

A damaged covered hopper and six other freight cars showed up on the RIP track at the Denver Midland's North Yard this morning, the products of a derailment last night. Each car (no surprises by now) was of a different type, each was owned by a different railroad (one was from the Virginian & Ohio RR), and each had sustained damage to a different part of the car (one, for example, had damage to the draft gear). Some of the cars were

repaired in place (that's why they call it the "R-I-P" track); the others either were taken into the car shops for more extensive work, or were inspected and certified ready to return to service immediately. Match up the car type, the owning railroad, the damaged parts, and the disposition of each car (repaired-in-place, shopped, or returned-to-service).

- 1. The flat car had a leak in the air line under the car, while the ventilated box car (which was not owned by the Lake Shore Short Line) needed a new brake chain. The damaged Gorre & Daphetid car was a gondola.
- 2. The LSSL car was not able to be immediately returned to service. The Ohio Southern car was not the stock car. Of the three cars owned by the Gulch Route, the Texas & Rio Grande Western, and the G&D, two had to go into the shop and the other one was a boxcar. Of all the cars, the number that were repaired in place is greater than the number sent to the shop and the number returned to service combined.
- 3. The Glencoe Skokie Valley car (which was not a coal hopper nor a stock car) needed several grab irons replaced. The car with flat spots on its wheels, which was inspected and immediately returned to service, was not a boxcar.
- 4. The gondola was not the car that had two broken brake hangers. The T&RGW car (which was not a stock car) went into the shop to have its brake platform and supports replaced.

## DENVER MIDLAND RAILWAY COMPANY CAR SHOPS — NORTH YARD, DENVER, COLORADO

Car Type	Owner	Damaged Area	Disposition
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