

MOODY ENGINEERING COMPANY

HIGHLAND BUILDING PITTSBURGH 6, PA.

April 4, 1952

Texas Eastern Transmission Corporation
Post Office Box 1612
Shreveport, Louisiana

Attention: Mr. C. T. Geren, Purchasing Agent

Gentlemen: Your Inspection Order #24702
 Your Purchase Order #21133

Referring to your Purchase Order #21133, dated February 1, 1952, placed with the National Tube Company, covering:

24 miles of 30" O.D. x .375" wall x 118.649#/ft.
Grade X52, 52,000 psi minimum transverse
yield strength, 1170# hydrostatic pressure
test, expanded welded steel plain end line
pipe in approximate 40 ft. lengths to be
supplied in accordance with Specifications
TE-2, Appendix "A", dated February 15, 1951:
"Specifications for 30" O.D. welded steel
line pipe for Texas Eastern Transmission
Corp."

kindly note that we have inspected this order complete and we beg to report herewith on this inspection.

The following material is covered by this report:

126,631'11" (23.983 miles) of 30" O.D. x .375" wall
electric welded steel line pipe, ends
beveled 30° for welding.

This pipe was made at the McKeesport, Pa. plant of the National Tube Company, where our inspection was conducted in compliance with your Inspection Order #24702, dated October 17, 1951.

Specifications:

This pipe was made and our inspection was conducted in accordance with Specification TE-2, Appendix "A", dated February 15, 1951: "Specifications for 30" O.D. Welded Steel Line Pipe for Texas Eastern Transmission Corp."

Manufacture:

The pipe furnished on this order was manufactured from open hearth steel plates rolled at the Homestead, Pa. Works of the United States Steel Company.

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The plates as received from Homestead are planed to width on the longitudinal edges, and then formed to tubular shape, first by rolling the longitudinal edges to the approximate pipe contour and then by two pressing operations (first a "U" press and then a closing press), forming the plate to the cylindrical shape. B

The longitudinal seam, resulting from the formed plate edges butted together, is then welded by means of the submerged-arc process, with the following sequence:

A weld bead is first deposited from the outside, employing two welding heads in tandem, (one operating on DC current and the other on AC current). This outside bead is designed to penetrate at least 2/3 of the wall thickness, and is deposited with a copper "back-up-bar" pressed against the inside surface of the plate. The outside weld bead is started approximately 6" from the end of the pipe, and is stopped approximately the same distance from the opposite end, that is the outside automatic weld is not applied for the full length of the seam.

The unwelded end sections are then chipped clean and welded with both outside and inside beads. The outside end welds are applied by automatic submerged-arc welders, while the inside end welds are applied by hand operated submerged-arc welders (squirt welders). All end welding is started on a steel plate tab attached to the end of the pipe, the tab being later removed.

The last welding operation is the application of an automatic weld bead on the seam from the inside, end to end, care being taken to keep this inside bead accurately centered on the butted seam edges of the pipe.

Any pipe having welded areas which we considered doubtful were set aside for X-raying. The mill either X-rayed such welds or the particular length of the pipe was not applied on your orders. If the X-ray disclosed cracks, nonfusion, excessive slag, etc., the defective area was removed, usually by cutting back the ends of the pipe, or the pipe was required to be repaired to our satisfaction. The X-ray checking included X-raying the end welds of about five or six lengths of pipe daily, with the exception of two or three days.

As welded, the pipe cylinder is smaller in diameter than the specified nominal diameter of 30" O.D. The pipe is expanded to the final diameter by hydraulic internal pressure, while being held enclosed within a die (the ends being expanded mechanically by inserting a solid plunger). This is a cold working treatment of the pipe steel. The expansion of the diameter of the pipe is approximately 1.6%.

As required by the specifications applying, the inside weld reinforcement was removed from both ends of this pipe for a distance of approximately 4" from the ends of the pipe. The outside weld bead extends to the ends of the pipe.

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Hydrostatic Pressure Test:

After the pipe was sized, it was subjected to a minimum hydrostatic pressure test of 1235 psi while the pipe was still held in the hydraulic expander machine, but with the confining dies lowered so that the pipe was without restraint. This test pressure was maintained for a minimum period of 10 seconds, while under the full pressure the pipe was subjected to hammer blows close to the weld near each end of the pipe. The test pressure was then reduced to approximately 500 psi and the outside weld bead was examined from end to end for leakage. It will be noted that the pipe on this order was subjected to a hydrostatic pressure test of 1235 psi, equivalent to a fiber stress of 49,400 psi, or 95% of 52,000 psi, instead of the specified hydrostatic test pressure of 1170 psi.

Inspection:

Each length of the pipe furnished on this order was given a careful surface inspection on the outside and inside, our inspectors passing through the pipe to make the inside inspection. The electric welds were particularly noted. The ends of the pipe have been beveled at an angle of 30° to the vertical, with an average width of flat at the ends of the pipe 1/16" ± 1/32". The squareness of the ends of the pipe with respect to the centerline of the pipe was checked from time to time. The outside circumference of the pipe for a distance of 8" from each end was checked by means of a circumference tape. As required by the specifications applying, the outside circumference at the ends of the pipe was held to the calculated circumference of 30" diameter pipe (94.248"), minus 3/32" and plus 9/32".

The wall thickness at each end of each length of pipe was checked by means of snap gages to insure that the thickness was not less than 0.356" (95% of the specified wall thickness of 0.375"). Any pipe which showed a wall thickness at the ends less than 0.356" was not applied on this order.

Chemical Analyses:

As stated hereinbefore, all of the pipe furnished on this order was made from open hearth steel plates, rolled by the Homestead Works of the United States Steel Company. We are listing herewith the results of both ladle and check analyses of all of the heats of steel applying to the plates used in making the pipe furnished on this order.

Chemical Analyses

<u>Heat No.</u>	<u>Carbon</u>	<u>Manganese</u>	<u>Phosphorus</u>	<u>Sulphur</u>
<u>30" O.D. x .375" Wall Pipe</u>				
73M050, ladle	.25%	1.04%	.016%	.030%
check	.25	1.10	.017	.034
69M050, ladle	.22	.91	.017	.040
check	.23	.97	.017	.033

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Chemical Analyses (cont'd)

<u>Heat No.</u>	<u>Carbon</u>	<u>Manganese</u>	<u>Phosphorus</u>	<u>Sulphur</u>
71M053, ladle	.25	.96	.016	.032
check	.26	1.03	.018	.036
68M061, ladle	.25	1.06	.017	.041
check	.30	1.12	.019	.044
68M067, ladle	.22	.98	.017	.049
check	.22	1.05	.020	.049
66M013, ladle	.23	1.02	.018	.035
check	.26	1.02	.019	.038
71M066, ladle	.24	1.04	.013	.034
check	.26	1.13	.016	.036
70M034, ladle	.23	.89	.015	.039
check	.22	.92	.017	.037
74M047, ladle	.24	1.04	.025	.049
check	.23	1.01	.019	.038
67M028, ladle	.23	.93	.018	.039
check	.24	1.01	.021	.035
71M068, ladle	.24	1.01	.018	.036
check	.26	1.04	.022	.037
71M065, ladle	.24	1.09	.014	.033
check	.26	1.25	.017	.040
73M060, ladle	.24	1.04	.016	.037
check	.26	1.11	.022	.043
71M062, ladle	.23	.97	.015	.033
check	.24	1.10	.021	.033
66M068, ladle	.23	.97	.014	.030
check	.23	1.04	.019	.034
65M062, ladle	.23	1.07	.018	.038
check	.22	1.11	.021	.040
71M078, ladle	.25	1.09	.017	.026
check	.24	1.14	.019	.039
74M057, ladle	.26	.96	.011	.035
check	.28	1.10	.019	.048
74M070, ladle	.23	.90	.013	.037
check	.24	1.00	.020	.041
67M057, ladle	.23	.97	.016	.029
check	.23	1.04	.018	.031
69M063, ladle	.25	.94	.023	.037
check	.24	.99	.025	.041
75M042, ladle	.24	1.08	.015	.032
check	.26	1.15	.020	.036
65M084, ladle	.25	1.00	.016	.046
check	.24	1.06	.019	.042
65M082, ladle	.22	.90	.015	.042
check	.25	.91	.021	.044
71M087, ladle	.24	1.08	.025	.043
check	.28	1.14	.024	.046
68M069, ladle	.24	1.09	.020	.040
check	.24	1.08	.019	.037
73M063, ladle	.26	1.02	.019	.032
check	.26	1.14	.017	.028
66M078, ladle	.25	1.11	.017	.039
check	.26	1.13	.020	.046

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Chemical Analyses (cont'd)

<u>Heat No.</u>	<u>Carbon</u>	<u>Manganese</u>	<u>Phosphorus</u>	<u>Sulphur</u>
73M079, ladle	.25	.98	.018	.031
check	.24	1.03	.020	.029
72M077, ladle	.23	.86	.014	.022
check	.23	.91	.017	.025
72M063, ladle	.24	.96	.016	.035
check	.29	1.08	.017	.040
67M085, ladle	.23	.94	.016	.027
check	.26	.98	.016	.029
65M080, ladle	.22	.89	.014	.038
check	.25	1.20	.018	.048
75M075, ladle	.24	.98	.015	.031
check	.26	1.00	.019	.035
75M045, ladle	.23	.88	.014	.035
check	.27	.95	.020	.042
74M025, ladle	.24	.99	.017	.035
check	.26	.95	.022	.036
71M086, ladle	.25	1.11	.016	.040
check	.28	1.19	.019	.043
65M055, ladle	.25	.97	.016	.045
check	.27	1.03	.020	.051
74M061, ladle	.24	.91	.015	.030
check	.24	.99	.019	.037
68M092, ladle	.24	.97	.017	.039
check	.24	1.00	.020	.041
65M086, ladle	.25	1.06	.017	.043
check	.27	1.07	.018	.039
71M092, ladle	.26	1.10	.019	.033
check	.28	1.06	.020	.044
73M061, ladle	.26	.97	.013	.030
check	.27	1.00	.017	.035
72M072, ladle	.24	1.05	.015	.033
check	.25	1.02	.017	.040
72M081, ladle	.24	.99	.020	.034
check	.25	1.11	.019	.035
71M099, ladle	.24	1.04	.013	.029
check	.26	.98	.018	.033
66M082, ladle	.23	.93	.019	.040
check	.25	.88	.024	.044
65M071, ladle	.26	1.01	.016	.034
check	.27	1.04	.022	.035

The results of all of the chemical analyses meet with the requirements of the specifications applying.

Tensile Tests:

Transverse tensile tests were made on specimens cut from each of 48 lengths of finished pipe, one set of tests from each heat of steel. Each set of tensile tests consisted of a transverse test on the steel and a transverse test with the weld in the center of the specimen, as required by Specification TE-2, Appendix "A". The

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yield point of the transverse tensile test was read at a total stretch of 0.5% of the gage length. The results of these tests are as follows:

Tensile Tests on Finished Pipe

<u>Test No.</u>	<u>Heat No.</u>	<u>Yield Str. psi</u>	<u>Tens. Str. psi</u>	<u>Elong. %in 2"</u>	<u>Point of Fracture</u>
Legend: TT - transverse test of steel TW - transverse test across weld					
<u>30" O.D. x .375" Wall Pipe</u>					
856, TT	73M050	62,060	79,780	31.5	-
TW		-	81,820	-	edge of weld
857, TT	69M050	59,090	77,580	30.0	-
TW		-	81,160	-	edge of weld
858, TT	71M053	53,810	81,930	29.5	-
TW		-	75,240	-	edge of weld
859, TT	68M061	58,460	83,510	27.5	-
TW		-	79,250	-	edge of weld
860, TT	68M067	55,980	77,780	27.5	-
TW		-	81,800	-	edge of weld
861, TT	66M013	59,140	79,860	30.0	-
TW		-	82,060	-	edge of weld
862, TT	71M066	61,200	83,400	27.5	-
TW		-	85,800	-	edge of weld
863, TT	70M034	54,420	75,680	29.0	-
TW		-	80,450	-	edge of weld
864, TT	74M047	56,000	77,060	31.5	-
TW		-	83,560	-	1" from weld
865, TT	67M028	61,470	79,930	29.5	-
TW		-	83,310	-	edge of weld
866, TT	71M068	59,220	80,990	33.0	-
TW		-	77,310	-	edge of weld
867, TT	71M065	68,540	88,840	28.5	-
TW		-	89,960	-	edge of weld
868, TT	73M060	62,800	84,550	29.5	-
TW		-	83,770	-	1" from weld
869, TT	71M062	60,960	78,290	31.0	-
TW		-	83,170	-	1" from weld
879, TT	66M068	60,690	81,590	30.0	-
TW		-	81,690	-	edge of weld
871, TT	65M062	59,850	78,320	31.0	-
TW		-	82,470	-	edge of weld
872, TT	71M078	63,760	83,040	29.5	-
TW		-	85,660	-	edge of weld
873, TT	74M057	67,320	85,480	31.0	-
TW		-	81,650	-	edge of weld
874, TT	74M070	65,360	81,680	31.5	-
TW		-	84,680	-	edge of weld
875, TT	67M057	62,620	82,240	29.0	-
TW		-	79,740	-	edge of weld
876, TT	69M063	65,420	82,980	26.0	-
TW		-	87,730	-	edge of weld



Tensile Tests on Finished Pipe (cont'd)

Test No.	Heat No.	Yield Str. psi	Tens. Str. psi	Elong. %in 2"	Point of Fracture
877, TT	75M042	65,620	83,690	30.0	-
TW		-	87,060	-	edge of weld
878, TT	65M084	60,630	78,200	28.5	-
TW		-	79,970	-	edge of weld
879, TT	65M082	58,110	78,180	31.0	-
TW		-	81,110	-	edge of weld
880, TT	71M087	66,220	85,040	28.5	-
TW		-	87,420	-	edge of weld
881, TT	68M069	60,410	80,420	26.5	-
TW		-	83,020	-	edge of weld
882, TT	73M063	61,280	85,130	30.5	-
TW		-	85,050	-	edge of weld
883, TT	66M078	67,920	84,720	28.0	-
TW		-	86,900	-	edge of weld
884, TT	73M079	57,260	79,350	29.0	-
TW		-	83,950	-	1" from weld
885, TT	72M077	55,960	77,250	30.0	-
TW		-	80,600	-	1" from weld
886, TT	72M063	57,360	83,490	31.0	-
TW		-	82,160	-	edge of weld
887, TT	67M085	61,940	79,080	22.5	-
TW		-	80,110	-	edge of weld
888, TT	65M080	56,390	75,690	31.5	-
TW		-	75,690	-	edge of weld
889, TT	75M075	57,160	77,890	31.0	-
TW		-	82,420	-	edge of weld
890, TT	75M045	65,460	80,440	30.5	-
TW		-	80,460	-	edge of weld
891, TT	74M025	62,220	80,490	30.0	-
TW		-	82,840	-	edge of weld
892, TT	71M086	63,960	86,500	30.0	-
TW		-	86,980	-	edge of weld
893, TT	65M055	62,990	80,840	29.0	-
TW		-	82,330	-	edge of weld
894, TT	74M061	60,860	78,460	34.5	-
TW		-	80,120	-	1-1/8" from weld
895, TT	68M092	62,900	81,580	27.0	-
TW		-	76,300	-	edge of weld
896, TT	65M086	61,610	81,420	25.0	-
TW		-	80,140	-	edge of weld
897, TT	71M092	60,800	84,100	30.0	-
TW		-	87,900	-	edge of weld
898, TT	73M061	62,560	82,040	29.0	-
TW		-	84,290	-	edge of weld
899, TT	72M072	63,250	79,300	30.0	-
TW		-	85,540	-	edge of weld
900, TT	72M081	61,460	80,560	32.5	-
TW		-	83,270	-	edge of weld
901, TT	71M099	60,320	78,030	31.0	-
TW		-	78,670	-	edge of weld

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Tensile Tests on Finished Pipe (cont'd)

Test No.	Heat No.	Yield Str. psi	Tens. Str. psi	Elong. %in 2"	Point of Fracture
902, TT	66M082	60,810	79,300	30.5	-
TW		-	76,540	-	-
903, TT	65M071	58,740	82,160	30.5	edge of weld
TW		-	84,420	-	1-3/8" from weld

The results of all of the tensile tests listed above meet with the requirements of the specifications applying.

Rejections:

During our inspection of the pipe on this order, the following rejections were made:

<u>Cause of Rejection - Permanent</u>	<u>No.</u>
Laminated steel	1
Poor and excessive repair of inside weld	1
Crack in body of pipe	3
Thin wall	2
Total	<u>7</u>

We temporarily rejected the following lengths, which were repaired to our satisfaction, and which met with our approval on subsequent inspection.

<u>Cause of Rejection - Temporary</u>	<u>No.</u>
Bad beveling (refaced)	7
Damaged ends (refaced)	9
Dinged wall (rounded out)	5
Slivered steel - outside (ground out)	27
Slivered steel - inside (ground out)	12
Pitted steel - outside (chipped, welded and ground)	5
Pitted steel - inside (chipped, welded and ground)	1
Damaged surface (welded and ground)	6
Undercut outside weld (chipped and welded)	2
Undercut inside weld (chipped and welded)	9
Pinholes in inside weld (chipped and welded)	2
Slivered steel - outside (cut off end)	1
Deep chisel cuts inside (cut off end)	2
Cracks in insideweld (cut off end)	3
Poor repair of outside weld (cut off end)	1
Poor repair of inside weld (cut off end)	5
Offcenter weld bead (cut off end)	1
Offset weld seam edges (cut off end)	1
Crack in body of pipe (cut off end)	6
Flared end (cut off end)	1
Total	<u>106</u>



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Average Length and Weight:

The average length and weight per foot of the pipe furnished on this order are as follows:

Average Length - 39'9-55/64"
Average Wt./Ft. - 118.823# (approx. 0.15% over the nom. wt.)

Preparation for Shipment:

The pipe furnished on this order was shipped bare, free from mill coating.

On the inside, near one end of each length of pipe was stenciled "30" O.D. x .375" wall", also the heat number, the length of the pipe and the serial number which indicates the month that the shipment was made. Our inspection mark "ME" was also painted stenciled near the above marks.

The pipe furnished on this order was shipped to:

Texas Eastern Transmission Corporation
c/o David Timlin
Albany, Ohio

as per summary sheets attached hereto.

Conclusion:

In conclusion, we wish to state that the pipe inspected and accepted by us furnished on this order was found to be satisfactory, and therefore, was accepted by us for shipment, subject to your shipping instructions.

Yours very truly,

MOODY ENGINEERING COMPANY



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<u>SHIPPED IN CAR</u>	<u>NO. OF PCS.</u>	<u>QUANTITY</u>	<u>WEIGHT-LBS.</u>
<u>Shipped to Albany, Ohio</u>			
B&O #251104	12	481' 0"	56,800#
" #250113	12	480' 8"	56,600
" #253704	12	480' 9"	56,900
" #255986	12	480' 10"	56,700
" #252771	12	480' 11"	57,400
" #252879	12	481' 0"	56,900
" #350987	12	481' 0"	57,500
" #250088	12	480' 10"	57,000
" #253319	12	478' 5"	56,700
" #257843	12	480' 7"	57,300
P&LE # 9966	12	480' 11"	57,600
PRR #377039	12	480' 10"	57,300
" #372427	12	475' 9"	56,800
B&O #264688	12	478' 6"	56,400
" #253687	12	479' 5"	57,400
" #257325	12	477' 3"	57,300
" #252424	12	470' 10"	55,500
CEI # 91314	12	475' 0"	56,300
W&LE # 45787	12	480' 5"	56,500
NKP # 46049	12	478' 7"	56,600
NYC #635849	12	480' 0"	57,000
CIL # 3069	12	479' 10"	56,900
PRR #610084	12	466' 0"	55,200
" #361041	12	480' 10"	58,000
ACL # 96156	12	481' 0"	58,000
DSS&A # 4051	12	479' 9"	58,000
B&O #255941	12	481' 0"	57,100
" #255726	12	480' 4"	56,900
" #259991	12	480' 11"	57,200
" #264004	12	481' 0"	57,900
" #250085	12	480' 9"	56,700
" #252822	12	481' 0"	57,100
" #253868	12	480' 10"	56,800
" #260042	12	481' 0"	56,800
" #250037	12	477' 0"	56,900
" #259987	12	480' 10"	56,300
" #251865	12	481' 0"	56,900
" #254431	12	481' 0"	56,500
SP # 94190	12	481' 0"	56,900
ERIE # 51296	12	466' 4"	55,100
B&O #258490	12	478' 11"	56,900
" #260917	12	478' 10"	56,900
D&H # 13259	12	480' 8"	58,000
PRR #801173	12	479' 2"	56,800
CIW # 628	12	477' 11"	56,600
CRP # 1022	12	481' 1"	57,400
NYC #710180	12	475' 1"	56,300
P&LE # 40512	12	480' 1"	57,700



<u>SHIPPED IN CAR</u>	<u>NO. OF PCS.</u>	<u>QUANTITY</u>	<u>WEIGHT-LBS.</u>
PRR #352113	12	474' 1"	57,100#
MP # 22659	12	473' 9"	56,700
NYC #713843	12	479' 7"	57,400
PRR #360865	12	480' 0"	57,400
B&O #264560	12	479' 8"	57,400
PRR #613961	12	476' 10"	56,800
" #374333	12	479' 5"	57,100
" #374819	12	479' 6"	56,800
" #363335	12	478' 10"	56,700
" #613940	12	480' 2"	57,000
B&O #259879	12	474' 0"	56,400
PRR #347225	12	481' 0"	57,700
B&O #253554	12	480' 10"	56,800
P&WV # 7765	12	478' 4"	56,500
B&O #250991	12	477' 2"	56,300
PRR #347474	12	467' 0"	54,800
B&O #255197	12	473' 9"	56,200
PRR #341090	12	480' 1"	57,000
" #345016	12	481' 0"	57,000
B&O #254806	12	476' 10"	56,800
PRR #348111	12	480' 2"	57,000
" #344465	12	480' 4"	56,900
RDG # 32987	12	475' 6"	56,800
L&A # 9021	12	478' 8"	56,800
MP # 70963	12	479' 8"	57,100
ERIE # 10212	12	478' 1"	57,000
B&O #254574	12	480' 2"	57,200
" #257214	12	480' 1"	57,000
" #259837	12	478' 10"	56,700
" #258291	12	481' 0"	57,200
" #260171	12	480' 10"	57,000
" #255153	12	451' 3"	54,000
" #258273	12	465' 9"	55,700
" #250763	12	470' 7"	56,600
" #252304	12	470' 3"	56,400
" #251010	12	481' 0"	58,100
" #256166	12	479' 4"	57,000
" #251528	12	479' 8"	57,300
" #251056	12	480' 7"	56,900
PRR #365961	12	479' 1"	57,000
" #357596	12	466' 4"	55,400
" #364163	12	480' 11"	57,700
NKP # 72635	12	481' 1"	56,600
PRR #365088	12	481' 4"	56,700
" #372567	12	472' 6"	55,700
" #362805	12	481' 0"	56,500
B&O #259702	12	481' 0"	57,300
RDG # 20938	12	479' 11"	56,500
B&O #251495	12	480' 2"	56,500
" #251322	12	480' 8"	56,100



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<u>SHIPPED IN CAR</u>		<u>NO. OF PCS.</u>	<u>QUANTITY</u>	<u>WEIGHT-LBS.</u>
B&O	#258282	12	481' 1"	56,300#
NYC	#630013	12	480' 5"	57,000
DL&W	# 69823	12	481' 0"	56,100
WP	# 4482	12	474' 2"	56,200
B&O	#257131	12	479' 6"	57,000
"	#252461	12	479' 0"	57,400
"	#250286	12	481' 0"	56,900
"	#256257	12	480' 7"	56,300
"	#250621	12	479' 9"	57,800
"	#251402	12	474' 4"	56,500
RDG	# 21041	12	480' 10"	57,900
B&O	#258204	12	480' 10"	58,000
"	#252197	12	480' 0"	57,000
"	#350602	12	475' 6"	56,900
NYC	#712282	12	480' 2"	57,100
B&O	#258322	12	479' 11"	57,000
DL&W	# 68697	12	478' 11"	56,600
RDG	# 32854	12	480' 6"	57,000
PRR	#382558	12	480' 11"	57,000
RDG	# 33399	12	481' 0"	57,000
SOUTHERN	#175115	12	480' 10"	57,800
B&O	#255985	12	475' 6"	56,600
"	#259428	12	481' 0"	57,800
"	#262459	12	481' 0"	57,400
NYC	#638431	12	471' 7"	54,900
IC	# 99547	12	475' 9"	57,400
B&O	#252600	12	479' 10"	56,500
"	#250308	12	481' 1"	56,500
"	#253948	12	480' 10"	57,100
NYC	#707366	12	479' 11"	56,600
B&O	#258196	12	476' 6"	56,300
"	#254049	12	478' 11"	56,100
RDG	# 33030	12	479' 6"	57,100
NYC	#603915	12	477' 11"	56,700
P&LE	# 41689	12	481' 0"	57,400
B&O	#259865	12	480' 5"	57,600
"	#261184	12	478' 9"	57,400
"	#259401	12	480' 2"	56,900
PRR	#610701	12	473' 6"	55,900
"	#362736	12	475' 11"	56,100
B&O	#250471	12	476' 11"	56,300
"	#350427	12	475' 10"	55,600
PRR	#610486	12	480' 4"	56,800
NYC	#712570	12	479' 10"	57,000
NKP	# 71204	12	478' 4"	57,300
AT&SF	#167050	12	477' 7"	56,800
PRR	#365911	12	478' 3"	56,800
"	#382776	12	479' 6"	57,500
"	#360503	12	479' 10"	57,700
"	#376211	12	479' 9"	56,700



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REPORT No.
SHEET No. 4

PURCHASE ORDER No. 21133

<u>SHIPPED IN CAR</u>		<u>NO. OF PCS.</u>	<u>QUANTITY</u>	<u>WEIGHT-LBS.</u>
PRR	#346073	12	471' 5"	55,300#
"	#801244	12	480' 2"	57,300
"	#357832	12	480' 11"	57,700
WM	# 52336	12	480' 6"	57,400
B&O	#255525	12	480' 3"	57,100
RI	#188583	12	480' 2"	57,200
B&LE	# 36825	12	481' 0"	57,900
PRR	#382432	12	476' 2"	56,500
"	#611090	12	481' 0"	56,300
B&O	#251546	12	480' 10"	57,000
RDG	# 26839	12	477' 5"	56,300
"	# 26608	12	479' 3"	56,400
B&O	#350603	12	474' 3"	55,500
CIL	# 3034	12	480' 2"	56,300
PMcK&Y	# 91693	12	480' 10"	57,200
NYC	#713584	12	472' 2"	56,100
B&O	#264271	12	481' 0"	57,600
"	#261687	12	472' 11"	56,500
NYC	#712762	12	477' 2"	56,000
B&O	#252912	12	461' 11"	55,100
"	#259668	12	480' 10"	57,400
GM&O	# 13025	12	476' 6"	56,500
EJ&E	# 33294	12	453' 10"	53,600
B&O	#255552	12	478' 0"	57,000
B&LE	# 16097	12	477' 8"	57,000
WM	# 52175	12	477' 11"	58,600
B&O	#253092	12	477' 5"	56,500
NYC	#638775	12	475' 11"	56,100
"	#635932	12	476' 9"	56,200
RI	#186625	12	475' 7"	56,200
B&O	#350995	12	478' 9"	56,800
P&LE	# 40323	12	478' 9"	56,800
WM	# 51251	12	480' 0"	57,100
PMcK&Y	# 92448	12	480' 2"	57,600
B&O	#250419	12	477' 9"	56,600
EJ&E	# 80953	12	473' 5"	55,900
PRR	#371740	12	470' 8"	55,900
B&O	#258089	12	480' 6"	57,200
"	#256144	12	480' 5"	57,100
DL&W	# 69659	12	476' 8"	56,900
B&O	#259209	12	479' 6"	57,800
"	#261505	12	481' 0"	57,500
RDG	# 32436	12	481' 0"	57,700
B&O	#252576	12	481' 0"	57,700
"	#252871	12	480' 5"	58,100
"	#350207	12	480' 0"	58,500
"	#259303	12	478' 10"	58,300
"	#252144	12	479' 8"	57,600
"	#264873	12	478' 1"	56,200
P&LE	# 10882	12	476' 7"	56,500



<u>SHIPPED IN CAR</u>	<u>NO. OF PCS.</u>	<u>QUANTITY</u>	<u>WEIGHT-LBS.</u>
PRR #364410	12	477' 2"	56,400#
SOUTHERN #176446	12	480' 10"	56,800
PRR #346504	12	479' 8"	56,600
L&A # 9309	12	480' 5"	56,600
B&O #257883	12	479' 11"	56,300
" #252615	12	480' 5"	56,800
" #252405	12	471' 6"	56,000
" #253953	12	477' 10"	56,500
" #255331	12	475' 2"	56,300
" #251730	12	478' 3"	56,800
" #264901	12	476' 2"	56,900
" #254799	12	464' 10"	55,200
" #254558	12	469' 3"	56,000
" #258685	12	474' 3"	56,200
P&LE # 10015	12	479' 2"	57,000
LV # 32461	12	480' 0"	56,400
PRR #315397	12	480' 2"	56,900
RDG # 25306	12	479' 2"	55,900
L&A # 9400	12	477' 4"	55,800
EJ&E # 33546	12	466' 3"	55,000
RDG # 25037	12	479' 3"	56,000
PRR #613430	12	477' 10"	56,600
" #372101	12	480' 0"	55,300
B&O #260789	12	478' 10"	57,200
" # 36011	12	480' 8"	57,400
" #251400	12	480' 8"	57,500
P&LE # 41021	12	480' 11"	57,200
PRR #375980	12	481' 0"	57,100
NYC #712682	12	481' 0"	56,900
P&LE # 10905	12	481' 0"	57,600
MKCRR # 1067	12	479' 7"	58,100
SP #151676	12	481' 0"	57,500
P&LE # 47000	12	479' 7"	57,100
C&NW # 71825	12	469' 6"	55,800
PMCK&Y # 91066	12	480' 8"	56,900
PRR #611387	12	481' 0"	58,400
" #375191	12	478' 7"	56,800
" #375180	12	481' 0"	57,400
B&O #254861	12	475' 4"	55,800
N&W # 98295	12	448' 6"	52,700
B&O #257453	12	479' 4"	56,400
" #350296	12	473' 9"	56,100
" #253349	12	459' 9"	55,000
ACL # 95552	12	479' 4"	57,000
B&O #261282	12	480' 1"	56,800
THB # 2238	12	456' 0"	54,100
B&O #261545	12	480' 9"	57,700
" #254747	12	480' 3"	56,600
" #262179	12	480' 10"	57,000
" # 36022	12	477' 6"	56,600



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REPORT No.
SHEET No. 6
PURCHASE ORDER No. 21133

<u>SHIPPED IN CAR</u>	<u>NO. OF PCS.</u>	<u>QUANTITY</u>	<u>WEIGHT-LBS.</u>
NYC #711040	12	479' 5"	56,700#
PBR # 120	12	474' 0"	56,000
MP # 73034	12	481' 0"	57,200
PRR #365364	12	470' 11"	57,400
P&LE # 10831	12	480' 11"	57,000
B&O #252416	12	479' 11"	57,600
PRR #375205	12	481' 0"	57,300
" #375204	12	476' 11"	56,600
" #375213	12	480' 0"	57,600
" #375210	12	481' 0"	57,000
" #375211	12	480' 1"	56,900
" #375212	12	481' 0"	57,000
" #375206	12	481' 0"	57,700
" #375250	12	478' 1"	56,700
" #375208	12	479' 0"	57,200
" #375209	12	455' 1"	54,700
CB&Q # 76369	12	478' 6"	57,200
Total	3,180	126,631' 11"	15,046,900#

