

HISTORIC BOXCAR TO WPRM

- Chris Allan, Steam CMO

A wood boxcar from WP "parent" and long-time ally Denver and Rio Grande Western will soon be coming to the museum and joining our steam era collection. D&RGW 62962 has been given to the FRRS by the Bay Area Electric Railway Association as part of a deaccession program. It is currently stored at Rio Vista Junction.

Car 62962 was built in October 1909 (one month before the WP line was completed) as part of a 1500-car series: D&RG 62000 to 63499. The car cost \$741.00 new and was built by American Car and Foundry of St. Charles, Missouri. Rebuilt in 1925, the 62962 received many improvements including Murphy steel ends, center sill cover plates and friction draft gear. Cars of this class were documented several times on the WP and its subsidiaries.

On June 30, 1942, the 62962 was retired. The U. S. Navy acquired the car and some sisters, likely to replace equipment destroyed in the famous Concord Naval Weapons Station explosion that occurred at Port Chicago, California on July 17, 1944. The Navy car number was USN 61-00200 when the car was acquired by the BAERA.

The 62962 is complete and in fair condition. It needs to be painted as the Navy paint has peeled off and the body is now bare. The FRRS Acquisition / Deacquisition Committee and the WPRM Board of Directors have approved the 62962's inclusion into the permanent collection, based on key determinations:

- The 62962 is complete and intact, and representative of "steam era" railcars of the mid 1920's up to post World War II, of which there is a noticeable gap in the WPRM collection.
- This boxcar was built by AC&F in 1909, the same year that the Western Pacific was completed, another period with collection gaps.
- The Denver and Rio Grande was the driving force and financier in the construction of the WP, and an excellent representative of a steam era car type from this important WP connection.

It is estimated that about \$5000.00-\$6000.00 will be needed to cover movement by truck to Portola. To date, several members of the WPRM

Steam Department have donated about \$2500.00. This car is to be utilized by the Steam Department to house a modest machine shop and office. Members of the Steam Department will perform initial conservatory measures to arrest any decay at the outset, but any major work such as roof or siding replacement will be delayed until the 165 steam locomotive restoration is substantially complete.

We need your help to preserve this piece of history by donating toward the move and restoration. Any amount will aid us in restoring this significant artifact of western railroading as a tribute to American craftsmanship and a reminder of what once moved our great Country. Drawings from the collection of the Denver Public Library have already been acquired which will help us to accurately restore this car to its post 1925 livery.

Please send your donation to:
Western Pacific Railroad Museum- DRGW 62962
Boxcar Fund, P O Box 608, Portola, CA 96122-0608. Make sure to note "DRGW 62962 Boxcar Fund" on the memo line of your check!

TECHNICAL DATA

Type.. Boxcar - wooden, double sheathed
Builder.. American Car and Foundry
Build Date.. October 1909
Underframe.. steel
Body Ends.. Murphy two-piece steel
Roof Construction.. wood
Light Weight.. 36,000 pounds
Capacity.. 80,000 pounds, 2480 cubic feet
Inside Length.. 36' 5 7/8"
Inside Width.. 8' 6"
Inside Height.. 8' 0"
Exterior Length.. 36' 11 1/2" over end sill
 40' 0" over pulling faces.
Extreme Width.. 9' 6" at a height of 12' 2 1/4"
Height over Running Boards.. 13'-1"
Height over Brake Wheel.. 15' 4 3/8"
Side Door Opening.. 6' 0" wide X 7' 2 7/8" high
Truck centers.. 26' 11 1/2"
Trucks.. Bettendorf cast steel with spring plank
 changed from Diamond Archbar
Wheels.. 33-inch diameter
Truck Wheelbase.. 66"
Journals.. 5" X 9" plain bearing
Air brake System.. KC 1012, type K-2 triple
Brake Cylinder.. 10 X 12
Couplers.. Sharon TS 12 1/2
Draft Gear.. Miner tandem