

Look at Our Wrecker Train...

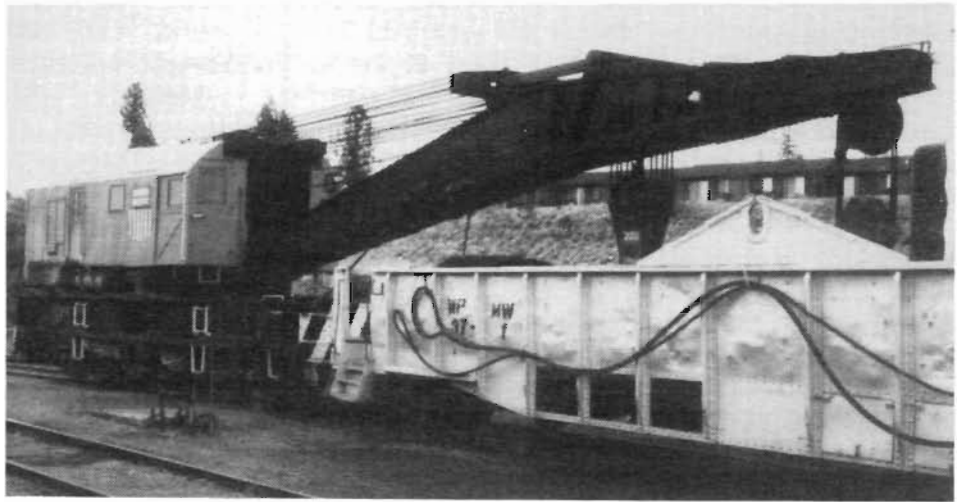
Early last year Union Pacific retired an old Pullman car assigned to the Oroville derrick outfit. The car was used for sleeping accommodations. Jim Dobbas Company purchased the car and had it moved from Stockton to Reno for resale. The sale did not materialize and the car remained in Reno where it became a "home for the homeless." We contacted Dobbas regarding purchase of the car, but could not come to an acceptable price. The railroad did not want the car to stay in Reno because of liability so we agreed to accept it at our museum with the hope of acquiring it at a later date. Satisfactory negotiations have now been completed with Jim Dobbas to purchase the car. Our passenger car fleet has been slow in its assimilation, this heavyweight car will be a welcome addition.

The car has an interesting history: built by Pullman 12-1925 as a 12 open section, one drawing room sleeping car, it was very typical for the era. Thousands were built to this general style. Our car was named "Red Cross" and first assigned to the "Overland Limited" which ran from Chicago to San Francisco. In 1930 it was reassigned to various trains on the Southern Railway and renamed "Sunburst Rose." In 1948 the car was

sold to Southern Pacific and given the number 8334. By 1953 the car was converted to a baggage-dormitory car. Further conversion found the car re-numbered SPMW 3503 and assigned to work train service with the Carlin, Nevada wrecking train. In the 1970's SP made arrangements with WP to handle any wrecking work in Nevada and gave WP three cars from the Carlin outfit. A former RPO and a diner were assigned to the Elko wrecker outfit (later moved to Portola), 3503 to the Oroville outfit where it became WPMW 37-7. These cars replaced older wooden outfit cars which were scrapped. Information on 3503 is from George Comer from information in a book on Pullman Cars by Ralph Barger.

We now have the Oroville derrick, No. 37, 37-1 boom car, 37-2 flat car for rail panels, 37-7 Pullman and 37-10 boxcar for cable etc. Stay tuned for a complete wrecker train!

Boom car 37-1, which came with derrick No. 37 was converted from a WP 6550 series gondola car. Steps were added to both ends and part of a box car was placed at one end for a tool storage area. Cable storage car 37-10 was former Tidewater Southern No. 521. Both cars have been equipped with roller bearing trucks.



After hearing rumors for several years about the pending retirement of the Western Pacific 200 ton wrecker derrick No. 37, Union Pacific finally retired it. This is the last major piece of WP equipment we felt we needed for our collection. The machine was built in 1937 as a steam powered derrick and converted to diesel-hydraulic in the 1970's. It is operational and comes complete with rigging, boom car and cable storage box car. We are indeed grateful to Union Pacific for this most generous donation.

