

ALL-TIME CAR ROSTER

NORTHERN ELECTRIC RY.
SACRAMENTO NORTHERN RR.
OAKLAND, ANTIOCH & EASTERN RY.
SAN FRANCISCO-SACRAMENTO RR.
SACRAMENTO NORTHERN RY.

COMPILED BY
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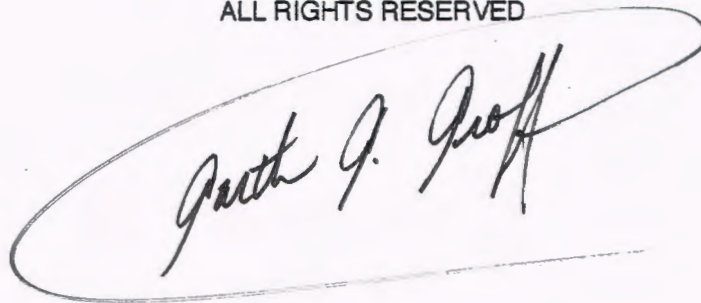
UPDATED JUNE 1, 2001

THE USUAL LEGAL STUFF

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A handwritten signature in cursive script that reads "Garth G. Groff". The signature is enclosed within a hand-drawn, irregular oval shape.

NOTES ON SOURCES

The genesis for this project came from a curiosity about Sacramento Northern's cabooses fleet and its pedigree. Friends contributed copies of several caboose rosters previously compiled by other fans, which unfortunately were incomplete or were in conflict. This project became an attempt to fill in the information gaps and sort out the conflicts.

The most complete roster was based on research by the late Vernon Sappers. Sappers is said to have consulted records from the Western Pacific shops in Sacramento, as well as other official records and photographic evidence. My copy had a number of corrections, additions and updates by Robert A. Campbell, Sr.

I was also given a summary of Sacramento Northern authorization for expenditures (AFEs) which was found by P. Allen Copeland among corporate records in the Western Pacific Railway offices in San Francisco. Copeland later combined this list with work by John J. Ryczkowski in an article entitled "All Time Roster of Western Pacific Caboose Cars" (FREIGHT CARS JOURNAL, July 1986). There were many points of disagreement between the Copeland and Sappers rosters.

Mistakes probably crept into the rosters because different sources were consulted. The WP corporate records, including AFEs, were kept for accounting purposes, and often did not reflect the facts out on the line. For example, when cars were transferred from the Western Pacific to the Sacramento Northern, they were usually recorded in ascending numerical order on the AFEs. In some cases, the cars were actually numbered differently, perhaps in the order they were relettered. Dates on AFEs are also suspect. Sometimes cars were written off months or even years before or after they were actually acquired or sold. In addition, some AFE records were apparently lost by the time the list Copeland found was compiled, and the summary covers only the years 1928 to 1957. Shop records, on the other hand, were compiled by the men who actually worked on the equipment, and are often a more accurate source. However, shop crews have been known to fudge official records in the interest of getting their work done in the easiest and most timely manner, such as swapping numbers between a derelict car slated for rebuilding, and a better car destined for scrap.

By combining the various sources, plus additional research and comparison with photos, I was able to bring the previous rosters closer to agreement. My roster corrects the very definite transposition of cabooses 1636 and 1637, for example (now confirmed by photographic evidence). It also adds some information on the identity of the early Northern Electric cabooses. On the correct identity of cabooses 1621- 1625, I am less certain, and have included a supplemental sheet showing the differences between various sources. Finally, recent information about the surviving cars was added from information supplied by Roger Kirkpatrick.

Once the caboose roster was well underway, I began compiling the lists of freight and maintenance-of-way cars. These again drew heavily from the Copeland AFE list. This was supplemented by a 1928 Interstate Commerce Commission valuation report on the Sacramento Northern Railway from the National Archives, a 1916 Public Utilities Commission valuation report on the Northern Electric Railway in the California State Archives, and entries from rosters in various copies of the OFFICIAL RAILWAY EQUIPMENT REGISTER (ORER). Except for ORER listings, I was unable to find any documentation on the Oakland, Antioch & Eastern Railway, or its successor, the San Francisco-Sacramento Railroad. Neither the Oakland, Antioch & Eastern nor the Northern Electric Railway were listed in the ORER during their first years, so the identity and disposition of their earliest freight cars remains murky. Nor did I have much luck with the Sacramento Northern's more modern freight cars.

There remain two important archival sources which I was unable to consult. The Western Railway Museum is said to have a tremendous cache of Sacramento Northern materials, including the Sappers collection. Unfortunately, I was not able to gain access to the WRM archives. The California State Railroad Museum library now holds a significant collection of Western Pacific materials known collectively as "The WP President's Papers." These have been in restricted storage since their donation to the museum, and are only now beginning to be cataloged and made available for research.

My comments are in no way meant to discredit the work of any of the previous compilers. They have done a great service to railroad historians, and their generosity in sharing their research is commendable. My own modest contribution is but a continuation and refinement of their work based on additional information I was able to uncover. I fully expect that others will follow and make further corrections or additions to these pages.

Special thanks to Robert A. Campbell, Sr., Kyle Williams Wyatt, Guy Wilber, Allen Wood, Jim Eager, Thom Anderson, and P. Allen Copeland, for their help and encouragement with this project.

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NERY FREIGHT CAR SUMMARY

The Northern Electric Railway began its freight operation with a motley collection of used cars during its construction period. Most probably came from used equipment brokers, or from the contractors that built the line. These included a 28-foot flat car from the Shasta Railway numbered 5, and 28 30-foot flat cars from N. B. Livermore numbered 400-427. None appear in ORER entries. The 1916 California PUC valuation lists these as "other rail equipment", and all were clearly in maintenance-of-way service by that date. While these cars probably did carry occasional freight in the NERY's early days, absent any further documentation, they have not been included in our revenue freight section.

The NERY's revenue fleet really began with cars built by Fitzhugh Luther & Company in 1907. These were 50 36-foot wooden boxcars numbered 2000-2049, and 163 40-foot wooden flat cars numbered 1100-1262. There were also 50 Rodger wooden dump cars numbered 1500-1549 built by the American Car & Foundry. An additional 50 boxcars, also from AC&F, were added in 1908.

Later additions included 40-foot flat cars 1300 to 1459. Their builder was not found in any records so far examined, but some higher numbers in this group were rebuilt from Fitzhugh Luther cars according to the 1928 ICC valuation. The pre-merger Sacramento Northern Railroad upgraded many cars during the 1920s with "economy lift arms", a steel draft gear housing. Many flat cars had gondola sides or beet racks, but were still listed as flat cars in the ORER. In the ICC valuation, flat cars across the entire number span from 1100 to 1459 were mixed at random with gondolas and beet racks, and all three types included original and upgraded underframes. Existing records are not complete enough to sort out the whole flat car story.

Six stock cars, 5000-5005, from an unknown source were added to the roster in 1917. Ballast cars 1700-1749 which appeared at this time were rebuilds of the 1500-series. Six boxcars were built by the SNRR itself in 1919, numbered 2101-2106. They were followed by 21 boxcars from Pacific Car & Foundry, numbered 2107-2127. Like all the line's boxcars up to this point, these had an inside length of 36 feet.

Before 1918, all NERY and SNRR cars had wooden underframes with iron truss rods. They were already obsolete when the first cars were delivered in 1907 (steel underframe cars had been built since at least 1898). Wooden cars were cheap, and could be maintained in the company shops by low-skilled local labor. Since the SNRR was just emerging from bankruptcy in 1918, wooden cars made economic sense.

The line's only automobile car, 2100, was truly unique. This car was rebuilt in 1918, possibly from a wrecked car of New York Central design. Only 36 feet long inside, the car rode on a modern steel underframe and Andrews trucks, both firsts on the SNRR. It had door openings of 10 feet, 2 inches for loading of autos and other large freight. This car was rebuilt as a portable substation in 1938 and survived until around 1960.

The SNRR's first truly modern cars were purchased in 1919. These were 25 40-foot boxcars with steel underframes and wooden bodies. They were built by Mount Vernon Car Company, and were similar to 16001-class boxcars just delivered to the Western Pacific. The SNRR's cars were delivered in late 1919 and early 1920, and were numbered 2129-2153.

Mention should also be made here of boxcar 2249 and series 2280-2288. These were rebuilt in 1923 by the SNRR. Number 2249 was a Fitzhugh-Luther boxcar from the 2000-2049 group. The others were rebuilds of PC&F cars in series 2050-2099. These cars kept their wooden underframes, but photos show at least some received Murphy-type steel roofs.

Attrition of the wooden cars was severe during the 1920s. Although the range spanned nearly 500 cars, many numbers were vacant. Some had been lost or retired, and others had been renumbered during rebuilding. By July 1928, just a few months before the "Great Merger" with the San Francisco-Sacramento Railroad, the SNRY actually had only 280 freight cars. Only the 25 40-foot steel underframe boxcars could be said to be modern, though older cars were still useful for local traffic.

The usual retirements, plus those lost in wrecks and fires, continued to reduce the fleet after the merger. Several cars were reassigned to maintenance-of-way service in 1932. Copeland's AFE list shows a wholesale scrapping of older cars in 1934, with 71 NE boxcars, 60 flat cars, all six stock cars, and the remaining ballast cars, written off for scrap. A few older boxcars and flat cars continued in revenue service through World War II, though their arch bar trucks restricted them to on-line duty after 1941. Most of these were scrapped in 1947, but a few flat cars were still listed in the ORER in 1959. Incredibly, flat car 1449 survived into the 1960s around Walnut Creek and Port Chicago. It was renumbered MW 01449 in 1964. Later this car was donated to the California State Railroad Museum in Sacramento.

The fate of the Mount Vernon boxcars is very interesting. AFE records say the 22 remaining cars from this group were scrapped in 1947. This was not true. They were shoved off into sidings to await later disposition. In 1948, they returned to revenue service as 2329-2350 with AB brakes (and later Andrews trucks on some). Most of the class was gradually downgraded to maintenance-of-way service in the 1960s. A few were still around in the 1970s when they were sold or donated to museums. Two cars from this group are known to survive. The CSRM owns 2350, and 2335 is used as a gift shop in Yountville.

NORTHERN ELECTRIC RAILWAY AND SACRAMENTO NORTHERN RAILROAD FREIGHT CARS WITH SUBSEQUENT DISPOSITION UNDER SNRY

TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
FLAT CAR	1100	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1101	SNRR 1101	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1102	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1103	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT			
FLAT CAR	1104	SNRR 1104	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS RACK CAR IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1105	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1106	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RBLT AS MOTOR 1003		1907
FLAT CAR	1107	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	RBLT AS PORTABLE SUB #5			
FLAT CAR	1108	SNRR 1108	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS RACK CAR IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1109	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1110	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	RBLT AS PORTABLE SUB #9; WITH TRANSFORMER CAR			
FLAT CAR	1111	SNRR 1111	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1112	SNRR 1112	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1113	?	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	RBLT AS MW DINING CAR CA 1913			
FLAT CAR	1114	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1115	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1116	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1117	SNRR 1117	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1118	SNRR 1118	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1119	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1120	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1121	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1122	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1123	SNRR 1123	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		DESTROYED ON WP, SACTO.	74A-29	9/1/29
FLAT CAR	1124	SNRR 1124	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1125	SNRR 1125	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1126	SNRR 1126	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1127	SNRR 1127	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1128	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1129	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1130	SNRR 1130	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS RACK CAR IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1131	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RBLT AS MOTOR 1004		1914
FLAT CAR	1132	SNRY 1132	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1133	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1134	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1135	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1136	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1137	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1138	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1139	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1140	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	RBLT AS PORTABLE SUB #5A			
FLAT CAR	1141	SNRR 1141	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1142	SNRR 1142	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS RACK CAR IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1143	SNRR 1143	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	MATERIAL CAR MW 928 ON AFE 13-32 OF 2/23/32	RETIRED	48-41	12/31/41
FLAT CAR	1144	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1145	SNRR 1145	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1146	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1147	SNRR 1147	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1148	SNRR 1148	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34

**NORTHERN ELECTRIC RAILWAY
AND SACRAMENTO NORTHERN RAILROAD FREIGHT CARS
WITH SUBSEQUENT DISPOSITION UNDER SNRY**

TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
FLAT CAR		SNRR 1149	FITZHUGH-LUTHER CO.		40'	4' 2"			LISTED AS RACK CAR IN 1928 ICC VALUATION REPORT; ALSO LISTED RBLT IN 1908 AS 2ND MOTOR 1003	RETIRED AND DISMANTLED	32-34	12/31/34
	1149			1907				80000				
FLAT CAR	1150	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1151	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1152	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1153	SNRR 1153	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1154	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1155	SNRR 1154	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS RACK CAR IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1156	SNRR 1156	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1157	SNRR 1157	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1158	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1159	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1160	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1161	SNRR 1161	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1162	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1163	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	RBLT AS TRANSFORMER CAR, PORTABLE SUB 9			
FLAT CAR	1164	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1165	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1166	SNRR 1166	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1167	SNRR 1167	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS RACK CAR IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1168	SNRR 1168	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	MATERIAL CAR MW 929 ON AFE 13-32 OF 3/16/32	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1169	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1170	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1171	SNRR 1171	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1172	SNRR 1172	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1173	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1174	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1175	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1176	SNRR 1176	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	NOT LISTED IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1177	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1178	SNRR 1178	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	MATERIAL CAR MW 940 ON AFE 13-32 OF 5/4/32		22-50	12/20/50
FLAT CAR	1179	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1180	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	RBLT PORTABLE SUB AT ELKHORN; WITH TRANS. CAR 419			
FLAT CAR	1181	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1182	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1183	SNRR 1183	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	NOT LISTED IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1184	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1185	SNRR 1185	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1186	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1187	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1188	SNRR 1188	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1189	SNRR 1189	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1190	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1191	SNRR 1191	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	MATERIAL CAR MW 941 ON AFE 13-32 OF 4/27/32	RETIRED	22-50	12/20/51
FLAT CAR	1192	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1193	SNRR 1193	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	MATERIAL CAR MW 930 ON AFE 13-32 OF 3/16/32		33-34	12/31/34
FLAT CAR	1194	SNRR 1194	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	MATERIAL CAR MW 931 ON AFE 13-32 OF 4/29/32		33-34	12/31/34
FLAT CAR	1195	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1196	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				

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TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
FLAT CAR	1197	SNRR 1197	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS RACK CAR IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1198	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1199	SNRR 1199	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1200	SNRR 1200	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	MATERIAL CAR MW 932 ON AFE 13-32 OF 5/27/32	RETIRED	6-51	10/29/51
FLAT CAR	1201	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1202	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1203	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1204	SNRR 1204	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	POLE CAR MW 938 (?) ON AFE 13-32 OF 3/19/32; ALSO SHOWN RET. ON AFE 37-52 OF 12/31/54	RETIRED	22-50	12/20/50
FLAT CAR	1205	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1206	SNRR 1206	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1207	SNRR 1 (2nd)	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	RBLT AS PORTABLE SUBSTATION 12/15/19	DONATED TO BAERA 1965		
FLAT CAR	1208	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1209	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1210	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	RBLT AS PORTABLE SUB #4			
FLAT CAR	1211	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1212	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1213	SNRR 1213	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	POLE CAR MW 93X (?) ON AFE 13-32 OF 5/28/32			
FLAT CAR	1214	---	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS			
FLAT CAR	1215	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1216	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1217	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1218	SNRR 1218	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		DESTROYED ON WP. SACTO.	87-30	10/9/30
FLAT CAR	1219	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1220	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1221	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1222	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1223	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1224	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1225	SNRR 1225	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	CARRIED STEAM CRANE IN 1907; LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1226	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1227	SNRR 1227	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1228	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1229	SNRR 1229	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1230	SNRR 1230	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1231	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1232	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1233	SNRR 1233	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS RACK CAR IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1234	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1235	SNRR 1235	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1236	SNRR 1236	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1237	SNRR 1237	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1238	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1239	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1240	?	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	RBLT AS PILE DRIVER CAR CA 1912			
FLAT CAR	1241	SNRR 1241	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS RACK CAR IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1242	SNRR 1242	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34

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TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
FLAT CAR	1243		FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RBLT AS MOTOR 1003		1907
FLAT CAR	1244	SNRR 1244	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	NOT LISTED IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1245	SNRR 1245	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	NOT LISTED IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1246	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1247	SNRR 1247	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1248	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1249	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1250	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1251	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1252	SNRR 1252	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1253	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1254	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1255	SNRR 1255	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1256	SNRR 1256	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1257	-----	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000				
FLAT CAR	1258	SNRR 1258	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1259	?	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	RBLT AS MW TOOL CAR CA 1913			
FLAT CAR	1260	SNRR 1260	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1261	SNRR 1261	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1262	?	FITZHUGH-LUTHER CO.	1907	40'	4' 2"		80000	RBLT AS MW DINING CAR CA 1913			
FLAT CAR		SNRY 1300			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; RBLT 1927; AB BRAKES INSTALLED ON AFE 61-46 OF 12/31/47			
	1300							80000				
FLAT CAR	1301	-----			40'	4' 2"		80000				
FLAT CAR	1302	SNRY 1302			40'	4' 2"		80000		RETIRED FROM SERVICE	47-41	12/31/41
FLAT CAR		SNRY 1303			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS	RETIRED FROM SERVICE	47-41	12/31/41
	1303							80000				
FLAT CAR	1304	-----			40'	4' 2"		80000				
FLAT CAR	1305	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1306			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; RBLT 1927; AB BRAKES INSTALLED ON AFE 61-46 OF 12/31/47			
	1306							80000				
FLAT CAR		SNRY 1307			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS; CONVERED TO MW 69 ON AFE 19-41 OF 12/8/41; ALSO LISTED AS RETIRED FROM SERVICE ON AFE 47-41 OF 12/31/41	RETIRED AND SOLD	56-51	12/6/51
	1307							80000				
FLAT CAR	1308	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1309			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; RBLT 1927; AB BRAKES INSTALLED ON AFE 61-46 OF 12/31/47	RETIRED AND DISMANTLED	28-56	12/31/56
	1309							80000				
FLAT CAR		SNRR 1310			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS	RETIRED AND DISMANTLED	32-34	12/31/34
	1310							80000				
FLAT CAR	1311	-----			40'	4' 2"		80000				
FLAT CAR	1312	-----			40'	4' 2"		80000				
FLAT CAR	1313	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1314			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS	RETIRED FROM SERVICE	47-41	12/31/41
	1314							80000				
FLAT CAR	1315	-----			40'	4' 2"		80000				

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TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
FLAT CAR	1316	SNRY 1316			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS	RETIRED FROM SERVICE	47-41	12/31/41
FLAT CAR	1317	-----			40'	4' 2"		80000				
FLAT CAR	1318	-----			40'	4' 2"		80000				
FLAT CAR	1319	SNRR 1319			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS	RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1320	-----			40'	4' 2"		80000				
FLAT CAR	1321	-----			40'	4' 2"		80000				
FLAT CAR	1322	SNRY 1322			40'	4' 2"		80000	RBLT SNRR 1928; TO MW 86F ON AFE 31-52 OF 12/31/52			
FLAT CAR	1323	-----			40'	4' 2"		80000				
FLAT CAR	1324	-----			40'	4' 2"		80000				
FLAT CAR	1325	-----			40'	4' 2"		80000				
FLAT CAR	1326	-----			40'	4' 2"		80000				
FLAT CAR	1327	-----			40'	4' 2"		80000				
FLAT CAR	1328	SNRY 1328			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS	RETIRED FROM SERVICE	47-41	12/31/41
FLAT CAR	1329	SNRY 1329			40'	4' 2"		80000	RBLT SNRR 1928; AB BRAKES INSTALLED ON AFE 11-48 OF 3/28/49			
FLAT CAR	1330	-----			40'	4' 2"		80000				
FLAT CAR	1331	-----			40'	4' 2"		80000				
FLAT CAR	1332	-----			40'	4' 2"		80000				
FLAT CAR	1333	SNRY 1333			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; RBLT 1927; AB BRAKES INSTALLED ON AFE 11-48 OF 3/28/49; TO MW 94 ON AFE 38-54 OF 12/31/54			
FLAT CAR	1334	SNRY 1334			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS	RETIRED FROM SERVICE	47-41	12/31/41
FLAT CAR	1335	-----			40'	4' 2"		80000				
FLAT CAR	1336	-----			40'	4' 2"		80000				
FLAT CAR	1337	-----			40'	4' 2"		80000				
FLAT CAR	1338	SNRY 1338			40'	4' 2"		80000	RBLT SNRR 1928			
FLAT CAR	1339	SNRY 1339			40'	4' 2"		80000	RBLT SNRR 1928; TO MW 87F ON AFE 31-52 OF 12/31/52	RETIRED AND DISMANTLED	37-54	12/31/55
FLAT CAR	1340	-----			40'	4' 2"		80000				
FLAT CAR	1341	-----			40'	4' 2"		80000				
FLAT CAR	1342	-----			40'	4' 2"		80000				
FLAT CAR	1343	-----			40'	4' 2"		80000				
FLAT CAR	1344	SNRY 1344			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS	RETIRED FROM SERVICE	47-41	12/31/41
FLAT CAR	1345	-----			40'	4' 2"		80000				
FLAT CAR	1346	SNRY 1346			40'	4' 2"		80000	RBLT SNRR 1928; TO MW 88F ON AFE 31-52 OF 12/31/52; ALSO LISTED AS MW 87F ON AFE 29-56	RETIRED	29-56	1/17/57
FLAT CAR	1347	-----			40'	4' 2"		80000				
FLAT CAR	1348	-----			40'	4' 2"		80000				
FLAT CAR	1349	-----			40'	4' 2"		80000				
FLAT CAR	1350	-----			40'	4' 2"		80000				
FLAT CAR	1351	SNRY 1351			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; RBLT 1927; TO MW 88F ON AFE 31-52 OF 12/31/52	RETIRED	37-52	12/31/54

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FLAT CAR		SNRY 1352			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; RBLT 1927; AB BRAKES INSTALLED ON AFE 61-46 OF 12/31/47			
	1352							80000				
FLAT CAR	1353	-----			40'	4' 2"		80000				
FLAT CAR	1354	-----			40'	4' 2"		80000				
FLAT CAR	1355	-----			40'	4' 2"		80000				
FLAT CAR	1356	-----			40'	4' 2"		80000				
FLAT CAR	1357	-----			40'	4' 2"		80000				
FLAT CAR	1358	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1359			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS	RETIRED FROM SERVICE	47-41	12/31/41
	1359							80000				
FLAT CAR	1360	-----			40'	4' 2"		80000				
FLAT CAR	1361	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1362			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS	RETIRED FROM SERVICE	47-41	12/31/41
	1362							80000				
FLAT CAR	1363	-----			40'	4' 2"		80000				
FLAT CAR	1364	-----			40'	4' 2"		80000	CONVERTED TO MW 70 ON AFE 19-41 OF 12/8/41	RETIRED AND DISMANTLED	85-47	12/31/47
FLAT CAR		SNRY 1365			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS	RETIRED FROM SERVICE	47-41	12/31/41
	1365							80000				
FLAT CAR	1366	-----			40'	4' 2"		80000				
FLAT CAR	1367	-----			40'	4' 2"		80000				
FLAT CAR	1368	SNRY 1358			40'	4' 2"		80000	RBLT SNRR 1928			
FLAT CAR		SNRR 1369			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS	RETIRED AND DISMANTLED	32-34	12/31/34
	1369							80000				
FLAT CAR	1370	SNRR 1370			40'	4' 2"		80000		RETIRED AND DISMANTLED	32-34	12/31/34
FLAT CAR	1371	-----			40'	4' 2"		80000				
FLAT CAR	1372	-----			40'	4' 2"		80000				
FLAT CAR	1373	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1374			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS; TO MW 71 ON AFE 19-41 OF 12/8/41	RETIRED AND DISMANTLED	37-52	12/31/54
	1374							80000				
FLAT CAR	1375	-----			40'	4' 2"		80000	LISTED AS RBLT 1928 FROM 1396	RETIRED AND DISMANTLED	28-56	12/31/56
FLAT CAR	1376	-----			40'	4' 2"		80000				
FLAT CAR	1377	SNRY 1377			40'	4' 2"		80000	RBLT SNRR 1928			
FLAT CAR	1378	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1379			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS			
	1379							80000				
FLAT CAR	1380	SNRY 1380			40'	4' 2"		80000	LISTED AS RBLT 1928 FROM 1457	RETIRED AND DISMANTLED	28-56	12/31/56
FLAT CAR	1381	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1382			40'	4' 2"			RBLT SNRR 1928; AB BRAKES INSTALLED ON AFE 11-48 OF 3/28/49			
	1382							80000				
FLAT CAR		SNRR 1383			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS	RETIRED AND DISMANTLED	32-34	12/31/34
	1383							80000				
FLAT CAR	1384	-----			40'	4' 2"		80000				
FLAT CAR	1385	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1386			40'	4' 2"			RBLT SNRR 1928; AB BRAKES INSTALLED ON AFE 11-48 OF 3/28/49			
	1386							80000				

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AND SACRAMENTO NORTHERN RAILROAD FREIGHT CARS
WITH SUBSEQUENT DISPOSITION UNDER SNRY**

TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
FLAT CAR	1387	SNRY 1387			40'	4' 2"		80000	RBLT SNRR 1928; AB BRAKES INSTALLED ON AFE 61-46 OF 12/31/47			
FLAT CAR	1388	-----			40'	4' 2"		80000				
FLAT CAR	1389	-----			40'	4' 2"		80000				
FLAT CAR	1390	SNRY 1390			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; RBLT 1927; AB BRAKES INSTALLED ON AFE 61-46 OF 12/31/47	RETIRED AND DISMANTLED	28-56	12/31/56
FLAT CAR	1391	-----			40'	4' 2"		80000				
FLAT CAR	1392	SNRY 1392			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS; TO MW 72 ON AFE 19-41 OF 12/8/41	RETIRED AND DISMANTLED	37-54	12/31/55
FLAT CAR	1393	-----			40'	4' 2"		80000				
FLAT CAR	1394	-----			40'	4' 2"		80000				
FLAT CAR	1395	SNRY 1395			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS			
FLAT CAR	1396	SNRY 1375			40'	4' 2"		80000	LISTED AS RBLT 1928 TO 1396 ON AFE 28-56	RETIRED AND DISMANTLED	28-56	12/31/56
FLAT CAR	1397	-----			40'	4' 2"		80000				
FLAT CAR	1398	SNRY 1398			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; RBLT 1927; AB BRAKES INSTALLED ON AFE 11-48 OF 3/28/49			
FLAT CAR	1399	-----			40'	4' 2"		80000				
FLAT CAR	1400	-----			40'	4' 2"		80000				
FLAT CAR	1401	SNRY 1401			40'	4' 2"		80000	RBLT SNRR 1928; AB BRAKES ON AFE 61-46 OF 12/31/47	RETIRED AND SCRAPPED	28-56	12/31/56
FLAT CAR	1402	-----			40'	4' 2"		80000				
FLAT CAR	1403	-----			40'	4' 2"		80000				
FLAT CAR	1404	-----			40'	4' 2"		80000				
FLAT CAR	1405	SNRY 1405			40'	4' 2"		80000	RBLT SNRR 1928; AB BRAKES ON AFE 61-46 OF 12/31/47			
FLAT CAR	1406	-----			40'	4' 2"		80000				
FLAT CAR	1407	-----			40'	4' 2"		80000				
FLAT CAR	1408	SNRY 1408			40'	4' 2"		80000	RBLT SNRR 1928	RETIRED AND SCRAPPED	28-56	12/31/56
FLAT CAR	1409	SNRY 1409			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS; AB BRAKES ON AFE 61-46 OF 12/31/47			
FLAT CAR	1411	SNRY 1411			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; AB BRAKES ON AFE 61-46 OF 12/31/47	RETIRED AND DISMANTLED	28-56	12/31/56
FLAT CAR	1412	SNRY 1412			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; AB BRAKES ON AFE 61-46 OF 12/31/47			
FLAT CAR	1413	-----			40'	4' 2"		80000				
FLAT CAR	1414	-----			40'	4' 2"		80000				
FLAT CAR	1415	SNRR 1415			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS	DESTROYED ON SP AT SACTO	74A-29	9/1/29
FLAT CAR	1416	SNRY 1416			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS			
FLAT CAR	1417	SNRY 1417			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS; TO MW 75 (?) ON AFE 19-41 OF 12/8/41			

**NORTHERN ELECTRIC RAILWAY
AND SACRAMENTO NORTHERN RAILROAD FREIGHT CARS
WITH SUBSEQUENT DISPOSITION UNDER SNRY**

TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
FLAT CAR	1418	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1419			40'	4' 2"			RBLT SNRR 1928	RETIRED AND DISMANTLED	41-51	7/31/51
	1419							80000				
FLAT CAR	1420	SNRY 1420			40'	4' 2"		80000	EQUIPPED WITH ECONOMY LIFT ARMS; TO MW 74 ON AFE	RETIRED	37-52	12/31/54
FLAT CAR		SNRY 1421			40'	4' 2"			RBLT SNRR 1928; AB BRAKES ON AFE 61-46 OF 12/31/47	RETIRED AND SCRAPPED	28-56	12/31/56
	1421							80000				
FLAT CAR		SNRY 1422			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS			
	1422							80000				
FLAT CAR	1423	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1424			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS; TO MW 75 ON AFE 19-41 OF 12/8/41	RETIRED	37-54	12/31/55
	1424							80000				
FLAT CAR	1425	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1426			40'	4' 2"			RBLT SNRR 1928; AB BRAKES ON AFE 61-46 OF 12/31/47	RETIRED AND SCRAPPED	28-56	12/31/56
	1426							80000				
FLAT CAR	1427	-----			40'	4' 2"		80000				
FLAT CAR	1428	-----			40'	4' 2"		80000				
FLAT CAR	1429	-----			40'	4' 2"		80000				
FLAT CAR	1430	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1431			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS; TO TOOL CAR MW 924 ON AFE 37-40 OF 5/8/40	RETIRED	66-47	12/31/49
	1431							80000				
FLAT CAR		SNRY 1432			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; AB BRAKES ON AFE 61-46 OF 12/31/47	RETIRED AND DISMANTLED	28-56	12/31/56
	1432							80000				
FLAT CAR	1433	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1434			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS			
	1434							80000				
FLAT CAR	1435	-----			40'	4' 2"		80000				
FLAT CAR	1436	-----			40'	4' 2"		80000				
FLAT CAR	1437	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1438			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS			
	1438							80000				
FLAT CAR		SNRY 1439			40'	4' 2"			RBLT SNRR 1928; TO MW 89F ON AFE 31-52 OF 12/31/52; AB BRAKES BY WP ON AFE 27-54 OF 8/8/54			
	1439							80000				
FLAT CAR	1440	-----			40'	4' 2"		80000				
FLAT CAR	1441	-----			40'	4' 2"		80000				
FLAT CAR	1442	-----			40'	4' 2"		80000				
FLAT CAR	1443	-----			40'	4' 2"		80000				
FLAT CAR	1444	-----			40'	4' 2"		80000				
FLAT CAR	1445	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1446			40'	4' 2"			RBLT SNRR 1928; AB BRAKES ON AFE 61-46 OF 12/31/47	RETIRED AND SCRAPPED	28-56	12/31/56
	1446							80000				
FLAT CAR	1447	-----			40'	4' 2"		80000				
FLAT CAR		SNRY 1448			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; EQUIPPED WITH ECONOMY LIFT ARMS			
	1448							80000				
FLAT CAR		SNRY 1449			40'	4' 2"			LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; BECAME MW 01449 CIRCA 1964	PRESERVED UNRESTORED AT CSR		
	1449							80000				

**NORTHERN ELECTRIC RAILWAY
AND SACRAMENTO NORTHERN RAILROAD FREIGHT CARS
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TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
FLAT CAR	1450	SNRY 1450			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; AB BRAKES ON AFE 61-46 OF 12/31/47			
FLAT CAR	1451	SNRY 1451			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT;			
FLAT CAR	1452	-----			40'	4' 2"		80000				
FLAT CAR	1453	-----			40'	4' 2"		80000				
FLAT CAR	1454	SNRY 1454			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; AB BRAKES ON AFE 61-46 OF 12/31/47	RETIRED AND DISMANTLED	28-56	12/31/56
FLAT CAR	1455	-----			40'	4' 2"		80000				
FLAT CAR	1456	-----			40'	4' 2"		80000				
FLAT CAR	1457	SNRY 1380			40'	4' 2"		80000	LISTED AS RBLT 1928 TO SNRY 1380	RETIRED AND DISMANTLED	28-56	12/31/56
FLAT CAR	1458	-----			40'	4' 2"		80000				
FLAT CAR	1459	SNRY 1459			40'	4' 2"		80000	LISTED AS GONDOLA IN 1928 ICC VALUATION REPORT; AB BRAKES ON AFE 61-46 OF 12/31/47	RETIRED AND DISMANTLED	28-56	12/31/56
BALLAST	1500 TO 1549	1500-1549, 1700-1707	AC&F	1907	24'	4'	1156	80000	RODGER TYPE DUMP CARS, 36' OVERALL LENGTH	ALL SCRAPPED, SOLD, OR RBLT BY 1928		
BALLAST	1700	SNRR 1700	AC&F	1907	24'	4'	1156	80000	RBLT FROM 1500 SERIES BEGINNING IN 1923	RETIRED AND DISMANTLED	32-34	34
BALLAST	1701	SNRR 1701	AC&F	1907	24'	4'	1156	80000	RBLT FROM 1500 SERIES BEGINNING IN 1923	RETIRED AND DISMANTLED	32-34	34
BALLAST	1702	SNRR 1702	AC&F	1907	24'	4'	1156	80000	RBLT FROM 1500 SERIES BEGINNING IN 1923	RETIRED AND DISMANTLED	32-34	34
BALLAST	1703	SNRR 1703	AC&F	1907	24'	4'	1156	80000	RBLT FROM 1500 SERIES BEGINNING IN 1923	RETIRED AND DISMANTLED	32-34	34
BALLAST	1704	SNRR 1704	AC&F	1907	24'	4'	1156	80000	RBLT FROM 1500 SERIES BEGINNING IN 1923	RETIRED AND DISMANTLED	32-34	34
BALLAST	1705	SNRR 1705	AC&F	1907	24'	4'	1156	80000	RBLT FROM 1500 SERIES BEGINNING IN 1923	RETIRED AND DISMANTLED	32-34	34
BALLAST	1706	SNRR 1706	AC&F	1907	24'	4'	1156	80000	RBLT FROM 1500 SERIES 1927 OR 1928	RETIRED AND DISMANTLED	32-34	34
BALLAST	1707	SNRR 1707	AC&F	1907	24'	4'	1156	80000	RBLT FROM 1500 SERIES 1927 OR 1928	RETIRED AND DISMANTLED	32-34	34
BOX CAR	2000	SNRR 2000	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2001	SNRR2001	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2002	SNRR 2002	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2003	SNRR 2003	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2004	SNRR 2004	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2005	SNRR 2005	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2006	SNRR 2006	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2007	SNRR 2007	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2008	SNRR 2008	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2009	-----	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		GONE BY 1925		
BOX CAR	2010	SNRR 2010	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2011	SNRR 2011	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2012	SNRR 2012	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000	MATERIAL CAR MW 933 ON AFE 13-32 OF 5/27/32	RETIRED	66-47	12/31/49
BOX CAR	2013	SNRR 2013	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2014	SNRR 2014	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2015	SNRR 2015	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2016	SNRR 2016	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2017	SNRR 2017	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2018	SNRR 2018	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2019	SNRR 2019	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2020	SNRR 2020	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000	SIGNAL MTN. CAR MW 939 ON AFE 13-32 OF 3/2/32	RETIRED AND DISMANTLED	37-52	12/31/54
BOX CAR	2021	SNRR 2021	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2022	SNRR 2022	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2023	SNRR 2023	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2024	-----	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		GONE BY 1925		
BOX CAR	2025	SNRR 2025	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34

NORTHERN ELECTRIC RAILWAY AND SACRAMENTO NORTHERN RAILROAD FREIGHT CARS WITH SUBSEQUENT DISPOSITION UNDER SNRY

TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
BOX CAR	2026	SNRR 2026	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2027	-----	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		GONE BY 1925		12-31/34
BOX CAR	2028	SNRR 2028	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2029	SNRR 2029	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2030	SNRR 2030	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2032	SNRR 2032	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2033	SNRR 2033	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2034	SNRR 2034	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2035	SNRR 2035	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2036	-----	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		GONE BY 1925		
BOX CAR	2037	SNRR 2037	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2038	SNRR 2038	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2039	-----	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		GONE BY 1925		
BOX CAR	2040	-----	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		GONE BY 1925		
BOX CAR	2041	SNRR 2041	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2042	SNRR 2042	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2043	SNRR 2043	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2044	SNRR 2044	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2045	SNRR 2045	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2046	SNRR 2046	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2047	SNRR 2047	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2048	SNRR 2048	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2049	SNRR 2249	FITZHUGH-LUTHER CO.	1907	36'	8'	2448	80000	PROBABLY RBLT AS 2249 IN 1923			
BOX CAR	2050	SNRR 2050	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2051	SNRR 2051	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2052	SNRR 2052	AC&F	1908	36'	7' 9"	2371	80000	MATERIAL CAR MW 934 ON AFE 13-32 OF 2/25/32	RETIRED AND DISMANTLED	37-52	12/31/54
BOX CAR	2053	SNRR 2053	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2054	SNRR 2054	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2055	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2056	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2057	SNRR 2057	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2058	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2059	SNRR 2059	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2060	SNRR 2060	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2061	SNRR 2061	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2062	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2063	SNRR 2063	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2064	SNRR 2064	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2065	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2066	SNRR 2066	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2067	SNRR 2067	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2068	SNRR 2068	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2069	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2070	SNRR 2070	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2071	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2072	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2073	SNRR 2073	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2074	SNRR 2074	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2075	SNRR 2075	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34

**NORTHERN ELECTRIC RAILWAY
AND SACRAMENTO NORTHERN RAILROAD FREIGHT CARS
WITH SUBSEQUENT DISPOSITION UNDER SNRY**

TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
BOX CAR	2076	SNRR 2076	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2077	SNRR 2077	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2078	SNRR 2078	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2079	SNRR 2079	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2080	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2081	SNRR 2081	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND SCRAPPED	29-56	1/17/57
BOX CAR	2082	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2083	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2084	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2085	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2086	SNRR 2086	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2087	SNRR 2087	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2088	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2089	SNRR 2089	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2090	SNRR 2090	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2091	-----	AC&F	1908	36'	7' 9"	2371	80000				
BOX CAR	2092	SNRR 2092	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2093	SNRR 2093	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2094	SNRR 2094	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2095	SNRR 2095	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2096	SNRR 2096	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2097	SNRR 2097	AC&F	1908	36'	7' 9"	2371	80000	TO MATERIAL CAR MW 936 ON AFE 13-32 OF 9/6/32	RETIRED AND DISMANTLED	37-52	12/31/54
BOX CAR	2098	SNRR 2098	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
BOX CAR	2099	SNRR 2099	AC&F	1908	36'	7' 9"	2371	80000		RETIRED AND DISMANTLED	32-34	12-31/34
AUTOMOBILE BOX CAR		SNRY 2100			36'	8' 4"			1 1/2 DOORS OVER 10' 2" OPENING; RBLT 1918, POSSIBLY FROM WRECKED NYC CAR; CONV. TO SUBSTATION 2 ON AFE 10-38 OF 4/1/38	BODY SCRAPPED AT PORT CHICAGO; SUBSTATION EQUIPMENT TO OERM (?)		CA. 1960
	2100						2546	80000				
BOX CAR	SNRR 2101	SNRY 2101	SNRR	1919	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2102	SNRY 2102	SNRR	1919	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2103	SNRY 2103	SNRR		36'	8'			MW CAR ON AFE 45-46 OF 11/11/1946; LISTED AS MW 79 ON AFE 13-47 OF 1/16/47			
				1919			2448	80000				
BOX CAR	SNRR 2104	SNRY 2104	SNRR	1919	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2105	SNRY 2105	SNRR	1919	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2106	SNRY 2106	SNRR	1919	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2107	SNRY 2107	PC&F	1920	36'	8'	2448	80000		RETIRED AND SALVAGED	18-45	8/4/45
BOX CAR	SNRR 2108	SNRY 2108	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2109	SNRY 2109	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2110	SNRY 2110	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2111	SNRY 2111	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2112	SNRY 2112	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2113	SNRY 2113	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2114	SNRY 2114	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2115	SNRY 2115	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2116	SNRY 2116	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2117	SNRY 2117	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2118	-----	PC&F	1920	36'	8'	2448	80000		GONE BY 1925		
BOX CAR	SNRR 2119	SNRY 2119	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2120	SNRY 2120	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2121	SNRY 2121	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47

**NORTHERN ELECTRIC RAILWAY
AND SACRAMENTO NORTHERN RAILROAD FREIGHT CARS
WITH SUBSEQUENT DISPOSITION UNDER SNRY**

TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
BOX CAR	SNRR 2122	SNRY 2122	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2123	SNRY 2123	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2124	SNRY 2124	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2125	SNRY 2125	PC&F	1920	36'	8'	2448	80000		SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2126	SNRY 2126	PC&F	1920	36'	8'	2448	80000	MW 76 ON AFE 19-41 OF 12/8/41			
BOX CAR	SNRR 2127	SNRY 2127	PC&F	1920	36'	8'	2448	80000	MW 77 ON AFE 19-41 OF 12/8/41	RETIRED AND DISMANTLED	37-54	12/31/55
BOX CAR	SNRR 2128	SNRY 2128	PC&F	1920	36'	8'	2448	80000	MW 78 ON AFE 19-41 OF 12/8/41	RETIRED AND DISMANTLED	37-52	12/31/54
BOX CAR	SNRR 2129	SNRY 2129	MT. VERNON	1919-1920	40'	8'			BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
							2723	80000				
BOX CAR	SNRR 2130	SNRY 2130	MT. VERNON	1919-1920	40'	8'			BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
							2723	80000				
BOX CAR	SNRR 2131	SNRY 2131	MT. VERNON	1919-1920	40'	8'			BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY	BURNED AT HAGGIN YARD	84-31	11/8/31
							2723	80000				
BOX CAR	SNRR 2132	SNRY 2132	MT. VERNON	1919-1920	40'	8'			BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
							2723	80000				
BOX CAR	SNRR 2133	SNRY 2133	MT. VERNON	1919-1920	40'	8'			BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY	BURNED AT HAGGIN YARD	84-31	11/8/31
							2723	80000				
BOX CAR	SNRR 2135	SNRY 2135	MT. VERNON	1919-1920	40'	8'			BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
							2723	80000				
BOX CAR	SNRR 2136	SNRY 2136	MT. VERNON	1919-1920	40'	8'			BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
							2723	80000				
BOX CAR	SNRR 2137	SNRY 2137	MT. VERNON	1919-1920	40'	8'			BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
							2723	80000				
BOX CAR	SNRR 2138	SNRY 2138	MT. VERNON	1919-1920	40'	8'			BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
							2723	80000				
BOX CAR	SNRR 2139	SNRY 2139	MT. VERNON	1919-1920	40'	8'			BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
							2723	80000				
BOX CAR	SNRR 2140	SNRY 2140	MT. VERNON	1919-1920	40'	8'			BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
							2723	80000				

**NORTHERN ELECTRIC RAILWAY
AND SACRAMENTO NORTHERN RAILROAD FREIGHT CARS
WITH SUBSEQUENT DISPOSITION UNDER SNRY**

TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
BOX CAR	SNRR 2141	SNRY 2141	MT. VERNON	1919-1920	40'	8'	2723	80000	BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
BOX CAR	SNRR 2142	SNRY 2142	MT. VERNON	1919-1920	40'	8'	2723	80000	BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
BOX CAR	SNRR 2143	SNRY 2143	MT. VERNON	1919-1920	40'	8'	2723	80000	BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
BOX CAR	SNRR 2144	SNRY 2144	MT. VERNON	1919-1920	40'	8'	2723	80000	BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
BOX CAR	SNRR 2145	SNRY 2145, SNRY 2338	MT. VERNON	1919-1920	40'	8'	2723	80000	BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48 AS SN 2338	SN 2338 BECAME MW 91 ON AFE 31-54 OF 12/31/54	31-54, 38-54	12/31/54
BOX CAR	SNRR 2146	SNRY 2146	MT. VERNON	1919-1920	40'	8'	2723	80000	BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
BOX CAR	SNRR 2147	SNRY 2147	MT. VERNON	1919-1920	40'	8'	2723	80000	BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
BOX CAR	SNRR 2148	SNRY 2148, SNRY 2339	MT. VERNON	1919-1920	40'	8'	2723	80000	BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, AS SN 2339	SN 2339 BECAME MW 90 ON AFE 31-54 OF 12/31/54	31-54, 38-54	12/31/54
BOX CAR	SNRR 2149	SNRY 2149	MT. VERNON	1919-1920	40'	8'	2723	80000	BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY	GONE BY 1925		
BOX CAR	SNRR 2150	SNRY 2150, SNRY 2349	MT. VERNON	1919-1920	40'	8'	2723	80000	BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, AS SN 2349	SN 2349 BECAME MW 92 ON AFE 31-54 OF 12/31/54; SOLD CA 1975 TO THE FACTORY, ALAMEDA	31-54, 38-54	12/31/54
BOX CAR	SNRR 2151	SNRY 2151	MT. VERNON	1919-1920	40'	8'	2723	80000	BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
BOX CAR	SNRR 2152	SNRY 2152	MT. VERNON	1919-1920	40'	8'	2723	80000	BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			
BOX CAR	SNRR 2153	SNRY 2153	MT. VERNON	1919-1920	40'	8'	2723	80000	BUILT NEW FOR SNRR; STEEL UNDERFRAME, WOOD BODY; LISTED AS RETIRED AND SCRAPPED ON AFE 1/47 OF 12/31/47; RBLT WITH AB BRAKES ON AFE 10-48 OF 10/9/48, SERIES 2329-2350			

**NORTHERN ELECTRIC RAILWAY
AND SACRAMENTO NORTHERN RAILROAD FREIGHT CARS
WITH SUBSEQUENT DISPOSITION UNDER SNRY**

TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
BOXCAR	SNRR 2249	SNRY 2249	FITZHUGH-LUTHER	1907	36'	8'	2448	80000	RBLT. 1923, PROBABLY FROM 2049; WOOD BODY AND UNDERFRAME, STEEL-SHEATHED ROOF(?)	SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2280	SNRY 2280			36'	7' 9"	2371	80000	RBLT. 1923 FROM 2050-2099; WOOD BODY AND UNDERFRAME, STEEL-SHEATHED ROOF(?)	SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2281	-----			36'	7' 9"	2371	80000	RBLT. 1923 FROM 2050-2099; WOOD BODY AND UNDERFRAME, STEEL-SHEATHED ROOF(?)	GONE BY 1924		8/27/47
BOX CAR	SNRR 2282	SNRY 2282			36'	7' 9"	2371	80000	RBLT. 1923 FROM 2050-2099; WOOD BODY AND UNDERFRAME, STEEL-SHEATHED ROOF(?)	SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2283	SNRY 2283			36'	7' 9"	2371	80000	RBLT. 1923 FROM 2050-2099; WOOD BODY AND UNDERFRAME, STEEL-SHEATHED ROOF(?)	SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2284	SNRY 2284			36'	7' 9"	2371	80000	RBLT. 1923 FROM 2050-2099; WOOD BODY AND UNDERFRAME, STEEL-SHEATHED ROOF(?)	SOLD FOR SCRAP	58-47	8/27/47
BOX CAR	SNRR 2285	-----			36'	7' 9"	2371	80000	RBLT. 1923 FROM 2050-2099; WOOD BODY AND UNDERFRAME, STEEL-SHEATHED ROOF(?)	GONE BY 1924		
BOX CAR	SNRR 2286	-----			36'	7' 9"	2371	80000	RBLT. 1923 FROM 2050-2099; WOOD BODY AND UNDERFRAME, STEEL-SHEATHED ROOF(?)	GONE BY 1924		
BOX CAR	SNRR 2287	-----			36'	7' 9"	2371	80000	RBLT. 1923 FROM 2050-2099; WOOD BODY AND UNDERFRAME, STEEL-SHEATHED ROOF(?)	GONE BY 1924		
BOX CAR	SNRR 2288	SNRY 2288			36'	7' 9"	2371	80000	RBLT. 1923 FROM 2050-2099; WOOD BODY AND UNDERFRAME, STEEL-SHEATHED ROOF CONFIRMED	SOLD FOR SCRAP	58-47	8/27/47
STOCK	NE 5000	SNRR 5000		1917	38' 11"	8'	2594	80000	RBLT BY NERY 1917; ORIGINAL SOURCE UNKNOWN	RETIRED AND DISMANTLED	32-34	4/18/09
STOCK	NE 5001	SNRR 5001		1917	38' 11"	8'	2594	80000	RBLT BY NERY 1917; ORIGINAL SOURCE UNKNOWN	RETIRED AND DISMANTLED	32-34	4/18/09
STOCK	NE 5002	SNRR 5002		1917	38' 11"	8'	2594	80000	RBLT BY NERY 1917; ORIGINAL SOURCE UNKNOWN	RETIRED AND DISMANTLED	32-34	4/18/09
STOCK	NE 5003	SNRR 5003		1917	38' 11"	8'	2594	80000	RBLT BY NERY 1917; ORIGINAL SOURCE UNKNOWN	RETIRED AND DISMANTLED	32-34	4/18/09
STOCK	NE 5004	SNRR 5004		1917	38' 11"	8'	2594	80000	RBLT BY NERY 1917; ORIGINAL SOURCE UNKNOWN	RETIRED AND DISMANTLED	32-34	4/18/09
STOCK	NE 5005	SNRR 5005		1917	38' 11"	8'	2594	80000	RBLT BY NERY 1917; ORIGINAL SOURCE UNKNOWN	RETIRED AND DISMANTLED	32-34	4/18/09

OA&E FREIGHT CAR SUMMARY

The Oakland, Antioch & Eastern Railway's freight car roster was much smaller than that of the Northern Electric Railway, reflecting a lower freight traffic density. The OA&E began freight operation with just 10 36-foot wooden flat cars built by Holman of San Francisco in 1911, numbers 2000-2009. These were joined by 10 wooden boxcars numbered 3000-3009, also built by Holman and delivered in 1911 and 1912. The boxcars had a 35-foot, 3-inch inside length, and a head-cracking 6-foot, 10-inch ceiling.

The first group was followed by another from Pacific Car & Foundry, which delivered 21 more flat cars in 1913. These were numbered 2010-2030 and, with one exception, were also 36 feet long. The odd-ball was number 4022. Its length is given as 40 and 46 feet in various sources, however, this car may have been stretched in a rebuilding. PC&F also delivered 20 boxcars in 1913, numbered 3010-3029. These were slightly larger than the Holman cars with an inside length of 35 feet, 10 inches, and a more reasonable 8-foot ceiling.

All the OA&E cars had wooden underframes, strengthened by iron truss rods. Steel underframes were common for new cars by 1911, however, no OA&E cars were built or rebuilt to these standards. The entire roster was obsolete from the day it was ordered.

The OA&E also owned 16 ballast cars. These were numbered 0101 to 0116, but despite their obvious company service numbers, they were reported as revenue cars to the ORER. The first six were delivered in 1911, and the remaining 10 in 1913. Ten ballast cars were off the roster before September 1924. Two more were destroyed in 1929. The remaining four cars are unaccounted for. A picture showing two of these very rare cars may be seen on page 123 in Ira Swett's SACRAMENTO NORTHERN.

In 1920, the OA&E was reorganized at the San Francisco-Sacramento Railroad. The SF-S added no new equipment to the roster. Indeed, there is no evidence of any major rebuilding or upgrading program during their eight year management. The only major change seems to have been the addition of end doors to boxcars 3015-3029. The doors were 8 feet, 3 inches wide, and 7 feet, 6 inches wide. These doors were not listed in the 1916 ORER your editor examined, however this might have been an omission, as no doors of any sort (even side doors) are noted in the listings. Curiously, beginning in 1930 the post-merger SN listed most of the surviving cars from both groups with lumber doors in the "A" end. Whether these cars were rebuilt, or always had lumber doors that were ignored by the OA&E/SF-S is not known.

The total number of revenue freight cars during the entire separate existence of both companies was just 77. With the exception of a few cars lost to accidents and disposal of the ballast cars, most of the roster was intact and in original condition at the time of the "Great Merger" into the Sacramento Northern Railway. A number of the cars were quickly scrapped in 1929. A total of 23 more were already in maintenance-of-way service, or were reassigned by 1934. The remainder of the fleet was retired in 1934 during the post-merger house cleaning. Apparently few were ever relettered "Sacramento Northern", as SF-S numbers and lettering are noted for nearly all in Copeland's AFE list. As far as can be determined, no former OA&E/SF-S cars were in revenue service after 1934.

One ex-OA&E car is known to survive. What is believed to be one of the Holman flat cars became tool car MW 32. It survived into the 1960s at Walnut Creek. This car was rescued and preserved by the California State Railway Museum at Sacramento. In May 1999, this car was completely rebuilt using new timbers and the original iron parts as a demonstration project during the Museum's annual Raillair. The Society for Preservation of Carter Railroad Resources, a historical group with much experience rebuilding 19th century narrow gauge equipment, provided the guidance and much of the labor. Unfortunately, the project took longer than expected and the car languished on sawhorses for many months in the CP station area of the museum. The car was finally completed in 2001.

**OAKLAND, ANTIOCH & EASTERN RAILWAY
AND SAN FRANCISCO-SACRAMENTO RAILROAD FREIGHT CARS
WITH SUBSEQUENT DISPOSITION UNDER SNRY**

TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
FLAT CAR	OA&E 2000		HOLMAN	1911	36'	4' 2"		60000				
FLAT CAR	OA&E 2001	SF-S 4001	HOLMAN	1911	36'	4' 2"		60000	NOT LISTED IN ORER OF 9/1924; TO POLE LINE CAR MW 42 ON AFE 74A-29 OF 9/1929	RETIRED AND DISMANTLED	12/31/1955	AFE 37-54
FLAT CAR	OA&E 2002		HOLMAN	1911	36'	4' 2"		60000				
FLAT CAR	OA&E 2003	SF-S 4003	HOLMAN	1911	36'	4' 2"		60000	STILL SF-S; NOT RENUMBERED	UNSERVICABLE, DESTROYED	7/1/1929	AFE 74A-29
FLAT CAR	OA&E 2004	SF-S 4004	HOLMAN	1911	36'	4' 2"		60000	B&B MATERIAL CAR MW 44 ON AFE 74A-29 OF 9/1929	RETIRED	12/20/1950	AFE 22-50
FLAT CAR	OA&E 2005	SF-S 4005	HOLMAN	1911	36'	4' 2"		60000	STILL SF-S; NOT RENUMBERED	UNSERVICABLE, DESTROYED	7/1/1929	AFE 74A-29
FLAT CAR	OA&E 2006		HOLMAN	1911	36'	4' 2"		60000				
FLAT CAR	OA&E 2007	SN 4007	HOLMAN	1911	36'	4' 2"		60000	MATERIAL CAR MW 61 ON AFE 13-32 OF 5/27/1932		12/20/1950	AFE 22-50
FLAT CAR	OA&E 2008		HOLMAN	1911	36'	4' 2"		60000		BURNED AT GARFIELD	6/14/1930	AFE 87-30
FLAT CAR	OA&E 2009	SN 4009	HOLMAN	1911	36'	4' 2"		60000	CRANE IDLER CAR MW 60 ON AFE 13-32 OF 2/23/1932			
FLAT CAR	OA&E 2010	SF-S 4010	PC&F	1913	36'	4' 2"		60000	STILL SF-S; NOT RENUMBERED	RETIRED AND DISMANTLED	12-31-1934	AFE 32-34
FLAT CAR	OA&E 2011		PC&F	1913	36'	4' 2"		60000				
FLAT CAR	OA&E 2012	SF-S 4012	PC&F	1913	36'	4' 2"		60000	STILL SF-S; NOT RENUMBERED	RETIRED AND DISMANTLED	12-31-1934	AFE 32-34
FLAT CAR	OA&E 2013		PC&F	1913	36'	4' 2"		60000				
FLAT CAR	OA&E 2014		PC&F	1913	36'	4' 2"		60000				
FLAT CAR	OA&E 2015	SF-S 4015	PC&F	1913	36'	4' 2"		60000	STILL SF-S; NOT RENUMBERED	RETIRED AND DISMANTLED	12-31-1934	AFE 32-34
FLAT CAR	OA&E 2016		PC&F	1913	36'	4' 2"		60000				
FLAT CAR	OA&E 2017	SN 4017	PC&F	1913	36'	4' 2"		60000	MATERIAL CAR MW 62 ON AFE 13-32 OF 5/24/1932	RETIRED	12/31/1954	AFE 37-52
FLAT CAR	OA&E 2018	SN 4018	PC&F	1913	36'	4' 2"		60000	PILE DRIVER IDLER MW 63 ON AFE 13-32 OF 3/3/1932	RETIRED	12/31/1947	AFE 85-47
FLAT CAR	OA&E 2019	SF-S 4019	PC&F	1913	36'	4' 2"		60000	TUNNEL JUMBO CAR MW 45 ON AFE 74A-29 OF 9/1929	RETIRED AND DISMANTLED	12/31/1955	AFE 37-54
FLAT CAR	OA&E 2020	SF-S 4020	PC&F	1913	36'	4' 2"		60000	STILL SF-S; NOT RENUMBERED	RETIRED AND DISMANTLED	12-31-1934	AFE 32-34
FLAT CAR	OA&E 2021	SF-S 4021	PC&F	1913	36'	4' 2"		60000	STILL SF-S; NOT RENUMBERED	UNSERVICABLE, DESTROYED	7/1/1929	AFE 74A-29
FLAT CAR	OA&E 2022	SF-S 4022	PC&F	1913	46'	4' 2"		60000	ORIGINAL LENGTH 40'; POLE LINE CAR MW 48 ON AFE 74A-29 OF 1/1929	RETIRED AND DISMANTLED	12/31/1955	AFE 37-54
FLAT CAR	OA&E 2023		PC&F	1913	36'	4' 2"		80000	ORIGINAL CAPACITY 60000 LBS.			
FLAT CAR	OA&E 2024	SF-S 4024	PC&F	1913	36'	4' 2"		80000	ORIGINAL CAPACITY 60000 LBS.	RETIRED AND DISMANTLED	12-31-1934	AFE 32-34
FLAT CAR	OA&E 2025		PC&F	1913	36'	4' 2"		60000				
FLAT CAR	OA&E 2026		PC&F	1913	36'	4' 2"		60000				
FLAT CAR	OA&E 2027	SF-S 4027	PC&F	1913	36'	4' 2"		60000	RBLT AS TUNNEL JUMBO CAR MW 46	RETIRED AND DISMANTLED	12/31/1955	AFE 37-54
FLAT CAR	OA&E 2028		PC&F	1913	36'	4' 2"		60000				
FLAT CAR	OA&E 2029	SN 4029	PC&F	1913	36'	4' 2"		60000		WRECKED AT WESTSIDE	3/9/1930	AFE 87-30
FLAT CAR	OA&E 2030	SF-S 4030	PC&F	1913	36'	4' 2"		60000	STILL SF-S; NOT RENUMBERED	RETIRED AND DISMANTLED	12-31-1934	AFE 32-34
BOXCAR	OA&E 3000		HOLMAN	1911	35' 3"	6' 10"	1920	60000				
BOXCAR	OA&E 3001	SN 3001	HOLMAN	1911	35' 3"	6' 10"	1920	60000	SECTION OUTFIT CAR MW 40 ON AFE 74A-29 OF 9/1929	RETIRED AND DISMANTLED	12/31/1955	AFE 37-54
BOXCAR	OA&E 3002		HOLMAN	1911	35' 3"	6' 10"	1920	60000				
BOXCAR	OA&E 3003		HOLMAN	1911	35' 3"	6' 10"	1920	60000				
BOXCAR	OA&E 3004		HOLMAN	1911	35' 3"	6' 10"	1920	60000				
BOXCAR	OA&E 3005		HOLMAN	1912	35' 3"	6' 10"	1920	60000				
BOXCAR	OA&E 3006	SN3006	HOLMAN	1912	35' 3"	6' 10"	1920	60000	BONDING MATERIAL CAR MW 64 ON AFE 13-32 OF 3/8/1932	RETIRED	12/31/9154	AFE 37-52
BOXCAR	OA&E 3007	SN 3007	HOLMAN	1912	35' 3"	6' 10"	1920	60000	SECTION TOOL CAR MW 50 ON AFE 74A-29 OF 9/1929	RETIRED	12/31/1934	AFE 33-34
BOXCAR	OA&E 3008		HOLMAN	1912	35' 3"	6' 10"	1920	60000				
BOXCAR	OA&E 3009	SN 3009	HOLMAN	1912	35' 3"	6' 10"	1920	60000	SECTION KITCHEN CAR MW 49 ON AFE 74A-29 OF 9/1929	RETIRED	12/31/1954	AFE 37-52

MANY CARS WERE STILL LETTERED FOR OA&E OR SF-S AS LATE AS 1934, ALTHOUGH LISTED IN THE ORER AS SN. MOST CARS ON THIS ROSTER WERE SCRAPPED IN 1934 UNLESS NOT CONVERTED TO MAINTENANCE SERVICE.

FLAT CARS 2000-2021 WERE ORIGINALLY LISTED AS 34' LONG WITH A 50000 LB CAPACITY. THIS SERIES RENUMBERED TO SF-S 4000-4022 WITH 1929 MERGER TO AVOID CONFUSION WITH SNRR 2000-SERIES BIXCARS.

MW 32, WHICH IS PRESERVED AT THE CSRM AND WAS RESTORED IN 1989, IS BELIEVED TO BE 2000, 2002 OR 2006.

3000-3009 WERE ORIGINALLY LISTED AS 38' 3" LONG.

**OAKLAND, ANTIOCH & EASTERN RAILWAY
AND SAN FRANCISCO-SACRAMENTO RAILROAD FREIGHT CARS
WITH SUBSEQUENT DISPOSITION UNDER SNRY**

TYPE	NUMBER	LATER NUMBERS	BUILDER	YEAR	IL	HEIGHT	CU FT	CAPY	NOTES	DISPOSAL	AFE	DATE
BOXCAR	OA&E 3010	SN 3010	PC&F	1913	35' 10"	8'	2364	60000	FOREMAN'S CAR MW 57 ON AFE 83-31 OF 8/1/1931	RETIRED	12/31/1949	AFE 66-47
BOXCAR	OA&E 3011	SN 3011	PC&F	1913	35' 10"	8'	2364	60000	SECTION OUTFIT CAR MW 51 ON AFE 74A-29 OF 9/1929	RETIRED	12/31/1934	AFE 33-34
BOXCAR	OA&E 3012	SN 3012	PC&F	1913	35' 10"	8'	2364	60000	MATERIAL CAR MW 65 ON AFE 13-32 OF 6/8/1932	RETIRED	12/31/1954	AFE 37-52
BOXCAR	OA&E 3013	SF-S 3013	PC&F	1913	35' 10"	8'	2364	60000		RETIRED AND DISMANTLED	12-31-1934	AFE 32-34
BOXCAR	OA&E 3014	SF-S 3014	PC&F	1913	35' 10"	8'	2364	60000		RETIRED AND DISMANTLED	12-31-1934	AFE 32-34
BOXCAR	OA&E 3015	SN 3015	PC&F	1913	35' 10"	8'	2364	60000	RBLT AS TOWER CAR MW 38 ON AFE 74A-29 OF 7/1/1929	RETIRED AND DISMANTLED	12/31/1955	AFE 32-34
BOXCAR	OA&E 3016		PC&F	1913	35' 10"	8'	2364	60000				
BOXCAR	OA&E 3017	SN 3017	PC&F	1913	35' 10"	8'	2364	60000	MATERIAL CAR MW 59 ON AFE 13-32 OF 3/16/1932	RETIRED	12/31/1946	AFE 48-46
BOXCAR	OA&E 3018	SN 3018	PC&F	1913	35' 10"	8'	2364	60000	RBLT AS TOWER CAR MW 54 ON AFE 87-30 OF 4/1/1930	RETIRED	12/31/1954	AFE 37-52
BOXCAR	OA&E 3019	SN 3019	PC&F	1913	35' 10"	8'	2364	60000	SECTION OUTFIT CAR MW 52 ON AFE 74A-29 OF 9/1929	RETIRED	12/31/1934	AFE 33-34
BOXCAR	OA&E 3020	SN 3020	PC&F	1913	35' 10"	8'	2364	60000	SUPPLY CAR MW 58 ON AFE 83-31 OF 8/20/1931	RETIRED	12/31/1954	AFE 37-52
BOXCAR	OA&E 3021		PC&F	1913	35' 10"	8'	2364	60000				
BOXCAR	OA&E 3022		PC&F	1913	35' 10"	8'	2364	60000				
BOXCAR	OA&E 3023	SN 3023	PC&F	1913	35' 10"	8'	2364	60000	TO FOREMAN'S CAR MW 55 ON AFE 87-30 OF 11/1/1930	RETIRED	12/31/1954	AFE 37-52
BOXCAR	OA&E 3024		PC&F	1913	35' 10"	8'	2364	60000				
BOXCAR	OA&E 3025	SN-S 3025	PC&F	1913	35' 10"	8'	2364	60000		RETIRED AND DISMANTLED	12-31-1934	AFE 32-34
BOXCAR	OA&E 3026	SF-S 3026	PC&F	1913	35' 10"	8'	2364	60000		RETIRED AND DISMANTLED	12-31-1934	AFE 32-34
BOXCAR	OA&E 3027	SF-S 3027	PC&F	1913	35' 10"	8'	2364	60000		RETIRED AND DISMANTLED	12-31-1934	AFE 32-34
BOXCAR	OA&E 3028		PC&F	1913	35' 10"	8'	2364	60000				
BOXCAR	OA&E 3029	SN 3029	PC&F	1913	35' 10"	8'	2364	60000	FOREMAN'S CAR MW 53 ON AFE 74A-29 OF 9/1929	RETIRED	12/31/1934	AFE 33-34
BALLAST	OA&E 0101			1911				60000	OFF ROSTER PRIOR TO 9/1924			
BALLAST	OA&E 0102			1911				60000	OFF ROSTER PRIOR TO 9/1924			
BALLAST	OA&E 0103			1911				60000	OFF ROSTER PRIOR TO 9/1924			
BALLAST	OA&E 0104	SF-S 0104		1911				60000				
BALLAST	OA&E 0105	SN-S 0105		1911				60000				
BALLAST	OA&E 0106	SF-S 0106		1911				60000		DESTROYED	7/1/1929	AFE 74A-29
BALLAST	OA&E 0107	SN-S 0107		1913				60000				
BALLAST	OA&E 0108			1913				60000	OFF ROSTER PRIOR TO 9/1924			
BALLAST	OA&E 0109			1913				60000	OFF ROSTER PRIOR TO 9/1924			
BALLAST	OA&E 0110	SF-S 0110		1913				60000	NOT FOUND IN ORER 9/1924	DESTROYED	7/1/1929	AFE 74A-29
BALLAST	OA&E 0111	SF-S 0111		1913				60000				
BALLAST	OA&E 0112			1913				60000	OFF ROSTER PRIOR TO 9/1924			
BALLAST	OA&E 0113			1913				60000	OFF ROSTER PRIOR TO 9/1924			
BALLAST	OA&E 0114			1913				60000	OFF ROSTER PRIOR TO 9/1924			
BALLAST	OA&E 0115			1913				60000	OFF ROSTER PRIOR TO 9/1924			
BALLAST	OA&E 0116			1913				60000	OFF ROSTER PRIOR TO 9/1924			

MANY CARS WERE STILL LETTERED FOR OA&E OR SF-S AS LATE AS 1934, ALTHOUGH LISTED IN THE ORER AS SN. MOST CARS ON THIS ROSTER WERE SCRAPPED IN 1934 UNLESS NOT CONVERED TO MAINTENANCE SERVICE.

FLAT CARS 2000-2021 WERE ORIGINALLY LISTED AS 34' LONG WITH A 50000 LB CAPACITY. THIS SERIES RENUMBERED TO SF-S 4000-4022 WITH 1929 MERGER TO AVOID CONFUSION WITH SNRR 2000-SERIES BIXCARS,

MW 32, WHICH IS PRESERVED AT THE CSRM AND WAS RESTORED IN 1999, IS BELIEVED TO BE 2000, 2002 OR 2008.

3000-3009 WERE ORIGINALLY LISTED AS 38' 3" LONG.

SN FREIGHT CAR SUMMARY

Following the "Great Merger" in 1929, the Sacramento Northern Railway was stuck with a roster of obsolete wooden, truss-rod freight cars. Many dated from the original Northern Electric's 1907 order, and from the Oakland, Antioch & Eastern's initial 1911 fleet. Most of these relics were soon scrapped, the largest number in 1934, though some were converted to maintenance-of-way duty. A few newer or rebuilt boxcars continued in revenue service until 1947, and a handful of flat cars were around through the 1950s.

With the exception of boxcar 2100, the entire Sacramento Northern roster rolled on antiquated arch bar trucks. This made them illegal for interchange after 1941, though since SN was a wholly-owned subsidiary, interchange was still allowed with the Western Pacific and the Tidewater Southern. It was not until the late 1940s that any SN cars were fitted with AB brakes, and Andrews trucks were probably added around 1954.

The line's best cars were the Mount Vernon-built steel underframe boxcars 2129-2153, 22 of which were still in service at the time of the merger. These cars served through World War II, but were "retired from service and scrapped" in 1947. In reality, they were simply shoved into sidings to await later disposition. In late 1948, the entire class was rebuilt with AB brakes and returned to revenue service as numbers 2329-2350. They were not given cast trucks until the 1950s, and some continued to roll on their original arch bars until their end in maintenance service during the 1970s. Numbers 2337 and 2350 were still listed as revenue cars as late as 1969.

The 2129-2153 Mount Vernon boxcars were "replaced" in May 1947 by 28 boxcars purchased from the WP and numbered 2301-2328. These came from the WP's 16001-18500 class, and had originally been identical to SN's 2129 class. The WP rebuilt them with steel ends during the late 1920s and early 1930s. Cars from this group still on arch bar trucks were renumbered into series 316001-318500 during the 1930s. Photos of SN's 2301-2328 series shortly after delivery show at least some of this group on arch bar trucks. Since there were no other WP boxcars with this combination of details by then, at least some likely came from the 316001 series. Some finally received Andrews trucks in the early 1950s. Like their wooden-end sisters, a few ~~cars~~ hung around until the early 1970s in maintenance service, and 2326 was still in revenue service in 1969. SN 2302 survives on the Niles Canyon Railway at Sunol, and 2314 is preserved at the Western Railway Museum at Rio Vista Junction.

Beginning in 1955, the WP equipped the SN with modest blocks of new freight cars that were fully up to industry standards. In most cases, they were near duplicates of cars being purchased by the WP itself.

The first group were 100 50-foot, double-door steel boxcars numbered 2401-2499. These were built by Pullman Standard to their famous PS-1 design. These were followed by 20 46-foot inside length drop-bottom gondolas, numbers 4001-4020, which came from American Car & Foundry, also in 1955. AC&F built another group of gondolas in 1959, this time with a 52-foot, 6-inch inside length, no doubt for service to the U.S. Steel mill at Pittsburg.

A group of ten Pullman Standard 47-foot covered hoppers were added in 1958, numbers 5001-5010. Two more blocks of similar cars soon followed, 5101-5109, and the slightly larger 5501-5509. AC&F contributed some even larger cylindrical hoppers in 1961, numbered 5501-5510. The latter cars had "SN" reporting marks and numbers, but carried large "Western Pacific" lettering on their flanks. SN covered hoppers were used in grain service, and also at times for shipping bulk walnuts.

The WP lettering scheme and slogans were also used on insulated boxcars built by Thrall Car Company in 1961. These were delivered in two groups, 8001-8010 and 8011-8040. These were fitted with plug doors and were classed as RBL, or bunkerless refrigerators. They were used to carry canned goods.

SN's last new cars were certainly oddities. Two 60-foot auto parts boxcars with cushioned underframes were built by Thrall in 1969. These were numbered 3735-3736. A third similar car, 3737, came from Maxon in 1970. Their numbers bridged two blocks of WP auto parts cars. The SN cars were classified as XP, suggesting that they joined their WP sisters in pool service to the Ford plant.

By the mid-1970s, the WP had decided to end the SN's separate identity. As cars came due for shopping, or perhaps as their equipment trusts were paid off, most were renumbered and relettered into the WP roster. Many retained their fading SN display lettering, but their reporting marks were hastily painted over with a simple "WP" and new numbers. A few, like the Thrall insulated boxcars, were extensively rebuilt into new classes along with similar WP cars.

By the time of the WP's merger into the Union Pacific, there were only a handful of SN cars left, and not many survived much longer. A very few of the cars rebuilt by the WP continued to serve the UP into the 1990s, many years after it absorbed the SN.

ALL-TIME ROSTER OF SACRAMENTO NORTHERN FREIGHT CARS

TYPE	SN NUMBERS	ORIGINAL NUMBERS	BUILDER	YEAR	IL	IH	CU FT	CAPY	NOTES	DISPOSAL	DATE	AFE
FLAT CAR	SF-S 4001, 4003-4005, 4007, 4009	OA&E 2001, 2003-2005, 2007, 2009	HOLMAN	1911	36'	4' 2"		60000	APPARENTLY NOT RENUMBERED-SN, BUT REMAINED SF-S UNTIL SCRAPPED OR CONVERVED TO MW CARS	MOST BECAME MW CARS IN 1929 AND 1932		
FLAT CAR	SF-S 4010, 4012, 4015, 4017-4019, 4020-4022, 4024, 4027, 4029, 4030	OA&E 2010, 2012, 2015, 2017-2019, 2020-2022, 2024, 2027, 2029, 2030	PC&F	1913	36'	4' 2"		60000	APPARENTLY NOT RENUMBERED-SN, BUT REMAINED SF-S UNTIL SCRAPPED OR CONVERVED TO MW CARS	MOST BECAME MW CARS IN 1929 AND 1932		
BALLAST	SF-S 0104-0107, 0110, 0111	OA&E 0104-0107, 0110, 0111	RODGER	1911				60000	0106, 0110 WRECKED 7/1/1929; OTHERS PROBABLY SCRAPPED WITHOUT RENUMBERING			
FLAT CAR	1100-1261	NE 1100-1261	FITZHUGH LUTHER CO.	1906	40'	4' 2"		80000	70 ON SNRY ROSTER AT MERGER			
FLAT CAR	1300-1398	NE 1300-1398			40'	4' 2"		80000	40 ON SNRY ROSTER AT MERGER			
FLAT CAR	1401-1459				40'			80000	27 ON SNRY ROSTER AT MERGER			
BALLAST	SNRR 1700-1707	NE 1500-1549		1907	24'	4'	1156	80000	RODGER TYPE DUMP CARS, 36' OVERALL LENGTH	RETIRED AND DISMANTLED	1934	32-34
BOXCAR	2000-2048	NE 2000-2049	FITZHUGH LUTHER CO.		36'	8'	2448	80000	43 ON SNRY AT MERGER; MOST SCRAPPED 1934			
BOXCAR	2050-2099	NE 2050-2099	AC&F	1908	36'	7' 9"	2371	80000	34 ON SNRY AT MERGER; MOST SCRAPPED 1934			
AUTO BOX	2100				36'	8' 4"	2546	80000	RBLT WITH STEEL UNDERFRAME 1918	RBLT-SUBSTATION 2	4/1/1938	10-38
BOXCAR	2101-2106	NE 2101-2128	SNRR	1919	36'	8'	2448	80000	2103 TO MW, AFE 45-46 OF 11/11/1947	SOLD FOR SCRAP	8/27/1947	58-47
BOXCAR	2107-2128	NE 2101-2128	PC&F	1920	36'	8'	2448	80000	2108-2117, 2119-2125 RETD 1947	SOLD FOR SCRAP	8/27/1947	58-47
BOXCAR	2129-2153	SNRR 2129-2153	MT. VERNON	1919-1920	40'	8'		80000	WOODEN ENDS; BLT NEW AS FOLLOW-ON TO WP 16001 CLASS; RBLT TO SN 2329-2350			
BOXCAR	2249	NE 2000-2049	FITZHUGH LUTHER CO.		36'	8'	2448	80000	RBLT 1923 BY SNRR	SOLD FOR SCRAP	8/27/1947	58-47
BOXCAR	2280, 2282-2284, 2288	NE 2050-2099	AC&F		36'	7' 9"		80000	RBLT 1923 BY SNRR	SOLD FOR SCRAP	8/27/1947	58-47
BOXCAR	2301-2328	WP 16001-18500 OR 316001-318500	MT. VERNON	1917-19207	40'	8'		80000	RBLT WITH VARIOUS STEEL ENDS BY WP		5/7/1948	3-47
BOXCAR	2329-2350	SN 2129-2153	MT. VERNON	1919-1920	40'	8'		80000	WOODEN ENDS; RBLT FROM SN 2129-2153		10/9/1948	10-48
BOXCAR	2401-2500		PULLMAN STANDARD	1955	50' 5"		4840	100000	XM GENERAL SERVICE BOXCARS	TO WP 35801-35900		
BOXCAR	SN 3008	OA&E 3006	HOLMAN	1912	35' 3"	6' 10"	1920	60000	RBLT AS BONDING MATERIAL CAR MW 64, 1932			
BOXCAR	SF-S 3013, 3014, 3025-3027	OA&E 3013, 3014, 3025-3027	PC&F	1913	35' 10"	8'		60000	NOT RENUMBERED WHEN RETIRED	RETIRED AND DISMANTLED	12/31/1934	32-34
BOXCAR	SN 3017, 3023	OA&E 3017, 3023	PC&F	1913	35' 10"	8'		60000	PROBABLY ONLY RENUMBERED ON PAPER; RBLT 1932 AS MATERIAL CARS MW 59 AND MW 65			
BOXCAR	3735-3736		THRALL	1969	60' 9"	10' 9"	6060	163000	SAME AS WP 3726-3734	TO WP 3735, 3736		
BOXCAR	3737		MAXON	1970	60' 9"	11' 2"	6250	173000	SAME AS WP 3738-3744	TO WP 3737		
GONDOLA	4001-4020		AC&F	1955	46'		2410	140000	DROP BOTTOM			
GONDOLA	4501-4525		AC&F	1959	52' 6"		1728	140000	MILL GONDOLA;	TO WP 6826-6850		
STOCK	5000-5005	NE 5000-5005			38' 11"	8'	2594	80000		RETIRED AND DISMANTLED	1934	32-34
COV. HOP.	5001-5010		PULLMAN STANDARD	1958	41'		3200	140000		TO WP 11526-11534		
COV. HOP.	5011-5020		PULLMAN STANDARD	1959	41'	1959	3219	140000		TO WP 11536-11545		
COV. HOP.	5101-5109		PULLMAN STANDARD		41'		3500	140000		TO WP 11551-11559		
COV. HOP.	5501-5510		AC&F		46' 6"	1961	3950	200000	ALUMINUM CYLINDRICAL HOPPER	TO WP 11741-11750		
BOXCAR	8001-8010		THRALL	1961	50' 6"		4477	133000	INSULATED RBL	TO WP 60401-60410		
BOXCAR	8011-8040		THRALL	1961	50' 6"		4477	133000	INSULATED RBL	TO WP 60411-60440		

SACRAMENTO NORTHERN CABOOSES

The earliest cabooses on the Northern Electric Railway were numbered 601-604, and were similar side-door types. Not much is known about the first three, but 604 is well documented. It was rebuilt from a 35-foot long ex-Southern Pacific boxcar. Cars 601 and 602 did not survive long enough to receive SN numbers, but 603 and 604 became 1603 and 1604 during the "Great Merger". They were retired in December 1941.

NERY's "standard" cabooses were five conventional cars with a 34-foot, 10-inch length. The first was built in 1917. Its builder is unknown. An early picture of this car as NERY 623 may be seen on page 39 of Swett's SACRAMENTO NORTHERN. NERY 623 became SNRR 605 in 1920. It was finally renumbered 1605 in 1921. Two more cars of this type were built in 1920 as SNRR 606 and 607, probably by Pacific Car & Foundry. They were renumbered 1606 and 1607 in 1921. A final pair, numbered SNRY 1610 and 1611, were built by the SN itself in 1928 as part of the capital improvements connected with the new Holland Branch. Cabooses 1605 and 1606 were scrapped in 1948, with 1607 following in 1954. At some point late in its active career, 1611 had its arch bars replaced with Andrews trucks, possibly to allow it to run on the steel trains over the Santa Fe. Finally 1610 and 1611 were retired in 1956. Car 1611 was sold to railfan Hal Wilmunder and was used as crew quarters on his Camino, Cable & Northern tourist railroad in the 1960s. When that line folded, the car was sold as a vacation cabin, and its current status is unknown.

Two small passenger-baggage cars were purchased from the Ocean Shore Railroad in 1921 and converted to cabooses 1608 and 1609. Caboose 1608 had a 45-foot long body. It served until 1948. Caboose 1609, which was over 50 feet long, looked something like a classic drovers caboose with baggage doors, 13 windows per side, and 8-foot long passenger trucks. It became foreman's car MW 51 in 1940. At that time, the baggage doors and five windows on each side were filled in with tongue-and-groove siding. It remained in maintenance-of-way service until burned for scrap at Moraga in 1957.

The final North End caboose was a makeshift affair for the isolated Vacaville-Willota Branch. SN removed the electrical gear from streetcar 22 in 1928. It was never renumbered. This car served until 1939 or 1940 when it became a tool shed on the Holland Branch.

The Oakland Antioch & Eastern Railway had only three small cabooses, all just 21 feet long. These were purchased used in 1913, and had been built by the SP as short cabooses for use on their ferries at Port Costa (which also made them ideal for use on RAMON). Car 51 had end platforms, two windows per side, and no cupola. It became SN 1612 with the merger and lasted until 1934. Caboose 52 was a typical side-door car without end platforms. It had three small windows on each side and the roof was graced by a large cupola with three side windows. It became SN 1613 and served until 1946. The third was 53. It was similar to 51, with end platforms and two windows per side. Possibly it too lacked a cupola when first rebuilt. All known pictures show it as having a large cupola similar to number 52. It became SN 1614 and was also retired in 1946.

The World War II traffic boom left the SN short of cabooses. Three ancient cars were purchased from the Denver & Rio Grande Western in June 1944 (some sources claim they arrived as early as 1942). They had been D&RGW numbers 0805, 0860 and 0870, built by Peninsular Car Co. in 1888, 1891 and 1891 respectively. The cars were renumbered SN 1615-1617. Caboose 1615 was retired in 1948, with 1616 lasting until 1952. Caboose 1617 was wrecked in October 1944 and scrapped the next year.

Between 1948 and 1954, the WP sent the SN nine of their obsolete "Gould Standard" cabooses. These cars were renumbered 1621-1629 (numbers 1618-1620 were left vacant). Some were wooden underframe cars built for the WP by Haskell & Barker in 1910 (1622, 1623, 1625, 1627-1629). They apparently received steel center sills in subsequent rebuildings by the WP. Three others were built new in 1924 by the WP to the same design with steel underframes (1621, 1624, 1626). For most of these cars, their SN service was brief. The last was retired in 1958.

The WP next sent the SN ten of their single-sheathed cupola cabooses between 1956 and 1958. These were numbered 1630-1639. They had been rebuilt in various lots before and during World War II from 15001-series boxcars. Number 1633 had three side windows, the cupola near the end of the car, and full-width end platforms with tender-type steps. The rest had four side windows with the cupola moved slightly toward the car's center. Cars 1631 and 1636 had full-width end platforms with tender-type steps, while 1630, 1632, 1634, 1635 and 1637-1639 had narrow platforms with passenger-type steps.

The final group of SN cabooses also came from the WP, and once again were their oldest cars. These were single-sheathed bay-window cars, numbered 1640-1644, also rebuilt from 15001 boxcars during World War II. The first three arrived in 1961, 1962 and 1964. By the early 1970s, retirement had thinned the cupola cabooses, so two more bay-window cars were transferred in 1972. Cars 1642 and 1644 (along with cupola caboose 1632) are known to have received "Perlman Green" paint to match the GP-7s the WP supplied to the SN in 1971. The WP policy shifted toward total integration of SN in the mid-1970s. Cabooses for SN trains were then drawn from the WP caboose pool. Cars 1641 and 1642 were retired in 1976, the last in a long line of SN cabooses.

SACRAMENTO NORTHERN CABOOSE CARS, 1906-1976

NUMBER	OLD NUMBER	PREVIOUS	BUILDER	YEAR ACQ.	DESCRIPTION	DISPOSAL	NOTES
SNRY 22	NERV 22	CHICO ELECT.	ST. LOUIS CAR CO., 1905	1906	STREETCAR, DEMOTORIZED 1931	RETIRED 3/12/40	CABOOSE, VACAVILLE BRANCH; LATER TOOL SHED ON HOLLAND BRANCH
	NERV 601	CP-SP	REBUILT BY NERY	1906	SIDE DOOR, NO CUPOLA	RETIRED PRIOR TO 1926	
	NERV 602	CP-SP	REBUILT BY NERY	1906	SIDE DOOR, NO CUPOLA	WRECKED 1916	
SNRY 1603	NERV 603	CP-SP	REBUILT BY NERY	1906	SIDE DOOR, NO CUPOLA	RETIRED 12/31/41	
SNRY 1604	NERV 604	CP-SP	REBUILT BY NERY	1906	SIDE DOOR, NO CUPOLA	RETIRED 12/31/41	
	NERV 623, SNRR 605	SNRR		1917	4-WINDOW, CUPOLA, 34' 10"	RETIRED 12/21/48	RENUMBERED SNRR 605 IN 1920, 1605 IN 1921
SNRY 1606	SNRR 606		PACIFIC CAR & FOUNDRY	1920	4-WINDOW, CUPOLA, 34' 10"	RETIRED 12/31/48	RENUMBERED SNRR 1606 IN 1921
SNRY 1607	SNRR 607		PACIFIC CAR & FOUNDRY	1920	4-WINDOW, CUPOLA, 34' 10"	RETIRED 12/31/54	RENUMBERED SNRR 1607 IN 1921
SNRY 1608		OCEAN SHORE	REBUILT BY SNRR	2/6/21		RETIRED 1948	EX-OSRY COMBINE 1201
SNRY 1609		OCEAN SHORE	REBUILT BY SNRR	2/6/21		RETIRED 1957	EX-OSRY COMBINE 1202; BECAME FOREMAN'S CAR MW 57 8/1/31
SNRY 1610			SNRY	1928	4-WINDOW, CUPOLA, 34' 10"	RETIRED 1956	SCRAPPED 1957
SNRY 1611			SNRY		4-WINDOW, CUPOLA, 34' 10"	RETIRED 10/56	SOLD TO HAL WILMUNDER; USED AS CREW CAR ON CAMINO CABLE & NORTHERN; LATER SOLD AS VACATION CABIN NEAR PLACERVILLE
				1928			
SNRY 1612	OA&E 51		SOUTHERN PACIFIC	1913	END PLATFORMS, NO CUPOLA, 21'	RETIRED 1934	BUILT BY SP FOR USE ON PORT COSTA FERRIES
SNRY 1613	OA&E 52		SOUTHERN PACIFIC	1913	SIDE DOOR, CUPOLA, 21'	RETIRED 1946	BUILT BY SP FOR USE ON PORT COSTA FERRIES
SNRY 1614	OA&E 53		SOUTHERN PACIFIC	1913	END PLATFORMS, CUPOLA, 21'	RETIRED 1946	BUILT BY SP FOR USE ON PORT COSTA FERRIES
SNRY 1615		D&RGW 0805	PENINSULAR CAR CO., 12-1888	6/30/44	3-WINDOW, CUPOLA	RETIRED 12/31/48	POSSIBLY ACQ. AS EARLY AS 1942
SNRY 1616		D&RGW 0860	PENINSULAR CAR CO., 3-1891	6/30/44	3-WINDOW, CUPOLA	RETIRED 12/31/52	POSSIBLY ACQ. AS EARLY AS 1942; DISMANTLED AT WP SHOPS
SNRY 1617		D7RGW 0870	PENINSULAR COR CO., 4-1891	6/30/44	3-WINDOW, CUPOLA	WRECKED 10/17/44	POSSIBLY ACQ. AS EARLY AS 1942; SCRAPPED 3/14/45
SNRY 1618-1620					NUMBERS NOT USED		
SNRY 1621		WP 780	WP, SACRAMENTO, 1924	1948	3-WINDOW, CUPOLA	RETIRED 12/58	
SNRY 1622		WP 752	HASKELL & BARKER, 1910	1948	3-WINDOW, CUPOLA	RETIRED 12/58	
SNRY 1623		WP 769	HASKELL & BARKER, 1910	1948	3-WINDOW, CUPOLA	RETIRED 12/31/56	ACTUALLY SCRAPPED AT STOCKTON 7/31/56
SNRY 1624		WP 782	WP, SACRAMENTO, 1924	1948	3-WINDOW, CUPOLA	RETIRED 12/31/56	AFE 28-56 LISTS THIS CAR AS EX-WP 780
SNRY 1625		WP 760	HASKELL & BARKER, 1910		3-WINDOW, CUPOLA	RETIRED 12/31/54	AFE 31-54 LISTS THIS CAR AS EX-WP 782; SCRAPPED AT SACRAMENTO BY WP 2/2/55
				1948			
SNRY 1626		WP 787	WP, SACRAMENTO, 1924	5/25/53	3-WINDOW, CUPOLA	RETIRED 12/58	
SNRY 1627		WP 753	HASKELL & BARKER, 1910	6/27/53	3-WINDOW, CUPOLA	RETIRED 12/58	SCRAPPED AT SACRAMENTO
SNRY 1628		WP 757	HASKELL & BARKER, 1910	7/27/53	3-WINDOW, CUPOLA	RETIRED 12/31/54	WRECKED 1954
SNRY 1629		WP 761	HASKELL & BARKER, 1910	7/27/54	3-WINDOW, CUPOLA	RETIRED 12/57	SCRAPPED BY WP AT STOCKTON
SNRY 1630		WP 624	WP, 1938; EX-BOXCAR 15539	6/7/56	4-WINDOW, CUPOLA, SINGLE-SHEATHED	2/63 OR 9/67	SCRAPPED BY NATIONAL METALS
SNRY 1631		WP 630	WP, 1942; EX-BOXCAR 15067	6/7/56	4-WINDOW, CUPOLA, SINGLE-SHEATHED	7/72 OR 3/73	SOLD TO PURDY CO., BENECIA; NOW VACATION CABIN NEAR PLACERVILLE
SNRY 1632		WP 608	WP, 1937; EX-BOXCAR 15451	6/28/56	4-WINDOW, CUPOLA, SINGLE-SHEATHED	10/73	SOLD BACK TO WP; DONATED TO FRRS, PORTOLA
SNRY 1633		WP 617	WP, 1938; EX-BOXCAR 15012	6/28/56	3-WINDOW, CUPOLA, SINGLE-SHEATHED	RETIRED 3/72	WRECKED AT PITTSBURG; SCRAPPED 11/11/72
SNRY 1634		WP 620	WP, 1938; EX-BOXCAR 15211	7/26/57	4-WINDOW, CUPOLA, SINGLE-SHEATHED	3/72	SOLD J. LOUGHRAN; AT RESTURANT COMPLEX IN PORTLAND
SNRY 1635		WP 627	WP, 1938; EX-BOXCAR 15867	7/26/57	4-WINDOW, CUPOLA, SINGLE-SHEATHED	RETIRED 12/12/72	DAMAGED IN FIRE; SOLD TRACY RAILCAR 3/74
SNRY 1636		WP 637	WP, 1942; EX-BOXCAR 15672	7/58	4-WINDOW, CUPOLA, SINGLE-SHEATHED	RETIRED 3/15/71	BURNED 1/69
SNRY 1637		WP 642	WP, 1942; EX-BOXCAR 15827	8/58	4-WINDOW, CUPOLA, SINGLE-SHEATHED	RETIRED 3/72	SCRAPPED BY PURDY CO., BENECIA
SNRY 1638		WP 621	WP, 1942; EX BOXCAR 15245	8/58	4-WINDOW, CUPOLA, SINGLE-SHEATHED	RETIRED 10/62	BURNED; SOLD F.L. BOTSFORD; REBUILT AS OPEN PASSENGER CAR; IN USE ON SILVER BEND RR, CLARKSBURG
SNRY 1639		WP 618	WP, 1938; EX-BOXCAR 15045	8/58	4-WINDOW, CUPOLA, SINGLE-SHEATHED	RETIRED 10/62	BECAME ANTIQUE SHOP, MOSS LANDING; REPORTED GONE BY 2000
SNRY 1640		WP 671	WP, 1944, EX-BOXCAR 15628	10/61	BAY-WINDOW, SINGLE SHEATHED	RETIRED 4/72 OR 73	BURNED AT HAGGIN YARD 6/12/70; SOLD TO DOBBS
SNRY 1641		WP 698	WP, 1945; EX BOXCAR 15527	12/62	BAY-WINDOW, SINGLE SHEATHED	RETIRED 2/76	AT NAPA WINE TRAIN, NAPA VALLEY
SNRY 1642		WP 645	WP, 1943; EX-BOXCAR 15752	7/24/63	BAY-WINDOW, SINGLE SHEATHED	RETIRED 2/76	GIFT SHOP; GOLDEN GATE RR MUSEUM, SOUTH SAN FRANCISCO
SNRY 1643		WP 681	WP, 1942; EX-BOXCAR 15763	3/4/70	BAY-WINDOW, SINGLE SHEATHED	RETIRED 3/72	SOLD PURDY CO., OAKLAND
SNRY 1644		WP 666	WP, 1943; EX-BOXCAR 15379	4/6/70	BAY-WINDOW, SINGLE SHEATHED	RETIRED 3/72	SOLD PURDY CO., OAKLAND; TO V&TRR, VIRGINIA CITY, NEVADA

SACRAMENTO NORTHERN CABOOSE CARS, 1906-1976

**DIFFERENCES CITED BY JOHN RYZCKOWSKI IN THE P. ALLEN COPELAND ARTICLE
"ALL TIME ROSTER OF WESTERN PACIFIC CABOOSE CARS", FREIGHT CARS JOURNAL, JULY 1986**

NUMBER	OLD NUMBER	PREVIOUS	BUILDER	YEAR ACQ.	DESCRIPTION	DISPOSAL	NOTES
SNRY 1621							NO CAR OF THIS NUMBER LISTED BY RYZCKOWSKI
SNRY 1622		WP 760	HASKELL & BARKER, 1910	1949	3-WINDOW, CUPOLA		
SNRY 1623		WP 769	HASKELL & BARKER, 1910	12/48	3-WINDOW, CUPOLA		
SNRY 1624							NO CAR OF THIS NUMBER LISTED BY RYZCKOWSKI
SNRY 1625		WP 782	WP, SACRAMENTO, 1924	12/48	3-WINDOW, CUPOLA		
SNRY 1625		WP 780	WP, SACRAMENTO, 1924	12/14/49	3-WINDOW, CUPOLA		POSSIBLE MISPRINT; RYZCKOWSKI LISTS TWO CARS WITH THIS NUMBER
SNRY 1634		WP 627	WP, 1938; EX-BOXCAR 15867	7/26/57	4-WINDOW, CUPOLA, SINGLE-SHEATHED		1634 AND 1635 POSSIBLY TRANSPOSED ON WP AFE LIST
SNRY 1635		WP 620	WP, 1938; EX-BOXCAR 15211	7/26/57	4-WINDOW, CUPOLA, SINGLE-SHEATHED		
SNRY 1636		WP 637	WP, 1942; EX-BOXCAR 15672	7/58	4-WINDOW, CUPOLA, SINGLE-SHEATHED		1636 AND 1637 DEFINITELY TRANSPOSED ON WP AFE LIST
SNRY 1637		WP 642	WP, 1942; EX-BOXCAR 15827	8/58	4-WINDOW, CUPOLA, SINGLE-SHEATHED		1636: TENDER STEPS PER WP 637; 1637: PASSENGER STEPS PER 642

SACRAMENTO NORTHERN CABOOSE CARS, 1906-1976

**DIFFERENCES CITED IN "EQUIPMENT COMPLETION REPORTS, EXHIBIT D"
(THE COPELAND AFE LIST)**

NUMBER	OLD NUMBER	PREVIOUS	BUILDER	YEAR ACQ.	DESCRIPTION	DISPOSAL	NOTES
SNRY 1621				12/9/48	3-WINDOW, CUPOLA		PURCHASED ON AFE 69/48
SNRY 1622		WP 760	HASKELL & BARKER, 1910	12/9/48	3-WINDOW, CUPOLA		PURCHASED ON AFE 69/48
SNRY 1623		WP 769	HASKELL & BARKER, 1910	12/9/48	3-WINDOW, CUPOLA	RETIRED 12/31/56	PURCHASED ON AFE 69/48; ORIGINAL WP NUMBER FROM AFE 28-56
SNRY 1624		WP 780	WP, SACRAMENTO, 1924	12/9/48	3-WINDOW, CUPOLA	RETIRED 12/31/56	PURCHASED ON AFE 69/48; ORIGINAL WP NUMBER FROM AFE 28-56
SNRY 1625		WP 782	WP, SACRAMENTO, 1924	12/9/48	3-WINDOW, CUPOLA	RETIRED 12/31/56	PURCHASED ON AFE 69/48; ORIGINAL WP NUMBER FROM AFE 28-56
SNRY 1634		WP 620	WP, 1938; EX-BOXCAR 15211	7/26/57	4-WINDOW, CUPOLA, SINGLE-SHEATHED		
SNRY 1635		WP 627	WP, 1938; EX-BOXCAR 15867	7/26/57	4-WINDOW, CUPOLA, SINGLE-SHEATHED		

SN MAINTENANCE-OF-WAY CARS

At its peak, the Sacramento Northern Railway operated 275 miles of mainline and branches, all of it powered by third rail or overhead wire. A railroad of this size required a fairly extensive fleet of service equipment, including special cars dedicated to maintaining the power distribution system.

The Northern Electric Railway began its operation with a motley fleet of used cars inherited from their contractors, or purchased from equipment brokers. The 1916 California PUC valuation lists 64 cars in company service, many clearly holdovers from construction. These included the usual collection of bunk and dining cars for crews, various undescribed "outfit cars" which probably included both box cars and flat cars for tools and supplies, 15 flat cars, a water tank car, and a tower car. There were also a ballast plow, a pile driver, and a recently scrapped Marion steam shovel. Ira Swett also has a photo of an unnumbered derrick in his CARS OF SACRAMENTO NORTHERN. Fifty Rodger ballast cars were primarily in company service, but they were listed as revenue cars in the ORER, and are not included here. Many of the cars dated from 1890, indicating that they were purchased used by the NERY. The flat cars had a pitiful 30,000 pound capacity, and most of the others were in the 40,000 pound range. These were clearly not state-of-the-art, even for 1916.

There did not appear to be any serious attempt to group the NERY maintenance cars into one numerical block. Cars were scattered in the 300, 400, 600, 700 and 1000 blocks. Several of the 1907 Fitzhugh-Luther flat cars rebuilt for company service kept their original numbers in the 1100 and 1200 series.

The pre-merger Sacramento Northern Railway had cleared out most of these relics by 1928. The ICC valuation lists only 20 cars in company service. They had been more rationally renumbered 902-927. Many were from the NERY's 1907 and 1908 orders, and included a number of Fitzhugh-Luther cars. The most specialized cars were a pile driver and tender, and an air compressor car.

Less is known about the Oakland, Antioch & Eastern and San Francisco-Sacramento's maintenance cars. Our earliest information is quoted in Ira Swett's CARS OF SACRAMENTO NORTHERN from a 1917 valuation report in the Vernon Sappers collection. It includes a steam shovel, a Brownhoist steam crane, a boom crane mounted on a flat car, a rail bonding car, and a steam locomotive tender. If one considers early retirements from Copeland's AFE list of former OA&E/SF-S cars already in maintenance service, there were also several vaguely described "outfit cars" and "outfit boxcars".

Following the merger, SN service cars were remarked with "MW" before their numbers. The roster continued to have two separate series. Cars numbered in the two digit series were those inherited from the SF-S (probably up to around MW 35). The best of the remaining SF-S cars were added to this group between 1929 and 1932, ending with MW 55. These generally served only on lines south of Sacramento.

Cars numbered MW 902 and above were those inherited from the pre-merger SN, and were used north of Sacramento and on the Holland Branch. This segregation of the two fleets was not followed perfectly, but was used until 1940. MW 942 was the last car added to this series. After 1940, additional service cars were numbered MW 56 upward, regardless of where they were assigned.

Of special interest are the SN's three 7,500 gallon water tanks, MW 66-68. These were purchased in used 1937, though the source is unknown. They are typical of AC&F tanks built around 1910, but according to tank car expert Ed Kaminski, no tanks of this capacity were built by that company, and they were probably knock-offs of the AC&F design. At least two of the cars were equipped with a large box next to their domes, probably to protect water hoses and possibly gasoline-powered pumps. Although they probably had a number of duties, the tanks were most often used for fire control on weed burner trains.

Until the end of passenger service in 1941, the SN did not use powered service equipment. Three former OA&E motors, combine 1009 and coaches 1019 and 1020 were retained as maintenance cars. They became MW 300-302 respectively. MW 300 and MW 301, no longer needed as power cars on the dieselized north end, were demotorized in 1947 and converted to kitchen car MW 80 and dormitory MW 81. MW 81 is preserved at the Western Railway Museum. MW 302 continued to serve as a powered car on the south end until her electrical equipment burned up in 1955. The demotorized car became MW 82 on paper, but was not relettered. She is also preserved at the WRM, restored as non-powered trailer OA&E 1020.

Nearly all the remaining wooden cars were converted to maintenance service in the years immediately after World War II, particularly in 1947 and 1954, replacing many older cars that were worn out. Specialized cars, like tower cars, pole flats, and tool cars assigned to the line gang, were also scrapped as the wires came down. Several 2301-2328 and 2329-2350 boxcars became maintenance cars by the early 1950s.

The last car to be renumbered into the old maintenance series was flat car MW 94, converted in 1954. After that year, all cars converted simply had "MW 0" [zero] crudely painted in front of their original numbers. In time even this practice stopped. By the 1960s most remaining wooden cars were in maintenance service, whether relettered or not. Most SN maintenance cars disappeared in the 1960s, replaced by cars from the Western Pacific. A few 2301 and 2329-series boxcars remained as supply cars until the mid-1970s when they were donated to museums or sold off for commercial purposes.

SACRAMENTO NORTHERN SERVICE EQUIPMENT

NUMBER	TYPE OF CAR	TO MOW	AFE	ORIG. NO.	NOTES	DATE RETD	AFE	SOURCE
MW 01412	FLAT CAR			SN 1412				PHOTO, 1970
MW 01449	GONDOLA	1964?		SN 1449	FLAT CAR WITH SIDE BOARDS; RENUMBERED MW 01449 IN 1964; AT CSRM, NOT ON DISPLAY			CAMPBELL
MW 02301	BOXCAR			SN 2301	MT. VERNON, 1917			PHOTO, 1964
MW 02302	BOXCAR			SN 2302	MT. VERNON, 1917	CA. 1974		PHOTO, 1964
MW 02310	BOXCAR			SN 2310	MT. VERNON, 1917			PHOTO, 1966
MW 02312	BOXCAR			SN 2312	MT. VERNON, 1917	CA. 1974		PHOTO, 1974
MW 02335	BOXCAR			SN 2335	MT. VERNON, 1919-1920			PHOTO, 1964
MW 02345	BOXCAR			SN 2345	MT. VERNON, 1919-1920			PHOTO, 1964
MW 02346	BOXCAR			SN 2346	MT. VERNON, 1919-1920			PHOTO, 1972
MW1	FLAT CAR					12/31/54	37-52	AFE
MW24	PILE DRIVER	8/3/53	17-53	WP MW24	BLT 1909, INDUSTRIAL WORKS			AFE
MW25	OUTFIT BOXCAR					12/31/54	37-52	AFE
MW26	OUTFIT BOXCAR					12/31/55	37-55	AFE
MW27	OUTFIT BOXCAR					12/31/54	37-52	AFE
MW28	OUTFIT CAR					12/31/34	33-34	AFE
MW29	OUTFIT BOXCAR					12/31/54	37-52	AFE
MW30	OUTFIT CAR					12/31/34	33-34	AFE
MW31	OUTFIT BOXCAR				PC&F, 1913	12/31/54	37-52	AFE
MW32	FLAT CAR			OA&E 2000-2009	HOLMAN, 1911; AB BRAKES 8/8/55 BY WP ON AFE 27-54; PARTLY RESTORED 6/99 AT CSRM			AFE; CAMPBELL
MW33	PILE DRIVER; FLAT CAR				FLATCAR: PC&F 1913	10/29/51	6-51	AFE; CAMPBELL
MW34	LINE CAR					12/31/34	33-34	AFE
MW35	OUTFIT CAR					12/31/34	33-34	AFE
MW36	TOWER CAR				PC&F, 1913; LISTED AS OUTFIT BOXCAR AT SCRAPPING, BUT STILL HAD TOWER	12/31/54	37-52	AFE; CAMPBELL
MW37	OUTFIT CAR					12/31/55	37-54	AFE
MW38	TOWER CAR	7/1/29	74A-29	OA&E 3015	36' BOXCAR; PC&F, 1913; SIMILAR TO MW 36, MW 54	12/31/55	37-54	AFE; CAMPBELL
MW39	OUTFIT BOXCAR				36' BOXCAR; HOLMAN, 1911	12/31/54	37-52	AFE
MW40	OUTFIT CAR, SECTION	7/1/29	74A-29	OA&E 3001	36' BOXCAR; HOLMAN, 1911	12/31/55	37-54	AFE
MW41	OUTFIT BOXCAR				HOLMAN, 1913	12/31/55	37-54	AFE
MW42	POLE CAR, LINE DEPT.	9/29	74A-29	OA&E 2001	36' FLAT CAR; HOLMAN, 1911; RENUMBERED 4001 AT MERGER	12/31/55	37-55	AFE
MW44	MATERIAL CAR, B&B DEPT.	9/29	74A-29	OA&E 2002	36' FLAT CAR; HOLMAN, 1911; RENUMBERED 4002 AT MERGER	12/20/50	22-50	AFE
MW45	TUNNEL JUMBO CAR	9/29	74A-29	OA&E 2019	36' FLAT CAR; PC&F, 1913; RENUMBERED 4019 AT MERGER	12/31/55	37-54	AFE
MW46	TUNNEL JUMBO CAR	9/1929	74A-29	OA&E 2027	36' FLAT CAR; PC&F, 1913; RENUMBERED 4027 AT MERGER	12/31/55	37-54	AFE
MW47	CONCRETE GUN CAR		42-32	SFS	ALSO CALLED TUNNEL MIXER CAR	12/31/47	85-47	AFE

SACRAMENTO NORTHERN SERVICE EQUIPMENT

NUMBER	TYPE OF CAR	TO MOW	AFE	ORIG. NO.	NOTES	DATE RETD	AFE	SOURCE
MW48	POLE CAR, LINE DEPT.	9/1929	74A-29	OA&E/SF-S 2022, SN 4022	36' FLAT CAR; PC&F, 1913; RENUMBERED SN 4022 AT MERGER (PROBABLY ON PAPER ONLY); LENGTH DURING OA&E AND SF-S OWNERSHIP VARIOUSLY GIVEN AS 40' AND 46' IN ORERS	12/31/55	37-54	AFE, CAMPBELL
MW49	KITCHEN CAR, SECTION	7/1/29	74A-29	OA&E 3009	36' BOXCAR; HOLMAN, 1912	12/31/54	37-52	AFE
MW50	TOOL CAR, SECTION	7/1/29	74A-29	OA&E 3007	36' BOXCAR	12/31/34	33-34	AFE
MW51	OUTFIT CAR, SECTION	7/1/29	74A-29	OA&E 3011	36' BOXCAR	12/31/34	33-34	AFE
MW51 (2)	FOREMAN'S CAR	3/12/40	34-39	SN 1609	REBUILT CABOOSE; BURNED AT MORAGA, 1957	1/17/57	29-56	AFE
MW52	OUTFIT CAR, SECTION	7/1/29	74A-29	OA&E 3019	36' BOXCAR	12/31/34	33-34	AFE
MW53	FOREMAN'S CAR, HOLLAND	7/1/29	74A-29	OA&E 3029	36' BOXCAR	12/31/34	33-34	AFE
MW54	TOWER STORAGE CAR	4/1/30	87-30	OA&E 3018	36' BOXCAR; PC&F, 1913; SIMILAR TO 36, 38	12/31/54	37-52	AFE; CAMPBELL
MW55	FOREMAN'S CAR	11/1/30	87-30	OA&E 3023	36' BOXCAR; PC&F, 1913; LISTED AS MW 3022 ON AFE 37-52	12/31/54	37-52	AFE
MW56 (1)	OUTFIT BOXCAR		83-31		36' BOXCAR	12/31/55	37-54	AFE
MW56 (2)	COACH	1941		OA&E 1206	PASSENGER CAR; BLT CP; ACQ. 1912 FROM SP			AFE, PHOTO
MW57	FOREMAN'S CAR, B&B 2	8/1/31	83-31	OA&E 3010		12/31/49	66-47	AFE
MW58	SUPPLY CAR, FENCE GANG 1	8/20/31	83-31	OA&E 3020	36' BOXCAR; PC&F, 1913	12/31/54	37-52	AFE
MW59	MATERIAL CAR	3/16/32	13-32	OA&E 3017	36' BOXCAR	12/31/46	48-46	AFE
MW60	IDLER CAR, CRANE	2/23/32	13-32	OA&E 2009	36' FLAT CAR; HOLMAN, 1911; RENUMBERED 4009 AT MERGER			AFE
MW61	MATERIAL CAR	5/27/32	13-32	OA&E 2007	36' FLAT CAR; HOLMAN, 1911; RENUMBERED 4007 AT MERGER	12/20/50	22-50	AFE
MW62	FLAT CAR	5/24/32	13-32	OA&E 2017	FLAT CAR; PC&F, 1913; RENUMBERED 4017 AT MERGER; ALSO INCORRECTLY LISTED AS EX-3017 ON AFE 37-52	12/31/54	37-52	AFE
MW63	IDLER CAR, PILE DRIVER	3/3/32	13-32	OA&E 2018	36' FLAT CAR; PC&F, 1913; RENUMBERED 4018 AT MERGER	12/31/47	85-47	AFE
MW64	BONDING MATERIAL CAR	3/8/32	13-32	OA&E 3006	36' BOXCAR; HOLMAN, 1912	12/31/54	37-52	AFE
MW65	MATERIAL CAR	6/8/32	13-32	OA&E 3023	36' BOX CAR; PC&F, 1913	12/31/54	37-52	AFE
MW66	TANK CAR	9/1/37	39-37		USED; STEEL, 7500 GAL.; WATER CAR FOR B&B CREW; AB BRAKES BY WP ON AFE 27-54 OF 8/8/55			AFE; CAMPBELL
MW67	TANK CAR	9/1/37	39-37		USED; STEEL, 7500 GAL.; WATER CAR FOR B&B CREW; AB BRAKES BY WP ON AFE 27-54 OF 8/8/55			AFE; CAMPBELL
MW68	TANK CAR	9/1/37	39-37		USED; STEEL, 7500 GAL.; WATER CAR FOR B&B CREW; AB BRAKES BY WP ON AFE 27-54 OF 8/8/55			AFE; CAMPBELL
MW69	FLAT CAR	12/8/41	19-41	SN 1307	SOLD	12/6/51	56-51	AFE
MW70	FLAT CAR	12/8/41	19-41	SN 1364		12/31/47	81-47	AFE
MW71	FLAT CAR	12/8/41	19-41	SN 1374		12/31/54	37-52	AFE
MW72	FLAT CAR	12/8/41	19-41	SN 1392		12/31/55	37-54	AFE

SACRAMENTO NORTHERN SERVICE EQUIPMENT

NUMBER	TYPE OF CAR	TO MOW	AFE	ORIG. NO.	NOTES	DATE RETD	AFE	SOURCE
MW73	FLAT CAR	12/8/41	19-41	SN 1417				AFE
MW74	FLAT CAR	12/8/41	19-41	SN 1420		12/31/54	37-52	AFE
MW75	FLAT CAR	12/8/41	19-41	SN 1424		12/31/55	37-54	AFE
MW76	BOX CAR	12/8/41	19-41	SN 2126	AB BRAKES 8/8/55 BY WP ON AFE 27-54			AFE
MW77	BOXCAR	12/8/41	19-41	SN 2127		12/31/54	37-54	AFE
MW78	BOXCAR	12/8/41	19-41	SN 2128		12/31/54	37-52	AFE
MW79	BOXCAR	1/16/47	13-47	SN 2103	AB BRAKES BY WP ON AFE 27-54 OF 8/8/55			AFE
MW80	COMBINE	3/20/47	14-17	MW300	CONVERTED TO NON-POWERED TRAILER; AB BRAKES BY WP ON AFE 27-54 OF 8/8/55			AFE
MW81	KITCHEN-DINING CAR	11/26/47	31-47	MW301	CONVERTED TO NON-POWERED TRAILER; AB BRAKES BY WP ON AFE 27-54 OF 8/8/55			AFE
MW82	BUNK CAR	4/22/48	26-46	SN 601	FORMER EXPRESS MOTOR			AFE
MW83	BUNK CAR	4/22/48	26-46	SN 602	FORMER EXPRESS MOTOR			AFE
MW84	BUFFER CAR	10/10/47	73-47		22' 5" FLAT; 40 T; WHAT DID IT BUFFER?	CA. 1969		AFE; PHOTO
MW85F	FLAT CAR	12/31/52	31-52	SN1351	AB BRAKES 8/8/55 BY WP ON AFE 27-54			AFE
MW86F	FLAT CAR	12/31/52	31-52	SN 1322	LISTED AS EX-1339 ON AFE 37-54	12/31/55	37-54	AFE
MW87F	FLAT CAR	12/31/52	31-52	SN 1339	LISTED AS EX-1346 ON AFE 29-56	1/17/57	29-56	AFE
MW88F	FLAT CAR	12/31/52	31-52	SN 1346	LISTED AS EX-1351 ON AFE 37-52	12/31/54	37-52	AFE
MW89F	FLAT CAR	12/31/52	31-52	SN 1439	AB BRAKES 8/8/55 BY WP ON AFE 27-54			AFE
MW90	BOXCAR	12/31/54	31-54	SN 2339	EX-SN 2148			AFE
MW91	BOXCAR	12/31/54	31-54	SN 2338	EX-SN 2145			AFE
MW92	BOXCAR	12/31/54	31-54	SN 2349	EX-SN 2150			AFE
MW93	BOXCAR	12/31/54		SN 2313	40'; MT. VERNON. 1917-1920; RBLT. BY SN			AFE
MW94	FLAT CAR	12/31/54		SN 1333	RBLT 1927, SNRR			AFE
MW300	"SERVICE EQUIPMENT"	8/31/41	51-41	SN 1009	COMBINE, BLT 1913, CINCINNATI	CA. 1962		AFE
MW301	"SERVICE EQUIPMENT"	8/31/41	51-41	SN 1019	STEEL COACH; HALL SCOTT, 1913; ELECTRICAL EQUIPMENT REMOVED 9/12/47 ON AFE 31-37; BECAME KITCHEN-DINING CAR MW81; PRESERVED AT RIO VISTA JCT.			AFE
MW302	INSPECTION CAR	8/31/41	51-41	SN 1020	STEEL COACH; HALL SCOTT, 1913; ELECTRICAL EQUIPMENT REMOVED 11/11/55 ON AFE 22-55; PRESERVED AT RIO VISTA JCT.			AFE
MW901	OUTFIT CAR					12/31/34	33-34	AFE
MW902	OUTFIT CAR				20 T; WOOD FRAME			1928 VAL.
MW903	FOREMAN'S CAR, B&B 4				PUR. FM. GRIER & MEAD; 20T; WOOD FRAME	8/1/31	84-31	AFE; 1928 VAL.
MW905	OUTFIT CAR				FITZHUGH LUTHER, 1907; 40 T; WOOD FRAME	12/31/49	66-47	AFE; 1928 VAL.
MW906	OUTFIT CAR				FITZHUGH LUTHER, 1907; 40 T; WOOD FRAME	12/31/34	33-34	AFE; 1928 VAL.
MW908	OUTFIT CAR				FITZHUGH LUTHER, 1907; 40 T; WOOD FRAME	12/31/49	66-47	AFE; 1928 VAL.
MW909	OUTFIT BOX CAR				FITZHUGH LUTHER, 1907; 40 T; WOOD FRAME	12/31/55	37-54	AFE; 1928 VAL.
MW910	MAINTENANCE OF WAY CAR				50'; WOOD BODY; ARCHBAR TRUCKS	12/31/47	85-47	AFE; 1928 VAL.
MW911	OUTFIT CAR				BLT PRIOR TO 1900; 30 T; WOOD FRAME	12/31/54	37-52	AFE; 1928 VAL.

SACRAMENTO NORTHERN SERVICE EQUIPMENT

NUMBER	TYPE OF CAR	TO MOW	AFE	ORIG. NO.	NOTES	DATE RETD	AFE	SOURCE
MW912	BAGGAGE CAR			NE 90	50'; BAGGAGE CAR; EX-PRR; SUPPOSEDLY DISMANTLED 1927 ON AFE 39-32 OF 9/1/32; KNOWN TO HAVE BEEN USED AT LEAST AS LATE AS 1940			AFE; PHOTO
MW913	BLOWER CAR	1922			ALSO CALLED COMPRESSOR CAR; 40 T; WOOD FRAME; 24'	12/31/34	33-34	AFE; 1928 VAL.
MW914	PILE DRIVER TENDER				40 T; WOOD FRAME	12/31/41	48-41	AFE; 1928 VAL.
MW915	TOOL CAR				20 T; WOOD FRAME; GONDOLA BODY ON FLAT; APPEARS TO BE 34-36' LONG; POSSIBLY FROM NE 400 SERIES	12/20/50	22-50	AFE; 1928 VAL., PHOTO
MW916	TOOL CAR				BLT 1907; ROGER BALLAST CAR CO.; 30 T; WOOD	12/31/55	37-54	AFE; 1928 VAL.
MW917	PILE DRIVER				FLAT CAR; FITZHUGH LUTHER, 1907; RBLT.1926	12/31/54	37-52	AFE; 1928 VAL.
MW921	FLAT CAR				FITZHUGH LUTHER, 1907; 40 T; WOOD FRAME	12/31/47	85-47	AFE; 1928 VAL.
MW922	OUTFIT BOXCAR				AC&F, 1908; 40 T	12/31/54	37-52	AFE; 1928 VAL.
MW923	OUTFIT BOXCAR				AC&F, 1908; 40 T	12/31/54	37-52	AFE; 1928 VAL.
MW924	TOOL CAR				40 T; FLAT CAR?; BODY USED TO BLT MW942	5/8/40	38-40	AFE; 1928 VAL.
MW925	OUTFIT BOXCAR				AC&F, 1908; 40 T	12/31/54	37-52	AFE; 1928 VAL.
MW926	MAINTENANCE OF WAY CAR	8/8/54	17-53		AC&F, 1908; 40 T; AB BRAKES 8/8/55 BY WP ON AFE 27-54	1/17/57	29-56	AFE; 1928 VAL.
MW927	OUTFIT BOXCAR				AC&F, 1908; 40 T	12/31/54	37-52	AFE; 1928 VAL.
MW928	MATERIAL CAR, FLAT CAR	2/23/32	13-32	SN 1143		12/31/41	48-41	AFE
MW929	MATERIAL CAR, FLAT CAR	3/16/32	13-32	SN 1168		12/31/34	33-34	AFE
MW930	MATERIAL CAR, FLAT CAR	3/16/32	13-32	SN 1193		12/31/34	33-34	AFE
MW931	MATERIAL CAR, FLAT CAR	4/29/32	13-32	SN 1194		12/31/34	33-34	AFE
MW932	MATERIAL CAR, FLAT CAR	5/27/32	13-32	SN 1200	FITZHUGH LUTHER, 1913	10/29/51	6-51	AFE
MW933	MATERIAL CAR, BOXCAR	5/27/32	13-32	SN 2012		12/31/49	66-47	AFE
MW934	MATERIAL CAR, BOXCAR	2/25/32	13-32	SN 2052	AC&F, 1907	12/31/54	37-52	AFE
MW936	MATERIAL CAR, BOXCAR	9/6/32	13-32	SN 2097	AC&F, 1907	12/31/54	37-52	AFE
MW936 (?)	POLE LINE CAR	5/28/32	13-32	SN 1213	FLAT CAR			AFE
MW937	POLE CAR			SN 1204	FITZHUGH LUTHER, 1906	12/31/54	37-52	AFE
MW938	POLE LINE CAR	3/19/32	13-32	SN 1204	FLAT CAR	12/20/50	22-50	AFE
MW939	SIGNAL MAINTENANCE CAR	3/2/32	13-32	SN 2020	BOXCAR; FITZHUGH LUTHER, 1906	12/31/54	37-52	AFE
MW940	MATERIAL CAR	5/4/32	13-32	SN 1178	FLAT CAR	12/20/50	22-50	AFE
MW941	MATERIAL CAR, FLAT CAR	4/27/32	13-32	SN 1191		12/20/50	22-50	AFE
MW942	TOOL CAR	5/8/40	37-40	SN 1431	FLAT CAR?; USED BODY FROM MW 924	12/31/49	66-47	AFE
NE 2	OUTFIT CAR	1907			ORIGINALLY PORTABLE TRANSFORMER CAR			1916 VAL.
NE 1-5	FLAT CAR				28', 15 T; BLT FOR SHASTA RY.			1916 VAL.
NE 312	STEAM SHOVEL				29' WOOD BODY, MARION CO.	1916?		1916 VAL.
NE 343	BOXCAR				36', 30 T; RBLT FROM SP FLAT CAR			1916 VAL.
NE 353	LIVING CAR, ROADMASTER				50', RBLT FROM COACH; PRR, 1898			1916 VAL.
NE 354	LIVING CAR				50', RBLT FROM COACH; PRR, 1885			1916 VAL.
NE 400-426	FLAT CAR	1908			14 CARS; FROM N.B. LIVERMORE; 30', 15 T; BLT			1916 VAL.

SN PORTABLE SUBSTATIONS

Sacramento Northern's portable substations are among the most mysterious cars in the railroad's complex history. There is some material on these cars in valuation reports, but often this raises more questions than it answers. Much confusion stems from the cars being listed in various sources under *three* different numbering schemes. They are variously numbered as substation cars, with a different number based on the substation's *location*, and by the *original numbers of the flat cars from which they were built*. The number of portables constantly changed as new cars were added, and older cars had their equipment moved into permanent structures. It is enough to keep a researcher awake at night with worry (it has).

Boxcar bodies for Northern Electric Railway's portables and their accompanying transformer cars were built on existing flat cars in Chico shops around 1907 or 1908, if conversion dates for the transformer cars given in the California PUC's 1916 valuation report are also correct for the substations. These cars were permanently sited on the main line at Encinal, Regio and Esquon. As the system expanded, additional cars were converted for Stohman on the Colusa Branch, and Elkhorn on the Woodland Branch. All were replaced by fixed structures, a process that took years due to NERY's 1914 bankruptcy.

The late Vernon Sappers identified three NERY portable substations in Ira Swett's SACRAMENTO NORTHERN (1948 edition). He listed these as numbers 1-3. This is supported by a photo in Swett's CARS OF SACRAMENTO NORTHERN showing portable No. 1 at Regio in 1909. However, there certainly were more portables than the three Sappers mentioned.

According to the PUC valuation, the NERY owned at least five substation cars and several transformer cars by 1916. These were listed by location numbers, but the valuation also identifies the original cars from which they were built: No. 4 at Esquon (ex-1210); No. 5 at Encinal (ex-1007); No. 5A at Stohman (ex-1140); No. 9 at Regio (ex-1110, and transformer car ex-1163); and an unnumbered unit at Elkhorn (ex-1180, with transformer car 419). There were two unattached transformer cars in the "Other Rail Equipment" section, Nos. 2 and 605. These might have been mates to the two unaccompanied substation cars. As permanent structures replaced the portable substations, the cars were apparently returned to general maintenance-of-way duty.

R. W. Van Norden's article "The Northern Electric Railway" (in the April 1910 issue of THE JOURNAL OF ELECTRICITY, POWER & GAS; reprinted in Swett's SACRAMENTO NORTHERN, 1981 edition), lists locations 5 and 9 (no names given) with portable units. Van Norden describes the substation at location 5 as "two boxcars—one containing transformers, the other the substation proper". C. G. Young's 1911 report, also cited in Ira Swett's SACRAMENTO NORTHERN, lists portables at location 5 (Esquon) and location 9 (Regio). An added note mentions new substations at Stohman and Elkhorn, but gives no details.

All NERY substations, both portable and permanent, used similar equipment. Each had a Westinghouse 400 kilowatt, 600 volt D.C. generator of 580 horsepower. This was driven by a Westinghouse type CCL 2200 volt A.C., three-phase induction motor. The motor, generator and feeder panels were made by General Electric.

The Oakland, Antioch & Eastern apparently had only one portable substation. This is mentioned in Swett's CARS OF SACRAMENTO NORTHERN, and is based on a 1917 valuation report from the Sappers collection, but no number is given. It had a 350 kilowatt capacity at 1200 volts DC. The equipment from this car was eventually removed from the car and mounted as a fixed unit inside the shop building at Oakland. It boosted power for trains past 42nd Street on the stiff climb to up the Oakland Hills.

In 1919, the new Sacramento Northern Railroad built another portable substation. It was christened No. 1 (2nd). This unit was said to be the first automatic portable substation on any interurban railroad in the United States. Unlike earlier NERY substations, the rotary convertor set of this unit was built by General Electric. No. 1 was intended from the beginning to be a true portable, serving only temporarily wherever needed, though it spend most of its years at the Mulberry Shops at Chico. Following the closure of the in 1951, No. 1 was permanently sited at the Western Pacific shops in Sacramento. Here it powered two short tracks upon which electric locomotives were repaired and tested. No longer needed when the last electric operation ended at Yuba City in 1965, No. 1 was donated to the Bay Area Electric Railroad Association. Today it supplies power to their Western Railway Museum at Rio Vista Junction.

In April 1938, the Sacramento Northern Railway built its last portable substation, No. 2. This was a 600 volt rotary convertor unit housed in former automobile car 2100. The car was 36 feet long, had double side doors over a 10-foot, 2-inch opening, and rode on a steel underframe. The car was used primarily inside the Oakland shops, ~~at the Esquon shops~~. After the end of electric service between Oakland and Lafayette, the car hung around Concord and Port Chicago until burned for scrap about 1960. The electrical equipment from No. 2 is said to have been sold to the Orange Empire Railway Museum in Perris, California (this is not confirmed by the OERM).

SACRAMENTO NORTHERN PORTABLE SUBSTATIONS

NUMBER	TYPE OF CAR	BUILT	AFE	ORIG. NO.	NOTES	DATE RETD	AFE	SOURCE
NE 1	PORTABLE SUBSTATION	1906 (?)			AT REGIO, CIRCA 1909; PHOTO IN INTERURBANS SPECIAL 32	PRIOR TO 1919?		SAPPERS; INTERURBANS SPECIAL 9
NE 2	PORTABLE SUBSTATION	1906 (?)						SAPPERS; INTERURBANS SPECIAL 9
NE 3	PORTABLE SUBSTATION	1906 (?)		S&W 3	SUPPOSEDLY BUILT FOR SACRAMENTO & WOODLAND; IF SO, CIRCA 1911, NOT 1906			SAPPERS; INTERURBANS SPECIAL 9
NE 1107	SUBSTATION CAR	CIRCA 1908		NE 1107	SUBSTATION 5 (ENCINAL)			1916 PUC VALUATION
NE 1110	SUBSTATION CAR	CIRCA 1907		NE 1110	SUBSTATION 9 (REGIO); PAIRED WITH TRANSFORMER CAR 1163			1916 PUC VALUATION
NE 1140	SUBSTATION CAR	CIRCA 1908		NE 1140	SUBSTATION 5A (STOHLMAN)			1916 PUC VALUATION
NE 1180	SUBSTATION CAR	CIRCA 1907		NE 1180	UNNUMBERED SUBSTATION (ELKHORN); PAIRED WITH TRANSFORMER CAR 419			1916 PUC VALUATION
NE 1210	SUBSTATION CAR	CIRCA 1908		NE 1210	SUBSTATION 4 (ESQUON)			1916 PUC VALUATION
NE 419	TRANSFORMER CAR			NE 419	PAIRED WITH SUBSTATION CAR 1180 AT ELKHORN			1916 PUC VALUATION
NE 1163	TRANSFORMER CAR			NE 1163	PAIRED WITH SUBSTATION CAR 1110 AT REGIO			1916 PUC VALUATION
OA&E (?)	PORTABLE SUBSTATION				LISTED IN 1917 VALUATION: "EQUIPPED WITH MOTOR SET, MOUNTED WITH OPERATING APPARATUS; INSTALLED IN BOXCAR"			SWETT; INTERURBANS SPECIAL 32
SN 1	PORTABLE SUBSTATION	12/15/19		NE 1207	BODY BUILT BY SNRR ON FLAT CAR 1207; EQUIPMENT BY GE; 600 VOLT DC, ROTARY CONVERTER; SAID TO BE FIRST AUTOMATIC PORTABLE SUBSTATION IN 1919; IN USE AT WRM			SAPPERS; INTERURBANS SPECIAL 9; PHOTO
SN 2	PORTABLE SUBSTATION	4/01/38	10-38	SN 2100	REBUILT FROM 1 1/2 DOOR BOXCAR; 600 VOLT DC, ROTARY CONVERTER; BODY BURNED FOR SCRAP AT PORT CHICAGO IN LATE 1960; ELECTRICAL EQUIPMENT REPORTED SOLD TO OERM	CIRCA 1960		AFE1; CAMPBELL