

DULUTH MISSABE AND IRON RANGE RY. CO.

DIAGRAMS OF ROLLING STOCK

NOVEMBER 30, 1978

ENGRG. SERVICES  
210 MISSABE BLDG.  
DULUTH, MINN.

BOOK NO. 26

NEW BOOK ISSUED MARCH 31, 1981

11/30/78

## INDEX--DIESEL LOCOMOTIVES

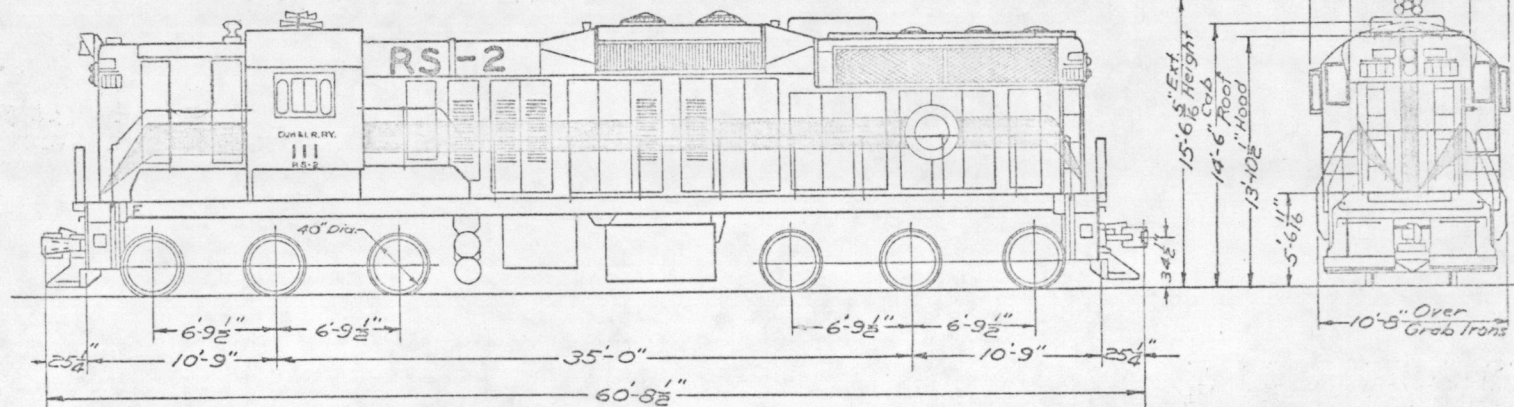
Class	Units	Loco. Nos.	Type		Pages
RS-2	9	116-130	EMD Type SD-9R	0-6-6-0	1
RS-3	23	131-158	EMD Type SD-9R	0-6-6-0	2
RS-4	16	159-174	EMD Type SD-9	0-6-6-0	3 & 4
RS-6	19	175-193	EMD Type SD-18	0-6-6-0	5 & 6
RS-7	8	201-208	EMD Type SD-38AC	0-6-6-0	7
RS-8	5	209-213	EMD Type SD-38-2	0-6-6-0	8
RS-9	10	900-909	AICO Type DL-630	0-6-6-0	9
Total	90				

4-23-58  
7-15-58  
7-29-58  
9-23-58  
8-18-59  
11-17-65  
3-13-67  
4-13-67  
10-29-74  
12-1-75  
7-31-78  
11-30-78

122 & 123 Leased To B&LE 7-3-71, 121 Leased To EJ&E 7-17-72

T.P. 96,750 Starting @ 25% Adhesion

AAR Class C-C



DIESEL ELECTRIC ROAD SWITCHER O-6-6-0 SERIES 116-130 9 LOCOMOTIVES

Horsepower	1750	Fuel Oil	1200 Gal.	Builder	EMD of Gen'l Motors
Gear Ratio	62:15	Cooling Water	260 Gal.	Type	SD-9R Ser. Nos. 23099-23118
No. of Cylinders	16	Lube Oil	200 Gal.	Multiple Unit Control	
Wt. on Drivers	387,000 Lbs.	Sand	50 Cu.Ft.	Received	1957
Size of Journals	6 1/2" x 12"	Speed Recorder	C.P.T. Co.	VHF Radio Telephone	
Air Brake	Westinghouse 24RL	Internal Spark Arrestors		Snow Flangers	115, 116, 118, 122, 125, 126, 128
Air Comp.	Gardner Denver WXG			Blr. Cap.	87B.H.P., Non. Opr. Press. 200 P.S.I.G. 1.

Locos. 129 & 130 Have Signal Equip't. For Pass. Service; Vapor Boilers And 1200 Gal. Water Tank

4-23-58 Leased To EJ&E 133, 135, 147 & 154

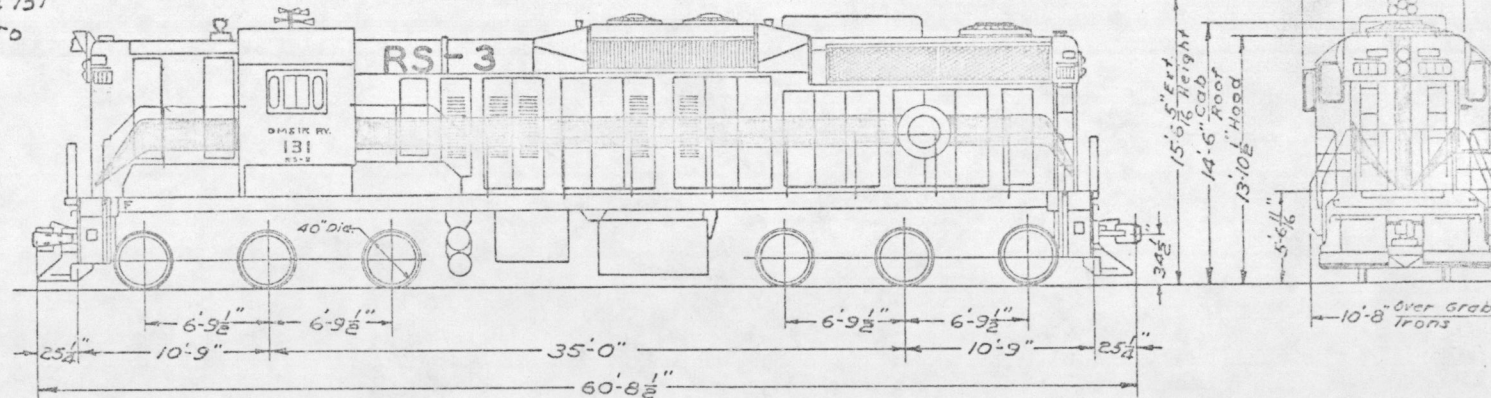
Locos 136, 140, 141, 146, & 148 Sold 1-24-64 B.&L.E.

7-15-58  
9-23-58  
11-17-65  
3-14-67  
4-13-67  
12-1-75  
11-30-78

T.P. 96,750 Starting @ 25% Adhesion

AAR Class C-C

131, 137 & 151  
Leased To  
B&LE



DIESEL ELECTRIC ROAD SWITCHER O-6-6-0 SERIES 131-158 23 LOCOMOTIVES

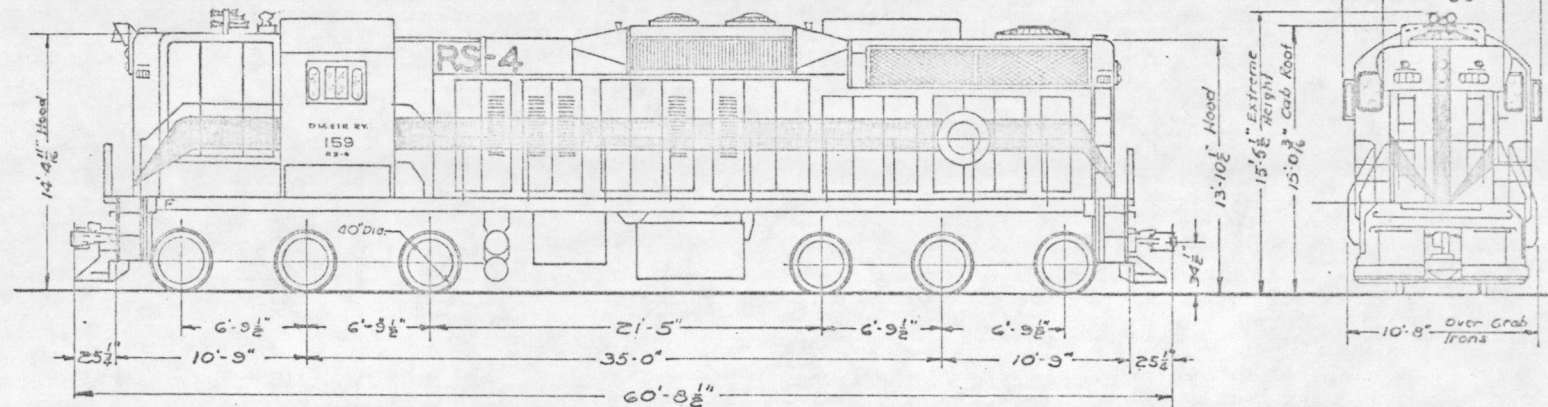
Horsepower	1750	Fuel Oil	1200 Gal.	Builder	EMD of Gen'l Motors
Gear Ratio	62:15	Cooling Water	260 Gal.	Type	SD-9R Serial Nos. 23911-23937, 24487
No. of Cylinders	16	Lube Oil	200 Gal.	Multiple Unit Control	
Wt. on Drivers	387,000 Lbs.	Sand	50 Cu.Ft.	Received	1958
Size of Journals	6 1/2" x 12"	Speed Recorder	C.P.T. Co.	VHF Radio Telephone	
Air Brake	Westinghouse 24RL	Internal Spark Arrestors		Ratonamic Filters	155-158
Air Comp.	Gardner Denver WBG				2.

2-13-59  
 6-20-63  
 11-17-65  
 3-14-67  
 4-13-67  
 2-27-70  
 10-29-73  
 12-1-75

Locos 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 173, 174, Equipped With Straight Air Retainer Control

T. P. 96,750 Starting @ 25% Adhesion

AAR Class C-C



DIESEL ELECTRIC ROAD SWITCHER 0-6-6-0 SERIES 159-174 15 LOCOMOTIVES

Horsepower	1750	Fuel Oil	1200 Gal.	Builder	E.M.D. of Gen'l Motors
Gear Ratio	62:15	Cooling Water	260 Gal.	Type	SD-9 Ser. Nos. 25259-25274
No. of Cylinders	16	Lube Oil	200 Gal.	Multiple Unit Control	
Wt. on Drivers	387,000 Lbs.	Sand	50 Cu.Ft.	Received	1959
Size of Journals	6 1/2" x 12"	Speed Recorder	C.P.T. Co.	VHF Radio Telephone	
Air Brake	Westinghouse 26 L	Internal Spark Arrestors		Snow Flangers	159, 160, 161, 164, 166, 167, 168, 169, 170, 173, 174
Air Comp.	Gardner Denver WBG				

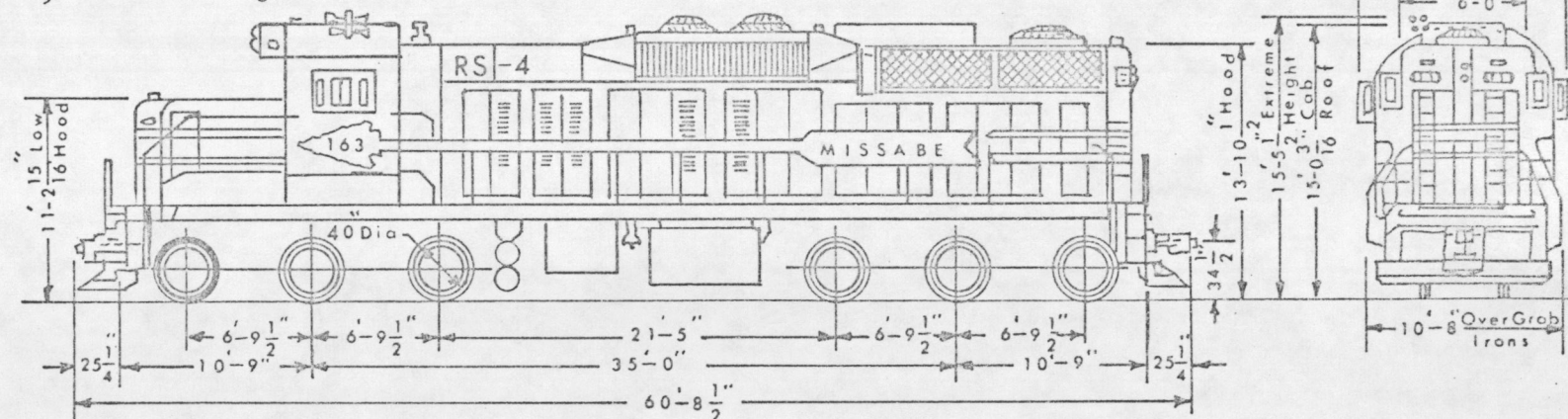
Locos 169, 174, Equipped With Snow Plows

Straight Air Retainer Control

T. P. 96,750 Starting at 25% Adhesion

A. A. R. Class C-C

5-30-73  
 11-28-75



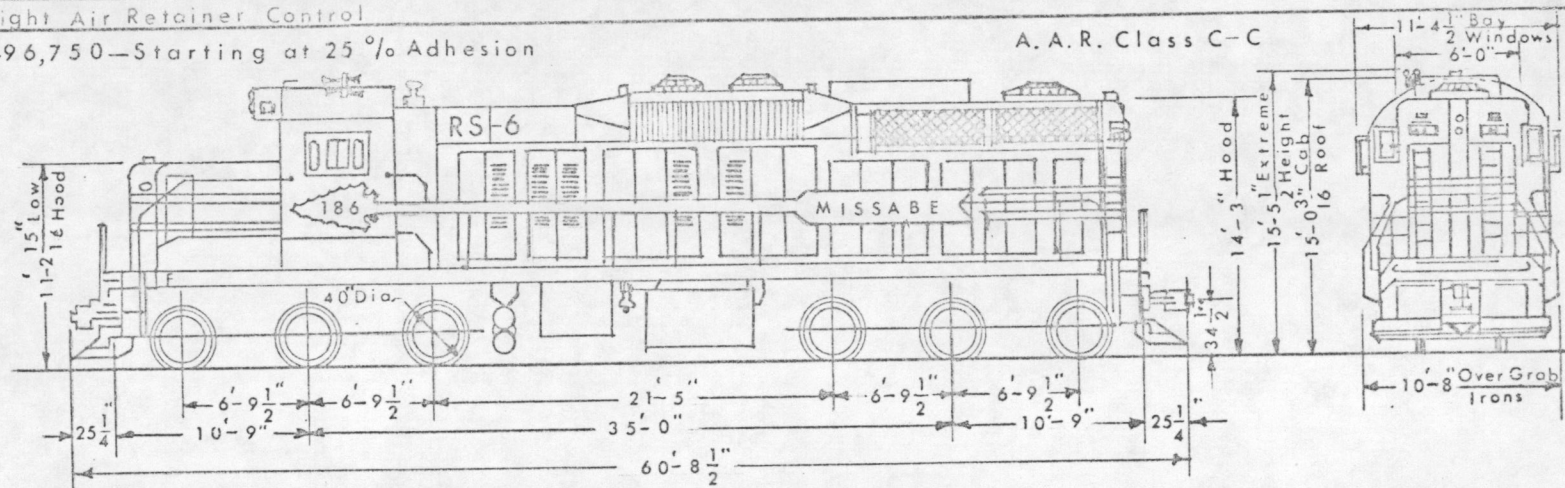
DIESEL ELECTRIC ROAD SWITCHER 0-6-6-0 SERIES 163 1 LOCOMOTIVE

Horsepower	1750	Fuel Oil	1200 Gal.	Builder	E.M.D. of Gen. Motors
Gear Ratio	62:15	Cooling Water	260 Gal.	Type	SD-9 Ser. No. 25263
No. of Cylinders	16	Lube Oil	200 Gal.	Multiple Unit Control	
Wt. on Drivers	387,000 Lbs.	Sand	50 Cu.Ft.	Received	1959
Size of Journals	6 1/2" x 12"	Speed Recorder	C.P.T. Co.	Converted to Low Hood	1972
Air Brake	Westinghouse 26 L	Internal Spark Arrestors		VHF Radio Telephone	
Air Comp.	Gardner Denver WBG			Snow Flangers	4

7-8-71  
7-25-73  
11-28-75

Straight Air Retainer Control  
T. P.-96,750—Starting at 25 % Adhesion

A. A. R. Class C-C



DIESEL ELECTRIC ROAD SWITCHER 0-6-6-0 SERIES 186 1 LOCOMOTIVE

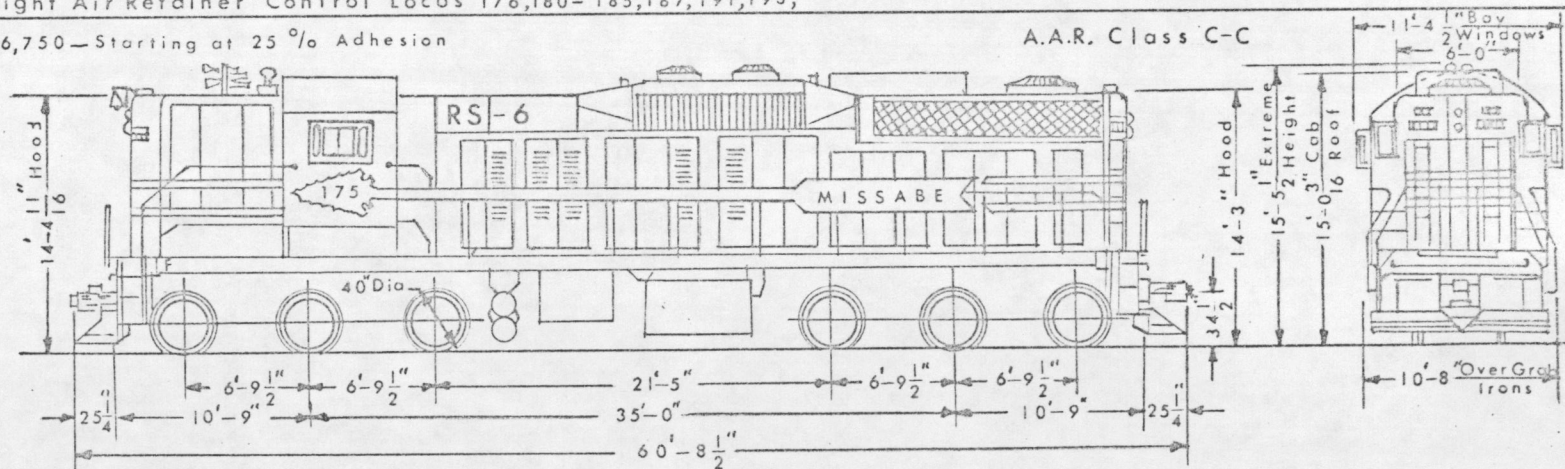
Horsepower _____	1800	Fuel Oil _____	1200 Gal.	Builder _____	E.M.D. of Gen Motors
Gear Ratio _____	62:15	Cooling Water _____	260 Gal.	Type _____	SD-18 Ser. No. 25790
No. of Cylinders _____	16	Lube Oil _____	220 Gal.	Multiple Unit Control _____	
Wt. on Drivers _____	387,000 Lbs.	Sand _____	40 Cu. Ft.	Received _____	1960
Size of Journals _____	6 1/2 x 12"	Speed Recorder _____	C.P.T. Co.	Converted to Low Hood _____	1971
Air Brake—Westinghouse _____	26 L	Internal Spark Arrestors _____		VHF Radio Telephone _____	
Air Comp.—Gardner Denver W B G					

5

7-13-71  
11-1-73  
11-28-75

Straight Air Retainer Control Locos 176,180-185,187,191,193,  
T. P.-96,750—Starting at 25 % Adhesion

A. A. R. Class C-C

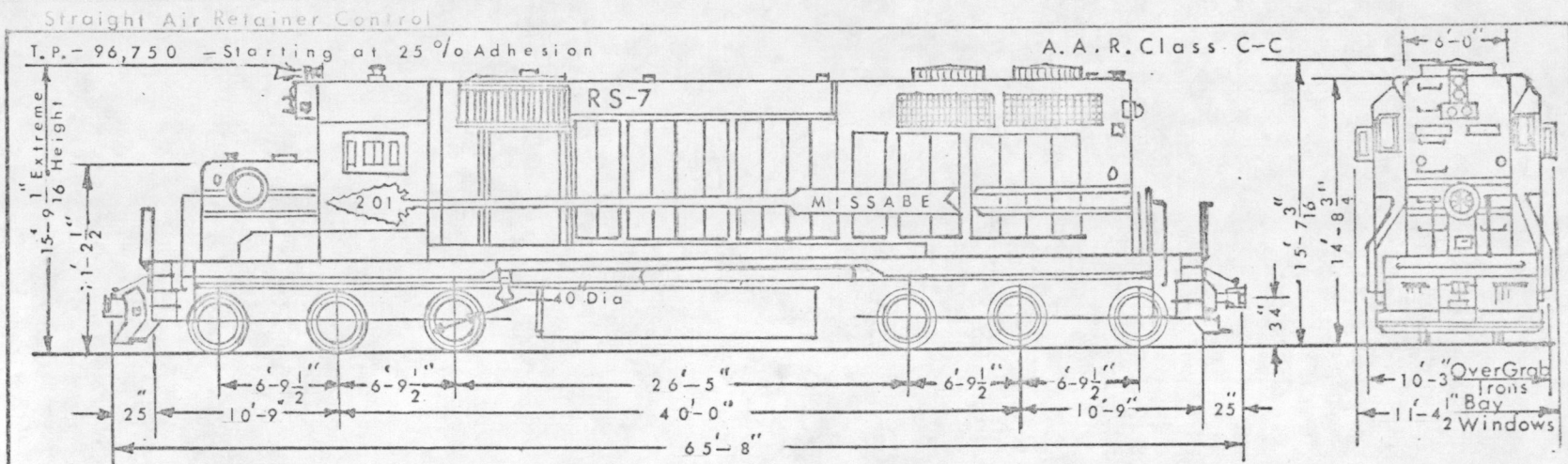


DIESEL ELECTRIC ROAD SWITCHER 0-6-6-0 SERIES 175-193 18 LOCOMOTIVES

Horsepower _____	1800	Fuel Oil _____	1200 Gal.	Builder _____	E.M.D. of Gen Motors
Gear Ratio _____	62:15	Cooling Water _____	260 Gal.	Type _____	SD-18 Ser. Nos. 25779-25797
No. of Cylinders _____	16	Lube Oil _____	220 Gal.	Multiple Unit Control _____	
Wt. on Drivers _____	387,000 Lbs.	Sand _____	46 Cu. Ft.	Received _____	1960
Size of Journals _____	6 1/2 x 12"	Speed Recorder _____	C.P.T. Co.	VHF Radio Telephone _____	
Air Brake—Westinghouse _____	26 L	Internal Spark Arrestors _____			
Air Comp.—Gardner Denver W B G					

6

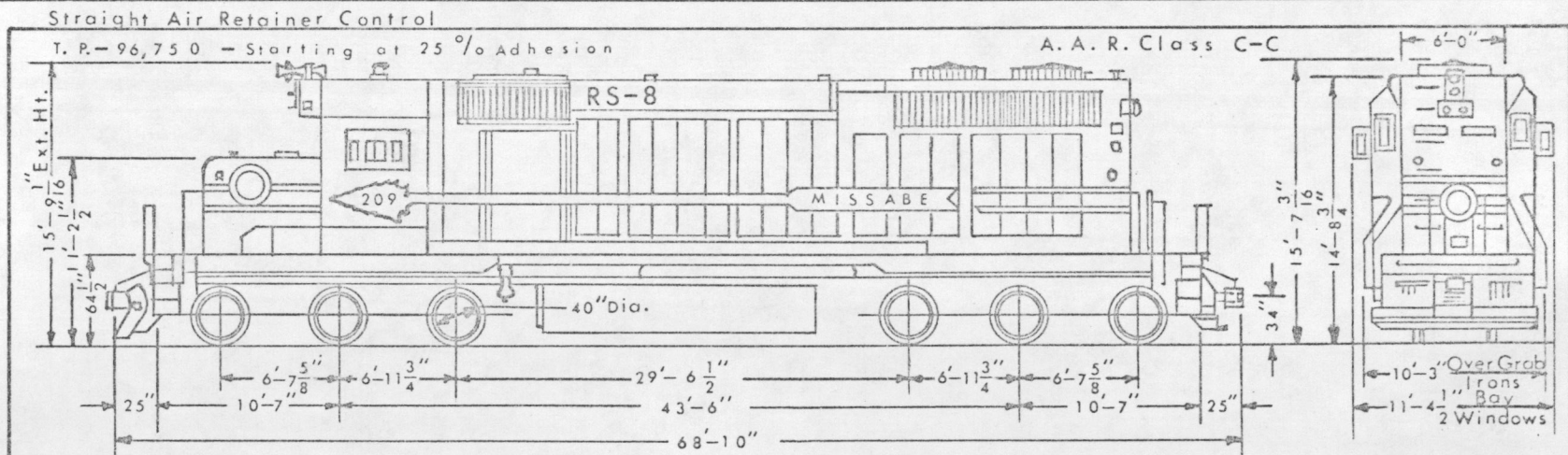
8-11-71  
11-1-73  
11-28-75



Horsepower	2000	Fuel Oil	2600 Gal.	Builder	E.M.D. of Gen. Motors
Gear Ratio	62:15	Cooling Water	240 Gal.	Type	SD-38 AC Ser.Nos.37069-37076
No. of Cylinders	16	Lube Oil	243 Gal.	Multiple Unit Control	
Wt. on Drivers	387,000 Lbs.	Sand	72 Cu. Ft.	Received	1971
Size of Journals	6 1/2" x 12"	Speed Recorder	C.P.T.Co.	VHF Radio Telephone	
Air Brake	Westinghouse 26L	Internal Spark Arrestors			
Air Comp.	Gardner Denver W B G				

7

11-21-75



Horsepower	2000	Fuel Oil	4000 Gal.	Builder	E.M.D. of Gen. Motors
Gear Ratio	62:15	Cooling Water	240 Gal.	Type	SD 38-2 Ser.Nos.74649-1 Thru 5
No. of Cylinders	16	Lube Oil	395 Gal.	Multiple Unit Control	
Wt. on Drivers	387,000 Lbs.	Sand	72 Cu. Ft.	Received	1975
Size of Journals	6 1/2" x 12"	Speed Recorder	C.P.T.Co.	VHF Radio Telephone	
Air Brake	Westinghouse 26L	Internal Spark Arrestors			
Air Comp.	Gardner Denver W B G				

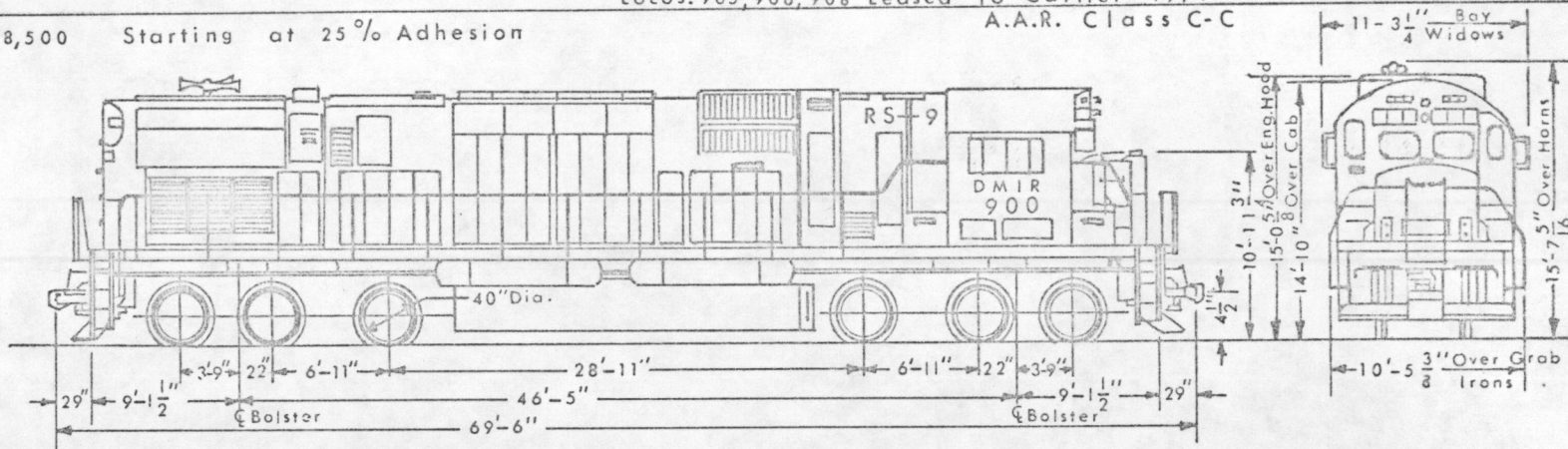
8

10-3-74  
8-8-75  
11-26-75

T.P. 98,500 Starting at 25% Adhesion

Locos. 905, 906, 908 Leased To Cartier 1974

A.A.R. Class C-C



DIESEL ELECTRIC ROAD SWITCHER 0-6-6-0 SERIES 900-909 10 LOCOMOTIVES

Horsepower _____	3000	Fuel Oil _____	4000 Gal.	Builder _____	ALCO Products Inc.
Gear Ratio _____	74:18	Cooling Water _____	340 Gal.	Type—DL-630—Model	
No. of Cylinders _____	16	Lube Oil _____	250 Gal.	Serial Nos. S-3440-1 Thru S-3440-10	
Wt. on Drivers _____	394,000 Lbs.	Sand _____	48 Cu. Ft.	Multiple Unit Control _____	
Size of Journals _____	6 1/2" x 12"	Speed Recorder _____	C.P.T. Co.	Received—From U.P. 1973—Built 1966	
Air Brake—Westinghouse _____	26 L			VHF Radio Telephone _____	
Air Comp.—Westinghouse _____	3 CWDL				9

11/30/78

CLASSIFICATION & INDEX OF PASSENGER EQUIPMENT

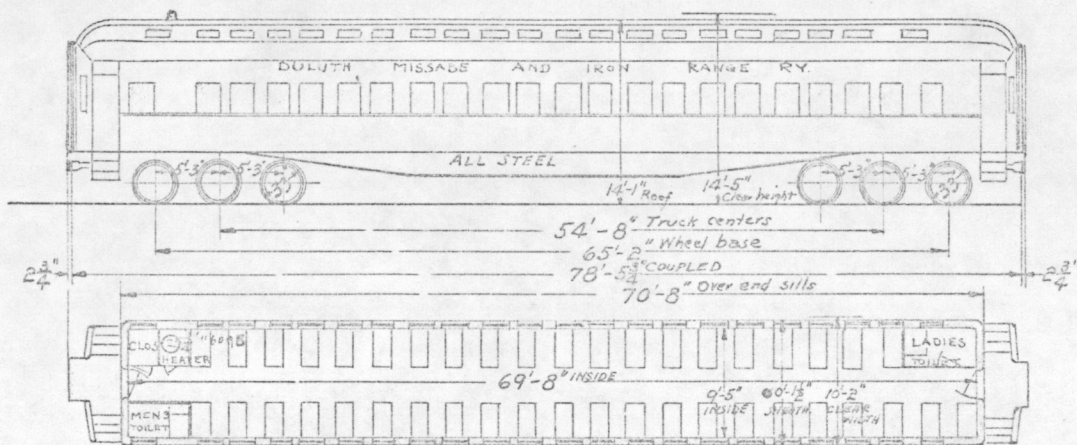
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1	Business Car (Work Equipment)	A	Northland	2
1	Business Car (Work Equipment)	-	W-24	3
1	Business Car (Work Equipment)	-	Minnesota II	4

1-2-76



11-15-38  
 2-4-42  
 2-9-44  
 2-13-67  
 3-4-75

A.A.R. CL. PB



Weight \_\_\_\_\_ 129,300 Lbs.  
 Received \_\_\_\_\_ 1918  
 Builder \_\_\_\_\_ Pullman Car Co.  
 Truck \_\_\_\_\_ Commonwealth  
 Journals \_\_\_\_\_ 5" x 9"  
 Brake \_\_\_\_\_ West. LN 1812 Clasp  
 Hand Brake \_\_\_\_\_ Miner  
 Coupler \_\_\_\_\_ Pitt #255  
 Draft Gear \_\_\_\_\_ Harvey Twin Spring

Seating Capacity \_\_\_\_\_ 84  
 Lighting \_\_\_\_\_ Electric (G & B)  
 Heating \_\_\_\_\_ Gold Hot water  
 Closet \_\_\_\_\_ Hopper flush  
 Rodenbur extended step \_\_\_\_\_  
 All steel construction \_\_\_\_\_  
 Formerly D.&L.R. Coach 33

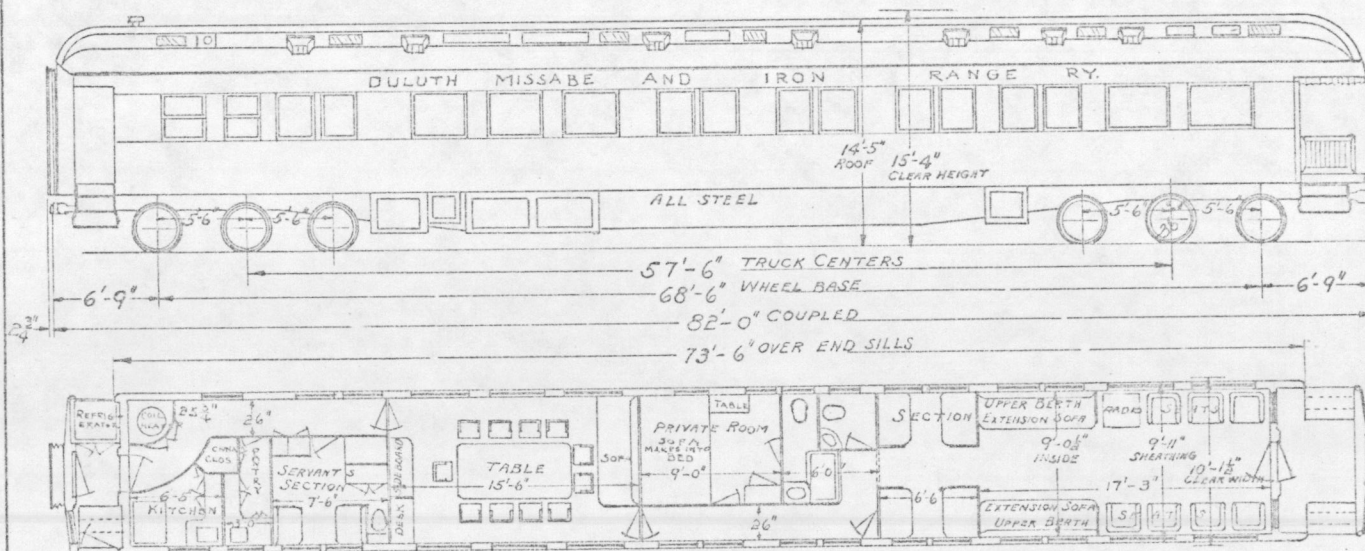
(Retired In Acc't No. 33)

1 COACH NO. 33

1

11-15-38  
 2-4-42  
 2-9-44  
 10-3-50  
 6-11-56  
 2-13-67

A.A.R. CL. PV



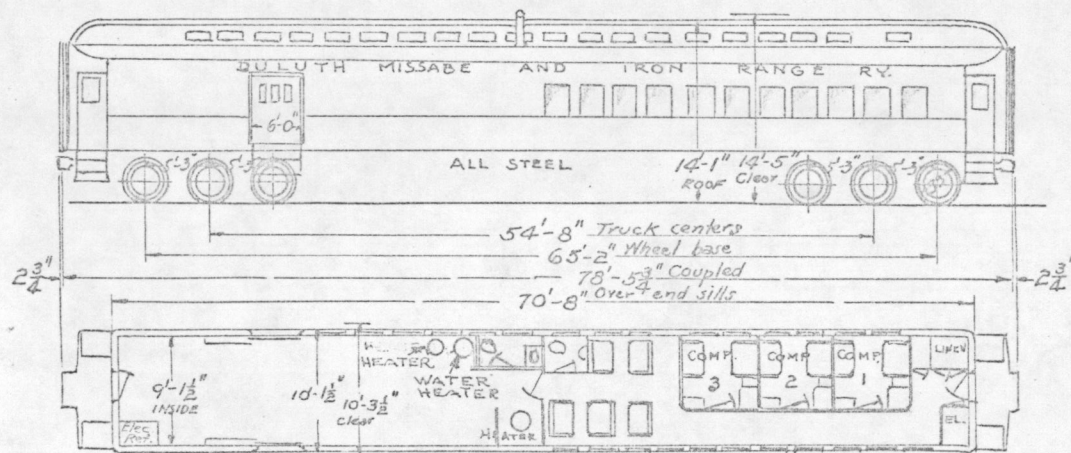
Weight \_\_\_\_\_ 198,900 Lbs.  
 Received \_\_\_\_\_ 1916  
 Builder \_\_\_\_\_ Pullman Co.  
 Truck \_\_\_\_\_ Pullman  
 Journals \_\_\_\_\_ 5 1/2" x 10"  
 Brake West D22AR Clasp  
 Hand Brake \_\_\_\_\_ Miner  
 Coupler \_\_\_\_\_ Type E No. 4837  
 Draft Gear \_\_\_\_\_ Miner AAXB  
 Seating Capacity \_\_\_\_\_ 27  
 Lighting \_\_\_\_\_ Electric (G & B)  
 Heating \_\_\_\_\_ Gold H.W. & Vapor  
 Closets \_\_\_\_\_ Hopper flush  
 Rodenbur Extended Step \_\_\_\_\_  
 All steel \_\_\_\_\_  
 Air Conditioned 1950  
 Generator \_\_\_\_\_ Waukesha 7 1/2 KW 400V.

1 BUSINESS CAR NORTHLAND  
 CLASS A

2

5-1-58  
7-31-78

A.A.R. CL. PV



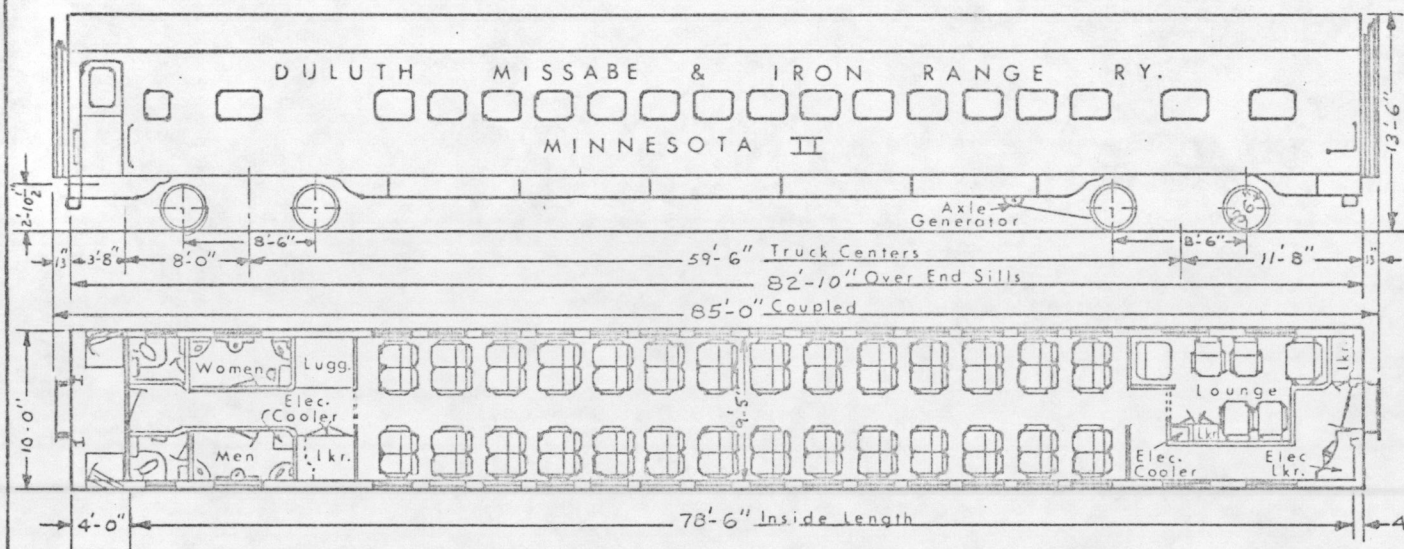
Weight \_\_\_\_\_ 159,000 Lbs.  
 Received \_\_\_\_\_ 1912. Converted 1934-48  
 Builder \_\_\_\_\_ Am. Car & F. Co.  
 Truck \_\_\_\_\_ Commonwealth  
 Journals \_\_\_\_\_ 5" x 9"  
 Brake equipment \_\_\_\_\_ West. LN 1812  
 Hand Brake \_\_\_\_\_ Miner  
 Coupler \_\_\_\_\_ Pitt 255  
 Draft Gear \_\_\_\_\_ Miner A2B X B.  
 Seating Capy \_\_\_\_\_ 22  
 Sleeping Capy \_\_\_\_\_ 6  
 Lighting \_\_\_\_\_ Electric gen. & battery.  
 Heating \_\_\_\_\_ Gold  
 Closet-Combolets Hopperflush  
 Rodenbur extended step \_\_\_\_\_  
 All steel construction \_\_\_\_\_  
 Formerly D. & I. R. Coach No. 24. \_\_\_\_\_  
 Equipped with Radio Telephone 1947.  
 Installed Compartments 1-2 1947, \*3 1948.

BUSINESS CAR W24

3

12-18-75

A.A.R. CL. PV



Weight \_\_\_\_\_ 117,700 Lbs.  
 Received \_\_\_\_\_ 1974  
 Builder Pullman Co. \_\_\_\_\_ 1946  
 Truck \_\_\_\_\_ G.S.C. Co.  
 Journals (Timken Roller Big) \_\_\_\_\_ 5 1/2" x 10"  
 Brake \_\_\_\_\_ Budd Disc  
 Hand Brake \_\_\_\_\_ Peacock  
 Coupler \_\_\_\_\_ H21 Tightlock  
 Draft Gear \_\_\_\_\_ Miner  
 Seating Capacity \_\_\_\_\_ 62  
 Lighting \_\_\_\_\_ Electric (G&B)  
 Heating \_\_\_\_\_ Vapor  
 Closets \_\_\_\_\_ Hopperflush  
 Air Conditioning-Waukesha  
 Generator  
 All Steel Construction  
 Formerly N.P. Coach No. 517

1 BUSINESS CAR MINNESOTA II

4

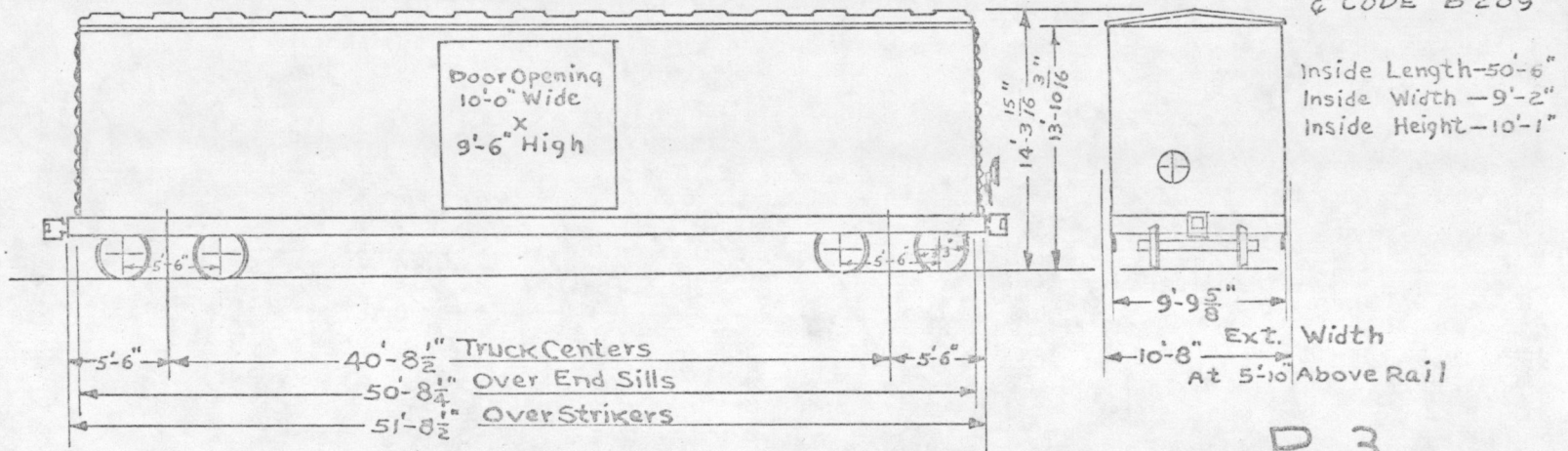
11/30/78

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G o n d o l a	V2	4100-4199	6
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	V7	3700-3824	10
	V8	3900-3980	11
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FREIGHT EQUIPMENT INDEX			
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		C204-C205/C218-C219	49
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	C220-C239	51	

2-7-67  
 4-14-67  
 2-6-70  
 12-16-70  
 12-3-75  
 7-31-78



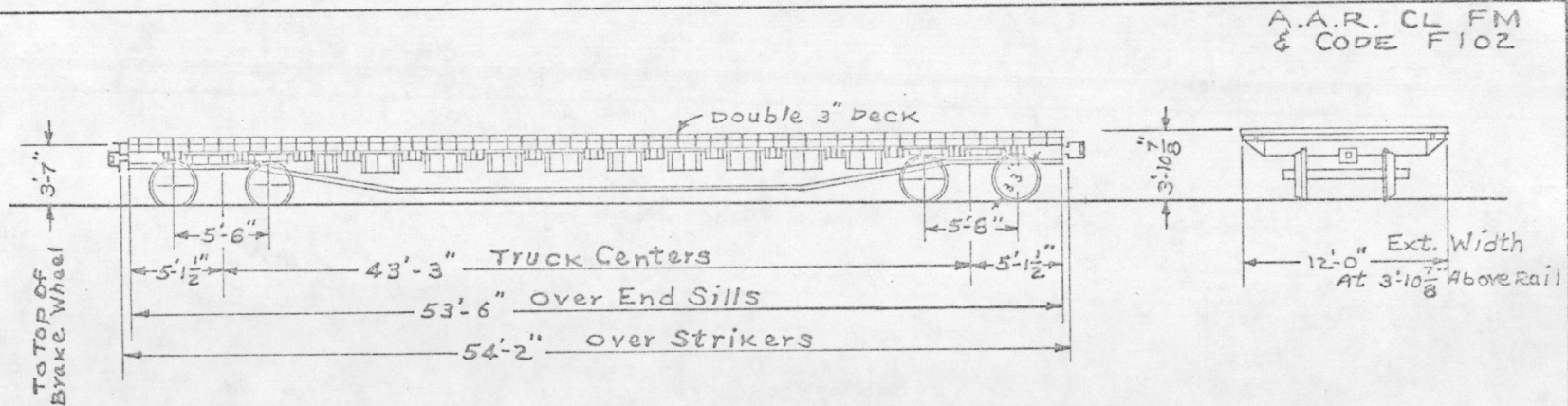
13 BOX CARS CLASS P 3 NOS. 5902 - 5919

Weight ————— 57,900 Lbs.  
 Capacity ————— 110,000 Lbs  
 Cubic Contents ——— 4680 Cu ft.  
 Received — 1966 — Chi. Frt. Car Co.

All Steel Construction — Built 1941  
 Builder ——— Am. Car & Fdy Co.  
 Truck ——— National - U Section  
 Journals ————— 5 1/2" x 10" — 1

P 3

9-13-67  
 2-6-70  
 12-3-75



1 FLAT CAR CLASS K 5 NO. 6315

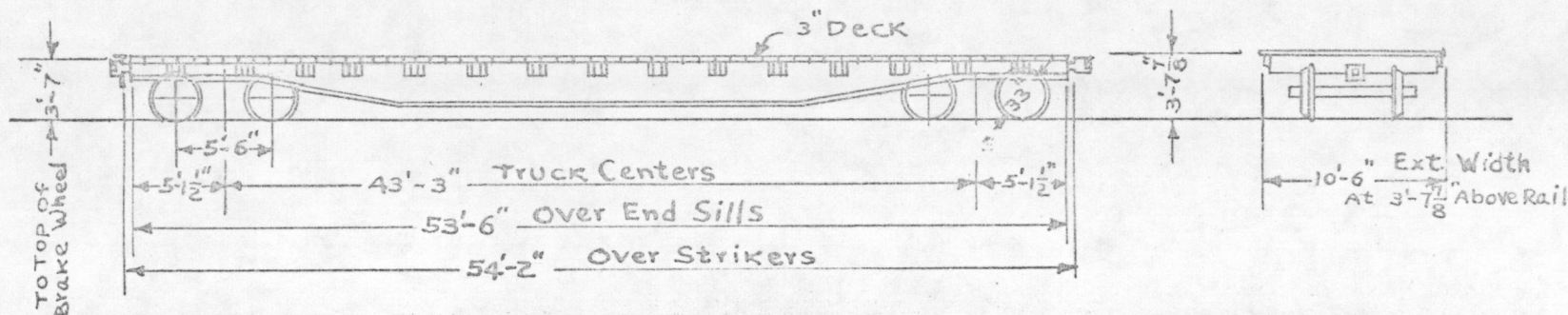
Weight ————— 67,700 Lbs.  
 Capacity ————— 152,000 Lbs.  
 Builder ————— Ralston Steel Car Co.  
 Received ——— 1966 — E. J. & E.  
 Remodeled ——— 1967

All Steel Construction Except Wood Floor  
 Truck ————— Barber Stabilized Truck  
 Journals ————— 6" x 11"  
 Built ————— 1943

K 5

2-3-67  
4-17-67  
2-6-70  
10-31-73  
12-3-75

A.A.R. CL FM  
& CODE F202



1 FLAT CAR CLASS K 5 No. 6316

K 5

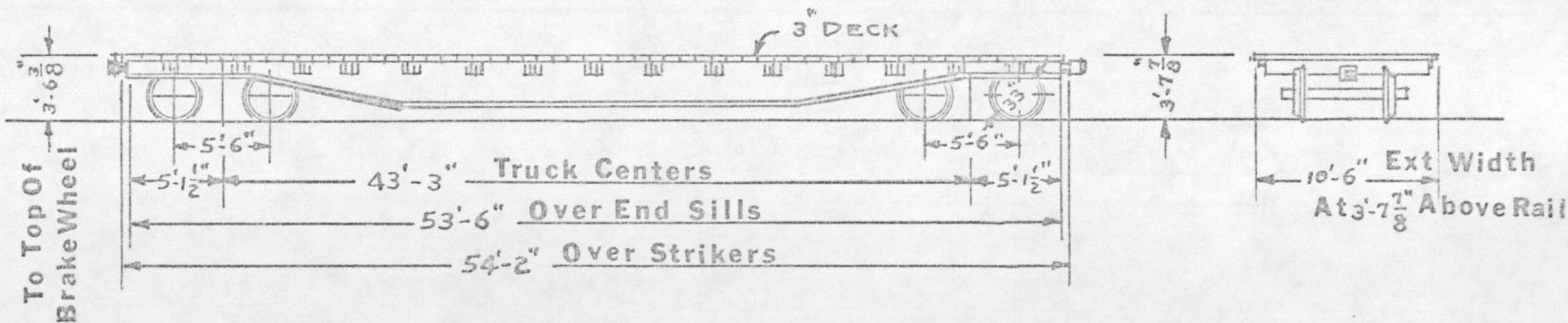
Weight \_\_\_\_\_ 51,800 Lbs.  
Capacity \_\_\_\_\_ 154,000 Lbs.  
Builder \_\_\_\_\_ Ralston Steel Car Co.  
Received \_\_\_\_\_ 1966 — E.J. & E.

All Steel Construction Except Wood Floor  
Truck \_\_\_\_\_ Barber Stabilized Truck  
Journals \_\_\_\_\_ 6" x 11"  
Built \_\_\_\_\_ 1943

3

1-13-70  
6-16-71  
12-3-75  
7-26-78

A.A.R. CL FM  
& CODE F102



16 FLAT CARS CLASS K 6 NOS. 6325-6339

K 6

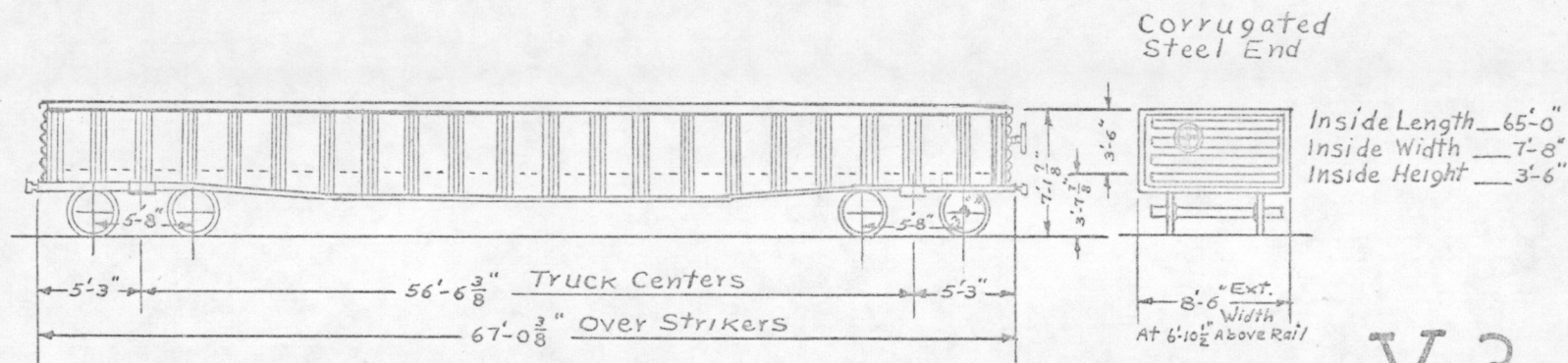
Weight \_\_\_\_\_ 50,800 Lbs.  
Capacity \_\_\_\_\_ 110,000 Lbs.  
Builder \_\_\_\_\_ Ralston Steel Car Co.  
Received \_\_\_\_\_ 1969 — E.J. & E.

All Steel Construction Except Wood Floor  
Truck \_\_\_\_\_ Barber Stabilized Truck  
Journals \_\_\_\_\_ 5 1/2" x 10"  
Built \_\_\_\_\_ 1943

4

5-29-67  
 1-26-70  
 3-4-75  
 12-3-75

A.A.R. CL. GB  
 & CODE G 412



V3

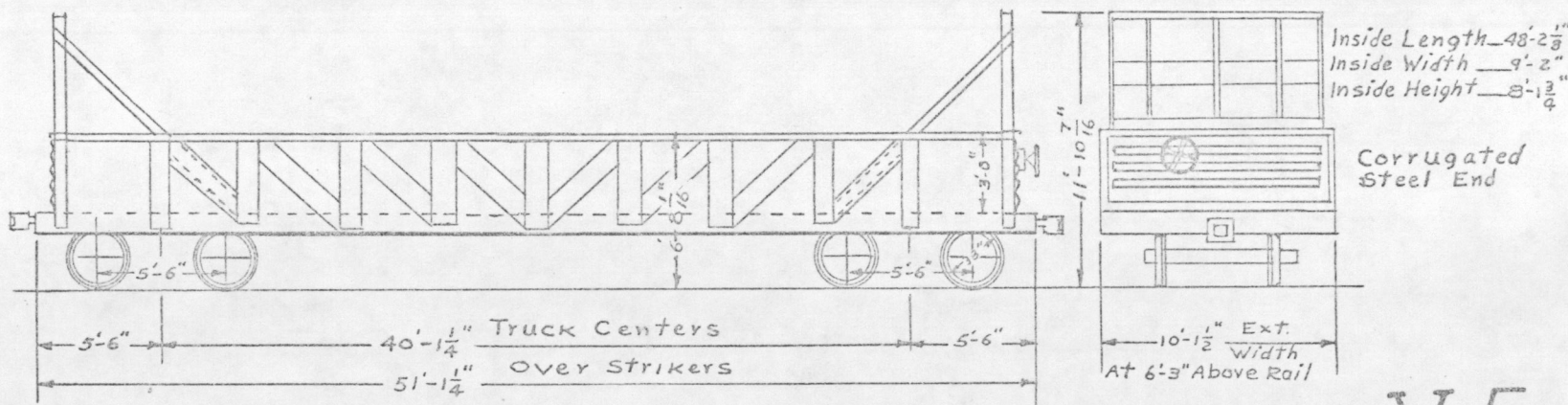
6 GONDOLA CARS CLASS V3 NOS. 4352-4359  
 SOLID BOTTOM

Weight  $67,700$  Lbs.  
 Capacity  $150,000$  Lbs.  
 Cubic Contents  $1761$  Cu. Ft.  
 Received  $1965$  E.J.&E.

All Steel Construction Built 1937  
 Builder Mt. Vernon Car Mfg. Co.  
 Truck Barber Stabilized Truck  
 Journals  $6" \times 11"$

6-1-67  
 1-26-70  
 12-18-70  
 10-31-73  
 3-4-75  
 12-23-75  
 7-26-78  
 11-30-78

A.A.R. CL. GBS  
 & CODE E 230



V5

5 GONDOLA CARS CLASS V5 NOS. 4501-4636

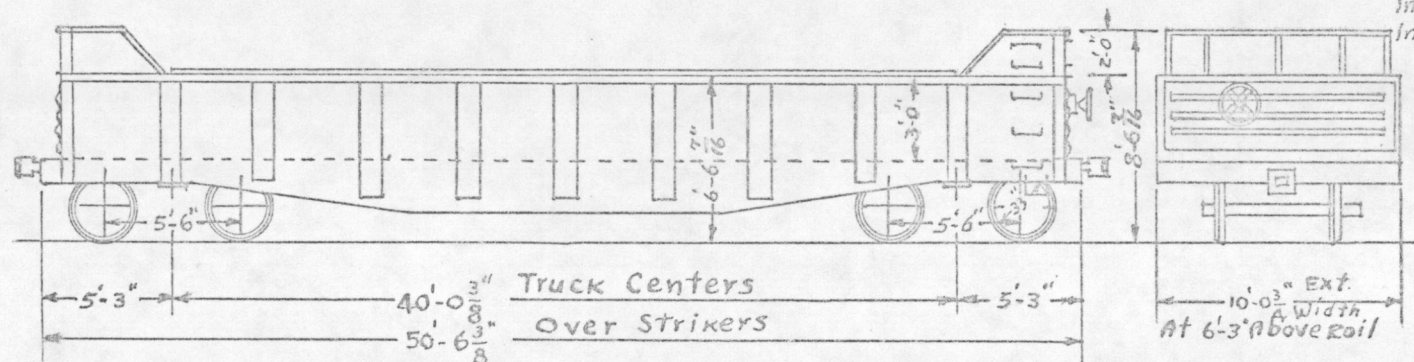
Weight  $53,100$  Lbs.  
 Capacity  $110,000$  Lbs.  
 Cubic Contents  $1360$  Cu. Ft.  
 Received  $1966$  E.J.&E.

All Steel Construction Except Wood Floor  
 Builder Ralston Steel Car Co. 1943-44  
 Truck Barber S-I-L U-Section Truck  
 Journals  $5\frac{1}{2}" \times 10"$

1-2-70  
 10-31-73  
 3-4-75  
 12-8-75  
 7-26-78  
 11-30-78

A.A.R. CL. GBS  
 & CODE E230

Inside Length— $49-0\frac{7}{8}$ "  
 Inside Width— $9-2$ "  
 Inside Height— $5-0$ "



Corrugated  
 Steel End

139 GONDOLA CARS CLASS V6 NOS. 3500-3699

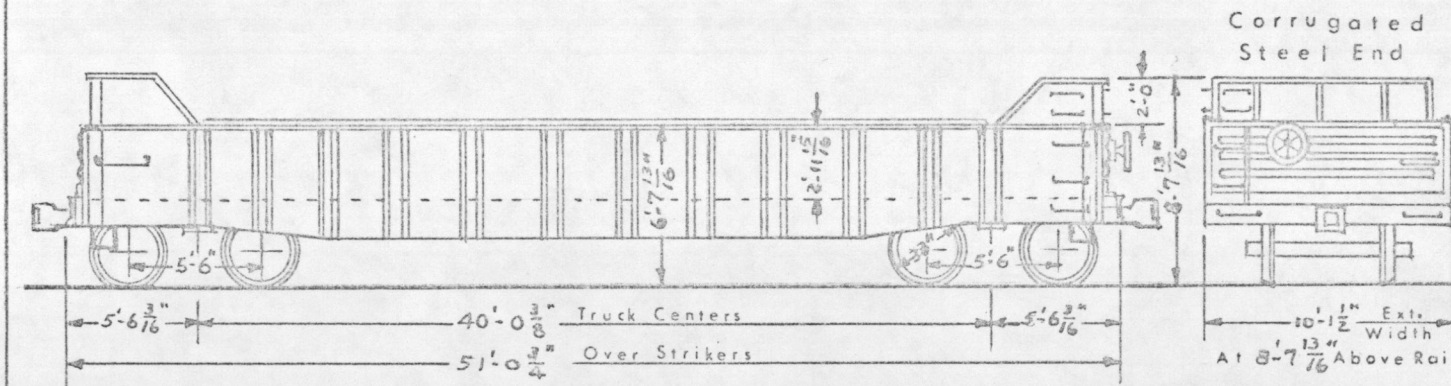
V6

Weight \_\_\_\_\_ 57,900 Lbs.  
 Capacity \_\_\_\_\_ 110,000 Lbs.  
 Cubic Contents \_\_\_\_\_ 1360 Cu.Ft.  
 Received \_\_\_\_\_ 1969 \_\_\_\_\_ E.J.&E.

All Steel Construction \_\_\_\_\_  
 Builder \_\_\_\_\_ Mt. Vernon Car Mfg. Co. \_\_\_\_\_ 1937  
 Truck \_\_\_\_\_ Barber S-1-L U-Section Truck  
 Journals \_\_\_\_\_  $5\frac{1}{2}$ " x 10" 9

5-15-73  
 3-4-75  
 12-8-75  
 7-26-78

A.A.R. CL. GBS  
 & CODE E230



Corrugated  
 Steel End

In. Length  $49-0\frac{7}{8}$ "  
 In. Width  $9-2$ "  
 In. Height  $4-11\frac{15}{16}$ "

121 GONDOLA CARS CLASS V7 NOS. 3700-3824

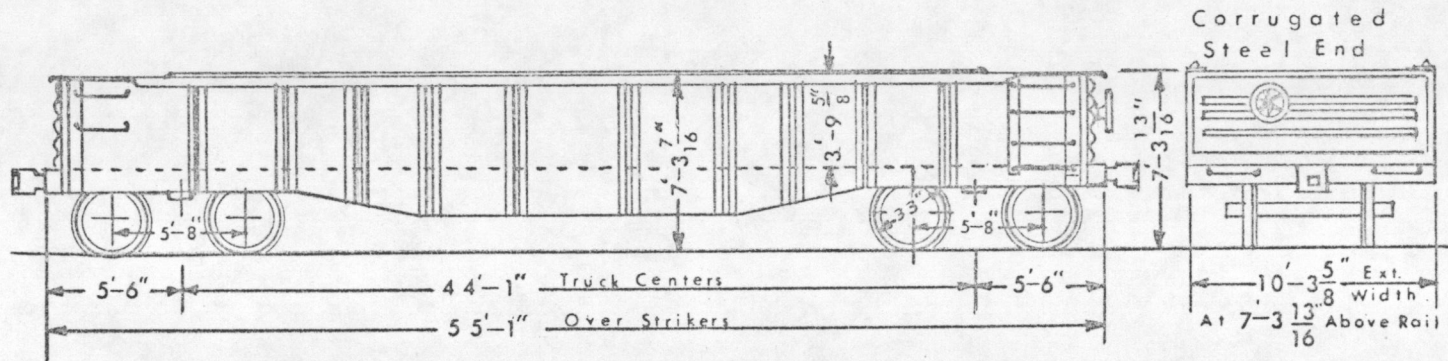
V7

Weight \_\_\_\_\_ 58200 Lbs.  
 Capacity \_\_\_\_\_ 110000 Lbs.  
 Cubic Contents \_\_\_\_\_ 1360 Cu.Ft.  
 Received \_\_\_\_\_ 1972 \_\_\_\_\_ E.J.&E.

All Steel Construction \_\_\_\_\_  
 Builder \_\_\_\_\_ A.C.F. & Rals. St. Car Co. 1947-48  
 Truck \_\_\_\_\_ U-Sect. Barber Type S-1-L & S-2-A  
 Journals \_\_\_\_\_  $5\frac{1}{2}$ " x 10" 10

5-16-73  
12-8-75  
7-26-78

A.A.R. CL. GB  
& CODE G312



41 GONDOLA CARS CLASS V8 NOS. 3900 - 3980

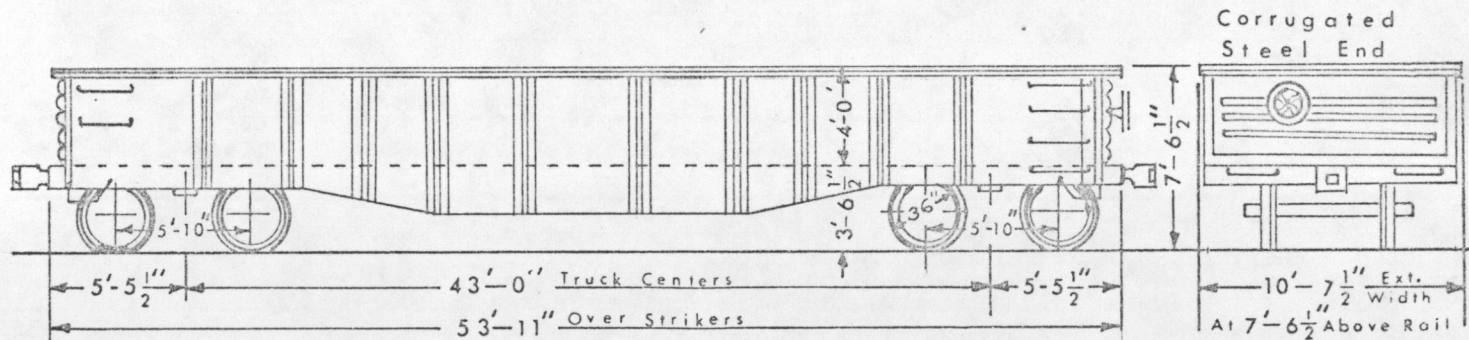
Weight \_\_\_\_\_ 62,500 Lbs.  
Capacity \_\_\_\_\_ 154,000 Lbs.  
Cubic Contents \_\_\_\_\_ 1912 Cu. Ft.  
Received From LS&I \_\_\_\_\_ 1973  
Rebuilt By E J & E \_\_\_\_\_ 1973

All Steel Construction  
Builder \_\_\_\_\_ Despatch Shops, Roch. N.Y. 1946-53  
Truck \_\_\_\_\_ U-Sect. Barber Type S-2-A  
Journals \_\_\_\_\_ 6 x 11" 11

V 8

9-27-74  
12-15-75  
7-31-78

SERIES 88000-88174 | A.A.R. CL. GB  
& CODE G312  
SERIES 4350-4374 | A.A.R. CL. GBS  
& CODE E330



175 GONDOLA CARS SERIES NOS. 88000-88174  
24 GONDOLA CARS SERIES NOS. 4350-4374 (EQUIPPED WITH TROUGHS FOR HANDLING STEEL COIL)

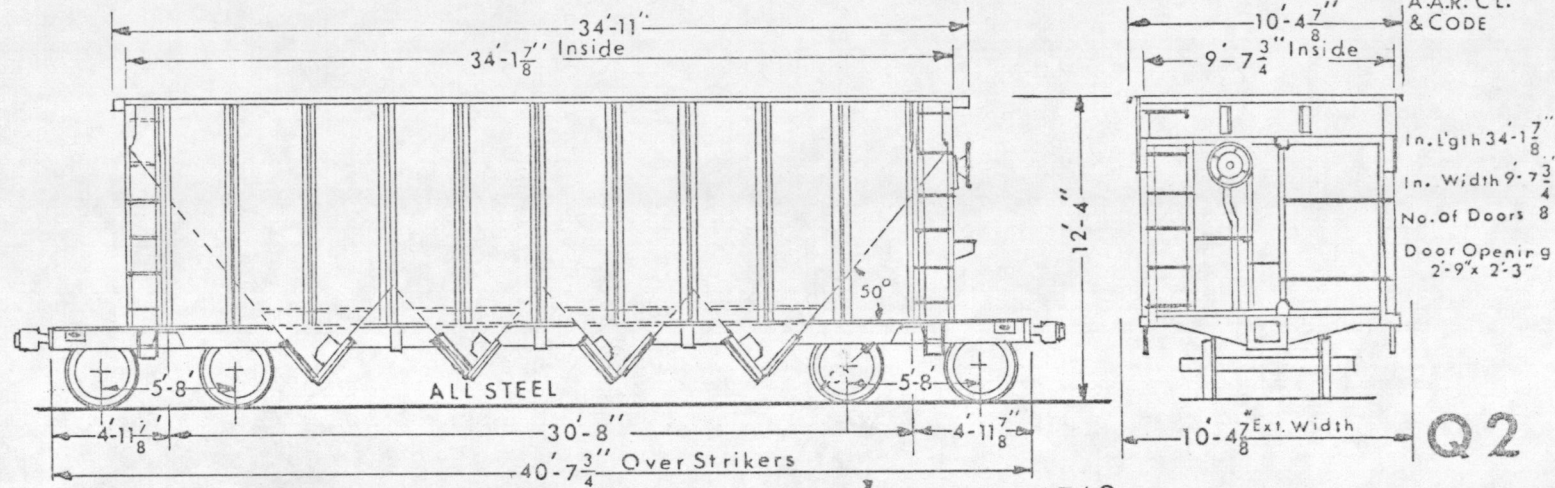
Weight \_\_\_\_\_ 65,000 Lbs.  
Capacity \_\_\_\_\_ 200,000 Lbs.  
Cubic Contents \_\_\_\_\_ 1995 Cu. Ft.  
Received \_\_\_\_\_ 1974

Leased To E. J. & E.

All Steel Construction  
Builder \_\_\_\_\_ Greenville Steel Car Co. 1974  
Truck \_\_\_\_\_ U-Sect. Barber Type S-2-A  
Journals (Timken Roller Bearings) 6 1/2 x 12" 12



12-8-75



50 HOPPER CARS CLASS Q2

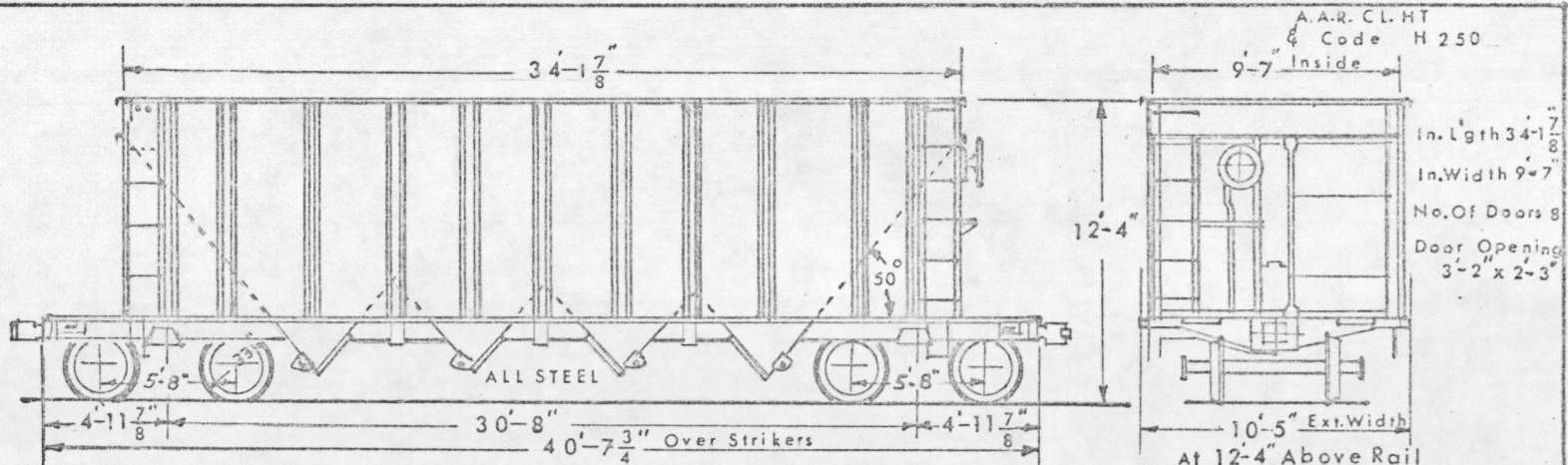
NO'S. 4700 - 4749

Weight \_\_\_\_\_  
 Capacity \_\_\_\_\_ 154 000 Lbs  
 Cubic Contents (level full) - 2627 Cu. Ft.  
 Received \_\_\_\_\_ 1937  
 Rebuilt E J & E \_\_\_\_\_ 1975

Door Mech. \_\_\_\_\_  
 Material — Copper Bearing Steel  
 Builder — The Ryan Car Co  
 C.S. Side Frames Section U  
 Truck — A.S.F. Spring Plankless  
 Journals — 6" x 11" A.A.R. 13

Q2

9-1-71  
 11-1-73  
 12-8-75  
 7-26-78



70 TON HOPPER CAR

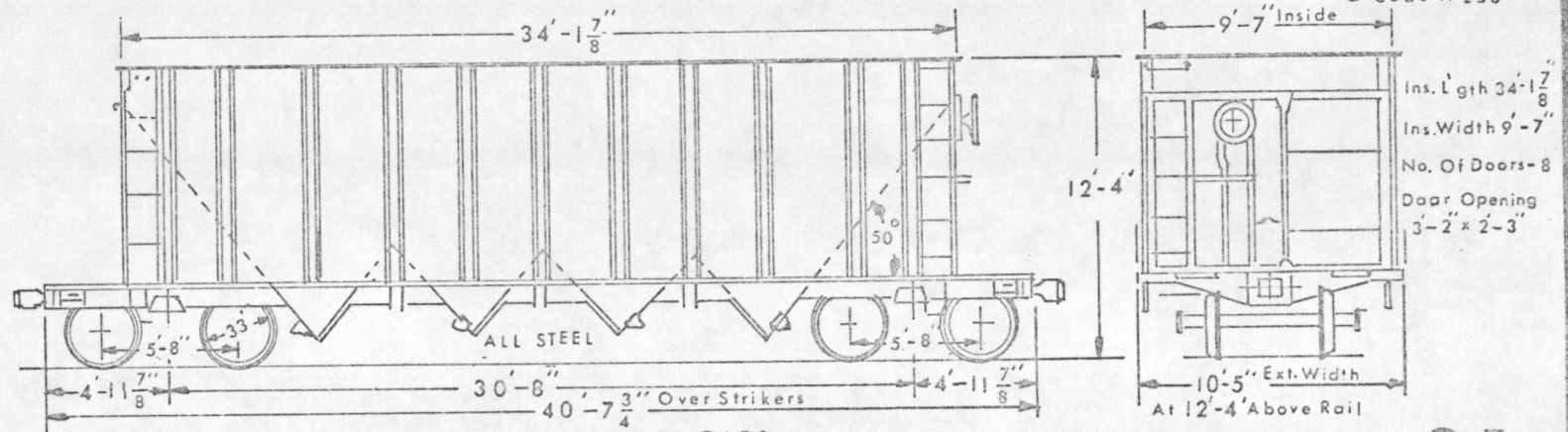
CLASS Q5 147 CARS NOS. 1000-1249

Weight \_\_\_\_\_ 53,600 Lbs.  
 Capacity \_\_\_\_\_ 154,000 Lbs.  
 Cubic Contents (level full) 2609 Cu. Ft.  
 Received (Nos 2700-2949) \_\_\_\_\_ 1952  
 Rebuilt (D.M.I.R. W/P-S Parts) \_\_\_\_\_ 1971-73

Door Mech. — Enterprise Ry. Eqm't. Co.  
 Material — Copper Bearing Steel  
 Builder — Pressed Steel Car Co (Original)  
 Truck A.S.F. Ride Control A3, C.S. Side Frame  
 Journals — 6" x 11" 14

Q5

6-13-73  
12-8-75



70 TON HOPPER CARS

CLASS Q5 101 CARS NO'S 11004-11247

Weight \_\_\_\_\_ 53,600 Lbs.

Capacity \_\_\_\_\_ 154,000 Lbs.

Cubic Contents (level full) 2609 Cu Ft. Car Co.

Received (Nos 2700-2949) \_\_\_\_\_ 1952

Rebuilt (DM&IR W/P-S Parts) 1971-73

Leased From Illinois Hopper

Door Mech.—Enterprise Ry. Eqm't Co.

Material \_\_\_\_\_ Copper Bearing Steel

Builder \_\_\_\_\_ Pressed Steel Car Co. (Original)

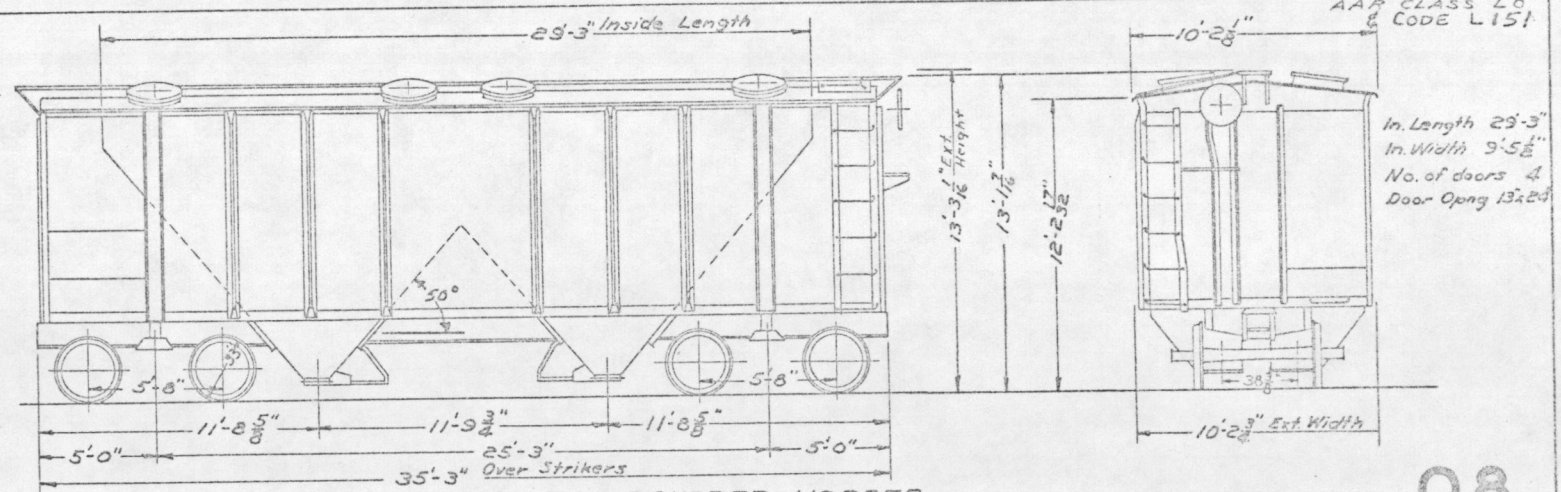
Truck—A.S.F. Ride Control A3 C.S. Side Frame

Journals \_\_\_\_\_ 6"x11"

Q5

15

4-24-58  
3-6-67  
4-17-67  
2-6-70  
12-8-75  
7-26-78



70 TON COVERED HOPPER

CLASS Q8 7 CARS NOS. 4970-4989

Weight \_\_\_\_\_ 52,700 Lbs.

Capacity \_\_\_\_\_ 154,000 Lbs.

Cubic Contents (level full) 2003 Cu. Ft.

Received \_\_\_\_\_ 1956

Door Mech.—Enterprise Ry. Eqm't Co.

Material \_\_\_\_\_ Copper Bearing Steel

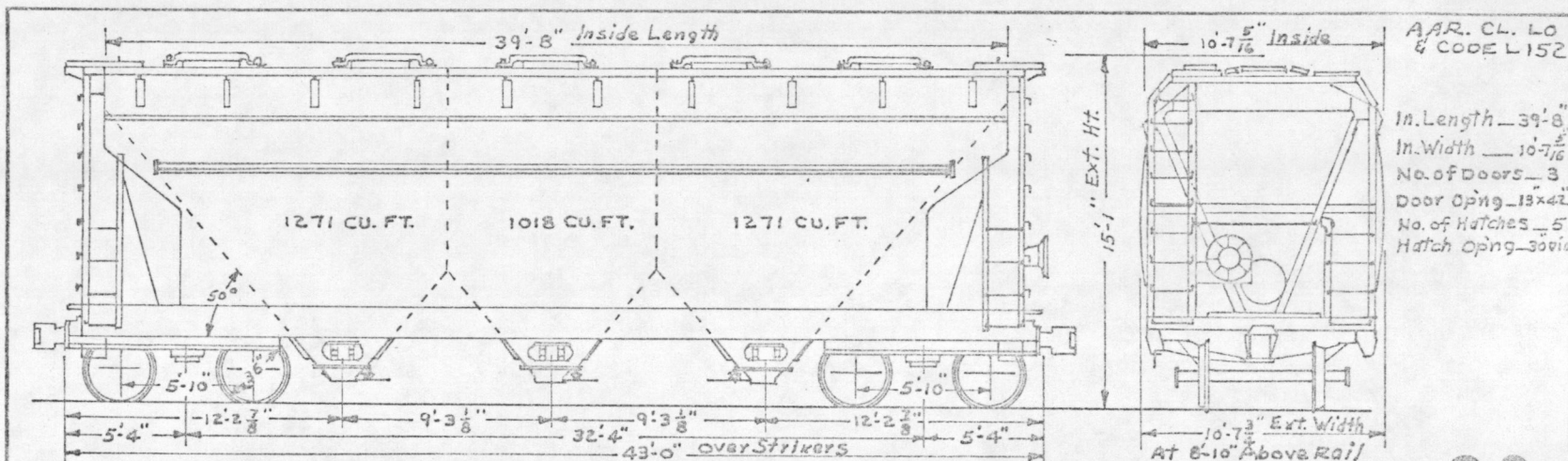
Builder \_\_\_\_\_ Pullman Std. Car Mfg. Co.

Truck—A3 Ride Control, C.S. Side Frame

Journals \_\_\_\_\_ 6"x11" 16

Q8

6-4-68  
2-6-70  
10-31-73  
12-8-75



A.A.R. CL. L0  
& CODE L152

In. Length 39'-8"  
In. Width 10'-7 5/16"  
No. of Doors 3  
Door Opng. 13x42"  
No. of Hatches 5  
Hatch Opng. 36x60"

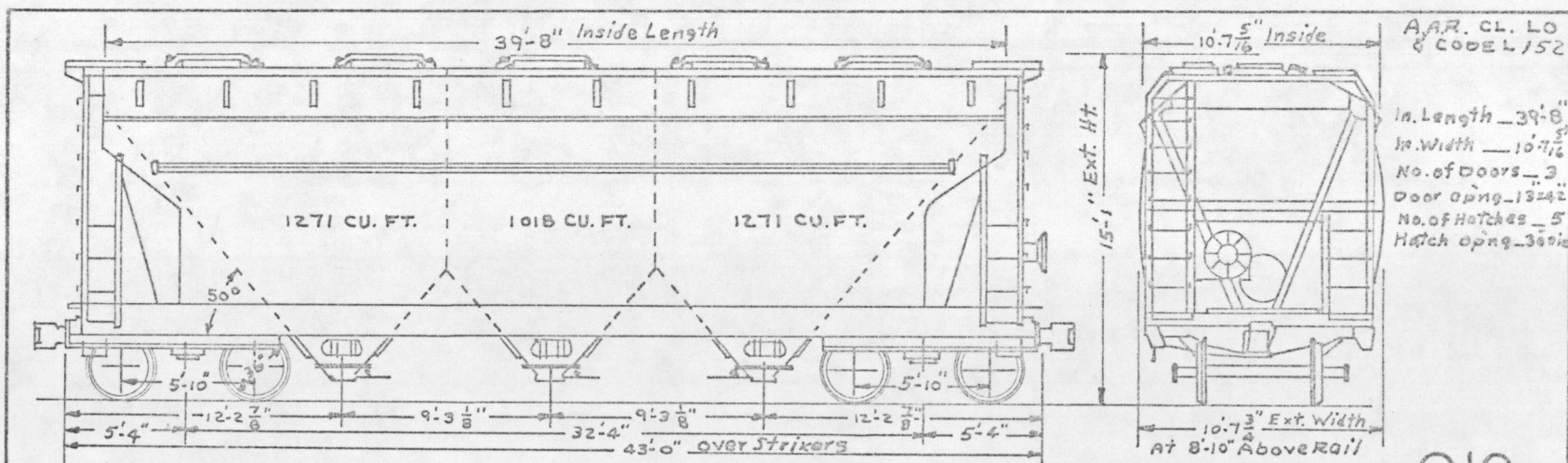
100 TON COVERED HOPPER  
CLASS Q 9 9 CARS NOS. 5000-5008

Q9

Weight \_\_\_\_\_ 59,700 Lbs.  
Capacity \_\_\_\_\_ 200,000 Lbs.  
Cubic Contents \_\_\_\_\_ 3560 Cu. Ft.  
Received \_\_\_\_\_ 1968

Door Mech. \_\_\_\_\_ Keystone Ry. Eqm't. Co.  
Material \_\_\_\_\_ Copper Bearing Steel  
Builder \_\_\_\_\_ Am. Car & Fdy Co.  
Truck \_\_\_\_\_ A.S.F. Ride Control, C.S. Side Frame  
(Hyatt) Journals \_\_\_\_\_ Roller Bearing \_\_\_\_\_ 6 1/2" x 12" 17

2-20-69  
2-9-70  
10-31-73  
12-8-75



A.A.R. CL. L0  
& CODE L152

In. Length 39'-8"  
In. Width 10'-7 5/16"  
No. of Doors 3  
Door Opng. 13x42"  
No. of Hatches 5  
Hatch Opng. 36x60"

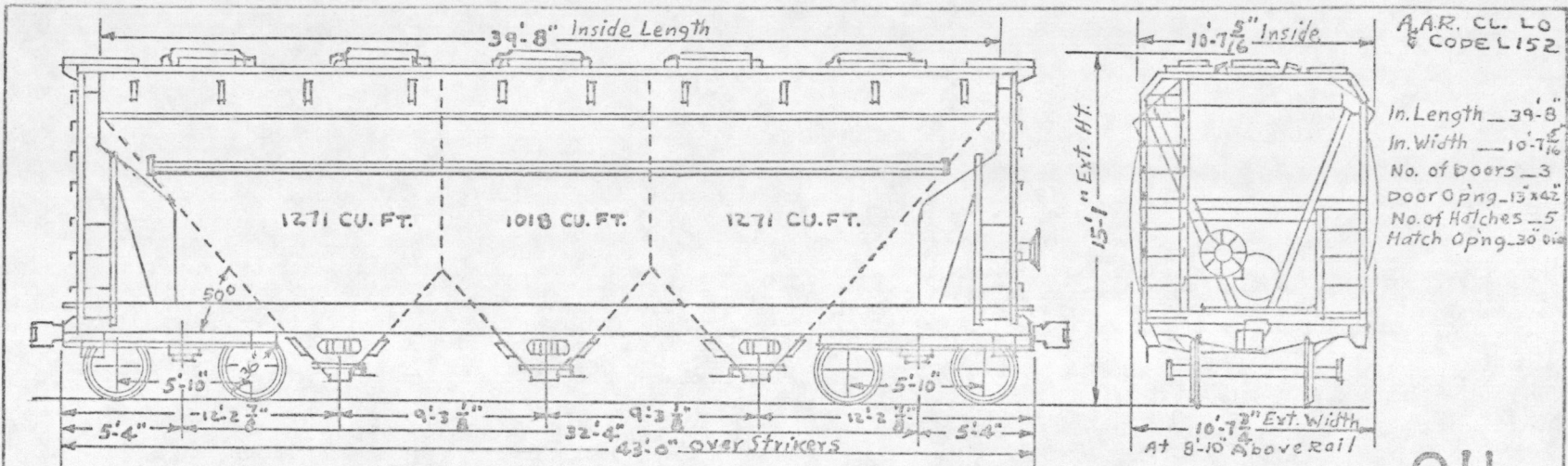
100 TON COVERED HOPPER  
CLASS Q10 4 CARS NOS. 5009-5012

Q10

Weight \_\_\_\_\_ 61,000 Lbs.  
Capacity \_\_\_\_\_ 200,000 Lbs.  
Cubic Contents \_\_\_\_\_ 3560 Cu. Ft.  
Received \_\_\_\_\_ 1968

Door Mech. \_\_\_\_\_ Keystone Ry. Eqm't. Co.  
Material \_\_\_\_\_ Copper Bearing Steel  
Builder \_\_\_\_\_ Am. Car & Fdy Co.  
Truck \_\_\_\_\_ A.S.F. Ride Control, C.S. Side Frame  
(Hyatt) Journals \_\_\_\_\_ Roller Bearing \_\_\_\_\_ 6 1/2" x 12" 18

12-31-69  
10-31-73  
12-8-75



A.A.R. CL. LQ  
& CODE L152

In. Length — 39'-8"  
In. Width — 10'-7 5/16"  
No. of Doors — 3  
Door Op'ng — 15' x 42"  
No. of Hatches — 5  
Hatch Op'ng — 30" Dia

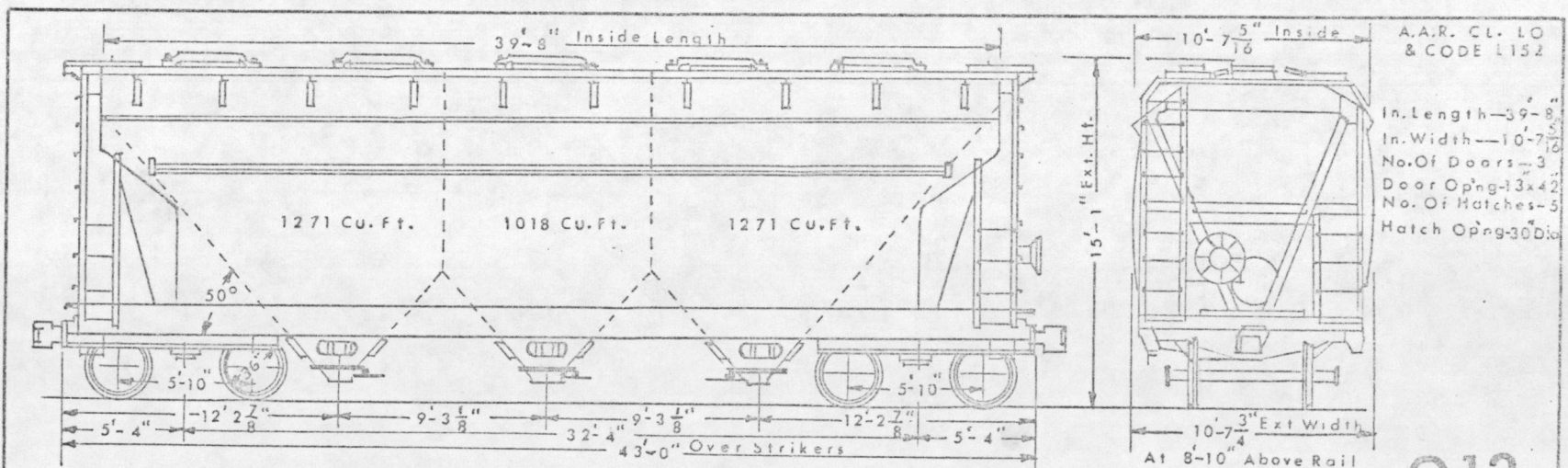
**100 TON COVERED HOPPER  
CLASS Q11 5 CARS NOS. 5013-5017**

Weight \_\_\_\_\_ 60,900 Lbs.  
Capacity \_\_\_\_\_ 200,000 Lbs.  
Cubic Contents \_\_\_\_\_ 3560 Cu. Ft.  
Received \_\_\_\_\_ 1969

Door Mech. — Am. Car & Fdy Co.  
Material — Copper Bearing Steel  
Builder — Am. Car & Fdy Co.  
Truck — A.S.F. Ride Control, C.S. Side Frame  
(Timken) Journals — Roller Bearing — 6 7/8" x 12" 19-

**Q11**

6-17-70  
10-31-73  
2-8-75



A.A.R. CL. LQ  
& CODE L152

In. Length — 39'-8"  
In. Width — 10'-7 5/16"  
No. Of Doors — 3  
Door Op'ng — 13' x 42"  
No. Of Hatches — 5  
Hatch Op'ng — 30" Dia

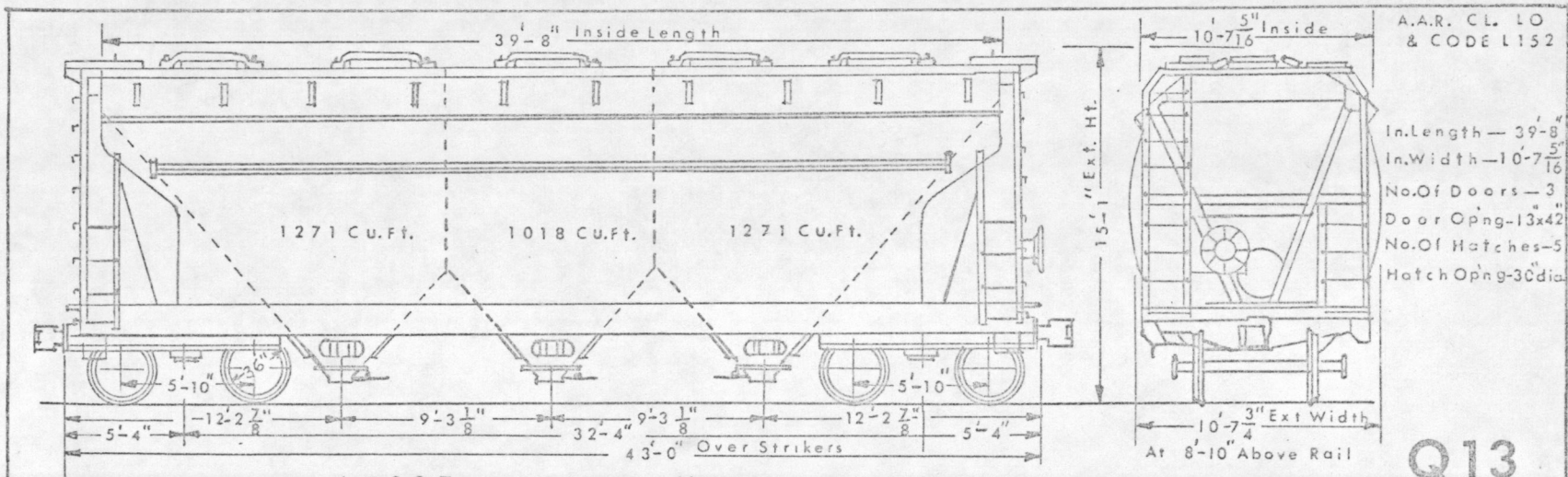
**100 TON COVERED HOPPER  
CLASS Q12 1 CAR NO. 5018**

Weight \_\_\_\_\_ 60,100 Lbs.  
Capacity \_\_\_\_\_ 200,000 Lbs.  
Cubic Contents \_\_\_\_\_ 3560 Cu. Ft.  
Received \_\_\_\_\_ 1970

Door Mech. — Am. Car & Foundry Co.  
Material — Copper Bearing Steel  
Builder — Am. Car & Foundry Co.  
Truck — A.S.F. Ride Control C.S. Side Frame  
(Brenco-Timken) Journals — Roller Bearing — 6 7/8" x 12" 20

**Q12**

6-19-70  
10-31-73  
12-15-75



100 TON COVERED HOPPER

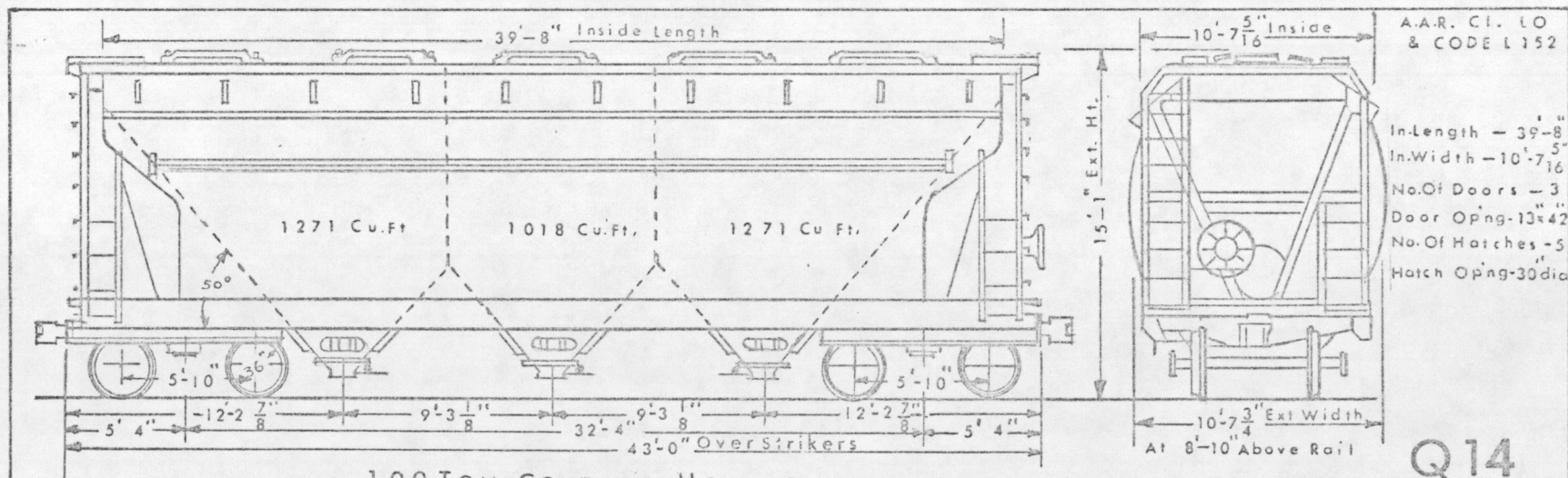
CLASS Q13 8 CARS NOS. 5019-5026

Weight ————— 60,000 Lbs.  
Capacity ————— 200,000 Lbs.  
Cubic Contents ——— 3560 Cu. Ft.  
Received ————— 1970

Door Mech. — Am. Car & Foundry Co.  
Material ——— Copper Bearing Steel  
Builder ——— Am. Car & Foundry Co.  
Truck — A.S.F. Ride Control C.S. Side Frame  
(Timken) Journals — Roller Bearing — 6 1/2 x 12" 21

Q13

9-28-72  
10-31-73  
12-15-75



100 TON COVERED HOPPER.

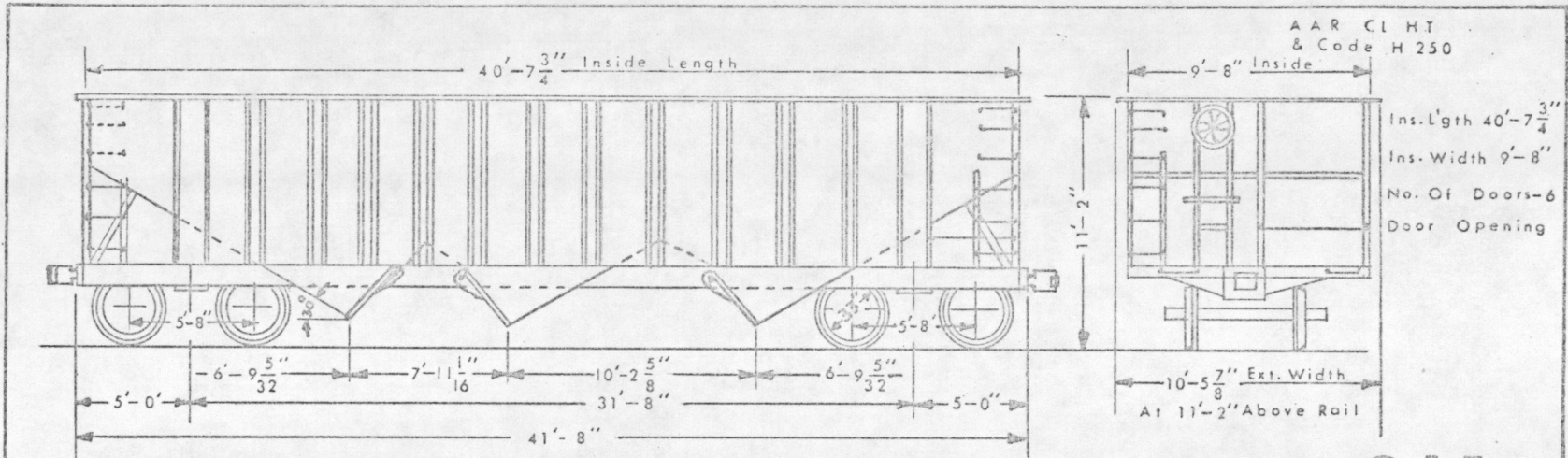
CLASS Q14 13 CARS NOS 5027-5039

Weight ————— 60,700 Lbs.  
Capacity ————— 200,000 Lbs.  
Cubic Contents ——— 3560 Cu. Ft.  
Received ————— 1972

Door Mech. — Am. Car & Foundry Co.  
Material ——— Copper Bearing Steel  
Builder ——— Am. Car & Foundry Co.  
Truck — A.S.F. Ride Control C.S. Side Frame  
(Timken) Journals — Roller Bearing — 6 1/2 x 12" 22

Q14

12-1-75  
7-26-78  
11-30-78



AAR CL HT  
& Code H 250

Ins. L'gth 40'-7<sup>3</sup>/<sub>4</sub>"  
Ins. Width 9'-8"  
No. Of Doors-6  
Door Opening

70 TON HOPPER CARS

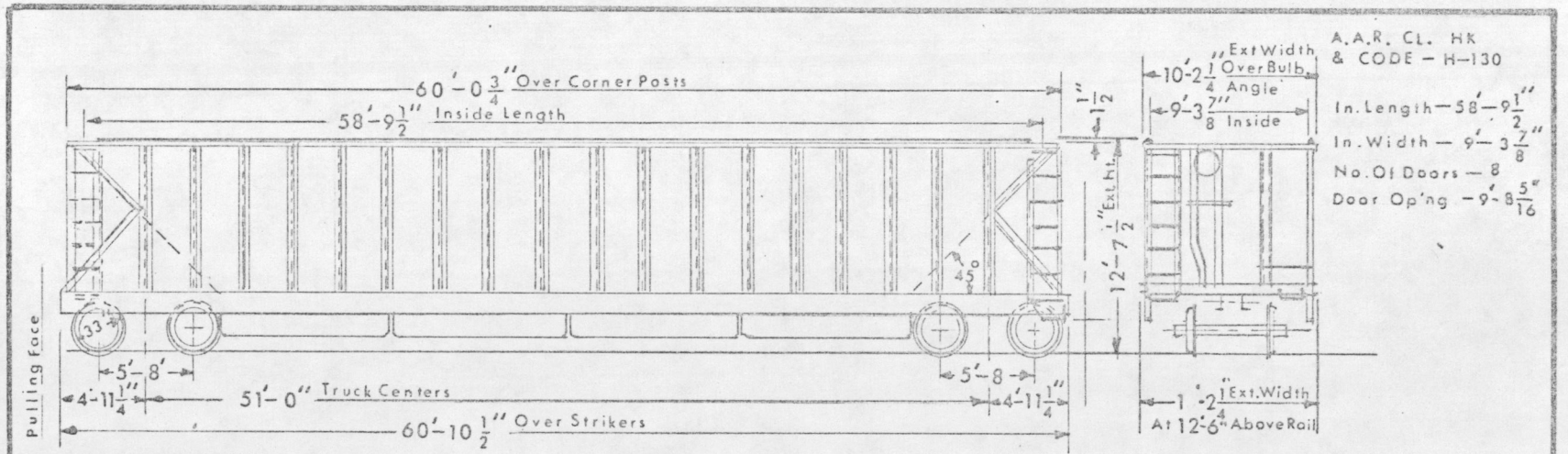
CLASS Q15 341 CARS NOS. 12019-12149; 74000-74349

Q15

Weight \_\_\_\_\_ 54,500 Lbs.  
Capacity \_\_\_\_\_ 154,000 Lbs.  
Cubic Contents (Level Full) 2662 Cu. Ft.  
Received (Rebuilt By Beth. St. Corp.) 1975  
Built \_\_\_\_\_ 1956-1961

Door Mech.—Miner Enterprise Unit Latch  
Material \_\_\_\_\_ Copper Bearing Steel  
Builder \_\_\_\_\_  
Truck \_\_\_\_\_ Roller Bearing  
Journals \_\_\_\_\_ 6"x 11"

6-6-73  
12-15-75



A.A.R. CL. HK  
& CODE - H-130

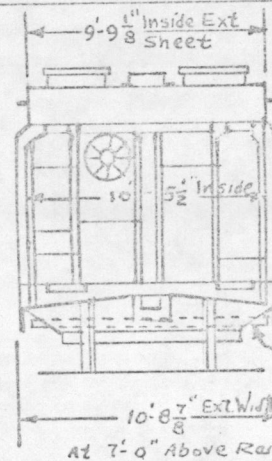
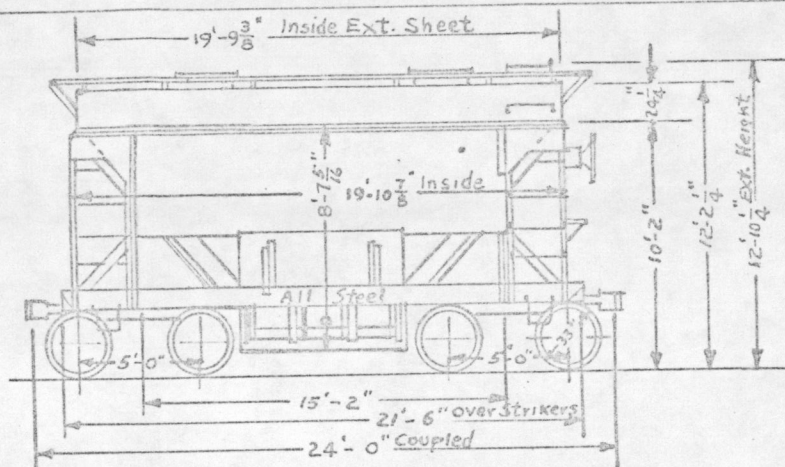
In. Length—58'-9<sup>1</sup>/<sub>2</sub>"  
In. Width—9'-3<sup>7</sup>/<sub>8</sub>"  
No. Of Doors—8  
Door Op'ng—9'-8<sup>5</sup>/<sub>16</sub>"

70 TON COKE HOPPER  
100 CARS NOS 73101-73200

Weight \_\_\_\_\_ 70,700 Lbs.  
Capacity \_\_\_\_\_ 146,000 Lbs.  
Cubic Contents \_\_\_\_\_ 4415 Cu. Ft.  
Received \_\_\_\_\_ 1973 (Leased To E J & E 1973)

Builder \_\_\_\_\_ Greenville Steel Car Co.  
Door Mech.—Miner—Enterprise  
Material \_\_\_\_\_ Copper Bearing Steel  
Truck \_\_\_\_\_ S.C.T. Ride Control  
Journals \_\_\_\_\_ Roller Bearing 6"x 11"

2-10-67  
 3-15-67  
 4-14-67  
 1-26-70  
 10-31-73  
 10-29-74  
 12-15-75,  
 11-30-78



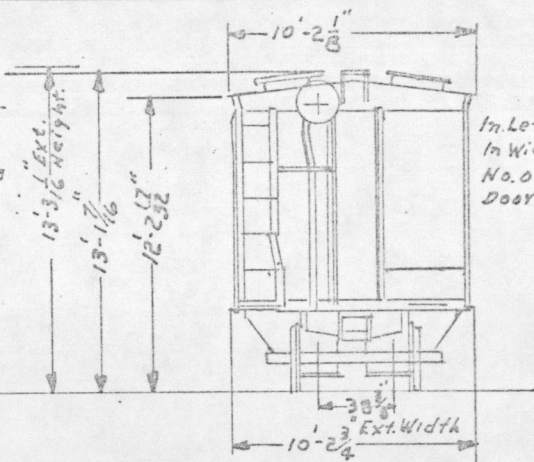
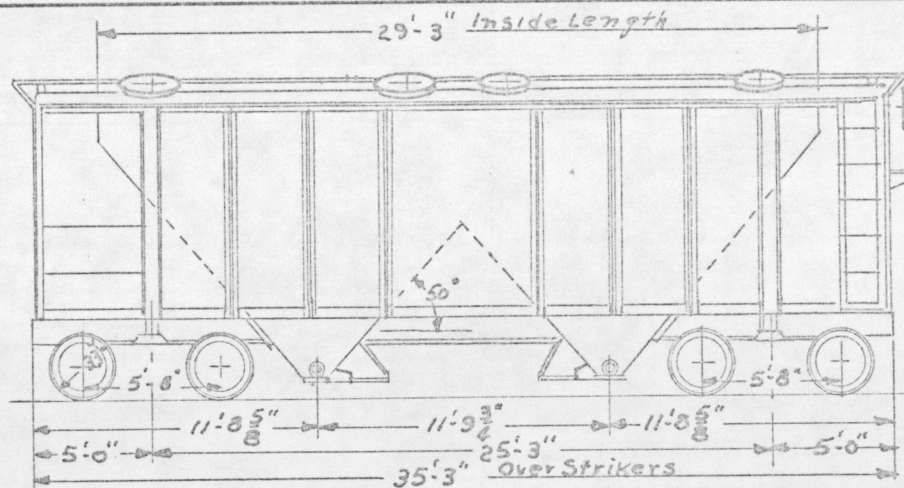
A.A.R. CL. LO  
 & CODE L 351  
 In. Length — 19'-9 3/8"  
 In. Width — 9'-9 1/8"  
 In. Length — 19'-10 7/8"  
 In. Width — 10'-5 1/2"

5 COVERED HOPPER (SAND) CARS Nos.\*24158,\*24187,\*24456,\*24899,\*28214

Weight \_\_\_\_\_ 44,900 Lbs.  
 Capacity \_\_\_\_\_ 154,000 Lbs.  
 Cubic Contents — level full — 1386 Cu.ft.  
 \*\* Converted to Sand Car From U-17 — 1965,67,72  
 \*\* " " " " " U-24 — 1974

Builder \_\_\_\_\_ Pullman Std. Car Mfg. Co.  
 Truck \_\_\_\_\_ N. M. C. Co.  
 Side Frame \_\_\_\_\_ Cast Steel Sect. U  
 Journals \_\_\_\_\_ 6x11" A.A.R.

5-3-78



In. Length 29'-3"  
 In. Width 9'-5 1/2"  
 No. of doors "4"  
 Door Opng 13x24"

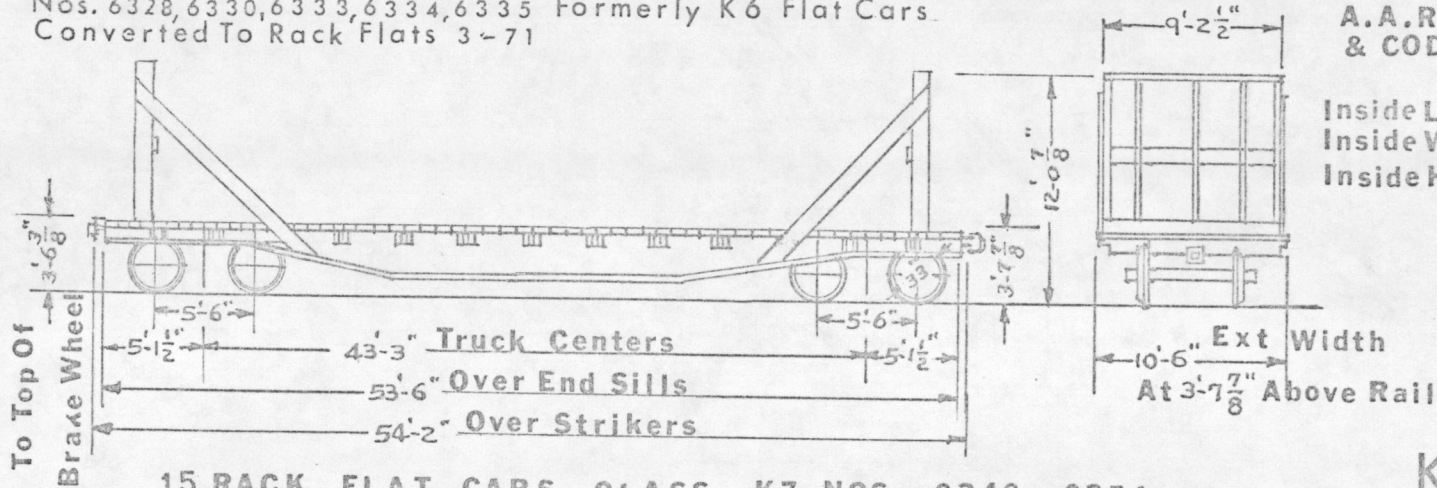
2 - SAND CARS No. 4988 - 4989  
 (Formerly Q8 Covered Hopper)

Weight \_\_\_\_\_ 51,900 Lbs.  
 Capacity \_\_\_\_\_ 154,000 Lbs.  
 Cubic Contents (level full) 2003 Cu.Ft.  
 Received \_\_\_\_\_ 1956

Material \_\_\_\_\_ Copper Bearing Steel  
 Builder \_\_\_\_\_ Pullman Std. Car. Co.  
 Trucks \_\_\_\_\_ A3 Ride Control, C.S. Side Frame  
 Journals \_\_\_\_\_ 6x11"  
 Converted To Sand Car \_\_\_\_\_ 1978

1-19-70  
6-18-71  
12-3-75  
7-26-78

Nos. 6328, 6330, 6333, 6334, 6335 Formerly K6 Flat Cars.  
Converted To Rack Flats 3-71



A.A.R. CL. LP  
& CODE LO 26

Inside Length — 49'-6 1/2"  
Inside Width — 9'-2 1/2"  
Inside Height — 8'-5"

15 RACK FLAT CARS CLASS K7 NOS. 6340—6354

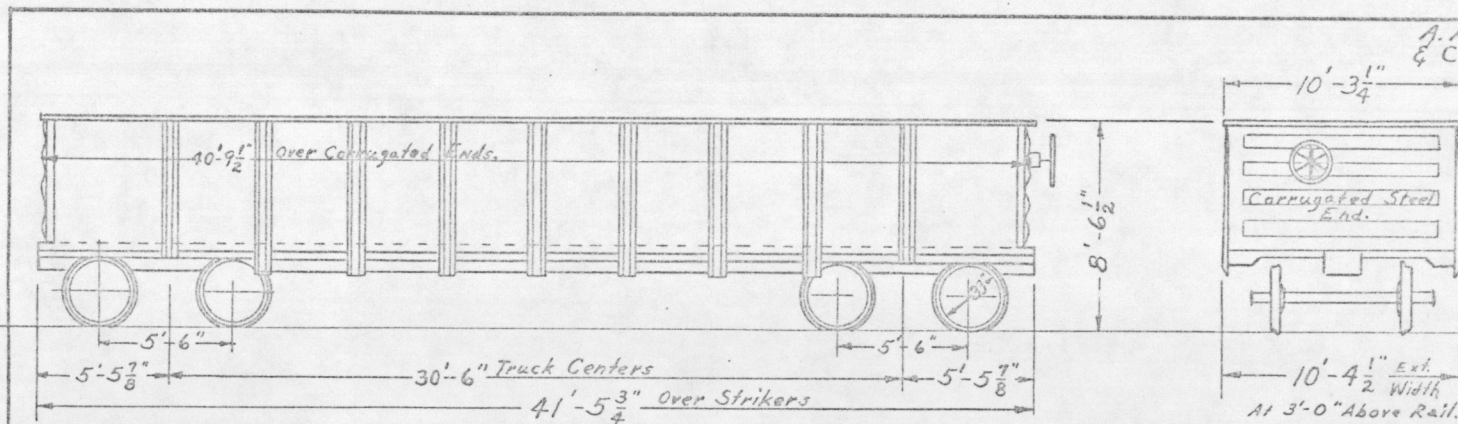
K 7

Weight \_\_\_\_\_ 53,800 Lbs.  
Capacity \_\_\_\_\_ 110,000 Lbs.  
Builder \_\_\_\_\_ Ralston Steel Car Co  
Received \_\_\_\_\_ 1969—E.J.& E.

All Steel Construction Except Wood Floor  
Truck \_\_\_\_\_ Barber Stabilized Truck  
Journals \_\_\_\_\_ 5 1/2" x 10"  
Built \_\_\_\_\_ 1943

5

2-4-42  
8-8-55  
3-6-67  
4-17-67  
2-6-70  
6-18-71  
10-31-73  
10-17-74  
12-3-75  
7-28-78  
11-30-78



A.A.R. CL. GB  
& CODE G 112

In. Length 40'-1"  
In. Width 9'-6"  
In. Height 5'-1 1/4"

77 GONDOLA CARS CLASS V2 NOS 4100-4199  
SOLID BOTTOM

V2

Weight \_\_\_\_\_ 40,200 Lbs.  
Capacity \_\_\_\_\_ 110,000 Lbs.  
Cubic Contents \_\_\_\_\_ 1,959 Cu.Ft.  
Received \_\_\_\_\_ 1941.

All Steel Construction \_\_\_\_\_  
Material — U.S.S. Corten Steel.  
Builder — American Car & Fdy Co. Lot # 2199  
Truck — C.S. Side Frames — Sec. U.  
Journals — 5 1/2" x 10"

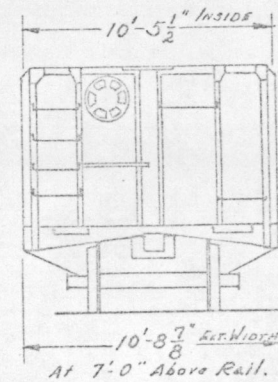
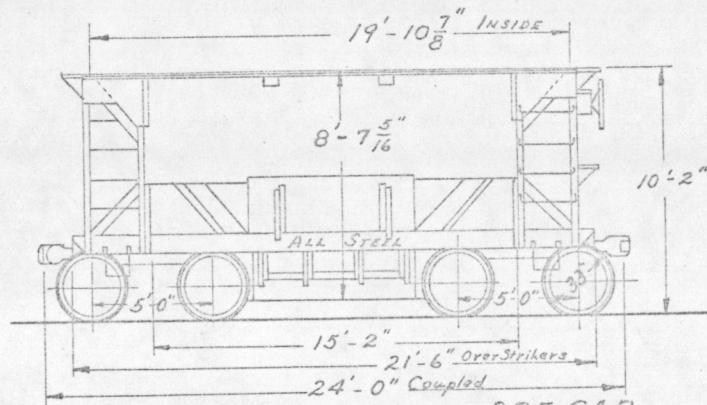
6



9-1-42

2-19-43  
3-6-67  
4-17-67  
1-26-70  
12-18-70  
10-31-73  
10-29-74  
12-16-75  
7-26-78  
11-30-78

A.A.R. Cl. HMA  
& CODE J 210



In. Length \_\_\_\_\_ 19'-10 7/8"  
In. Width \_\_\_\_\_ 10'-5 1/2"  
Hopp. Op. \_\_\_\_\_ 6'-6" x 6'-10"  
Door Op. \_\_\_\_\_ 2'-7 3/4" x 6'-10"

# U19

ORE CAR  
CLASS U19 363 CARS NO'S 25500 TO 25999.

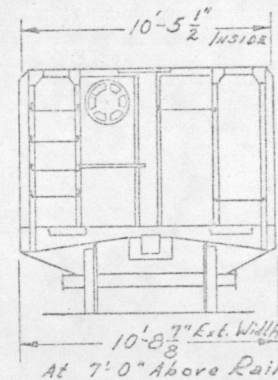
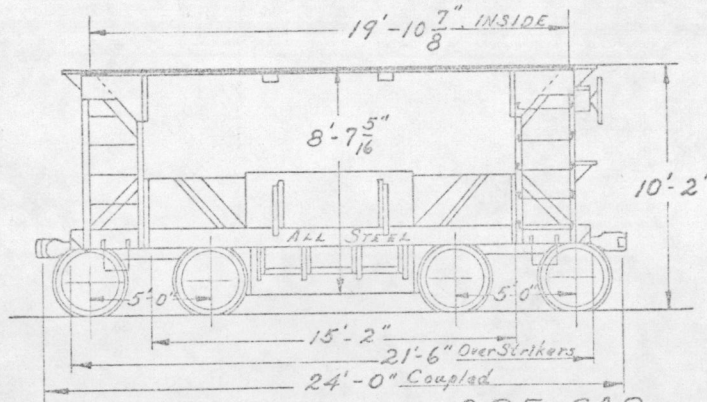
Weight \_\_\_\_\_ 43,400 Lbs.  
Capacity \_\_\_\_\_ 154,000 Lbs.  
Cubic Contents level full \_\_\_\_\_ 1,000 CU.FT.  
Received \_\_\_\_\_ 1942.

Door Mech. Patents \_\_\_\_\_ Enterprise  
Builder \_\_\_\_\_ Pullman Std. Car Mfg. Co.  
Truck \_\_\_\_\_ Spring Plankless-Buckeye  
C.S. Side frames Sect. U  
Journals \_\_\_\_\_ 6" x 11" A.A.R. 29

9-1-42

2-19-43  
3-6-67  
4-14-67  
1-26-70  
12-18-70  
10-31-73  
3-4-75  
12-16-75  
7-26-78  
11-30-78

A.A.R. Cl. HMA  
& CODE J 210



In. Length \_\_\_\_\_ 19'-10 7/8"  
In. Width \_\_\_\_\_ 10'-5 1/2"  
Hopp. Op. \_\_\_\_\_ 6'-6" x 6'-10"  
Door Op. \_\_\_\_\_ 2'-7 3/4" x 6'-10"

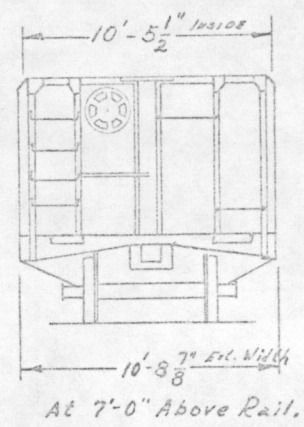
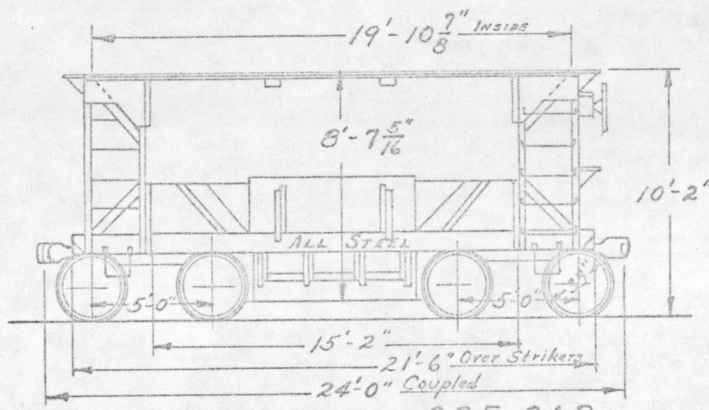
# U20

ORE CAR  
CLASS U-20 349 CARS NO'S 26,000 TO 26,499

Weight \_\_\_\_\_ 43,300 Lbs.  
Capacity \_\_\_\_\_ 154,000 Lbs.  
Cubic Contents level full \_\_\_\_\_ 1,000 CU.FT.  
Received \_\_\_\_\_ 1942.

Door Mech. Patents \_\_\_\_\_ Enterprise  
Builder \_\_\_\_\_ General Amer. Trans. Corp  
Truck - SERIES 26000-26249- ASF. } C.S.  
" " 26250-26499-NM&SC. Co. } Side frames Sect. U  
Journals \_\_\_\_\_ 6" x 11" A.A.R. 30

9-1-42  
 3-6-67  
 4-14-67  
 7-11-68  
 1-26-70  
 12-18-70  
 10-31-73  
 9-11-74  
 12-16-75  
 7-26-78  
 11-30-78



A.A.R. CL. HMA  
 & CODE J 210

In. Length \_\_\_\_\_ 19'-10 7/8"  
 In. Width \_\_\_\_\_ 10'-5 1/2"  
 Hopp. Op. \_\_\_\_\_ 6'-6" x 6'-10"  
 Door Op. \_\_\_\_\_ 2'-7 3/4" x 6'-10"

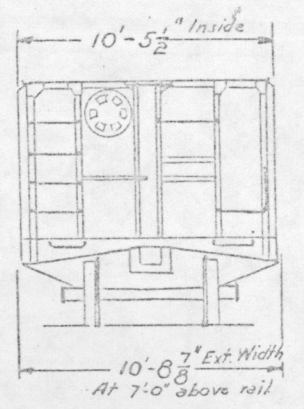
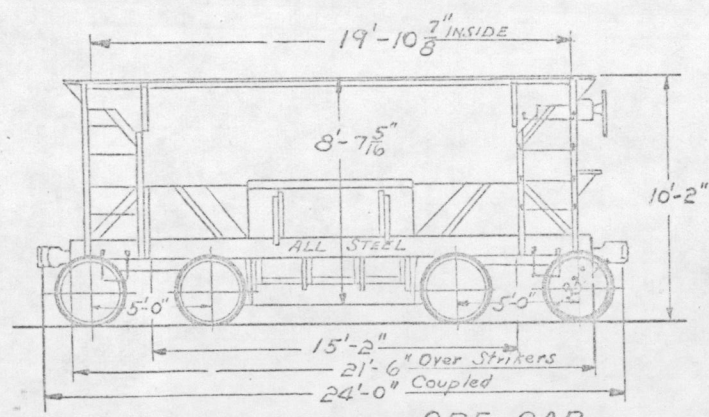
U21

CLASS U-21 368 CARS NO'S 26,500 to 26,999.

Weight \_\_\_\_\_ 43,200 Lbs.  
 Capacity \_\_\_\_\_ 154,000 Lbs.  
 Cubic Contents \_\_\_\_\_ level full \_\_\_\_\_ 1,000 CU.FT.  
 Received \_\_\_\_\_ 1942.

Door Mech. Patents \_\_\_\_\_ Enterprise  
 Builder \_\_\_\_\_ American Car & Fdy Co.  
 Truck \_\_\_\_\_ Spring plankless A.S.F.  
 C.S. Sideframe Sect. U.  
 Journals \_\_\_\_\_ 6" x 11" A.A.R. 31

11-22-43.  
 2-9-44  
 3-6-67  
 4-14-67  
 1-26-70  
 10-2-70  
 12-18-70  
 9-3-71  
 10-31-73  
 9-11-74  
 12-16-75  
 7-26-78  
 11-30-78



A.A.R. CL. HMA  
 & CODE J 210

In. Length \_\_\_\_\_ 19'-10 7/8"  
 In. Width \_\_\_\_\_ 10'-5 1/2"  
 Hopp. Op. \_\_\_\_\_ 6'-6" x 6'-10"  
 Door Op. \_\_\_\_\_ 2'-7 3/4" x 6'-10"

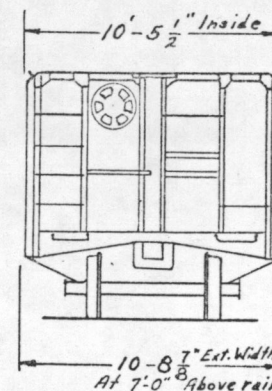
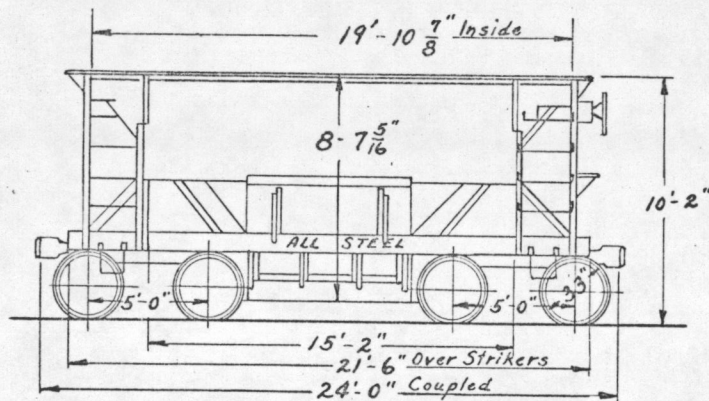
U22

CLASS U22 232 CARS NOS. 27,000 to 27490

Weight \_\_\_\_\_ 43,300 Lbs.  
 Capacity \_\_\_\_\_ 154,000 Lbs.  
 Cubic contents \_\_\_\_\_ level full \_\_\_\_\_ 1,000 Cu.ft.  
 Received \_\_\_\_\_ 1943.

Door Mech. Patents \_\_\_\_\_ Enterprise  
 Builder \_\_\_\_\_ Pressed Steel Car Co.  
 Truck \_\_\_\_\_ Spring plankless A.S.F.  
 C.S. Sideframe Sect. U  
 Journals \_\_\_\_\_ 6" x 11" A.A.R. 32

12-20-48  
 3-6-67  
 4-14-67  
 1-26-70  
 10-2-70  
 12-18-70  
 10-31-73  
 3-4-75  
 12-17-75  
 7-26-78



A.A.R. CL. HMA  
 & CODE J 210

In. Length \_\_\_\_\_ 19'-10 7/8"  
 In. Width \_\_\_\_\_ 10'-5 1/2"  
 Hopp. Op. \_\_\_\_\_ 6'-6" x 6'-10"  
 Door Op. \_\_\_\_\_ 2'-7 3/4" x 6'-10"

**U23**

ORE CAR

CLASS U23 470 CARS NOS 27,500 to 27,999

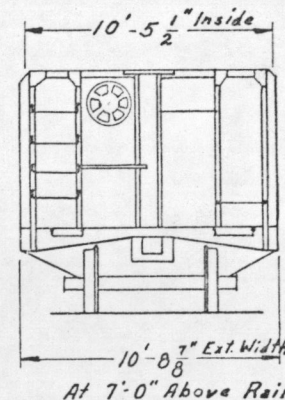
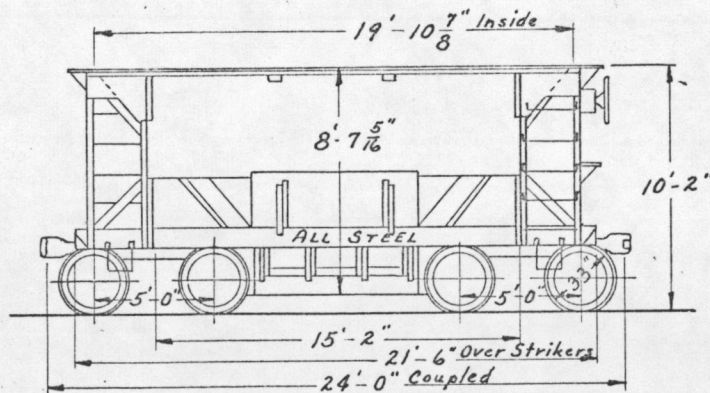
Weight \_\_\_\_\_ 44,100 Lbs.  
 Capacity \_\_\_\_\_ 154,000 Lbs.  
 Cubic contents \_\_\_\_\_ level full \_\_\_\_\_ 1,000 Cuft.  
 Received \_\_\_\_\_ 1948.

Door Mech. Patents \_\_\_\_\_ Enterprise  
 Builder \_\_\_\_\_ Pullman Std. Car Mfg. Co.  
 Truck \_\_\_\_\_ A.S.F. Ride Control A3  
 Side Frame \_\_\_\_\_ Cast Steel Sect. U  
 Journals \_\_\_\_\_ 6" x 11" A.A.R.

33

12-20-48  
 3-6-67  
 4-14-67  
 1-26-70  
 12-18-70  
 10-31-73  
 3-4-75  
 12-17-75  
 7-26-78

SEE PAGE 25&26 For COVERED HOPPER SAND CAR



A.A.R. CL. HMA  
 & CODE J 210

In. Length \_\_\_\_\_ 19'-10 7/8"  
 In. Width \_\_\_\_\_ 10'-5 1/2"  
 Hopp. Op. \_\_\_\_\_ 6'-6" x 6'-10"  
 Door Op. \_\_\_\_\_ 2'-7 3/4" x 6'-10"

**U24**

ORE CAR

CLASS U-24 469 CARS NOS 28,000 to 28,499

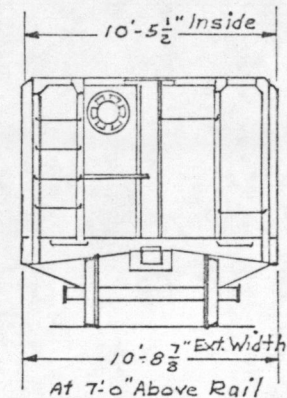
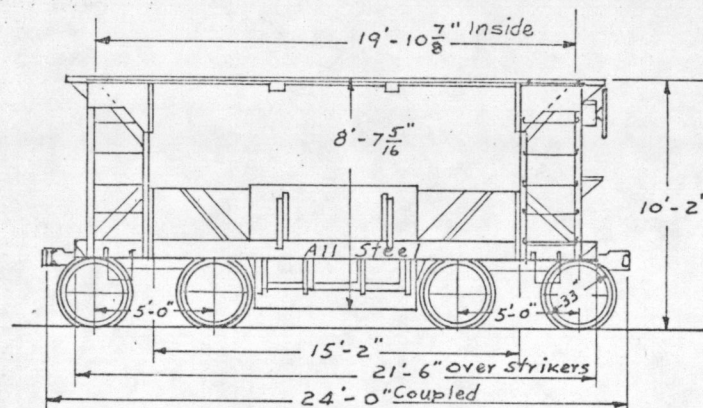
Weight \_\_\_\_\_ 44,100 Lbs.  
 Capacity \_\_\_\_\_ 154,000 Lbs.  
 Cubic Contents \_\_\_\_\_ level full \_\_\_\_\_ 1,000 Cuft.  
 Received \_\_\_\_\_ 1948.

Door Mech. Patents \_\_\_\_\_ Enterprise  
 Builder \_\_\_\_\_ American Car & Fdy. Co.  
 Truck \_\_\_\_\_ A.S.F. Ride Control A3  
 Side Frame \_\_\_\_\_ Cast Steel Sect. U  
 Journals \_\_\_\_\_ 6" x 11" A.A.R.

34

7-11-67  
 10-23-67  
 7-11-68  
 1-26-70  
 10-2-70  
 12-18-70  
 9-3-71  
 10-31-73  
 3-4-75  
 12-15-75  
 7-26-78  
 7-30-78

A.A.R. Cl. HMA  
 & CODE J 210



In. Length  $19'-10\frac{7}{8}"$   
 In. Width  $10'-5\frac{1}{2}"$   
 Hopp Opng  $6'-6" \times 6'-10"$   
 Door Opng  $2'-7\frac{3}{4}" \times 6'-10"$

**U17**

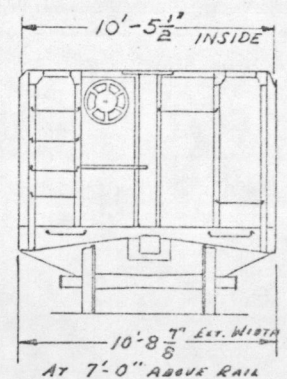
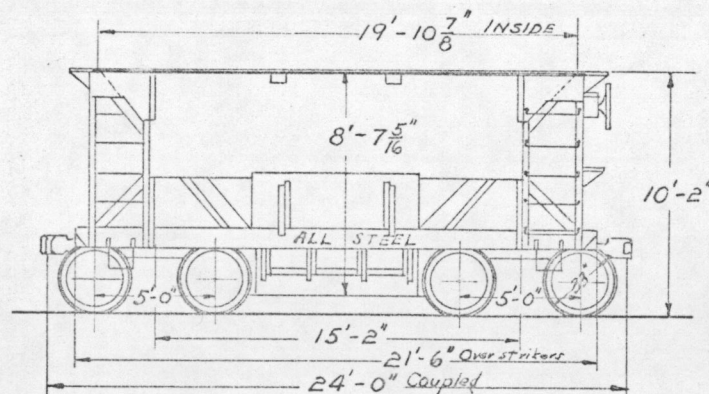
**CLASS U17 169 CARS NOS. 23975 TO 24999**

Weight { Series 23975-24799 Copper B.St. 43,400 Lbs. '  
 " 24800-24999 Cor-ten 41,000 "  
 Capacity \_\_\_\_\_ 154,000 "  
 Cubic Contents Level Full \_\_\_\_\_ 1000 Cu.ft.  
 Received 1000 Cars 1937 \_\_\_\_\_ 25 Cars \_\_\_\_\_ 1938

Door Mech. Patents Enterprise Ry. Equip. Co.  
 Builder Pullman Std. Car Mfg. Co.  
 Truck series 23975-24799 A.S.F. } C.S.  
 " " 24800-24999 N.M.C.Co } Side Frame Sect. U  
 Journals 6"x11" A.A.R. 27

3-10-37.  
 11-15-38  
 2-4-42  
 2-19-43  
 3-6-67  
 4-14-67  
 1-26-70  
 12-18-70  
 9-3-71  
 10-31-73  
 10-29-74  
 12-15-75  
 7-26-78

A.A.R. Cl. HMA  
 & CODE J 210



In. Length  $19'-10\frac{7}{8}"$   
 In. Width  $10'-5\frac{1}{2}"$   
 Hopp. Op.  $6'-6" \times 6'-10"$   
 Door Op.  $2'-7\frac{3}{4}" \times 6'-10"$

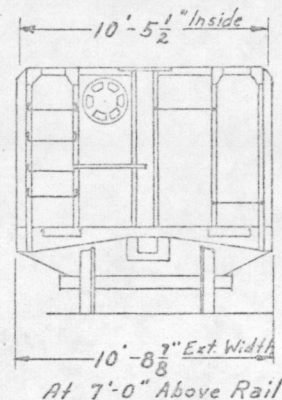
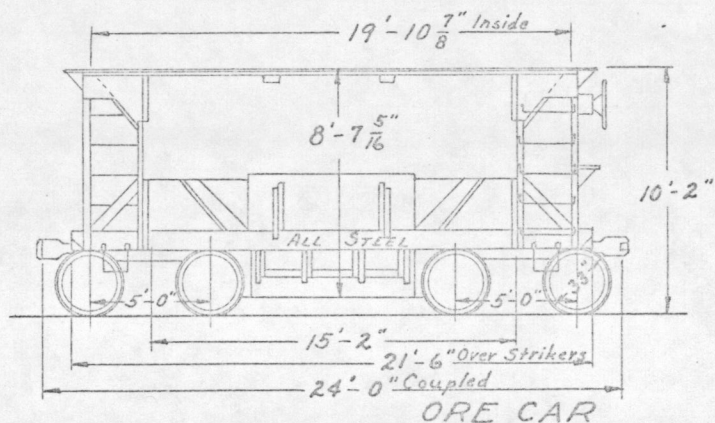
**U18**

**CLASS U18 77 CARS NOS 25000 TO 25499.**

Weight \_\_\_\_\_ 43,800 Lbs.  
 Capacity \_\_\_\_\_ 154,000 Lbs.  
 Cubic contents level full \_\_\_\_\_ 1,000 CU.FT.  
 Received \_\_\_\_\_ 1937.

Door Mech. Patents Enterprise Ry. Equip. Co.  
 Builder General American Tank Corp.  
 Truck \_\_\_\_\_ Spring plankless A.S.F.  
 " " \_\_\_\_\_ C.S. Side frame Sect. U  
 Journals 6"x11" A.A.R. 28

12-20-48  
 3-6-67  
 4-14-67  
 2-9-70  
 12-18-70  
 10-31-73  
 3-4-75  
 12-17-75  
 1-26-78



A.A.R. CL. HMA  
 & CODE J 210

In. Length \_\_\_\_\_ 19'-10 7/8"  
 In. Width \_\_\_\_\_ 10'-5 1/2"  
 Hopp. Op. \_\_\_\_\_ 6'-6" x 6'-10"  
 Door Op. \_\_\_\_\_ 2'-7 3/4" x 6'-10"

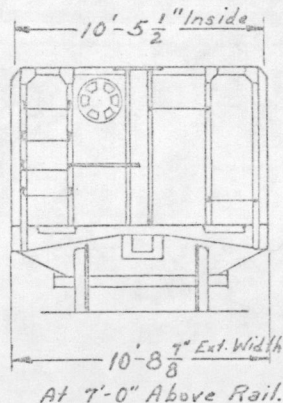
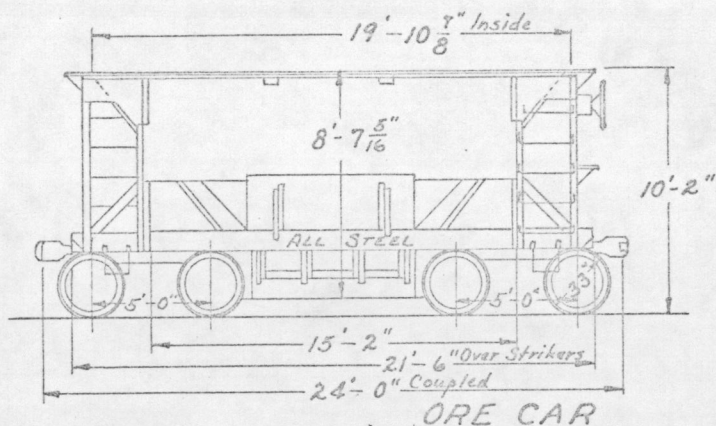
**U25**

CLASS U-25 470 CARS NO'S 28,500 to 28,999

Weight \_\_\_\_\_ 44,200Lbs.  
 Capacity \_\_\_\_\_ 154,000Lbs.  
 Cubic Contents \_\_\_\_\_ level full \_\_\_\_\_ 1,000CuFt.  
 Received \_\_\_\_\_ 1948.

Door Mech. Patents \_\_\_\_\_ Enterprise  
 Builder \_\_\_\_\_ Pressed Steel Car Co.  
 Truck \_\_\_\_\_ A.S.F. Ride Control A3  
 Side Frame \_\_\_\_\_ Cast Steel Sect.U  
 Journals \_\_\_\_\_ 6" x 11" A.A.R. 35

12-20-48  
 3-6-67  
 4-14-67  
 1-26-70  
 9-3-71  
 10-31-73  
 3-4-75  
 12-17-75  
 1-26-78



A.A.R. CL. HMA  
 & CODE J 210

In. Length \_\_\_\_\_ 19'-10 7/8"  
 In. Width \_\_\_\_\_ 10'-5 1/2"  
 Hopp. Op. \_\_\_\_\_ 6'-6" x 6'-10"  
 Door Op. \_\_\_\_\_ 2'-7 3/4" x 6'-10"

**U26**

CLASS U-26 459 CARS NO'S 29,000 to 29,499

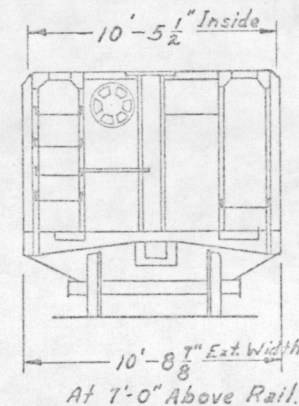
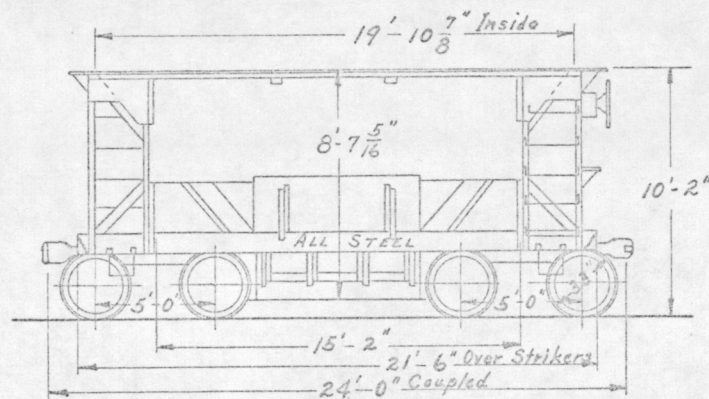
Weight \_\_\_\_\_ 44,200Lbs.  
 Capacity \_\_\_\_\_ 154,000Lbs.  
 Cubic Contents \_\_\_\_\_ level full \_\_\_\_\_ 1,000CuFt.  
 Received \_\_\_\_\_ 1948

Door Mech. Patents \_\_\_\_\_ Enterprise  
 Builder \_\_\_\_\_ General Amer. Trans. Corp.  
 Truck \_\_\_\_\_ A.S.F. Ride Control A3  
 Side Frame \_\_\_\_\_ Cast Steel Sect.U  
 Journals \_\_\_\_\_ 6" x 11" A.A.R. 36

6-5-50  
 3-6-67  
 4-14-67  
 7-10-68  
 1-26-70  
 12-18-70  
 10-31-73  
 3-4-75  
 12-17-75  
 7-26-78  
 11-30-78

11 Cars Converted to High Sides - 1965

A.A.R. CL. HMA  
 & CODE J 210



In. Length  $19'-10\frac{7}{8}''$   
 In. Width  $10'-5\frac{1}{2}''$   
 Hopp. Op.  $6'-6'' \times 6'-10''$   
 Door Op.  $2'-7\frac{3}{4}'' \times 6'-10''$

**U27**

ORE CAR  
 CLASS U-27 858 CARS NO'S 29,500 to 30,499

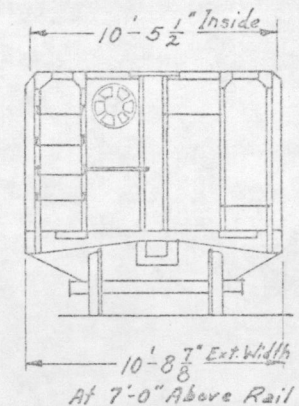
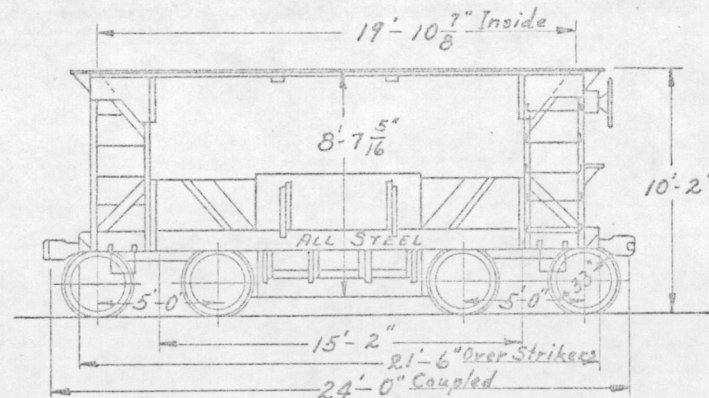
Weight \_\_\_\_\_ 44,200 Lbs.  
 Capacity \_\_\_\_\_ 154,000 Lbs.  
 Cubic Contents level full 1,000 Cuft.  
 Received \_\_\_\_\_ 1949

Door Mech. Patents \_\_\_\_\_ Enterprise  
 Builder \_\_\_\_\_ Pullman Std. Car Mfg. Co.  
 Truck \_\_\_\_\_ A.S.F. Ride Control A3  
 Side Frame \_\_\_\_\_ Cast Steel Sect U  
 Journals \_\_\_\_\_ 6" x 11" A.A.R. 37

6-5-50  
 3-7-67  
 4-14-67  
 1-26-70  
 12-18-70  
 10-31-73  
 3-4-75  
 12-17-75  
 7-26-78

1 car Converted to High Sides - 1965

A.A.R. CL. HMA  
 & CODE J 210



In. Length  $19'-10\frac{7}{8}''$   
 In. Width  $10'-5\frac{1}{2}''$   
 Hopp. Op.  $6'-6'' \times 6'-10''$   
 Door Op.  $2'-7\frac{3}{4}'' \times 6'-10''$

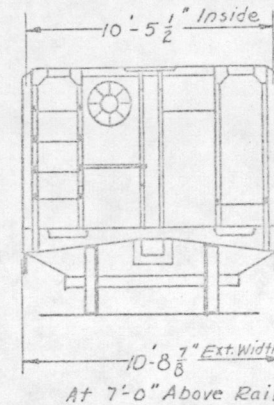
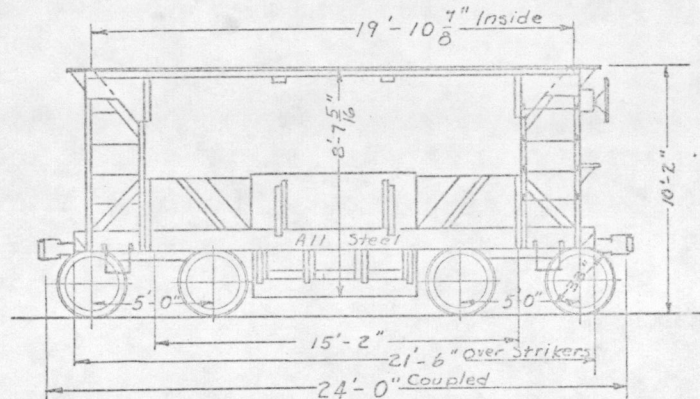
**U28**

ORE CAR  
 CLASS U-28 466 CARS NO'S 30,500 to 30,999

Weight \_\_\_\_\_ 44,100 Lbs.  
 Capacity \_\_\_\_\_ 154,000 Lbs.  
 Cubic Contents level full 1,000 Cuft.  
 Received \_\_\_\_\_ 1949

Door Mech. Patents \_\_\_\_\_ Enterprise  
 Builder \_\_\_\_\_ General Amer. Tran. Corp.  
 Truck \_\_\_\_\_ A.S.F. Ride Control A3  
 Side Frame \_\_\_\_\_ Cast Steel Sect U  
 Journals \_\_\_\_\_ 6" x 11" A.A.R. 38

1-8-52  
 5-31-55  
 8-18-56  
 3-7-67  
 4-14-67  
 1-26-70  
 12-18-70  
 10-31-73  
 9-11-74  
 12-17-75  
 7-26-78



A.A.R. CL. HMA  
 & CODE J 210

In. Length \_\_\_\_\_ 19'-10 <sup>7</sup>/<sub>8</sub>"  
 In. Width \_\_\_\_\_ 10'-5 <sup>1</sup>/<sub>2</sub>"  
 Hopp. Op. \_\_\_\_\_ 6'-6" x 6'-10"  
 Door Op. \_\_\_\_\_ 2'-7 <sup>3</sup>/<sub>4</sub>" x 6'-10"

**U29**

ORE CAR

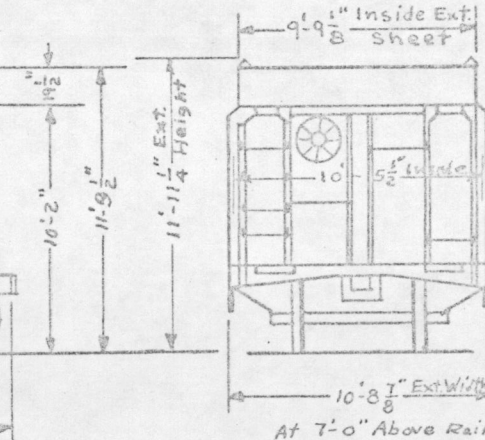
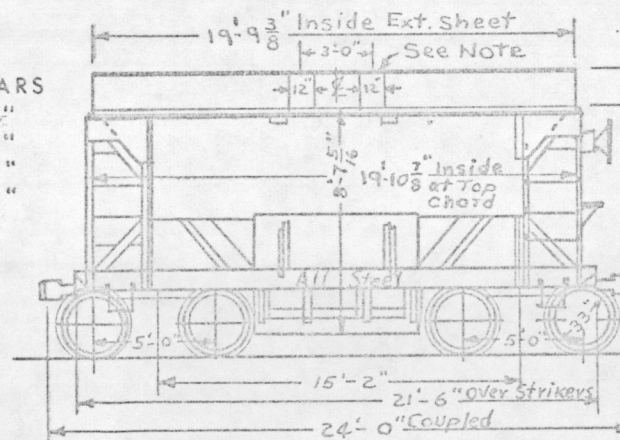
CLASS U29 1172 CARS NOS. 31,000 to 32,499

Weight \_\_\_\_\_ 44,100 Lbs.  
 Capacity \_\_\_\_\_ 154,000 Lbs.  
 Cubic Contents \_\_\_\_\_ level full \_\_\_\_\_ 1,000 Cu.ft.  
 Received \_\_\_\_\_ 1952

Door Mech. Patents \_\_\_\_\_ Enterprise  
 Builder \_\_\_\_\_ Pullman Std. Car Mfg. Co.  
 Truck \_\_\_\_\_ A.S.F. Ride Control A3  
 Side Frame \_\_\_\_\_ Cast Steel Sect. U  
 Journals \_\_\_\_\_ 6"x 11" A.A.R. 39

1-5-67  
 3-15-67  
 4-14-67  
 10-23-67  
 3-8-68  
 7-10-68  
 7-26-70  
 12-18-70  
 6-18-71  
 9-3-71  
 10-31-73  
 12-22-75  
 7-26-78  
 11-30-78

U27 11 CARS  
 U28 1 "  
 U29 186 "  
 U30 \* 17 "  
 U31 65 "



A.A.R. CL. HMAS  
 & CODE J 210

In. Length \_\_\_\_\_ 19'-10 <sup>7</sup>/<sub>8</sub>"  
 In. Width \_\_\_\_\_ 10'-5 <sup>1</sup>/<sub>2</sub>"  
 Hopp. Op. \_\_\_\_\_ 6'-6" x 6'-10"  
 Door Op. \_\_\_\_\_ 2'-7 <sup>3</sup>/<sub>4</sub>" x 6'-10"

**U27-U31**

HIGH SIDE ORE CAR

Note: CLASS U27-U31 280 CARS Nos. 50031 - 59991

All Cars Equipped With Shaker Packets

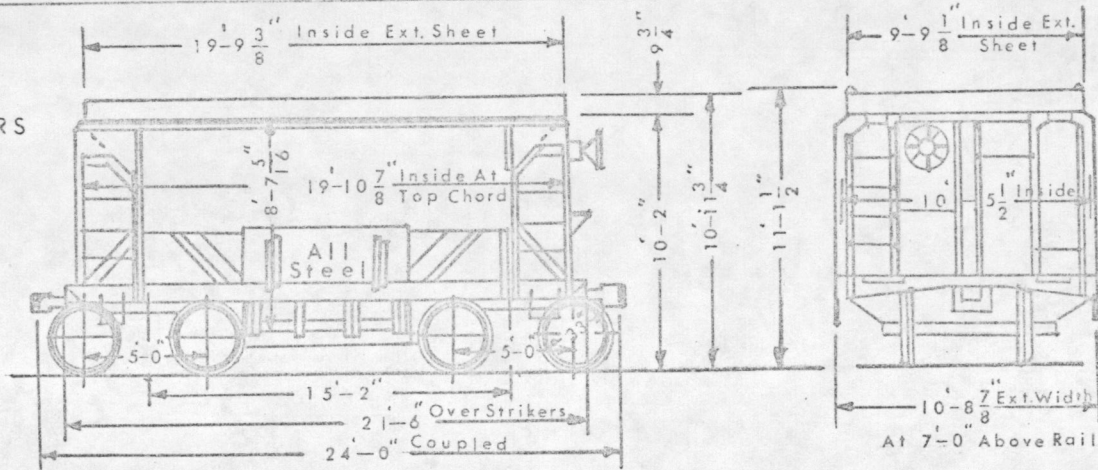
Weight \_\_\_\_\_ 46,300 Lbs.  
 Capacity \_\_\_\_\_ 154,000 Lbs.  
 Cubic Contents \_\_\_\_\_ level full \_\_\_\_\_ 1314 Cu.ft.  
 Converted to High Sides \_\_\_\_\_ 1964-

Door Mech. Patents \_\_\_\_\_ Enterprise  
 Builder \_\_\_\_\_ See Individual Classes  
 Truck \_\_\_\_\_ A.S.F. Ride Control A3  
 Side Frame \_\_\_\_\_ Cast Steel Sect. U  
 Journals \_\_\_\_\_ 6"x 11" A.A.R. 40

\* These Cars Equipped With Roller Bearings

8-31-71  
 10-31-73  
 10-29-74  
 12-22-75  
 7-26-78  
 11-30-78

U29 751 CARS  
 U30 460 "  
 U31 349 "



A.A.R. CL. HMAS  
 & CODE J 210

Inside Length — 19'-10 7/8"  
 Inside Width — 10'-5 1/2"  
 Hopp. Op'ng — 6'-6" x 6'-10"  
 Door Op'ng — 2'-7 3/4" x 6'-10"

**U29-U31**

**HIGH-SIDE ORE CAR (MINI)**

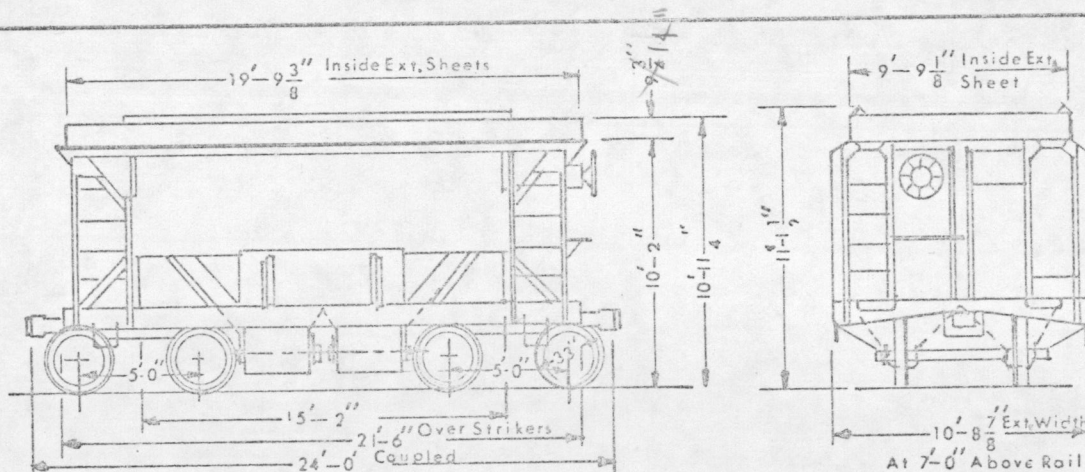
CLASS U29-U31 1560 CARS NOS. 51001 - 53498

Received \_\_\_\_\_ U29-1952, U30-1953, U31-1957  
 Weight \_\_\_\_\_ 45,400 Lbs.  
 Capacity \_\_\_\_\_ 154,000 Lbs.  
 Cubic Contents — Level Full \_\_\_\_\_ 1157 Cu. Ft.  
 Converted To Mini-Sides \_\_\_\_\_ 1971-75

Door Mech. Patents \_\_\_\_\_ Enterprise  
 Builder \_\_\_\_\_ See Individual Classes  
 Truck \_\_\_\_\_ A.S.F. Ride Control A3  
 Side Frame \_\_\_\_\_ Cast Steel Sect. U  
 Journals \_\_\_\_\_ 6" x 11" A.A.R.

41

6-9-73  
 12-22-75  
 7-26-78  
 11-30-78



A.A.R. CL.-HK  
 & CODE -H-230

Inside Length — 19'-10 7/8"  
 Inside Width — 10'-5 1/2"  
 Door Op'ng. — 4'-10" x 32"  
 No. Of Doors — 4

**70-BALLAST CARS — 1400 to 1469**

1400-1501

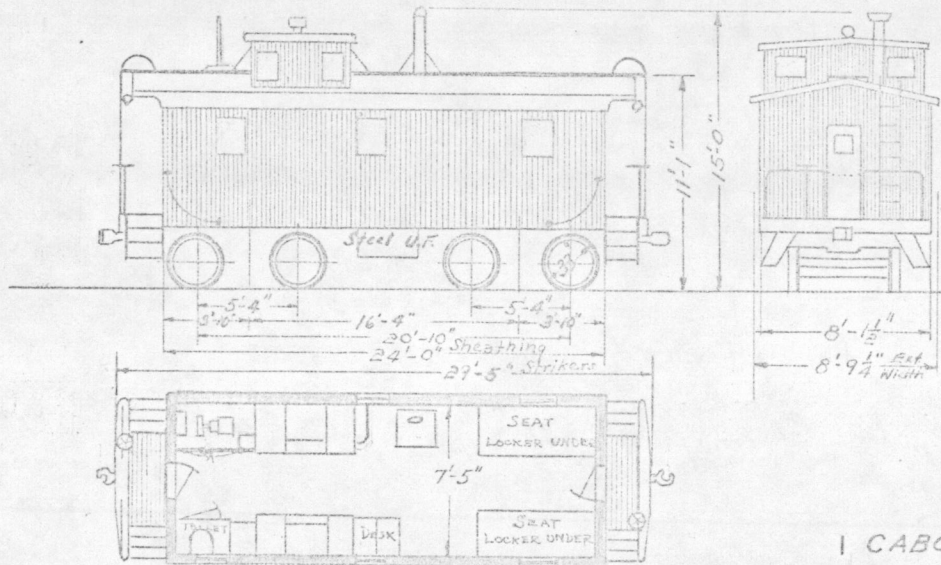
Weight \_\_\_\_\_ 43,000 Lbs.  
 Capacity \_\_\_\_\_ 154,000 Lbs.  
 Cubic Contents — Level Full \_\_\_\_\_ 1157 Cu. Ft. 1193  
 Converted To Ballast Cars \_\_\_\_\_ 1972 1978

Door Mech. Patents — Morrison-Knudsen  
 Builder \_\_\_\_\_ Pullman Std. Car Mfg. Co. 195.  
 Truck \_\_\_\_\_ A.S.F. Ride Control A3  
 Side Frame \_\_\_\_\_ Cast Steel Sect. U  
 Journals \_\_\_\_\_ 6" x 11" A.A.R.

42



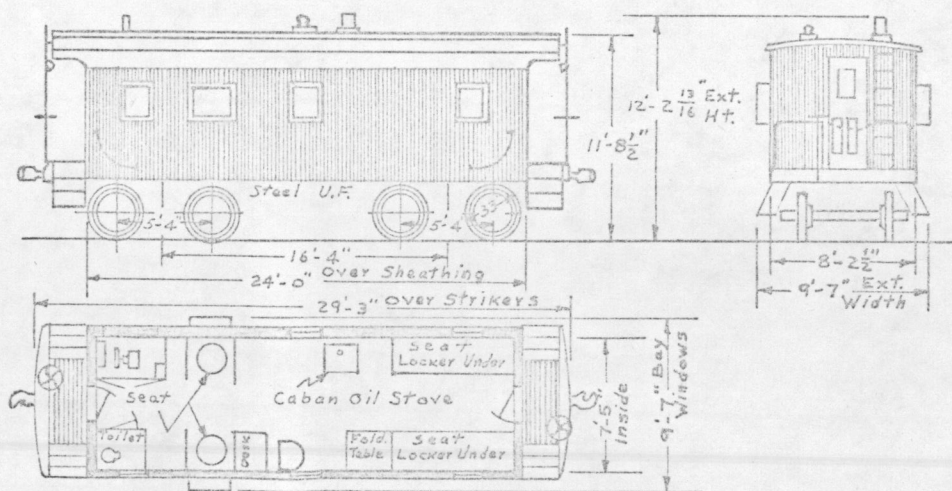
5-1-35  
 11-15-38  
 2-4-42  
 2-9-44  
 5-15-50  
 8-8-55  
 8-15-58  
 3-7-67  
 2-9-70  
 11-1-73  
 12-24-75  
 31-78



Weight \_\_\_\_\_ 38,000 Lbs.  
 Received 1884-1910 Rebuilt 1909-1910  
 Builder \_\_\_\_\_ D.&I.R.  
 Truck \_\_\_\_\_ (Barber) Arch Bar  
 Journals \_\_\_\_\_ 4 1/4" x 8"  
 Brake Equipment AB 10" Westinghouse  
 Coupler \_\_\_\_\_ Tower  
 Draft gear \_\_\_\_\_ Miner A22LB  
 Hand Brakes \_\_\_\_\_ 2  
 Underframe \_\_\_\_\_ Steel  
 Formerly D&I.R. Nos. \_\_\_\_\_ 38-43-80  
 Eng. Compt. \_\_\_\_\_  
 Radio Equipped \_\_\_\_\_

1 CABOOSE NO. C143

6-7-67  
 2-9-70  
 12-26-75



Weight \_\_\_\_\_ 40,300 Lbs.  
 Received (1947) \_\_\_\_\_ Remodeled \_\_\_\_\_ 1965  
 Builder \_\_\_\_\_ D.M. & I.R.  
 Truck \_\_\_\_\_ (Barber) Arch Bar  
 Journals \_\_\_\_\_ 4 1/4" x 8"  
 Brake Equipment AB 10" Westinghouse  
 Coupler \_\_\_\_\_ A.S.F.  
 Draft Gear \_\_\_\_\_ Miner A28XB  
 Hand Brakes \_\_\_\_\_ 2  
 Underframe \_\_\_\_\_ Steel  
 Retired C18-1947 Assigned C191  
 Radio Equipped \_\_\_\_\_

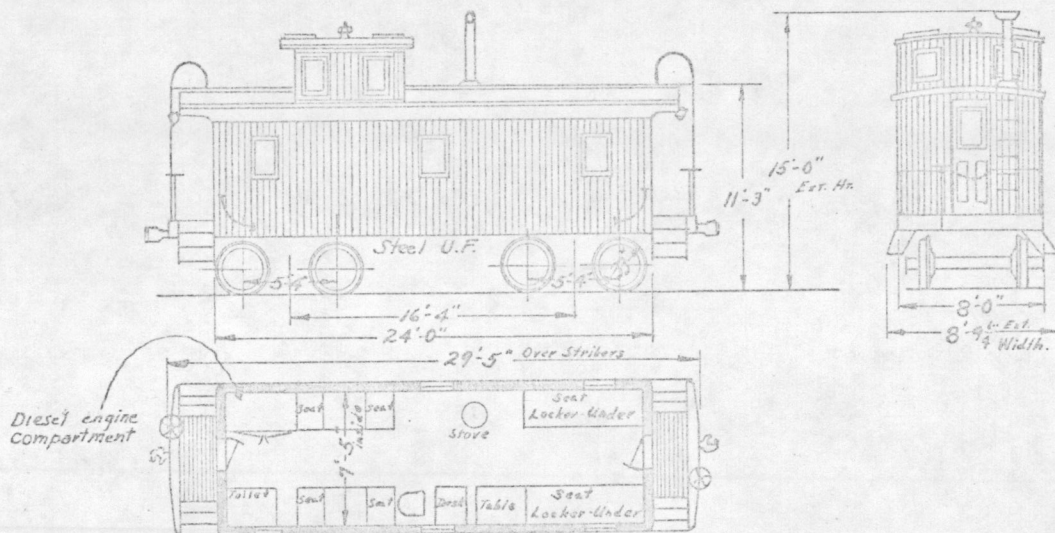
1 CABOOSE No. C191

C18 wheel 1947 and rebuilt to C191 7-47

C43, 44 Straight Air Equipped

Individual Nos: C5, C25, C30, C43, C44, C52, C56, C58

- 2-4-42.
- 2-9-44
- 5-12-47.
- 5-16-50
- 8-8-55
- 3-7-67
- 4-13-67
- 1-26-70
- 6-18-71
- 10-31-73
- 3-4-75
- 12-22-75
- 7-31-78



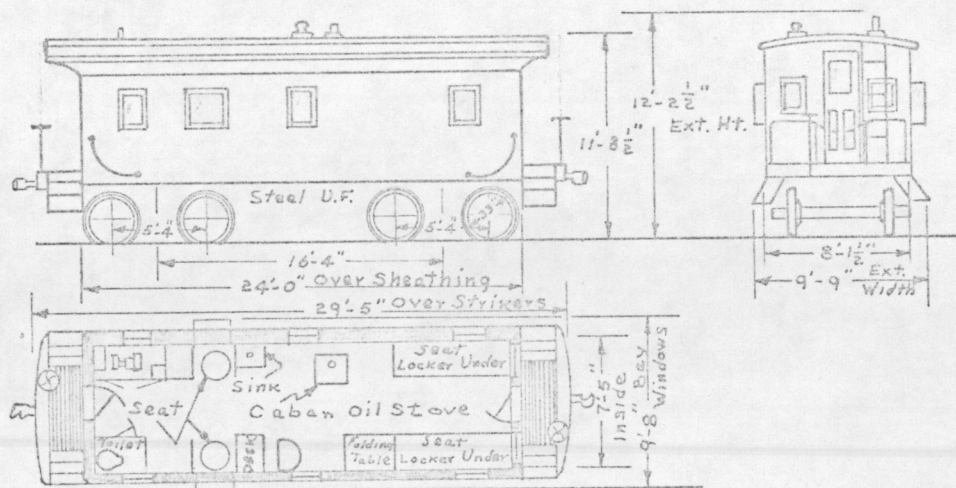
Weight \_\_\_\_\_ 38,000<sup>lb</sup>  
 Received \_\_\_\_\_ 1893, 1911, 1913.  
 Builder { No. C5 Dul. Mfg. Co.  
 No. 25 Am. Car & Fdy. Co.  
 Nos C30-C58 Dul. & Iron Rje R.R.  
 Truck \_\_\_\_\_ Arch Bar (Barber)  
 Journals \_\_\_\_\_ 4 1/2" x 8"  
 Brake Equipment AB 10" Westinghouse.  
 Coupler \_\_\_\_\_ A.S.F.  
 Draft Gear \_\_\_\_\_ Miner A28LB  
 Hand Brakes \_\_\_\_\_ 2  
 Steel Underframe \_\_\_\_\_  
 Formerly D.M. & N. Nos 5, 15-58  
 Eng. Compt. C 43, 44, 52, 56, 58  
 Radio Equipped C 43, 44, 52, 56, 58

G1

5 CABOOSES NOS C 5, C25-C58, G1

43

- 6-6-67
- 2-9-70
- 12-24-75

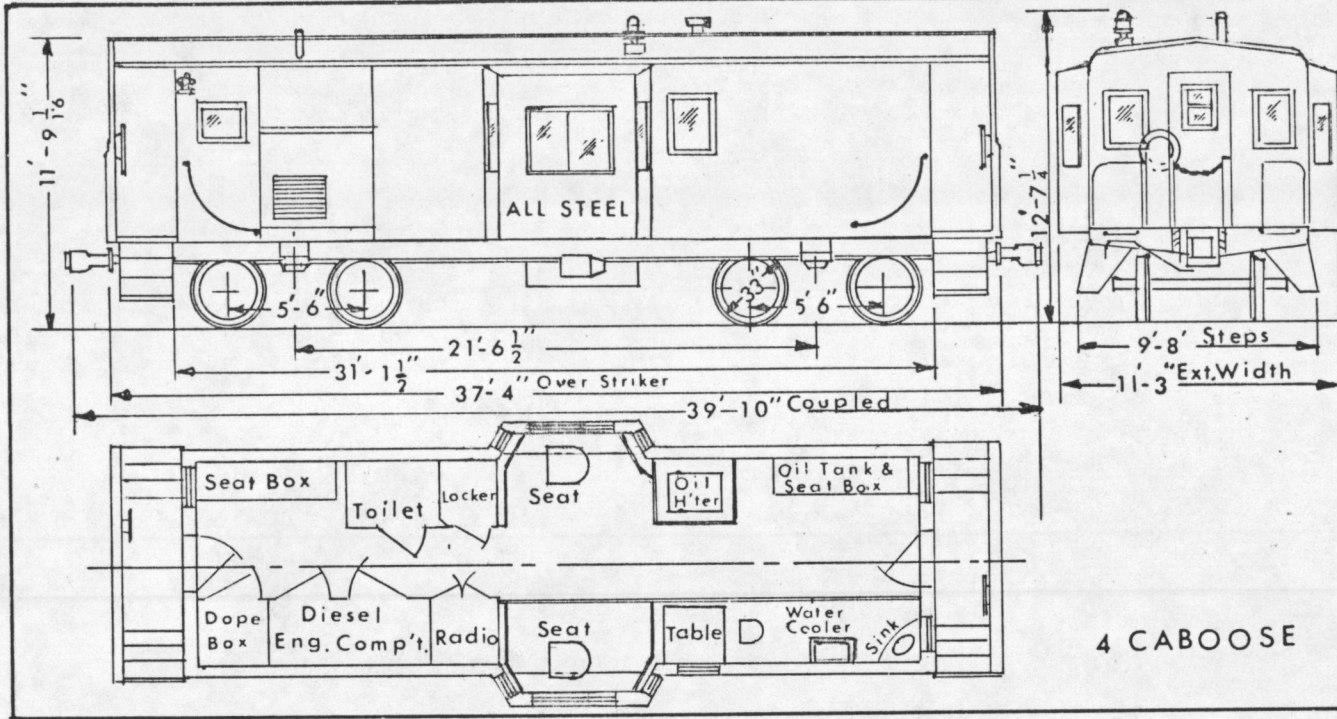


Weight \_\_\_\_\_ 38,000 Lbs.  
 Received (1884) \_\_\_\_\_ Remodeled \_\_\_\_\_ 1967  
 Builder \_\_\_\_\_ D. & I.R.  
 Truck \_\_\_\_\_ (Barber) Arch Bar  
 Journals \_\_\_\_\_ 4 1/2" x 8"  
 Brake Equipment AB 10" Westinghouse  
 Coupler \_\_\_\_\_ Tower  
 Draft Gear \_\_\_\_\_ Miner A28x8  
 Hand Brakes \_\_\_\_\_ 2  
 Underframe \_\_\_\_\_ Steel  
 Formerly D. & I.R. No. 35  
 Radio Equipped \_\_\_\_\_

1 CABOOSE No. C-135

44

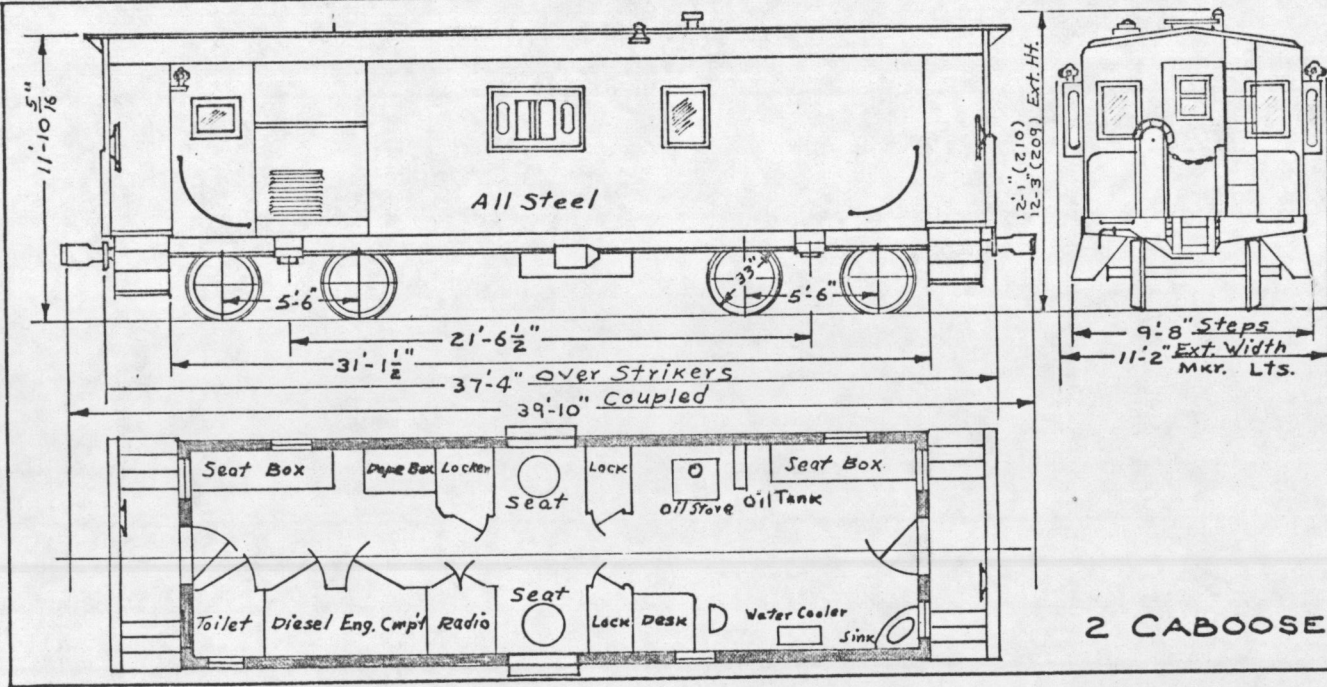
12-31-75



Weight \_\_\_\_\_  
 Received \_\_\_\_\_ 1952  
 Remodeled \_\_\_\_\_ 1975  
 Builder Int'l Ry. Car Co.  
 Truck Barber Bettendorf  
 Journals 4 1/4" x 8"  
 Brake Eq't. Westinghouse  
 Coupler \_\_\_\_\_ Type "E"  
 Draft Gear Miner A-28x3  
 Hand Brake \_\_\_\_\_ Ajax  
 Radio Equipped \_\_\_\_\_

4 CABOOSE NO. C-204 C-205  
 C-218 & C-219

9-14-67  
 1-26-70  
 11-1-73  
 12-31-75

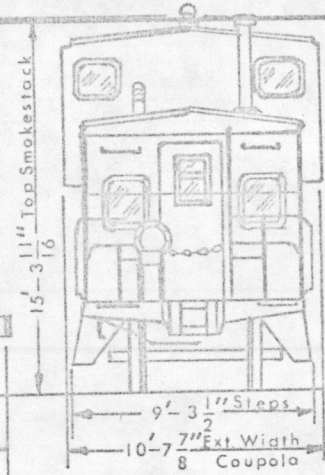
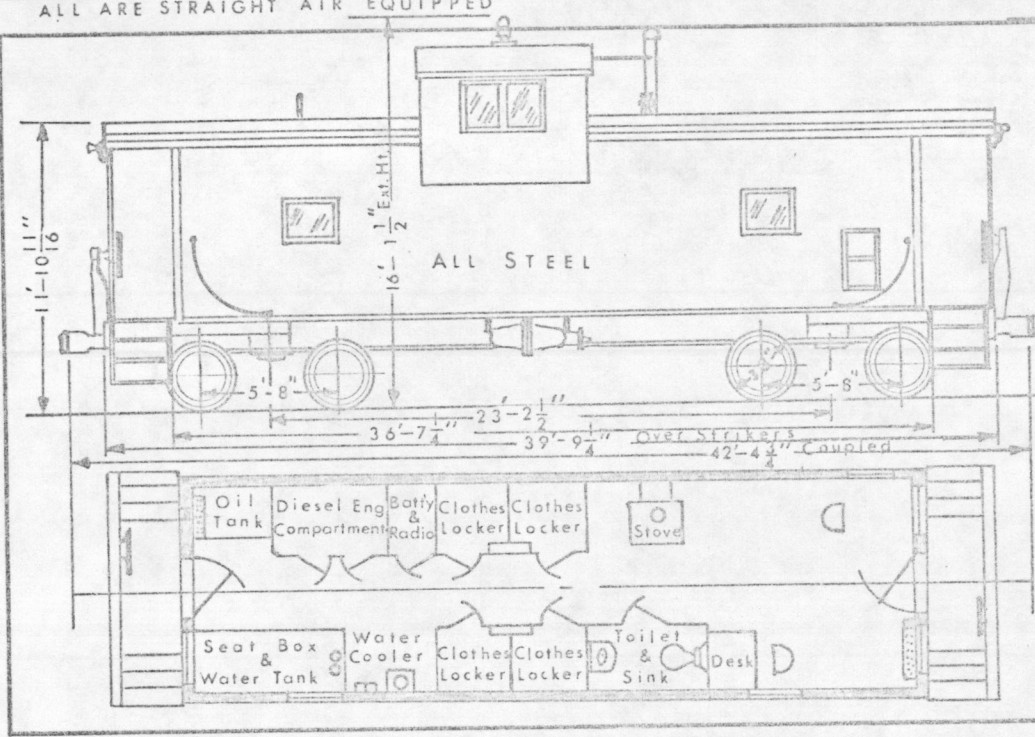


Weight \_\_\_\_\_ 51,500 Lbs.  
 Received 1952 Remodeled 1967  
 Builder Int'l Ry Car Co.  
 Truck Barber Bettendorf  
 Journals 4 1/4" x 8"  
 Brake Eq't. Westinghouse  
 Coupler \_\_\_\_\_ Type E  
 Draft Gear Miner A-28x3  
 Hand Brakes \_\_\_\_\_ Ajax  
 Radio Equipped \_\_\_\_\_

2 CABOOSES NOS. C-209-C210

9-25-74  
6-16-75  
12-29-75

ALL ARE STRAIGHT AIR EQUIPPED



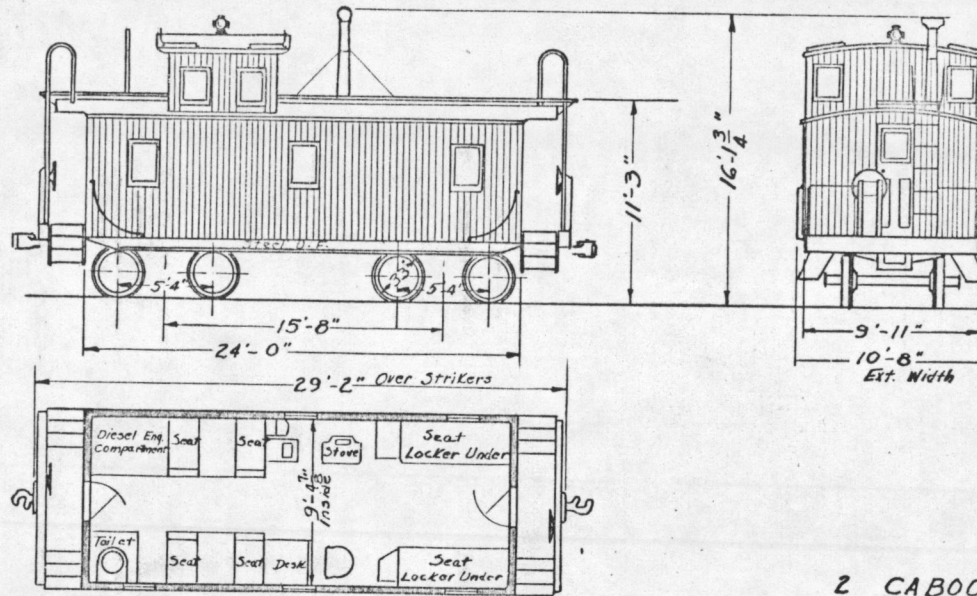
Weight \_\_\_\_\_ 55,500 lbs  
 Received \_\_\_\_\_ 1974  
 Builder \_\_\_\_\_ Int'l. Car Co.  
 Truck \_\_\_\_\_ Barber Bettendorf  
 Journals (Timken Roller Bearing) 5 1/2" x 10"  
 Brake Eq'pt (ABD 10) W.A.B. Co.  
 Coupler \_\_\_\_\_ Type F  
 Draft Gear \_\_\_\_\_ Wroughmat  
 Hand Brakes \_\_\_\_\_ Axle  
 Radio Equipped \_\_\_\_\_  
 Dresser Cushioned Underframe  
 Elec. Water Cooler \_\_\_\_\_

20 CABOOSSES NOS. C 220-C 239

WORK EQUIPMENT INDEX				
No.	Page	No.	Page	No. Page
11/30/78				
DINING, KITCHEN & SLEEPING				
W28	52	W29	53	W30 54
W32	54	W34	55	W80 55
W110	56	W114	57	W184 58
W187	59	W189	60	
SLEEPING				
W85	61			
SUPPLY--TOOL				
W9	62	W10	63	W61 64
W112	65	W123	66	W193 67
W806	68	W3000	69	W3303 70
W3314	70	W3327	70	W3338 70
W3341	70	W3347	70	W3375 70
W3391	70	W3325	71	W6329 72
W6331	73	W6333	74	
CRADLE				
W6330	75	W6332	76	W6334 77
W6335	78	W6336	79	
WATER				
W807	80	W808	80	
CRANES--WRECKERS				
X7	81	X10	82	X16 83
X17	84	X18	85	X20 86
BULLDOZER				
W6328	87			

WORK EQUIPMENT INDEX				
No.	Page	No.	Page	No. Page
11/30/78				
BALLAST CARS				
W1291		W1300		W1502
To	88	To	89	To 90
W1299		W1329		W1718
W44100		W34578		
To	91	To	92	
W11625		W39164		
SCALE TEST				
W21124	93			
SPEADERS				
W198	94	W200	95	W201 96
BOILER CAR				
W700	97			

6-8-57  
8-15-58  
3-7-67  
2-9-70  
12-31-75

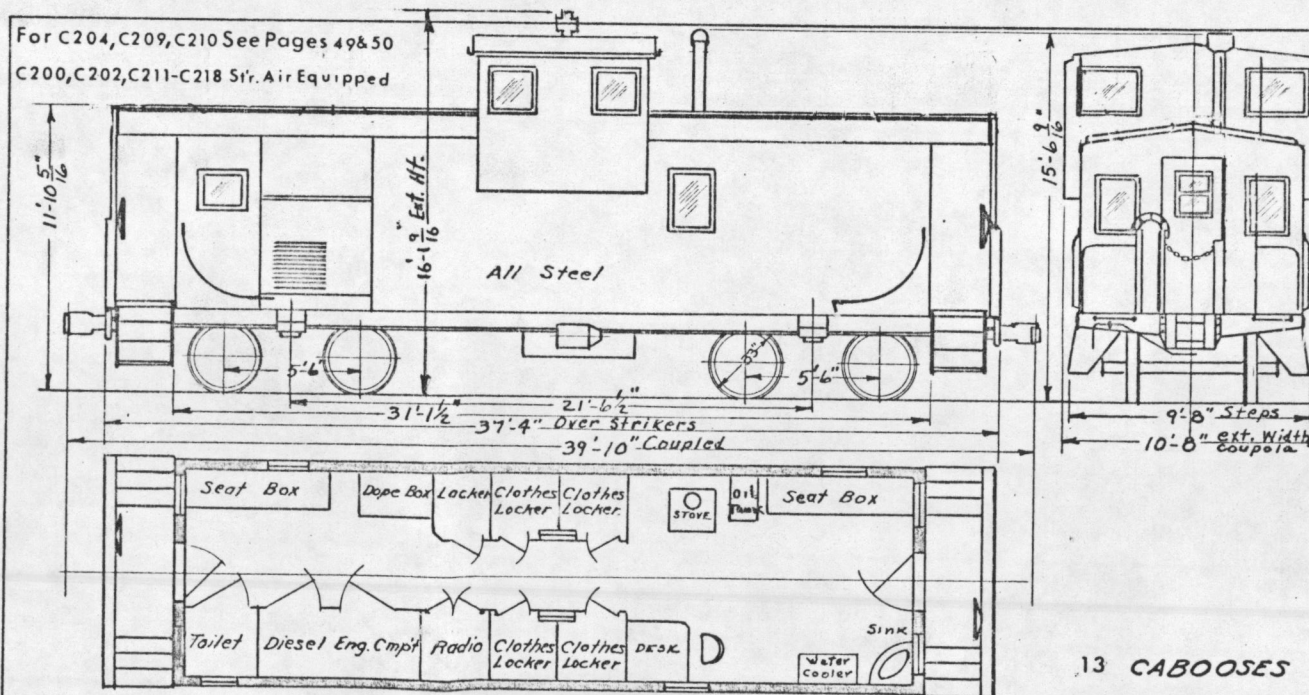


Weight \_\_\_\_\_ C192 45,000 lbs.  
C193 45,400 lbs.  
Received \_\_\_\_\_ 1951  
Builder \_\_\_\_\_ D.M. & I.E. Ry, T.H.  
Truck \_\_\_\_\_ Arch Bar (Darber)  
Journals \_\_\_\_\_ 4 1/4" x 8"  
Brake Equipment \_\_\_\_\_ Westinghouse AB 10"  
Coupler \_\_\_\_\_ Type E  
Draft Gear \_\_\_\_\_ Miner A28XB  
Hand Brakes \_\_\_\_\_ Ajax Hand Brake  
Steel Underframe \_\_\_\_\_  
Radio Equipped \_\_\_\_\_

2 CABOOSES NOS. C-192 & C-193

47

4-9-52  
8-18-55  
3-7-67  
10-29-67  
1-26-70  
11-1-73  
9-11-74  
12-26-75



Weight \_\_\_\_\_ 53,300 lbs.  
Received \_\_\_\_\_ 1952  
Builder \_\_\_\_\_ Int'l. Ry. Car Co.  
Truck \_\_\_\_\_ Barber Bettendorf  
Journals \_\_\_\_\_ 4 1/4" x 8"  
Brake Eqpt. \_\_\_\_\_ Westinghouse  
Coupler \_\_\_\_\_ Type E  
Draft Gear \_\_\_\_\_ Miner A-28XB  
Hand Brakes \_\_\_\_\_ Ajax  
Radio Equipped \_\_\_\_\_

Equipped With Electric Water Coolers—C211, C212, C213, C217

13 CABOOSES NOS. C-200-C217

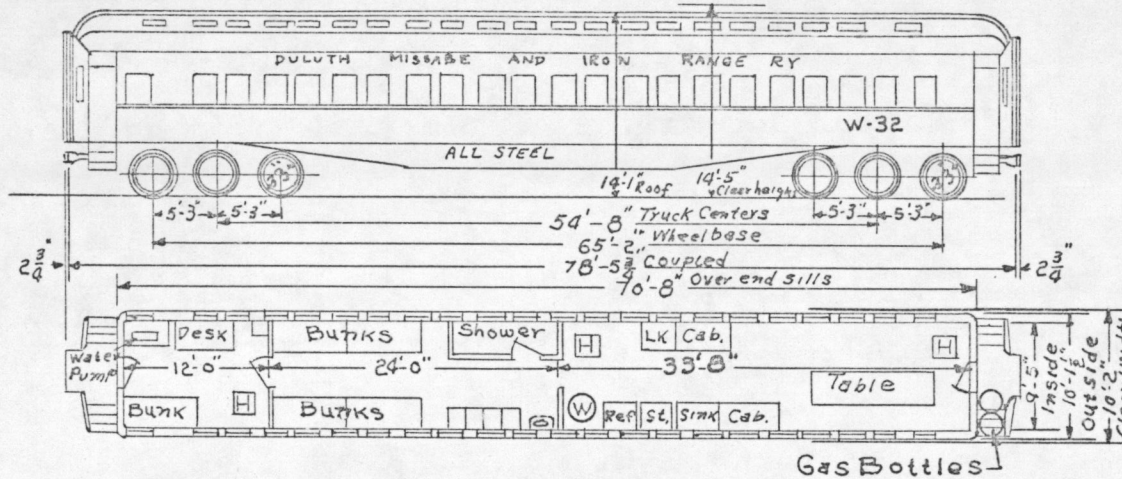
48

8-8-66

3-28-67

2-9-70

12-31-75



Weight \_\_\_\_\_ 129300 Lbs.  
 Received \_\_\_\_\_ 1918  
 Builder \_\_\_\_\_ Pullman Car Co.  
 Truck \_\_\_\_\_ Commonwealth  
 Journals \_\_\_\_\_ 5" x 9"  
 Brake \_\_\_\_\_ West. LN. 1812 Clasp  
 Hand Brake \_\_\_\_\_ Miner  
 Coupler \_\_\_\_\_ Pitt #255  
 Draft Gear \_\_\_\_\_ Harvey Twin Spring  
 Lighting \_\_\_\_\_ Electric  
 Heating \_\_\_\_\_ 3 Oil Heaters  
 Sleeping Capacity \_\_\_\_\_ 5  
 All Steel Construction  
 Formerly D&I.R. #30 & #32  
 Converted \_\_\_\_\_ 1962

- ⊙ - Water Heater
- ⊠ - Oil Heaters
- - Lockers

2 DINING KITCHEN & SLEEPING CARS W-30 & W-32  
(TYPE "A")

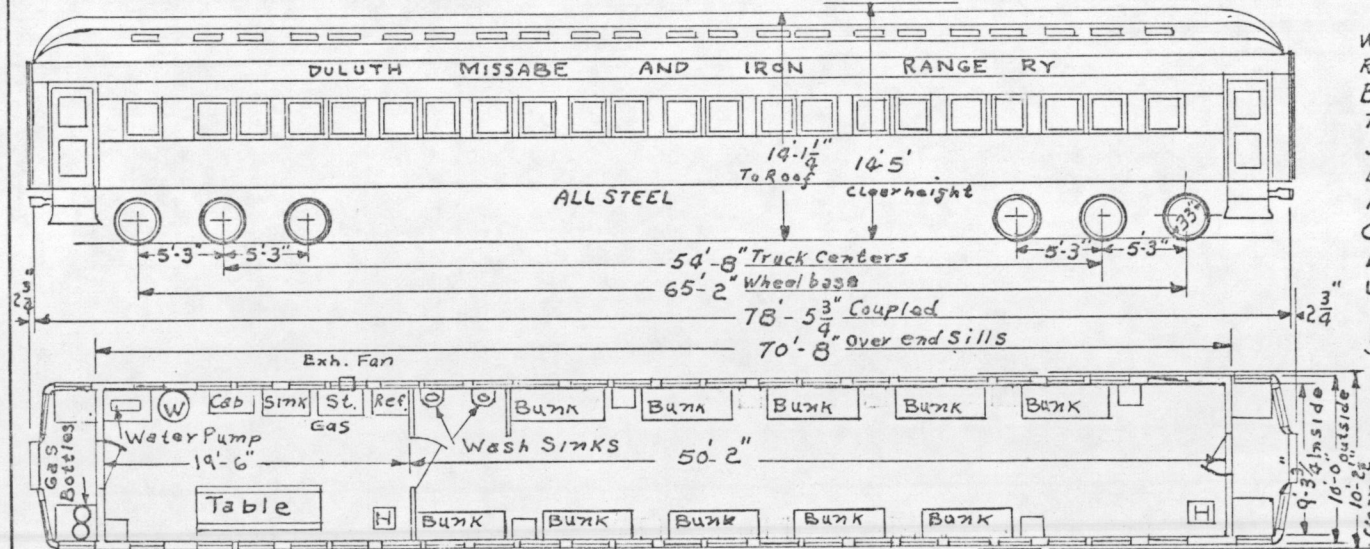
8-9-66

3-28-67

2-9-70

12-21-70

12-31-75

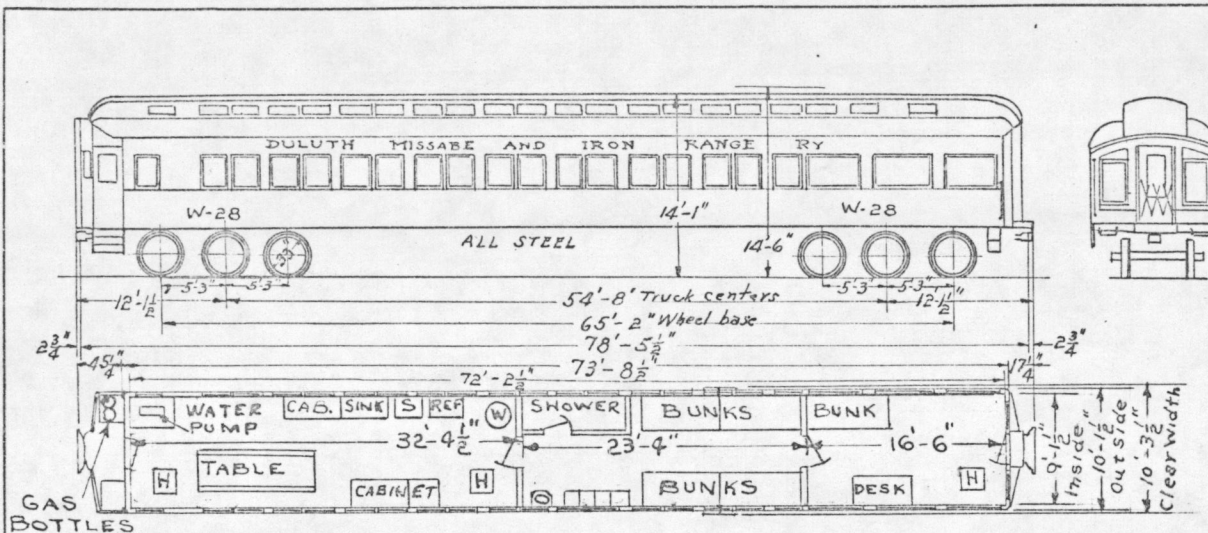


Weight \_\_\_\_\_ 150,400 Lbs  
 Received \_\_\_\_\_ 1912  
 Builder \_\_\_\_\_ Am C. & F. Co.  
 Truck \_\_\_\_\_ Commonwealth  
 Journals \_\_\_\_\_ 5" x 9"  
 Brake \_\_\_\_\_ West LN 1812 Clasp  
 Hand Brake \_\_\_\_\_ Miner  
 Coupler \_\_\_\_\_ Pitt.  
 Draft Gear \_\_\_\_\_ Harvey Twin Spring  
 Lighting \_\_\_\_\_ Electric  
 Heating \_\_\_\_\_ 2 Oil Htrs.  
 Sleeping Capacity \_\_\_\_\_ 10  
 All Steel Construction  
 Formerly D&I.R. #34  
 DM&N. #80  
 Converted \_\_\_\_\_ 1965

- ⊙ - Water Heater
- ⊠ - Oil Heaters (preway)
- - Lockers

2 DINING KITCHEN & SLEEPING CARS W-34 & W-80  
(TYPE "B")

12-14-40  
 2-4-42  
 2-9-44  
 8-5-66  
 3-28-67  
 2-9-70  
 12-31-75



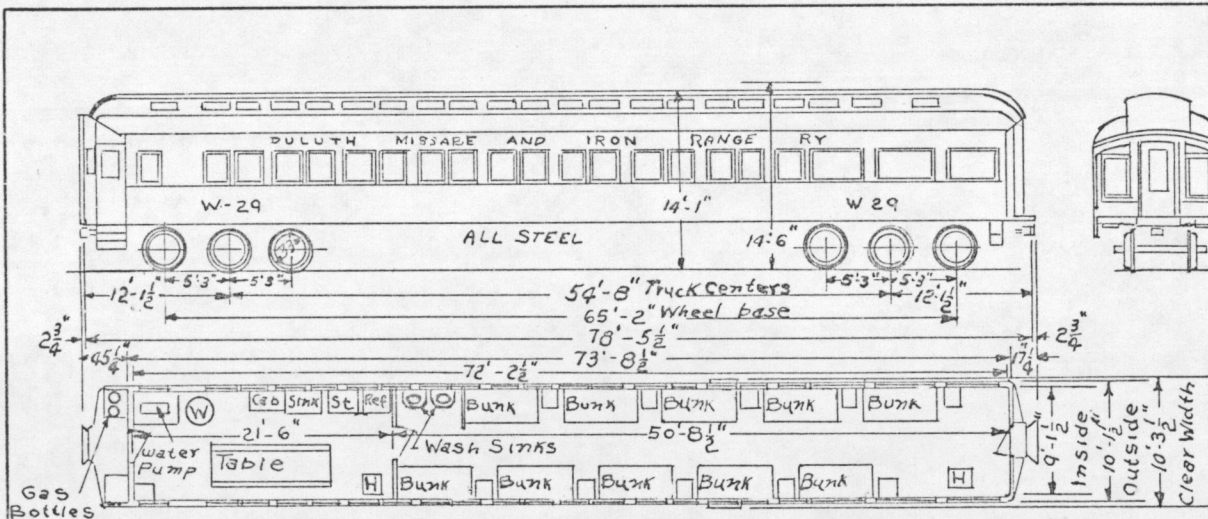
Weight \_\_\_\_\_ 133,300\*  
 Received 1912 - Remodeled 1939  
 Builder \_\_\_\_\_ Am. Car & Fdy. Co  
 Truck \_\_\_\_\_ Commonwealth C.S.  
 Journals \_\_\_\_\_ 5" x 9"  
 Brake (Clasp) West. L N 1812  
 Hand Brake \_\_\_\_\_ Miner  
 Coupler \_\_\_\_\_ Pitt #255  
 Draft Gear \_\_\_\_\_ Harvey Twin Spring  
 All Steel Construction  
 Lighting \_\_\_\_\_ Electric  
 Heating \_\_\_\_\_ 3 Oil Heaters  
 Sleeping Capacity \_\_\_\_\_ 5  
 Formerly D. & I. R. Coach #28  
 Converted \_\_\_\_\_ 1965

- ⊙ - WATER HEATER
- ⊠ - OIL HEATERS
- ⊡ - STOVE

1 DINING KITCHEN & SLEEPING CAR W-28  
 (TYPE "A")

52

8-8-66  
 3-28-67  
 2-9-70  
 12-31-75



Weight \_\_\_\_\_ 133,300\*  
 Received 1912 - Remodeled 1939  
 Builder \_\_\_\_\_ Am. Car & Fdy. Co  
 Truck \_\_\_\_\_ Commonwealth C.S.  
 Journals \_\_\_\_\_ 5" x 9"  
 Brake (Clasp) West. L N 1812  
 Hand Brake \_\_\_\_\_ Miner  
 Coupler \_\_\_\_\_ Pitt #255  
 Draft Gear \_\_\_\_\_ Harvey Twin Spring  
 All Steel Construction  
 Lighting \_\_\_\_\_ Electric  
 Heating \_\_\_\_\_ 2 Oil Heaters  
 Sleeping Capacity \_\_\_\_\_ 10  
 Formerly D. & I. R. #29  
 Converted \_\_\_\_\_ 1965

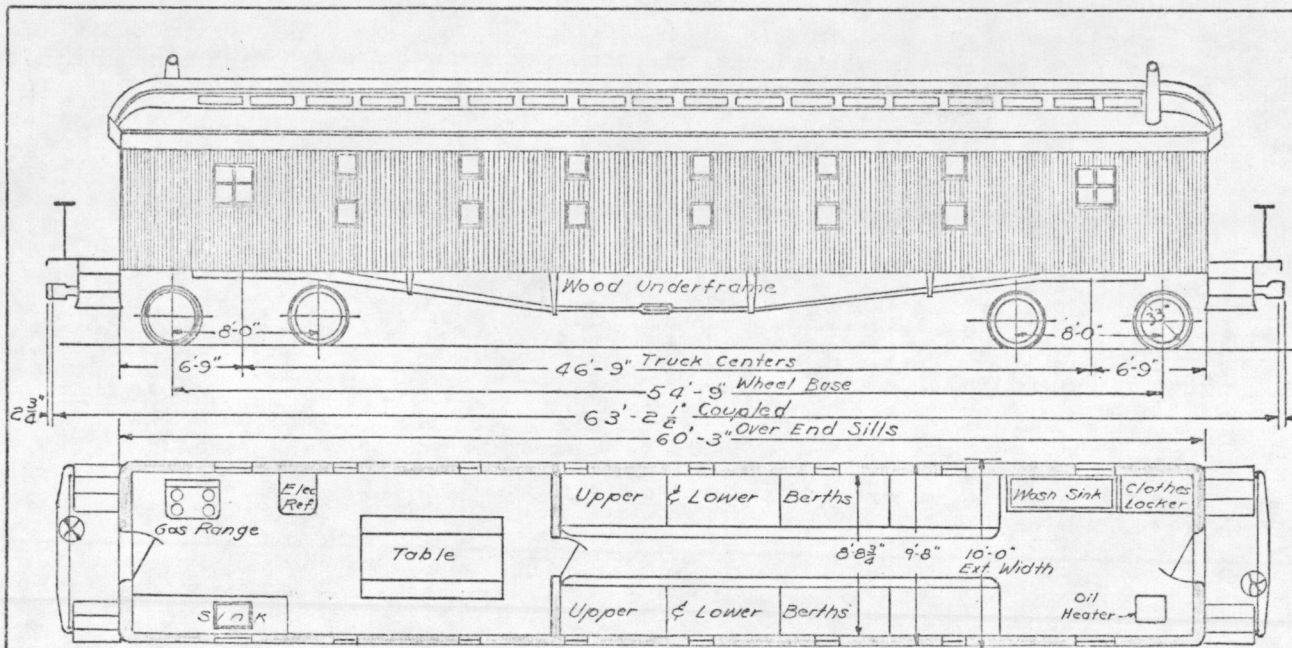
- ⊙ - Water Heater
- ⊠ - Oil Heaters
- - Lockers

1 DINING KITCHEN & SLEEPING CAR W-29  
 (TYPE "B")

53



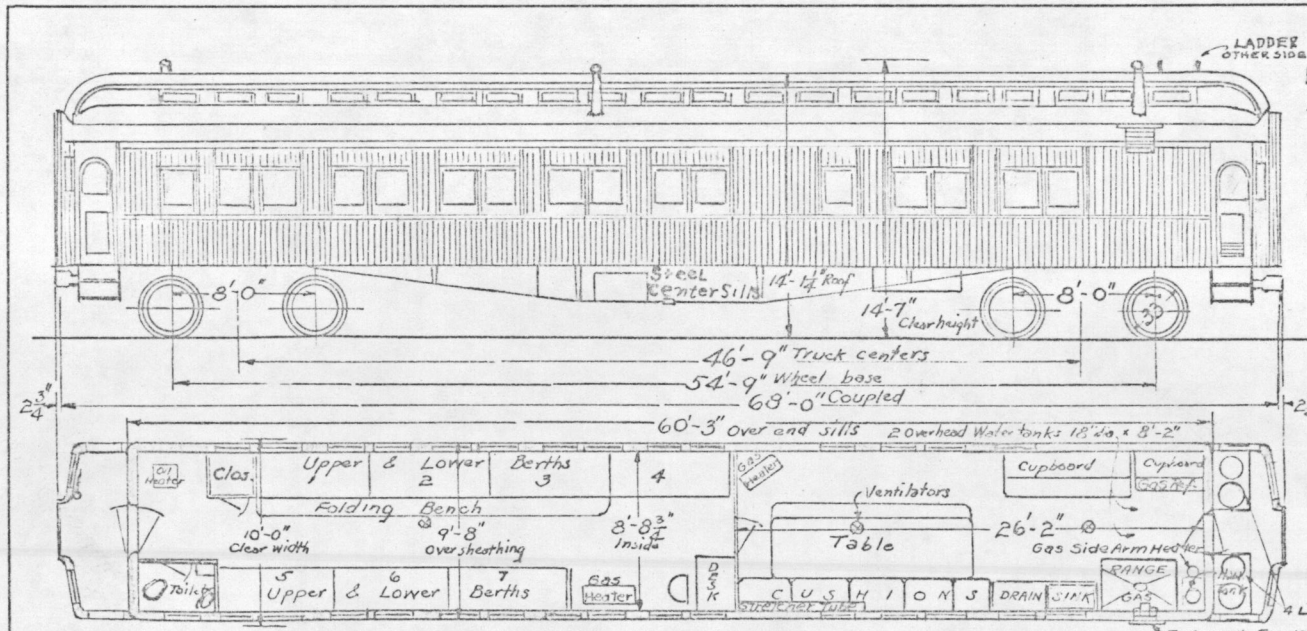
8-10-55  
 5-1-58  
 3-28-67  
 2-9-70  
 12-31-75



Weight \_\_\_\_\_ 78,100 Lbs.  
 Received \_\_\_\_\_ 1908  
 Builder \_\_\_\_\_ AC & F Co.  
 Truck \_\_\_\_\_ Commonwealth  
 Journals \_\_\_\_\_ 5"x9"  
 Brake \_\_\_\_\_ Westinghouse  
 Coupler \_\_\_\_\_ Pitt  
 Draft Gear \_\_\_\_\_ Twin Spring  
 Wired for Electric Lights  
 Conv. from No. 110-1937  
 Sleeping Capacity \_\_\_\_\_ 16  
 Formerly DM&N X110

1 DINING KITCHEN & SLEEPING CAR NO. W110  
 56

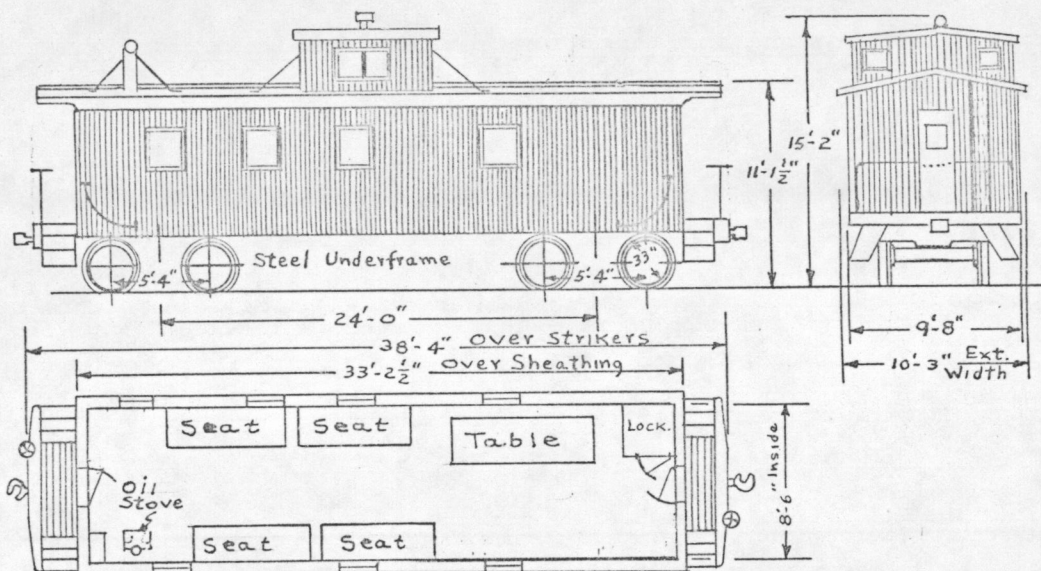
10-13-48.  
 8-24-51  
 6-28-54  
 5-1-58  
 3-28-67  
 2-9-70  
 12-31-75



Weight \_\_\_\_\_ 95,800 Lbs.  
 Received \_\_\_\_\_ 1908  
 Builder \_\_\_\_\_ A.C. & F. Co.  
 Truck \_\_\_\_\_ Commonwealth CS  
 Journals \_\_\_\_\_ 5"x9"  
 Brake \_\_\_\_\_ West. LN 1612  
 Hand Brake \_\_\_\_\_ Universal  
 Coupler \_\_\_\_\_ Pitt 255  
 Draft Gear \_\_\_\_\_ Harvey Twin Spring  
 Sleeping Cap'y. \_\_\_\_\_ 14  
 Lighting \_\_\_\_\_ Aladdin lamps  
 Electric Train Line \_\_\_\_\_  
 Closet \_\_\_\_\_ Hopper Wet  
 All wood \_\_\_\_\_  
 Converted from Coach 68 1927  
 Formerly D.M.&N. Car #114  
 Converted from #114 to  
 W114 Oct. 1948.  
 Wired for Electric Lights \_\_\_\_\_ Nov. 1950

1 DINING, KITCHEN & SLEEPING CAR W114  
 USED BY MISSABE DIV. WRECKING CREW. 57

3-22-67  
 4-13-67  
 2-9-70  
 12-18-75

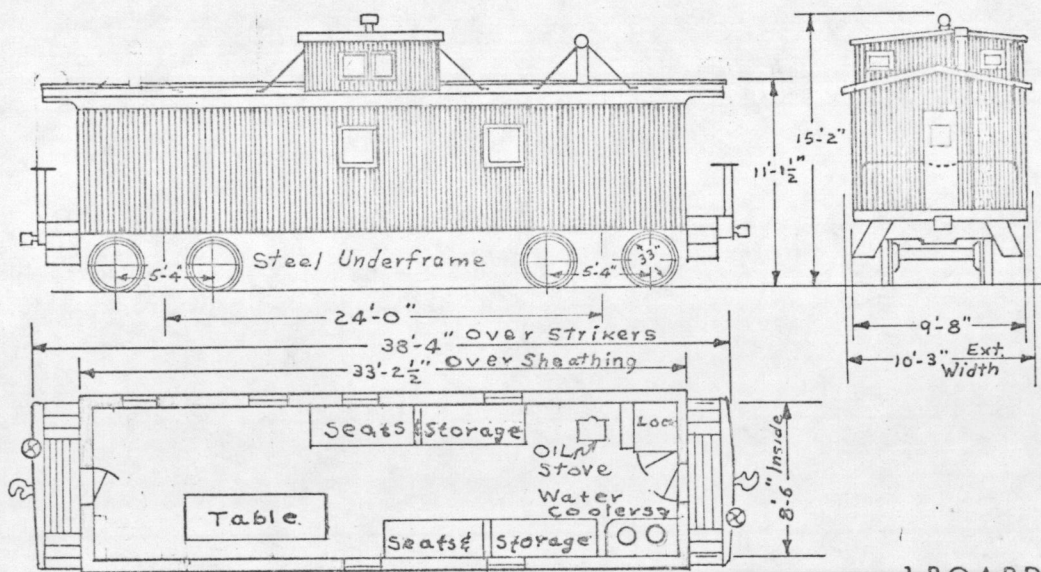


Weight \_\_\_\_\_ Lbs.  
 Received (1887) — Rebuilt 1921  
 Builder \_\_\_\_\_ D.&I.R.  
 Truck \_\_\_\_\_ Arch Bar  
 Journals \_\_\_\_\_ 4 1/4" x 8"  
 Brake Equipment — AB 10" Westinghouse  
 Coupler \_\_\_\_\_  
 Draft Gear \_\_\_\_\_ Miner A 28 x B  
 Hand Brakes \_\_\_\_\_ 2  
 Underframe \_\_\_\_\_ Steel  
 Formerly D.&I.R. No. 84 & Cab. No. 184  
 Converted To Work Car — 1975

1 BOARDING CAR (TRACK DEPT.) NO. W184

58

6-9-67  
 2-9-70  
 6-18-71  
 12-18-75

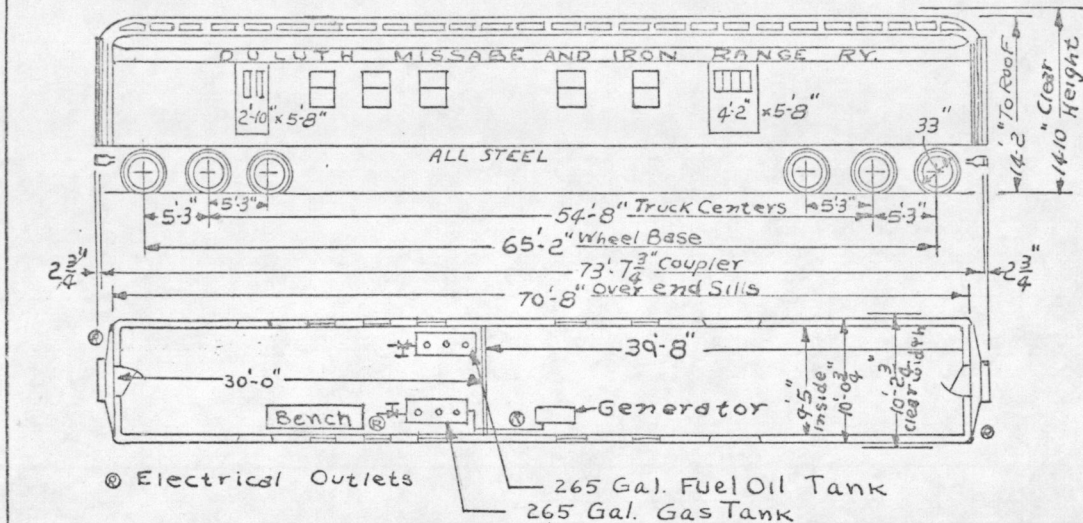


Weight \_\_\_\_\_ Lbs.  
 Received (1908) Rebuilt 1921  
 Builder \_\_\_\_\_ D.&I.R.  
 Truck \_\_\_\_\_ Arch Bar  
 Journals \_\_\_\_\_ 4 1/4" x 8"  
 Brake Equipment — AB 10" Westinghouse  
 Coupler \_\_\_\_\_  
 Draft Gear \_\_\_\_\_ Miner A 28 x B  
 Hand Brakes \_\_\_\_\_ 2  
 Underframe \_\_\_\_\_ Steel  
 Formerly D.&I.R. No. 87 & CAB. NO. 187  
 Converted To Work Car — 1975

1 BOARDING CAR (TRACK DEPT.) NO. W187

59

3-7-66  
 3-14-67  
 3-28-67  
 2-9-70  
 12-31-75



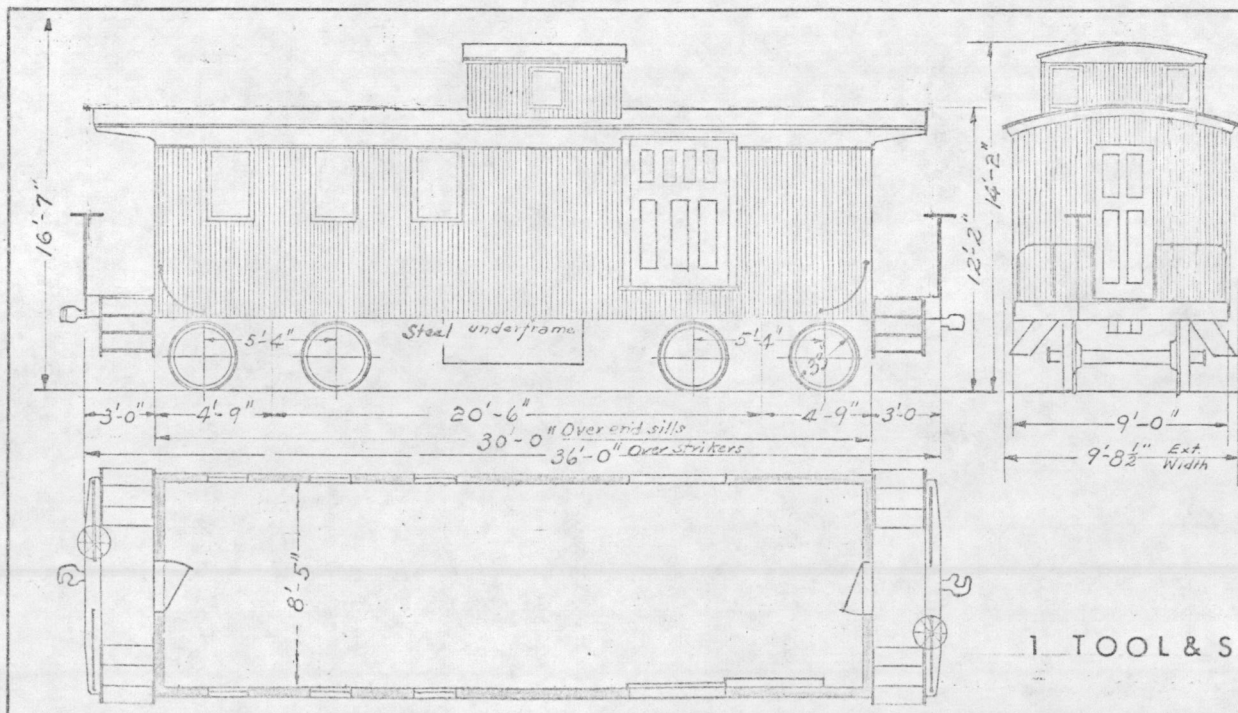
Weight \_\_\_\_\_ 142,600 Lbs.  
 Received \_\_\_\_\_ 1914  
 Builder \_\_\_\_\_ Barney & Smith  
 Trucks - Commonwealth \_\_\_\_\_ From B2

Journals \_\_\_\_\_ 5" x 9"  
 Brake Equipment \_\_\_\_\_ West. LN 1812 Clasp  
 Hand Brake \_\_\_\_\_ Universal  
 Coupler \_\_\_\_\_ Pitt # 255  
 Draft Gear \_\_\_\_\_ Harvey Twin Spring  
 Lighting \_\_\_\_\_ Electric  
 All Steel Construction \_\_\_\_\_  
 Formerly D&IR Baggage & Mail No. 9  
 Converted \_\_\_\_\_ 1965  
 Installed Gas & Fuel Oil Tanks - 1967

1 TOOL & SUPPLY CAR W-9

62

5-1-35  
 11-15-38  
 2-4-42  
 5-15-50  
 3-7-67  
 10-23-67  
 2-9-70  
 10-31-75  
 12-23-75

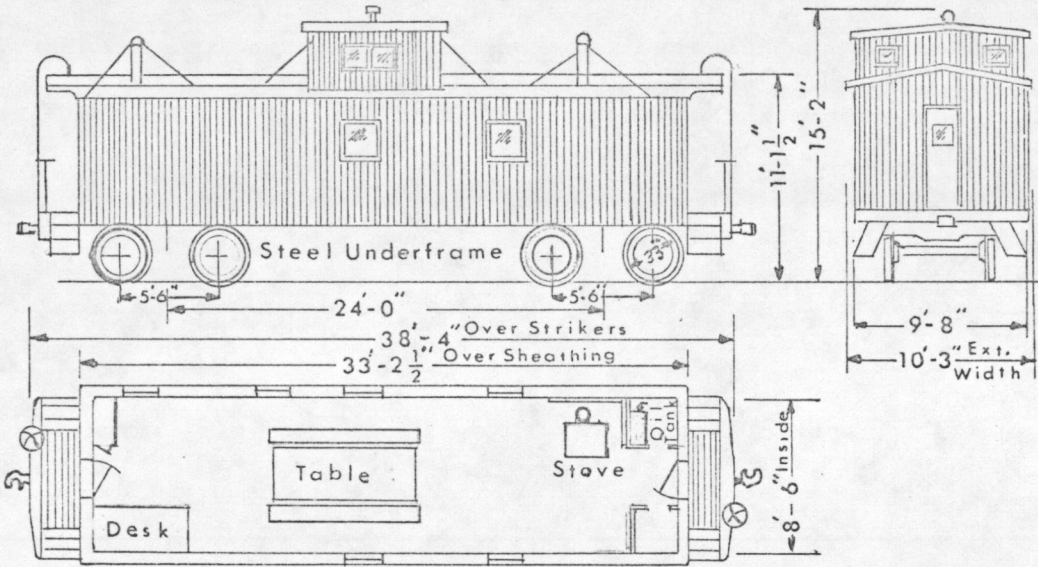


Weight \_\_\_\_\_ 35,000<sup>±</sup>  
 Received \_\_\_\_\_ 1893  
 Builder \_\_\_\_\_ Duluth Mfg Co  
 Truck \_\_\_\_\_ Arch Bar (Barber)  
 Journals \_\_\_\_\_ 4 1/4" x 8"  
 Brake Equipment \_\_\_\_\_ A.D. 10" Westinghouse  
 Coupler \_\_\_\_\_ A. S. F.  
 Draft Gear \_\_\_\_\_ Miner A 28 LB  
 Hand Brakes \_\_\_\_\_ 2  
 Steel underframe \_\_\_\_\_ 4-1965  
 Formerly Class H Caboose No. C10

1 TOOL & SUPPLY CAR NO. W10

63

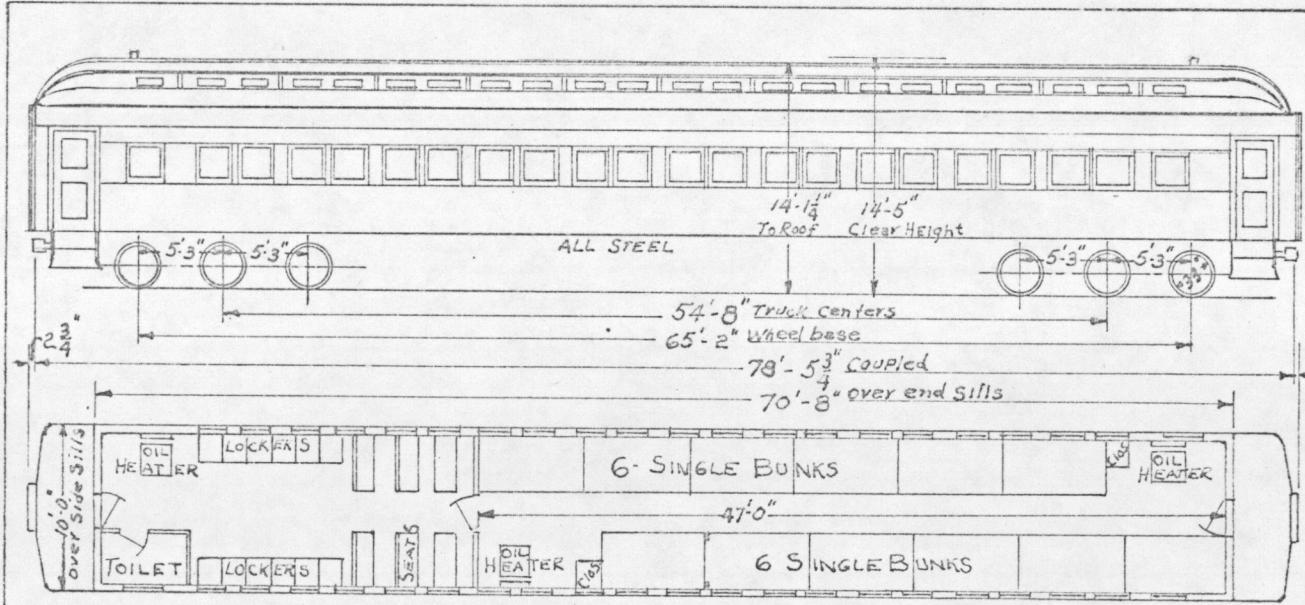
12-22-75



Weight \_\_\_\_\_  
 Received 1887 (Rebuilt) 1921  
 Builder \_\_\_\_\_ D & IR  
 Truck \_\_\_\_\_ Arch Bar  
 Journals \_\_\_\_\_ 4 1/4" x 8"  
 Brake Equipment AB10 Westinghouse  
 Coupler \_\_\_\_\_  
 Draft Gear \_\_\_\_\_ Miner A 28 XB  
 Hand Brakes \_\_\_\_\_ 2  
 Underframe \_\_\_\_\_ Steel  
 Formerly \_\_\_\_\_ D & IR NO. 89  
 Converted To Work Car \_\_\_\_\_ 1975

1 BOARDING CAR (ELEC. DEPT) NO. W-189

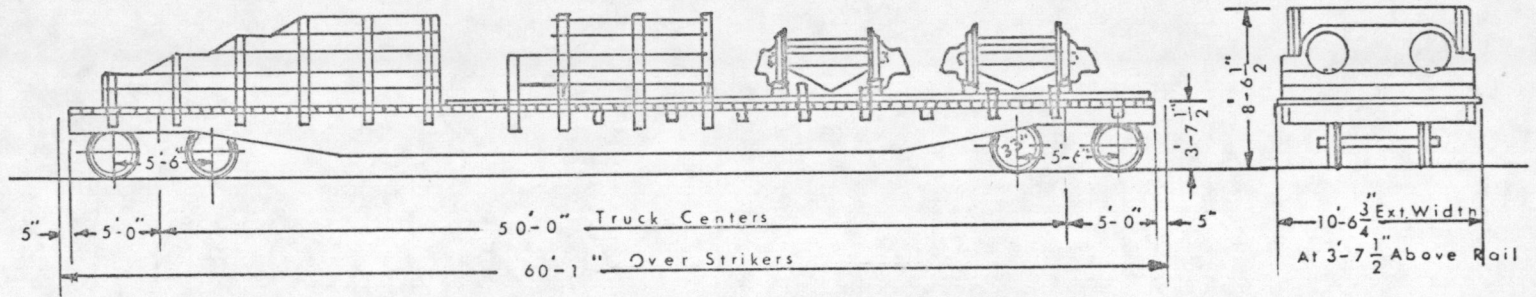
3-23-64  
 3-28-67  
 2-9-70  
 12-31-75



Weight \_\_\_\_\_ 150,400 Lbs  
 Received \_\_\_\_\_ 1912  
 Builder \_\_\_\_\_ Am C & F Co.  
 Truck \_\_\_\_\_ Commonwealths  
 Journals \_\_\_\_\_ 5" x 9"  
 Brake west LN 1812 Clasp  
 Hand Brake \_\_\_\_\_ Miner  
 Coupler \_\_\_\_\_ Pitt  
 Draft Gear Harvey Turn Spring  
 All Steel  
 Sleeping Capacity \_\_\_\_\_ 12  
 Lighting Electric  
 Heating \_\_\_\_\_ 3 Oil Heaters  
 Closets 1- Hopper flush  
 Formerly DM & IR #85

1 SLEEPING CAR W-85  
 USED BY MISSABEDIV. WRECKING CREW

11-1-73  
12-31-75



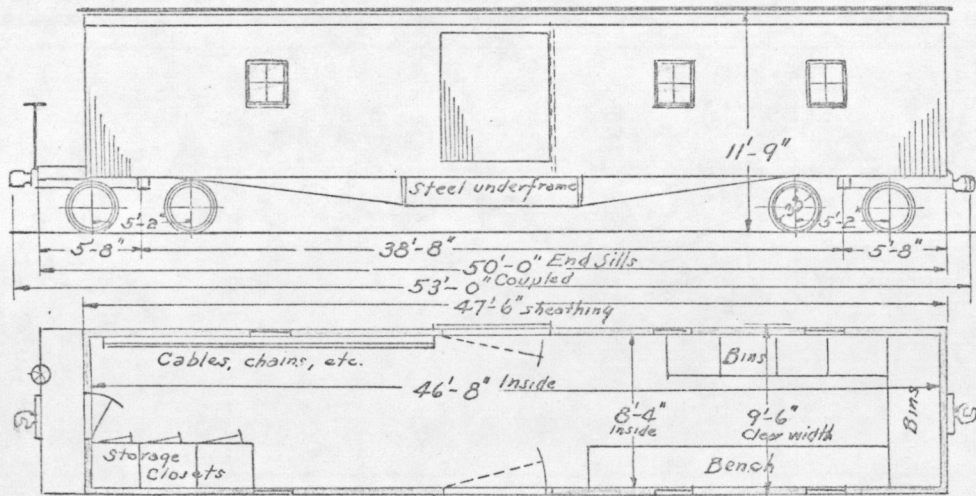
1 RAIL & BLOCK CAR NO. W123

Weight (Loaded) \_\_\_\_\_ 157,000 Lbs.  
Capacity \_\_\_\_\_ 110,000 Lbs.

All Steel Construction Except Wood Floor  
Truck \_\_\_\_\_ C.S. Side Frames—Sec U  
Journals \_\_\_\_\_ 5 1/2" X 10"  
Rebuilt—(D.M.I.R.) \_\_\_\_\_ 1972

66

2-4-42.  
3-28-67  
2-9-70  
12-31-75

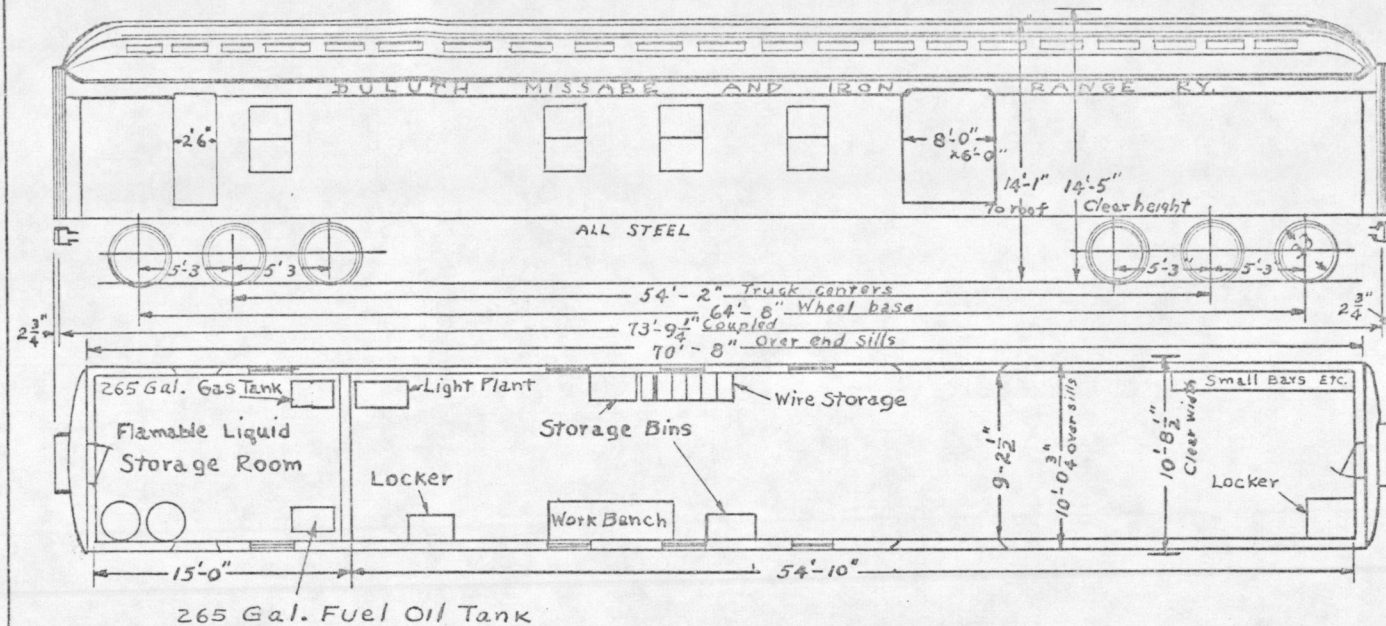


Weight, loaded \_\_\_\_\_ 85,200 Lbs.  
Received—1913, Remodeled 1928 & 1941.  
Builder Mann-McCann Remod. D.M. & I.R.  
Truck \_\_\_\_\_ Arch Bar, Simp. Bolster  
Journals \_\_\_\_\_ 5" x 9"  
Brake Equipment \_\_\_\_\_ Westinghouse  
Coupler \_\_\_\_\_ Simplex  
Draft Gear \_\_\_\_\_ Twin spring  
Formerly D. & I.R. No. 195

1 TOOL CAR NO. W193  
USED WITH CRANE X7

67

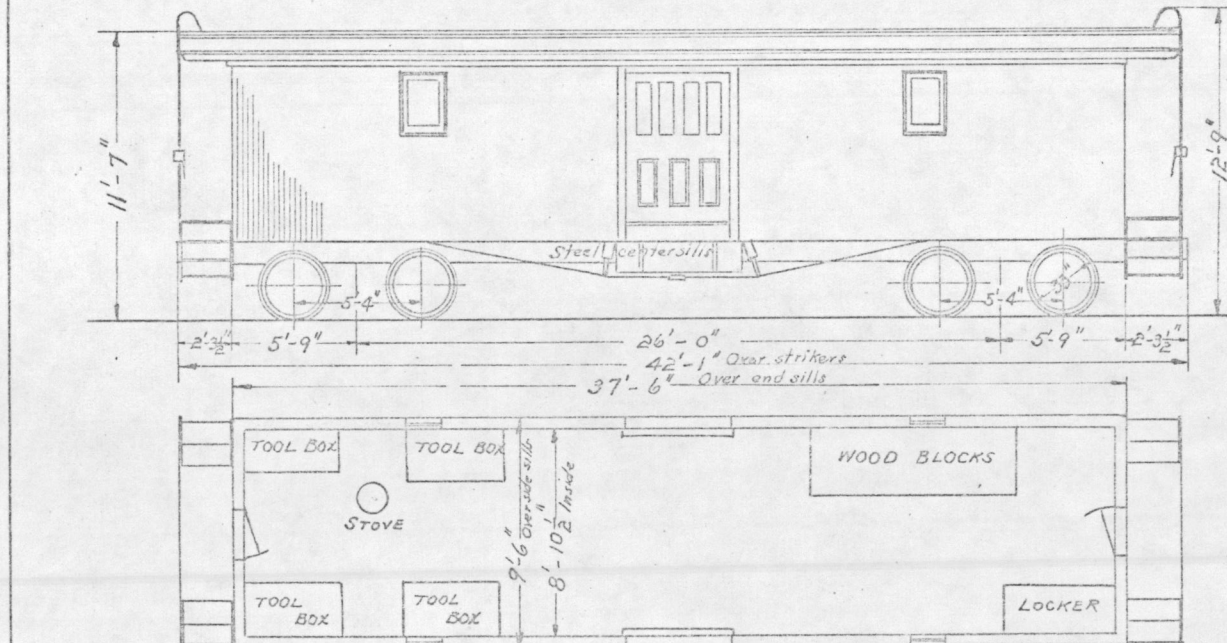
3-28-61  
 3-7-67  
 2-9-70  
 12-31-75



Weight \_\_\_\_\_  
 Received \_\_\_\_\_ 1912  
 Builder — A.C. & F. Co.  
 Trucks — Commonwealth  
 Journals — 5" x 9"  
 Brake — West LN 1/2 Class  
 Hand Brake — Universal  
 Coupler — Pitt # 255  
 Draft Gear — Twin Spring  
 Lighting — Elec. Gen.  
 Heating — None  
 All Steel Construction  
 Converted to Bagg. 1935  
 Converted to Mail & Bagg. '47  
 Converted to Tool Car '60  
 Formerly D.M. & N. F. 2  
 Formerly D.M. & N. No. 113

1 T&T DEPT. TOOL CAR NO. W 806

5-1-35  
 11-15-38  
 2-4-42  
 3-23-67  
 2-9-70

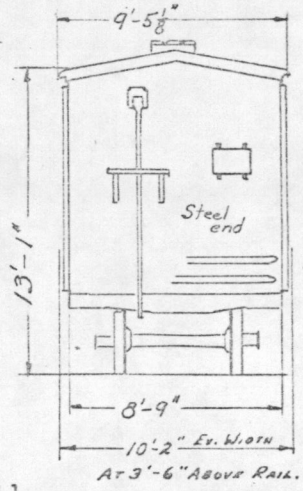
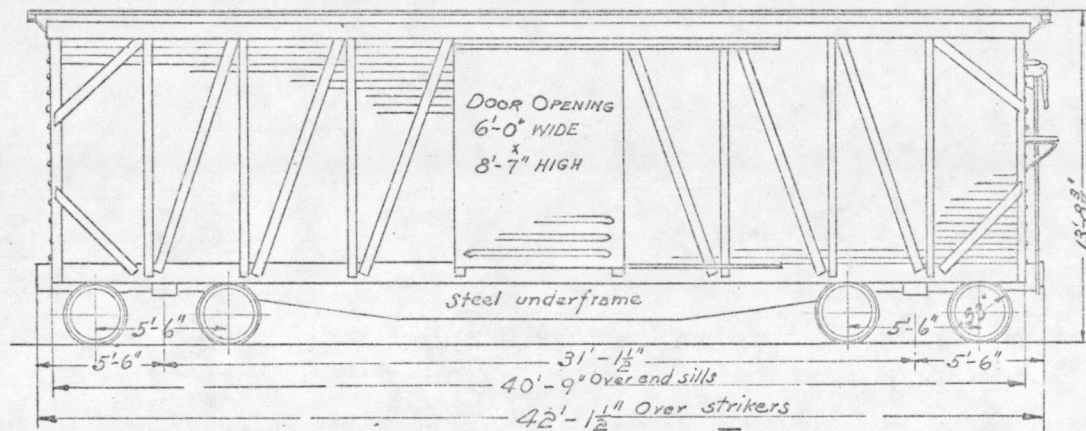


Weight \_\_\_\_\_ 36,700 lbs.  
 Received \_\_\_\_\_ 1892  
 Builder — D.M. & N. PRO.  
 Truck — Arch. Bar  
 Journals — 4 1/2" x 8"  
 Brake Equip. — Westinghouse  
 Coupler — \_\_\_\_\_  
 Draft gear — Hinson  
 Steel center sills — 1925.  
 Formerly D.M. & N. No. 23000

1 TOOL CAR NO. W3000

11-15-38

2-4-42  
6-6-58  
2-13-67  
4-14-67  
10-25-57  
1-23-70  
12-16-70  
6-15-71  
9-3-71  
10-29-73  
3-4-75  
12-31-75  
7-31-78



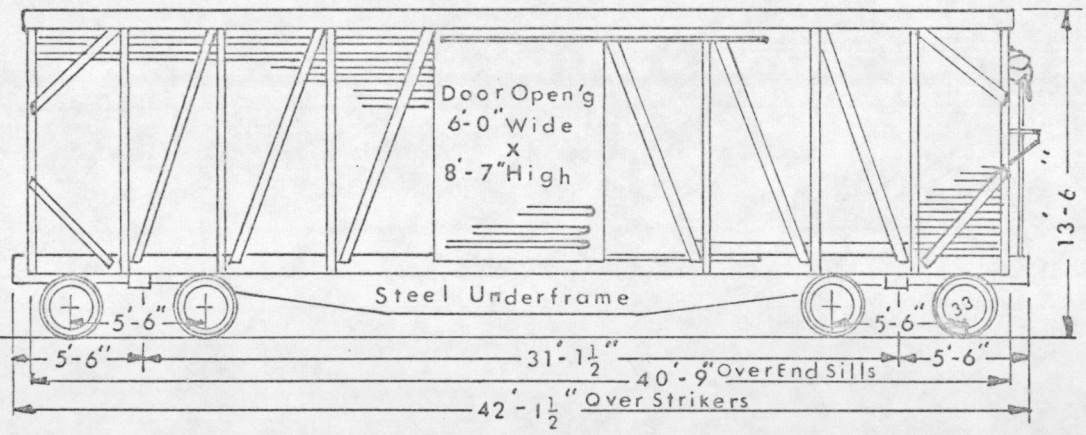
In. Length - 40'-6"  
In. Width - 8'-6"  
In. Height - 9'-2"

8 WORK CARS NOS. W3303, W3314, W3327, W3338, W3341,  
W3347, W3375, W3391

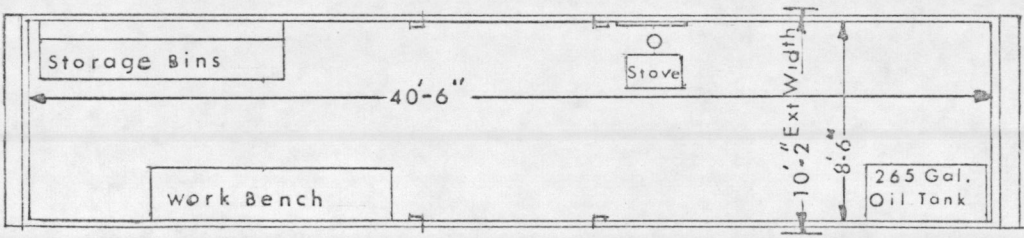
Weight \_\_\_\_\_ 46,000 Lbs.  
Capacity \_\_\_\_\_ 88,000 Lbs.  
Cubic contents \_\_\_\_\_ 3,153 Cu. Ft.  
Received \_\_\_\_\_ 1923

Steel underframe \_\_\_\_\_  
Builder \_\_\_\_\_ Am. Car & Fdy. Co.  
Truck \_\_\_\_\_ C.S. Side Frame U Section  
Journals \_\_\_\_\_ 5" x 9"  
Formerly P2 Box Cars

12-31-75

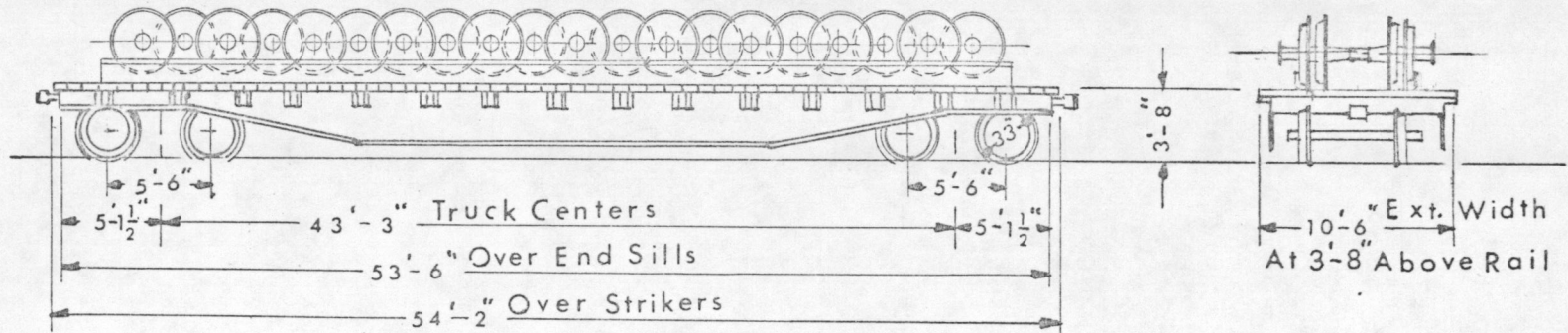


Weight \_\_\_\_\_ 46,000  
Capacity \_\_\_\_\_ 88,000  
Cubic Contents \_\_\_\_\_ 3,153  
Received \_\_\_\_\_ 1923  
Steel Underframe \_\_\_\_\_  
Builder \_\_\_\_\_ Am. Car & Fdy. Co.  
Truck \_\_\_\_\_ C.S. Sideframe U Section  
Journals \_\_\_\_\_ 5" x 9"  
Formerly P2 Box Car No. 3325  
Converted To Work Car \_\_\_\_\_ 1975



1 TOOL & SUPPLY CAR  
ELECT. DEPT. W-3325

7-31-78



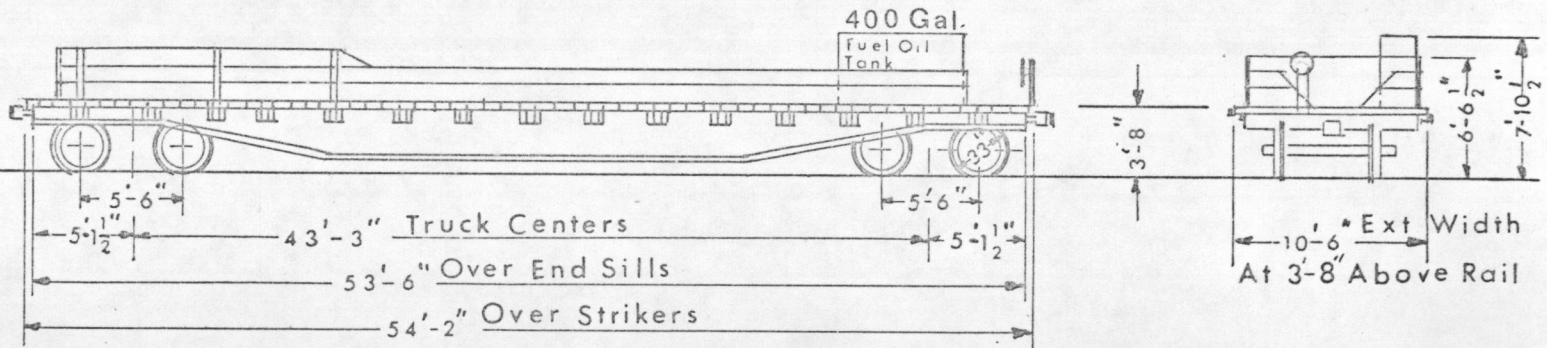
1 WHEEL CAR NO. W-6329

Weight \_\_\_\_\_ Lt. 52000 Lbs.  
 Capacity \_\_\_\_\_ 110,000 Lbs.  
 Builder \_\_\_\_\_ Ralston Steel Car Co  
 Received \_\_\_\_\_ 1969 EJ&E  
 All Steel Construction Except Wood Floor

Trucks \_\_\_\_\_ Barber Stabilized  
 Journals \_\_\_\_\_ 5 1/2" x 10"  
 Built \_\_\_\_\_ 1943  
 Formerly \_\_\_\_\_ DM&IR K6 Flat  
 Converted To Work Car—1976

72

7-31-78

1 BLOCK AND TOOL CAR W 6331  
USED WITH WRECKER X7

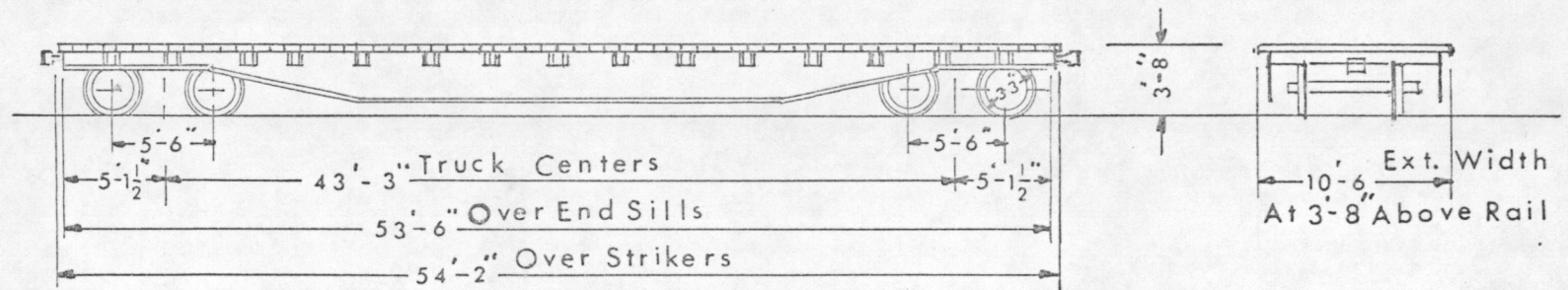
Weight \_\_\_\_\_ 52000 Lbs.  
 Capacity \_\_\_\_\_ 110,000 Lbs.  
 Builder \_\_\_\_\_ Ralston Steel Car Co  
 Received \_\_\_\_\_ 1969 EJ&E  
 All Steel Construction Except Wood Floor

Trucks \_\_\_\_\_ Barber Stabilized  
 Journals \_\_\_\_\_ 5 1/2" x 10"  
 Built \_\_\_\_\_ 1943  
 Formerly \_\_\_\_\_ DM&IR K6 Flat  
 Converted To Work Car—1976

73



7-31-78



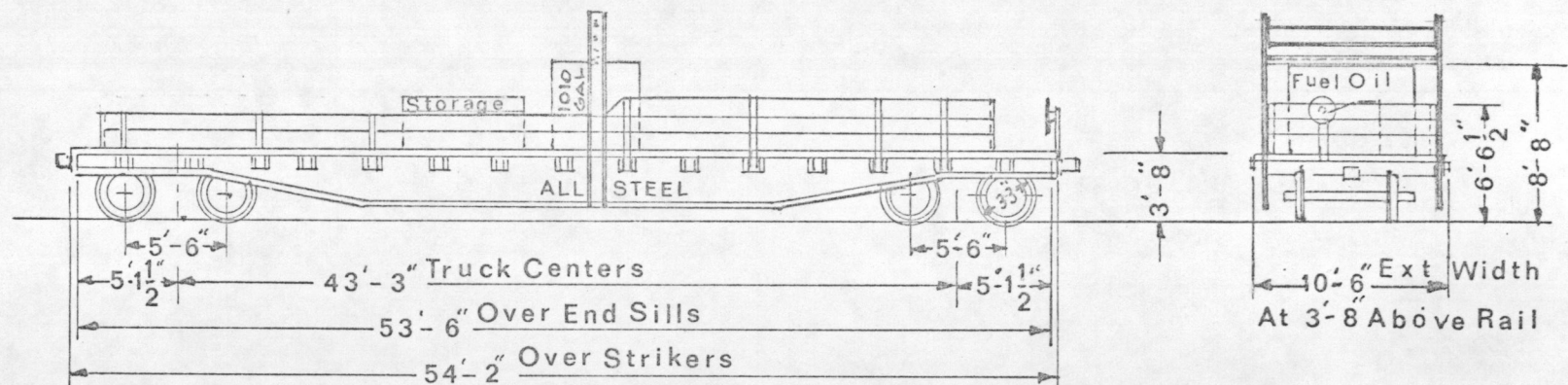
1 RAIL CAR W- 6333

Weight \_\_\_\_\_  
 Capacity \_\_\_\_\_ 110,000 Lbs.  
 Builder \_\_\_\_\_ Ralston Steel Car Co  
 Received \_\_\_\_\_ 1969 EJ&E  
 All Steel Construction Except Wood Floor

Trucks \_\_\_\_\_ Barber Stabilized  
 Journals \_\_\_\_\_ 5 1/2" x 10"  
 Built \_\_\_\_\_ 1943  
 Formerly \_\_\_\_\_ D M & I R K 6 Flat  
 Converted To Work Car—1976

74

7-31-78

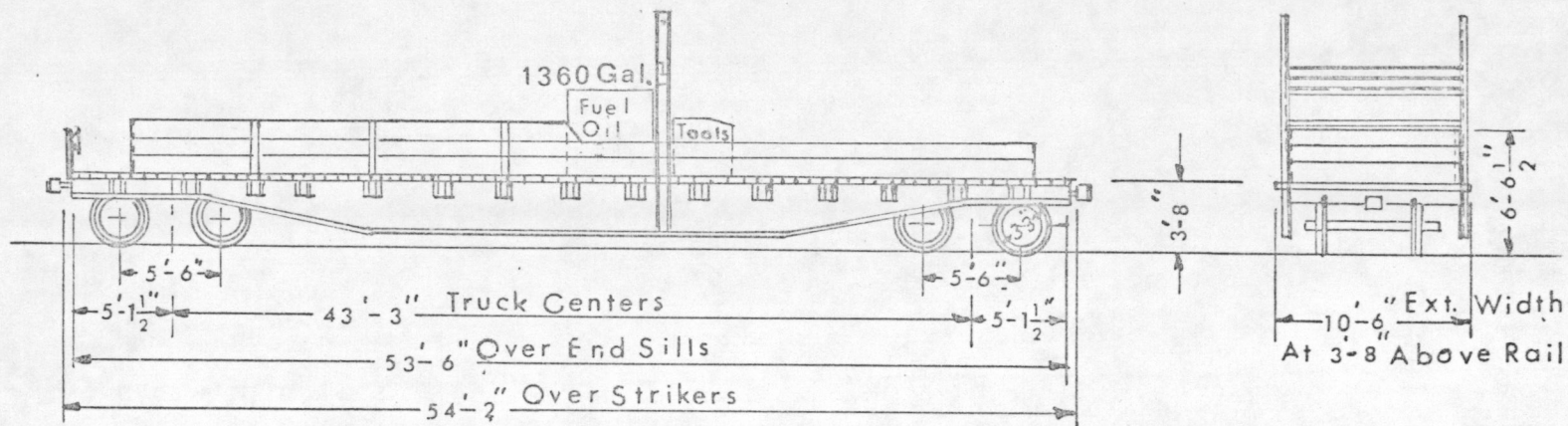
1 CRADLE CAR NO W6330  
USED WITH CRANE X 10

Weight \_\_\_\_\_  
 Capacity \_\_\_\_\_ 110,000 Lbs.  
 Builder \_\_\_\_\_ Ralston Steel Car Co  
 Received \_\_\_\_\_ 1969 EJ&E  
 All Steel Construction Except Wood Floor

Trucks \_\_\_\_\_ Barber Stabilized  
 Journals \_\_\_\_\_ 5 1/2" x 10"  
 Built \_\_\_\_\_ 1943  
 Formerly \_\_\_\_\_ D M & I R K 6 Flat  
 Converted To Work Car —1976

75

7-31-78



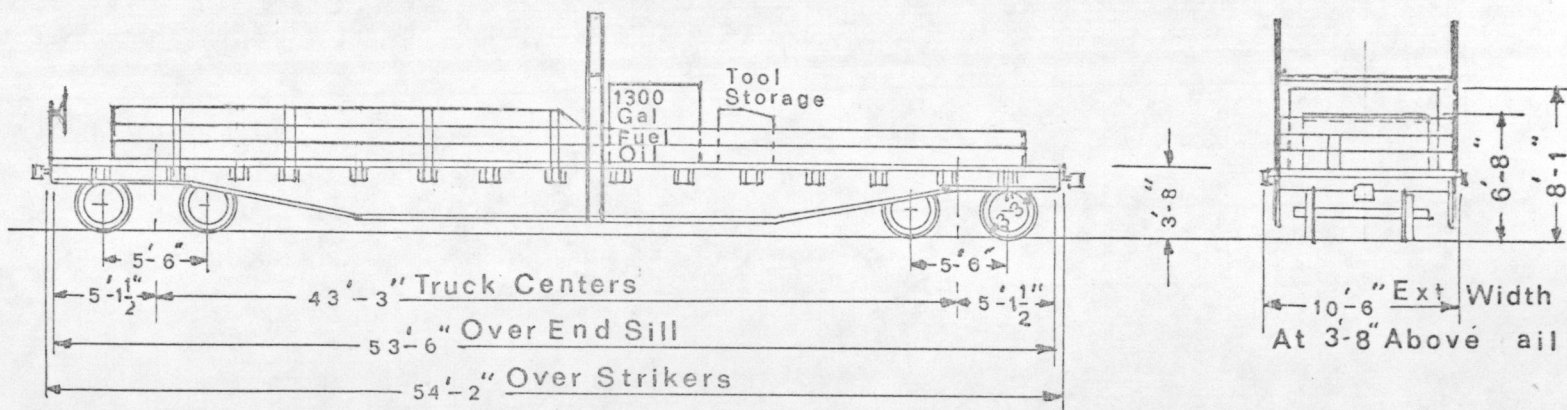
1 CRADLE CAR NO W-6332  
USED WITH CRANE X-20

Weight \_\_\_\_\_  
Capacity \_\_\_\_\_ 110,000 Lbs  
Builder \_\_\_\_\_ Ralston Steel Car Co  
Received \_\_\_\_\_ 1969 E J & E  
All Steel Construction Except Wood Floor

Trucks \_\_\_\_\_ Barber Stabilized  
Journals \_\_\_\_\_ 5 1/2" x 10"  
Built \_\_\_\_\_ 1943  
Formerly \_\_\_\_\_ DM & IR K6 Flat  
Converted To Work Car \_\_\_\_\_ 1976

76

WJOS 10-10-77



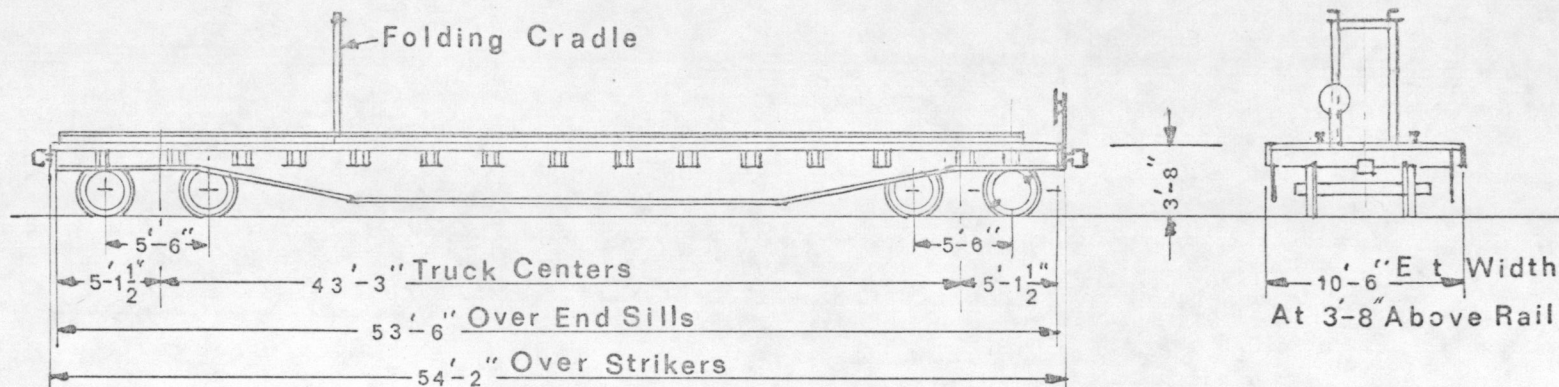
1 CRADLE CAR NO 6334  
USED WITH CRANE X-16

Weight \_\_\_\_\_ Lt 58,700 Lbs.  
Capacity \_\_\_\_\_ 110,000 Lbs.  
Builder \_\_\_\_\_ Ralston Steel Car Co  
Received \_\_\_\_\_ 1969 E J & E  
All Steel Construction Except Wood Floor

Trucks \_\_\_\_\_ Barber Stabilized  
Journals \_\_\_\_\_ 5 1/2" x 10"  
Built \_\_\_\_\_ 1943  
Formerly \_\_\_\_\_ DM & IR K7  
Converted To Work Car \_\_\_\_\_ 1976

77

7-31-78



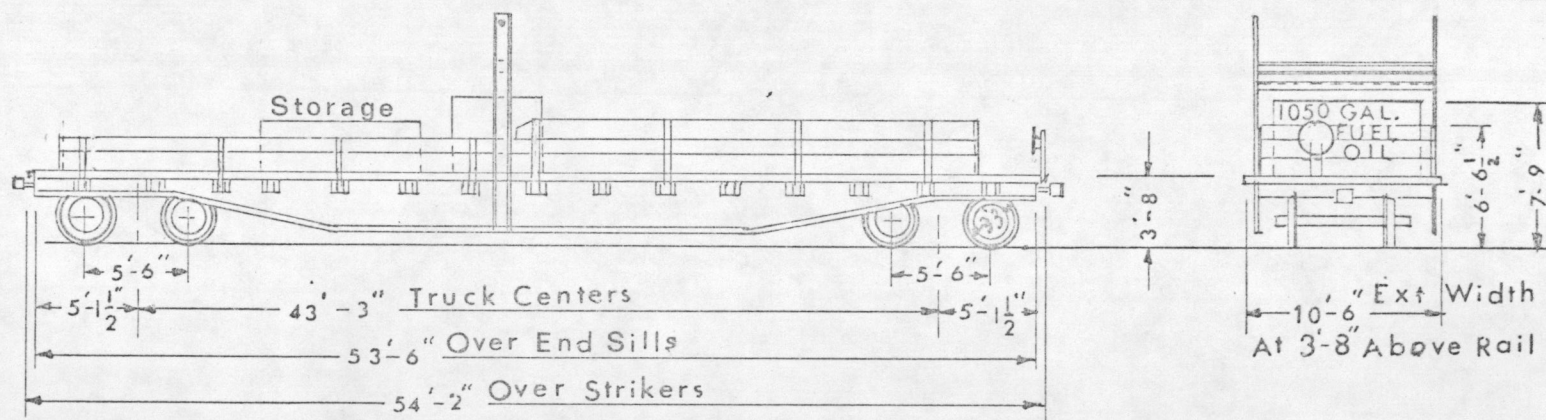
**1 TRANSPORT CAR W 6335  
USED WITH CRANE X 17**

Weight \_\_\_\_\_ 52,500 Lbs.  
Capacity \_\_\_\_\_ 110,000 Lbs.  
Builder \_\_\_\_\_ Ralston Steel Car Co  
Received \_\_\_\_\_ 1969 EJ&E  
All Steel Construction Except Wood Floor

Trucks \_\_\_\_\_ Barber Stabilized  
Journals \_\_\_\_\_ 5 1/2" x 10"  
Built \_\_\_\_\_ 1943  
Formerly \_\_\_\_\_ DM&IR K7  
Converted To Work Car \_\_\_\_\_ 1976

78

7-31-78



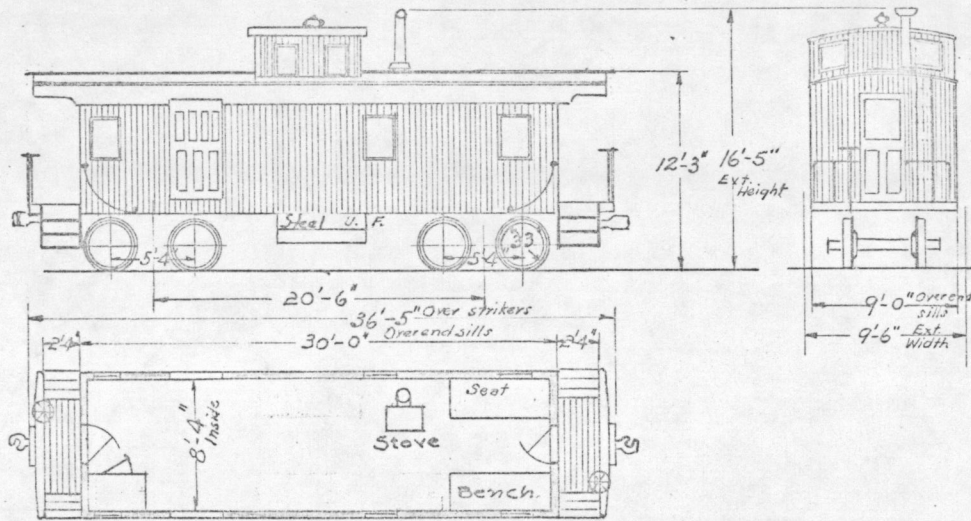
**1 CRADLE CAR W-6336  
USED WITH X-18**

Weight \_\_\_\_\_  
Capacity \_\_\_\_\_ 110,000 Lbs.  
Builder \_\_\_\_\_ Ralston Steel Car Co  
Received \_\_\_\_\_ 1969 EJ&E  
All Steel Construction Except Wood Floor

Trucks \_\_\_\_\_ Barber Stabilized  
Journals \_\_\_\_\_ 5 1/2" x 10"  
Built \_\_\_\_\_ 1943  
Formerly \_\_\_\_\_ K6 Flat  
Converted To Work Car \_\_\_\_\_ 1976

79

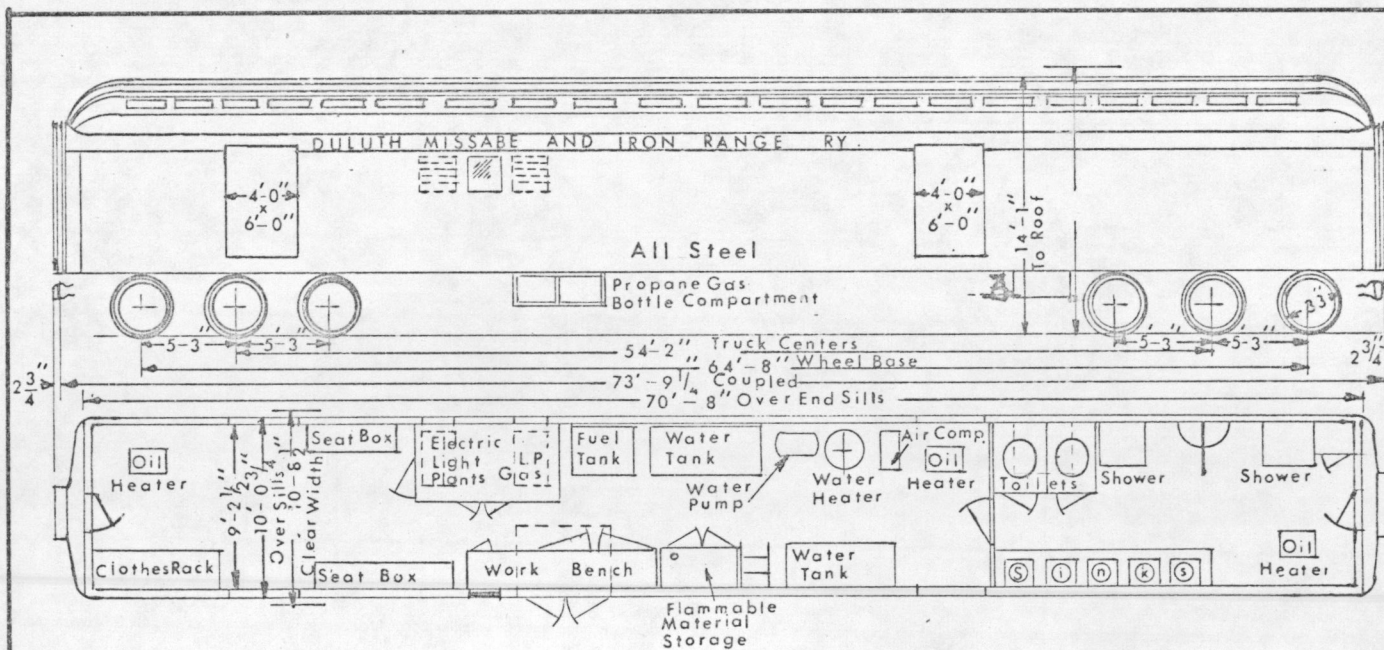
11-15-38  
 2-4-42  
 5-16-50  
 3-29-61  
 3-7-67  
 2-9-70  
 12-26-75



Weight \_\_\_\_\_  
 Received \_\_\_\_\_ 1913  
 Builder \_\_\_\_\_ D.M. & N. Ry.  
 Truck \_\_\_\_\_ Arch Bar (Barber)  
 Journals \_\_\_\_\_ 4 1/2" x 8"  
 Brake Equipment \_\_\_\_\_ Westinghouse A.B. 10"  
 Coupler \_\_\_\_\_ A. S. F.  
 Draft Gear \_\_\_\_\_ Miner A-2B-XB  
 Hand Brakes \_\_\_\_\_ 2  
 Steel underframe \_\_\_\_\_  
 Formerly D.M. & N. No. 61 & Cab No. C. 61  
 Transferred To Work Car \_\_\_\_\_ 1975

1. TOOL & SUPPLY CAR NO. W61

12-11-72  
 12-31-75

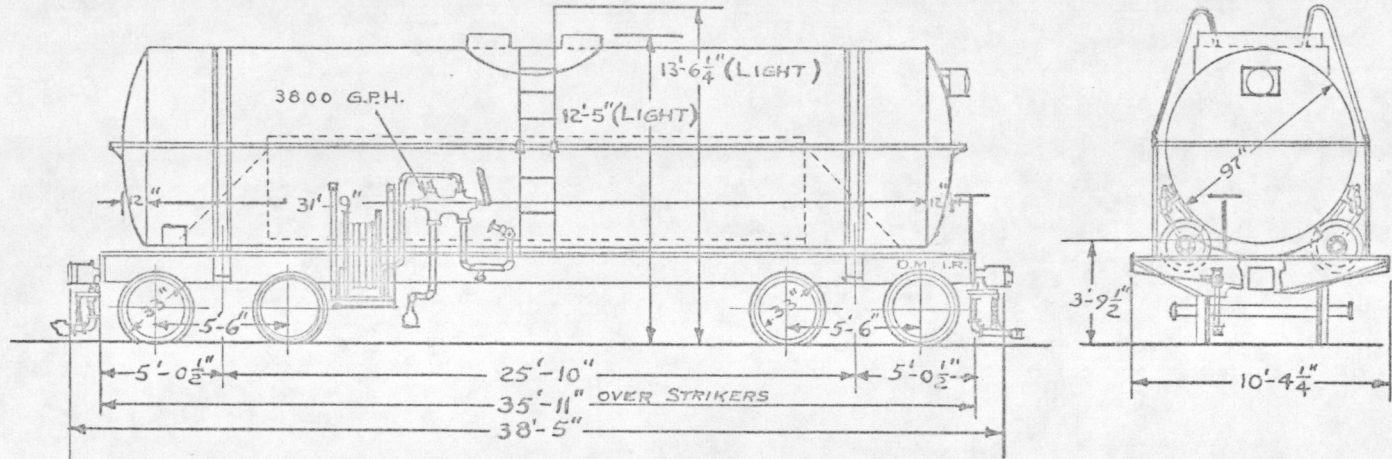


Weight 151 500  
 Received - 1912  
 Builder - A.C. & F. Co.  
 Truck - Commonwealth  
 Journals - 5" x 9"  
 Brake - West. LN 1812 Clasp  
 Hand Brake - Universal  
 Coupler - Pitt. # 255  
 Draft Gear - Twin Spring  
 Lighting - Electric  
 All Steel Construction  
 Formerly DM & IR  
 Baggage #112  
 Converted 1972

1. Tool & Lavatory Car W-112  
 (For Wrecking Crew)

12-24-63  
3-29-67  
2-9-70

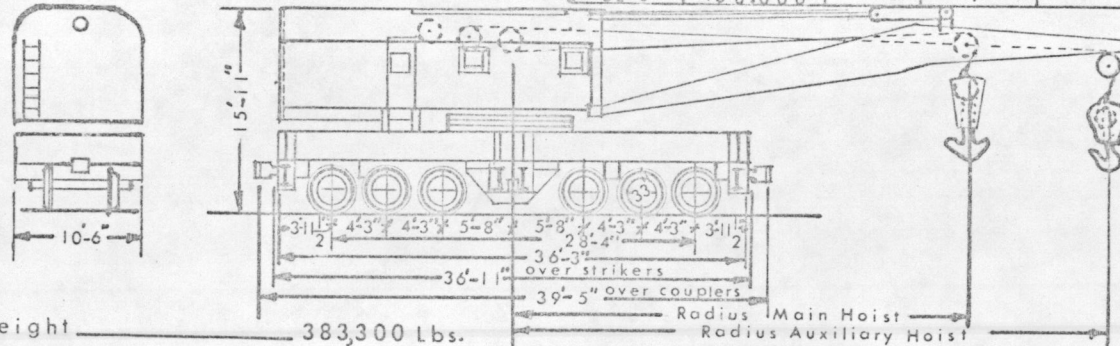
FORMERLY S-10 & S-13 AUX. TENDERS  
CONVERTED TO SLUSHER CARS 10-62



2 WATER SUPPLY CARS NO. W 807 (S-13) & W 808 (S-10) — ORE SLUSHING SERVICE  
 Weight, Loaded — W807 152,850 LBS. Journals — 5 1/2" x 10"  
 " , Light — W807 49,100 LBS. Trucks — C.S. Side Frames  
 Capacity — W808 50,700 LBS. Injectors—Simplex No.10 Type "R" Purchased—S.H. From Builder  
 Received — 1937 Hose Reels — Hannay Builder—Gen. Am. Trans. Car Corp. 80

11-1-73

AUXILIARY HOIST				MAIN HOIST II PART LINE			
Loads May Be Hoisted & Rotated From Lifting Side To Center Line Of Track		Loads May Be Hoisted & Rotated		Loads May Be Hoisted & Rotated From Lifting Side To Center Line Of Track		Loads May Be Hoisted & Rotated	
Using All Outriggers 3 Part Line		Using End Outriggers Only 3 Part Line		Using All Outriggers		Using End Outriggers Only	
Radius	Load In Lb.	Radius	Load In Lb.	Radius	Load In Lb.	Radius	Load In Lb.
30'-0"	120,000	25'-0"	120,000	16'-0"	50,000	16'-0"	24,000
40'-0"	104,000	35'-0"	92,000	17'-6"	45,000	17'-6"	22,000
45'-0"	95,000	40'-0"	80,000	21'-0"	35,000	21'-0"	17,000
		45'-0"	67,000	25'-0"	27,000	25'-0"	14,000
				28'-0"	22,000	28'-0"	12,500
				30'-0"	19,000	30'-0"	11,500
				32'-0"	16,000	32'-0"	11,000



Weight — 383,300 Lbs.  
 Capacity — 250 Tons  
 Industrial Type Z Ser. NO. 10926  
 Built At Bay City Mich. — 1941

1 WRECKER CRANE X7

Converted To Diesel — 1960

Length of Boom — 41 Ft.  
 Self Propelling —  
 Diesel Eng — Cummins  
 Model — NHRS 6-1  
 Serial No — 253713  
 Linke Belt Silent Chain  
 Drive Twin Hydraulic  
 Torque Converter  
 Model — Floo 29TG-1L  
 Metropac Oil Heater  
 Gardner Denver  
 Air Compressor  
 Model — ADK1002  
 Fuel #2 Distillate Oil  
 Fuel Tank Capy. — 150 Gal.  
 Brakes — Air  
 Cars Used With Crane X7  
 Tool Car W 193  
 Block Car W 2695  
 Engine H.P. 320 @ 2100 R.P.M.  
 Muffler — 5"

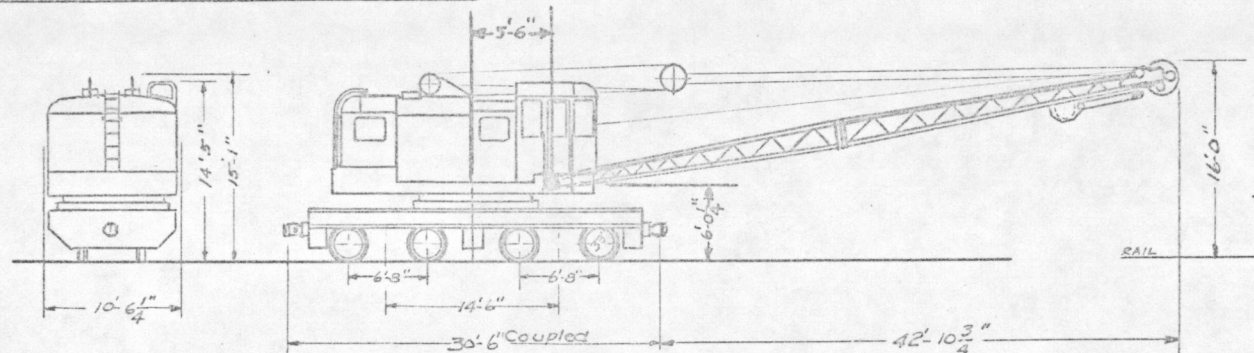
Builder Industrial Brownhoist Corp  
 Truck (Clasp Brakes) C.S. Side Frame  
 Journals — 6 1/2" x 12"

2-13-50  
5-8-58  
3-13-67  
2-9-70  
3-12-75  
7-31-78

RADIUS	WITH OUTRIGGERS	WITHOUT OUTRIGGERS
12 FT.	160,000#	100,000#
20 "	90,000#	52,300#
30 "	57,000#	31,600#
40 "	41,000#	21,800#
50 "	32,000#	16,100#

Car Used With Crane X10:  
Cradle Car W-6330

Length of Boom 52 Ft.  
Diesel Engine-Cummins-HRS-6-IP(G)  
225 H.P. @ 1800 RPM  
Generator-West. Type 189-X7  
Traction Motors-West. 1443-EC  
AUX. Generator -



1 LOCOMOTIVE CRANE NO X10

Weight 259,100 Lbs.  
Capacity 50-80 Tons  
Model 850-80-DE. Loco. Crane Ser#2600  
Received 1951.

Builder American Hoist & Derrick Co  
Truck C.S. Side Frame  
Journals 6 1/2" x 12"

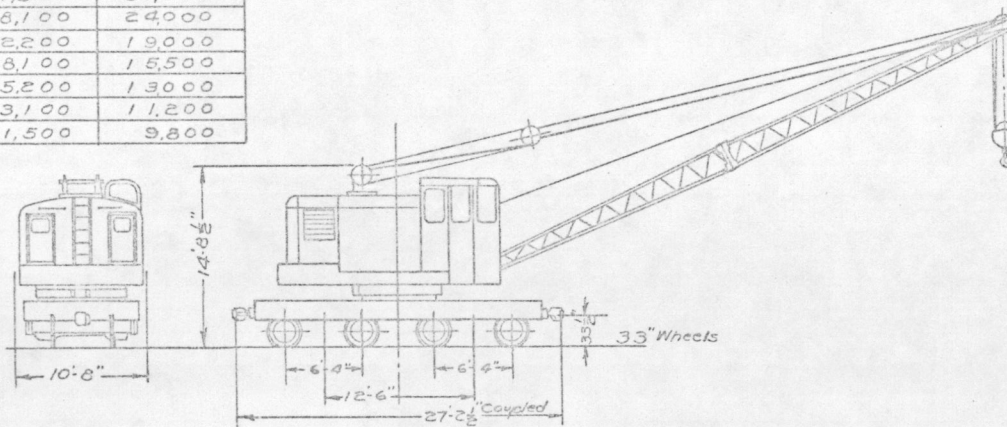
82

5-20-59  
3-29-67  
2-9-70  
7-31-78

Radius	With Outriggers	Without Outriggers
12	60,000	60,000
15	52,600	45,000
20	37,500	31,600
25	28,100	24,000
30	22,200	19,000
35	18,100	15,500
40	15,200	13,000
45	13,100	11,200
50	11,500	9,800

Car Used with Crane X-16:  
Cradle Car W-6334

Length of Boom 50 Ft.  
Diesel Eng.-G.M. 6-71-6055-C  
145 H.P. @ 1600 RPM.  
Generator-GE. Type GT1519  
Tr. Motors-GE. Type GE.1244  
Air Comp.-Curtis Mod. F, #97  
Fuel #2 Distillate Oil  
Fuel Tank Capy. 130 Gal.  
Diesel Eng. Ser. No. 6A71496



1 LOCOMOTIVE CRANE NO. X16

Weight 159,140 LBS.  
Capacity 30 Tons  
Model 830-DE Ser. No. J-3487  
Received 1958

Builder American Hoist & Derrick Co.  
Truck C.S. Side Frame  
Journal 6" x 11"

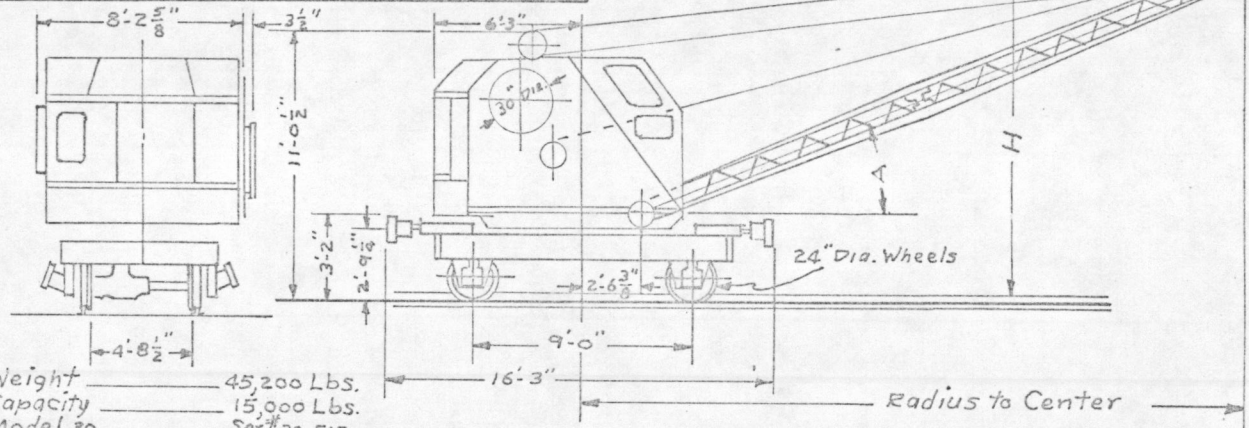
83

11-2-59  
3-13-67  
2-9-70  
7-31-78

Radius	Angle A	Height H	Capacity q <sup>t</sup> 90° to Track	Additional to Tip
10'-0"	78½°	37'-9"	15,000 Lbs.	17%
15'-0"	70°	36'-3"	8,500 Lbs.	17%
20'-0"	61°	34'-0"	6,000 Lbs.	17%
25'-0"	51°	30'-8"	4,400 Lbs.	17%
30'-0"	39½°	25'-9"	3,500 Lbs.	17%
35'-0"	24°	17'-8"	2,660 Lbs.	17%
40'-0"			2,100 Lbs.	17%
45'-0"			1,750 Lbs.	17%

Car Used With Crane X17  
Transport Car W6335

Length of Boom \_\_\_\_\_ 35 Ft.  
With Extension \_\_\_\_\_ 45 Ft.  
Diesel Eng. G.M.C. 3055C \_\_\_\_\_  
67 H.P. @ 1400 R.P.M. \_\_\_\_\_  
84 H.P. @ 2000 R.P.M. \_\_\_\_\_  
Diesel Eng. Ser. # 3-A-37954 \_\_\_\_\_  
Generator - D-R 24V # 18952 \_\_\_\_\_  
Air Compressor - Bendix \_\_\_\_\_  
Westinghouse TU-F1050 \_\_\_\_\_  
Fuel - #1 Distillate Oil \_\_\_\_\_  
Fuel Tank Capy \_\_\_\_\_ 49 Gals.



Weight \_\_\_\_\_ 45,200 Lbs.  
Capacity \_\_\_\_\_ 15,000 Lbs.  
Model 30 \_\_\_\_\_ Ser. # 30-515  
Received \_\_\_\_\_ 1959

1 LOCOMOTIVE CRANE NO. X17

Builder Cullen-Friestedt Co.  
Journals \_\_\_\_\_ 5" x 9"

84

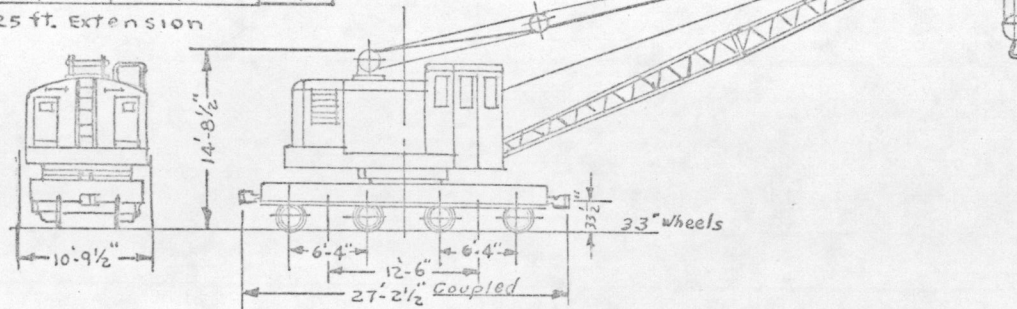
9-8-69  
2-9-70  
7-31-78

Radius	With outriggers	Without outriggers	Boom angle
16	47,200*	40,400*	81°
20	36,100	30,800	78
25	26,800	22,900	74
30	21,100	18,000	70
35	17,100	14,600	66
40	14,100	12,100	62
50	10,600	9,100	53
* 60	8,100	6,900	43
* 70	6,300	5,400	30
* 75	5,600	4,800	21

Car Used With Crane X-18  
Cradle Car W-6336

Length of Boom \_\_\_\_\_ 50 Ft.  
Diesel Eng - Cummins Model HRB1-600 \_\_\_\_\_  
145 H.P. @ 1600 R.P.M. \_\_\_\_\_  
Generator - GE. Type GT 1519 D1 \_\_\_\_\_  
Tr. Motors - GE. Type GE. 1244 \_\_\_\_\_  
Air Comp. - Gardner Denver ACM \_\_\_\_\_  
Fuel \_\_\_\_\_ #2 Distillate Oil \_\_\_\_\_  
Fuel Tank Capy \_\_\_\_\_ Gal.  
Diesel Eng. Ser. No. 116795 \_\_\_\_\_  
Mag. Gen. - GE. Type CD-83 \_\_\_\_\_  
7½ K.W. - 250 Volts - 300/1800 R.P.M. \_\_\_\_\_  
Built \_\_\_\_\_ 1951

\* With 25 ft. Extension



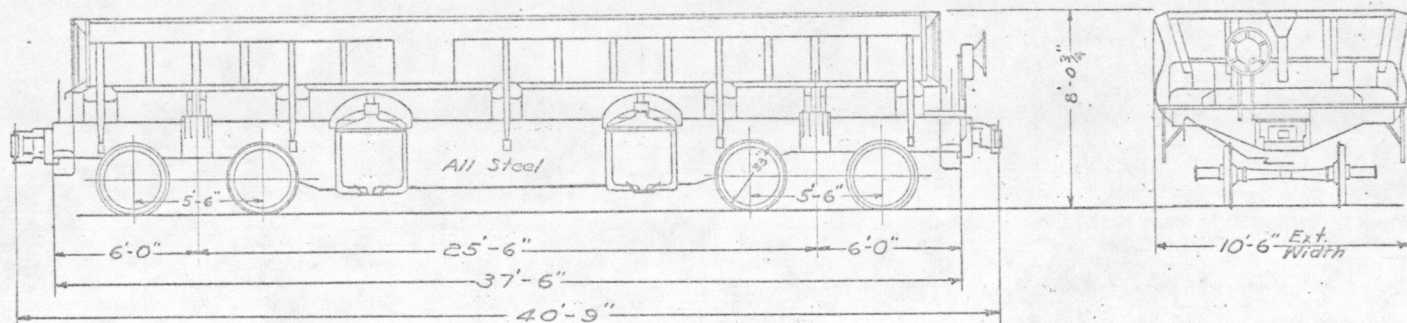
Weight \_\_\_\_\_ 166,100 Lbs.  
Capacity \_\_\_\_\_ 30 Tons  
Model 830-DE \_\_\_\_\_ Ser. No. J-3105  
Received \_\_\_\_\_ 1968

1 LOCOMOTIVE CRANE NO. X18

Builder American Hoist & Derrick Co.  
Truck \_\_\_\_\_ C.S. Side Frame  
Journal \_\_\_\_\_ 6" x 11"

85

6-1-55  
 7-15-55  
 8-18-55  
 3-29-67  
 2-9-70  
 11-1-73



Inside Length-34'-0"  
 Inside Width-9'-5"  
 Inside Height-2'-8"

4 DUMP CARS NOS. W1291, W1294, W1297, W1299

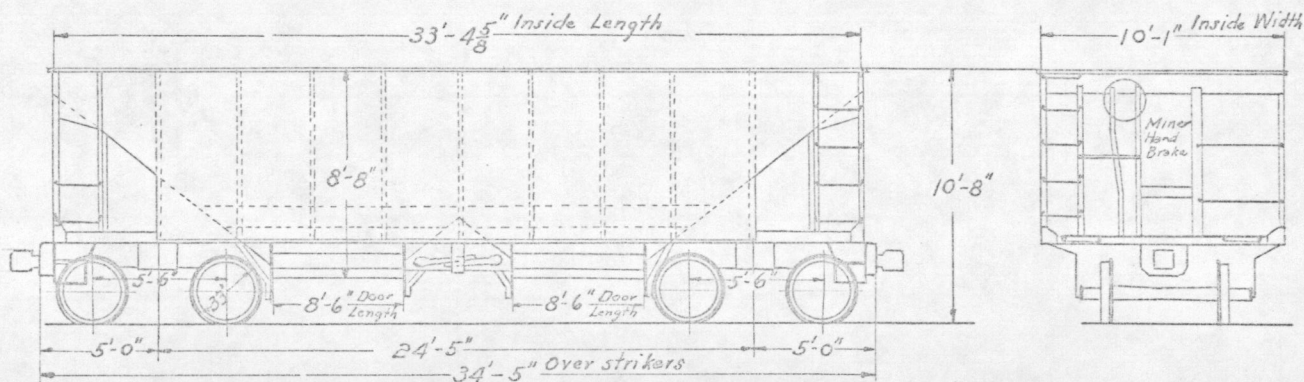
Weight \_\_\_\_\_ 97,500 Lbs.  
 Capacity \_\_\_\_\_ 112,500 Lbs.  
 Cubic Contents \_\_\_\_\_ 30 Cu Yds.  
 Received \_\_\_\_\_ 1955

Steel Underframe \_\_\_\_\_  
 Builder \_\_\_\_\_ Magor Car Corp.  
 Truck \_\_\_\_\_ W1291-W1299 - Daimler  
 Journals \_\_\_\_\_ 6"x11"

Dumping Mechanism Operated by Air \_\_\_\_\_ W1291-W1299 Formerly O.I.M. Co. Nos. 1111, 1114, 1117, 1119 - Built 1930

88

2-4-42  
 3-29-67  
 2-9-70



BALLAST CAR

30 CARS NOS. W1300 - W1329

Weight \_\_\_\_\_ 42,100 to 42,300 Lbs.  
 Capacity \_\_\_\_\_ 100,000 Lbs.  
 Cubic contents (level full) \_\_\_\_\_ 1970 cu.ft.  
 Received \_\_\_\_\_ 1941.

Door Mech. \_\_\_\_\_ Rodger Ballast Car Co.  
 Material \_\_\_\_\_ Cor-Ten Steel.  
 Builder \_\_\_\_\_ Am. Car & Fdy Co.  
 Truck \_\_\_\_\_ C.S. Side frame Doub. Truss, Sp. Plankless  
 Journals \_\_\_\_\_ 5 1/2" x 10" A.A.R.

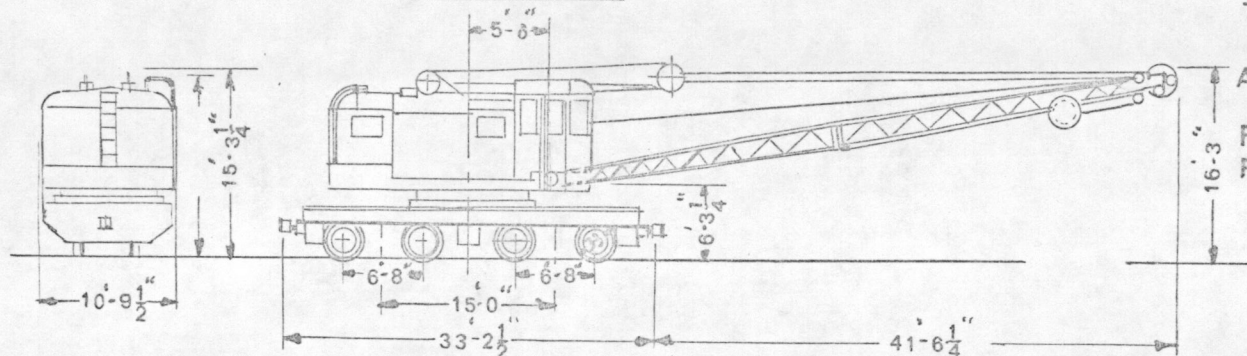
89



Deg	Radius	With Outriggers	Without Outriggers
83	12 Ft	173 000 Lbs	109 000 Lbs
74	20	108 900	57 400
62	30	66 900	35 000
48	40	47 600	24 500
32	50	35 800	11 300

Car Used With Crane x 20  
Cradle Car W 6332

Length Of Boom — 52 Ft  
Diesel Engine — Cummins  
N-855 250 190 HP  
1600 RPM Ser 10 55263  
Generator — GE 5GT 1519 D1  
Traction Motor — GE  
5GE 63 A2



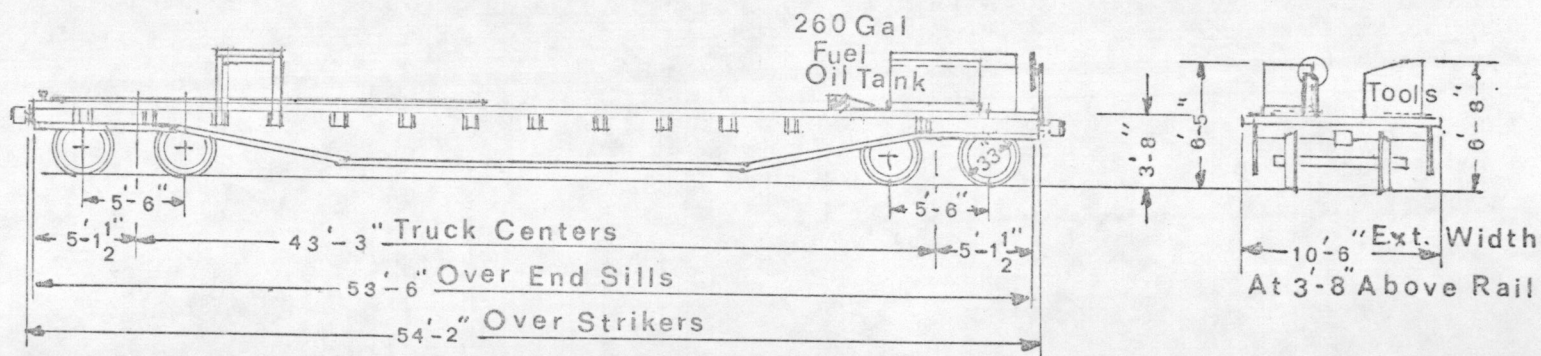
Air Compressor — Quincy 70 Cfm  
370 S 6 Ser 936085 LS  
Fuel — 1 Distillate Oil  
Fuel Tank Cap: 240 Gal

1 LOCOMOTIVE CRANE NO X 20

Weight \_\_\_\_\_ 297250 Lbs.  
Capacity \_\_\_\_\_ 55-88 Tons  
Model 855 88 DE Loco Crane Ser. 4120  
Received \_\_\_\_\_ 1976

Builder — American Hoist & Derrick Co  
Truck \_\_\_\_\_ CS Side Frame  
Journal \_\_\_\_\_ 6 1/2 x 12 Timken Roller rg

10-20-77

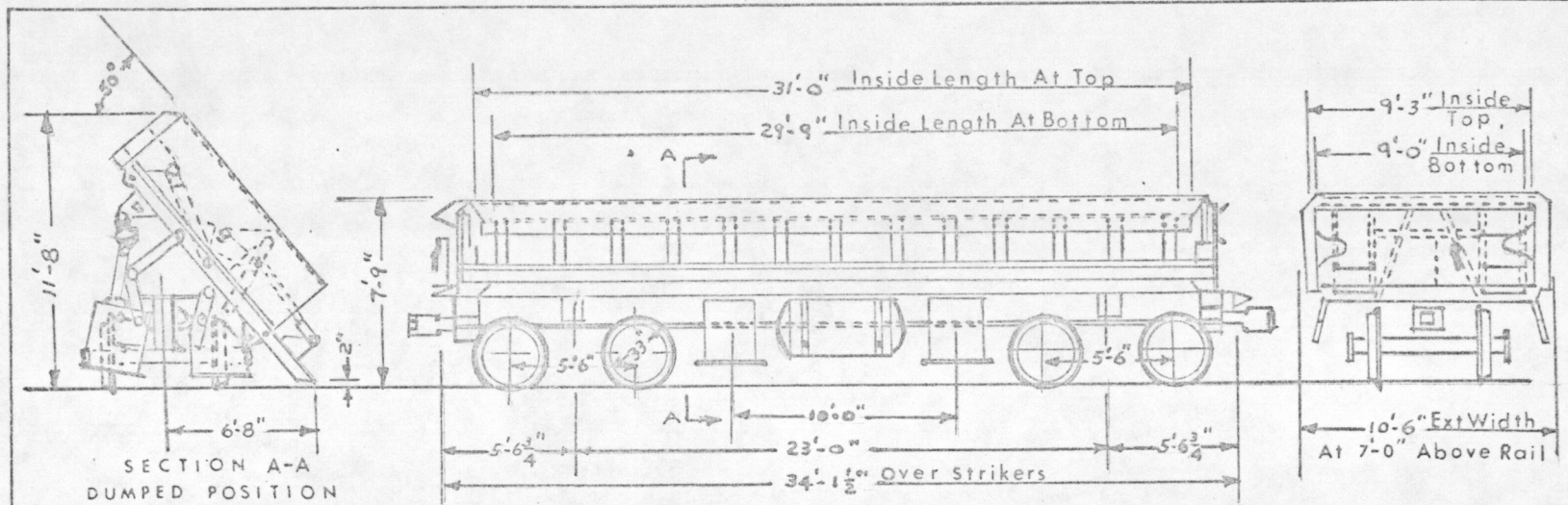


1 DOZER CAR W 6328

Weight \_\_\_\_\_ Lt. 53,200 Lbs.  
Capacity \_\_\_\_\_ 110,000 Lbs.  
Builder \_\_\_\_\_ Ralston Steel Car Co  
Received \_\_\_\_\_ 1969 E J & E  
All Steel Construction Except Wood Floor

Trucks \_\_\_\_\_ Barber Stabilized  
Journals \_\_\_\_\_ 5 1/2 x 10"  
Built \_\_\_\_\_ 1943  
Formerly \_\_\_\_\_ DM & IR K7  
Converted To Work Car — 1977

11-20-72



50 TON DUAL SIDE PIVOT DROP DOOR CAR

CLASS WORK

15 CARS NOS. W1502, 1505, 1506, 1507, 1510, 1515, 1533, 1647, 1649, 1656, 1670, 1671, 1677, 1696, 1718

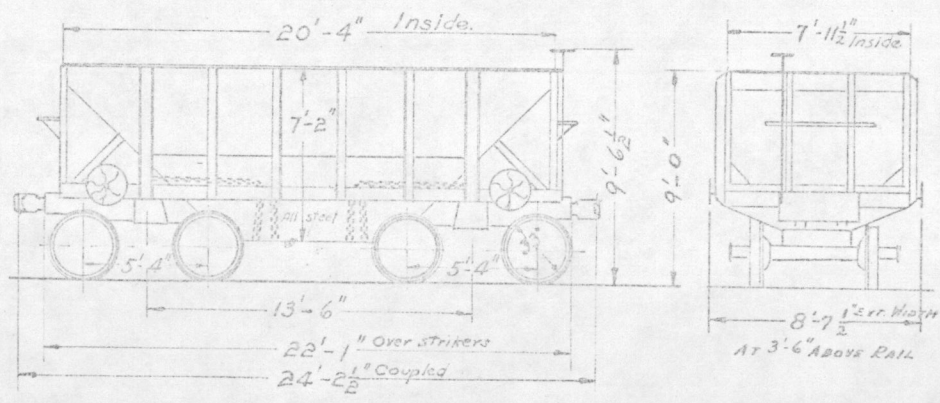
Weight \_\_\_\_\_ 67,000 Lbs.  
 Capacity \_\_\_\_\_ 100,000 Lbs.  
 Cubic Contents \_\_\_\_\_ 810 Cu.Ft.  
 Received On Lease From M.O.O. 1971

All Steel Construction — Built 1946  
 Builder \_\_\_\_\_ Western Austin Co.  
 Truck A.S.F. C.S. Side Frame U Section  
 Journals 5 1/2" x 10" Timken Roller Brg. 90

- 11-15-38
- 2-4-42
- 2-19-43
- 2-9-44
- 11-16-45
- 10-3-50
- 8-8-55
- 1-6-59
- 1-16-59
- 3-30-61
- 3-6-67
- 1-27-70
- 10-2-70
- 11-1-73
- 3-5-75
- 12-23-75
- 7-31-78
- 11-30-78

THESE CARS ASSIGNED TO WORK EQUIPT. DEC. 1958

A.A.R. CL. HM



In. Length \_\_\_\_\_ 20'-4"  
 In. Width \_\_\_\_\_ 7'-1 1/2"  
 2 Hopp. Op. — 3'-6" x 2'-11 1/4"  
 2 Door. Op. — 3'-6" x 2'-11 1/4"

5 CARS NOS. W44100-W44222; W11112, W11339, W11625

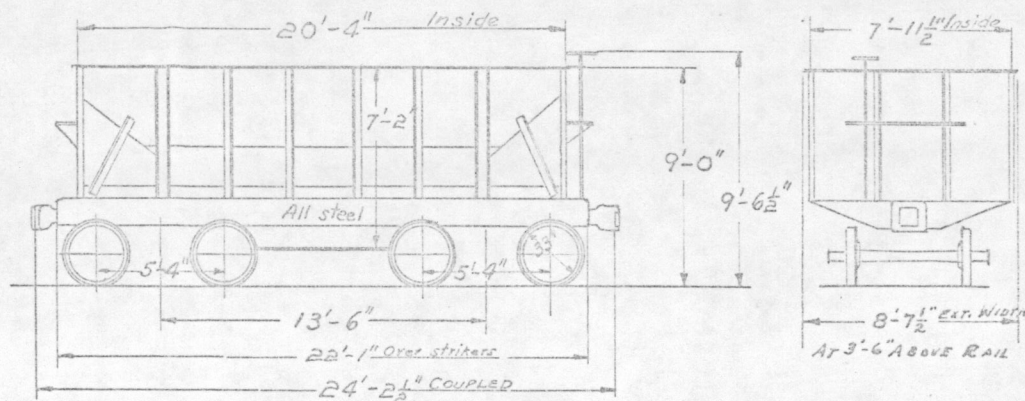
Weight \_\_\_\_\_ 32,200 Lbs.  
 Capacity \_\_\_\_\_ 100,000 Lbs.  
 Cubic contents (level full) 689 cu. ft.  
 Received — 750 — 1906 — 1150 — 1907

Door Mech. Patents P.S.C.Co.  
 Builder \_\_\_\_\_ Pressed Steel Car Co.  
 Truck \_\_\_\_\_ Cars C.S. Side frame Sect. L. & ARCH BAR  
 Journals \_\_\_\_\_ 5 1/2" x 10"  
 FORMERLY U4 ORE CARS No's. 100-849; 10555-11704 91

11-15-38  
 2-4-42  
 2-19-43  
 10-3-50  
 8-8-55  
 1-6-59  
 1-17-62  
 3-7-67  
 2-9-70  
 10-2-70  
 11-1-73  
 3-5-75  
 12-23-75  
 7-31-78  
 11-30-78

THESE CARS ASSIGNED TO WORK EQUIPT. DEC. 1958

A.A.R. CL. HM



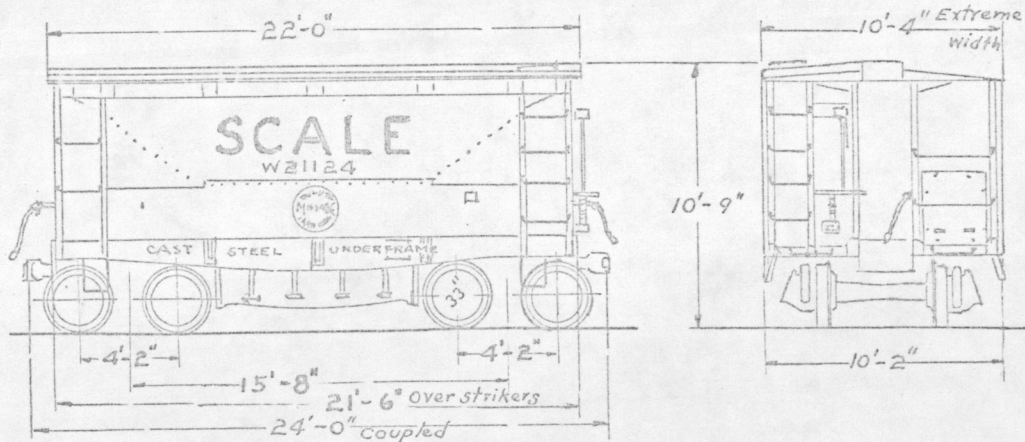
In. Length \_\_\_\_\_ 20'-4"  
 In. Width \_\_\_\_\_ 8'-0"  
 2 Hopper Opngs. 3'-6" x 2'-11 1/2"  
 2 Door Opngs. 3'-6" x 2'-11 1/2"

5 CARS NOS \*W34578; \*W34676; W34753; W39145 & 39164

Weight \_\_\_\_\_ 32,000 Lbs.  
 Capacity \_\_\_\_\_ 100,000 Lbs.  
 Cubic contents, level full \_\_\_\_\_ 689 cu. ft  
 Received \_\_\_\_\_ 1906-07.

Door Mech. Patents \_\_\_\_\_ R.S.C.Co.  
 Builder \_\_\_\_\_ Pressed St. Car Co.  
 Truck Arch bar except 2 Cars C.S.S.F. Sec. T  
 Journals \_\_\_\_\_ 5 1/2" x 10"  
 Formerly D&I.R. Nos. 4400-4899 & 9000-9699

9-4-46.  
 3-13-67  
 5-21-69  
 2-9-70  
 3-5-75

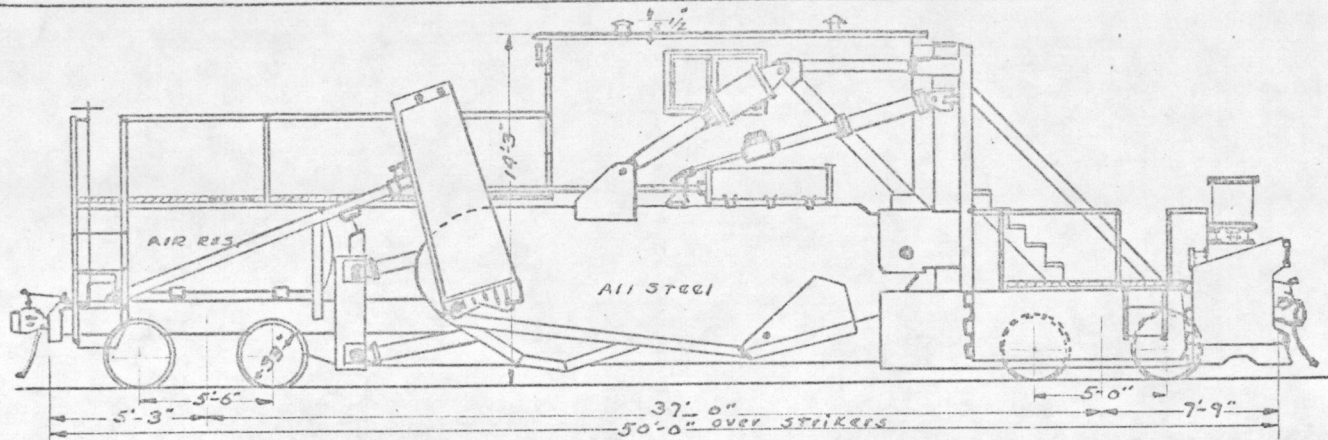


1 SCALE TEST CAR NO. W21124

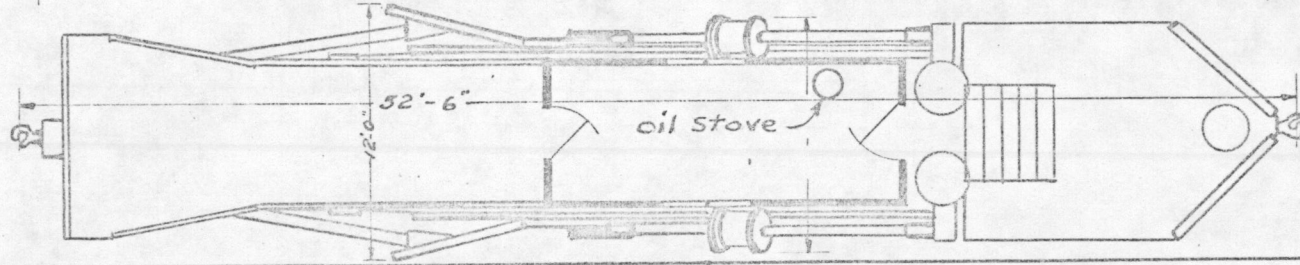
Weight loaded W21124 199,080 Lbs.  
 Converted into Scale car May 1946.  
 Received \_\_\_\_\_ 1925.

Builder \_\_\_\_\_ Pullman Car & Mfg. Co.  
 Truck \_\_\_\_\_ Pflager C.S. Sideframe U Sect.  
 Journals \_\_\_\_\_ 6 1/2" x 12"  
 Formerly Cl. U13 21124

10-24-50  
 3-13-67  
 8-27-69  
 2-9-70

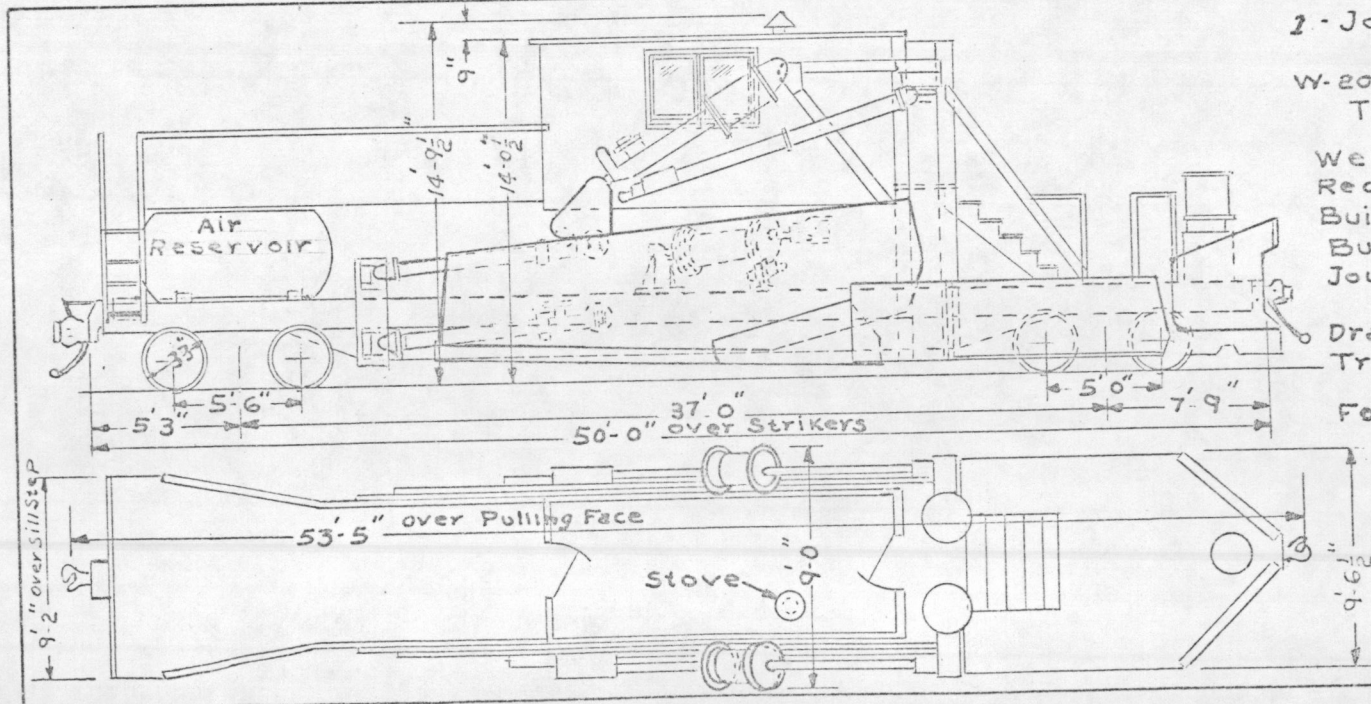


JORDAN SPREADER NO W198  
 SERIAL NO 797  
 TYPE A  
 Weight 125,000  
 Received 1945  
 Builder O. F. Jordan Co  
 Truck C. S. Side frame  
(Front) (Back)  
 Journals 6"x11", 5 1/2"x10"  
 Draft Gear Miner A2X  
 Built (New) 1945



W-198

2-8-67  
 3-10-67  
 4-13-67  
 2-9-70  
 7-31-78



2 - Jordan Spreader  
 W-200 - Serial 834  
 Type "A"

Weight (200) 110,500 lbs.  
 Received 1954  
 Builder - O.F. Jordan Co  
 Built 1950  
 Journals - Front-6"x11"  
 Back-5 1/2"x10"  
 Draft Gear  
 Trucks - Back-50 Ton  
 Front-70 Ton  
 Formerly - O.I.M. Co. #15

W 200