed into Tunnel 17, or the westerly tunnel of the so-called Honeymoon Tunnels. The project was completed in two stages. Sep. 1, 1948 to Apr. 1, 1949 and from June 15, 1949 to Sep. 15, 1949.

Because the Western Pacific had the right of way through this area first, and because the right of way was mostly on decomposed granite fill, it was necessary to stabilize this fill with rip rap for the approximate distance of one mile upstream from each dam in order to keep the rise and fall of water from eroding the right of way fill. The rip rap came from the quarry at Tobin.

Therefore, a camp was established at Tobin and Morrison and Knudson contractors shot down and loaded the rip rap on air dump cars and the Western Pacific train and engine crews were used to haul it and dump it at the two dam sites. We had two 20 car trains with about ten spares. Each train had a Jordan spreader.

We dumped about 6000 carloads of rip rap at each dam site. Between tunnels 17 and 18 alone, we dumped 500 cars of rock. On some days we loaded, hauled and dumped 100 carloads, all with little or no interference with main line trains.

In order to house the personnel who were to work on the project, they were to be housed in cabooses and outfit cars. On the river side, there was a short spur on which was placed the living car for myself containing two bedrooms and a living area in the center for myself and wife. Next to this car was another containing the telegraph office and living quarters for the trainmaster's clerk and for a telegrapher.

On the track next to the main track was a longer spur where were parked cabooses and outfit cars for the two train and engine crews, car repairers, engine watchman and laborers. At the end was a cook car and dining car on the upstream end of this track.

The water department piped in water from Jackass Creek across the Tobin bridge. There was a shower bath installed in our car and some of the other cars.

It was originally intended that our car should have a flush toilet, but it was not done because it was thought that if this happened, flush toilets would have to be installed for everyone else. There was already an outside Chic Sale for general use. However, the decision was made to have one for the exclusive use of the Trainmaster. Consequently, since the telegraph office at Altamont was closed with the installation of CTC, the Bridge and Building Department sent a Burro Crane to Altamont and loaded this two holer onto a flat car and shipped it to Tobin and installed it close to our outfit car. When they had it set up with a lattice screen in front of it, there was a bill sent to the Pacific Gas and Electric Co. for \$450.00. Am quite sure that two such edifices could have been built new for that amount of money.

All vestiges of this operation have now vanished. We rode the last trip of the California Zephyr in March 1970 and in passing through Tobin, this was the only structure left. Even the screen was gone. That is the reason I nominate this Chic Sale to be the highest priced crapper* in all of Northern California. July 17, 1978.

Grant S. Allen.

711 Spring Street, Sausalito, Calif., 94965.

* Crapper was the name of the English plumber who invented the flush toilet.

SACRAMENTO NORTHERN CABOOSE 1632



THE SOCIETIES FRESHLY PAINTED GREEN AND LETTERED SN CABOOSE WAS BUILT IN 1938 FROM A 15001-16000 SERIES BOX CAR.

IN 1937 WESTERN PACIFIC CONVERTED 12 BOX CARS INTO CABOOSES THAT WOULD END IN 1945 AFTER 87 CARS BUILT IN BOTH COPOLA AND BAY WINDOW.

WESTERN PACIFIC SOFT FEATHER BOX CAR 3032

WHEN THE CAR FIRST ARRIVED ON JUNE 14 AS WP 36102 IT WAS JUST RECOGNIZABLE AS A FEATHER CAR. BUT TODAY IT HAS BEEN REPAINTED AND STENCILED BACK INTO AN AS DELIVERED SCHEME. THIS CAR BUILT IN 1955 BY PULLMAN-STANDARD WAS ONE OF 40 IN SERIES 3011-3050 COMBINED CUSHION-UNDERFRAME CONSTRUCTION, PIONEERED BY WP AND PULLMAN, AND "DF" (DAMAGE-FREE) INTERIOR CARGO-BRACING APPARATUS. THE ORANGE OVERALL COLOR WITH LARGE SILVER FEATHER AND W.P. + C.U. MARKINGS WAS A COLORFUL ADVERTISEMENT FOR THE RAILROAD. BUT A BOX CAR IS NEVER WORN AND THIS AND OTHER COLORFUL SCHEMES WERE DROPPED FOR A BETTER WEARING BOX CAR RED SCHEMES.

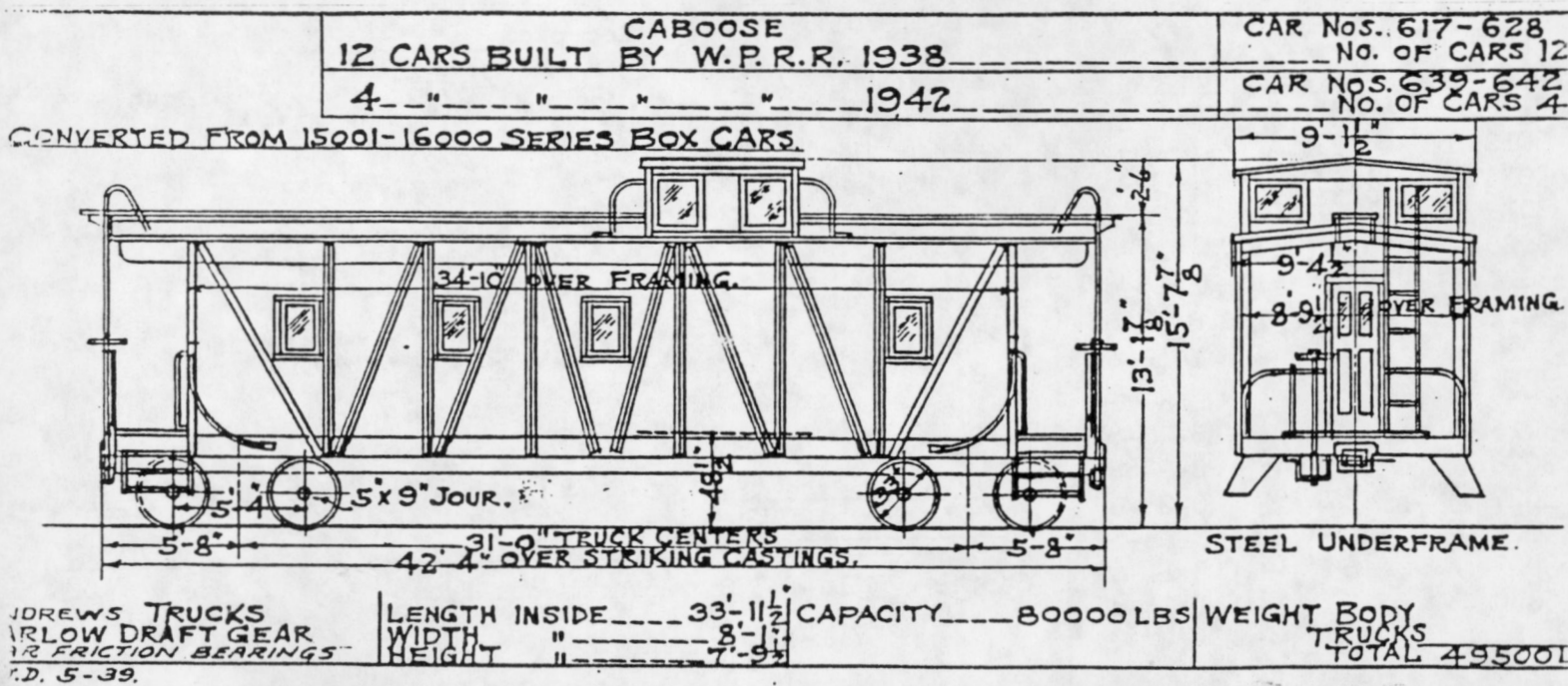
THIS SERIES WAS RENUMBERED SEVERAL TIMES DUE TO EQUIPMENT CHANGES AND TO DUPLICATION WITH NEW LOCOMOTIVE NUMBERS. NOTE THE SERIES CARDS 3032 WAS RENUMBERED IN MAY OF 72 TO 3332 IN THE 3331-3370 SERIES, OTHERS INTO THE 3031-3070 SERIES. THEN SHORTLY INTO THE 36102-36140 SERIES AS THE 36102.

WE FOLLOWED COPIES OF WESTERN PACIFIC'S STENCILING DIAGRAMS AND THE REPAINTING OF THE CAR IS NOW CORRECT FOR A NEW CAR.

SINCE WE DO MORE OF THE SPECIAL DISTINCTIVE STENCILING WP USED ON IT'S BOX CARS THE WP WILL LIVE ON IN PORTOLA.....

NUMBERED 617 IN SERIES 617-628 THESE 12 CARS WERE THE SECOND GROUP BUILT. RETIRED BY THE WP AND TURNED OVER TO THE SN FOR THEIR USE IT WAS RENUMBERED 1632 AND PAINTED GREEN. AFTER SERVING THE SN THEY RETIRED IT IN THE EARLY SEVENTIES. BUT BEFORE THE SCRAPPER'S TORCH GOT TO HER THE OROVILLE WRECKER WAS IN NEED OF A GOOD CABOOSE TO REPLACE THEIR WORN OUT OUTFIT CAR THEY WERE USING. RENUMBERED MW 630-X THEN TO 37-9 IN 1973 PAINTED INTO WP WORK TRAIN BLUE IT CONTINUED TO SERVE AS THE WRECKER CABOOSE, UNTIL IT WAS WORN OUT. FINALLY RETIRED BY WP AND TURNED OVER TO THE PORTOLA RAILROAD MUSEUM IN MAY OF 1984.

AFTER COMING TO THE MUSEUM AND MANY HOURS OF SANDING, SCRAPING, A COAT OF PRIMER, NEW WINDOW TRIM WOOD, AND WITH A PAINT CHIP TO MATCH THE GREEN WAS APPLIED AND AFTER LETTERING SN 1632 IS AGAIN READY TO SERVE. THE REPAINTING FOLLOWED SEVERAL PHOTO'S OF CABOOSES IN SN LETTERING AND A STENCIL DIAGRAM TO REPRODUCE THE CORRECT STYLE OF LETTERING USED BY THE SN.



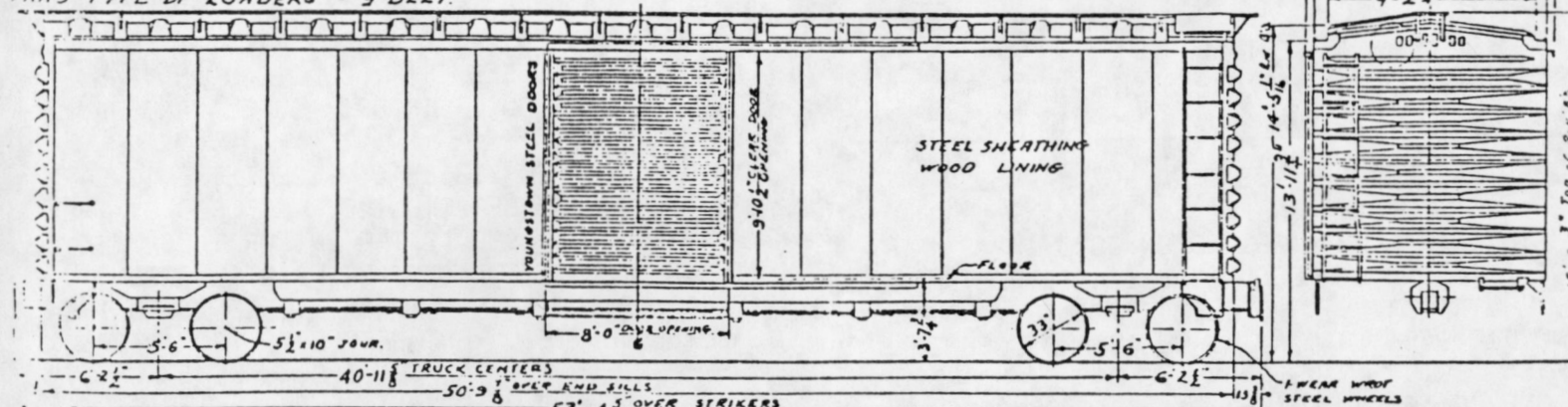
OLDERS LOT No. 8211

BOX CAR, CLASS XML
WITH CUSHION UNDERFRAME
BUILT BY PULLMAN STANDARD FEB. 1955
AFE 175-54

CAR Nos. 3011-3050
ORIG. No. OF CARS - 40

THESE CARS EQUIPPED WITH:

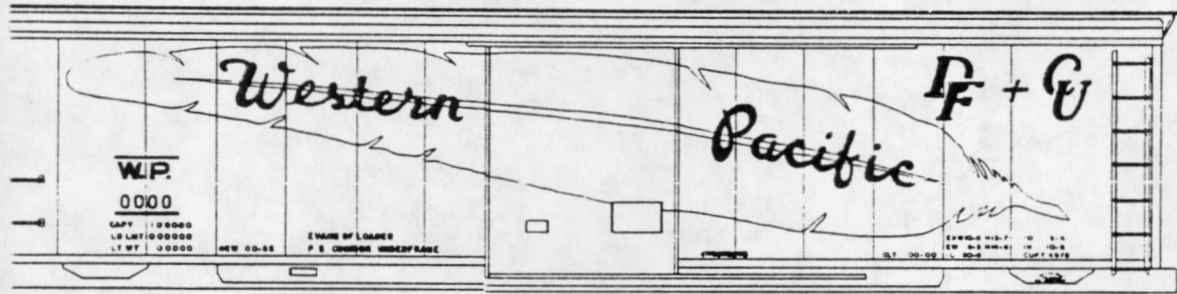
CUSHION GEAR - M.M. & S.C.C. TYPE MF-298
WEST LAKE'S STEEL CORP. NAILABLE STEEL FLOORS
MANS TYPE DF LOADERS - 9 BELT.



<p>LINE A-RIDE CONTROL TRUCKS S.C.C. MF-215 RUBBER DRAFT GEAR FRICTION BEARINGS</p>	<p>LENGTH INSIDE --- 50'-6 1/4" WIDTH " --- 9'-4 1/2" HEIGHT " --- 10'-6 1/4"</p>	<p>CAPACITY --- 100000 LBS. --- 4975 CU. FT.</p>	<p>WEIGHT - BODY 51610 TRUCKS 14590 TOTAL 66200 LB</p>
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Cars Renumbered

Old No.	New No.
3341	4006
3332	36102
3339	36109
3348	36118
3359	36129
3360	36130
3370	36140
3371	36025
3372	36009



Purchased from Pullman-Standard Car Manfg. Co.

50'-6", 50-ton Steel Box Cars with Single Doors, DF Loaders and Cushion Underframes.

Series 3011-3050
SALES AGREEMENT 9/55
Average Lt. Weight 66,200#

CMO Estimate 1762-54
AFE 175-54

Cars renumbered: (Letter 7/21 '67 - D-410.01)

Old No.	New No.	Date	Old No.	New No.	Date	Old No.	New No.	Date
3011	3051 4004	8-8-67	3014	3997	6/66	3033	3333	5-2-72
3012	3052	8-30-67	3015	3998	6/66	3035	3335	"
3013	3053	4-30-68	3016	3999	8/68	3036	3336	"
3019	3059	8-4-67	3017	4000	6/66	3037	3337	"
3020	3060	8-11-67	3039	3339	3-3-72	3038	3338	"
3021	3061	8-25-67	3040	3340	3-3-72	3042	3342	"
3022	3062 4001	8-23-67	3041	3341	3-3-72	3050	3350	"
3023	3063	1-12-68	3043	3343	3-3-72	3059	3359	"
3024	3064	1-27-68	3044	3344	3-3-72	3060	3360	"
3025	3065	8-26-67	3048	3348	3-3-72	3061	3361	"
3026	3066 4002	8-9-68	3070	3370	3-8-72	3063	3363	"
3027	3067	6-26-68	3031	4005	5-2-72	3065	3365	"
3028	3068 4003	8-8-67	3032	3332	"	3067	3367	"
3029	3069	8-11-67				3069	3369	"
3030	3070	11-25-67						

Series 3331 - 3370 Renumbered from 3031 - 3070
3371 - 3373 3071 - 3073

Starting March 1972