

PREFACE

This document consolidates the Table of Contents from every issue of Freight Cars Journal (1 through 88) in one place. The intent is to provide a browsable record of every article that was published over the Journal's 20-year run since past article lists and the Railroad Magazine Index summaries don't identify each item.

The evolving format of the Journal generates some inconsistency in this effort. Most issues from No. 45 onward do not have a table of contents since they generally cover a single subject; for these cases, the document includes the page(s) suitable for identifying the content and issue number / publication date.

Bookmarks are provided for ease of navigation, grouped by volume. Beginning with issue 60 volumes were no longer specified, so instead groupings are by number.

Content was sourced from the Railroad Magazine Index (<https://www.rrmagazineindex.org/>).

CONTENTS

Issue # 1	August 1983
RAILGON ROSTER.....	3
RAILWAY FREIGHT CAR MANUFACTURER'S LOGOS.....	4
<i>David G. Casdorph</i>	
FMC 5347.....	5
<i>Eric A. Neubauer</i>	
NAMED FREIGHT TRAINS OF THE PENNSYLVANIA RR IN 1948.....	12
FREIGHT CAROLOGY Data-News-Notes-Special Projects....	14

FRONT COVER:

GONX 350919 awaits on the L.A. Junction Railway in July 1983 for its new destination. This car is part of Railgon's 1500 Pullman-Standard built 191 GB gondola fleet. (*D.G. Casdorph*)

REAR COVER:

(TOP) CR 230141, Class 132B, is ex- New York Central, built by Pacific Car & Foundry in 1967. Car has cushioned underframe and is equipped with bulkheads, sidefillers and an extra wide 12'6" plug door. (*E.A. Neubauer*)

(BOTTOM) TRC 1189. Cars of this series (1001-1225) are one of the two types of covered hoppers used by the California-based Trona Railway. This type was built by Trinity during various months of 1979. All cars of this type are 4750 cubic feet. (*D.G. Casdorph*)

Please send items for publication (articles, Freightcarology news, notes etc.) to David G. Casdorph, P.O. Box 1458, Monrovia, CA 91016

EDITORS

David G. Casdorph

Eric A. Neubauer

Staffan Ehnbohm

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*****FROM THE EDITOR*****

WELCOME to the first issue of *FREIGHT CARS* Journal. In this and future issues we will be exploring the history, development and technical evolution of FREIGHT CARS and related subjects. The Freight Car Historical Section was formed in March 1983 with the intention to eventually become a separate "technical & historical society".

Our goals include: The collection and dissemination of all forms of data pertaining to the history of freight cars and related subjects. Also, to assist in any way possible, the various technical-historical societies, model manufacturers and individual historians and modelers. We look forward to your comments, criticism, suggestions and contributions. -D.G. Casdorph

Please send freight car DATA to Eric Neubauer, 268 Russell Rd., Princeton, New Jersey 08540.

C O N T E N T S

Issue # 2 December 9, 1983

P & R EIGHT WHEEL COAL CARS.....3

Eric A. Neubauer

EDITOR'S NOTES.....17

MODERN SULFURIC ACID TANK CARS.....18

David G. Casdorph

F R E I G H T C A R O L O G Y

Data-News-Notes-Projects.....20

Freight Cars Journal is published by MTTHS with the intent that once established it will become a separate freight car historical & technical group. Topics to be covered by this publication include the following:

- Freight Car Design and Technical Evolution
- Manufacturers histories & production
- Data Collection & exchange
- MODELING
- Logos & Liveries
- Rosters
- News
- Operations
- Commodities transported
- ALL ERAS- ANY ROAD

FRONT COVER:

SP 63108 100 ton tank car. Very few railroads today have tank cars in revenue service. The Southern Pacific is one of these few. This particular car is one of a series used in the transportation of sulfuric acid. The car was originally built by Richmond Tank Car in 2-65. Its shown here just after a fresh paint job in 1983. More sulfuric acid tankers on page 18 of this issue. (D.G. Casdorph)

EDITORS:

David G. Casdorph

Eric A. Neubauer

ASSOCIATE EDITORS:

None presently

CORRESPONDING EDITORS

Cid J. Beraldo

E. John Coyle

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MONROVIA, California 91016

Please send items for PUBLICATION (such as articles, Freightcarology news, notes etc.) to David G. Casdorph, P.O. Box 1458, Monrovia, CA 91016. Items of value should be sent registered or insured. Photographs, slides etc. will be returned.

Please send individual freight car SIGHTINGS and DATA to Eric Neubauer, 268 Russell Road, Princeton, New Jersey 08540.

FCJ

CONTENTS

Vol. 1 no. 3 Issue 3 March 1984

FMC 30-TON HI-CUBE PROTOTYPE BOXCAR <i>R.J. Landregan PE</i>	4
BM/DH/MEC INSIDE COVER PHOTO CAPTIONS...	4
BM-DH-MEC FREIGHT CAR ROSTER <i>Eric A. Neubauer</i>	5
FREIGHT CAR CLASSIFICATION IN BRAZIL <i>Cid Jose Beraldo</i>	10
NEW HAVEN STEEL UNDERFRAME WOODEN BOXCARS <i>Richard Burg</i>	11
FREIGHT CAR OLOGY Data-News-Notes-Projects.....	15

Article and data donations are always welcome. Please send items for publication to David G. Casdorph, P.O. Box 1458, Monrovia, CA 91016. Items of value should be sent insured. Slides, prints etc. will be returned after use.

Please send individual freight car sightings to Eric Neubauer, 268 Russell Road, Princeton, New Jersey 08540

FRONT COVER:

New Haven #69505. This car was built in 1910 and rebuilt in 1928. Notice the extent of rebuilding including the installation of dreadnought ends, metal doors and cast steel 40 ton trucks. This car was photographed on July 12, 1942. Compare this car to the car on the center pages of this issue.

(Richard Burg Collection)

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ERRATA: Please note that the drawings on pages 10-11, 13, and 14-16 are Copyright © 1983 by Eric A. Neubauer.

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- Freight car design and technical evolution
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- MODELING
- Data collection & exchange
- Logos and Liveries
- Rosters
- Operations
- ANY ROAD ALL ERAS

FCJ

C O N T E N T S

Vol. 1 no. 4 Issue 4 JUNE 1984

MODELING GN 40-foot BOXCARS
Staffan Ehnbon.....4

FMC-P PRODUCTION LIST: 1.
FMC.....9

NEW AND REBUILT 40' BOXCARS OF THE
70's AND 80's
David G. Casdorff.....15

THE ACF CH-29
Eric Neubauer.....18

FCJ SPOTTER'S LOG.....17,29

F R E I G H T C A R O L O G Y
Data-News-Notes-Projects.....22

FRONT COVER PHOTOGRAPHS:

Outside/Top: GN 46477 built by
Pullman in 1942 has modernized
herald with side turned goat.
(BN Photo)

Outside/Bottom: SP 341077, built by
Gunderson Bros. Engineering in
1968. This is a 41'-6" 100-ton
drop bottom gondola photographed
in Deming, NM. See article on
FMC production list beginning on
page 9. (J.R. Quinn)

Inside/Top: GN 48848 with billboard
size Empire Builder type of road
name lettering introduced in 1956
and used first on mineral red, then
vermillion red repainted cars
(Richard Yaremko photo)

Inside/Bottom: GN 50499 built by
Pullman in 1937 had an upright
brake wheel, which was later
modernized. Car sides mineral red.
Roof, ends, underbody, trucks-black.
(BN Photo)

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- Logos and liveries
- Rosters
- Operations
- Caboose and MofW
- Intermodal
- News
- Car pools and Lessees
- Commodities transported
- ANY ROAD ALL ERAS

FREIGHT CARS JOURNAL
Including Modern Transport History #10
Vol.2 #1 Issue 5 October 1984

C O N T E N T S

FREIGHT CAR ROSTER of the D & RGW.....4	
<i>James Eager</i>	
THE GATC DRY-FLO 3500.....13	
<i>Robert Snow</i>	
PHILADELPHIA & READING 4-WHEEL COAL CARS.....16	
<i>Eric A. Neubauer</i>	
FMC-P PRODUCTION LIST: 2.....21	
<i>FMC</i>	

F R E I G H T C A R O L O G Y

NEWS & NOTES Class I & II Railroads.....25	
NEWS & NOTES Shortline Railroads.....27	
NEWS & NOTES Private Owners and Lessees.....28	
Builder Production and design Notes.....29	
The Caboose Column.....30	
Oversea Freight Wagons.....31	
The Miscellany Reports.....31	
FCJ Spotter's Log.....32	
Principles of Freightcarology Part III.....33	
Questions and Answers.....38	
Members Exchange.....38	

FRONT COVER PHOTO CAPTIONS

- 1.(top) DRGW 40034, a waffle-sided boxcar for paper loading. Paint scheme B V, with black staggered Rio Grande logo. Built by Gunderson in 1972. (D.G. Casdorff photo)
- 2.(middle) DRGW 19527, one of the many Bethlehem built coal hoppers owned by the Rio Grande. H II paint scheme. Colton, CA (David G. Casdorff photo)
- 3.(bottom) DRGW 63252, A combination door general-service boxcar built by GATC in 1967. Paint scheme B IV.(J.R.Quinn)
4. DRGW 60877, a 160 RBL built in 1967. Specific Paint scheme unknown but is probably B IV (D.G. Casdorff photo)
5. DRGW 31010, a Greenville built gondola displaying the type G III paint scheme without the herald plate. (D.G. Casdorff photo)
6. An AC&F built coal hopper built in 1957 with a H I type of paint scheme. CuFt capacity 2700. (David G. Casdorff)
7. DRGW 67423, A Pullman-Standard built "mini hi-cube" built in 11-67. This car is equipped with P-S Hydroframe 40, 20-inch cushion underframe. Serial #9256A-111. IL=40'6" Salt Lake City,UT (David G. Casdorff photo)

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IMPORTANT NOTICE

Beginning sometime in 1985, the Freight Car Historical Section of M.T.T.H.S. will become the "Society of Freight Car Historians. However, please continue to make checks out to MTTHS until notified. This is the first step in our progress towards becoming a non-profit incorporation.

This issue is also going out to MTH subscribers as Modern Transport History # 10. Due to the similar type of material covered in both publications we decided to combine MTH with FCJ.

Issues numbers 1-4 are now completely SOLD OUT. #1 and 2 have still not been reprinted and we may just go ahead and do photocopies for those who want them.

Also let us welcome Pat Holden who will be heading up the caboose and MofW columns!

FREIGHT CARS JOURNAL
Including Modern Transport History #11
Vol.2 #2 Issue 6 December 1984

C O N T E N T S

WESTERN PACIFIC SERIES 3011-3050 FIFTY-TON BOXCARS.....	4
<i>John J. Ryczkowski</i>	
FMC-P PRODUCTION LIST: 3.....	5
<i>FMC</i>	
PROTOTYPE DRAWING: Reading Series 30400-30549 Gondola.....	7
<i>Eric A. Neubauer</i>	
FREIGHT CAR ROSTER OF THE BAY STATE MILLING COMPANY.....	8
<i>Carl W. Shaver</i>	
F R E I G H T C A R O L O G Y	
NEWS & NOTES Class I & II Railroads.....	9
NEWS & NOTES Shortline Railroads.....	10
NEWS & NOTES Private Owners and Lessees.....	11
Builder Production and Design Notes.....	11
Logos, Liveries and Special Markings.....	11
The Caboose Column.....	12
Scale Models.....	13
Recent Freight Car History Literature.....	14
FCJ Addition and Corrections.....	14
Member's Exchange.....	14

FRONT COVER PHOTO CAPTIONS

Our front cover features UP 130954 and BASX 48336. The Union Pacific boxcars is a freshly repainted ex-Railbox general-service XM and classed by the U.P. as B-70-22. Notice the style of "UNION PACIFIC" and the small U.P. herald. (D.G. Casdorph photo)

The second photo accompanies our Bay State Milling Co. roster on page 8 of this issue. This is BASX 48336, an example of the third major variety of GATC-Airslide covered hopper (4566 cu.ft.)(J.R. Quinn photo)

INSIDE COVER (Top to Bottom):

WP 3032, freshly repainted in its original delivery scheme is on display at the Portola RR Museum. Built in 1955 by Pullman-Standard. (John J. Ryczkowski photo)

SP 565586, built by ACF is seen being used in special steel slab train service. Notice the straight side sill as opposed to photo below. (D.G. Casdorph)

SP 564879, also in steel slab service. Note the drop-side sill, welded construction. (David G. Casdorph photo)

B&O 401144, an NRUC built car purchased secondhand by the B&O. 200 in series being rebuilt by Transco into loader equipped boxcars and Hennessy door openers.
(D.G. Casdorph Photo)

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IMPORTANT NOTICE

With this issue, we go to eight times per year. Maximum number of pages will be 16 (though we may have a 20 pager or two). This also doubles the number of photo pages. This is also an increase in the number of pages from the original plan of 24 pages every quarter. The increase means that FCJ member's remaining issues will be doubled. Thus if your subscription/dues ended with #6, it now ends with #7; ends with #7 now ends with #9; ends with #8 now ends with #11.

There are several reasons for this move. One, is to hopefully increase enthusiasm and interest among freight car fans. In turn, we hope this will promote more support for the magazine. Secondly, doing a 32+ page issue every quarter is simply too much typing, layout, etc. at one time for one person to handle. By spreading out the issues with less pages I hope to distribute my tasks more efficiently.

Next month (Feb.15th) we'll introduce Richard Yaremko's new "Freight Car Locator" column and have quite a few sightings with FCJ Spotter's Log. Again, I can't thank enough, those who have made this magazine possible.

Happy New Year

-Dave Casdorph

FREIGHT CARS JOURNAL
Including Modern Transport History #12
Vol.2 #3 Issue 7 February 1985

MISSOURI PACIFIC'S QUASI-ARTICULATED AIRSLIDE COVERED HOPPERS	4
WITH NOTES ON MODELING IN H.O. SCALE - David G. Casdorph	
FCJ'S 1985 FORTY-FOOT BOXCAR SURVEY	5
GENERAL NEWS & RECENT DELIVERIES AND ACQUISITIONS	6
FREIGHT CAR LOCATER - Edited by Richard Yaremko	8
FROM THE EDITOR	9
QUESTIONS & ANSWERS	9
"THE TIME OF THE PIGGY"	9
FCJ ADDITIONS & CORRECTIONS	9
RECENT FREIGHT CAR HISTORY LITERATURE	9
F M C - PORTLAND PRODUCTION LIST pt.4	10

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We would like to thank the following persons who made this issue of FCJ possible: Carl W. Shaver (CWS), Gene L. Semon (GLS), William B. Kelly (WBK), Gary A. Smith (GAS), Ian S. Fischer, Robert J. Landregan, Richard Yaremko, Pat A. Holden, Jim Eager, Al Tuner (AT), Eric A. Neubauer (EAN) and D.G. Casdorph (DGC).

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FRONT AND REAR COVER PHOTOGRAPHS

FRONT COVER: This Pittsburgh, McKeesport & Youghiogheny Ry. (Pittsburgh & Lake Erie) boxcar was photographed in 1937 in Clarksburg, W.Va. The car was originally built in November 1910. The car pictured here had a 40 ton capacity and weighed only 22 tons. Many of this series were later rebuilt with steel ends. Inside length is 36 feet with a cubic capacity of 2601.

(Courtesy of the Howard W. Ameling Collection)

INSIDE FRONT COVER: Providence and Worcester's number 428 from the series 404-553 built 12-77 by FMC-Portland. This is one of FMC's standard designs, the 5347 cube boxcar. The P & W leased this series from SSI. Colors are Orange-Red box with white lettering and white doors.

Below, is ANR 600 part of series 600-649. (Angelina & Neches River RR) This is a 60' general service box (IL=60'10") with a cubic capacity of 6589. Car is black with white lettering. (Both of these builder's photos are courtesy Robert Landregan, FMC/Ackroyd Photography)

INSIDE REAR COVER: On the top is HSCX-1 photographed in Edmonton, Alberta in April, 1968. The car was built by Hawker Siddeley, Canada. This car was the forerunner to the "bath tub" gondola which would be purchased later by the Canadian Pacific for coal train service.

(Richard Yaremko photo)

INSIDE REAR COVER: The lower photo shows Canadian National 540778, a 40' general-service boxcar. Canada has the largest collection of "extant" 40' boxcar fleets in North America. This one is from a series that still had 2800 in service in 1984. The car was reconditioned in June, 1981 and weighs in at 45100 pounds light. Cubic capacity is 3900 cuft. Many of the Canadian cars (as this one) come into the USA mostly on newsprint service. CDS Lettering offers a dry transfer for this car in all four major modeling scales. Photographed on the U.P. in Industry, CA December 1984 by D.G. Casdorph.

REAR COVER: Missouri Pacific's 720993 a quasi-articulated Airslide covered hopper. Details of this appear in the article on page 4 of this issue. The insets show the "B" unit on the left and the "A" unit on the right. Color is a hopper gray (appears slightly bluish) with black data, lettering and herald. Note especially the placement of markings on each individual unit. The car set was photographed on a sunny morning in December 1984 at the public team tracks in Vernon, California by David G. Casdorph.

FREIGHT CARS JOURNAL

Vol.2 #4

Issue 8

March 1985

Contents

INTRODUCTION OF THE 65-FOOT GONDOLA-	Ian S. Fischer	3
A PRELIMINARY ANNOTATED CHECKLIST OF NORTH AMERICAN FREIGHT CAR BUILDERS 1850-1985		7
Model Kit Review:		
R.A. BOYD TRAILERTRAIN CORRUGATED CONTAINERS IN H.O. SCALE-	David G. Casdorph	13
F M C - PORTLAND PRODUCTION LIST Part 5		14
RECENT FREIGHT CAR HISTORY LITERATURE		4
GENERAL NEWS & RECENT DELIVERIES AND ACQUISITIONS		5
FCJ ADDITIONS & CORRECTIONS		6
FREIGHT CAR LOCATER		6

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Ian S. Fischer, Paul Wilshaw (PW), Roy Gelder (RWG), Carl Shaver (CWS),
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Richard Yaremko, Al Tuner (AT), D.G. Casdorph (DGC) and all those that
wrote us with your support, comments and criticism !!

THE FRONT AND REAR COVER

This month features two drawings of Reading Company freight cars. One from the Twenties and the other from the Sixties. (H.O. Scale)

FRONT COVER: An example of a Class GML 46-foot steel gondola car built in 1923. The class itself was composed of several series of cars from different builders and dates. There were two series built in 1923, the 20000-20499 series built by Standard Steel Car and the 20500-20999 series built by Pressed Steel Car. The cars have drop ends and a flat wooden floor. Andrews type trucks were used. Cars were black with white lettering.
(Eric Neubauer)

REAR COVER: Reading 79924, an ACF "Center Flow" covered hopper. This is from a series of 77 cars numbered RDG 79923-79999 built in May and June of 1966. The car is Reading class LOL and is ACF's 4650 cubic foot capacity design with three "continuous" roof inlet hatches. The cars have gravity type outlets and run on 36" wheel roller bearing 100 ton trucks. Livery is "covered hopper light grey" with black lettering. (Eric Neubauer)

NOTICE

Please note that mailings are going out 3rd class bulk rate now. Its extremely important that members notify us BEFORE they move or as soon as possible because the Post Office will NOT forward the Journal. Next, please note the number in the upper right hand corner of your mailing address label....this is the issue your dues/subscription expires. Lastly, FCJ issues 1-4 are still out-of-print....it would be very expensive and not as good of reproduction to photocopy...so...we're still waiting until there are enough interested before we can reprint these. Thank you

EDITORS

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ETC.

FREIGHT CARS JOURNAL

Vol. 2 #5

Issue 9

April, 30 1985

Features

RAILBOX ROSTER- Eric A. Neubauer.....	4
COMMENTS ON EHNBOB'S GREAT NORTHERN 40-FOOT BOXCARS ARTICLE- Cyril Durrenberger.....	8
A REPLY TO DURRENBERGER- Staffan Ehnbohm.....	8
TRAILER TRAIN'S NEW RTTX PIGGYBACK CONVERSIONS.....	12

Columns

FREIGHT CAR LOCATER-Richard Yaremko.....	6
THE MODELERS' COLUMN- Byron S. Rose.....	7
MEMBERS EXCHANGE.....	8
RECENT FREIGHT CAR HISTORY LITERATURE.....	8
RECENT DELIVERIES & ACQUISITIONS.....	9
BUILDERS PRODUCTION AND DESIGN NOTES.....	11
FREIGHT CAR BUILDERS AND SHOP LOGOS.....	12
FCJ ADDITIONS AND CORRECTIONS.....	14
THE OVERSEAS WAGONS COLUMN.....	14

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Cover Photo Captions

FRONT COVER: (Top) NAHX 58795, a North American designed covered hopper similar to the more commonly seen ACF "Center Flow". One of the quick I.D. features of these North American cars is the sharp angle formed where the upper and lower side sheet meet at the ends (ACF's are rounded). The car was built in April 1978 by Quick Car of Ft. Worth, TX. It is of the 5750 cubic foot design. Zip Transportation is the lessee. 15 Dec. 84. SP Delores Yd. by David G. Casdorph. (Bottom) NATX 24368, another North American car. This two-compartment tank car was built by North American in June 1973. Compartment A holds 10,119 gallons and compartment B holds 10,255 gallons for a total of 20,374 gallons. This car is leased to Ashland Oil Co. Photo'd on the U.P. in Industry, CA by D.G. Casdorph.

INSIDE FRONT COVER: (Top) RBOX 35027 is a freshly painted Pullman-Standard built general service boxcar. Note the Pullman-Standard sliding door. Built 8-79. DGC photo. (2nd from Top) A much more interesting paint job, BN 249997 was built by FMC comes from RBOX series 17700-19499. Notice the use of the different shade of yellow. (3rd down from top) At first glance, Railbox boxcars appear to look alike. However, a closer look at the side sills reveals the differences. This one is a from a Pullman-Standard built car. Notice the end side sill architecture, jack pad, end post spacing and seams along side sill. Compare with (Bottom) from RBOX 20127 a Pacific Car & Foundry car. (DGC photos)

INSIDE REAR COVER: (Top) N&W 45083, a 40'-6" automobile box from a series of 500 cars numbers 45000-45499. This one was built in Nov. 1930. The cars had a cubic capacity of 3514. This car was repainted in 3.57 by the N&W. By this time the series were reclassified as a XM (general-service boxcar). A small stencil by the door says "clean freight only" N&W class BT. photo courtesy the Howard W. Ameling. (Bottom) Virginian 62023, a XAR or automobile box car with special automobile loading racks. Series 62000-62024. This car was built in 2.37 and repainted in 6.51 (still classed XAR) The car is 50'-6" inside length with double sliding doors opening to 14'-6" wide. Courtesy Howard W. Ameling Collection photographed in Princeton, W.Va. in December 1954.

REAR COVER: A couple of cars not shown in Davies' excellent work on the U.P. freight cars of the fifties. (Top) UP 48984, class S-40-14 built by Omaha Shops 11.52. This 40'-6" stock car from the series 48800-48999. (Bottom) UP 69012, an Oil tank car from series 69000-69199. This car built by General American on Oct.22, 1937. Union Pacific Class O-50-6. Photos courtesy the Robert Warren collection.

FREIGHT CARS JOURNAL

Vol.2 #6

Issue 10

July 1, 1985

FEATURES

MODELING THE SOUTHERN PACIFIC 605550-605699	
MODERN FORTY-FOOT 100 TON BOXCAR IN H.O. SCALE	
Staffan Ehnbonm.....	5
READING CO. EIGHT-WHEEL CABOOSE	
Eric A. Neubauer.....	11
UTILITY FUELS, INC. ALL TIME FREIGHT CAR	
ROSTER 1978-1985.....	17
FMC PORTLAND PRODUCTION LIST Part 6.....	18
SOUTHERN PACIFIC TRAIN CONSISTS:	
Part I The CZLAT Trains - Pat A. Holden.....	19

COLUMNS

FROM THE EDITOR / ANNOUNCEMENTS.....	4
RECENT DELIVERIES & ACQUISITIONS.....	7
THE CABOOSE COLUMN.....	10
FCJ ADDITIONS AND CORRECTIONS.....	10
RECENT FREIGHT CAR HISTORY LITERATURE.....	10
THE MODELER'S COLUMN - Byron S. Rose.....	15
FREIGHT CAR LOCATER - Richard Yaremko.....	16
BUILDER'S PRODUCTION AND DESIGN NOTES.....	17

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We would like to thank those individuals that help make this issue of Freight Cars Journal possible: Staffan Ehnbonm, Robert Landregan, Carl W. Shaver (CWS), Stuart H. Thomson (SHT), Don McQueen (DM), Joe Fishbein (JF), Craig T. Bossler, Byron S. Rose, Richard Yaremko, John Riddell, James Eager, Robert Warren, J.R. Quinn, Eric Neubauer (EAN), Pat Holden and David G. Casdorff (DGC).

COVER PHOTOGRAPHS

FRONT COVER: Union Pacific 500002 a 50'6" offset double door interior post loader equipped boxcar (XML) built in April, 1953 by the Union Pacific's Omaha Shops. Union Pacific class A-50-21. This 50 ton boxcar is from the series UP 500000-500199. The car is specially equipped with 9 belt DF loader equipment inside (to help secure the car's load from shifting etc.) Note the side sill architecture with the "notch" located under the end side-panels. The later A-50-23 and -24 classes apparently did not have this feature. (U.P.R.R. Photo/ Robert Warren Collection)

INSIDE FRONT: (Top) SP 605588, a 40'6" loader equipped boxcar built in 1977 by FMC. SP Class B-100-41. (Jim Eager photo)
(Below) H.O. Scale model of SP 605585 built by Staffan Ehnbonm. See article beginning on page 5. (Photo by Staffan Ehnbonm)

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DAVID G. CASDORPH
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Dan Sanger, P.O. Box 14-18232, Boise, IDA 83707 is looking for photos, diagrams, info for modeling purposes of wood outside braced boxcars/ automobile cars of the C&NW, MP Lines, Northern Pacific and SL-SF (Frisco).

FREIGHT CARS JOURNAL

Vol.2 #7 Issue 11 August 15, 1985

Editors

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Associate Editors

Jim Eager
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CONTENTS

Features

SINGLES, ARTICS, AND STACKS
America's Intermodal Freight Cars
of the '80s
David G. Casdorff.....4

Columns

From The Editor/ Announcements.....3
FCJ Additions and Corrections.....3
Freight Car Locater.....3
Recent Deliveries & Acquisitions.....9
The Modeler's Column.....10

Acknowledgements

We would like to thank those individuals
that helped make this issue of FCJ
possible: Carl Shaver (CWS), Stuart
Thomson (ST), Craig Bossler (CTB),
Jim Stanitz (JS) and our staff.

FCJ ADDITIONS & CORRECTIONS FCJ #10

- p. 7 Add The Soo Line 80000s were
formerly Pullman Leasing
10000s.
- p.8 Corr MMID 20010-20011 are ex-
Virginia Central not Ver-
mont Central.
- p.8 Corr Continental Grain's 20000
series are ex ITEL (SSIX)
(not Pullman Leasing) cov-
ered hoppers.

FCJ #9

- p. 6 Add Clarification of Railbox to
Santa Fe renumberings:
RBOX 15676-16061 to
ATSF 51336-51712 and
RBOX 18024-18293 to
ATSF 51713-51976

NOTE

Please note that this is the last issue
of Volume 2. FCJ issue number 5 equaled
2 numbers

-Cover Photos-

Page 1: (Top) Southern 155613, shown
here in Jacksonville, FL in August 1984.
This car was rebuilt in July, 1984 from
a boxcar. The class FS-135 is part of
the new class system for the Southern
as a result of the merger with the
Norfolk & Western.

(Bottom): Southern Pacific 513300
streaks across the Mojave desert in
California in June 1985. This is the
single unit double stack car built by
ACF in 1977. Its the only car of the
series and was the forerunner for Espee's
later 3- and 5-unit double stacks. The
19 post 40-foot Sea Land containers
come from the largest Sea Land contain-
er series - the 400000s. This series
has over 12,000 containers that were
built by several manufacturers between
1979 and 1981. Car color is orange
with black lettering (later cars had
a red "Southern Pacific" script, black
data on orange). Containers are natural
metal with red, white and black "Sea
Land" logo. (D.G. Casdorff photos)

Page 2: (Top) Greenbrier Leasing 2003.
This is the new Gunderson built "Twin
Stack" double stack container car. Photo
shows the end unit.

(Middle) Close-up of GBRX 2003
showing the differences in the bulkheads
of the end unit (l.) and one of the
middle units (r.). The end units can carry
20-,40-, or 45' containers, while the
middle unit is stencilled to load only
40' containers. Red Car/White lettering.

(Bottom) MKT 14587, part of 200
cars converted to single-trailer capacity
piggyback flats. Note the bridgeplates.
Seen here leaving SP Colton Yards
in May 1985. Car is yellow with green
data and lettering.

Page 11: (Top) Santa Fe's ATSF 299423,
one of the railroad's recent conversion
cars. Notice the half-platform and split
side sill. Santa Fe class Ft-107. The
car is white with a black hitch and
black lettering.

(Middle) A typical unit of one of
the Santa Fe 10-Pack Fuel Foiler cars.
Notice how close the trailers sit next
to each other.

(Bottom) A unit from ATSF 298953
which was modified to accept trailers
with "wide track" axles (102" wide).
Note the additional structure on the
platform beneath the tires of the trailer
on this one - compare to above. All
of Santa Fe's Fuel Foiler cars are white
with black lettering and a yellow Fuel
Foiler logo.

Page 12: (Top) The new ITEL Impack
articulated piggyback flat cars have
several different hitches. The photo
on the left shows the one used on the
Cotton Belt "Impack" cars. On the right
is one that is the same as those used
on Trailer Train's Impacks and Front
Runners. This photo shows one on a
Southern 155000 series conversion. These
were originally built by Pullman-Standard,
but, are now being marketed by Trinity.
They are cushioned, fixed hitches with
semi-automatic heads.

(Bottom) The two types of single-
axle trucks on the Front Runner TTUX
cars. The upper photo is the more com-
mon version leaf spring type as used
on the TLF 10, ULF 10, CLF 10 and
RLF 10 class cars. The lower photo
shows the rarer National Unitruck coil
spring truck as used on the classes
TLF 10 A and OLF 10 A.

-From The Editor-

I would like to thank again those many
letters of support and helpful comments
received from FCJ readers - it really
helps to keep the 'ole morale up!

We still are looking for articles
on that 1900-1959 period. Priority will
be given to articles of this era. If you
have any questions regarding subject
matter...please drop me a line...but
basically anything goes!

FCJ #9 is now sold out. And the
orders for issues #1 and 2 have been
coming in ...we only need about 20
more orders.

There was quite a disturbance raised
apparently from issue #10's Modeler's
Column by Byron Rose. We'll have some
comments and rebuttal to that in the
next issue.

Lastly, this issue is kind of experi-
mental. I'm trying out some new typeset-
ting methods and reductions. We need
more text in less space. Hopefully this
can lead way to more photos. By the
way text does not "replace" photos
in this magazine....we simply can't afford
more photos yet. Just one it'sy bitsy
photo on one page increases the cost
of that page 6 times! Our goal is still
an all glossy photo feature magazine.

FREIGHT CAR LOCATER

Edited by Richard Yaremko

Winchester & Western: On siding at
Gainesboro, Virginia, near Rt 522. as
of May 18, 1985, cars 2020,2021,2023,2024
and 2025 apparently in dead storage.
Cars are all Pullman Standard lot 1009,
50'6" general service boxcars. Painted
yellow, blue herald and name, black
reporting marks. (Randolph Kean)

Burlington Northern: Fort Worth, Texas,
the old Frisco yard. Located just off
Clebourne Road; south of Arlington
Ave. This is another yard the BN is
using to store surplus and white lined
freight equipment. Besides lots of SLSF
50' boxcars there are numerous NP
gons, and a few GN and CBQ boxes.
Also many BN repaints.

Cascade, Montana, located 25 miles
SW of Great Falls Montana on Interstate
15. The back track in this small town
has been used to store about 30 BN
40-foot double door boxcars for the
past year. Cars are not white lined
although they are close to the Great
Falls scrapping operation. Best time
to shoot is late afternoon from north
side of tracks. A couple of NP car
also there.

Missouri-Kansas-Texas: Dallas, Texas;
the old Rock Island Mockingbird yard,
north side. Take Carpenter Freeway,
exit south on Mockingbird Lane to Hal-
fax Street. The Katy is using this old
RI yard to store surplus 60' boxcars.
Only the north side of track is shootable,
and is full, end to end. Best time for
photos is early morning or late afternoon.

Dallas Area; Trinity Mills Industrial
Park off Stemmons Freeway above Carr-
olton. Main siding used to store surplus
40 and 50 foot boxes of every door
configuration. Best photos in early morn-
ing or late afternoon. North-south track.

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C O N T E N T S

Features

Lehigh & New England
Freight Car Roster
Eric A. Neubauer.....2

Columns

Class 1 & 2 Railroad News.....4
Shortline Railroad News.....5
Private Owners & Lessees News...6
Builders' Production &
Design Notes.....8

-Cover Photos-

Canadian National 398000, the new articulated grain hopper designed especially for branch lines. See page 8. (photo by Mark Kindrachuk, 23 July 1985)
*VTTX 97697, Trailer Train's newest container car conversion. Formerly a standard flat car, now has flooring removed and container brackets added for transporting either three 20-foot or one 40-foot and one 20-foot containers (D.G. Casdorff)*LEHIGH & NEW ENGLAND
FREIGHT CAR ROSTER

compiled by ERIC A. NEUBAUER

Lehigh & New England freight equipment was simply ordinary. Good Photographs are rare, especially of LNE Railroad equipment. Most photographs I have seen are of LNE Railway equipment. LNE Railway was a Central of New Jersey subsidiary which took over a portion of the LNE Railroad in 1961. Only the cars in the LNE 8001-8750 and 12101-12801 series were acquired by the LNE Railway. The remaining LNE Railroad cars were dispersed to the Central of New Jersey, Reading Co., Union Pacific, Boston & Maine and others still unknown.

For the most part, boxcars were boxcar red, open hoppers were black and covered hoppers were grey. The earliest cars had "LEHIGH AND NEW ENGLAND" spelled out. By the late 1930's this had been replaced by the circular red, white and black herald. After 1950, very large "LNE" reporting marks were used on most cars. For a while, boxcars were painted black with a white stripe at the bottom of the side. This is possibly an uncommon variety applied to repainted cars only. The return to boxcar red was probably made before 1956.

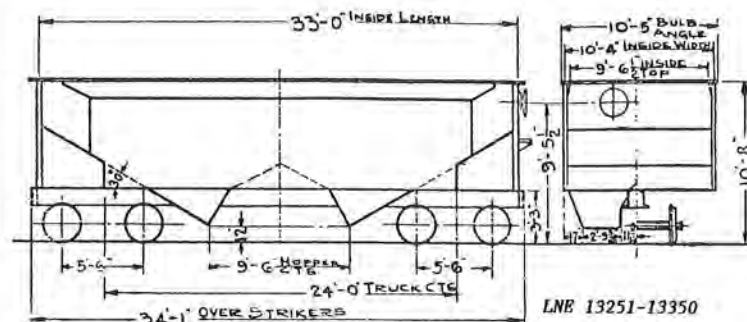
Boxcars of the series 5001-6100 and 6500-6700 were double sheathed, steel underframe, 36-foot cars typical of the period. The ends were wood with no external ribs or braces. Boxcars 7001-7200 were single sheathed, steel frame, 40-foot cars with composite ends. Boxcars 8001-8750 were very similar to the Pennsylvania RR's X-29 type. The last order had 4/4 dreadnought ends and Stanray rectangular panel roof. Boxcars 8751-9058 are obviously 40-foot PS-1's, but I have never seen a photograph of one of these.

Coal hoppers 3001-4723 are ribbed, steel cars. Hoppers 4724-4873 are 30-foot offset side cars, but they are narrower than is standard and have only five side stakes visible at the top of the side. Hoppers 13001-13350 and 14001-15400 are 33-foot offset side hoppers with nine side stakes visible at the top of the side. Peaked ends were not used by the Lehigh and New England.

Covered hoppers 12101-12801 were standard designs. These generally have 10 square hatches and triangular openings between the hoppers. Hoppers 18001-18200 were either PS-2 or GV-2 cars with two hoppers. They are essentially identical designs. Hoppers 18201-18400 are the CH-29 type covered in FCJ #10.

The gondola cars were of various steel frame designs.

LNE 13283 and 12188 are shown in the 1940 Car Builders Cyclopedia. LNE 18001 is shown in the 1957 Car Builders Cyclopedia.



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C O N T E N T S

Features

Fishbelly Hopper Cars Al Westerfield.....	2
Modeling Monon Box Car N° 1 Staffan Ehnborn.....	9
Stack Car Update Ed Flaughner et al.....	11

C o l u m n s

Freight Car Equipment News.....	10
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-Cover Photo-

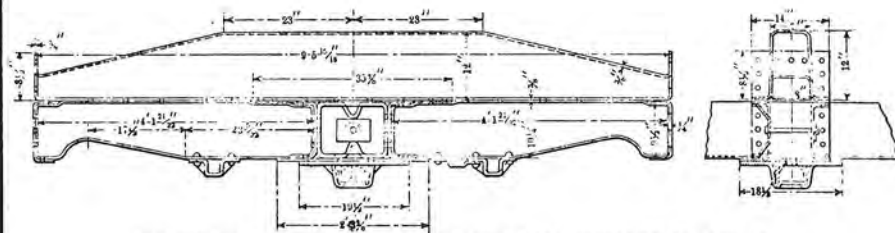
Baltimore & Ohio 22811, built by
Pressed Steel Car in February,
1901. This and similar cars are
featured in this issue. This is
a "Type VII" fishbelly hopper
as noted by the author in the
article beginning on page 2.
(PSC, Metzger Collection)



Figure 1. Type I - One of two experimental cars built in 1896, photographed on its 20th anniversary. A.J. Colantuono.



Figure 2. Type II - Production version of the Type I, one of 400 built in 1897. Shown as rebuilt in 1915; 50-ton capacity, 28 foot inside. A.J. Colantuono.



BODY BOLSTER CONSTRUCTION—CLASS GL STEEL CARS. PENNSYLVANIA RAILROAD.

(Above) A drawing from the December 1903, American Engineer and Railroad Journal shows the body bolster construction used on the Pennsylvania Railroad GL series (Type V fishbelly hopper)

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CONTENTS

Features

Texas & Pacific Series 74008-
74062 50-ton Boxcars
William B. Kelly.....3

Modeling Two Modern Southern
40-foot Boxcars in H.O. Scale
Staffan Ehnborn.....4

89'4" Piggyback Flats from
Athearn Parts
Gary A. Smith.....9

The New York Central's 1916
All-Steel Box Car Project
Richard Burg.....11

Columns

Class 1 & 2 Railroad News.....2
Shortline News.....15
Private Owners & Lessees News.....15

-Cover Photos-

TTWX 978469, an HO scale model built
from Athearn Parts (see article on
page 9). The Brae (1.) and Trailmobile
(r.) 45' trailers were also built from
Athearn kits. Model by Gary A. Smith.

Michigan Central 99999 represents
one of the Central's first all-steel
boxcars to be built in large numbers.
This lot (#324B) was the only group
to receive end doors. See article on
page 11.

Richard Burg Collection

CLASS 1 & 2
RAILROAD NEWS

Atchison, Topeka & Santa Fe - It appears as though the Santa Fe has finished rebuilding the FT-108 piggyback flat conversions in series 299599-299682. A number of cars have been sighted with 12-85 and 1-86 shop/rebuild dates on them. An interesting note - some of these are being painted in a new (for Santa Fe pig flats of recent years) livery of boxcar red (brown) and white lettering. Can't confirm a correlation, but those sighted as rebuilt in '85 were painted white with black lettering, while those sighted rebuilt in '86 have the new brown with white lettering. -David G. Casdorff

Chessie System/ B&O is on the move again with new purchases of auto racks mounted on Trailer Train flats. So far, I've seen some bi-levels with 1-86 new built dates (on auto racks only). More on these later. -Carl W. Shaver

Chicago, Central & Pacific, America's newest Class 1 (?) has and probably will be acquiring quite a few freight cars. The first of these to be reported to FCJ are some ex-NAHX Pullman-Standard built 4750 cube covered hoppers from the 479000 series (sighted CC 481194, 481819, and 481869). Reporting marks for this road is "CC". -Carl W. Shaver

Chicago and Northwestern has been very active in acquiring a variety of used cars including gondolas, covered hoppers, RBL-reefers and piggyback flats.

Series 130300-130359, a group of bright red USEX built, 100 ton, 52'6" gondolas were recently acquired from a presently unknown source.

Another group of gondolas, CNW series 340000-340099 built by SIECO 4-5-81 were recently acquired from the Browns-ville and Rio Grande International Railroad's series BRG 40206-40594 (100 cars).

The CNW has also acquired some second-hand Canadian built covered hoppers (as the Seaboard recently did) in the CNW series 460071-460444. These are 50'6", 100-ton cars built by Marine Industries and acquired from Rex Leasing (RRRX).

Also coming from Rex Leasing is series CNW 463001-463024, from RRRX 2001-2150. These are 53'6" 4700 cube covered hoppers built by FMC in 1980.

Next, the CNW has received a number of RBL-reefers that were previously Roscoe, Snyder and Pacific. CNW numbers start at 540000 and so far go as high as 540039. These are 50'6" cars and have various build dates.

And the CNW has joined the single van piggyback club. CNW 780000, a 50'9" piggyback flat was formerly Fruit Growers Express (FGER) number 1000. But, the CNW hasn't stopped there. In what appears to be a whole new series are some converted single-van piggyback flats numbered CNW 780501 and 780502 (sighted so far). They are gray cars with black lettering and red "XTRA" logos. Apparently, MKT's Denison Shops are doing the conversions (?). Conversion dates on these two cars were 2-86. -Carl W. Shaver

Conrail has purchased some new built auto racks mounted on Trailer Train flats. Included is a group of bi-levels

built by Greenville (first racks I've seen built by them) of a Portec design. These are Conrail class ML2D and numbered in the CR 1500's (1541, 1543 sighted). New build dates for the racks is 12-85.

In addition, Conrail has acquired a number of tri-level auto racks mounted on ETTX prefixed Trailer Train flat cars. These are Conrail class ML3D and were built by Thrall Car in 11-85. Numbers in the CR 3300's (3330 through 3375 sighted so far). -David G. Casdorff

Grand Trunk Western has been active in new and rebuilt intermodal cars this past year.

First off were a series of 21 single-van piggyback rebuilds. These 56'1" flat cars were originally from the series GTW 616775-616874 built in 1964 as general service flat cars. Twenty-one of these cars were converted in 6-85 by the GTW and numbered GTW 350000-350020. The cars are GTW blue with orange Trinity hitches (like those on the TTUX cars) and white lettering.

In late 1985, the Grand Trunk began placing in service a number of new auto racks mounted on Trailer Train flats. Unlike the previous new rack orders mounted on Trailer Train cars, these were painted GTW blue (previous ones were "yellow"). This order included a number of bi-levels built by Thrall Car in 11-85 and a number of Tri-levels with dates of 12-85 and 1-86 reported so far. The later, tri-levels are Thrall Job 877. Also this is the first order of auto racks that the GTW has painted the rack numbers on the rack (previous order was stamped only). -David G. Casdorff / Carl W. Shaver

Illinois Central Gulf placed in service a number of piggyback vans, most leased from XTRA and built during 1985.

ICGZ 235000-235199 were built (some rebuilt) by Miller. These have the "XTRA trim" livery and are 45' long by 102" wide trailers with horizontal rails at the rear for load securement.

A group of 100 semi-insulated vans were built by Dunham and numbered ICGZ 735000-735099. These too have "XTRA trim" and are 45' x 102" vans. This group has horizontal rails at both the nose and rear of the vans.

Lastly, a series of 100 48-foot by 102" wedge vans were placed in service on the ICG last year. Numbers are ICGZ 815000-815099. These also have horizontal rails in the nose and at the rear of the vans. For purposes of comparison these vans have 3562 cubic feet of cargo space. Presently this design (wedge design) and length are the maximum cubic capacity van used by any railroad or leasing company in piggyback service. Compare the 3562 cubic feet to the ICGZ 235000 series mentioned above of 3202 cubic feet. -David G. Casdorff

The Milwaukee Road acquired a number of 100-ton, two-bay covered hoppers in 1984 that were not previously reported in FREIGHT CARS JOURNAL. This is the group of 97 cars in the series MILW 96000-96096 built by Portec in Winder, GA in 6-84. These are 35' inside length, 3000 cubic foot cars. -David G. Casdorff

Continued on Page 15

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CONTENTS

Features

Freight Cars of the Stephenville
North and South Texas
Cyril Durrenberger.....3

Reading Class XAPa Auto Parts
Boxcars
Eric A. Neubauer.....7

All Time Roster of Western
Pacific Caboose Cars
P. Allen Copeland.....10

Columns

Class 1 & 2 Railroad News.....2
Shortline News.....4
Private Owners & Lessees News.....4
Stacks & Racks.....6

- Cover Photo -

Western Pacific #668, rebuilt in 1943 from boxcar # 15015 was finally retired in 1976. This caboose is one of the many cabooses rebuilt from boxcars during World War II by Western Pacific's Sacramento Shops. These and other cabooses are covered in our feature article on the subject beginning on Page 10 of this issue. P. Allen Copeland Collection

CLASS 1 & 2
RAILROAD NEWS

Atchison, Topeka, and Santa Fe - modified 40 flat cars late last year for use in carrying wrecked freight cars. Thirty-one are classe FT-47 and are numbered ATSF 88900-88930. These are 88'7" special service flat cars (AAR:FMS). The second class are FT-51's now numbered ATSF 88931-88939 (9 cars). The FT-51's are 89' FMS flats. Both series have 10" shock control cushioning.

The articulated "Ten-Pack" piggyback trailer cars of the series ATSF 298946-298997 are being modified to accept 102" wide track trailers by adding 4" to each side of the platforms. It appears that Santa Fe will modify all of these in the series.

An additional six FT-107 class single-trailer flat cars were rebuilt early this year with numbers ATSF 299595-299600 (note that 299599 and 299600 are indeed FT-107's).

Santa Fe also has acquired quite a few new stack container cars - see the "Stacks & Racks" column for more details.

Santa Fe has been known to use their gondolas for container carrying....however, recently an entire train of Railgon GONX gondolas was seen with containers....an interesting variation to the intermodal world! -David G. Casdorff

Burlington Northern - has placed in their lettering and numbers two series of piggyback trailers. The first, BNZ 230000 series are ex Transamerica's, still in full Transamerican logo and livery. The second group is the BNZ 250301 series from Availco. These too are still in full Availco logo and livery. - David G. Casdorff

Chicago, Central and Pacific - continues to receive a number of used cars. Some of their covered hoppers are coming from the Illinois Central 56000 series cars. CC has acquired at least 22 of these and has retained the IC numbers. - Carl W. Shaver

Chicago & North Western - Their new group of single-trailer intermodal flat car conversions are now showing up in standard CNW yellow livery. The latest conversion date on these so far is March, 1986. These are being done by a private car rebuilding company. - Carl W. Shaver

Chicago, South Shore & South Bend - recently acquired ten 52'6" gondolas that were originally lettered for the Rock Island. These are covered gondolas (with roofs) that were part of the series of 50 cars in the Rock Island series 3820-3869. (Chicago Rail Link - LSBC may have been an intermediate operator). - Carl W. Shaver

Denver & Rio Grande Western - has received 125 used 55'3" Trinity built covered hoppers numbered DRGW 10546-10670. These are from the Trinity Industries series TILX 1555-1709. - Carl W. Shaver

Seaboard System - cars in the series SBD 140930-140971 are ex- Pittsburgh, Allegheny and Mc Kees Rocks RR 50'6" 70-ton boxcars built by JJ Finigan in 1980. - Al Tuner

Soo Line - has acquired a number of rotary ended hopper cars numbered in the 62300's, 62400's and 62500's from at least three different sources. So far, these are ex- Western Pacific, Upper Merion and Plymouth, and PLM Financial Services cars (ex- WP,UMP and PLMX). Cars were built in 1979 by both Greenville and Bethlehem Steel. - Robert L. Elliott Jr. / Carl W. Shaver

Southern Pacific - is expected to receive 300 new built center-beam flat cars in July this year. SP has been using an increasing number of "foreign" flat cars for lumber service due to a shortage of this type car on the SP. As a result, The SP has received two new classes of rebuilt general-service flat cars from Gunderson. The first class, F-70-92G has a drop-center side sill. These were built in 1966 and rebuilt by Gunderson in May 1986. The second class are the F-70-93G's with a straight side sill. These were also built in 1966 and rebuilt



(ABOVE) Southern Pacific 700040, part of a series of newly acquired rebuilt general-service flats for lumber service. Built in 1966 and rebuilt in May 1986 by Gunderson, the car is a General Steel Industries design. SP has assigned a new class to this series of cars; F-70-92-G. David G. Casdorff photo

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CONTENTS

Features

- New York Central's All Steel
House Car of 1912
Al Westerfield.....4
Delaware, Lackawanna & Western
Ice Car Series 5700-5799
R. Fisher.....5
Sherman, Shreveport & Southern
Freight Cars
Cyril Durrenberger.....9
General American's 70-ton
Refrigerator Car of 1937
P.A. Copeland and E.A. Neubauer....10

Columns

- Freight Car News.....2

Freight Cars Journal is devoted to the study of railway freight cars of all eras and geographical regions. Subjects include - design evolution, rosters, modeling, builders' histories, Spotter's guides and identification notes, Data exchange, News and current affairs, Class I, II, Shortline Railroads and Private owners and lessees.

- COVER PHOTO -

U.R.T.X. 89047 built in May 1937 for service with The Milwaukee Road (C.M.St.P & P). This photo shows the "A" end. Other photos, drawings and text for this unique series of 'giant' refrigerator cars appears in the article on "General American's 70-ton Refrigerator Car of 1937" beginning on page 10 of this issue.
P.Allen Copeland Collection

FREIGHT CAR NEWS

CLASS I & II RAILROADS

Atchison, Topeka and Santa Fe has been acquiring a number of intermodal equipment items lately. First, Santa Fe has placed in service around 400 45-foot containers from two sources. About 350 are ex Lykes Steamship (LYKU) containers. These are the plain blue ones that have been appearing in many Santa Fe container trains. These are numbered in the SFTU 258000's. They are made by Kawasaki in December, 1984. Fifty other 45-foot containers come from Sea Containers. This later series is numbered SFTU 258200-258249. These are orange containers built by HMIC in November 1985. Next, Santa Fe received less than 100 48-foot containers of both the "smoothside" and "corrugated" variety. Both groups of these 48'ers are numbered in the SFTU 259000's. The smoothsides are mainly white and were built by Neptune in 5-86. The corrugated ones are orange and were built by HMIC in 12-85. Both bear Sea Containers serials and owner-lessor plates. Lastly, Santa Fe acquired a number of new 45' x 102" piggyback trailer vans. These were originally Brae (BRAZ), then were apparently acquired by XTRA and then apparently leased to the Santa Fe. Numbers are in the SFTZ 730800's. (DGC)

Burlington Northern has acquired two new series of used box cars. The first numbered in the BN 223000's are 70-ton 50'6" box cars from the Seaboard System series SBD 162043-162242 that were originally built by Pullman-Standard for the Seattle & North Coast SNCT 1100-1299 series in 1980. The other group is numbered in the BN 223200's and is ex- Oregon & Northwestern RR (ONW) from their 5001-5250 series built in 1979 by Fruit Growers Express. This later BN box cars are also 50'6". (DGC)....

Chicago & North Western has recently been receiving a number of used cars. 100 covered hoppers built by Bethlehem Steel in 1974 from Procor's UNPX 121100 to 121242 series have been placed in the 'North Western's CNW 435000-435099 series. In addition, 662 cars built by various manufacturers were acquired from General Electric Railcar (NAHX) and have been sighted with numbers in the CNW 470200's through 470700's. These are standard modern 100-ton rectangular covered hoppers. Lastly, CNW 40000 was renumbered 780500 in 8-86 and rebuilding continues in this series with CNW 780560 rebuilt in 7-86 to a piggyback(FC) flat. (CWS).....

CSX Transportation/B&O gondola number B&O 357360 built in 10-76 was modified in 7-86 with a superstructure designed to transport wide steel plates diagonally. The car also bears the new CSX logo. **CSX Transportation/Seaboard** has now acquired some former New Hope & Ivyland box cars (apparently from the NHIR 751-800 series?). New Seaboard number sighted was SBD 142379. (CWS).....

Illinois Central Gulf acquired some 52'6" cushioned gondolas from the Soo Line series 64194-64269. ICG's new numbers for these are 246950+. (it appears that the Soo Line was not the original owner-anybody know who was?). (CWS)

Kansas City Southern has increased their intermodal equipment fleet quite considerably. First, 350 piggyback trailer 45' x 102" vans built by Fruehauf in May 1986. These are numbered KCSZ 631001-631350. Next KCS added 50 former Brae owned 45' x 102" wedge vans acquired through XTRA. These are numbered KCSZ 830101-830150. Lastly, 500 forty-foot high cube (9'6" high) corrugated containers were placed in service leased from Interpool. These have numbers IKCU 692001-692500 and a medium sized KCS red & white logo in the corners of the containers. (DGC)....

Soo Line recently acquired some covered hoppers. Early this year the Soo placed 50 rebuilt (not new as other publications have reported) 37'0" covered hoppers with numbers SOO 100000-100049 in service. The were rebuilt by Pullman Leasing in March 1986 from early design Pullman-Standard grain hoppers. The Soo also acquired a number of new built Pressure differential ACF Center Flow (PD 5000) covered hoppers built in August, 1986 by AC&F. These are numbered in the SOO 101000's. (DGC/CWS)....

Union Pacific converted a number of the loader-equipped UP 517555-517654 series to general-service boxcars (XM) by removing the pneumatic bulkheads and related equipment. The cars were built in 1978 by Pacific Car & Foundry. Conversions were done by the U.P. in May and June 1986. The car's light weight was reduced about 3000 lbs. (DGC)....

SHORTLINES

Copper Basin Rwy placed in service 100 brand-new built bright red and white lettered 73'0" Thrall center-beam flat cars (note this extra-long size). They were built in June and July 1986. The numbers are CBRV 1600-1699. The CBRV has also apparently taken over most of the Nevada Northern cars. These include numbers (sighted so far) - 100, 501-540, 1200-1229 (see also FCJ 12 page 5 under Nevada Northern), 3984-4049 and 3900-3982. All Nevada Northern numbers remain the same under CBRV marks. (EAN/CWS/DGC)....

Escanaba & Lake Superior picked up some 1967 Pullman-Standard boxcars that were formerly Kansas City Southern 110001 series. The E&LS has numbered these in the 6000's. (CWS)....

Gloster Southern, a Georgia-Pacific subsidiary has acquired a presently unknown number of boxcars from the Ashley, Drew and Northern. Cars are numbered in the GLSR 1600's. (CWS)....**Green Bay and Western** received some of those originally Bangor & Aroostook mechanical refrigerator cars apparently via the Wisconsin and Southern series 11100-11149. (numbers not changed from original BAR series). (CWS)....**Gulf & Mississippi** acquired a number of former Lincoln Grain cars including 18 ACF Center Flows numbered GMSR 282-311 (previously LGIX 282-311) and 14 cars numbered randomly from 1014-1075 (not all numbers used). GMSR's 40401-40440 series (see also FCJ 7-86) built 1977 by ACF are ex Warwick Railway nee Providence & Worcester 60001-60300 (CWS)....

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C O N T E N T S

Features

Reading Co. Freight Equipment
Numerical List 1885-1901
Eric A. Neubauer.....4

Columns and Series

Freight Car News
The latest purchases and
transactions.....2

The Paper Train:1
Papermaking processes, Ontario
Northland boxcars and OMYA
limestone slurry tankcars.....14

RACKS:1
North America's newest built
auto racks and conversions
reviewed.....2

STACKS & FLATS:1
Production lists for "Front
Runner" and Thrall double-stack
intermodal cars (H.O. scale
models by Front Range and
A-Line resp.).....3

- COVER PHOTO -

P & R 14499 as built by Pressed Steel Car Co. in 1900 or 1901. Class XMc. Series 14000-14499 (500 cars). This is one of the cars listed in our feature article "Reading Co. Freight Equipment Numerical List 1885-1901 beginning on page 4 of this issue. Copyright 1987 Craig T. Bossler Collection.

RACKS: 1

by David G. Casdorph

First off you'll probably note that we've decided to split the "RACKS" portion of the column off from the "Stacks" portion. We felt this was best for subject continuity.

Quite a few things have happened in the "world of racks" since the July issue of FCJ. Generally speaking, there seems to be a trend of converting older open-top or open end enclosed-side racks into fully enclosed auto racks.

Let's review some of the highlights of the past year. [1] Santa Fe placed in service 100 new tri-level fully-enclosed racks built by Thrall Car, Winder, GA in late 1986. This is the first equipment for sometime to actually receive "ATSF" reporting marks. Numbers are ATSF 700200-700299. The flatcars were rebuilt by Santa Fe also in late 1986. Santa Fe class for this new series is TL-12. [2] Conrail placed two new classes of racks in service. The ML2F's were built by Greenville in 6-7-86 with "clamshell" doors and placed on TTGX initialed flats. The ML3E's were built by Thrall Car, Winder, GA in 7-8-86 and placed on ETTX initialed flats. Both of these are fully enclosed and are bi- and tri-level racks respectively. [3] CP Rail has been quite active with new built racks from Thrall Car mounted on Trailer Train flatcars (first time I've seen a Canadian company do this). So far we've seen ETTX, TTBX and TTGX initialed flatcars with their respective type of rack. First dates we've seen were 10-86, with the latest being 1-87. CP Rail also acquired a small number of nee-Milwaukee racks from the Soo Line in late '86 as well. [4] Florida East Coast acquired a small number of new-built bi-level racks from Thrall Car's Cartersville plant in December 1985. [5] Grand Trunk Western converted their 1984 TTNX initialed open-end (no doors) bi-levels to TTGX initialed bi-levels by adding doors. This was done by Greenville in 9-86 by adding their new design R.A.V.E. doors. [6] Norfolk & Western converted their class FT-54 TTVX initialed tri-levels to fully enclosed ETTX type racks in 12-86. N&W also acquired their FB-101 class TTGX type bi-levels built by Greenville in 3-4-86. [7] Southern also added another class, the FT-604's built by Thrall Car Chicago Heights (job 891) mounted on ETTX initialed cars. Southern also has been refurbishing the SOU 159000-159200 series tri-levels in 8-11-86. New class these are FT-66. [8] Southern Pacific had the SSW's Pine Bluff shops replace the chain doors on the SP 516313-516412 series with new "clamshell" doors in 9-11-86. A few of this series have had the inside second level removed and new equipment installed for saddleback style transport of large straight trucks and tractors. These also have roll-up doors on the ends of the racks. In addition -the logo on the side reads "Southern Pacific Unilevel" (SP 516396 as the example). [9] Finally, a new railroad entering

the auto rack business is the Waterloo Railway Co. In mid-1986 they acquired nearly a hundred new built racks (built by Thrall Car Cartersville). They are mounted on Trailer Train TTGX initialed flats. Waterloo's racks are painted a cream yellow with a large black WLO "logo" on the rack superstructure. They are bi-levels and WLO numbers them in the 1700's.

I thank Hal Brown Jr. and Ed Flaughter for their invaluable first-hand sightings that made this column possible!

FREIGHT CAR
NEWS

Trinity Industries has just acquired Greenville Steel Car and Ortner Freight Car. This adds to their previously acquired Pullman-Standard and General American Transportation plants and new building rights and designs.

CLASS I & II RAILROADS

Chicago & North Western acquired a number of second-hand Pullman-Standard built 50'6" boxcars (PS lot 9988) from the Vermont Rwy., VTR 11000-11299 series. New numbers are in the CNW 640000 series. (CWS) Denver & Rio Grande Western acquired 200 new built 45' 102" insulated piggyback trailers built in October 1986 by Stoughton. Series is RGTZ 730000-730199. Illinois Central Gulf is renumbering their former Rex Railways cars (CLP, VTR, LVRC etc.) from the ICG 531000's to the 31000's (CWS). Kansas City Southern acquired 100 ex-Railgon 52'6" gondolas in 1986. New numbers are KCS 803006-803995 (HAL). Seaboard System (at that time) early last year acquired 100 Pacific Car & Foundry built boxcars second-hand from the St. Marys RR series 9001-9100. New series for these are SBD 142260-142359 (CWS). Union Pacific. Thrall Car Clinton shops rebuilt 67 cars into A-frame bulkhead flats in 5-6-86. Numbers are UP 217075-217141. These are 61'0" cars originally built in 1970 (CWS).

SHORTLINES

Atlanta & St. Andrews Bay Rwy acquired 49 used 1977 FMC built boxcars from the Lake Erie, Franklin & Clarion RR LEF 1000-1049 series. New numbers are ASAB 7400-7448 (CWS). Copper Basin Rwy picked up 25 used 52'6" gondolas formerly lettered MNS 6100-6124 from the Transportation Corp. of America. These 100-ton Thrall built gons retain the same numbers-thus the new series is CBRY 6100-6124 (CWS). Corinth & Counce RR received 25 used 50'6" boxcars from the New Orleans Public Belt. New series is CCR 6806-6830 (CWS). Escanaba & Lake Superior RR has acquired nearly 300 used St. Lawrence RR 50'6" boxcars. The ELS numbers remain unchanged from the NSL 101600-101899 series (built as Pullman-Standard lot 9962) (CWS). Hollis & Eastern RR placed in service 60 brand-new purple and white 60'8" 100-ton bulkhead flatcars built by Pullman-Standard (Trinity) as lot 2013 in 12-86=1-87. Series is HE 16001-16060 (HAL). CWS=Carl W. Shaver. HAL= Hal Brown Jr.

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C O N T E N T S

Features

Richmond, Fredericksburg and Potomac Freight Car Roster c.1985 Eric Neubauer and Jim Stanitz.....	3
Southern Pacific Train Consists Part 2: SECIY Trains Pat Holden.....	11
White Pass & Yukon Freight Car Roster Don McQueen.....	14

Columns and Series

Freight Car News The latest purchases and transactions.....	2
LO: The Covered Hopper Column:1 A review of designs produced in the last five years.....	7
Basic Freightcarology:1 An introduction for the newcomer.....	11
The Paper Train:2 Major kaolin firms and the Sandersville RR.....	12

Cover Photo

RF&P 2268, part of a series built in 1972 by FGE, it's part
of our feature beginning on page 3. J.R. Quinn photo

CLASS I & II RAILROADS

Atchison, Topeka and Santa Fe acquired 150 covered hoppers that are ex- Koppel, Inc. KPLX 20000-20149. The cars were built in 1979 by Marine Industries. Santa Fe has numbered these ATSF 317500-317649. Santa Fe class designation is GA-907. In addition, the Santa Fe is operating 10 more Gunderson built double-stack articulated container cars under their SFLC reporting marks. These are numbered 254010 to 254019. Santa Fe is also operating 10 more Trailer Train owned/ DTTX initialed stack cars also built by Gunderson in 3-4-87. (DGC).....BC Rail has received an additional 125 100-ton centerbeam bulkhead flatcars from Thrall Car in 10-86. These are 71'0" cars and owned by the Transportation Corporation of America. Thrall Job number is 409. (EAN/CWS/FOLEY).....Burlington Northern continues with their program of refurbishing and rebuilding their heavy insulated boxcar (RBL) fleet. Many of these are showing up with no "BN" logos. BN has also added 25 new double stack container cars in their own reporting marks, logo and livery. Ten are the new Trinity "Backpacker" design and 15 are Gunderson design. In addition BN is operating a number of Trailer Train owned/ DTTX initialed Gunderson built stack cars also. In other news, BN acquired 2 cars (BN 223398-223399) that were originally Galveston Wharves cars. (EAN/MWH/CWS).....Canadian National is using 100 new built 73'0" centerbeam bulkhead flat cars built by Thrall Car (job number 423) in 12-86. The cars are painted in Trailer Train yellow livery. Car numbers are CNA 623000-623099. (CWS/EAN).....Chicago and North Western has placed in service three new series of older built FGE RBL cars. This includes CNW 540050-540064 (FGE built 1970, 50'1", 70-ton); CNW 543000-543125 (51'1", 70-ton); and CNW 546000-546175 (1963/64 built, 50'1", 70-ton). (CWS).....Chicago, Central & Pacific acquired 50 used boxcars originally built by Pullman-Standard for the Terminal Railway Alabama State Docks. These are from the series T ASD 77001-77300. CC numbers 1-50. Also, CC has recently begun limited double stack service with usually a DTTX 64000 series (Trinity design) car received from the Union Pacific twice weekly. (FOLEY).....CP Rail acquired 92 newsprint boxcars from the Minnesota, Dakota, and Western's series MDW 7000-7099. The cars are 70-ton, 50'7" single-plug door XP boxcars. CP Rail has numbered these CPAA 86000-86091. (CWS).....CSX Transportation is receiving a number (possibly all) of coal hoppers from Inland Steel Coal Co. The cars are appearing relettered in C&O reporting marks with no changes in the former numbers 10001-10300. (CWS).....Grand Trunk Western rebuilt and renumbered from a 12-74 built 60'9" boxcar series, 58 cars in early 1986 into plate F+ high cube cars. The new numbers are GTW 384500-384557. The main alteration was to raise the roof. (CWS).....Kansas City Southern acquired 110 new built rotary unit coal cars in early 1986 (3-86 date) built by Thrall Car. The cars have a 4000 cuft capacity. KCS numbers are 222003-223093 (remember the last digit is a check digit) (FOLEY).....

SHORTLINES

Apalachicola Northern added 49 Pullman Standard built 50'6" boxcars, numbers AN 2102-2150. Also, a presently unknown number of former New Orleans Public Belt (NOPB) boxcars numbered AN 2202 and up, were recently added. (CWS).....Copper Basin Rwy recently added 44 used 61'1" bulkhead flat cars ex OPE 16001 series (believed to be originally ITC 1400 series). Copper Basin did not change the numbers of the OPE series. Therefore these are now CBRY 16001-16044. (CWS).....Kyle RR Co. received 400 Marine Industries built covered hoppers second-hand. The cars were built in 1980. Presently, we do not know former operator. Numbers are now KYLE 16100-16499 (which are the same numbers as former operator).Larinburg and Southern has a new series of used cars that were originally one of the NRUC roads. Series is 4101 and up (highest number so far is 4185). (CWS).....McCloud River RR increased its boxcar fleet with 75 used 50'7" boxcars from the Soo Line 178882 series that were originally Green Bay & Western cars. Numbers remained the same and these are McCloud River's MR 178882-178956 series. (CWS).....Manufacturers Rwy Co. (see the October 1986 issue Freight Cars Journal). Series MRS 15025-15049 are from the ACFX series 27000-27044. (CWS).....

Continued on Page 7

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CONTENTS

Features

Southern Pacific's 1987 Open Hopper Fleet David G. Casdorff.....	6
Denver and Rio Grande Western Freight Car Roster of the 70's and 80's Jim Eager.....	10

Columns and Series

Freight Car News The latest purchases and transactions.....	2
Railborne Piggyback trailer and container news and history.....	5
Logos & Liveries: 1 Spotting New England repaints.....	8
Stacks & Flats: 2 A key to modern articulated double stacks.....	9

- COVER PHOTO -

SP 481141, one of 150 coal hoppers built in 1977 by American Car & Foundry for the Southern Pacific as class H-100-34. This 13-post steel triple hopper has an exterior length of 48'9" and 3,433 cubic foot capacity. This car is from the series 481000-481149. More Southern Pacific open hopper information can be found in the article beginning on page six of this issue. Photographed at Mojave, California in 1986.

David G. Casdorff

FREIGHT CAR
NEWS

CLASS I & II NEWS

BURLINGTON NORTHERN has been acquiring a number of second-hand covered hoppers formerly lettered for Lincoln Grain (LGIX) in recent months. Included are nearly 100 "rectangular" 100-ton grain hoppers and approximately 35 ACF Center Flow cars (BN 449700-series and 475040-series respectively). In addition BN has also joined GACX and MP with quasi-articulated Airslide covered hoppers. These consist of two 2600 cuft single Airslides semi-permanently coupled together and assigned one car number with A and B units. So far, BN is known to have modified 16 of these numbered BN 413405 to 413415. (MBF/EAN). **CANADIAN NATIONAL** acquired 50 used woodchip cars that were formerly CIRR 5100-5149. CN has numbered these 873700-873749. (DLK). **CHICAGO AND NORTH WESTERN** series 780501-780699 single-trailer piggyback flats have a last known conversion date of 2-87 (780670). The CNW has also added two series of used gondolas from a presently unknown source. These are numbered in the 350000-series and the 370000-series. (CWS). **CP RAIL** acquired a number of Lake Erie and Franklin (LEF) 1100-series 50'6" single-door boxcars built in 4-5-78 by USEX BL. CP Rail has numbered these CCAA 208775+ (up to 208873 so far). (TH). **CSX TRANSPORTATION** (Chessie System) has placed in service a small number of appliance cars that are being leased from GERSCO. The cars were originally from the Rock Island 32550-32564 series built by Berwick in 1973. The unusual note about these cars is its livery - overall boxcar red (brown) with no Chessie or CSX logos, only reporting marks and data. CSX acquired these in March 1987 and are numbered C&O 166622-166629. (DGC). **CSX TRANSPORTATION** (Seaboard System) has acquired an unknown number of 1980 Trinity built 100-ton covered hoppers of their 4750 cuft design. Numbers are SBD 253435+ (sighted up to number 253522 so far). (DGC). **ILLINOIS CENTRAL GULF** has acquired a small number of RBL-insulated boxcars (Evans 5100 cuft design) that are probably ex-USLX, nee-ARMH, (ICG 151532 built 8-75 sighted). (CWS). **MISSOURI-KANSAS-TEXAS** has very recently acquired a number of covered hoppers. This includes 30 cars leased from Chicago Freight Car Leasing and are numbered MKT 6664-6693. These are two-bay ACF Center Flows originally built in 1975. The Katy has also acquired a number of ex-UP CH-100-26 class Pullman-Standard 4750 cuft covered hoppers (73000-series) and ex-MP 711630-series Pullman-Standard 4427 cuft covered hoppers. The MKT has retained the respective UP/MP numbers but has assigned their MKTT (the old MKT of Texas) reporting marks to these cars. (MBF). **NACIONALES de MEXICO** placed in service a number of new two-bay covered hoppers built by CNCF 5-8-86. The 84 cubic metre cars are numbered in the NdeM 122000-series. (DGC). **SOO LINE** began receiving 75 ex-MEC 105051-105125 (nee P&W) 89'4" piggyback flats in June 1987. The Soo has numbered these (consecutively) SOO 54895 to 54969. (LL). In addition, 100 former Delray Connecting RR (DC 6000-6099) 100-ton Brae owned open hoppers (HT) have been placed in service as SOO 121200-121299. (CWS). **UNION PACIFIC** acquired two 6-unit aluminum rotary gondolas built by Trinity's Fort Worth plant in 8-86. The car is a 1,336,000 GT (nominal capacity), weighs 241,800 lbs tare, is 315'2" long, has 12 axles and a cubic capacity of 25,980 cuft! UP class is G-600-1. (MBF). UP has also started a "Bulktainer" service with Sea Containers owned 20' containers. The orange framed, white tank container has UP shields on ends and sides (example: SCPU 871484-0 HK 2276). UP has also placed in service a number of new 73' Gunderson built center-partition flatcars. Dates of 5-6-87 so far. Numbers are in the new 273000 series. (JD).

SHORTLINE NEWS

With this issue we begin placing the State abbreviation for the location of the Shortline.....

AT&L RR (OK) acquired 26 new built 52'6" gondolas built by CNCF in 7-86 (XTRA owner-lessor). Numbers are 96000-96025. The cars are being used for gravel transport. (MBF). **COPPER BASIN Rwy** (AZ) has acquired a number of ex Western Pacific 1451-series 61'1" bulkhead flatcars. Copper Basin Rwy has retained the former WP numbers. (CWS). **FERDINAND RAILROAD** (IN) has acquired a number of former CIRR 91200 series (154XP, 2-3-80 SIECO AC, 5183 cuft) 50'6" single-door boxcars in May 1987. (MBF). **GLOSTER SOUTHERN** (AR) recieved fifty 52'6" boxcars built by SIECO ATL in 1979 for the ADN 9400-series (these are former ADN 9500-9549). (circa 1986 via another [unknown] operator. (HAL).)

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CONTENTS

Features

Charleston and Western Carolina's 36-foot Boxcar #1939 <i>R. Fisher</i>	6
The H.O. Scale Auto Parts Boxcars of Mark Ala <i>Staff</i>	12

Columns and Series

Freight Car News <i>The latest purchases and transactions</i>	2
LO: The Covered Hopper Column #2 <i>Design families and clearance diagrams are discussed</i>	5
Corrections <i>Keeping FCJ as accurate as possible</i>	5
Railborne <i>Pup-trailer-on-flatcar operators are discussed along with the latest news</i>	13

- COVER PHOTO -

C&O 164243 is one of a series of 50 newly-built auto parts boxcars delivered to the C&O just before the final merger into CSXT. These are the first boxcars built in the United States for interchange service since 1983 when the Burlington Northern received its high-cube paper box cars from United American. Though not a large order, nor a general-service boxcar, the cars do indicate the need for boxcars in this intermodal age. The cars were built by Trinity Industries' Pullman Standard Manufacturing Bessemer, Alabama plant in June 1987. Photos on back cover.

FREIGHT CAR
NEWS

CLASS I and II RAILROADS

ATCHISON, TOPEKA and SANTA FE -

The Santa Fe has been very active in rebuilding and acquiring new and used gondolas this past year.

Santa Fe is ordering 100 65-foot, 100-ton gondolas from a presently unknown builder. The railroad has also acquired 115 used ex-P&LE 50000-series gondolas. The ex-P&LE gons are numbered ATSF 68000-68114 and bear a Santa Fe class Ga-217. These are 52'6", 100-ton 1980 Greenville built cars. They were acquired by the Santa Fe in early 1987.

Santa Fe rebuilt 200 52'7" gondolas now in the series 74100-74299 at its Topeka Shops in late 1986/early 1987 by refurbishing and making solid ends from former drop ends. These are Ga-97 gons from the 71500 and 75500-series.

Another 150 former drop-bottom GS gons were rebuilt and converted into solid bottom mill gons. These are now numbered ATSF 74460-74609. ATSF class is Ga-144 from the 64625-64824 series built in 1965. Conversions were done by replacing the bottom doors with solid sheets of steel and reinforced with numerous cross-beams under the new floor. Topeka Shops did these in August and September 1987.

ATSF 164100-164249 is the new series for 150 rebuilt 65'6" gondolas from the 168150-168399 (Ga-103, built 1958) and the 164400-168549 (Ga-91, built 1955) series. The rebuilding includes a 1" higher inside height (cubic capacity from 1777 to 1862) and making the drop ends into fixed ends. Known dates for these rebuilds are 3-5-87 by the Topeka Shops.

Santa Fe is also leasing 22 newly rebuilt (by Gunderson 7-87) 100-ton 60' container flat cars. These are capable of carrying three 20-foot containers. Numbers are SFLC 903000-903021. (DGC)

BURLINGTON NORTHERN - BN has been acquiring a number of covered hoppers, insulated boxcars and reefers recently.

Trinity Industries is delivering 300 new built 100-ton (207LO) 3000 cuft cement hoppers to the BN. Numbers are BN 441200-441499 (deliveries began in August 1987). These were built by Trinity's Fort Worth plant. The cars are gray with no BN logo. In addition, BN is scheduled to get a number of cement hoppers from Pullman Leasing. BN has also acquired a presently unknown quantity of grain hoppers from the MBFX 4825-4974 series (built 1979 by Trinity; BN 459795 is an example).

Sixty (60) used insulated loader-equipped boxcars were acquired for the BN Golden, Co (Coors Beer) pool. The cars were rebuilt by Evans' Junction City shop in 8-9-87. BN numbers are 734225 to 734284. These were built in 10-67 and have a cubic capacity of 5187 cuft. Though not confirmed they are thought to be ex-ATSF 625000-series Bx-128's.

Late in 1986, BN converted 75 former reefers into carbon dioxide cooled reefers. These 54'9" RB's are numbered BN 751000 to 751076 (known conversion date of 10-86). (MBF/CWS/DGC)

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- COVER PHOTO -

MP 715538 is shown here in original (but slightly weathered) markings. Missouri Pacific's covered hoppers were all delivered in standard light grey (almost off-white) car bodies and black logos and data. Other cars, (Box, RBL, gondola, flat, and coal hopper) were painted a boxcar red (or brown) with white logos and data. There were a few exceptions but all cars illustrated in this issue follow these guidelines. This car comes from a series of 1000 cars built by FMC's Charleston, West Virginia plant (relatively few freight cars built there) in 1967.

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INTRODUCTION

Welcome to the 25th issue of FREIGHT CARS JOURNAL! This issue is being co-published by the Missouri Pacific Historical Society and the Society of Freight Car Historians.

About seven years ago I began compiling and researching data for a Missouri Pacific freight car roster. At the time, I did not realise what a massive project it would turn out to be. In 1981 there were just over 63,500 cars left on the roster. I originally started with the most current series, but eventually found my research leads were taking me back to cars that were built in the 1940's and 1950's. Most of these early cars, of course, had been rebuilt and renumbered by the time of their survival into the 1970's and 1980's. So, despite a number of cars occurring from the earlier eras, this roster is based on car series of the 1970's and 1980's. As far as I know this is a first time roster compilation to appear in print for any era of the Missouri Pacific.

As in our evolution of knowledge in any subject, I hope this roster will provide a starting point for future revisions. As most historians know, there comes a time when one's research gets to a saturation point, when it becomes time to publish in hopes that others will be able to expand the quantity of knowledge on the subject. Many of our locomotive rosters have developed this way over the years. I certainly welcome any additional information, corrections as well as comments on this roster.

I had hoped to cover more than what is presented here. I originally planned to cover modeling, piggyback vans and auto racks with this roster. The modeling part turned out to be larger than I thought and at the time of this writing was not as complete as I wanted it due to waiting on some special order items for the models (a common problem for the PROTOTYPE modeler - right!). So, the modeling aspect will be present later this year. The auto rack and piggyback van portions are as complete as I could get but I simply ran out of room and felt I could cover them more effectively in the RACKS and RAILBORNE columns of Freight Cars Journal.

As with any project as large as this - there were a number of individuals that without their help this project would have been impossible. I first would like to thank Gene Semon of the Missouri Pacific Historical Society and Joe D'Elia of the Union Pacific Historical Society for their time, effort and reviewing and sharing the information they had. Much of this roster is comprised of data from nearly 10,000 sightings of freight cars in service - a very important tool in any roster compilation. I am extremely grateful to these "car spotters" that provided the bulk of the sightings data. This includes Mike Foley, Carl Shaver, Eric Neubauer and Al Tuner.

For FREIGHT CARS JOURNAL members, we'll be back to our regular format in issue #26 with the news, regular columns and feature articles. We're also going to introduce a new modeling column and the return of a revised "The Freightcarologist." - David G. Casdorff



MOTIVE POWER REVIEW

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CONTENTS

Features

NORTHERN PACIFIC FREIGHT CAR ROSTER Circa 1940 <i>David G. Casdorff</i>	6
WISCONSIN CENTRAL'S NEW PAINT SCHEME <i>Curt Fortenberry</i>	12
RAILBOX RENUMBERINGS 1983-1987 <i>Gerald Morsello</i>	16

Columns and Series

FREIGHT CAR NEWS <i>The latest transactions</i>	2
CONSIST MISCELLANY <i>SP's DOBKU unit tank train</i>	12
OLD PIGS: 1 <i>Piggyback Trailer Archaeology</i>	13
THE FREIGHTCAROLOGIST <i>A new discussion and forum on modeling and history</i>	17
CORRECTIONS <i>Keeping FCJ as accurate as possible</i>	17
UNDEC <i>A new painting and decaling column</i>	18
RACKS: 2 <i>Trailer Train's reporting marks evolution</i>	18
THE PAPER TRAIN: 3 <i>HPAX LPs, "Yellow doors" and CRDX paper cars</i>	19

— Cover Photo —

NP 82663 was built in 11-36 at N.P.'s Laurel shops. The car is 40-6" IL and has a steel underframe. (Virl Davis photo)

FREIGHT CAR NEWS

With this issue we include all news items in this section including auto racks, piggybacks and stack cars.

CLASS I and II

ATCHISON, TOPEKA AND SANTA FE has placed a number of new built auto racks in service on rebuilt ATSF-initialed flat cars. There are two series each of bilevel and trilevel racks.

ATSF 88400-88449 (50) are bilevels built by Thrall Car Winder in late 1986. ATSF class is BL-6. These have "clamshell" doors. The second group of bilevels were built by Thrall Car Winder in 11-87 and have no end doors. These are ATSF class BL-7.

ATSF class TL-12 the first of the recent trilevel series were built in 11-86 by Thrall Car Winder. And in 12-87, Thrall Car Winder delivered another series of racks to the Santa Fe. These later racks are class TL-13.

BRITISH COLUMBIA HYDRO has recently acquired a new series of lumber flatcars. (CWS)

BURLINGTON NORTHERN has acquired additional used covered hoppers. This group is being leased from U.S. Rail Services and are placed in the BN 463000-series. These were originally from the NAHX 487000's. (MWH)

C P RAIL has been acquiring a number of boxcars rebuilt by TG Railway in Fort Worth, TX. The cars were originally built in 1971 by Pacific Car & Foundry as MILW 52510-series boxcars (CP 209943 rebuilt 7-87 is an example). (DK)

In addition, CPR took delivery of a small number of trilevel auto racks from Thrall Car Winder in 5-87. These are mounted on ETTX-initialed trailer train flat cars. (DGC)

CHICAGO AND NORTHWESTERN has acquired a number of former Railgon gondolas. These are being numbered in the CNW 350200-series. (CWS)

CNW is also getting more rebuilt single-van piggyback flats. The new series begins with CNW 780700 and includes two different designs of former boxcars including former P&LE 39500-series (CNW 780710 is ex-PLE 39630) and former MILW 52510-series (CNW 780763 is ex-MILW 52575). The cars are being rebuilt by TG Railway in Fort Worth, TX (DK)

CONRAIL has also introduced seven new classes of auto racks since in the past couple of years:

Class ML2E built 5-86 by Thrall Car Chicago Heights mounted on TTGX flats

Class ML3E built 7-9-86 by Thrall Car Winder mounted on ETTX flats

Class ML2F built 6-86 by Greenville Car mounted on TTGX flats

Class ML3F

Class ML2G built 7-87 by Thrall Car Winder mounted on TTGX flats

Class ML3G built 9-87 by Thrall Car Winder mounted on ETTX flats

Class ML3H built 10-87 by Trinity Greenville mounted on ETTX flat. (DGC)

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CONTENTS

FREIGHT CAR NEWS	
<i>The latest deliveries and acquisitions</i>	2
MODELER'S SHOWCASE	
<i>Model photos from our readers</i>	5
SANTA FE 50-FOOT 100-TON DOUBLE-DOOR PLATE F BOXCARS OF THE 1970's	
<i>An Ectomorphological Study</i> <i>David G. Casdorph</i>	6
McKEAN H.O. SCALE 50-FOOT ACF EXTERIOR-POST BOXCAR	
<i>A comparison to a close prototype</i>	12
THE FREIGHTCAROLOGIST	
<i>Freight car research forum and bibliography</i>	13
MISSOURI PACIFIC PIGGYBACK TRAILERS: A ROSTER OF MAJOR SERIES 1986	
<i>David G. Casdorph</i>	15
BIG THREE INDUSTRIES INC. TANK CAR PHOTOROSTER	
<i>David G. Casdorph</i>	17

— Cover Photo —

BIGX 1020 was built in 1985 for argon refrigerated liquid. It is part of an interesting small private fleet of tank cars of Big Three Industries, the subject of our feature article beginning on page 17

FREIGHT CAR NEWS

CLASS I and II RAILROADS

ATCHISON, TOPEKA AND SANTA FE. The Santa Fe has begun receiving its largest order of freight cars since the beginning of the Eighties. One-hundred Thrall double-stack articulated container cars numbered SFLC 254100-254199 were being delivered beginning in March 1988. The cars are the new 125-ton capacity cars (identical to the new APL order). This is also the first time a railroad class has been stenciled on Santa Fe double-stacks. These are class DS-6. Delivery dates so far are 3=4-88 and are part of the Thrall Job 474. (FK/DGC)

BC RAIL has taken delivery of 100 additional Thrall built center-beam flatcars numbered in the BCIT 873000-873099 series built 3-88. (CWS)

BURLINGTON NORTHERN. Thirty more double-stack container cars from Gunderson were recently added to the fleet. These are numbers 63935-63964. These cars are capable of carrying 20-, 40-, 45- and 48-foot containers.

New auto racks (the first for BN in several years) built by Thrall Car Winder in 3-88 were recently delivered. These are enclosed bi-level racks mounted on TTGX flats. Doors are of the "clamshell" type. BN also numbers their racks and these are numbered in the 20000's (e.g. 20062-20124 sighted).

BN is beginning a major refurbishing and re-numbering program on the former SLSF 42000-42499 series 70-ton 50'6" general service boxcars. The cars are being repaired, painted and renumbered into the BN 214200-214699 series. In addition the doors are being replaced with doors from a new manufacturer, Pick Ind. Inc., Annadale, MN. The new doors are a "panel" design similar to Superior and Equipco designs. Shop dates on the series so far are 1=5-88. (DGC)

CHICAGO AND NORTH WESTERN is converting a number of former grain hoppers into the new 3148 cuft cement hoppers (covered hoppers). These are being numbered in the CNW 438000-series. Dates of conversion by the Clinton shops so far are 11-87=3-88. (CWS/DGC)

CONRAIL has renumbered 155 former PCA 166000-series, class X-71 "50-foot" single-door boxcars into a new series now CR 208015-208169. There were originally 1000 cars built for the Penn Central by ACF in 1971. The remainder of the class are numbered in the CR 166000-166999 series. (DGC)

CSX TRANSPORTATION. In what is the BIGGEST news so far of this decade. . . . CSX has ordered 2000 grain hoppers to be built by Trinity Greenville beginning in September this year. AND 2000 coal gondolas are to be built by Bethlehem Steel also beginning later this year. This marks THE largest orders of freight cars for an American railroad since the late Seventies.

CSX has also acquired 120 open hoppers (2100 cuft, built by NSC in 1974) from the AC 8201-8500 series.

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CONTENTS

FREIGHT CAR NEWS	
<i>The latest deliveries and transactions</i>	2
A JOURNEY TO THE LAND OF PHOSPHATE	
<i>David G. Casdorph et al</i>	10
GENERAL AMERICAN TRANSPORTATION REFRIGERATOR	
CAR ASSIGNMENTS 1952	
<i>Courtesy Terry Metcalfe</i>	15
LO: THE COVERED HOPPER COLUMN #3	
<i>Discussion of rebuilt covered hoppers</i>	16
THE FREIGHTCAROLOGIST	
<i>Hot debates and research requests</i>	17
RAILBORNE	
<i>Tracking a pig-trailer</i>	19
THE MAPLE LEAF CARS #1	
<i>A New occasional series by Mark Kindrachuk</i>	20

— Cover Photo —

SIGN OF THE TIMES . . . XTRA recently sold their entire international container fleet to ITEL and then turned around and acquired a new fleet of domestic containers to be marketed under the signature mark "Container Train". XCTU 951073 is an example of one of the new 48-foot series being delivered from Monon. Livery is white container with XTRA standard red and gold reporting marks, "Container Train" logo and vertical "XTRA" logo. (David G. Casdorph photo)

FREIGHT CAR NEWS

CLASS I and II RAILROADS

ATCHISON, TOPEKA AND SANTA FE has received 1000 new 45-foot by 9'6" high by 102" wide insulated containers from American builder Monon during the second-quarter 1988. Numbers are SFTU 768000-768999. These have a 3219 cubic foot capacity.

Three Hundred new 48-foot by 9'6" high by 102" wide containers were also added with the 45-foot order from Monon. The numbers of these are SFTU 689000-689299.

The Santa Fe has received its first 48-foot piggy-back van trailers. These are being numbered in the SFTZ 610000-series and are built by Dorsey. The vans have the most current 48' long by 102" wide with 110" inside height specifications.

Additional information on the 125-ton stack cars of the SFLC 254100-254199 series mentioned in FCJ 27. There are now build dates ranging from March to June 1988 and so far includes Thrall builder's jobs 474 and 501.

TPW 50531-50540, ACF built RBLs were re-numbered into ATSF reporting marks and numbers in late 1987. The new series is ATSF 525560-525569. (DGC/CWS)

BC RAIL. Additional Thrall Centerbeams were being built in 4-88 from Cartersville for BC Rail. These are apparently a different series than the one mentioned in FCJ 27 (BCIT 873953 built 4-88, Thrall job 500-2).

More information on the BCIT 873000-873099 series mentioned in FCJ 27. These were built 2=3-88 by Thrall Car Cartersville as job 477-A. (EAN/HAL/CWS)

BURLINGTON NORTHERN has placed in service its first 125-ton double-stack container cars. These are owned by Trailer Train but have BN logos. The cars, numbered DTTX 73000-73029 (30 cars) were built by Gunderson in 5-88. This is a new design for Gunderson differing most noticeably in the lack of bulkheads so characteristic of the Gunderson design. The new cars side sill is much taller. The cars weigh about 89-tons and are capable of carrying 20-, 40-, 45- or 48-foot containers. Trailer Train has classed these as GWG 52.

In addition, a number of former GBRX/NYSW 6700-6719, nee GBRX 2000-2019 stacks cars has been acquired by BN in early 1988. These were built in early 1985 by Gunderson. BN 63993 is an example of a car from the new BN number series.

In mid-1987, BN acquired 14 former KWTX three-unit articulated single-level COFC/TOFC cars. They were built by Pacific Car and Foundry in 1984 and 1985. BN's numbers are BN 637300 and 627302 to 637314. Modelers in H.O. scale should note that this is the Front Range 4100/4110 kits.

250 more new-built 3000-cuft cement covered hoppers have been acquired from Trinity's Greenville plant. Build dates are 3-88 for the series. BN 441500-441749.

FREIGHT CARS JOURNAL

Volume 6 #1

Issue 29

January 30, 1989

EDITORS: David G. Casdorff
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Carl W. Shaver, Mark Kindrachuk, Mike B. Foley, P. Allen Copeland, C. T. Bossler, Pete Arnold and Gary A. Smith.

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CONTENTS

FREIGHT CAR NEWS	
<i>The latest deliveries and acquisitions</i>	2
READING FREIGHT EQUIPMENT NUMERICAL LIST 1901-1938	
<i>Eric A. Neubauer and C. T. Bossler</i>	5
UNION PACIFIC EXPRESS BOXCARS B-50-25	
<i>P. Allen Copeland and D. G. Casdorff</i>	15
CHICAGO NORTH WESTERN AND THE RALSTON PURINA RBLs	
<i>Carl W. Shaver</i>	17
RAIL BORNE	
<i>John Becker reviews Milepost 501's newest trailer kit</i>	18
EL RENO'S BOXES	
<i>David G. Casdorff</i>	19

— Cover Photo —

ROCK 528000 was built in 2-65 as part of Pullman-Standard lot number 9003.

The original series was the RI 27840-28349. (Pete Arnold photo)

FREIGHT CAR NEWS

RAILROADS

ATLANTIC AND WESTERN (NC) has acquired 22 new built Airlides from Trinity in 7-8-88. These are apparently being leased from GATX as they have GATX numbers. ATW 56539-56560. (DGC)

CHICAGO HEIGHTS TERMINAL TRANSFER

(Missouri Pacific/Union Pacific systems) has acquired a small number of new Gunderson built 125-ton double stack cars. Build date 7-88 is known so far. These are painted powdered blue and have the big Maersk lettering and logos. Numbers sighted so far are CHTT 1005-1015. (CWS)

ILLINOIS CENTRAL RAILROAD

has acquired 300 used boxcars from Conrail. These were originally Penn Central class X75 single door 50'6" boxcars built by Pullman-Standard in 1972 as PC 168000-168499. Illinois Central has renumbered these into their IC 504100-504399 series. (CWS)

MINNESOTA, DAKOTA, & WESTERN (MN)

has acquired at least a 100 former GTW 60' auto parts cars. The cars were originally built by Pullman-Standard in 1976 as lot 9834 and numbered GTW 375400-375499. These are being numbered in the MDW 1800-1915 series. (DGC)

MONTANA RAIL LINK

has become the first railroad to receive new built boxcars this year (as far as we know). MRL is getting 100 double plug, external-post, 50'6" Plate F high cube boxcars from Gunderson. Build date so far is 10-88. The cars have a 6156 cuft capacity and are equipped with Keystone E15GR end-of-car cushioning. Numbers are MRL 10001-10100.

In addition, among some of the used car acquisitions, MRL is getting 99 former BN 218600-series waffled high cube paper products boxcars. These were originally built in 1971 by ACF for the SLSF. MRL series is 15001-15099. (DGC)

SOO LINE

has acquired 25 new built Airlide covered hoppers from Trinity. Build date 8-88. These along with the ATW cars are the latest Airlides to be built after a several months hiatus in production. Soo Line numbers are SOO 109800-109824. (TH)

SOUTHERN PACIFIC

has been acquiring both new and used double stack container cars. The new cars come from Gunderson and were built in 10-88. SP class FC-320-1. These are the new "125 Service" cars with 48-foot wells. The cars are red with white lettering.

In addition, SP has acquired a number of Greenbrier Leasing cars both former GBRX and NYSW (Sea-Land) initialed. This includes 40 cars, numbers 2101-2106, 2202-2212 and 2344-2376. (DGC)

FREIGHT CARS JOURNAL

Volume 6 #2

Issue 30

April 30, 1989

EDITORS: David G. Casdorph
Eric A. Neubauer

STAFF: John L. Becker Ed McCaslin
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Duane L. Karam Jr.

NEWS/SIGHTINGS/CONTRIBUTORS:

Carl W. Shaver, Mark Kindrachuk, Mike B. Foley, Lee Fisher, C T. Bossler, Chris Toth,
Don McQueen.

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FROM THE EDITOR

Welcome to issue #30 of Freight Cars Journal. There are several items I wanted to bring to your attention.

As you've probably noticed we've accelerated our MONOGRAPHS program. The idea behind these is the result of numerous readers writing in and asking for more material even if the dues go up. I do want to get much, much more material in each FCJ. . . but I feel this should be the result of increased numbers of members (which is the only way other than advertising) to increase page count. At the same time I did not want to raise dues. . . some people are on a very fixed income and they're barely able to afford the dues now. Thus, came about the Monographs. . . it allows those members that can afford more and want more to acquire more at your discretion. These Monographs will be printed in very limited quantities (150-300 each) and will not be reprinted unless somebody wants to lay down the money for at least a hundred reprints. I base the quantity on the number of orders I've received by the pre-publication date.

As of March 1st, 1989. . . there are less than 100 copies left of Monographs numbers 1-5 (some are below 50). So, if you want them. . . get them soon.

Next, the Post Office changed our zip code. . . so I had to send out CofA's and change advertising etc. anyway. . . I thought I would get a larger box (I've had that 1458 box for nearly 15 years). Therefore, please note our new address:

FREIGHT CARS JOURNAL
P. O. BOX 2480
MONROVIA, CA 91017

We plan to do a series of bi-annual freight car reviews on each of the nine major US/Canadian railroads. This presently includes ATSF, BN, Conrail, CSX, NS, SP, UP and CN, CP. The first will be CSX, Conrail and Norfolk Southern. What we need are good B&W prints etc. and anybody that wants to do an article or whatever. Please don't send photos yet. . . but if you could drop us a line and explain what you can help with. . .

Lastly, you'll note the change in news presentation. It's computer generated print. The reason for the change is primarily to decrease the timelag between closing date of the news and the publication date.

CONTENTS

FREIGHT CAR NEWS

The latest deliveries and transactions 3

UTLX #75966

Lee Fisher 12

PULP AND CHIP EQUIPMENT IN THE SOUTHEASTERN PAPER INDUSTRY

Neill Herring 16

SEABOARD SYSTEM WOODCHIP HOPPER CAR FLEET

Eric A. Neubauer and Neill Herring 19

RAILBORNE

John L. Becker 24

LOGOS & LIVERIES 2: NORFOLK SOUTHERN STANDARD COLOR SCHEME 1988

Chris Toth 24

STACK & FLATS 3: TRAILER TRAIN'S F89G AND THE SIERRA CAR AND FOUNDRY HO SCALE MODEL "KTTX"

David G. Casdorph 25

ON BOXCARS REBUILT WITH TWO DIFFERENT ENDS

David G. Casdorph 26

THE FREIGHTCAROLOGIST

Letters to the Editor and Research Requests 26, 28

UNION PACIFIC'S (MISSOURI PACIFIC) NEW REBUILT 100-TON HIGH CUBE BOXCARS

David G. Casdorph 27

HEAVY CAPACITY AND SPECIAL TYPE FLAT CARS

Craig Bossler 28

— Cover Photo —

SBD 433331. Built 7-75 by Greenville Steel Car, Vidalia, GA 10/15/87.

FREIGHT CARS JOURNAL

Volume 6 #3

Issue 31

July 28, 1989

EDITORS: David G. Casdorff
Eric A. Neubauer

STAFF: John L. Becker Ed McCaslin
Jim Eager Al Tuner
Tony Hodun Richard Yaremko
Duane L. Karam Jr.

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Don McQueen, Terry Metcalfe, Ken Ardinger, William Jamison, Thomas E. Cobb, W.G. Callow,
John Nehrich, Peter Arnold, Dwight Jones.

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CONTENTS

FREIGHT CAR NEWS

The latest deliveries and transactions 3

MILWAUKEE ROAD FLEXI-VANS MARKS I & II

Richard Yaremko 13

LATE STEAM ERA L.P.G. TANK CARS

David G. Casdorff 23

THE BPLNTH NUMBERS

William Jamison 26

HARRY FERGUSON'S CARS HAVE GONE ASTRAY

A letter of October 18, 1951 26

WHAT HAS BLACK MARKINGS AND IS ORANGE ALL OVER?

A Review of IC/ICG's Box Car Paint Scheme 1960's-1989
David G. Casdorff 28

FROM THE EDITOR

This is our first special color issue. We've been able to afford this because of the number of new people joining and the amount of back issue sales. We will *not* be able to do this every issue at the present membership level. Hopefully, as new members join we'll be able to do more issues with color and more color per issue.

Membership as of May 10, 1989 is 721 with another 105 copies going to hobby shops. I hope to be able to get some new flyers made up describing the Society and its efforts which can be handed out at various conventions and meets around the world. The more people belonging means not only more pages and color in FCJ, but also more ideas and a greater information pool available for our study of freight cars.

Persons wishing to contribute . . . but may be a little shy because they've never written anything or some other reason . . . just drop us a line . . . let us know what you would like to share . . . and we'll work it out. There are so many aspects of freight cars and the related industries that it'll take all the present 721 of us to even put a dent in the historical record. I also try (hopefully) to avoid imposing my "style" of journalism on other writers. With the exception of spelling and/or major grammatical errors most of the authors style is kept intact.

Also, there are about a half-dozen of us currently collecting field data on freight cars. If anybody is an active data collector and wishes to trade freight car sightings please write me at the FCJ address.

-David G. Casdorff

— Cover Photo —

TYPE III. ICG 457300. Note the dash-lines box under the tack board on the left side. It reads "Return to I.C.G.R.R. via nearest connection when empty". (D. G. Casdorff)

FREIGHT CARS JOURNAL

Volume 6 #4

Issue 32

October 30, 1989

EDITORS: David G. Casdorph
Eric A. Neubauer

STAFF: John L. Becker Ed McCaslin
Jim Eager Al Tuner
Tony Hodun Richard Yaremko
Duane L. Karam Jr.

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CONTENTS

RESEARCH REQUESTS	2
SOUTHERN PACIFIC/COTTON BELT COVERED HOPPERS	
David G. Casdorph and Eric A. Neubauer	3
KANSAS CITY SOUTHERN 700002-700053 HEAVY-DUTY FLAT CAR	
Craig T. Bossler	14
FREIGHT CAR NEWS	
The latest deliveries and transactions	18
NINE TWO-BAY COVERED HOPPERS FROM THE FORTIES AND FIFTIES	
Collection of Richard Yaremko	26

— Cover Photo —

Pennsylvania 256145 is one of the larger twin bays of this period yielding a 2003 cubic foot capacity. This car was built in 4-54.

RESEARCH REQUESTS

William L. Burge, Jr., P.O. Box 3515, Nashua, NH 03061 is interested in corresponding with others interested in corn syrup tank cars.

Hans Kuring, 2115 Highland St. Allentown, PA 18104 has for sale 35mm kodachromes of freight cars. Mostly fallen flags. Excellent quality. Send LSSAE for list.

John Suskewicz, Jr., 349 Roosevelt Road, Pittsburgh, PA 15237, wants to borrow/buy or xerox of kit diagram for Ambroid/Northeastern "1 in 5000 kit" for Matheson dry ice reefer (exx PRR R-7) or prototype photo.

Ronald W. Chamberlain, 2533 S. Kansas, Wichita, KS 67216 is looking for prototype information regarding the "O" scale #6245 40-foot plug door box car made by Atlas Tool Co.

John Kurtz, 2578 Morris Road, Lansdale, PA 19446 wants to know where to obtain detail drawings showing dimensions of various pre-1940 freight cars, particularly the PRR steel container cars, also PRR supply and camp cars?

Eric Neubauer, 268 Russell Road, Princeton, NJ 08540. Next project is the carbon black covered hoppers. Needs to know what members have available. Need only reporting marks and number that you have photos or other information on.

FROM THE EDITOR

This issue is a little covered hopper dominant. It was actually intended (back in January when I planned this issue) to be an all covered hopper issue. Anyway, we do have a nice presentation of some interesting covered hoppers from a variety of builders in the late forties and fifties that Richard Yaremko was fortunate to acquire. In addition, Bob Janzen requested (on January 18, 1989) to do a Southern Pacific/Cotton Belt covered hopper roster and thus we present that.

Craig Bossler presents an excellent description of one of the lesser common flat cars, a heavy-duty flat on the Kansas City Southern.

MONOGRAPHS. Our printer unfortunately had some problems with the covers of the Monograph #8 (BN roster), thus delaying its release far beyond the expected date. This also caused a domino effect on Monograph numbers 10 (CSXT) and 11 (1989 Freight Car Annual). Hopefully we will be able to get these out by October and November respectfully.

With the above situation in mind, I've decided to hold off on announcing any further Monographs until we get caught up and #11 is in the hands of those who ordered them.

Monographs have been doing quite well. Of the recent ones the Southern roster and the 60-foot auto parts books are nearly sold out. For those interested in quantities (number printed) of each Monograph. #1 (250), #2 (500), #3 (300), #4 (200), #5 (250), #6 (100), #7 (200), #8 (250), #9 (500). I doubt that they will be reprinted unless there suddenly develops some outrageous demand for them.

-David G. Casdorph

Journal of CONTAINER-TRANSPORT (ISSN 1045-0645)

A journal for the container enthusiasts, historians and modelers! Focusing primarily on today's freight container revolution. Emphasis will be on container logos and liveries, container types, builder's designs, fleet rosters, etc. In addition there will be news and notes on container ships, container freight cars, handling equipment and chassis, 6x9 format, glossy paper throughout. COLOR and B&W photos, rosters, drawings, etc. Two issues: \$10.00. Checks must be made payable to "Society of Freight Car Historians," P. O. Box 2480, Monrovia, CA 91017.

Journal of RAILWAY TANK CARS (ISSN 1045-067X)

This journal will explore probably one of the least understood subjects of railway rolling stock - the tank car. Focus will be on modern cars (a few dating back to the 50s). Discussion of tank car types, relationship to industry, builder's identification, designs, lessees, lettering, products, production, tank car maintenance shops and nearly everything a modeler and/or historian would want to know about modern tank cars, 6x9 format, glossy paper throughout, B&W photos, rosters, drawings, etc. Two issues \$10.00. Checks must be made payable to "Society of Freight Car Historians," P.O. Box 2480, Monrovia, CA 91017.

FREIGHT CARS JOURNAL

Volume 7 #1

Issue 33

March 30, 1990

EDITORS: David G. Casdorff
Eric A. Neubauer

STAFF: John L. Becker Ed McCaslin
Jim Eager Al Tuner
Tony Hodun Richard Yaremko
Duane L. Karam Jr.

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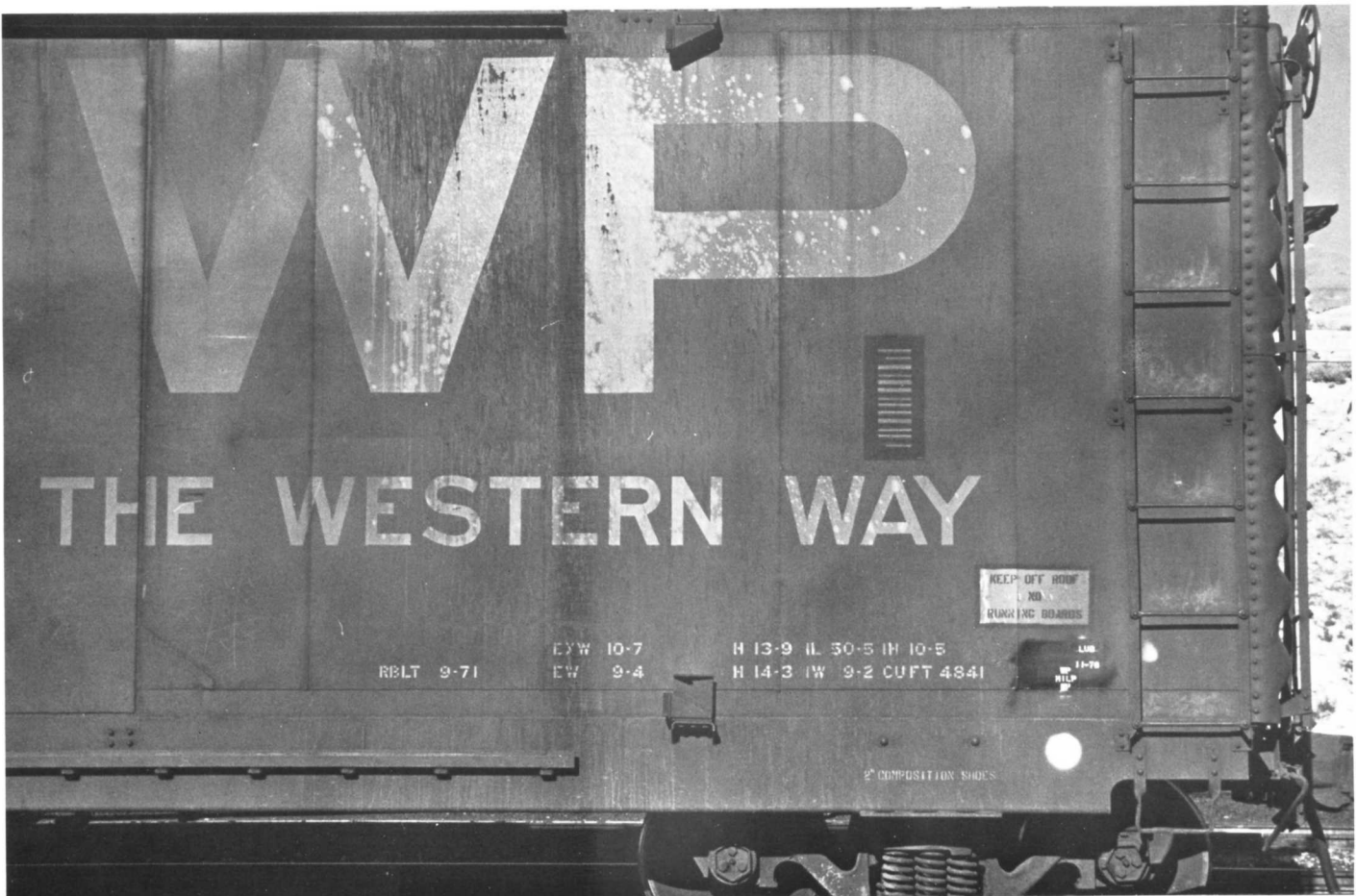
CONTENTS

WESTERN PACIFIC FREIGHT CARS AT MERGER

John J. Ryczkowski 5

— Cover Photo —

WP 60421 with the stylized herald.



FREIGHT CARS JOURNAL, Volume 7 No. 2 (Issue 34), April 30, 1990
 EDITORS: David G. Casdorph, Eric A. Neubauer. CONTRIBUTING EDITORS: John L. Becker, Jim Eager, Tony Hodun, Al Tuner, Richard Yaremko. Copyright © 1990, Society of Freight Car Historians. ISSN 0742-9355. Single Copy Price: \$5.00. Subscription/Membership: \$20.00 (North America), \$22.00 (Canada), \$35.00 (All others). These rates are for 1990 only. Freight Cars Journal is published four times per year. Please make checks or money orders payable in U.S. Dollar funds to Freight Cars Journal. Send Dues/Subscriptions to: Freight Cars Journal, P.O. Box 2480, Monrovia, CA 91017. Published by the Society of Freight Car Historians.

CONTENTS

RESEARCH REQUESTS	2
CORRECTIONS	2
DOUBLE-DOOR TO SINGLE-DOOR: Gunderson's 1989 Box Car Conversions for the WCTU Railway <i>David G. Casdorph</i>	3
FREIGHT CAR NEWS <i>Latest deliveries and transactions</i>	6
READING COVERED HOPPER CLASS Loc <i>Eric A. Neubauer</i>	9
A HISTORY OF PNEUMATIC BRAKE EQUIPMENT FOR RAILROAD CARS 1869-1953 <i>Richard E. Fisher</i>	12
FREIGHT CAR REPAIRS: Some Suggestions for Freight Car Individuality in Modeling <i>David G. Casdorph</i>	14
EARLY APPLIANCE CAR DEVELOPMENT: Notes on Casdorph, "Sixty-Foot Appliance Cars" <i>Richard W. Dawson</i>	19

— COVER PHOTO —

WACX 151093 is part of a new series of phosphoric acid tank cars delivered to the Albright & Wilson Co. in October 1989. The cars were built by Trinity. [T. Cobb photo]

Corrections

FCJ 30:8	Caption, bottom of page, HOKX 111130 is one of the many caustic soda tank cars . . . (not chlorine)
FCJ 32:28	Series is 70001-70025. (E.A. Neubauer)
FCJ 32:32	501-625 were built in 1948. 626-750 were built 5=6-50. (E.A. Neubauer)

Notice

Michael J. Christian wishes to inform those interested in Canadian railroading and modeling of the recently formed "CN LINES SIG". They cover the CN, GTW, CV, GTR and DW&P. Many of these cars appear in U.S. interchange service. The first newsletter "CN LINES" was issued on September 1, 1989. It has lots of photos, drawings and some very interesting articles on all aspects of the railroad. For more information contact Mr. Christian at 2488 Paige Janette Drive, Harvey, LA 70058.

Research Requests

Any Jordan Spreader fans out there? Hal Davidson, 5732 Biscayne Dr., Alexandria, VA 22303, is trying to locate Jordan Spreader 1950-60's stories, photos, especially operating manuals, and experiences. What was the basis for OMI-1305? You can call (703) 557-8868 days, too.

William Stanley, 523 S. Shannon, Van Wert, OH 45891, needs some help with photos of the vans from Micro Scale decal set #341. Especially the SFTT and Western Express vans.

Richard Girsch, 1270 Gerard Ave., Bronx, NY 10452, is interested in obtaining photos and/or painting diagrams of freight cars of the Georgia & Florida RR and the Kansas, Oklahoma and Gulf RR.

Patrick Murphy, 455 Iverson St., Rhinelander, WI 54501, is looking for information on freight cars used by the Duluth, Red Wing, Southern, a pre CGW line of the 1890s.

Hal Davidson, 5732 Biscayne Dr., Alexandria, VA 22303, is trying to locate stories, photos, or blueprints of the Maxon GE 375 ton Schnabel cars (GEX 40017 etc.) and the Union Pacific "Wing Cars" (UP 229580-229587) especially operating manuals, and interchange experiences. You can call 703-557-8868 days, too.

John B. Gwinn, 13230 Pandora, #1615, Dallas, TX 75238, is looking for information concerning the color of car and where to place lettering and numbers on the Lehigh Valley 12 wheel well-hole flat car. My modeling period is late Forties. Car number was 9955. Also need numbering and car color information for the B&LE sixteen wheel flat car, and where to place it.

MOTOR CARRIER & TRUCK-TRANSPORT JOURNAL

The first reference magazine to present the study of trucking from a transport history and modeling perspective only. Focus on modern truck-transport. Company profiles, rosters, logos, liveries, and lettering. Technical development of trucks, truck-tractors and trailers. Photo illustrated. Data. Modeling suggestions. A must for modelers and transport historians. Glossy paper. Available by subscription only. 2 issues — \$15.00. Make checks payable to the "Society of Freight Car Historians," P.O. Box 2480, Monrovia, CA 91017.

TANK CARS

A new reference publication, the **JOURNAL OF RAILWAY TANK CARS** is now available. Focus will be on modern tank car designs, historical development, and relationship to industry. Roster and detail photos. Data. Operator and lessor logos, liveries, lettering, rosters and notes. Builders identification, Modeling suggestions and notes. 6x9 format. Glossy paper. Available by subscription only. 2 issues — \$10.00. Make checks payable to the "Society of Freight Car Historians," P.O. Box 2480, Monrovia, CA 91017.

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CONTENTS

FREIGHT CAR NEWS

Latest deliveries and transactions 3

NORFOLK SOUTHERN'S 1989-1990 COAL HOPPER REBODY AND NEW ACQUISITIONS PROGRAM

D.G. Casdorff 10

ATSF 90000

C.T. Bossler 12

CSX 100-139: CENTRAL TRANSPORTATION'S 1951 BUILT COVERED HOPPER SERIES

D.G. Casdorff 16

A PICTORIAL REVIEW OF NACC/GERSCO FREIGHT EQUIPMENT, WITH NOTES ON RECENT REPORTING MARKS AND REPAIR SHOPS

D.G. Casdorff 18

— COVER PHOTOS —

NAHX 93407 was built in July 1975. It is a NACC 2785-cuft pressure differential design covered hopper. Shown here in "demonstrator" livery on June 21, 1986.

QOCX 177 was built in 1967 by one of North American's car shops. It is a 70-ton RBL-reefer with a 4646-cuft capacity. November 23, 1984.

SOME IMPORTANT NOTES FROM THE EDITOR

First, I have to apologize for the rather thin issue #34. My mother passed away in January 1990 right at the time I was working on that issue. This issue has some fairly major changes, again I hope for the better. The first being the increase in print size. We've enlarged this from 8 point on 10 to 10 point on 12. Further, we've added bordering on most photographs and have worked on integrating the photos with the text more.

The news section layout has changed again. Originally it was three column, then two column. Then we tried using a computer printout to decrease lag time between the latest news and actual printing. In order to compensate for the "rough" looking computer printout, we used a gray screening in the background to give it a classier appearance. Some members (and rightfully so) complained that this arrangement was harder to read.

Next, there is definitely a problem of articles from members. We're not the only ones. Nearly every historical society is facing the same problem - lack of articles from the readers. The question I am posing to you, the reader is - would it help to pay authors? Would this bring in new articles? There are other historical societies that pay their authors (NMRA and the new Amtrak one come to mind). I'd really like to hear from you. Let me know if this is a good or bad idea and if so why?

Along that line, the next problem I'm posing to the members is advertising. Do you want it? Advertising will help increase page count and color photos, but will it detract from the overall quality of the publication. Of course, the only way that advertising should appear in FCJ is at the end of the magazine (or possibly at the end of an article if there were say a half a page left over). Again, we need to hear from you.

Lastly, I was able to attend the big Intermodal Expo in Atlanta, GA this past May. The Expo was excellent. But, more important, I want to thank Oscar Kimsey, Jr. for meeting John Becker and I in Atlanta and taking us on a great exploratory trip to Tennessee, North Carolina, South Carolina and northern Georgia. We visited quite a few historically significant locations and acquired much data as a result. Mr. Kimsey was able to show us places I would have never thought to visit for freight car data (like Copper Hill, TN). Again, many thanks. - David G. Casdorff.

EDITORS: David G. Casdorph, Eric A. Neubauer.

PRODUCTION EDITOR: Hal Brown, Jr.

CONTRIBUTING EDITORS: John L. Becker, Tony Hodun, William Jamison, Al Turner, Richard Yaremko.

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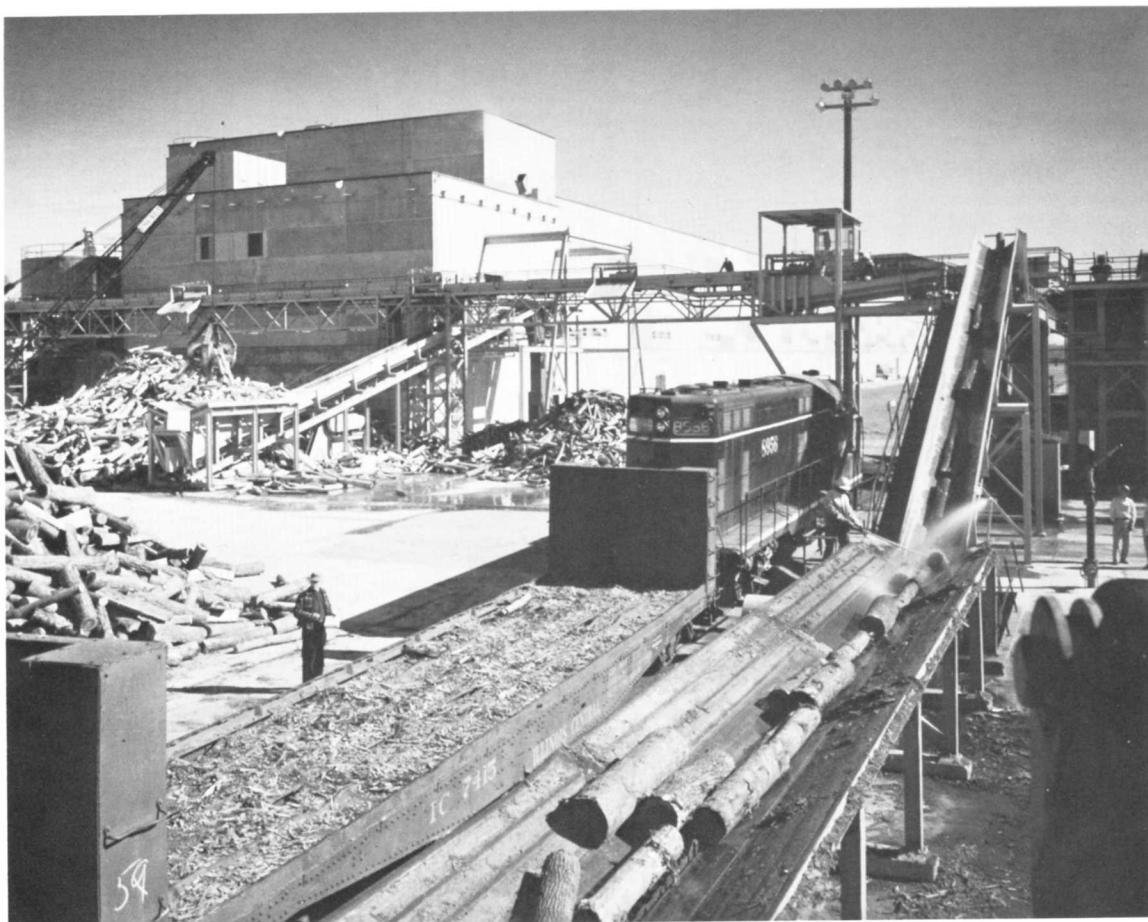
CONTENTS

ILLINOIS CENTRAL FREIGHT CAR PICTORIAL

David J. Daisy and Tom Grant 3

NOTICE

This issue of Freight Cars Journal is published in cooperation with the Illinois Central Historical Society.



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Volume 8, No. 1 Issue 37 February 1991

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PRODUCTION EDITOR: Hal Brown.

CONTRIBUTORS: Mark Kindrachuk.

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CONTENTS

RESEARCH REQUEST 2

CP RAIL FREIGHT CAR PICTORIAL

Mark Kindrachuk 3

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COVER PHOTO:

CP 59548. AAR class XP. 40'6" IL. Series: CP 59300-59549. Jan. 17, 1987.

RESEARCH REQUESTS

"Research Requests" are welcome from members of the Society at no charge provided space is available. Each entry must be submitted on a separate 3x5-inch card. Please follow the exact format used below. Requests that are submitted in any other form will not be accepted. The editors reserve the right to edit entries.

Andrew Dow, Suite 490, 1001 Pennsylvania Ave., Washington, DC 20004 needs photographs of both all-wood and wood with steel underframe coal cars of the Norfolk & Western for illustrating the early chapters of a comprehensive history of N&W coal cars.

K.A. Barnard, 600 Pulis Ave., Lot 115, Mahwah, NH 07430 is looking for photos or lettering diagrams of the Red Ball #4337 (GMC TOFC).

William Burge, Jr., P.O. Box 3515, Nashua, NH 02061 wants to hear from people that either trade or sell slides of freight cars.

Douglas Fleming, 78 Courtice Crecent, Collingwood, Ontario, Anada, L9Y 4G1 Canada needs slides or prints of Canadian Pacific's 40-foot box cars in the 60000-60099 series, and Soo Line's mechanical refrigerator cars from the 10022-10038 series.

John Suskewicz, Jr., 349 Roosevelt Road, Pittsburgh, PA 15237-1024 wants plans for AAR design 1930s 40-and 50-foot box car, auto car and reefer. Also flat car design prior to 1930s.

John B. Gwinn, 13230 Pandora #1615, Dallas, TX 75238. I need disposition information on the Southern Railway "All Door Loading" box car and the tobacco hoghead cars.

Raymond M. Jorgensen, P.O. Box 50355, Pasadena, CA 91115. Help wanted in identifying the heritage of DCI outside braced box cars in the 1400 number series circa 1955, and FtDDM&S outside braced box cars with X-29 ends in the 10000-10099 number series (circa 1955-56).

Carroll C. Schmidt, 2107 Maplewood Road, Fort Wayne, IN 46819 is looking for a prototype photograph of General American covered grain hopper cars that were used by the Mayflower Milling Company firm of Fort Wayne, IN several years ago.

John Suskewicz, Jr., 349 Roosevelt Road, Pittsburgh, PA 15237-1024 needs literature and drawings on "Universal" hand-brakes. Also, photocopies of Railway Equipment Register pages, photos and drawings of FGE, WFE, National Car Lines, BRE and Packers Car Line equipment. Also drawings and photos of all brands of ice hatches.

FREIGHT CARS JOURNAL

Volume 8, No. 2 Issue 38 April 1991

EDITORS: David G. Casdorff, Eric A. Neubauer.

PRODUCTION EDITOR: Hal Brown.

CONTRIBUTORS: Carl Shaver, Tony Hodun,
James Kinkaid, Don McQueen,
Raymond M. Jorgensen, J.L. Becker,
K. Lehman, M.B. Foley, C. Palmieri,
S.K. Bolton, Jr., Andrew Dow,
Dwight Jones, Richard Yaremko.

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CONTENTS

FREIGHT CAR NEWS	3
THE MIDWESTERN GRAIN CARS: PART 1 - THE GARVEY ELEVATOR COMPANY, INC. (GELX) <i>James Kinkaid</i>	14
'BLUE ISLAND' REEFERS <i>David G. Casdorff</i>	21
CHTT 200034 FLUIDIZED-GRAVITY COVERED HOPPER CONVERSION <i>Raymond M. Jorgensen</i>	22
NOTE	24
CONSIST MISCELLANY 2 <i>Hal Brown</i>	24

COVER PHOTO:

BN 533476 was built in 1990 by Bethlehem Steel Car. Photographed at Johnstown, PA July 1, 1990. Ken Lehman photo.

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FREIGHT CARS JOURNAL

Volume 8, No. 3

Issue 39

June 1991

EDITORS: David G. Casdorff, Eric A. Neubauer.

PRODUCTION EDITOR: Hal Brown.

CONTRIBUTORS: Carl Shaver, M.B. Foley, Tony Hodun, James Kinkaid, Don McQueen, S.K. Bolton Jr., T. E. Cobb

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CONTENTS

FREIGHT CAR NEWS	3
S.K. BOLTON, JR. FREIGHT CAR PHOTOGRAPHS S.K. Bolton Jr	7
'BLUE ISLAND' REEFERS 2 D.G. Casdorff	9
MARYLAND AND PENNSYLVANIA FREIGHT CAR ROSTER D.G. Casdorff and E.A. Neubauer	11
THE MIDWESTERN GRAIN CARS: PART 2 - THE GARVEY GRAIN DIVISION OF GARVEY INTERNATIONAL (GGIX). James Kinkaid	17

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ABBREVIATIONS COMMONLY USED IN FREIGHT CARS JOURNAL

The **equal sign** or "=" is used in month/year dates to indicate through and inclusive; the **addition sign** or "+" is used to indicate not inclusive; **abt** = about; **ACF MILT** = American Car & Foundry Milton PA (builder); **BSC JTN** = Bethlehem Steel Car Johnstown PA (builder); **ca** = circa; **cf** = see also or compare to; **cu.ft.** = Cubic foot capacity; **DOT** = Dept. of Transportation (usually followed by a tank car class); **e.g.** = for example; **ex** = previous operator; **exx** = before the previous operator; **FA** = auto rack on flat car; **FB** = bulkhead flat car; **FBC** = center-divided bulkhead flat car; **FM** = general-service flat car; **gal.** = gallon(s); **GB** = gondola car; **GSC GV** = Trinity Greenville PA (builder); **GT** = high-sided gondola car; **GTS** = special purpose high-sided gondola car; **GUX P** = Gunderson Portland OR (builder); **HM** = Hopper car with two hoppers; **HT** = Hopper car with three or more hoppers; **IL** = Interior length; **Job** = builder's job number follows; **Lot** = builder's lot number follows; **MFC CLIL** = Thrall Car Clinton IL (builder); **nee** = original operator and/or owner; **Plate** = clearance diagram "plates" (B,C,E,F and F+ are the most common); **PSM BESS** = Trinity Bessemer, AL (builder); **RBL** = Isothermic refrigerator car; **RC** = cryogenic refrigerator car; **RPL** = mechanical refrigerator car; **TC CH** = Thrall Car Chicago Heights (builder); **TRN LGV** = Trinity Longview, TX (builder); **TRN OKC** = Trinity Oklahoma City OK (builder); **UTC ECH** = Union Tank Car East Chicago (builder); **XL** = loader equipped box car; **XM** = general-service box car; **XP** = special-products box car.

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Tony Hodun, James Kinkaid,
J. R. Oberle, C. T. Bossler,
G. R. Cockle.

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CONTENTS

FREIGHT CAR NEWS 3

A CHECKLIST OF COVERED HOPPERS COMMONLY FOUND IN PLASTICS TRANSPORT SERVICE

D. G. Casdorff 7

SANTA FE FREIGHT CAR PAINT SCHEMES AND LETTERING OF THE 1980s

D. G. Casdorff 13

'BLUE ISLAND' REEFERS 3

D. G. Casdorff 20

B & O 475400-475409

David G. Casdorff 22

THE OHIO VALLEY COAL SHUTTLE

J. R. Oberle 24

NW 164000-164999

D. G. Casdorff 25

COVER PHOTO

ATSF 178556 was delivered new in January 1980 from Greenville Car. The paint scheme continues the format used on high-sided Ga-classes from the Seventies. Roman lettering and billboard Santa Fe.

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FREIGHT CARS

JANUARY 1992

Journal



EVANS 4780 CU. FT. COVERED HOPPERS

FREIGHT CARS JOURNAL

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February 1992

EDITORS: David G. Casdorph, Eric A. Neubauer.

PRODUCTION EDITOR: Hal Brown.

CONTRIBUTORS: Carl Shaver, Tony Hodun, James Kinkaid, John Becker, T. E. Cobb, Kenneth Lehman, C. T. Bossler, and D. H. Smith.

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CONTENTS

FREIGHT CAR NEWS	1, 14
ACF's NEW 6111 COVERED HOPPER David G. Casdorph	6
THE ATSF FT-60 HEAVY-DUTY FLAT CAR James Kinkaid and C.T. Bossler	9
FREIGHT CAR REPAIRS 2. MORE SUGGESTIONS FOR FREIGHT CAR INDIVIDUALITY IN MODELING. David G. Casdorph	12

COVER PHOTO

ALAX 62407 is the subject of a short photo article on this new design appearing on page 6.

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FREIGHT CARS JOURNAL

Issue 43

March 1992

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CONTENTS

A HISTORY OF DRAFT FORCE CUSHIONING

Eric A. Neubauer1

SAL 60000-60024 SERIES BOX CARS

David G. Casdorph2

CURRENT LITERATURE

Recent books and articles3

NOTES AND COMMENTS

Letters from our readers3

THE ERIE LACKAWANNA 7100-7102 DEPRESSED-CENTER FLAT CARS

James Kinkaid and Craig Bossler4

FREIGHT CAR NEWS

Deliveries and transactions8

COVER PHOTO

Southern 5237 was built in 1963 by Pullman-Standard. Note the extension of the coupler, which is part of the car's cushion travel underframe (see the article on page 1 for more on "cushioned" freight cars).

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REEFERS:

A Short History of Refrigerator Cars in America 1840-1984

by William K. Viekman

**FREIGHT CARS JOURNAL #44 (ISSN 0742-9355)
TRANSPORT HISTORY MONOGRAPH #2 (ISSN 1049-1422)**

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TABLE OF CONTENTS

A REEFER NAMED RASKIN	3
WHEN ICE MET BOXCAR	4
A MATTER OF EVOLUTION	11
WHAT'S LEFT / WHAT'S COMING	19
EPILOGUE	21
APPENDIX A: Box: <i>Chunk, Coarse or Crushed?</i>	22
APPENDIX B: Statistics Miscellany 1954-1980	23
APPENDIX C: AAR Mechanical Designations	28

FRONT COVER PHOTO

St. Louis Refrigerator Car Co 3285 is an early 1900's "billboard" reefer. The lettering on the right is light because it was painted in light yellow-gold. *Coutesy St. Louis Refrigerator Car Co.*

EVANS GONDOLAS

THE 2240/2244-CU.FT. DESIGNS



by *James Kinkaid*

May 1992

FREIGHT CARS JOURNAL

Issue 45 Vol.9 No. 5 May 1992

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COVER PHOTO

ATW 11113 was built in May 1980 at the Blue Island plant. James Kinkaid collection.

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RESEARCH REQUESTS

Mark T. Evans, 4007 Old Salem, Hutchison, KS, 67502 needs slides or prints of the following coil steel cars in original paint schemes: EL 9000-9049, 9050-9099, 9100-9174. DTI 1050-1084, 1100-1199. GTW 675095-675099. NYC 752000-752099.

William K. Viekmann, President of Pike Peak Historical Street Railway Foundation, 1785 Old Stage Road, Colorado Springs, CO 80906, (719) 471-1795, is seeking information on CB&Q series BREX 74400-74697, wood-side/steel-end reefer cars, all said to be scrapped by 1971. But did any cars (or even car bodies) actually survive? Reward for information leading to purchase of one.

BURLINGTON NORTHERN GRAIN HOPPERS



Edited by *David G. Casdorph*

FREIGHT CARS JOURNAL

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Front Cover

BN 449306 is part of the series, 448925-449424, built by Pullman-Standard 12-79 = 1-80. D.G.Casdorff photo.

CSXT LO

by *David G. Casdorph*



A Pictorial of Covered Hoppers operated by CSX with special emphasis on phosphate, grain, and fertilizer cars

FREIGHT CARS ***Journal***

FREIGHT CARS JOURNAL

Issue 47 Vol.9 No. 7 September 1992

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CHANGE OF COVER PAPER TYPE

We've gone back to the 80 lb cover stock. After several issues of using the 12 pt Kromekote, we decided that it would be better to give the readers more interior pages and photos rather than an expensive cover. The "monograph" version of this issue will have the more expensive cover (at a considerably higher cover cost).

ZIP CODE

Please note that contrary to the popular belief that the +4 digits are always the same as the box number (or last four whichever is applicable), that this is NOT so with our address here at *Freight Cars Journal*. Yes, our box number is 2480 and our +4 code is 6480.

UP CLASS F-50-15 FLAT CARS

by Thornton Waite



FREIGHT CARS *Journal*

FREIGHT CARS JOURNAL

Issue 48 Vol.9 No. 8 October 1992

Editors: David G. Casdorff, Eric A. Neubauer

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Waite, Thornton. UP Class F-50-15 Flat Cars. *Freight Cars Journal* №48. Monrovia, CA: Society of Freight Car Historians, 1992. 16 pp.

CHANGE OF COVER PAPER TYPE

We've gone back to the 80 lb cover stock. After several issues of using the 12 pt Kromekote, we decided that it would be better to give the readers more interior pages and photos rather than an expensive cover. The "monograph" version of this issue will have the more expensive cover (at a considerably higher cover cost).

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FREIGHT CARS IN SERVICE 1



by David G. Casdorph

FREIGHT CARS ***Journal***

FREIGHT CARS JOURNAL

Issue 49 Vol.9 No. 9 November 1992

Editors: David G. Casdorph, Eric A. Neubauer

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Casdorph, David G. Freight Cars In Service 1. *Freight Cars Journal* №49. Monrovia, CA: Society of Freight Car Historians, 1992. 28 pp.

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BERWICK

FORGE & FABRICATING

Freight Car Production



by Richard W. Dawson

FREIGHT CARS *Journal*

FREIGHT CARS JOURNAL

Issue 50 Vol.10 No. 1 January 1993

Editors: David G. Casdorff, Eric A. Neubauer

SUBSCRIPTION INFORMATION

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Dawson, Richard W. Berwick Forge & Fabricating Freight Car Production. *Freight Cars Journal* № 50. Monrovia, CA: Society of Freight Car Historians, 1993. 24 pp.

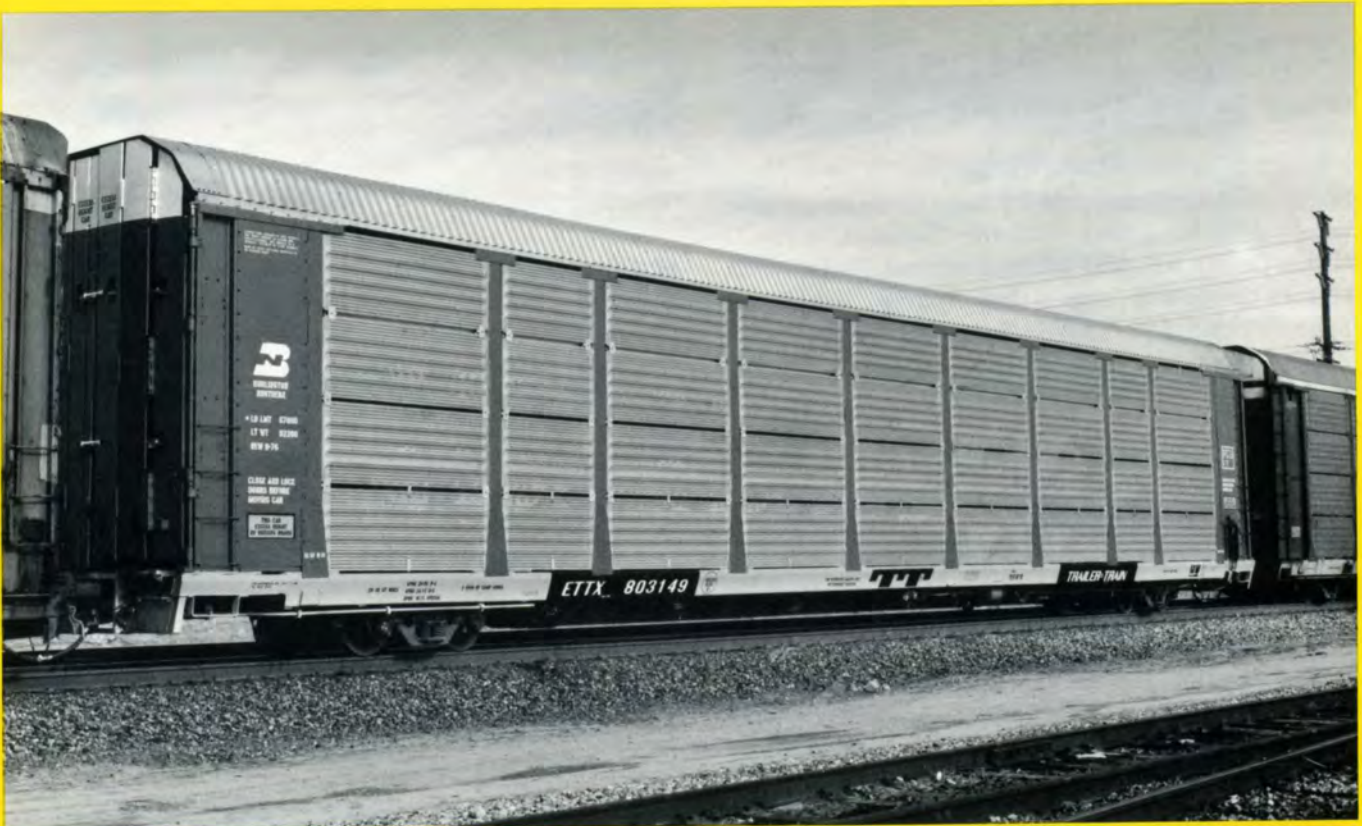
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David G. Casdorph

AUTO RACKS

1



**Side Protection Panels
Auto Rack End Doors
Modern BN Auto Racks
ATSF Auto Rack Roster**

FREIGHT CARS ***Journal***

FREIGHT CARS JOURNAL

Issue 51 Vol.10 No. 2 February 1993

Editors: David G. Casdorff, Eric A. Neubauer

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Casdorff, David G. Auto Racks 1. *Freight Cars Journal* №51. Monrovia, CA:Society of Freight Car Historians, 1993. 28 pp.

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FREIGHT CARS *Journal*

FREIGHT CARS JOURNAL

Issue 52 Vol.10 No. 3 March 1993

Editors: David G. Casdorph, Eric A. Neubauer

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Casdorph, David G. and Eric A. Neubauer (eds). The Freight Car Review No.4. *Freight Cars Journal* №52. Monrovia, CA:Society of Freight Car Historians, 1993.

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The Freight Car REVIEW

Number 4

**Green Bay & Western
Gateway Western
Trinity Power Flo 5125
GERSCO 3605 LO
Freight Car News**

Anthology of Freight Car History, News, and Modeling

The Freight Car Review Nº 4

March 1993

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FREIGHT CARS *Journal*

FREIGHT CARS JOURNAL

Issue 53 Vol.10 No. 4 April 1993

Editors: David G. Casdorff, Eric A. Neubauer

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Kinkaid, James. Post 1970 Aggregate Hoppers. *Freight Cars Journal* №53. Monrovia, CA:Society of Freight Car Historians, 1993. 20 pp.

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TABLE OF CONTENTS

2
Post 1970 Aggregate Hoppers: Background and descriptions

6
Aggregate Hopper Roster

7
Cars rebuilt with Kits from Johnstown America

7
Dispositions Roster

8
Photo Album

16
Drawings

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Craig Bossler, photographs
Dave Casdorff, photographs
Roberta Flurry, c/o RailTex Inc., fleet information
Eric Neubauer, roster help
Mike Ross, c/o The Delray Connecting Railway Company, fleet information
Michael Sagebiel, c/o ITG Inc., fleet information
Michael P. Siska Jr., c/o Johnstown America Corporation, photographs
Von Spears, c/o Dolese, fleet information
Mark Zuercher, c/o HELM Financial Corporation, photographs and fleet information.

I do thank each of you for your help - it was invaluable!!

FREIGHT CARS

Journal



AMERICA'S NEW REFRIGERATOR CARS
GPMX 10100: BOX TO GON
FREIGHT CARS IN SERVICE 2
FREIGHT CAR NEWS

54

FREIGHT CARS JOURNAL

Issue 54 Vol.10 No. 5 May 1993

Editors:

David G. Casdorph
Eric A. Neubauer
James A. Kinkaid

Index Editor:

Mark Kindrachuk

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The book series concept simply just did not work. Therefore, beginning with issue No 54, *Freight Cars Journal*, returns to its original format.

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FRONT COVER:

CRYX 1255 was built in 1990 by Gunderson. Photographed in Saginaw, TX on February 17, 1991. Curtis Wagner photo.

FREIGHT CARS

Journal



UNION PACIFIC'S COVERED HOPPERS
CANADIAN NATIONAL BOX CARS
'SPINE' CAR ROSTER
MW/COMPANY SERVICE 1

55

FREIGHT CARS JOURNAL

Issue 55 Vol.10 No. 6 June 1993

Editors:

David G. Casdorff
Eric A. Neubauer
James A. Kinkaid

Index Editor:

Mark Kindrachuk

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FRONT COVER:

MP 705560 was painted at the De Soto shops in February 1987 with the new UP herald. This is an ACF 2980 - Just one of the many types of covered hoppers operated by the Union Pacific today.

FREIGHT CARS *Journal*



LOUISVILLE, NEW ALBANY & CORYDON ROSTER
UNION PACIFIC'S BF-90-6 BOX CARS
CANADIAN NATIONAL BOX CARS
MW/COMPANY SERVICE 2

56

FREIGHT CARS JOURNAL

Issue 56 Vol.10 No. 7 July 1993

Editors:

David G. Casdorph
Eric A. Neubauer
James A. Kinkaid

Index Editor:

Mark Kindrachuk

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FRONT COVER:

LNAC 11621, RBL refrigerator car painted all brown with white lettering. March 1993. Colton, CA. David G. Casdorph photo.

FREIGHT CARS

Journal



FREIGHT CARS IN SERVICE 3
MONTANA RAIL LINK 21001 SERIES
FREIGHT CAR NEWS
MW/COMPANY SERVICE 3

57

FREIGHT CARS JOURNAL

Issue 57 Vol.10 No. 8 August 1993

Editors:

David G. Casdorph
Eric A. Neubauer
James A. Kinkaid

Index Editor:

Mark Kindrachuk

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FRONT COVER:

TM 729. Continuing our *Freight Cars in Service* series, this former Rio Grande 4427 cf covered hopper is seen here in 1992 still *in service* on the Texas Mexican Railway. Ed McCaslin photo.

FREIGHT CARS

Journal



MODERN TANK CAR PHOTOS
FREIGHT CARS IN SERVICE 4

58

CORRECTION



Above - The above photowas incorrectly printed in *Freight Cars Journal* 55 on page 10. The above is a corrected printing. CN 426741. Built August 1953. Series CN 426000-427606. Saskatoon, SK. April 21, 1991. *Mark Kindrachuk photo.*

RBOX Freight Car Roster and Pictorial. *Detailed roster of Trailer Train's "Railbox" fleet of the late Seventies. Detail and roster photos show differences in box car design. Also included is a roster of RBOX dispositions. 44 photos. 46 pages. \$15.00*

Modern Piggyback Trailers. *190 half-page photos. Chapters on railroads, Transamerica Leasing, XTRA Inc, motor carriers, private operators etc. 112 pages. \$40.00*

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Freight Cars Journal

P.O. Box 2480

Monrovia, CA 91017-6480

FRONT COVER PHOTO - DRGW 10822 was built in May 1979 by Pullman-Standard's Butler, PA plant. Owned presently by GERSCO (General Electric Railcar Services Corporation); originally North America Car Co. It's part of series DRGW 10850-10999. Photographed November 1991 in downtown Salt Lake City, UT. *David G. Casdorff photo.*

FREIGHT CARS JOURNAL. Issue 58, Vol.10 No. 9 September 1993. Editors: David G. Casdorff, Eric A. Neubauer, James A. Kinkaid. Index Editor: Mark Kindrachuk **SUBSCRIPTION INFORMATION** Subscription/membership for four (4) issues (not per year): \$20.00 (USA), \$22.00 (Canada), \$35.00 (Other Countries), \$50.00 (Institutions). *Freight Cars Journal* is published 4-12 times per year depending on available materials. Please make checks payable to *Freight Cars Journal*. Send dues/subscriptions to: *Freight Cars Journal* P.O. Box 2480, Monrovia, CA 91017. Published by the Society of Freight Car Historians. **COPYRIGHT** © 1993: Society of Freight Car Historians. ISSN 0742-9355. All rights reserved. **NOTICE** Whilst every effort is made to ensure the accuracy of the information and data forming the content of this publication, the authors, editors, and publishers cannot be held responsible for errors or omission, or for any loss or damage occasioned by any person using the information contained in this publication. The opinions expressed by the contributors are their own and do not necessarily reflect the views of the editors, publisher or other members of the Society. **CHANGES OF ADDRESS** All changes of address must include both the old and new address. Address changes must be sent to each of the Society's publications separately. Members and subscribers must notify our office of any change in address at least four weeks in advance. Failure of notification may result in additional charges for return postage and re-mailing fees. Domestic Claims for nonreceipt should be made within 90 days of the month of publication, overseas claims within 180 days. Thereafter, the regular back issue rate will be charged for replacement. *Freight Cars Journal* is published for the Society by AG PRESS, Manhattan, KS. Printed in the United States of America.

FREIGHT CARS

Journal



NORFOLK SOUTHERN FREIGHT CAR PHOTOS
FREIGHT CAR NEWS

59



Above - NW 700452 displays the "interim NS" scheme with the large block "Norfolk and Western" lettering. This 4,460 cubic-foot capacity covered hopper was built in 1965 by ACF as part of the ACY 440-459 series. Renumbered by the N&W to the 700440-700459 series. Shown here in March 1993 on the SP in Colton, CA.

Front Cover - SOU 79499 was built in 10-77 by Ortner Freight Car. This 49'2" IL rapid discharge hopper has a 94-ton 3600 cubic-foot capacity. Shown here in Birmingham, Alabama, April 1993.

RBOX Freight Car Roster and Pictorial. *Detailed roster of Trailer Train's "Railbox" fleet of the late Seventies. Detail and roster photos show differences in box car design. Also included is a roster of RBOX dispositions. 44 photos. 46 pages. \$15.00*

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FREIGHT CARS

Journal



GRAND TRUNK WESTERN

60



Above - Lettering details of GTW 105549. Note how all the essential information has been placed into one area. Just under the "E" in "Western" there is the GTW paint code, which reads "Du Pont VT-12-86-" (type of paint/Port Huron Shops code/date painted).

Front Cover - GTW 304311 was built by Whitehead & Kales in 1974. Shown here passing though San Bernardino, CA with its load of Ford pick-up trucks.

RBOX Freight Car Roster and Pictorial. Detailed roster of Trailer Train's "Railbox" fleet of the late Seventies. Detail and roster photos show differences in box car design. Also included is a roster of RBOX dispositions. 44 photos. 46 pages. **\$15.00**

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Freight Cars Journal

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FREIGHT CARS

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FREIGHT CARS

JOURNAL N^o 62



ADM FREIGHT CARS

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ISSN 0742-9355

Series Editors:

D.G. Casdorff · E.A. Neubauer · J.A. Kinkaid

TABLE OF CONTENTS

3

FREIGHT CAR ROSTER, 1994

20

APPENDIX:

**Selected List of ADM and Related Companies
Leased Freight Cars Circa 1970's/1980's**

Acknowledgements

Many thanks to Carl Shaver, Mike Foley, Eric Neubauer and Tony Hodun for sharing their data over the years. Special thanks to Carl Shaver for the extensive listing of ADM and related companies leased cars that formed the Appendix. Many of the cars listed in the appendix came and went before a lot of us "newcomers" became involved.

FREIGHT CARS

JOURNAL N^o 63



NASHVILLE, CHATTANOOGA & St. LOUIS RAILWAY

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ISSN 0742-9355

Series Editors:

D.G. Casdorff · E.A. Neubauer · J.A. Kinkaid

TABLE OF CONTENTS

2
DEDICATION AND THANKS
3
SHORT HISTORY OF THE N.C. & St. L.
14 & 16
LETTERING DIAGRAMS
25
ROSTERS

DEDICATION

This issue is dedicated to all of those "Dixie Line" folks, past and present, who combined their talents to make this one of the more interesting Railroads to be found.

ACKNOWLEDGEMENTS

The Nashville, Chattanooga and St. Louis Railway was one of those lesser known railroads that proved to be, upon closer examination, a railroad that was really quite interesting to behold. There has not been any kind of a real accounting of the freight car fleet on this railroad that we are aware of, and locating the necessary information has proven to be a most interesting endeavour. I have had to rely pretty heavily on some very nice people, and I would like to thank them here if I may:

Howard Ameling
Craig Bossler
Lon Coone
Rich Burg
Ed Hawkins
Steven Johnson
Gavin Matlock
M.D. McCarter

Eric Neubauer
Al Westerfield
Charles Winters
Chuck Yungkurth
American Car & Foundry
The Louisville and Nashville Historical Society
The University of Louisville
The Smithsonian Institution

I would also like to extend particular thanks to Mr. Charles Castner. Charles has the very tough job of trying to get all of the L&N historical information sorted out for the University of Louisville, to be preserved for future usage. Thanks so much for your time, Charlie!

FREIGHT CARS

JOURNAL N^o 64



NEWS PICTORIAL

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FREIGHT CARS

JOURNAL Nº 65



THE PULLMAN-STANDARD BUILDERS PHOTO COLLECTION *PART ONE—Cars of the D&RGW, SP and SSW* by James Kinkaid

The Cotton Belt, more properly named as the St. Louis Southwestern Railway, was in the fortunate position to have ordered a group of PS-1 40' boxcars that included Pullman-Standard's 75,000th PS-1. Here, SSW 75000 is shown at Pullman, apparently prior to a demonstration tour. This car was a part of a four car fleet, all of which were specially marked cars. SSW 75000 was specially renumbered for this exercise, as the "real" 75000 was a 52' gondola, built in 1941 by the Cotton Belt. Based on Pullman and Cotton Belt records, it is surmised that this car is out of lot 8299 from Bessemer. This was an order for 350 cars, in the series 34800-35149.

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JOURNAL N^o 66



NEWS PICTORIAL

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FREIGHT CARS

JOURNAL Nº 67



THE PULLMAN-STANDARD BUILDERS PHOTO COLLECTION *PART TWO—Cars of the Milwaukee Road* by James Kinkaid

This magnificent car is one of one-hundred from Michigan City in March 1959. Built as lot 8477, this 70-ton insulated PS-1 was part of the Milwaukee Road series 2500-2599. This series carried the rather unusual "XMEI" AAR car code, and was equipped with 9 DF belt rails and Evans DF loaders. These cars were rated at 4395 cuft. and rode on Barber S-2-A trucks.

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FREIGHT CARS

JOURNAL Nº 68

Aircraft Parts Cars

A Look at the Boeing Fleet

The Wichita - Seattle Pool Equipment

by James Kinkaid

Photos by Author Unless Noted



Burlington Northern 613138 illustrates the essence of this issue: the transport of Boeing airliner parts from Wichita to Seattle. Here, a Boeing 757 "section 41" nose assembly sits at the Santa Fe's North Wichita yard ready for movement. From here it will travel to Kansas City for transfer to the Burlington Northern for the rest of its journey.

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FREIGHT CARS

JOURNAL Nº 69



AUTO RACK PAINT SCHEMES

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JOURNAL Nº 70



GOLDEN WEST PICTORIAL

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FREIGHT CARS

JOURNAL Nº 71



MODERN COAL CAR PICTORIAL

Part 1 - Quick-Dump Hoppers

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FREIGHT CARS

JOURNAL N^o 72



MODERN COAL CAR PICTORIAL

Part 2 -Gondola Cars

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FREIGHT CARS

JOURNAL Nº 73



NORFOLK SOUTHERN

Freight Car Pictorial 2

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FREIGHT CARS

JOURNAL Nº 74



MODERN COAL CAR PICTORIAL

Part 3 - Thrall's Gondola Cars

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FREIGHT CARS

JOURNAL Nº 75



50-FOOT HIGH-CUBE BOX CAR PICTORIAL

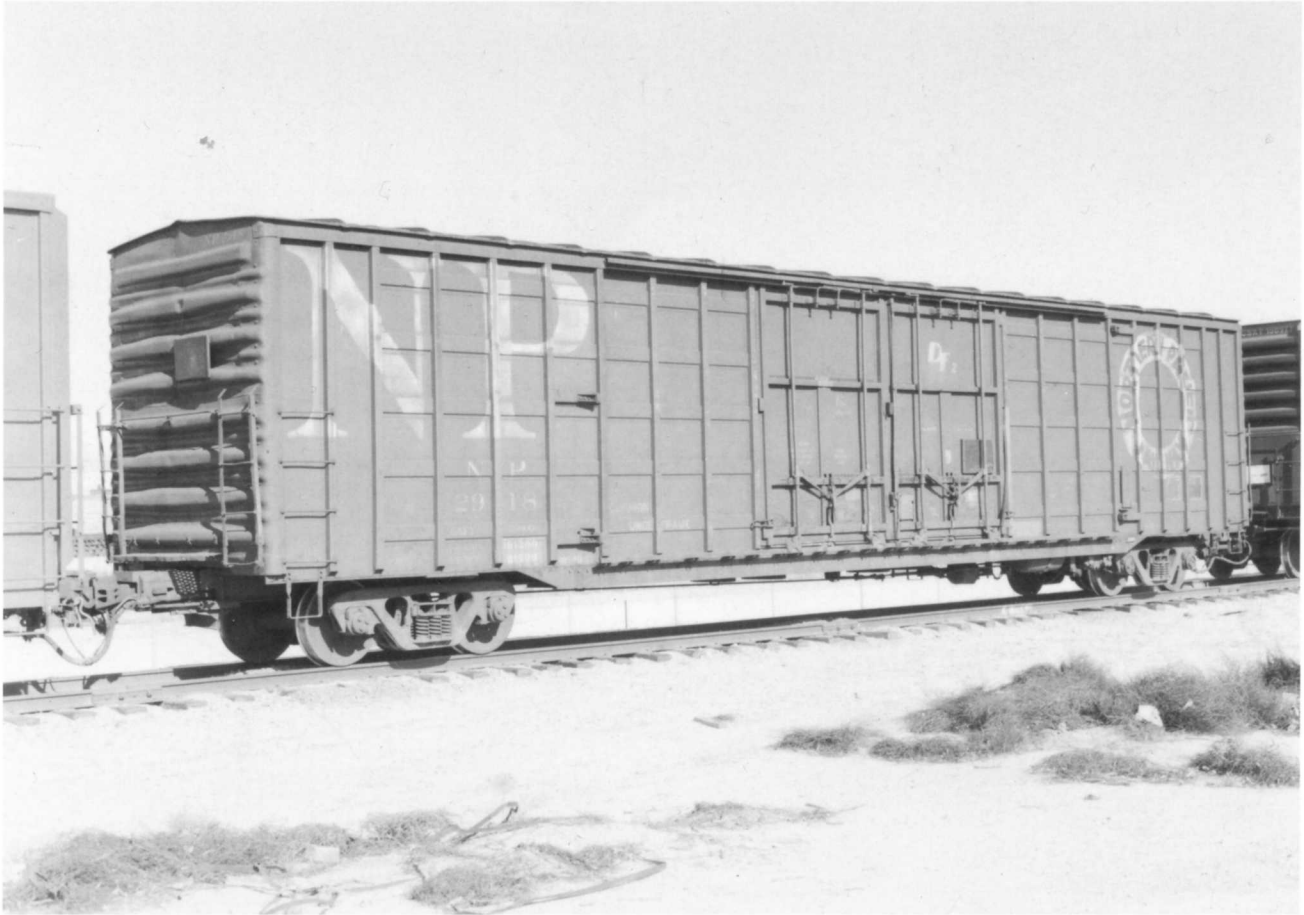
65-Foot Gondola Pictorial 1

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JOURNAL Nº 76



WAFFLE SIDE BOX CAR PICTORIAL

65-Foot Gondola Pictorial 2

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FREIGHT CARS

JOURNAL N^o 77



Contemporary Cement Cars (And related covered hoppers)

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This issue features covered hoppers used for cement and similar density materials. It includes contemporary cars that are either 70-ton circa 2000 cubic-foot (cf) or 100-ton circa 3000 cubic-foot (with a few exceptions). The cover shows a Trinity 2980 design built for General Electric Railcar Service Corporation (GERSCO) in February 1994.

FREIGHT CARS

JOURNAL Nº 78



THE EVANS BUILDERS PHOTO COLLECTION *PART ONE—40' Boxcar rebuilds* by James Kinkaid

Atlanta & West Point 38186 sits in the sunshine at the United States Railway Manufacturing Company shops at Washington, Indiana in this builders portrait. Rebuilt in April 1971, it is one 100 such cars produced under lot 1055 which became the A&WP series 38100-38199. These were 3717 cuft. rated cars, and this one (repainted in bright box car red with white stencilling) was originally built in January 1948 at Pullman. As was typical for most of the rebuilt cars furnished by USEX, these cars were under lease.

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Freight Cars Journal

Nº 79



**1999 GERSCO Review
CNCF 5000 cubic-foot Box Cars**

January 1999

Freight Cars Journal

Number 79 January 1999

Contents

Feature Articles

1999 GERSCO Review **3**

CNCF 5000-cubic-foot Box Cars
by David G. Casdorph **13**

Front cover

ALM 8108 is an ACF design 70-ton 50'6" single-sliding-door box car - a GERSCO regular.

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Freight Cars Journal

Nº 80



High-Cube Plastics Cars

September 1999

Freight Cars Journal

Nº 81



**Pullman's Tank Cars
Box Cars 1983-1999**

January 2000

Freight Cars Journal

Number 81 January 2000

Contents

Feature Articles

Pullman's Tank Cars Part 1
James Kinkaid & David G. Casdorph 3

Box Cars 1983-1999: A Type Analysis
David G. Casdorph 8

Front cover

PTLX 82014 is a 20,754 gallon tank car that was built in April 1974 by Richmond Tank Car Houston (Sheldon), Texas. Builder's reference # 1074. DOT 111A100W5. AAR T055. External length 50'7".

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Freight Cars Journal N° 82



**Pullman's Tank Cars
Exxon Company, USA Tank Cars**

April 2000

Freight Cars Journal

Number 82 April 2000

Contents

Pullman's Tank Cars Part 2
James Kinkaid & David G. Casdorph 3

Exxon Company, USA
Tank Car Roster April 2000
David G. Casdorph 8

Front cover
PLWX 733185 was built in 1980 by ACF.

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Freight Cars Journal N° 83



1999 Freight Car Year Review

July 2000

Freight Cars Journal N° 84



**Greenbrier Companies'
6269 Cubic-Foot Box Car**

October 2000

Freight Cars Journal Nº 85



**Union Pacific 65-Foot Gondolas
Structural Metals, Inc.
Thrall PD 3230 Roster**

March 2001

Freight Cars Journal

Number 85 March 2001

Contents

3

**Union Pacific 65-Foot Gondola Car
Catalog January 2001**

13

Freight Car Fleet Profile:
Structural Metals Inc

16

Thrall PD 3230 Roster

Front cover

UP 98246 was built in September 1966 by Gunderson Brothers (FMC).
Note the “dropped” end on this 65-foot mill gondola car.

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Freight Cars Journal N° 86



CHEVRON's FREIGHT CARS

September 2001

Freight Cars Journal Nº 87



Modern Cement Hoppers - Part 1
April 2002

Freight Cars Journal N° 88



Modern Cement Hoppers - Part 2
September 2002