

Rail system work car data

Car number	Builder of original car	In work service	Trucks	Motors	Control	Couplers	Weight	Trolley poles	Length overall	Capacity	Height overall	Rebuilt from if not new	Description
S-1	Cincinnati	72	Baldwin	Trail	2-ABF	Note A	76,000	-	49' 10"	-	12' 4"	4358	Rail smoother, semi-permanently coupled to S-2
S-2	Standard Steel	38	Arch Bar	Trail	-	Note A	37,100	-	47' 3"	40,000	11' 6"	ex S-108, ex CNS&M 1503	Sprinkler tank car for rail smoother, semi-permanently coupled to S-1
S-104	Baldwin-Whse	20	Baldwin	4-W567	2-HLF	MCB	100,000	X	34' 0"	-	13' 11"	-	Locomotive 50 ton (No ATC)
S-105	Baldwin-Whse	20	Baldwin	4-W567	2-HLF	MCB	100,000	X	34' 0"	-	13' 11"	-	Locomotive 50 ton (No ATC)
S-107	Standard Steel	38	Arch Bar	Trail	-	Van Dorn	37,100	-	40' 0"	40,000	-	CNS&M 1502	Flat
S-109	AC & F	50	Baldwin 73"	Trail	-	Ohio Brass	36,000	-	47' 4"	30,000	-	C.R.T. 2828	Flat
S-110	Jewett	50	Baldwin 73"	Trail	-	Ohio Brass	36,000	-	47' 4"	30,000	-	C.R.T. 2812	Flat
S-212		95	Baldwin RIGD	Trail	-	Ohio Brass	40,000	-	46' 0"	20,000	-		Flat
S-213		17	Baldwin 66"	Trail	-	Van Dorn	35,000	-	38' 0"	20,000	-		Booster car for crane S-223
S-214		17	Arch Bar	Trail	-	Note B	32,000	-	38' 0"	20,000	-		Booster car for crane S-363
S-300		74	Baldwin	Trail	-				46' 0"				Flat
S-309	C.C. Ry. Co.	53	Baldwin	Trail	-	Van Dorn	40,000	-	36' 0"	30,000	-	CSL W223	Booster car for crane S-367
S-314	C & SC Ry.	54	Baldwin	Trail	-	Ohio Brass	40,000	-	36' 0"	30,000	-	CSL W301	Flat Austin Western Note C
S-317	C.C. Ry. Co.	55	Baldwin 72"	Trail	-	Ohio Brass	40,000	-	36' 4"	20,000	-	CSL W201	Flat
S-324	AC & F	57	Baldwin	Trail	-	Van Dorn	36,000	-	47' 4"	20,000	-	C.R.T. 2835	Flat
S-329	AC & F	55	Baldwin	Trail	-	Van Dorn	36,000	-	47' 4"	10,000	-	C.R.T. 2816	Flat
S-331	AC & F	57	Baldwin	Trail	-	Ohio Brass	36,000	-	47' 4"	30,000	-	C.R.T. 2834	Flat
S-332	Jewett	57	Baldwin	Trail	-	Ohio Brass	70,000	X		20,000	12' 1"	C.R.T. 1753	Derrick Austin Western Note C
S-343	C.C. Ry. Co.	58	Baldwin 78"	4-W302	1-K14		65,000	X	28' 0"	20,000	11' 9"	CSL L-202	Locomotive (No ATC)
S-361	Warren	66	LFM Express	Trail	-	Van Dorn	59,000	-	48' 0"	50,000	11' 7"	-	Ballast car Note C
S-362	Warren	66	LFM Express	Trail	-	Van Dorn	57,000	-	48' 0"	50,000	11' 7"	-	Ballast car
S-363	Orton	59	AAR	Diesel	-	AAR	90,000	-		24,000	12' 3"	-	Diesel locomotive crane
S-367	Orton	70	AAR	Diesel	-	SW	95,000	-		34,000	11' 6"	-	Diesel locomotive crane
S-405	St. Louis	77	Clark B-2	4-W1432	XDA-1D	Ohio Brass	43,200	-	48' 0"	-	11' 10"	6405	Work Motor
S-406	St. Louis	77	Clark B-2	4-W1432	XDA-1D	Ohio Brass	43,200	-	48' 0"	-	11' 10"	6406	Work Motor
S-407	St. Louis	77	Clark B-2	4-W1432	XDA-1D	Ohio Brass	43,200	-	48' 0"	-	11' 10"	6407	Work Motor
S-408	St. Louis	77	Clark B-2	4-W1432	XDA-1D	Ohio Brass	43,200	-	48' 0"	-	11' 10"	6408	Work Motor
S-411	St. Louis	77	Clark B-2	4-W1432	XDA-1D	Ohio Brass	43,200	-	48' 0"	-	11' 10"	6411	Work Motor
S-412	St. Louis	77	Clark B-2	4-W1432	XDA-1D	Ohio Brass	43,200	-	48' 0"	-	11' 10"	6412	Work Motor
S-413	St. Louis	77	Clark B-2	4-W1432	XDA-1D	Ohio Brass	43,200	-	48' 0"	-	11' 10"	6413	Work Motor
S-414	St. Louis	77	Clark B-2	4-W1432	XDA-1D	Ohio Brass	43,200	-	48' 0"	-	11' 10"	6414	Work Motor
S-606	Cincinnati	64	Baldwin 84"	4WH-557	2-HLF	Tomlinson	87,300	X	50' 0"	-	15' 6"	CNS&M 606	No ATC This car too high to clear south of Clark Jct.
S-1500	Standard Steel	64	Arch Bar	Trail	-	Note B	37,100	-	40' 0"	60,000	-	CNS&M 1500	Flat Note C
S-1501	Standard Steel	64	Arch Bar	Trail	-	Note B	37,100	-	40' 0"	60,000	-	CNS&M 1501	Flat Note C

Source of data: Information compiled by Engineering Dept.
from data supplied by Vehicle Maintenance

Notes:

- A - Ohio Brass coupler at #2 end
Stearns/Wards at #1 end
- B - Ohio Brass at #1 end
Van Dorn at #2 end
- C - Has compressor, air brakes and digital brake valves
to train line with 6000-series control.

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(Supersedes OP-x76179)