



## **1943 Pullman Troop Sleeper** *Proposal for Project Support*

Presented to FRRS Board of Directors  
August 2, 2003

These cars were designed to transport U.S. Army troops across country before the development of an integrated highway transportation system and the availability of expedient travel by air.

Pullman received the order to build 1200 of them in 1942 when troop movements exceeded one million men per month. They provided sleeping berths for 30 men and one Pullman porter, and included basic restroom facilities. It is amazing to realize that that more than 97% of American Troops, approximately 43.7 million military personnel, were transported by rail during the period of December 1941 through August 1946.

When the cars were declared surplus in 1946, many of them went to the federally owned Alaska Railroad. Our Troop Sleeper was one of these cars and later found new life as bunk space for a youth hostel in the area. The car is in relatively good interior and exterior shape, although it does not have AAR/FRA approved trucks and wheels, nor is she wearing her original paint scheme.



People see trains everyday but rarely stop to think about what is being transported and how these commodities impact their everyday lives.

Additionally, as a nation, we are used to the conveniences of travel by automobile and airplane. When history books address our country's role in stopping the tyranny and oppression caused by dictatorial madmen, does anyone stop to consider how those brave men and the supplies that helped them secure peace were transported? We propose to restore the car as closely as possible to its 1943 appearance inside and out, as well as place the car on appropriate trucks that would allow us to take this historical asset to off-campus locations. The goal of the project is to educate the public regarding the role railroads played in transporting troops across country in times of war before the conveniences of modern travel.

Our troop sleeper restoration project will provide this look into the past. It will allow visitors the opportunity to see one of the ways railroads supported the war effort well beyond transportation of supplies by focusing on the human factor. Interpretive displays will provide additional insight regarding how this pooled equipment traveled the steel rails of many roads, a several of whom are now fallen flags or have been absorbed into corporate giants.

**Total Anticipated Project Cost: \$12,650**

*\*NRHS Grant*

*\*\*Total Cost less value of volunteer hours at \$10/hr.*

Line Item	Materials	Labor	TRAINS funds	FRRS/Other Funds	Volunteer Labor	Total Project Expense
Prep Exterior	\$750	\$2,000	\$950	\$1,800*		\$2,750
Paint Exterior	\$1,250	\$3,500	\$4,500	\$250		\$4,750
Prep Interior	\$150	\$150	\$300			\$300
Paint Interior	\$150	\$450	\$600			\$600
Rebuild Windows	\$2,000	\$1,000	\$3,000			\$3,000
Window Shades	\$1,000	\$500	\$650	\$600	\$250/25 hrs.	\$1,250**
Mattresses & Linens	\$0	\$0		Donation		\$0
Truck swap	\$0	\$500		On Property	\$500/50 hrs.	\$0**

**Anticipated Project Timeline (completion on or before May 31, 2004):**

Restoration Phase	Week # Phase Start	Week # Phase Finish
Prep Exterior	1	2
Paint Exterior	3	4
Prep Interior	5	5
Paint Interior	6	6
Rebuild Windows	1	8
Window Shades	1	8
Mattresses & Linens	1	8
Truck swap	1	1



We recently received notification of a \$1,800 grant for this project from the National Railway Historical Society, have applied for a \$10,000 award from Trains Magazine, and are planning to hold two fundraising events in conjunction with our participation in the Portola Railroad Days Festival and Truckee Railroad Days. We would like the car to be on display for both events.

Work on the car would proceed by phase as funds

become available through grants or special fundraising efforts.

At this time, on behalf of the Restoration Manager and Funding Department, we request authorization from the Board to proceed with this project as outlined herein.