

Harrisburg Chapter

## N6B Cabin Car #980016 Fact Sheet

**Built:** June, 1920

**Ownership:**

- Pennsylvania Railroad
- Robert M. Mumma
- Harrisburg Chapter - National Railway Historical Society

**Livery:** Restored to its original PRR “Tuscan Red” color.

**Construction:**

- Wooden body on a steel frame with structural trusses in the walls.
- Friction bearing wheel trucks.

**Dimensions:**

- Length: 30' - 8 ¾"
- Width: 9' - 4"
- Height: 14' - 10 ½"

**Weight:** 35,300 lbs.

**Wheel Diameter:** 33"

**Historical Significance:**

- Over 1,100 N6B cabooses (cabin cars in PRR parlance) were constructed from 1914 to 1923.
- N6Bs were the most numerous type of cabin car on the PRR, making up more than 50% of the fleet.
- N6Bs regularly travelled past Harris Tower and the Harrisburg Train Station.
- Only a handful of N6Bs are known to exist today.

**Phase Out:** The N6Bs were removed from service and scrapped in the 1960's. None were transferred to PRR's successor, the Penn Central.

**Initial State:** The 980016 was very deteriorated when donated to the Harrisburg NRHS by the estate of Robert M. Mumma. The car had been stored outdoors, exposed to the elements for many years. It had also been submerged by the floodwaters from Hurricane Agnes in 1972.

**Preservation Work:**

- Mud and debris was removed.
- Exterior siding was removed.
- Structural trusses were repaired or replaced as necessary.
- Beveled fir siding, identical to the original pine siding, was installed.
- Roof boards were replaced and the roof reinforced where necessary.
- A rubber roof was installed to replace the original canvas roofing to ensure weather tightness.
- A new roof walk was constructed from a pattern of the original.
- New wooden sills were constructed and installed as needed.
- Grab irons were removed, repaired, sand blasted and reinstalled.
- Windows were removed and rotted wood replaced. Laminated safety glass was installed.
- Metal end platforms were scraped and sanded.
- The exterior was primed and painted.
- Original PRR lettering blueprints were obtained and stencils were traced and cut.
- New grease pads were installed in the friction bearing assemblies and the reservoir filled with oil.
- Air brake system was disassembled, inspected and repaired.
- Interior flooring and sub-flooring was replaced.
- Interior floor was sanded and varnished.
- Rotted interior woodwork was replaced.
- Lower bunks were reconstructed.
- Quarter round molding was replaced as necessary.
- The interior was primed and painted.
- Coal stove was cleaned painted and installed with new pipe and smokestack.
- A new coal bunker was fabricated and installed.
- Interior lamps were located and installed.

**Today:** After over 2,100 hours of volunteer work by twenty-four members of the Harrisburg Chapter of the NRHS spanning more than 16 months, the #980016 is fully restored and preserved. Through the courtesy of Amtrak, the cabin car remains on display under the protective cover of the train shed at the Harrisburg Transportation Center.