

FREIGHT CARS

JOURNAL

1



- FMC 5347 BOXCARS
- RAILGON ROSTER
- CAR BUILDER'S LOGOS
- ROSTERS
- DRAWINGS
- DATA
- NEWS
- NOTES

30 AUGUST 1983

CONTENTS

Issue # 1 August 1983

RAILGON ROSTER.....3

RAILWAY FREIGHT CAR
MANUFACTURER'S LOGOS.....4
David G. Casdorff

FMC 5347.....5
Eric A. Neubauer

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. Casdorff*)

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. Casdorff*)

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

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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".

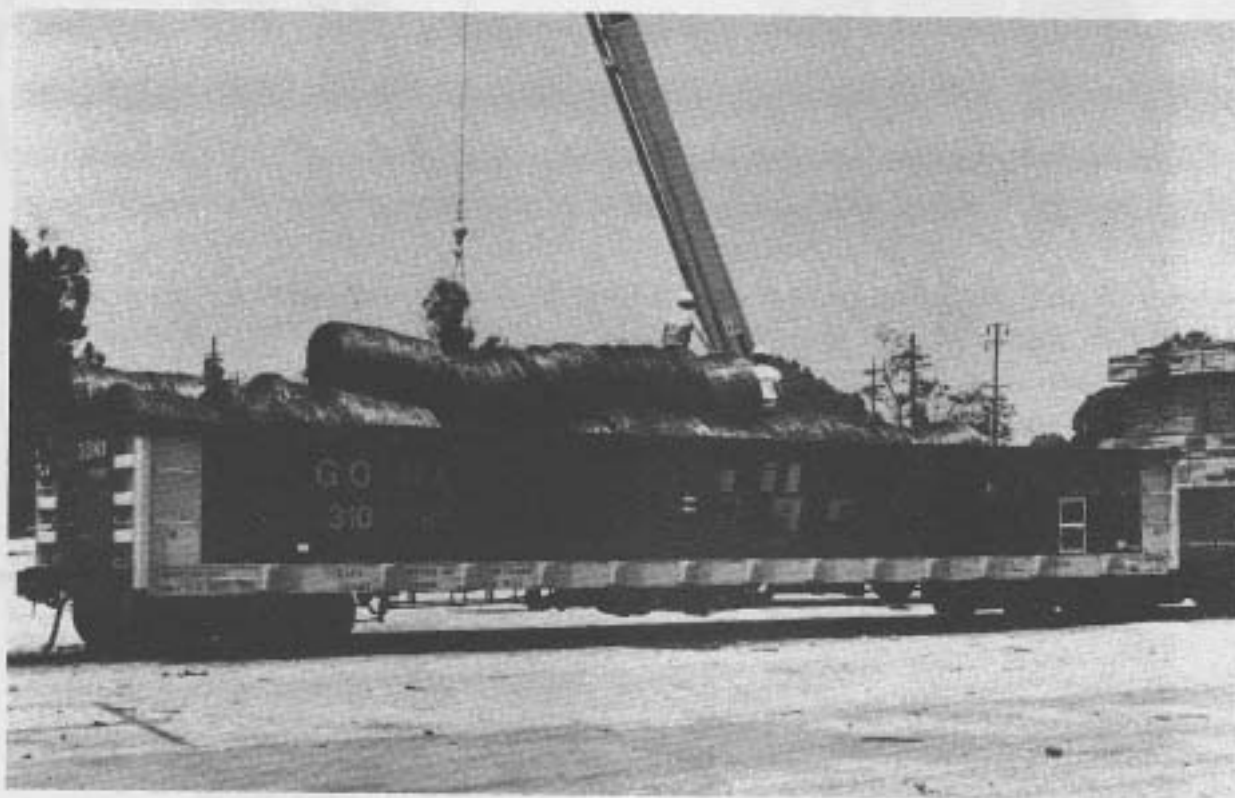
Our goals include: The collection and dissemination of all forms of data pertaining to the history of freight cars and related subjects. Also, to assist in any way possible, the various technical-historical societies, model manufacturers and individual historians and modelers. We look forward to your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

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

RAILGON

ROSTER:

	<i>Series</i>	<i>Quantity</i>	<i>Type</i>	<i>Lt.Wt.</i>	<i>Dates Built</i>	<i>Builder</i>	<i>Lot</i>	<i>Class</i>
GONX	310000-310999	1000	191GB	71400 70200	7-80 to 3-81	TC CH	762	TSG 10
GONX	320000-320499	500	191GB	70700	9 to 12-80	BFF	45400	WSG 10
GONX	330000-330499	500	191GB	70500	11-80 to 1-81	GSC	1180	GSG 10
GONX	340000-340499	500	191GB	70600	12-80 to 1-81	BSC JTN		BSG 10
GONX	350000-351499	1500	191GB	70300	5-81 to 7-81	PS BUT	1120	PSG 10



ABOVE: GONX 310999, filled with bundles of steel wire, gets offloaded by a small capacity Grove mobile crane in Ontario, California on the SP. This car, built by Thrall Car is part of Railgon's second largest series of gondolas in their fleet. (D.G. Casdorff)

RAILWAY FREIGHT CAR MANUFACTURER'S LOGOS- I

by David G. Casdorff

One of the more important things we try to do in freight car spotting is to determine the builder of the car. Many times I have found I could not get close enough to read the various stencilled abbreviations and builder's labels. Also, while looking at slides, photographs and halftones of freight cars I have found difficulty in actually reading the builder's name etc. In an effort to overcome this difficulty, I (and others) have found it easier to learn to recognize the shapes and appearance of the various builder's logos. Many of these logos are stencilled and spray painted, while others are attractive and sometimes colorful pressure sensitive labels.

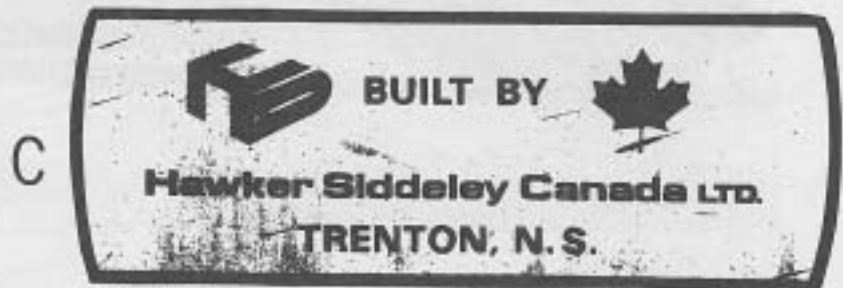
In the first of this limited series on these builder's logos we look at the three major builders from Canada. In future issues we'll look at the various types of just one builder as well as other American and Mexican builder's logos.



A



B



C

- A. Marine Industries, Sorel, Quebec. This illustration shows the label form, but a stencil form also exists with exactly the same symbol and lettering.
- B. National Steel Car (NSC) Hamilton, Ontario. Stencilled type.
- C. Hawker Siddeley Canada Ltd, Trenton, Nova Scotia. Label type.

FMC 5347

by ERIC NEUBAUER

Production of this design began around 2-77 with the construction of PW 101-300. However, several hundred cars built for SRN, MTW and VSO from 4 to 6-76 may be identical although they show slightly different cubic capacities.

Cars were built with conventional draft gear, but the majority had FreightMaster type 10-ME end-of-car cushioning. Most cars were built with a 10' sliding door, but at least 200 (OPE 15101-15200 and YW 25101-25200) had double 8' sliding doors. All cars were stencilled 154000 lbs. nominal capacity and either XM, XF or XP for the AAR Class.

The specific car illustrated is part of NHIR 850-899 built by FMC at Portland, OR in 6-79. All 50 cars were acquired by Railbox in 11-80 and were eventually repainted as RBOX 1000-1049, although at least one car remained with NHIR reporting marks as late as 7-81. Even more elusive were NHIR 5001-5150, class XM, built by FMC in 11, 12-79. These cars were promptly relettered WRWK beginning 1-17-80, and then RF&P toward the end of 1981.

LEADING DIMENSIONS

Truck centers	40-10	
Length over strikers	53-1	(52-10 with EOC cushioning)
Length coupled	55-8	(57-2 with EOC cushioning)
Length over top chord	51-5	
Length over end sills	50-8	
Length over end ribs	51-4½	
Length inside	50-6	
Width extreme	10-8	
Width at lower eaves	10-0	
Width at upper eaves	9-7	
Width over side sills	9-6	
Width inside	9-6	
Height to side sill	2-3	
Height over floor	3-7½	
Height to lower eaves	14-5	
Height to upper eaves	14-9	
Height overall	15-4½	
Height inside	11-1½	
Roof pitch	4½ degrees	

* These dimensions are approximate—corrections would be appreciated.

BELOW: Photograph shows SSDK 1076, one of the 100 FMC 5347's that comprise the entire roster of the Savannah State Docks Railroad Company. Note the Youngstown 6/6/6 10' sliding door typical of many FMC 5347's. (D.G. Casdorff photo)



ROSTER OF FMC 5347's and RELATED BOXCARS

Reporting Marke	Quan.	Type	Lt. Wt.	Date Built	Lessor	Ch. Pt.	Cushion	Door	Notes	
AN 5400-5599	Δ	200	154XM	62600	7, 8-78	ITEL	5347	10-ME	10'YSD	NSF
ASAB 7150-7199	Δ	50	156XM	n.a.	12-78	SSI	5347	EOC	10'YSD	NSF
ASAB 7200-7299	Δ	100	154XM	63300	8-78	ITEL	5347	EOC	10'YSD	NSF
BH 25101-25150	Δ/	150	154XM	n.a.	9-79?	ITEL	5347	EOC	10'YSD	
CAD 1100-1149	Δ	50	154XM	62500	4-79	ITEL	5347	10-ME	10'YSD	NSF
CV 600100-600124	Δ	25	156XM	62200	4-79		5347	EOC	10'YSD	
CV 600125-600299	Δ	175	156XM	63200	9-79		5347	10-ME	10'YSD	
CIRR 90001-90100	Δ	100	XM	n.a.	n.a.		5347	n.a.	10'YSD	
CHTT 12001-12200	Δ	100	XM	n.a.	11-78		5347	n.a.	10'	1.
CNW 716000-716499	Δ	500	154XM	61100	8-78		5347	n.a.	10'	2.
ROCK 300000-300499	Δ/	500	154XM	61100	8-78		5347	n.a.	10'	
CVSR 8001-8015		15	XM	n.a.	n.a.	n.a.	5347	n.a.	10'	
GRN 8100-8149	Δ	50	XM	62200	5-79	ITEL	5347	n.a.	10'	NSF
CAGY 21000-21149	Δ	150	154XM	62500	3-79		5347	EOC	10'YSD	
CAGY 21150-21199		50	XF	n.a.	n.a.	n.a.	5347	n.a.	10'	
CCR 6400-6499	Δ	100	XM	62200	4, 5-79	ITEL	5347	n.a.	10'YSD	NSF
CCR 6500- ?	Δ	n.a.	n.a.	n.a.	3-77		5347	n.a.	10'	
OVS 1001-1050	Δ	50	154XM		8-79	BRAE	5347	n.a.	10'	
EACH 2001-2200	Δ	200	154XM	63100	9-78	ITEL	5347	EOC	10'YSD	NSF
ERES 9000-9049	Δ/	50	154XF	62300	3-78		5347	EOC	10'YSD	
ESLJ 7700-7712		13	XM	n.a.	n.a.	n.a.	5347	n.a.	2x8'	
ESLJ 7714-7750		37	XM	n.a.	n.a.	n.a.	5347	n.a.	2x8'	
GW 1001-1200		200	XM	n.a.	n.a.	n.a.	5347	n.a.	2x8'	
GBW 7000-7049	Δ	50	XM	62700	4-79	ITEL	5347	EOC	10'	
GBW 8000-8197	Δ	98	154XM	62100	12-77		5347	EOC	10'YSD	NSF, 3.
GBW 16000-16299		300	XP	n.a.	n.a.	n.a.	5347	n.a.	10'	
GHRC 700-749	Δ	50	154XM	62500	11-77	SSI	5347	EOC	10'YSD	
GHRC 750-799	Δ	50	XM	n.a.	11-78	ITEL	5347	EOC	10'	NSF
HSW 1001-1050	Δ	50	XM	62700	8-79	BRAE	5347	EOC	10'	
KCS 753301-754293	Δ	100	154XM	n.a.	2-78	none	5347	EOC	10'YSD	4.
LASB 9000-9049	Δ/	50	XM	62300	3-78		5347	EOC	10'YSD	5.
LVRC 3000-3099	Δ	100	XM	62500	2-78		5347	EOC	10'YSD	
MEC 31750-31899	Δ	150	150XM	62600	11-78		5347	10-ME	10'	
MEC 31900-32149	Δ	250	154XM	62500	5, 6-80		5347	10-ME	10'YSD	
MTW 4000-4199	Δ	200	154XM	62200	5-76	SSI	5355	ME	10'YSD	
MTW 4200-4299	Δ	100	XM	61900	7-77	SSI	5355	EOC	10'	
MTW 4300-4399	Δ	100	XM	62100	6, 7-78	ITEL	5355	EOC	10'	
MTW 4400-4599	Δ	200	154XM	62100	9, 10-78	ITEL	5355	EOC	10'YSD	
MB 4000-4099	Δ	100	154XM	61300	11-77	SSI	5347	NONE	10'YSD	
MSE 900-999	Δ	100	154XM	62600	9-78	ITEL	5347	10-ME	10'YSD	NSF
NHIR 851-900	Δ/	50	154XF	61900	6-79		5347	NONE	10'YSD	NSF
NHIR 5001-5150	Δ/	150	154XM	62100	11, 12-79		5347	NONE	10'YSD	NSF
MLG 5001-5100	Δ	100	154XM	62500	11-77	SSI	5347	EOC	10'YSD	NSF
MLG 5101-5400	Δ	300	154XM	62600	1, 2-78	ITEL	5347	EOC	10'YSD	NSF
MLG 5551-5600		50	XM	n.a.	n.a.	n.a.	5347	n.a.	10'	NSF
NDPB 3975-4099	Δ	125	XM	62600	4-79	ITEL	5347	10-ME	10'	NSF
NYSM 9000-9049	Δ	50	154XM	62300	3-78		5347	EOC	10'YSD	6.
OPE 15101-15200	Δ	200	154XM	63100	10-78	BRAE	5347	EOC	2x8'YSD	
PHD 2000-2199	Δ	200	XM	n.a.	n.a.	n.a.	5347	n.a.	10'YSD	NSF
POTB 101-150		50	XM	n.a.	n.a.	n.a.	5347	n.a.	10'	
PW 101-300	Δ/	200	154XM	62300	2, 3-77	SSI	5347	EOC	10'YSD	
PW 401-403		3	XM	n.a.	n.a.	n.a.	n.a.	n.a.	10'	NSF
PW 404-553	Δ/	150	154XM	62100	12-77	SSI	5347	EOC	10'YSD	NSF
PW 554-703	Δ/	150	154XM	n.a.	3-78	ITEL	5347	EOC	10'YSD	NSF
RV 1000-1024	Δ	25	154XM	62700	4-79	ITEL	5347	10-ME	10'YSD	NSF

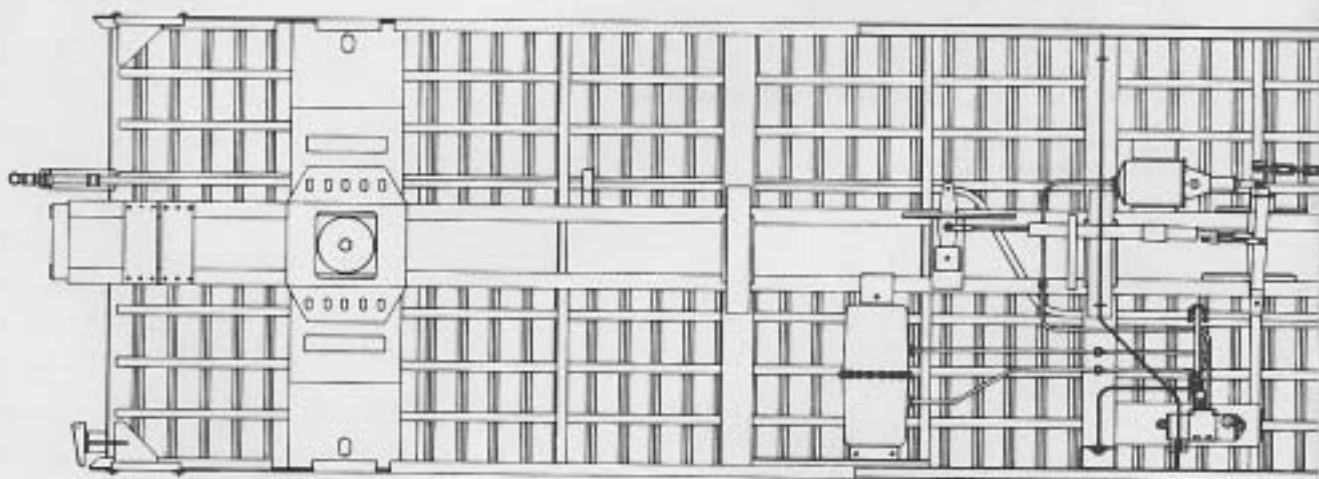
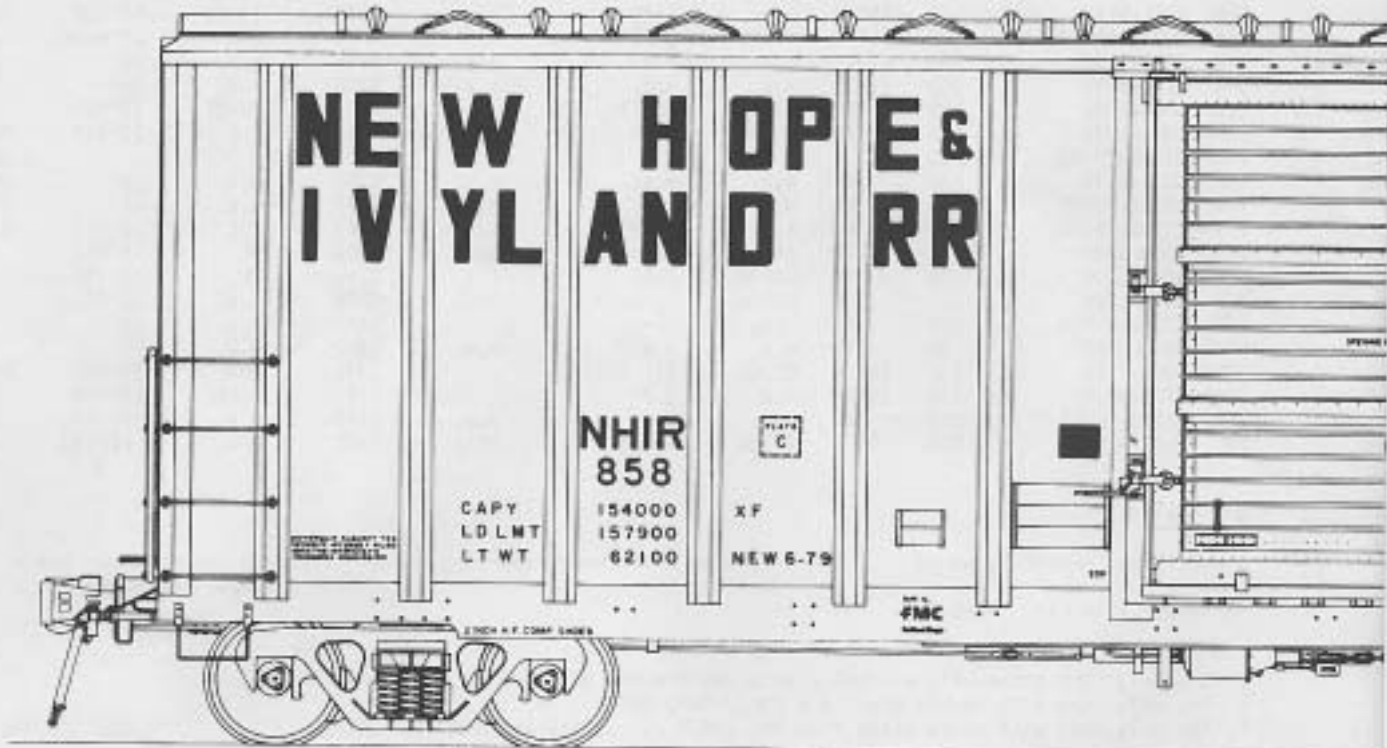
Reporting Marks	Quan.	Type	Lt. Wt.	Dates Built	Lessor	Cu. Ft.	Cushion	Door	Notes
RBDX 1000-1049	‡	50	154XM	61900		5347	NONE	10'YSD	NSF, 7
RF&P 200-300	‡	101	154XM	n.a.		5347	10-ME	10'YSD	8.
RF&P 5001-5150	‡	150	154XM	62100		5347	NONE	10'YSD	9.
RF&P 5151-5199	‡	99	154XM	n.a.		5347	10-ME	10'YSD	10.
SRN 5000-5199	Δ	200	154XM	64500	SS!	5295	EOC	10'panel	11.
SRN 5200-5299		100	n.a.	n.a.	n.a.	5295	n.a.	10'	
SRN 5300-5399		100	n.a.	n.a.	n.a.	5295	n.a.	10'	
SLC 1000-1099	Δ	100	154XM	62900		5347	10-ME	10'YSD	
SSDK 1000-1099	Δ	100	154XM	62000		5347	EOC	10'YSD	NSF
TASD 78601-78700	‡	100			ITEL	5347	EOC	10'YSD	NSF
TSE 5001-5120		120	XM	n.a.	n.a.	5347	n.a.	10'	12.
TPW 70101-70150		50	XM	n.a.	n.a.	5347	n.a.	10'	NSF
TTIS 25101-25150	‡	150	XM	n.a.		5347	EOC	10'YSD	NSF
YSD 6000-6199	Δ	200	154XM	64100		5295	ME	10'YSD	13.
YSD 6200-6299	Δ	100	XM	61500	SSI	5295	ME	10'YSD	
YSD 6300-6399	Δ	100	XM	62100	SSI	5295	ME	10'YSD	
VTR 12001-12200	Δ/	200	XM	n.a.		5347	n.a.	10'	
VAMD 3000-3049		50	XM	n.a.	n.a.	5347	n.a.	10'	
MRWK 5001-5150	‡/	150	154XM	62100		5347	NONE	10'YSD	NSF, 14.
MRWK 5151-5300	Δ/	150	154XM	n.a.		5347	10-ME	10'YSD	
YAN 22500-22749		250	XM	n.a.	n.a.	5347	n.a.	10'	
YW 25101-25200	Δ	100	154XM	63100	BRAE	5347	EOC	2x8'YSD	

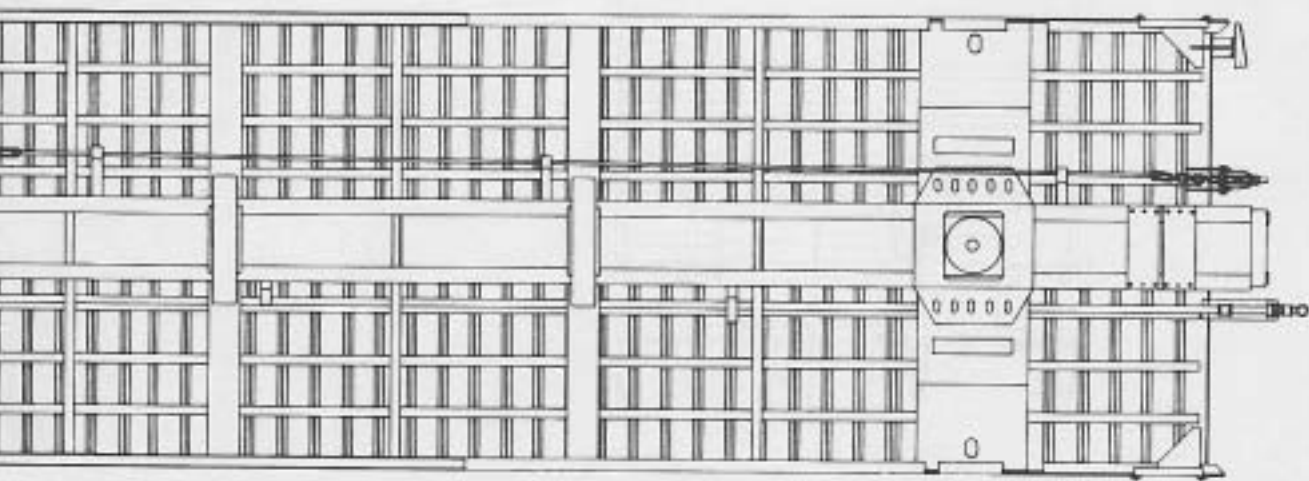
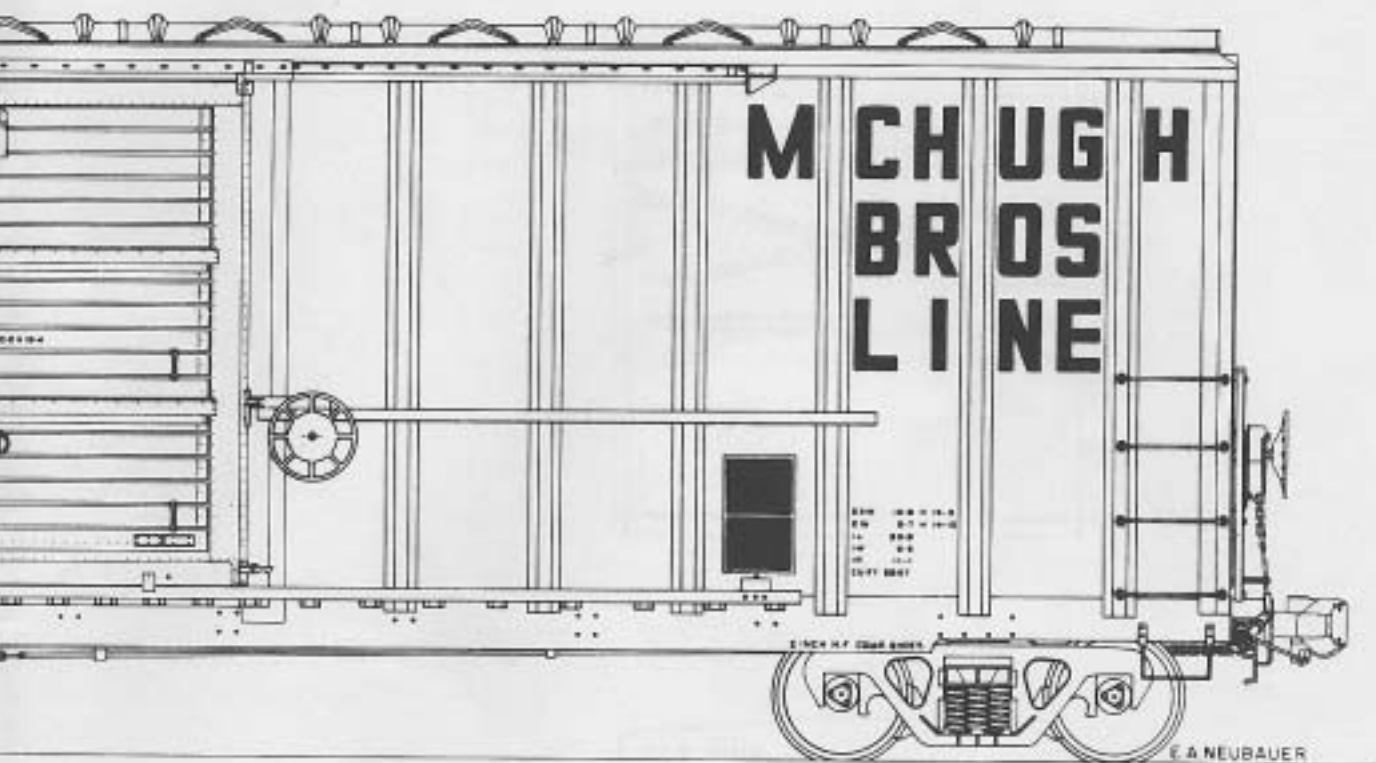
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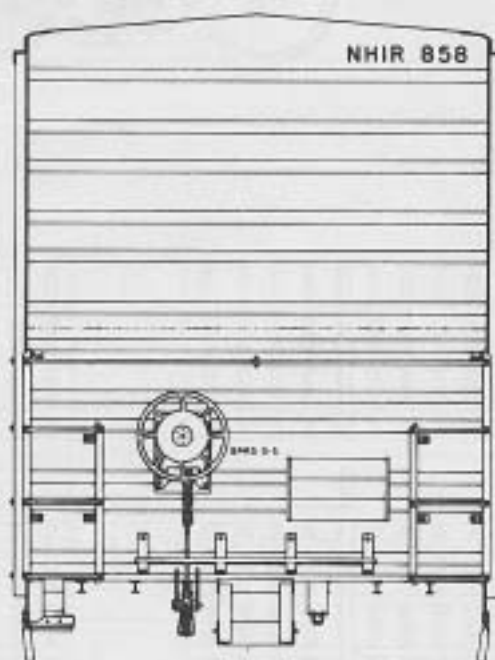
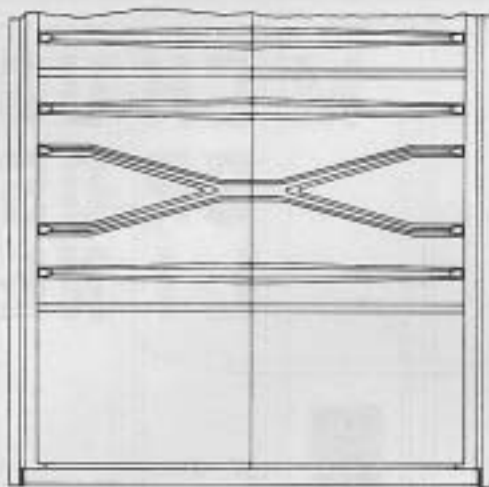
Δ = Original reporting marks ‡ = Second or third hand reporting marks / = No longer under these reporting marks
 No symbol = no cars sighted

- A. The only cars apparently WITHOUT cushioning are MB, NHIR and TSE.
- B. The only cars with double doors are ESLJ, GWF, OPE and YW.
- C. The only cars with doors other than YSD 6/6/6 corrugated are SRN

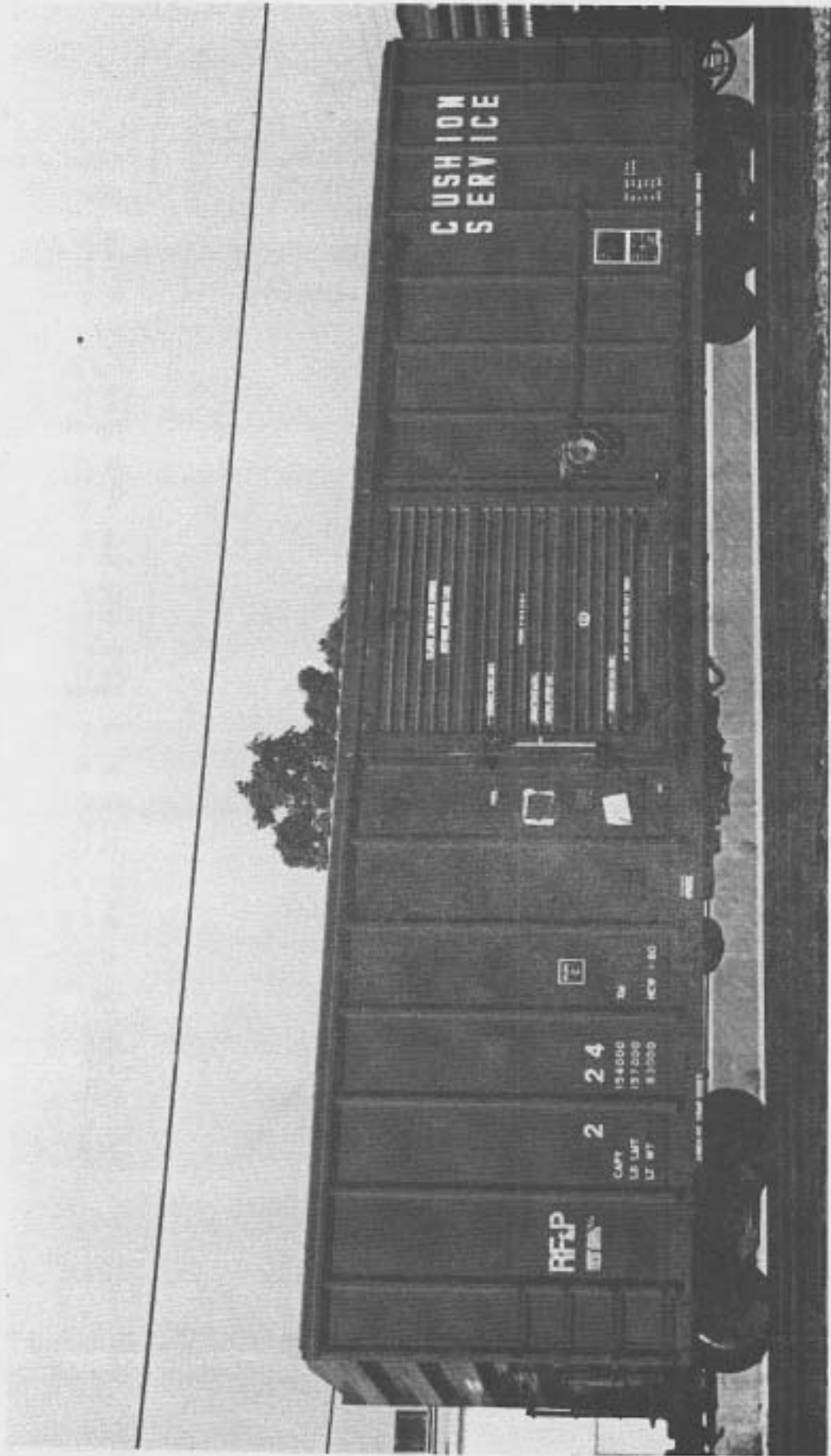
1. Ex- VTR 12001-12200
2. Ex- ROCK 300000-300499
3. Ex- PW 404703
4. Ex- ??? presently unknown
5. Ex- ERES 9000-9049
6. Ex- LASB 9000-9049
7. Ex- NHIR 851-900
8. Ex- MRWK 5200-5300
9. Ex- MRWK 5001-5150
10. Ex- MRWK 5151-5199
11. Panel-type door, manufacturer not identified
12. Ex- PW 404554
13. Ex- BH 25101-25150
14. Ex- NHIR 5001-5150







TEAN



ABOVE: RF&P 224, Series RF&P 200-300. These are Ex- WPMX 5151-5300 intended to become NHIR 5151-5300 but were delivered Warwick Railway instead. They later became RF&P 5151-5199 and 800-300 in about 1982. The 5's were dropped because of a numbering conflict. Unlike the other NHIR FMC 5347's this series has end-of-car cushioning- Freight Master 10-ME. Again there is the YSD 10' door but also note the Slidewell power-assisted door opening device. (D.G. Casdorff Photo)

NAMED FREIGHT TRAINS OF THE PENNSYLVANIA RR IN 1948

NAME	SCHEDULED ROUTE	NUMBER OR SYMBOL
Ace, The	Chicago to Greenville, N.J.	CG 8
Big Smoke, The	Columbus to Chicago	NW 85
Bison, The	Buffalo to Enola, PA	BF 4
Blue Goose, The	Enola, PA to Buffalo	BF 5
Bullet, The	Greenville, N.J. to Portland, ME (also on the NYNH&H; B&M)	M 6
Catbird, The	Norfolk, VA to Harsimus Cove, N.J.	D 2
Challenger, The	Cincinnati to Chicago	CO 3
Champion, The	Pitcairn, PA to Hudson	CSB 8
Cock O' The Walk	Cincinnati to Detroit	DC 8
Comet, The	Enola, PA to E. St. Louis	VL 7
Cornucopia, The	Buffalo to Philadelphia	BNY 14
Derby, The	Chicago to Louisville	IL 2
Dividend, The	Buttwood, PA to Altoona	PG 13
Dixie, The	Detroit to Columbus	TC 12
Eagle, The	Cleveland to Harsimus Cove, N.J.	CE 2
Excelsior, The	Buffalo to Crestline, Ohio	BEC 1
Flying Cloud	Buffalo to Scully, PA	BF 2
Forest City, The	Cincinnati to Cleveland	FC 2
Gas Wagon, The	Detroit to Enola, PA	ED 2
Greyhound, The	East St. Louis, ILL to Pitcairn, PA	PH 10
Guts	Buffalo to Harsimus Cove, N.J.	BNY 16
Invincible, The	Logansport to Richmond, Ind.	CO 8
Lightfoot	Columbus to Logansport, Ind.	NW 99
Man O'War	Chicago to Harsimus Cove, N.J.	FW 8
Mercury, The	Chicago to Harsimus Cove, N.J.	WS 4
Meteor, The	Enola, PA to Cleveland	VC 1
New Englander	Altoona to Hudson, PA	CSB 2
New Yorker, The	Pitcairn, PA to Harsimus Cove, N.J.	NY 2
North Star, The	Scully, PA to Buffalo	BF 1
Oriole, The	Potomac Yard, VA to Harsimus Cove, N.J.	MD 12
Packer, The	Chicago to Enola, PA	CMB
Peerless, The	Pitcairn, PA to Crestline, Ohio	PF 3
Premier, The	East St. Louis, ILL to Greenville, N.J.	SW 8
Purple Emperor, The	Enola, PA to Buffalo	BF 3
Queen City, The	Cleveland to Cincinnati	FC 1
Ranchman, The	East St. Louis, ILL to Pitcairn, PA	VL 8
Reliable, The	Chicago to Enola PA	NW 86
Renown, The	Indianapolis to Chicago	CO 5
Rocket, The	Enola, PA to Cincinnati	CIN 1
Salesman, The	Crestline, OH to Buffalo	BEC 2
Southwesterner, The	Enola, PA to East St. Louis, ILL	SW 1
Spark Plug	Cincinnati to Pitcairn, PA	LM 4
Speed Witch, The	Boston-Philadelphia-Baltimore (also on the NYNH&H)	NE 1/NE 2
Trailblazer, The	Columbus to Pitcairn, PA	VL 6
Uncle Sam	East St. Louis, ILL to Enola, PA	VL 2

LOT 1061
ACFX
LV
X72
FMC
5100
510034
NEW 5-73
1750
CENTER FLOW*
EVANS
NACC
SP
Pool AA
P-S BUT
BN

FREIGHT CAROLOGY

DATA • NEWS • NOTES • PROJECTS

0001. ATSF, SFTZ 206000 to 206049, This relatively small group of 50 2-vans were built by Fruehauf in 1974. They are 40' drop frame closed vans with a cubic capacity of 3020 cu.ft. In addition to the usual rear doors, this series also has a 3' 6" curbside door. Model designation is Fruehauf FBZ-15-X-F2-40. Serial numbers MES 428001 to 428050. (D.G. Casdorff)

GRO WGA Portec, Inc.

- 2. CR 581700-583699 may include class G52D
- 3. CR 627900-627924 are ex RI 955000's (E.A. Neubauer)

0002. BN. BN has recently taken its delivery of the 150 boxcars ordered from United American Car, Cartersville, Georgia (U-AC CRTS). These are 52'8" high-cube 184 XP boxes with double plug doors. Reporting marks are BN 376500 to 376649. Cubic capacity is 6504. So far only two builder's dates have been spotted; 5-83 and 6-83. (D.G. Casdorff)

0005. DKS (MP). DKS 776177-776241, USEX B1 built RBL's are ex- USLX 13177-13241. These 5100 cu.ft. cars were built in 8-74 and 9-74. Cars have single Air Pak Bulkheads and come equipped with pallets. There is a double set of Superior 7' 10" plug doors on either side and the average capacity is 135,000 lbs. (David G. Casdorff)

0006. KMCX, Roster. KMCX 101-290 are all ACF HTG 4650 covered hoppers built 11, 12-77. Serial numbers range from 57196 to 57385. However, recent ORERs account for only 187 cars of the series. Most of the cars are equipped with the 5069 outlets, but a few have been noted with 5090 outlets. (D.G. Casdorff)

0003. CNCF Sahagun, (Hecho en Mexico) The following has been reported as having been built by CNCF for American railroads:

ATW 1000-1024	Btt. 2-79
HM 5000-5099	7-79 to ATM 65000-65099
MCSA 6000-6074	
MCSA 6075-6124	
MCSA 7000-7124	8-79 owned by BRAE
MP 641150-642549	6-78 and other dates?
NHIR 651-700	2-79 to B&E ?
ROCK 301000-301799	?
WRTX 5750-5757	10-78

(E.A. Neubauer, D.G. Casdorff)

0007. L&N (SBD), Car Pool Designations. A few of the recently spotted car pools:

Design.	"Return to"	# of car
AA	L&N, Appliance Park, KY	410053
AN	L&N, Pascagoula, Miss.	112946
KC	L&N, Evansville, Ind.	400016
MC	L&N, Deatrice, ALA	450040

(D.G. Casdorff)

0004. CR. The following is a list of freight cars bought by Conrail excluding open hoppers. This list is supposed to be complete but omissions are possible. It should be noted that there are actually very few "real" Conrail freight cars.

0008. L&N (SBD). L&N 103100-103599. This series was originally built by GATC in 1966 with 4965 cu.ft. They are 50'7" IL and 10' 6" IH and rated at 154000 lb. XM's. Additional data are needed on specific builder's dates, original light weights, etc.

Numbers	Class	Quan	Type	Builder	Dates
222837-222854	B63D	18	XP	FGE	
222855-222872	B63D	18	XP	FGE	
222873-223000	B63D	128	XP	FGE	
223001-223122	B63A	122	XP	BFF BMK	12-77
223301-223432	B63B	132	XP	BFF BMK	10-78
223433-223462	B63B	30	XP	BFF	
283786-283816	B63D	31	XL	FGE	
283817-283851	B63D	35	XL	FGE	
297601-297912	B83A	312	XL	GSC	-78
376001-376190	B65A	190	RBL	FGE AX	6-77
581700-583699	G52C	565+	GB	CR SR	4,5-80
584000-584099	G52E	100	GB		
627900-627924	G42E	25	GBSR	SIECO ATL	11-77
628001-628300	G52A	300	GBSR	TC CH	9to11-77
628301-628900	G52B	600	GBSR	GRO WGA	6-79to5-80
766000,766001	FR63A	2	FD		
883600-883999	C13A	400	LO PS BUT	(9961)	9-77

0009. PVFX. Series 500-507. The following lists some of the details of this series:

PVFX #	Light Weight	Date Built
500	64200	2-79
501	64000	2-79
502	64200	8-79
503	64400	2-79
504	63700	2-79
505	63400	2-79
506	64500	8-79
507	64200	8-79

Average Lt. weight is 64000. Low weight is 63400. High weight is 64500. Weight range is 1100. These cars are all NACC BUT MURF pressure differential 198/199 LO's. Cubic capacity is the 3915 size. All are lined with one coat of Centari Blue. NACC is lessor and Peavey Co. is lessee. Cars of this series seem to "circulate" in and out of DCA Food Company in Baldwin Park, California. (D.G. Casdorff)

Notes:

1. Builders: BFF BMK Berwick Forge and Fabricating, Berwick, PA
- GSC Greenville Steel Car
- CR SR Conrail, Samuel Rea Shops, Hollidaysburg, PA
- FGE AX Fruit Growers Express, Alexandria, VA
- SIECO ATL Southern Iron and Equip., Atlanta, Georgia
- TC CH Thrall Car, Chicago Heights, ILL

0010. RBOX. Ex- RBOX cars. RBOX cars of the older types have been appearing in new reporting marks. Those seen so far are ATSF, BN, MP, RFP, SOU, SP, SBD and UP. Relettering began as early as April 1983. Data are needed and should include new reporting marks, date built, builder lot number and original number if possible. (E.A. Neubauer)

0011. SBO. SEABOARD TO MOVE FIRST ALL-ALUMINUM COAL TRAIN. The nation's first all-aluminum unit coal train will go into service on Seaboard System in early 1984 when South Carolina's Santee Cooper electric utility plant places the lighter weight gondola cars in service between Eastern Kentucky and the generating station at Cross, S.C. The lighter weight will permit each car to transport 11 more tons of coal than the conventional steel cars. The cars weigh 41,000 pounds compared to the 63,000 pounds for comparable steel cars. The aluminum cars also have more room, 3800 cubic feet compared to 3350 in the steel cars. (Seaboard System News, June 1983)

CROSS-INDEX OF BUILDERS¹

Builder	Rep.Marks	Year	Description	Entry #
ACF HTG	KMCX	1977	4650 cube LO	0006
ACF STL	SLSF	1971	50'Hi-Cube XP	0012
BFF BWK	CR	1977,78	60'Hi-Cube XP	0004
CNCF	***see listing of customers under #			0003
C&O RA	UMP	1979	100 Ton HT	0017
CR SR	CR	1980	52' GB	0004
Fruehauf	ATSF	1974	40' Z-Vans	0001
FGE AX	CR		60'Hi-Cube XP	0004
FGE AX	CR		60'Hi-Cube XL	0004
FGE AX	CR	1977	62'RBL	0004
GATX	L&N	1966	50' XM	0008
GATX	SLSF	1968	50' XLT	0013
GRO WGA	CH	1979,80	53' GRSR	0004
GRO WGA	TXNW*	1980	4750 cube LO	0016
GSC	CR	1978	86'Hi-Cube XL	0004
NACC MURF	PVFX	1979	100t Press. Diff. LO	0009
N&W RO	UMP	1979	100 ton HT	0017
NSC	TRC	1979	4650 cube LO	0015
PS BUT	CR	1977	3000 cube LO	0004
RTC HO	TXNW*	1980	4750 cube LO	0016
STECO ATL	CR	1977	48' GRSR	0004
TC CH	CR	1977	53' GRSR	0004
Trinity	TRC	1979	4750 cube LO	0015
U-AC CRTS	BN	1983	52'Hi-Cube XP	0002
USEX-BI	DKS*	1974	52' RBL	0005

0012. SL-SF (BN). Valiant, Oklahoma Car Pool. SLSF numbers 11045, 11135, 11142 and 11213 have been reported stenciled " return to Valiant, Okla." These cars are from the series SLSF 11000-11249, which were designed for special high loading patterns. Cars were built by ACF in 1971 (10- and 11-) as 152 XP double plug door steel boxes. They are 50' 6" IL, 6150 cubes with 20" cushioned underframe. (D.G. Casdorff)

0013. SL-SF (BN). Series 6665-6764. This group of 100 XLI class boxcars were built and delivered to the SL-SF Railway company in January 1968 by the General American Transportation Corporation (GATC). The cars have DF-8 Bulkheads, 20" cushioned underframe and sidefillers. Cars originally were 4333 cube, but over the years a few have had side fillers removed providing an extra inch internal width and increasing capacity to 4349. Apparently all cars are 70 Ton. (D.G. Casdorff)

0014. SNCT. New equipment. Recently spotted was an ex-Union Pacific flatcar class F-70-17 displaying hand painted in white " SNCT 531." Builder's date is 3-68. (D.G. Casdorff)

0015. TRC. Trona Railway-brief roster. This shortline has two series of covered hopper cars in their fleet. TRC 1001-1225 were all built by Trinity Industries, Dallas, TX. These are Trinity's 4750 design/size and were built in 1-,2-,3-,4-, 5-,8-, and 11-79. The second group, series 1226-1350 were built by National Steel Car (NSC) Hamilton, Canada in April 1979. This group also has NAHX serial numbers stamped on them. Serial numbers are NAHX 465000-465124.

0016. TXNW. Series 47000-47399 Covered Hoppers. Last year the Texas North Western Railway purchased 400 covered hoppers from XTRA. These 4750 cube hoppers are a combination of both Portec (GRO WGA) and Richmond Tank Car (RTC HO) manufacture. Date of build appears to be various months of 1980. Additional data are needed on specific ex- XTRA numbers and car number to builder correlation.

0017. UMP. 100 Ton Open Hoppers. The Upper Merion and Plymouth Railroad Company has two series of 100 ton open hoppers. Series 6000-6599 were built in 1979 (add'l month data needed) by the Norfolk & Western in their 3570 cube design. The other series, numbered 6600-7557, were built by the Chesapeake & Ohio Railway also in 1979 in their 3433 cube form. These cars are often seen on the UP in and around the L.A. docks with D&RGW hoppers hauling coal or coke for export.

NOTES:

1. This list cross-indexes builders in the Freightcarology section of this issue only.

*= denotes NOT the original purchaser/reporting marks. (i.e. these are second-hand etc.)

SPECIAL PROJECTS: P-S LOT NUMBERS

Lot Number	Reporting Mark	Series	Quantity	Dates Built	AAR Class	Notes
1003	UP	78150-78749	600	9, 10-78	LO	
1008F	SSIX	20000-20699	700	n.a.	LO	A.
1016	NOPB	101000-101199	200	1-79	FC	1.
1016	BFJR	104000-104099	100	1-79	FC	2.
1016	PW	105701-105800	100	2-79	FC	3.
1017	RBOX	31000-32249	1250	12-78 to 3-79	XM	
1023	SP	247915-248614	700	10-79	XM	A.
1024	VTR	13001-13250	250	4-79	XM	4.
1024	LVRC	4000-4099	100	4-79	XM	5.
1025	ACTX	944000-944549	550	7-79	LO	A.
1027	UTCX	43650-43749	100	6-79	LO	
1028	RBOX	32850-33599	750	5, 6-79	XM	
1029	RBOX	35000-35749	750	6 to 8-79	XM	
1030	TTAX	991000-991999	1000	9 to 11-79	FC	
1033	PLCX	18015-24070	n.a.	10-79	LO	6., A., B.
1037	SOU	531500-531999	500	n.a.	XM	A.
1043B	SAN	13000-13099	100	9-79	XM	
1044A	SBVR	2001-2050	50	12-79	XM	
1044A	SM	3001-3100	100	12-79	XM	7.
1044B	PARY	14000-14049	50	12-79	XF	8.
1044D	D&H	27200-27347	48	6-81	XM	
1044L	WLO	531200-531249	50	12-80	XP	
1054	KCS	170003-171999	200	11-79	XM	
1055	TTAX	990200-990399	200	8, 9-79	FC	
1060	CNW	178000-178599	600	3-80	LO	
1061	PLCX	18015-24070	n.a.	3-80	LO	6., A., B.
1063	RBOX	36750-37749	1000	3, 4-80	XM	
1064	PLCX	42960-44257	n.a.	5-80	LO	A., B.
1065	PLCX	18015-24070	n.a.	5-80	LO	6., A., B.
1066	TTAX	990400-990999	600	11-79 to 1-80	FC	
1078	TTAX	992000-992249	250	3-80	FC	
1079	TTAX	993250-993649	400	7, 8-80	FC	
1086	SOU	532000-532499	500	4-80	XM	A.
1092	RBOX	40750-41399	1150	6, 7-80	XM	
1092B	RBOX	43950-44089	n.a.	11-80	XM	B.
1093	TTAX	992250-992749	500	2, 3-80	FC	
1093A	TTAX	992750-993249	500	5, 6-80	FC	
1098	ETTX	854162-854320	158	5-80	FA	
1100	RBOX	43350-43949	n.a.	4, 5-80	XM	B.
1100A	RBOX	43350-43949	n.a.	5, 6-80	XM	B.
1103	PLCX	18015-24070	n.a.	11-80	LO	6., A., B.
1103	ATSF	315200-315799	600	11-80	LO	A.
1107	SCL	29050-29449	400	8-80	XL	A.
1107B	CRR	7300-7449	150	9, 10-80	XL	
1107C	GA	55400-55474	75	10-80	XL	
1120	GONX	350000-351499	1500	5, 6, 7-81	GB	
1136A	PSPX	6098-6790	n.a.	10-81	LO	A., B.

NOTES:

- A. Additional Dates Built possible
- B. Exact quantity and numbers of the series unknown

1. Serial numbers 16-401 to 16-600.
2. Serial numbers 16-601 to 16-700
3. Serial numbers 16-901 to 16-1000
4. Serial numbers 24-101 to 24-350
5. Serial numbers 24-1 to 24-100
6. Exact breakdown of numbers of this series, PLCX 18015-24070 unknown presently.
See also lot numbers 1033, 1061, 1065, and 1103.
7. Serial numbers 44A-100 to 44A-199
8. Serial numbers 44B-1 to 44B-50

