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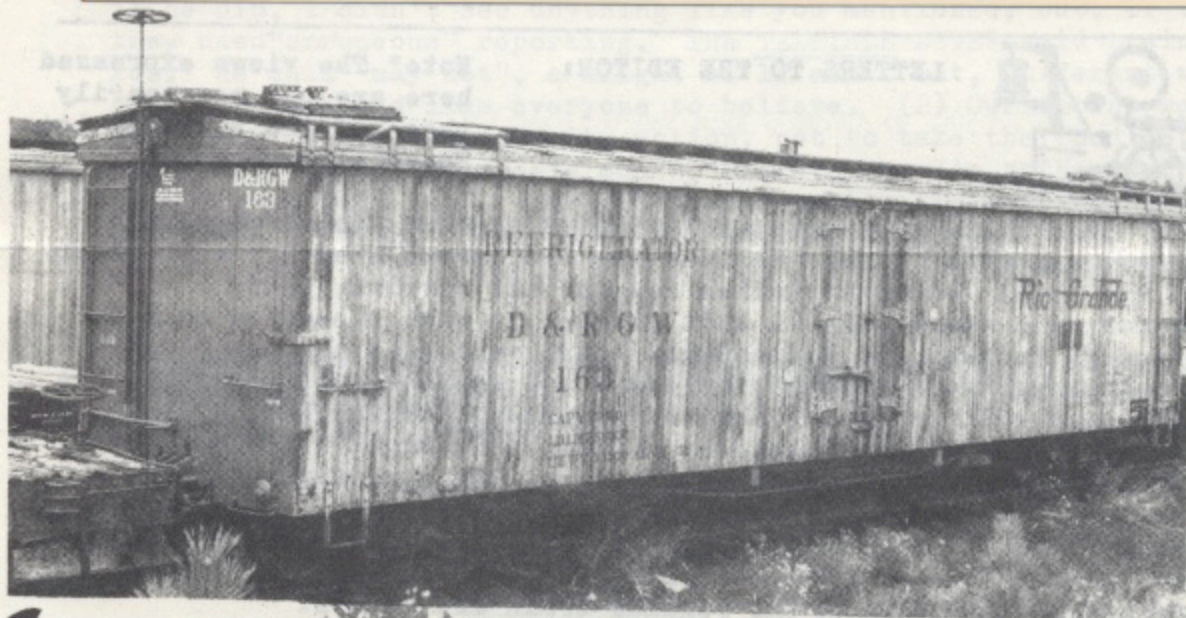
Telltale

NARROW GAUGE RAILROAD ASSOCIATION

BOX 4566, ALBUQUERQUE, NEW MEXICO 87106

Volume IV, Number 4

November-December 1975



D&RGW reefers
#166 left &
#163 right
just prior
to completion
of restoration
by application
of the herald
to 163.
by members of
the NGRRA.

Color slide by
NGRRA member
Bill Severns,
card by Hanna
& Hanna Photo.

Our thanks to
Bob Trennert
of Tempe, AZ
for these two
fine "before"
photos of 166
shown to the
right and 163
shown above
as they appeared
in Chama
on August 19,
1972 prior to
restoration by
the NGRRA.



TRACK WALKING

by Bill Severns

Many of us prefer to ride the train while some do restoration and others are just as happy with photography. However, for the more ambitious and adventuresome "trackwalking" can be quite fun. If nothing, it provides a really close firsthand look at the railroad which can only be appreciated when walking it.

Shortly after the close of the 1975 operations on the C&TSRR, NGRRA Board members Paul Chenoweth, John Coker and Bill Severns began an exploration hike into Toltec Gorge in search of the wreck site of D&RG #170 a T-12 type 4-6-0 passenger locomotive. The hike began at approx. M.P. 317½ (317.5) slightly East of Osier. Access to this area can usually be made by two wheel drive vehicles in the fall as the roads are usually dried out from the summer. After a somewhat strenuous climb from the road to the right-of-way we began our eastward trek. First stop was Toltec Gorge where John Coker and Bill Severns went over the edge and down into the gorge. (It should be noted that this IS NOT RECOMMENDED as the gorge is very steep and there are many loose rocks.) Once a rock is knocked loose they won't stop until they hit a fisherman or the river bottom! During the days of the San Juan a sign was posted asking patrons not to throw rocks as fisherman could be below.

Not much remains of the stock car. Getting back out required a long rope and a lot of pulling by Paul Chenoweth. Not far east of "Rock Tunnel" is M.P. 315 and 50 yds. east of that is where #170 went over. A small pile of coal can be seen from the right-of-way or train. This is where the loco. came to rest and the tender took its first full "roll over" before continuing on down the mountain side for another 50 yds before being caught in a grove of Aspen trees. With the exception of the trucks, the tender is all there. It is in three main pieces, (1) the wooden frame, (2) the wrapper and (3) the air tank. #170 can still be seen on the side of it. Where the engine came to rest there are still a few cab parts and one can see where the D&RG built a road down to the engine in order to pull it back up the hill to the main line. According to the Colorado Railroad Museum publication, Steam in the Rockies, #170 saw service for another seventeen years. From some accounts I understand that #170 and #169 were doubleheading westbound in 1909 pulling a long passenger train. #170 derailed and #169 proceeded to push it over the edge before the train could be stopped. I'll attempt to secure the exact date of the wreck and let the TELLTALE know. (Or if someone reading this knows the exact date you might let the TELLTALE know also) I hope to have our photos printed by the next issue at which time maybe we can pass on a few good shots to you along with the next article in which we will deal with the wreck of #169 which had a "head-on meet" with another loco. in the gorge in 1923.

W.S.



LETTERS TO THE EDITOR:

Note* The views expressed here are not necessarily those of the NGRRA or its Board of Directors.

Dear Editor: Some statistics for the 1975 C&TS season? Total patronage 24,770, largest number of riders for one day 616, average number on regular trains, 419 and total locomotive miles logged, all service, 5500.

The 1976 season will start June 12 thru October 10 with scheduled runs on Saturday, Sunday, Tuesday and Wednesdays. C&TS employees have once again decided to volunteer their efforts to repair and operate the rotary OM this winter. Operation will be on one day only, Sunday, February 15, 1976.

Brochures with details are available by writing C&TS agent Box 789, Chama, N.M. 87520. Rider space is limited to the first 100 applicants.

On two Saturdays, Oct 4 & 11 a second train was operated made up of 2 3000 series boxcars converted to passenger service, Tahoe, Trout Creek & Pacific open gen and caboose 0503 with Diesel #19 doing the honors. The extras ran from Cumbres to Sublette behind the regular train and return.

All freight cars sold for scrap by the D&RGW in 1967 which were stored south of the Chama wye have been sold and removed.

Photographers from National Geographic spent some time in the area gathering pictures of C&TS operations for a story called "The Outlaw Trail" to be written by Robert Redford and to appear in mid-1976.

Winter seems to be a time when rumors abound. Telltale readers look to editors for accurate information. If you hear a rumor, even from a reliable source which sounds farfetched, is in variance with our record of performance, or just plain silly, check it out with us first--we will try to give you what information we have. Office hours are 10 to 1 Monday thru Friday. Phone 505-756-2151 or write the C&TS at the above address or call me at 756-2939.

J. E. Oldberg C&TS/NGRRA

Dear Editor: I believe we need better communications with ALL members. Sponsor railfan trips with photo stops and a better method of knowing who are NGRRA members on the C&TSRR. I rode the C&TS on the 6th and 7th of Sept. and chased the work train on the 8th. I could have used the map in this last issue, but we managed OK. The maps are EXCELLENT, I think this is great for out of state members who do not visit the RR once a month, but more like every 3 years, keep all the drawings coming if possible. I think it would have been better if we could have identified with other NGRRA members, maybe a "sign-in" sheet at the stations for NGRRA members to sign-in (*Note: we were PAYING customers) I do not mean just for car attendants. Reading, PENN. NGRRA member

Dear Editor: Judging from what I see in the TELLTALE, I gather people in the NGRRA and the employees (of the C&TS) in Chama don't always get along. Well, being an NGRRA member and a C&TS employee gives me a certain point of view I'd like to express.

I think "we" (C&TS) employees should do more to promote the NGRRA. I think more of us should join up and speak of the NGRRA's accomplishments rather than its shortcomings. The disagreements with one or two of its members should NOT be reason for condemning the whole group! We should also remember that many of the NGRRA members have used their own spare time and money to tackle projects that our company couldn't possibly have the time or money for now.

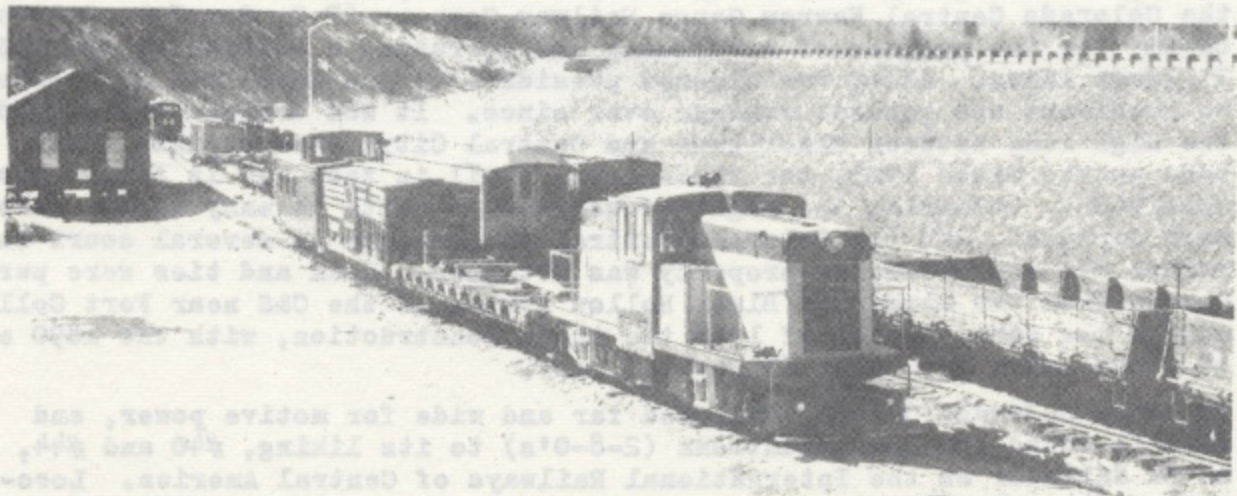
On the other hand, an English visitor told me this fall that many railfans interested in the C&TS thought it was closed!!! Yes the TELLTALE goes to England too! Due to such erroneous reporting, Railroad Magazine declared that we wouldn't run a train in 1975! Members of the NGRRA should remember that many of the employees are not crazed railfans; indeed, most are hard working men and women who have lived in Antonito and Chama all their life and depend on the railroad for their livelihood. A TELLTALE reporter should think of them. And NGRRA members should also remember that the D&RGW management does not allow restoration of their equipment (historic) at Durango.

If we cooperate a little more, we could see some really exciting projects take place on this fine railroad in the future.

Yours truly, John Coker C&TS/NGRRA

*John: I don't wish to open the can of worms again, but! (1) The TELLTALE does NOT go to England. 1 to Japan and 3 to Canada are the only out of U.S. copies sent. Your English gentleman got his information from RAILROAD mag. if he did, I didn't see anything like you mentioned, but, if they did then they used "erroneous" reporting. The TELLTALE NEVER said trains would not run. We said "may not", a slight we'll admit but, different wording than some people would like everyone to believe. (2) Our intent was to inform members of Railroad Authority action, not to take the food out of yours or any other Scenic employee's mouth, believe me, I'm not "anti-Scenic" now nor have I ever been such. Now let's all start a NEW YEAR with a clean slate, forgive and forget. Both sides have a lot of growing up to do! Enuf' said.

Bill Luxford TELLTALE EDITOR



ASHBY Coyier Custom Photo
CCNGR Silver Plume depot and yards. Ex-CC&N #15 with work train, #44 at end of track. View looking west toward end of track. Freeway and exit to right.

Cow Catcher's Never Good Riding

by: D.A. Hanna

How well do you know your narrow gauge railroads? Let's see if the members of the NGRRA can correctly answer the following questions--the exam is easy, but, don't be fooled!

- (1) Which narrow gauge railroad operated outside frame steam locomotives and an ex-Oahu Railway diesel during the summers of 1974 and 1975?
- (2) Which narrow gauge railroad is owned in part by the State of Colorado?
- (3) Which narrow gauge railroad has been in the tourist business for less than ten years, but, historically dates back to the 1870's?
- (4) Which narrow gauge railroad has an Eastern Division and a Western Division?
- (5) Which narrow gauge railroad not only has a GRAMPS tank car on its property, and has actually used it for four years?
- (6) Which narrow gauge railroad has some crew members that also are members of the Narrow Gauge Railroad Association?
- (7) Which narrow gauge railroad operates a three-truck shay?

All of the above questions can be answered with two words, Colorado Central. True, many of the questions could have received different answers, but only the Colorado Central applies to every question. Actually, the title gave away the answer-- for the D&RGW is the "Dangerous and Rapidly Growing Worse", UP lines are the "Uncle Pete's" line, C&S is "Crooked and Slow", CB&Q is the "Cheapest, Best and Quickest" so naturally the CCNGR implies that a "Cow Catcher's Never Good Riding".

The Colorado Central Narrow Gauge Railway is a historic preservation of the Colorado and Southern's narrow gauge Clear Creek lines. The CC's Eastern Division operates each summer between Central City and Mountain City, giving its passengers a taste of narrow gauge railroading and panoramic views of the old mountain mining communities. The Western Division will operate between Silver Plume and Georgetown over the famous "Georgetown Loop", which was once known as the EIGHTH WONDER OF THE WORLD. The following gives a quick history of the present day Colorado Central Railway.

In 1872, the Colorado Central Railroad was built from Golden, CO up Clear Creek Canyon to a point called Forks Creek Junction. This is where highways 119 and US 6 now meet. From this point, one branch of the railroad went to Idaho Springs, Georgetown, across the famous "Georgetown Loop" to Silver Plume and Greymont. The other branch of the line ran to Black Hawk and Central City. Rails first reached Black Hawk in 1872, and in 1878 the branch was completed to Central City. Black Hawk and Central City are just one mile apart by road, but, because of a difference in elevation between the two towns of 500 feet, they are four miles (and two switchbacks) apart by railroad.

The Colorado Central Railroad was taken over by the Union Pacific, Denver and Gulf Railway in 1889 and in 1898 the UPD&G was reorganized as the Colorado & Southern Railway. Mining activity in Central City slowed down in the 1920's and in 1925 the rails between Black Hawk and Central City were abandoned. Rails west of Georgetown disappeared in 1939 and the remainder of the Clear Creek line was scrapped in 1942.

In 1968 a group of men headed by L.G. Ashby formed a Colorado Corp., the Colorado Central Narrow Gauge Railway Company (P.O. Box 721; Golden, CO. 80401) for the purpose of rebuilding and operating a portion of the C&S 3' gauge lines. Ashby was elected president of the Corp. and has served as president and general manager ever since. It was decided to rebuild the high line between Black Hawk and Central City. Even though it had been unused since 1925, the roadbed was still in tact and in fairly good condition. Obtaining the right-of-way wasn't quite as easy as had first been expected, and the Colorado Central was engaged in several court battles before all the necessary property was obtained. Rail and ties were purchased from the abandoned Black Hollow Branch of the C&S near Fort Collins and in the early spring of 1968 the track construction, with the 1890 era 60-pound rail, was begun in Central City.

The Colorado Central searched far and wide for motive power, and finally found two consolidations (2-8-0's) to its liking, #49 and #44, in El Salvador on the International Railways of Central America. Locomotive #44 was loaded on a standard gauge flat car and shipped as far as Rollinsville, CO, where it had to be reloaded for the remaining 15 miles of highway travel to Central City.

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CCNGR con't

Three excursion cars were purchased from the Black Hills Central Railroad in Hill City, S.D. These passenger cars had previously been owned by the Burlington and used at the Chicago Railroad Fair of 1948-49. In August of 1968 Central City heard its first locomotive whistle in many years, and the first Colorado Central train slowly backed away from the Central City yard and depot area. Passengers were only carried for two weeks in 1968, but, a narrow gauge revival was beginning in the state of Colorado.

Passenger operations were successful during the summers of 1969 and 1970 with more than 50,000 tourists riding the restored railroad each summer. And in 1971 the Colorado Central began growing once again--rolling stock was being obtained from the scrapper of the D&RGW narrow gauge. The first acquisition was outfit car #04432 and the CCRR fireman and brakeman lost no time in setting up housekeeping in the "new mobile home". A bit later, "Gramps" tanker #11050 arrived and it has been used continually ever since for the storage of "Bunker C" #6 fuel oil used by all of the CCNGR steam locomotives. One freight car arrived after another until the Colorado Central was an operating museum of narrow gauge equipment.

Equipment Notes

COLORADO CENTRAL RAILWAY

E--Eastern Division (Central City)

W--Western Division (Silver Plume)

(S)--Equipment owned by the State Historical Society of Colorado

C&S--Equipment owned by the Colorado & Southern Railway/
Central City Opera House Association

***LOCOMOTIVES

14 3-truck Shay (Lima, 1916), ex-Camino, Cable and Northern,
ex-West Side Lumber Company E15 Center cab diesel-electric (GE, 1942?), (Sister engine to
the C&TS "Pineapple"), ex-CC&N, ex-Oahu Railway W40 Outside-frame consolidation (Baldwin, 1920), ex-Ferrocarriles
Internacionales de Centro América E

44 2-8-0 (Baldwin, 1921), ex-FideCA W

71 2-8-0 (Baldwin, 1896), Colorado & Southern E

***Rolling Stock

Combination Baggage/Coach
20(025), C&S E

Open Air Passenger Cars

101, 102, 103, ex-Black Hills Central, ex-Chicago, Burlington,
and Quincy, ex-Denver and Rio Grande Western E

Coaches

Two un-numbered, ex-CC&N W

Refrigerator Car

153(S), ex-D&RGW W

Drop Bottom Gons

735, ex-D&RGW E

767, 768, 824(S), 839, ex-D&RGW W

High Side Gondolas

1020, 1083, 1258, 1267, ex-D&RGW E

1646, ex-D&RGW W

Pipe Gons

1036, 1163, 1191, 3036, ex-D&RGW W

Boxcars

3447, 3493, 3632, ex-D&RGW E

3582(S), ex-D&RGW W

Gondolas

4319, C&S E
9228, 9261, ex-D&RGW

Cattle Car

5702, ex-D&RGW W

Sheep Car

5713(S), ex-D&RGW W

Flat Cars

6215 (Truss Rod), 6302(S)(Steel), 6621 (Steel), 6742 (Idler),
6770 (Idler), ex-D&RGW W

Tank Car

11050, ex-Gramps E

11058, ex-Standard #11058 E

Caboose

0586(S), ex-D&RGW W

Miscellaneous

01 (Push Car), ex-D&RGW W

10 (Motor Car), E

12 (Motor Car), ex-C&S W

OT (Flanger), ex-D&RGW, ex-Crystal River E

0435 (Tool), ex-D&RGW W

04432 (Outfit), ex-D&RGW E

06084 (Coaling), ex-D&RGW W

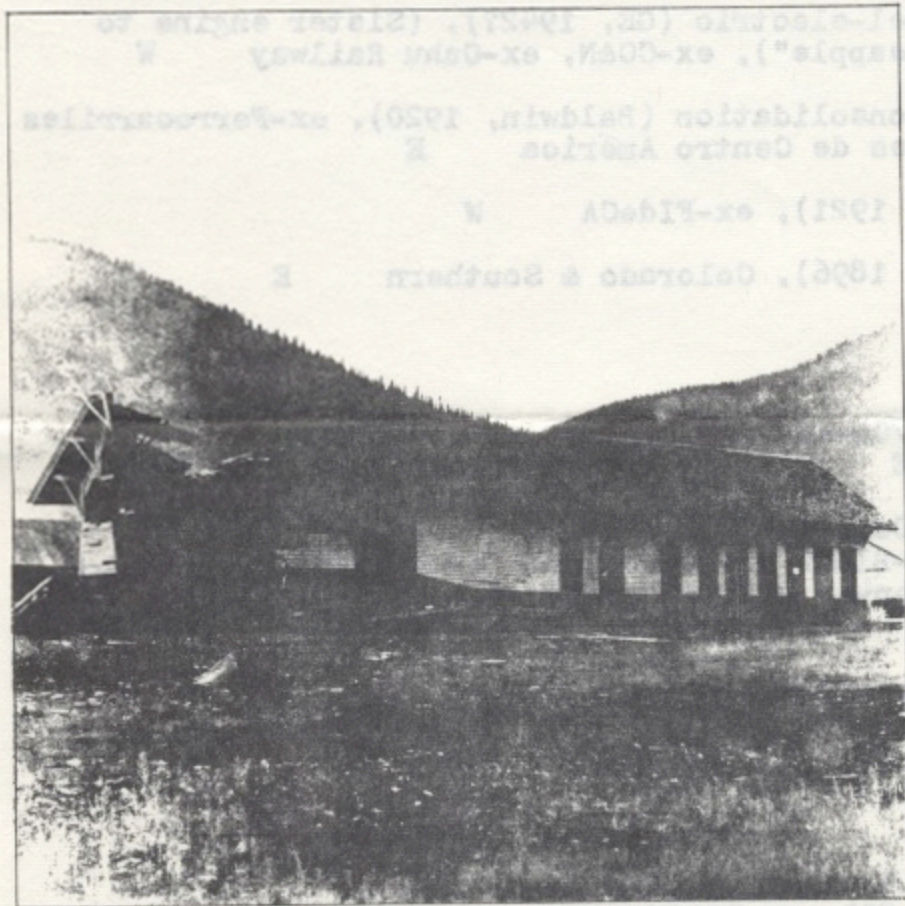


Colorado Central Narrow Gauge Railway * Central City *

+ Our CCGRR story by D.A. Hanna will continue in the January/February issue of the NGRRA TELLTALE.

San Juan County Historical Society Now Accepting Donations . . .

Work Being Done to Restore the Historic Silverton Depot



This photograph of the Silverton depot was taken the day after it was badly damaged by an explosion—13 September 1975. A dynamite charge had been placed under the baggage room, at the south end of the building. The charge went off just a few minutes before the D&RGW "Silverton" train pulled into town. If the train had not been five to eight minutes late, the charge would have gone off while the train was passing the depot, and debris would have been thrown against the coaches, possibly injuring passengers. Rewards totalling \$2,000 are being offered for information resulting in the apprehension and conviction of the person [or persons] responsible. In addition, the San Juan County Historical Society [current owner of the building] is soliciting contributions to go toward the reconstruction of this historic old depot.

On 12 September 1975—shortly before the famous narrow-gauge "Silverton" passenger train arrived—an unknown person (or persons) dynamited a portion of the baggage room of the historic Denver & Rio Grande depot. Built in 1882, and used by the D&RG for many years, this structure now is owned by the San Juan County Historical Society.

In order to restore the depot to its original appearance, the Society is soliciting donations so that reconstruction work can proceed.

In return for each donation, the Society will send each contributor a rare square nail from the original depot construction.

Make your check or money order payable to the San Juan County Historical Society and mail it to —

San Juan County Historical Society
P.O. Box 154
Silverton, Colorado 81433

MEETING NOTICE

Beginning with the Jan. BOD meeting, all BOD meetings will be held on the SECOND THURSDAY of the month. This is a change from previous first thursdays. The Jan. BOD meeting will be held in Bernalillo at the Luxford's and Feb.s. will be held in Santa Fe at a place yet to be set. A coffee shop, bank or motel meeting room is planned so Alb. Santa Fe Los Alamos and others may attend without long driving in bad weather.

REPORT FROM THE LOS ALAMOS, NM CHAPTER NGRRA:

Throughout the 1975 C&TS railroad season the Los Alamos Chapter emphasized support for the car attendant program and the manpower for the freight car restoration project. The first meeting, June 16, 1975 saw 17 members in attendance, many old timers as well as some new faces. Dwight Clayton was elected Chapter Vice-President and Wilberta MacMann, Secretary. The interest generated for riding the trains and working on the freight cars carried through the season even better than expected. Although no records are available, we understand that there were only three weekends during the summer when some Los Alamos member(s) did not make the 200 mile trip to Chama and back. Chapter meetings were held in September and October to "pass the word" and work parties during both months all but finished the reefers and stock car restoration. During the October meeting, the final one of the season, members were given a report on the successfulness of the 1975 Scenic season as well as the latest information on the Rotary run set for February, 1976 and Scenic's 1976 operation schedule.

Dwight Clayton Los Alamos NGRRA

THE 'RIP' TRACK... by Ye Ol' Editor

- (1) As reported in the last issue, TELLTALE publication will be on a six issue per year basis. To be mailed during the even numbered months.
- (2) Content will be pretty much the same as before and the size of each issue will be about the same. Also the Editorship will remain the same in spite of a few people who pushed for his removal for not sticking to the "party line" as they wished.
- (3) In other changes you will notice the new address labels. They come to us from the Los Alamos Chapter now and you will notice that after your name a number appears. That my friends is the date your membership will expire. You now get one year from the date you join for your money. No more free rides from May to December and then expect to pay for the next year as some have been doing and getting a "free" years membership and newsletter every other year. You will receive a renewal form with the issue prior to your last and with your last issue a notice of same. Late renewers may very well miss an issue so don't forget to renew on time. Current dates were taken from the date your 1975-76 membership application was accepted and a card mailed. If it is in error, please notify THE EDITOR as he is now handling membership records too. He has your application card on file and will crosscheck any questions. Those of you with no code numbers after your name, THIS IS TO INFORM YOU THAT WE SHOW YOU AS A NON-RENEWER AND THIS WILL BE YOUR FINAL ISSUE. We thought it would be nice to send all new and old members the HOLIDAY GREETINGS card and the Editor thought it would be nice to use it as a color photo in a TELLTALE, thus you got an extra issue of the TELLTALE you shouldn't have gotten. "SEASON'S GREETINGS"!
- (4) If you have renewed or are a new member and haven't gotten a new card in this issue or before, drop THE EDITOR a line and he'll check it out.
- (5) DUE TO THE LARGE NUMBER OF CHANGE OF ADDRESS NOTICES each issue, sent POSTAGE DUE and the increased postage rates, WE WILL NO LONGER ACCEPT POSTAGE DUE CHANGE OF ADDRESS CARDS effective DECEMBER 25, 1975. You keep us informed where you are and you pay the postage and you will get your TELLTALE.
- (6) The President of NGRRA is sending letters to NGRRA members in the greater Denver area and the Albuquerque area to see if active chapters can not be reformed in these two areas. If you get a letter, why not call a fellow NGRRA member and see if you can get the chapter back on its feet again? You have everything to gain and nothing to lose but the feeling of not doing your part to keep the NGRRA the interested, active Narrow Gauge Association it is. We need chapters to carry out the work of the Association. Won't you do your part?
- (7) We still can use donations to the car restoration fund. Just because it the "off" season is not an excuse not to continue your support. Donations of \$25.00 or more receive the "free" NGRRA plate to hang on your car, camper, motor home, R.V. or den wall. Send your check NOW to NGRRA RESTORATION PROJECT, PO Box 4566, Albuquerque, NM 87106



STEAM LOCOMOTIVES

NUMBERS	482,483,484 487,488,489	492,494,495
CLASS	K-36	K-37
TYPE	2-B-2	2-B-2
MOTIVE POWER CLASS	1B9	
YEAR BUILT	1925	1928-1930
SERVICE	PASSENGER	PASSENGER
DIAMETER OF CYLINDERS	20"	20"
STROKE	24"	24"
STEAM PRESSURE - PSI	195	200
SUPERHEATER	YES	YES
TOTAL HEATING SURFACE - SQUARE FEET	2,118	2,159
DIAMETER OF DRIVERS	44"	44"
WEIGHT ON DRIVERS	143,850	148,260
WEIGHT OF LOCOMOTIVE	187,100	187,250
TRACTIVE EFFORT - POUNDS	36,200	37,100
WEIGHT OF LOADED TENDER	99,500	120,000
TENDER WATER CAPACITY - GALLONS	5,000	6,000
TENDER COAL CAPACITY - TONS	9.5	9
TOTAL WEIGHT OF LOCOMOTIVE & TENDER	286,600	307,250

CARS - WOOD CONSTRUCTION

NUMBERS	NO OF UNITS	KIND	INSIDE LENGTH	DIMENSIONS WIDTH	HEIGHT	CAPACITY CUBICAL	NOMINAL	LOAD LIMIT	YEAR BUILT
0503	1	CABOOSE	33'-2"	7'-2"	6'-4"	1510	50,000	51,500	1980
137,163,166,169	4	REFRIGERATOR	31'-0"	7'-9"	3'-4"	800	50,000	55,000	1904
700,724,731,756,769,787,801,811,727,848,859	11	CONDOLA-DUMP	30'-6"	6'-10"	4'-2"	875	50,000	55,000	1902
1000,1001,1033,1039,1059,1062,1145,1149,1159,1204,1232	18	CONDOLA-FLAT BOTTOM	30'-10"	6'-11"	4'-2"	890	50,000	55,500	1903-4
1248,1266,1343,1357,1456	7	CONDOLA-FLAT BOTTOM							
1515,1534,1557,1567,1610,1667,1719									
3014,3064,3071,3073,3156,3161,3231,3244,3254,3278	26	BOX	29'-5"	7'-0"	6'-1"	1257	50,000	55,000	1904
3316,3331,3414,3469,3475,3476,3524,3527,3537,3591	2	STOCK	23'-4"	7'-3"	6'-1"	1310	50,000	55,000	1904
3570,3592,3605,3643,3719,3742	2	STOCK	23'-4"	7'-3"	6'-1"	1310	50,000	55,000	1904
5706,5891	2	STOCK	23'-4"	7'-3"	6'-1"	1310	50,000	55,000	1904
6200,6214	2	FLAT	36'-0"	7'-6"	3'-6"		60,000	69,000	1918
6314	1	FLAT	40'-2"	8'-2"	3'-0"		60,000	66,000	1926
6500,6501,6510,6512,6516,6518,6521,6533,6537	14	FLAT	41'-6"	8'-2"	3'-2"		80,000	107,700	1940-44
6538,6540,6541,6542,6543	2	FLAT	37'-4"	8'-8"	3'-4"		50,000	55,000	1955
6601,6613	2	FLAT	37'-9"	8'-1"			50,000	55,000	1955
6627,6649	1	FLAT	34'-4"	7'-3"			50,000	55,000	1955
6706	2	FLAT	23'-5"	7'-0"			50,000	55,000	1957
6740,6755	2	FLAT	31'-0"	6'-10"	4'-2"	882	50,000	55,000	1958-62
9333,9349,9357,9358,9369,9378	6	CONDOLA-FLAT BOTTOM	43'-0"	8'-0"	3'-3"		80,000	105,400	1953
9604,9613,9618,9619	4	CONDOLA-OPEN END	29'-5"	7'-0"	6'-1"	28 PERSONS	55,000		1971
3339	1	PASSENGER							

TYPE

NUMBERS

FLANGERS	OK, OJ, OL
PILE DRIVERS	OB
ROTARY SNOW PLOW	OM, OV
WATER CAR	W-462, 0471, 0472
JORDAN SPREADER	OU
COAL OUTFIT CAR	09410
SECTION MEN OUTFIT	04258
SLEEPER OUTFIT	04407, 0452
BLOCK CAR	04444
CABLE CAR	04426
TOOL CAR	04549
SECTION FOREMAN OUTFIT	04982
WATER SERVICE CAR	04904
CONSTRUCTION DERRICK	G2
ENGINE MENS OUTFIT	X-54, X-65
FLAT OUTFIT	06008, 06092
RAIL AND TIE CAR	06051
BOOM CAR	06063
COOK CAR	053
IDLER FLAT - STANDARD GA.	010793
SECTION CARS	C-1,2,3,4,6,4 FLATS