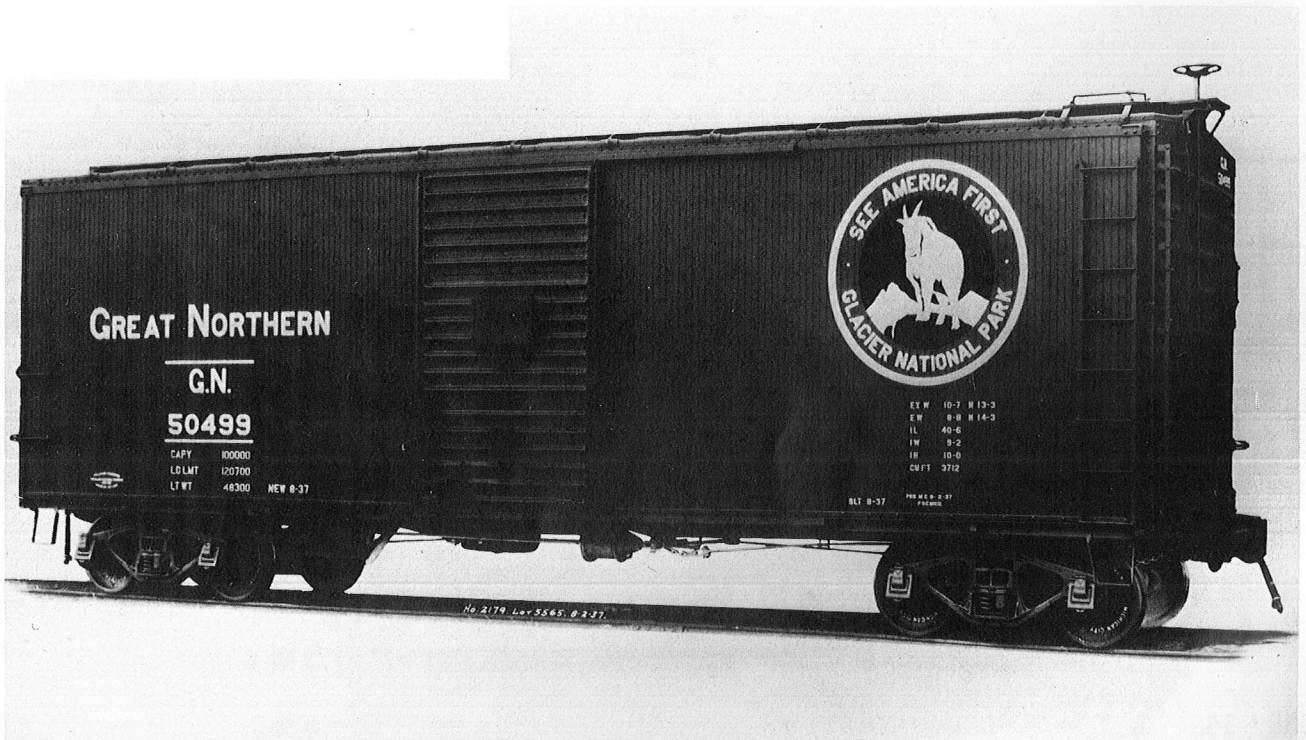


# FREIGHT CARS

JOURNAL

# 4





# FCJ

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(BN Photo)

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Topics to be covered by this  
publication include:

- Freight car design and technical evolution
- Manufacturers history and production
- MODELING
- Data collection and exchange
- Logos and liveries
- Rosters
- Operations
- Caboose and MofW
- Intermodal
- News
- Car pools and Lessees
- Commodities transported
- ANY ROAD ALL ERAS

# Modeling

## GN 40-foot Boxcars

by STAFFAN EHNBOOM

### INTRODUCTION

The plain 40' box car is a very large part of GN history. Grain traffic has always been an important facet of GN operations, and before large fleets of big covered hoppers appeared in the sixties, the grain moved in thousands of box cars.

The boxcar probably always dominated the GN, and one step toward creating a "GN feeling" about your model yards and trains is to stud them with 40' box cars.

A good first project is the wood sheathed or beaded wood side box for the following reasons:

- 1) A good Athearn kit is available (40' wood side box car #5230 undecorated and #5233 painted for GN)
- 2) This type has been used in revenue service since 1937 and into the 1970's
- 3) This car type represented a very large share of GN freight cars. In all, the GN received 8000 of them between 1937 and 1942. As the GN had around 40000 revenue freight cars during the last several decades, the 8000 box cars of this type made up 20% of the freight car fleet. Thus you could have one such box among every five GN freight cars on your layout and be very close to the prototype.

TABLE 1. Great Northern forty-foot boxcar series list.

| <i>GN SERIES</i> | <i>YEAR BUILT</i> | <i>BUILDER</i>                 | <i>NOTES</i> |
|------------------|-------------------|--------------------------------|--------------|
| 21950-21961      | 1937-1942         | Various                        | 1            |
| 45000-45499      | 1942              | General American Transp. Corp. |              |
| 45500-45999      | 1942              | Pressed Steel Car Co.          |              |
| 46000-46999      | 1942              | Pullman                        |              |
| 47000-47999      | 1941              | Pullman                        |              |
| 48000-48499      | 1941              | Pressed Steel Car Co.          |              |
| 48500-48999      | 1941              | American Car & Foundry         |              |
| 49000-49499      | 1940              | Pressed Steel Car Co.          |              |
| 49500-49999      | 1940              | Pullman                        |              |
| 50000-50499      | 1937              | Pullman                        |              |
| 50500-50999      | 1937              | American Car & Foundry         |              |
| 51000-51999      | 1939              | Pullman                        |              |
| 52000-52999      | 1940              | Pullman                        |              |

Note 1: The 21950-21961 series are cars taken from the 45000-52999 series to be equipped with roof hatches for loading foundry sand assigned to Del Monte Properties, Valley, Washington.

TABLE 2. Typical stencilled data from GN 51799 in 1968.

|        |         |            |        |
|--------|---------|------------|--------|
|        |         | EX W 10-7  | H 13-3 |
|        |         | E W 8-8    | H 14-3 |
|        |         | I L 40-6   |        |
| CAPY   | 110000  | I W 9-2    |        |
| LD.LMT | 129000  | I H 10-0   |        |
| LT.WT. | 48000   | CU.FT 3712 |        |
| B2     | CH.1.65 | BLT 7 39   |        |

## REBUILDS

Many of these wood side cars on the GN were rebuilt in the fifties to receive plywood sides (32000 series), rivetted steel sides (33000 series), or welded steel sides (34000 series).

Another rebuild with welded sides was the 27000 series, which was used to introduce the glacier green paint in 1961. The Athearn kit can be used as a basis for these car series too. Additional GN rebuilds of these cars were 40' double door steel box cars (4000 series), 40' stock cars and some even as "kitbashing" parts in 60' stock cars.

## MODELING THE ORIGINAL G.N. SERIES 45000-52999 WITH THE ATHEARN KIT

### *Roof Running Board*

(See fig. 1) Discard metal type in kit and build up wood type from 0.3 x 1.6mm strip wood or styrene or use Model Die Casting running board for their 40' box.

### *Ends*

(See Fig. 2.) Athearn uses a late thirties to early forties end on their early box cars. It has a dreadnought pattern to the bulges or corrugations impressed in the two pieces of metal that are rivetted together with a horizontal seam half way up the end. There are five bulges in each half making the Athearn end a 5+5 pattern. GN cars in those days had a 4+5 pattern easily created by

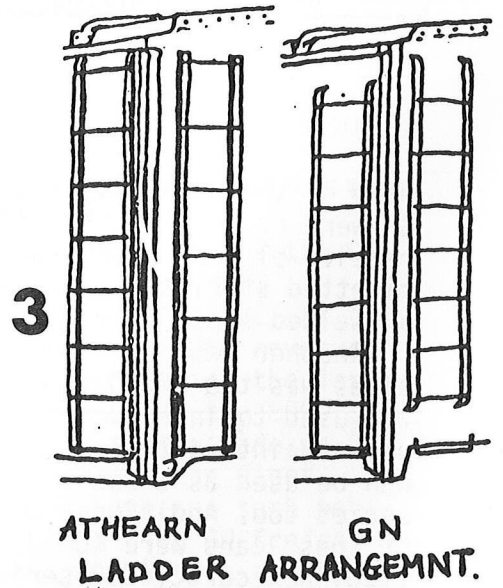
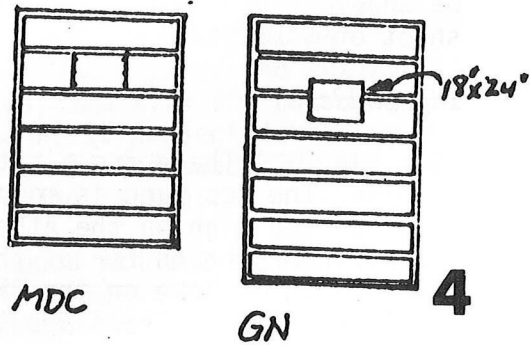
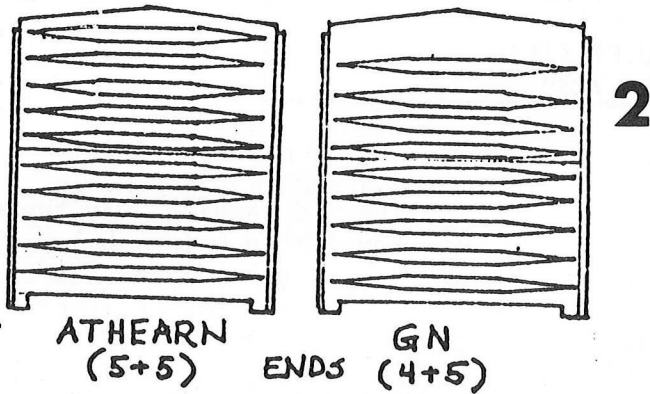
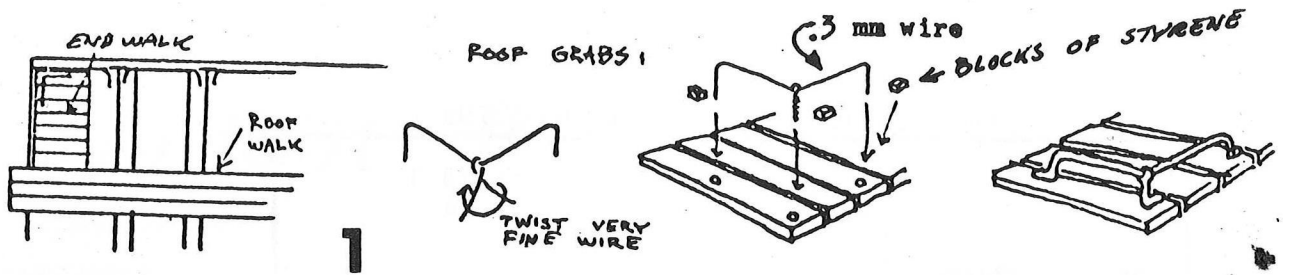
cutting and sanding away the top rib and the little bulges below the ends of the top rib leaving the brake wheel housing, the retainer valve and top of the ladder intact.

New running board end supports can be shaped from a wire "U" and a small sheet of styrene.

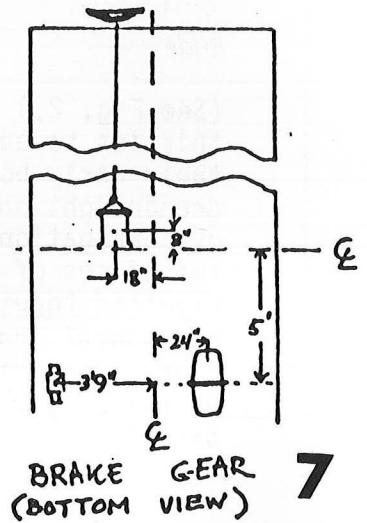
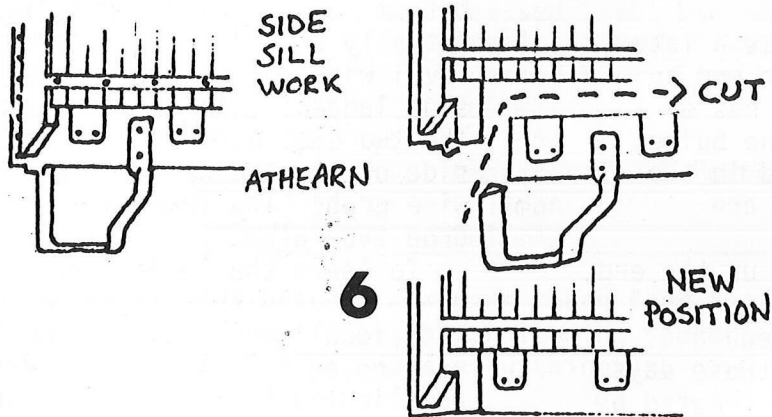
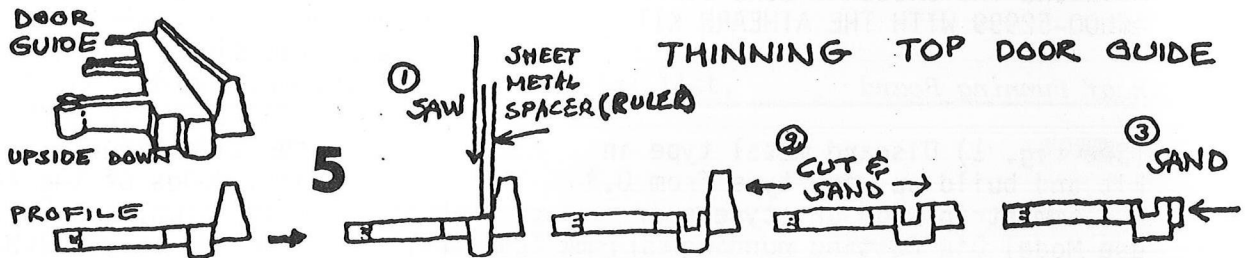
### *The Ladders*

(See Fig. 3.) These are a bit of a problem. The top rung is mounted about 6" too high on the Athearn car. The stringers reach far at the top of the ends about like on the GN car, but at the top of the sides they reach about 6" too high. Even though the ladders are about the same length on ends and sides, there are eight rungs on the sides, seven rungs on the ends. The number should be equal, of course, with with eight rungs on the side ladder level with corresponding rungs of the end ladder. In addition, the GN end ladder stringers only reach to the second lowest rung of the side ladder, the Athearn stringers reach to the bottom of the ends. The bottom rung on the GN ends is actually an individual grab mounted level with the bottom rung of the side ladder. This is a drop grab. The two cast on grabs on the right side of the end can be exchanged for wire grabs. The lower one is a drop type also.

To leave the ladders as they are or to rebuild them is up to the individual modeler. Changing rung spacing on side ladders is very complicated because of the scribing



"SUPERIOR" DOORS



Figures 1-7

of the sides. I'd leave the side ladders as they are, but would remove all the rungs and the bottom 12" of stringers on the end ladders with a sharp knife taking care not to damage the end corrugation behind them. Then glue seven 15" lengths of 0.3 mm wire rungs level with the side ladder rungs and mount a grab level with the bottom side ladder rung.

### *Doors*

(SEE Fig. 4) The Athearn doors are of the Youngstown type. The corrugations on the side doors are divided into three groups of 4+7+4 ribs. Most of these GN cars had Youngstown doors, but they reached farther down on the sides and had a 6+7+6 pattern. Youngstown doors of correct height and pattern are available in metal from Menzies (part 7010).

Cars in the 46000-46999 series seem to have had Superior type doors. The Model Die Casting (MDC) 40' box cars have Superior doors that fit the Athearn door guides. However, the GN door has one more horizontal rib, and the tack board is mounted differently. I would suggest building Superior doors from a thin sheet of styrene on which are glued two vertical 2" x 2" strips and eight 3" x 2" horizontal strips. The tack board can be made from a thin sheet of styrene scribed to represent the metal vertical frame at the sides and the horizontal boards in between. Some time in the fifties tack boards on the side doors started appearing close to the bottom of the doors and somewhat to the right. Earlier they were mounted high and on the vertical center line of the door.

### *Door Guides*

(See Fig. 5) If higher doors than the Athearn or MDC is used, the lower door guide can be cut away. A new one from wood, plastic or metal angle

or a Walthers door guide part no. 946-30035 is mounted in front of the side sill as far down as the door reaches.

The top door guide in the kit is bulky. Some of the material can be filed off to make a slim piece, if you have thin scratch built or metal door. I made this in three steps.

First place a metal sheet as a spacer inside the lip projecting downwards and use a saw to extend part of the door groove upwards. Second, cut and sand the downward projecting lip even with the original door groove. Third sand the front of the guide as far as you dare.

### *Side Sills*

(See Fig. 6) The side sill on the Athearn car is not recessed very noticeably inside the face of the side. The deeply recessed, straight lower edge was a very typical feature of many wood, plywood and steel sheathed cars on the GN. Some modelers may want to emphasize this by cutting out the side sill and moving it toward the center line of the car far enough to produce a 4" step between the face of the side and that of the side sill.

Make the saw cut as illustrated in Fig. 6. After sanding the top of the sill a little to make it fit in the new position, the height of the side sill is automatically reduced to the prototype's 4". If you cut carefully at the ends, you may retain the original corner steps. Bolsters and cross members of the underframe are shortened to make room for the side sill in the new location. The lower ends of the side bracing imitated on the face of the side sills can be emphasized with short blocks of styrene. Consider putting thin scribed sheeting between floor weight and underframe.

### *Underframe*

(See Fig. 7) The stock Athearn will have to do until somebody has the

opportunity to take a look under one of the prototype cars. In any case, the brake equipment is mounted incorrectly. The brake cylinder should be on the same side of the car as the brake wheel and should point toward it. The AB valve is on the same side as the brake cylinder and on the opposite side to the air reservoir, so these parts should be removed also. Reposition the parts or use a more detailed casting set.

### Trucks

Trucks used should be of the common "Bettendorf" type.

### Painting and Lettering

In the thirties and forties and probably on into the early fifties, GN wood side box cars had mineral red sides. Underbodies and trucks were black, but mineral red was used at times too. Steel ends and roofs were black. From 1937-1940 the "Facing Goat, See America First-Glacier National Park" (FG-SAF-GNP) herald was used. (Champ decal set # B-309). See Fig. 8.

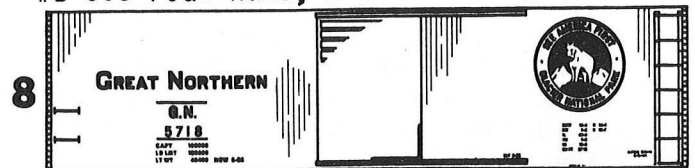
By 1942 a "side facing Goat" SFG-SAF-GNP herald was used on the same paint scheme. See Fig. 9. Champ decals is bringing out a completely new set for this scheme.

In the late forties the SFG herald received the "Great Northern Railway" text (GNR). The mineral red and black paint schemes were still in use. In the fifties this lettering was used on all mineral red cars. Champ decal set #B-359. See Fig. 10.

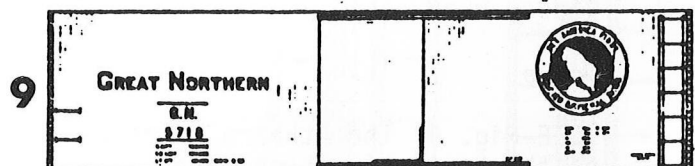
In 1956 vermilion red was introduced. Trucks and underbody were mineral red, all else vermilion. Empire Builder lettering, Champ #B-308. See Fig. 11.

Big Sky lettering has been seen on the 21953 over its vermilion red scheme. The road name and herald is available in Champ #B-385. See Fig.12.

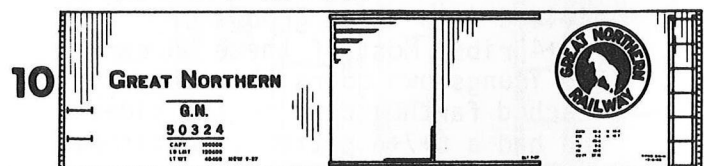
Lastly, an additional variety of the Empire Builder lettering on vermilion red cars is shown in Fig. 13. Champ #B-308 road name, B-333 herald.



As GN 50499 in 1937 builder's photo



As GN 46515 in 1942



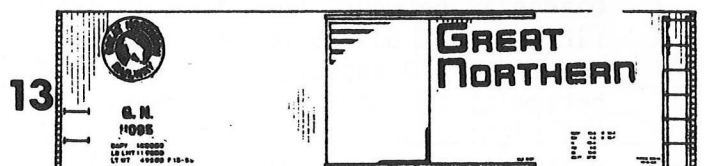
As 51799 in '68, 45559 in '69



As 50101 in '66, 47638 and 46663 in '69



As GN 21953 with roof hatches, color slide from Mr. Cordell R. Newby, Wenatchee, WA



As GN 21957 with roof hatches, color slide from Mr. Cordell R. Newby.

Figures 8-13, courtesy CHAMP DECALS  
 Figures 8 & 10 are original Champ Decal diagrams; while Figs. 9, 11, 12 and 13 were modified by the author.



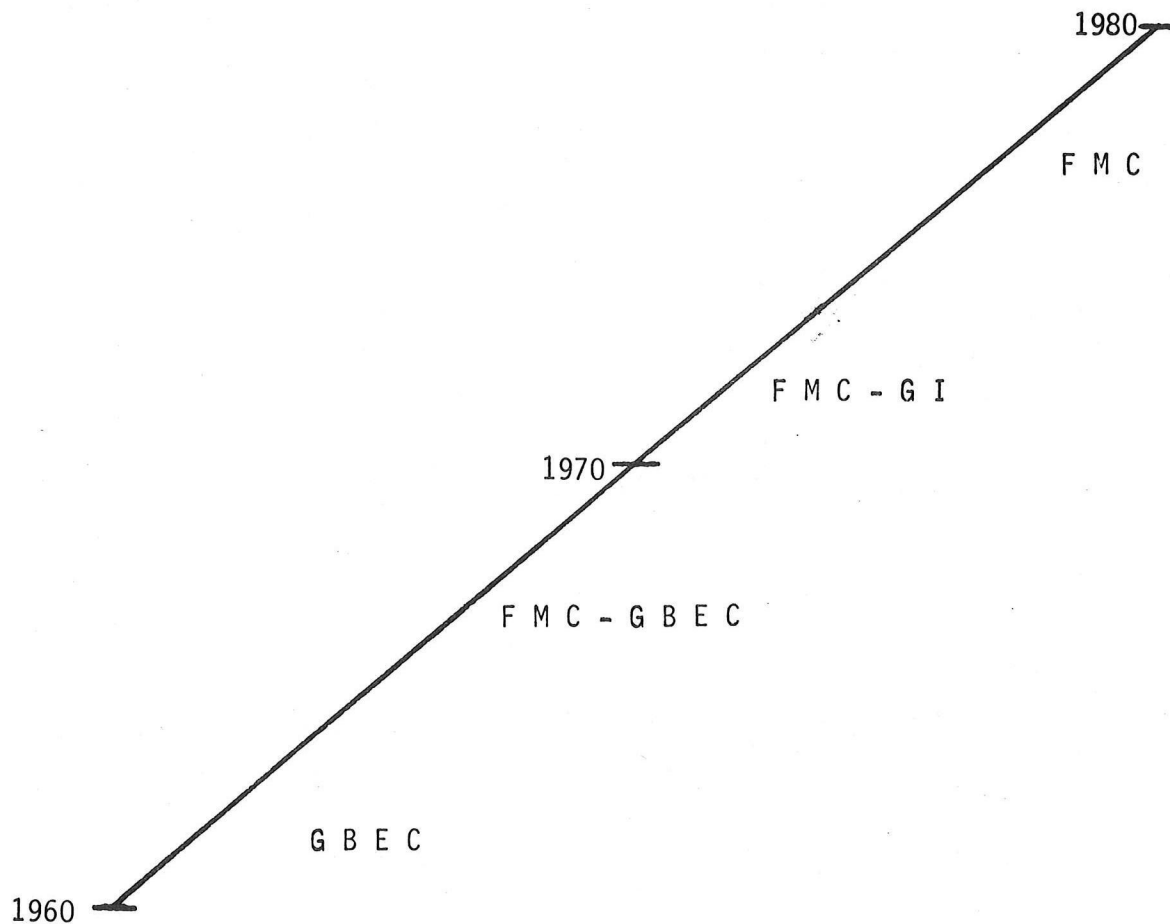
# FMC·P Production List: 1.

We would like to thank Mr. R.J. Landregan and the FMC Corporation for presenting us with a copy of this document noting the freight cars produced in Portland, Oregon by FMC and its predecessor Gunderson Brothers Engineering.

This production list is some 31 pages long and will be split up into several parts over the next few issues of *Freight Cars Journal*. The list contains all cars built at the Portland, Oregon plant only, and includes cars ordered by railways, private companies, as well as non-interchange industrials and cancelled orders.

Production began in 1961 under the Gunderson Brothers Engineering Corporation (GBEC) name. GBEC was purchased by the FMC Corporation on July 1st 1965. Builder's logo was changed at that time the "FMC-GBEC" style. In 1971, GBEC became Gunderson Incorporated and the logo was changed to the "FMC-GI" style. Later on in the seventies the Gunderson label was dropped and the familiar FMC logo appeared.

This issue covers production until 1974. On the front cover is one of Gunderson Brother's unusual looking gondola and on the rear is a common sight in the West on the Espee, the bulkhead flat car.



LIST OF CAR JOBS

| <u>JOB NO.</u> | <u>BUILT IN YEAR</u> | <u>QUAN.</u> | <u>CUSTOMER &amp; DESCRIPTION</u>  | <u>CAR NO.</u>                          |
|----------------|----------------------|--------------|------------------------------------|---|
| 7890           | 1961                 | 200          | U.P. G-70-6, Drop Bottom Gondola   | UP 60900 - 61099                        |
| 10797          | 1963                 | 400          | S.P. F-70-12, Flat Cars            | SP 563900 - 564299                      |
| 11440          | 1964                 | 300          | U.P. S-40-16, Stock Car            | UP 42300 - 42599                        |
| 11550          | 1963-64              | 750          | S.P. F-70-12, Flat Car             | SP 564300 - 565049                      |
| 12038          | 1964                 | 10           | S.P. F-100-1, Flat Car (Spec.)     | SP 597000 - 597009                      |
| 12064          | 1964                 | 50           | S.P. F-70-20, Flat Car             | SSW 85600 - 85649                       |
| 12143          | 1964                 | 5            | W.P. F-100-1, Flat Car (Spec.)     | WP 1811 - 1815                          |
| 12146          | 1964                 | 50           | W.P. F-70, Flat Car, Bulkhead      | WP 13101 - 13150                        |
| 12193          | 1964                 | 10           | W.P. F-70, Flat Car, Gen. Serv.    | WP 2151 - 2160                          |
| 12194          | 1964                 | 10           | W.P. F-70, Flat Car, Farm Impl.    | WP 1841 - 1850                          |
| 12259          | 1964                 | 10           | D&RGW, G-100, Covered Gondola      | D&RGW 56000 - 56009                     |
| 12394          | 1964-65              | 24           | S.P. Copper Conc. Car, 82 Ton      | SP 341046 - 341069                      |
| 12395          | 1964-65              | 25           | A.T.&S.F. Copper Conc. Car, 82 Ton | ATSF 64000 - 64024                      |
| 12478          | 1964                 | 100          | S.P. Woodchip Car, 70 Ton          | SP 352018 - 352117                      |
| 12479          | 1964-65              | 200          | S.P. 52'-6", 100 Ton Gondola       | SSW 75700 - 75799<br>SP 337500 - 337599 |
| 12480          | 1965                 | 900          | S.P. 42'-6", 100 Ton Gondola       | SP 333500 - 334399                      |
| 12481          | 1964-65              | 400          | S.P. F-70-12 Flat Car, Bulkhead    | SP 508000 - 508399                      |
| 12608          | 1965                 | 10           | San Manuel Copper, 100 Ton Hopper  | 155 - 164                               |

LIST OF CAR JOBS - CONT'D

| <u>JOB NO.</u> | <u>BUILT IN YEAR</u> | <u>QUAN.</u> | <u>CUSTOMER &amp; DESCRIPTION</u>                   | <u>CAR NO.</u>     |
|----------------|----------------------|--------------|---|--------------------|
| 12904          | 1965                 | 25           | Alaska RR, Blk'hd Flat Car                          | ARR 12400 - 12424  |
|                |                      | 75           | Alaska RR, Plain Flat Car                           | ARR 12625 - 12699  |
| 13198          | 1965                 | 16           | Pacific Power & Light, 100 Ton Hopper               | 101 - 116          |
| 13526          | 1965                 | 1            | Dynabulk Corp., Dry Bulk                            | DYNX 1001          |
| 13542          | 1965                 | 70           | SP&S Woodchip Car                                   | SP&S 9000 - 9069   |
|                |                      | 50           | G.N. Woodchip Car                                   | GN 174000 - 174049 |
| 13862          | 1965                 | 200          | S.P. 70 Ton Hydra-Cushion Box Car                   | SP 664000 - 664089 |
|                |                      |              |   | SSW 63200 - 63309  |
| 14190          | 1966                 | 100          | SSW 100 Ton Hydra-Cushion Box Car<br>(WABCO Brakes) | SSW 62050 - 62149  |
| 14191          | 1965-66              | 100          | SSW 70 Ton Hydra-Cushion Box Car<br>(Std. Brakes)   | SSW 64000 - 64099  |
| 14194          | 1965-66              | 200          | S.P. 100 Ton Woodchip Car                           | SP 354200 - 354399 |
| 14196          | 1966                 | 240          | S.P. F-70-43 62'0" Plain Flat Car                   | SP 580500 - 580614 |
|                |                      |              |   | SSW 85650 - 85774  |
| 14197          | 1966                 | 250          | S.P. F-70-43, 62'0" Blkhd, Flat Car                 | SP 509000 - 509124 |
|                |                      |              |   | SSW 86500 - 86624  |
| 14235          | 1966                 | 300          | U.P. G-70-11 52'6" Gondola (Open Top)               | UP 31300 - 31599   |
| 14236          | 1966                 | 100          | U.P. G-70-11, 52'6" Gondola (Cov. Top)              | UP 229800 - 229899 |
| 14237          | 1966                 | 100          | U.P. G-70-12 65'0" Gondola (Mill Type)              | UP 98150 - 98249   |
| 14411          | 1965-66              | 125          | U.P. 100 Ton, 60'0", Woodchip Car                   | UP 147000 - 147124 |
| 14471          | 1966                 | 150          | G.N. 100 Ton, 60'0", Woodchip Car                   | GN 174050 - 174199 |

LIST OF CAR JOBS - CONT'D

| <u>JOB NO.</u> | <u>BUILT IN YEAR</u> | <u>QUAN.</u> | <u>CUSTOMER &amp; DESCRIPTION</u>               | <u>CAR NO.</u>                          |
|----------------|----------------------|--------------|---|---|
| 14667          | 1966                 | 50           | G.N. 100-Ton 65'6" Mill Gondola                 | GN 79050 - 79099                        |
| 14828          | 1966                 | 200          | S.P. 70-Ton 62'9" Bulkhead Flat Car             | SP 509125 - 509324                      |
| 14881          | 1966                 | 10           | S.P. 70-Ton 62'0" Brandon Flat Car              | SP 599170 - 599179                      |
| 14958          | 1966-67              | 1200         | S.P. 70-Ton 50'6" Box Cars, 16' Door            | SP 223000 - 223999<br>SSW 49100 - 49299 |
| 15101          | 1967                 | 1            | Dynabulk Corp., Car Dry Bulk                    | DYNX 1001                               |
| 15114          | 1966                 | 10           | M.N.&S. 70-Ton 50'6" Box Car (Plywood)          | MNS 900 - 909                           |
| 15204          | 1967                 | 300          | S.P. 100-Ton 60'0" Box Car<br>(WABCO, 16' Door) | SSW 62150 - 62449                       |
| 15318          | 1967                 | 300          | N.P. 100-Ton 60'0" Woodchip Car                 | NP 119700 - 119999                      |
| 15725          | 1967                 | 32           | FMC, 5725 Cu. Ft. Alum. Covered Hopper          | FMLX 13000 - 13031                      |
| 15778          | 1967                 | 20           | N.P. 60'6" 100-Ton Box Cars                     | NP 2900 - 2919                          |
| 15879          | 1967-68              | 250          | S.P. F-70-50 Bulkhead Flat Cars                 | SP 509325 - 509574                      |
| 15880          | 1968                 | 75           | S.P. P-70-2 Pulpwood Cars                       | SP 703500 - 703574                      |
| 15905          | 1968                 | 1            | Dynabulk Corp., 3,000 Cu. Ft. Cement Car        | USLX 3000                               |
| 16218          | 1968                 | 100          | G.N. 100-Ton 60' Woodchip Car                   | GN 174200 - 174299                      |
| 16225          | 1968                 | 1,000        | S.P. 70-Ton 50' Box Cars                        | SSW 61150 - 61649<br>SP 227700 - 228199 |
| 16303          | 1968-1969            | 105          | S.P. 41'6" 100-Ton Drop Bottom Gondola          | SP 341071 - 341175                      |

LIST OF CAR JOBS - CONT'D

| <u>JOB. NO.</u> | <u>BUILT IN YEAR</u> | <u>QUAN</u> | <u>CUSTOMER &amp; DESCRIPTION</u>  | <u>CAR NO.</u>                             |
|-----------------|----------------------|-------------|--|--|
| 16344           | 1968-69              | 18          | Dynabulk Corp., 5,000 Cu.Ft. Flour Cars  | USLX 5000 - 5017                           |
| 16595           | 1969                 | -----       | W.P. Container Flat Cars f/Refuse Disposal<br>(Engineering Time Only)                | -----                                      |
| 16597           | 1969                 | 50          | D&RGW 70-ton 50' Box Cars  | D&RGW 62000 - 62049                        |
| 16643           | 1969                 | -----       | State of Washington - Scale Test Car<br>(Engineering Time Only)                      | -----                                      |
| 16648           | 1969                 | 100         | U.P. 60'6" 100-Ton Woodchip Car  | UP 147325 - 147424                         |
| 16654           | 1969                 | 100         | N.P. 60'6" 100-Ton Woodchip Car  | NP 582650 - 582749                         |
| 16700           | 1969                 | 1,000       | S.P. 50'6" 70-Ton Box Cars, Class B-70-49  | SP 224000 - 224999                         |
| 16705           | 1969                 | 14          | AT&SF 41'6" 100-Ton Drop Bottom Gondolas   | ATSF 64025 - 64038                         |
| 16757           | 1969                 | 150         | Milwaukee Road 60'6" 100-Ton Woodchip Car  | MILW 276000 - 276149                       |
| 16815           | 1970                 | 500         | Burlington Northern 50' 70-Ton Double Sheath<br>Box Cars (FreightMaster Cushioning)  | SP&S 318100 - 318399<br>BN 318400 - 318599 |
| 16830           | 1969-70              | 500         | S.P. 50'6" 70-Ton Box Cars, Class B-70-52  | SP 225000 - 225499                         |
| 16948           | 1970                 | 1           | State of Washington Scale Test Car   | -----                                      |
| 16950           | 1970                 | 100         | U.P. 60'6" 100-Ton Woodchip Cars Cl. G-90-9  | UP 147625 - 147724                         |
| 17029           | 1970                 | 18          | Magma Copper 29' 100-Ton Bottom Dump<br>Hopper Car                                   | 165 - 182                                  |
| 17087           | 1970                 | 4           | American Smelting & Refining 100-Ton Bottom<br>Dump Hopper Cars for Lead Concentrate | 9 - 12                                     |

LIST OF CAR JOBS - CONT'D

| <u>JOB NO.</u> | <u>BUILT IN YEAR</u> | <u>QUAN.</u> | <u>CUSTOMER &amp; DESCRIPTION</u>                                      | <u>CAR NO.</u>                          |
|----------------|----------------------|--------------|--|---|
| 17135          | BK 1970              | 500          | S.P. 50'7" 70-Ton Box Car, Hydra-Cushion (Class B-70-58)               | SP 222500 - 222749<br>SSW 61650 - 61899 |
| 17200          | BJ 1970-71           | 500          | S.P. 50'6" 70-Ton Box Car, Class B-70-59                               | SP<br>SSW 49300 - 49799                 |
| 17269          | BL 1971              | 45           | Phelps Dodge 100-Ton Bottom Dump Gravel Cars<br>Their Order No. 145633 | 2001 - 2045                             |
| 17300          | BO 1971              | 500          | S.P. 50'6" 70-Ton Box Car<br>Class B-70-61 (P-3291)                    | SP-225500 - 225999                      |
| 17308          | BQ 1971              | 150          | BN 100-Ton Wood Chip Cars<br>(P.O. #BUR-E-OA-365-0)                    | BN-585200 - 585349                      |
| 17313          | BN 1971              | 400          | BN 100-Ton All Steel Hopper Cars<br>(P.O. # BUR-E-OA-370-0)            | BN-456250 - 456649                      |
| 17325          | BR 1971              | 350          | BN (C&S) 100-Ton All Steel Hoppers<br>(HCS-10-W)                       | C&S-458800-458999                       |
| 17328          | BS 1971              | 51           | SP All Steel 100-Ton Woodchip Cars<br>Class G-100-15 (P-3293)          | SP-354400 - 354749                      |
| 17338          | BX 1971              | 55           | SP Copper Concentrate Cars<br>(P-3295)                                 | SP-341176 - 341226                      |
| 17366          | BZ 1971              | 200          | UP 100-Ton Ore Cars<br>Class G-100-13 (6280-10)                        | UP-27500 - 27554                        |
|                |                      |              | MILW. 100-Ton Single Sheath Boxcars                                    | MILW-6100 - 6299                        |

(Continued on page 31)

# New and Rebuilt 40' Boxcars of the 70's & 80's

By David G. Casdorff

The Forty-Foot Boxcar.....once the mighty workhorse of railway freight transportation and a common sight on American rails has nearly become extinct during the Seventies and Eighties. The rise of the fifty-foot box car gradually wiped out the populations of A.A.R design and early PS-1 forty-footers.

New production of forty-foot boxcars for general freight service gradually wound its way down during the Fifties and Sixties. By the end of the Sixties, new production of general-service 40-footers was almost none existent. But.... not all was lost. Railroads still needed the 'ole forty-footer for special commodities and thus new production continued into the Seventies usually in the form of special loader equipped boxcars or "XL's". Production of these was sporadic, but several series appeared during the Seventies. These series of new production forty-footers will be one of the focal points of this group of articles.

Concurrently, many railroads opted to rebuild or have rebuilt (by a car rebuilder) many of the forty-footers. A lot of the forty-footers were rebuilt and converted to fifty-foot boxcars, while others lived on as forty-footers being rebuilt and mechanically reconditioned to survive even more years as a general service boxcar (XM). These rebuilt cars will provide the other focal point in this study.

The two groups combined (New and Rebuilt 40-footers) provide an interesting contrast to the multitude of fifty- and sixty-foot cars so commonly seen in American trains today. Many of the cars of this combined group are used for appliance service. Some were fitted with roof hatches for bulk loading, while others may be found in a variety of special and general service including the haulage of tools, newsprint or canned goods.

In this group of articles, FCJ will slowly list the known series of new or rebuilt 40-footers of the Seventies and Eighties. Each series listing will include known specifications and history of the cars. Readers are more than welcome to participate.

BURLINGTON NORTHERN 200000-200299 (Photographs inside rear cover)

This is a series of double door 40-footers which began life as Northern Pacific 8000-9200. The series was apparently built by the railroad's shop from 1958 to 1960. The originals had a plug and a sliding door set. The rebuilt versions have Equipco panel doors (both sliding). The cars have been rebuilt in '79 and '80 by BN TP (RR shops). The rebuilt cars retain the diagonal panel roofs and improved dreadnought ends of the originals. Some of the original series though appear to have had Pullman ends and roof panels. The photos of BN 200107 and NP 9116 represent the former pattern mentioned above.

SOUTHERN 508725-508849 (Photo of SOU 508783 at top of outside rear cover)

This is one of apparently many series of rebuilt forty-footers on the Southern. An interesting feature, common to many Southern rebuilt 40-footers is the

bringing down and placement of the brake wheel on the lower end panel like contemporary cars. The car has fifty-ton trucks. A nailable steel floor has replaced the original flooring. The cars were rebuilt in 1975 by SOU HE (company shop).

SOUTHERN PACIFIC FORTY-FOOT NEW BUILT XL's OF THE SEVENTIES (Photo bottom inside rear cover)

The Southern Pacific has three series of new built 40-footers. SP 605000-605299, SP 605300-605549 and SP 605550-605699. The first two series were built by Pacific Car & Foundry, while the latter series was built by FMC, Portland. The SP uses these cars to ship refined metals such as copper from the mines to the industries. They may also be used for appliance service as well. The table below describes the characteristics of the three series.

Diagnostic Characteristics of SP Forty-foot XL boxcar series built in the 1970s

|               | 605000-605299  | 605300-605549  | 605550-605699         |
|---------------|----------------|----------------|-----------------------|
| SP Class      | B-100-32       | B-100-32       | B-100-41              |
| Builder       | PC & F         | PC & F         | FMC                   |
| Dates Built   | 1972           | 1974           | 1977                  |
| Capy. & Type  | 195 XL         | 195 XL         | 195 XL                |
| LT WT         | 68000          | 68000          | 67000                 |
| Loaders       | DF-2, 9 belt   | DF, 9 belt     | DF Crossbar           |
| Cushioning    | Hydra Cushion  | Hydra Cushion  | Freightsaver 20B      |
| Door          | YSD 6/6/6      | YSD 6/6/6      | YSD 6/6/6             |
| Floor         | 50k NSF        | 50k NSF        | 50k NSF               |
| Roof Panels   | Diagonal       | Diagonal       | "X"                   |
| Ends          | 4/4 Imp.Dread. | 4/4 Imp.Dread. | 3/3 non-term."square" |
| Sides         | Ext.post       | Exterior post  | Exterior post         |
| Side Sill     | Straight       | Straight       | Straight              |
| Inside Length | 40'-6"         | 40'-6"         | 40'-6"                |

All the cars ride on 100-ton trucks. An article on modeling the PCF 40-footers by Jim Eager appeared with Protofile 25 in the April 1983 issue of Railroad Model Craftsman pp 58-60.

#### ACKNOWLEDGEMENTS

I would like to thank Staffan Ehnbon for help with the information in the BN 200000-200299 series and for loan of the slides.



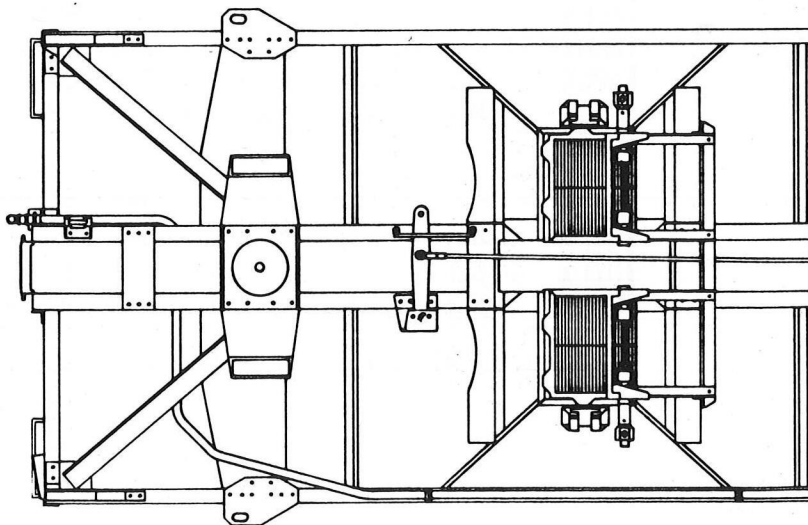
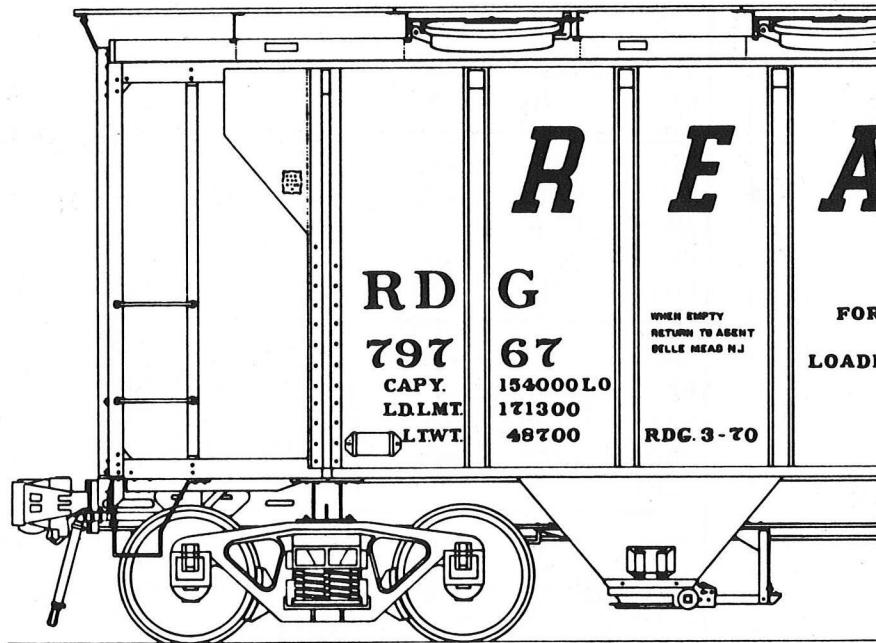
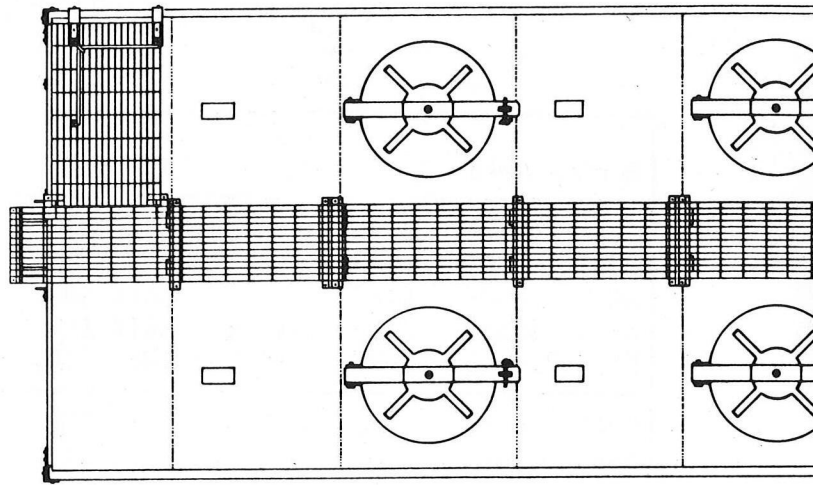
# FCJ SPOTTER'S LOG

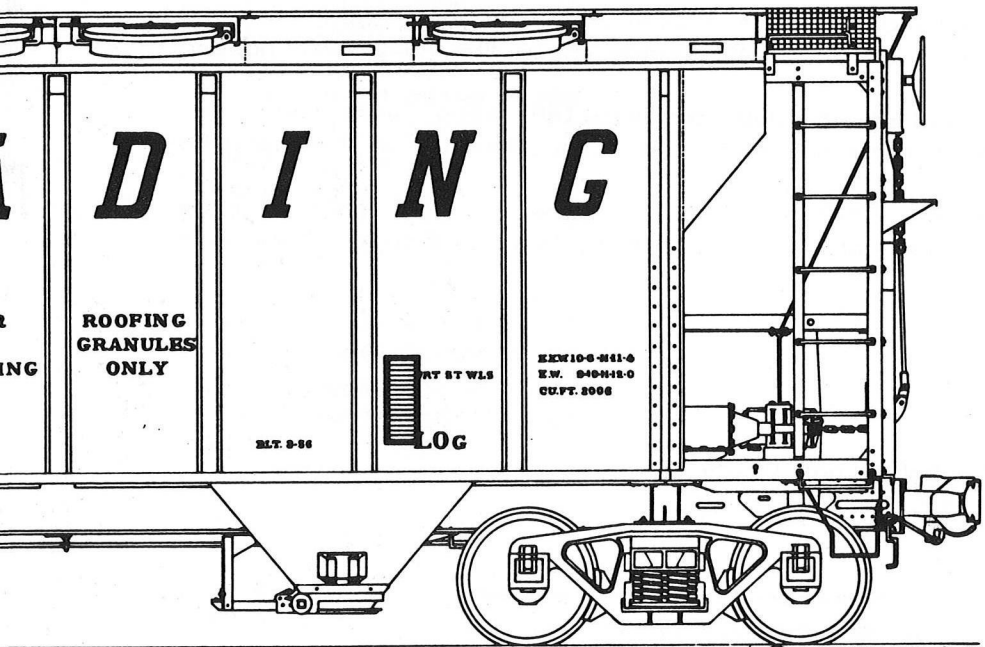
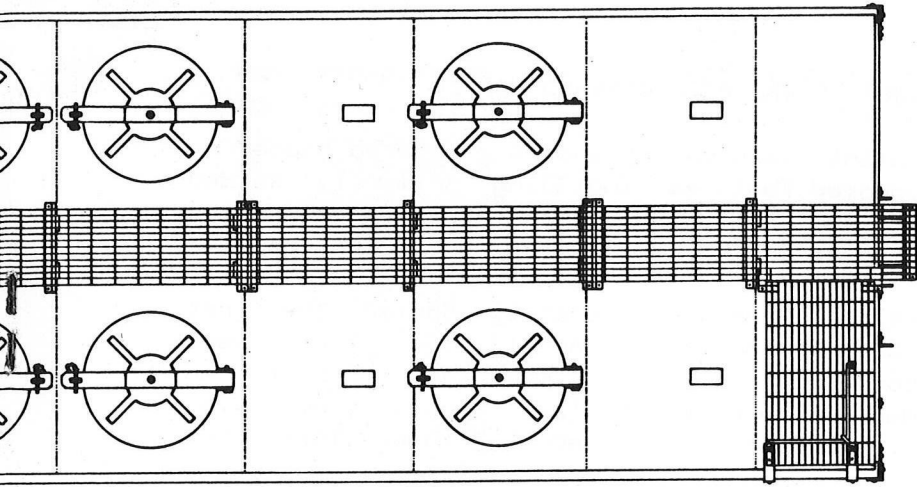
| NEW AND RECENT DELIVERY SIGHTINGS |             |              |             |                |      |                                      |                                     |     |
|-----------------------------------|-------------|--------------|-------------|----------------|------|--------------------------------------|-------------------------------------|-----|
| <i>Rprtng</i>                     | <i>Mrks</i> | <i>Built</i> | <i>Type</i> | <i>Builder</i> |      | <i>Notes</i>                         | <i>Sptr</i>                         |     |
| CP                                | 315653      | 3-82         | 179 FM      | MIL            | MIL  | 89'-4"; 83300 Lt                     | DGC                                 |     |
| DOWX                              | 2785        | 3-82         | 206 LO      | ACF            | HTG  | s/n 74476; 2980 cu.; 5059 outlts     | DGC                                 |     |
| GATX                              | 50506       | 6-82         | 166 T       | GATX           | SHN  | LPG service; Union Oil of Calif.     | DGC                                 |     |
| GATX                              | 50533       | 7-82         | 166 T       | GATX           | SHN  | LPG " " " " "                        | DGC                                 |     |
| KCS                               | 710016      | 8-82         | 391 FMS     | TMC            | STP  | w/ NASA canopy                       | DGC                                 |     |
| KOAX                              | 28154       | 7-82         | 197 T       | GATX           | SHN  | PL7133 lined; 65900 light wt.        | DGC                                 |     |
| NAHX                              | 390369      | 11-82        | 200 LO      | NACC           | CR   | 3915 cu.; Proctor & Gamble lessee    | DGC                                 |     |
| NAHX                              | 550279      | 10-82        | 192 LO      | NACC           | MURF | Con-Agra lessee                      | DGC                                 |     |
| NdeM                              | 106281      | 3-82         |             | XM             | CNCF | SAHAGUN                              | DGC                                 |     |
| RTMX                              | 13666       | 9-82         | 188 T       | RTC            | HO   | 75100 LT WT                          | DGC                                 |     |
| TILX                              | 170040      | 10-82        |             | T              | TRN  | LGWV                                 | Cargill Proc.Div. lessee            | DGC |
| TILX                              | 260307      | 12-82        | 186 T       | TRN            | LGWV | Swift Indep. Packing lessee          | DGC                                 |     |
| UTLX                              | 24585       | 10-82        | 200 T       | UTC            | ECH  | Freeport Kaolin Co; Kaolin Slurry    | CWS                                 |     |
| UTLX                              | 67276       | 5-82         | 194 T       | UTC            | ECH  | Boone Valley Co-Op; Vegetable Oil    | DGC                                 |     |
| ACFX                              | 75825       | 3-83         | 197 T       | ACF            | MILT | Hubinger lessee; LCC25 lined         | DGC                                 |     |
| ADMX                              | 29344       | 12-83        | 195 T       | ACF            | MILT | 67800 LT WT                          | DGC                                 |     |
| AMMX                              | 14206       | 9-83         | 200 T       | TRN            | LGWV | Cyprus logo; PL9080 lined; 14119 gal | DGC                                 |     |
| CTN                               | 2012        | 7-83         |             | GB             | TC   | CH                                   | AT                                  |     |
| DOWX                              | 35011       | 5-83         | 208 LO      | NACC           | MURF | 2785 cu.; Caustic Beads service      | DGC                                 |     |
| GACX                              | 56291       | 6-83         |             | LO             | GATX | EC                                   | Airslide 4566 cu.; Nat. Starch+Chem | DGC |
| GATX                              | 21278       | 12-83        | 197 T       | GATX           | SHN  | Cargill lessee; 20541 gal.           | DGC                                 |     |
| GATX                              | 61128       | 6-83         | 200 T       | GATX           | SHN  | Climax Chem.; Hydrochloric Acid      | DGC                                 |     |
| NdeM                              | 107525      | 12-83        |             | XM             | CNCF | SAHAGUN                              | DGC                                 |     |
| PLWX                              | 90          | 9-83         | 65 FC       | PS             | BESS | One trailer cap.; single-axle trks   | CWS                                 |     |
| STMX                              | 241         | 12-83        | 195 T       | TRN            | LGWV | Corn Syrup; PL7133 lined             | DGC                                 |     |
| TCAX                              | 65001       | 12-83        | 196 LO      | TC             | CH   | job 816-A; Shintech lessee           | DGC                                 |     |
| UTLX                              | 41137       | 8-83         | 194 T       | UTC            | ECH  | Charter Intern. Oil; Solvents        | DGC                                 |     |
| UTLX                              | 66746       | 7-83         | 200 T       | UTC            |      | Minn. Corn Proc.; Corn Syrup         | CWS                                 |     |
| UTLX                              | 66808       | 11-83        | 199 T       | UTC            | CLV  | Staley lessee (logo)                 | DGC                                 |     |
| UTLX                              | 68163       | 5-83         | 194 T       | UTC            | ECH  | Hunt-Wesson Foods lessee             | DGC                                 |     |
| ACFX                              | 36752       | 3-84         | 195 LO      | ACF            | HTG  | Union Carbide; 5131 outlts           | DGC                                 |     |
| AMMX                              | 14227       | 2-84         | 200 T       | TRN            | LGWV | PL9080 lined; 14179 gal.             | DGC                                 |     |
| APLX                              | 2011        | 3-84         | 515 FCA     | TC             | CH   | Thrall Lo-Pac 2000; articulated      | DGC                                 |     |
| APLX                              | 2053        | 4-84         | 515 FCA     | TC             | CH   | 263-4 L; 151000 LT WT job 828        | DGC                                 |     |
| CGTX                              | 17121       | 5-84         |             | T              | ?    | ?                                    | 17017 US Gal. 111A100W1             | CWS |
| CRGX                              | 4071        | 4-84         | 200 T       | UTC            | ?    | Cargill logo; Corn Syrup service     | CWS                                 |     |
| UTLX                              | 66860       | 2-84         | 200 T       | UTC            | ?    | Minn. Corn Proc.; Corn Syrup         | CWS                                 |     |
| UTLX                              | 66983       | 4-84         | 200 T       | UTC            | ?    | CPC Intern.; Corn Syrup; 17476 gal   | CWS                                 |     |
| UTLX                              | 67123       | 3-84         | 194 T       | UTC            | ?    | DOW Chemical; Glycols; 20625 gal.    | CWS                                 |     |

*Spotters:* AT= A1 Tuner; CWS= Carl W. Shaver; DGC= David G. Casdorff

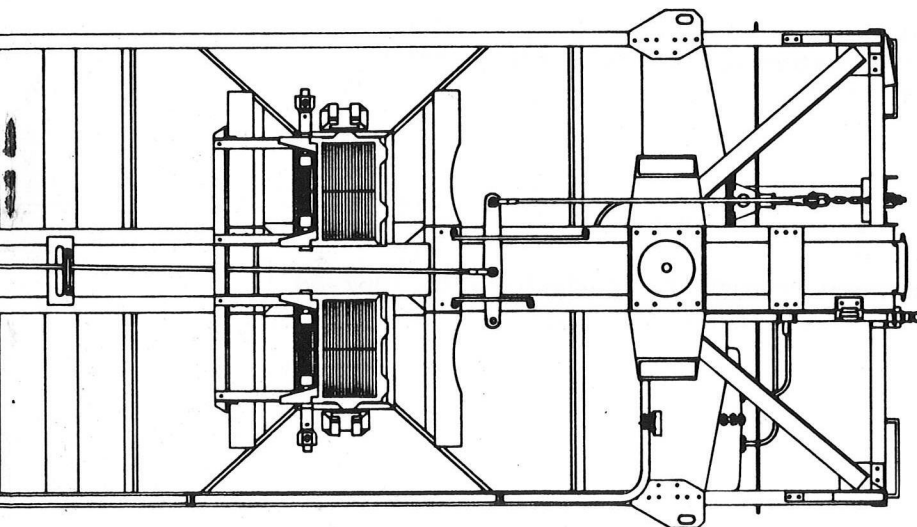
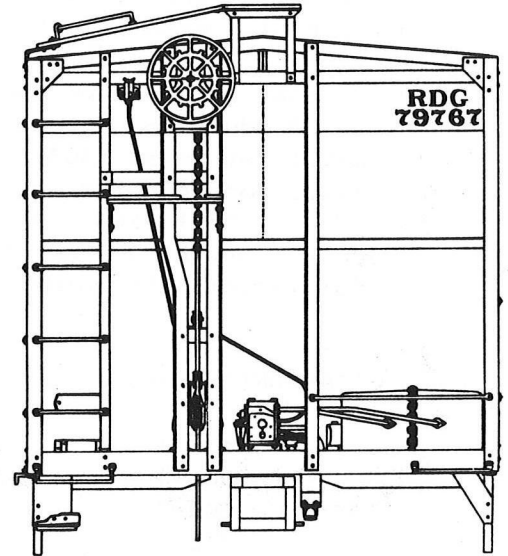
# THE ACF CH-29

by  
Eric  
Neubauer





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REV. 9-83



THE ACF CH-29 = AN ANSWER TO THE PS-2 COVERED HOPPER

Pullman-Standard produced a pilot version of the PS-2 covered hopper in April 1952. It incorporated many improved features including primarily welded construction. The introduction of the PS-2 was accompanied by an aggressive publicity campaign. Everything pointed to the PS-2 becoming the most popular covered hopper in the 1950's.

ACF offered an competing design which was moderately popular. The first examples I am aware of are CSEI 80100-80124 built in April 1954. These were modern, primarily welded cars somewhat similar to the PS-2 except for an innovative eave design that Pullman-Standard eventually adopted themselves. These cars had a capacity of 1958 cubic feet and were about 2 inches lower than those which would become standard

The standard ACF design was introduced in 1956 and had a capacity of 2006 cubic feet. RDG 79650-79799 were featured in ACF literature and may have been the first built although they seem to have been predated by SHPX 25941-25960. An extended triple hopper type was also offered and had a capacity of 2927 cubic feet. The capacity of the corresponding Pullman-Standard cars were 2003 and 2893 cubic feet. The ACF CH-29 weighed about 49000 pounds while the PS-2 twin hopper weighed about 51000 pounds.

Production of the CH-29 ceased about 1960, but similar cars were produced until at least 1963. These later cars are easily distinguished by an overhanging eaves construction.

The following list includes all CH-29 or "2006" covered hoppers that I know of. It may be incomplete or include cars it should not, but it should serve as a fairly complete guide

| REPORTING MARKS | QUAN          | DATE | NOTES  |
|-----------------|---------------|------|--|
| AA              | 136-185       | 50   | 1958   |
| ACL             | 87300-88099   | 800  | 1957 Probably not CH-29                            |
| ATSF            | 82500-82899   | 400  | 1957 Class Ga-110                                  |
| CGW             | 710-759       | 50   | 1956?  |
| CNJ             | 900-949       | 50   | 7-57   |
| CR              | 875239-875283 |      | Being renumbered from CNJ 900-949, class CC71B     |
| CR              | 880532-880726 |      | Being renumbered from RDG 79650-79849, class CR71A |
| DSH             | 3600-3649     |      | Ex RDG 79850-79899 in 4-76                         |
| GN              | 71405-71504   | 100  | 1958 May be PS-2                                   |
| IC              | 54150-54299   | 150  | 1960   |
| IC              | 55200-55299   | 100  | 1957   |
| ICG             | 701500-701649 |      | Being renumbered from IC 54150-54299               |
| ICG             | 701850-701949 |      | Being renumbered from IC 55200-55299               |
| KCS             | 5025-5099     | 75   | 1956 Owned by LSA                                  |
| LNE             | 18201-18400   | 200  | 1957   |
| NSW             | 71350-71399   | 50   | 1958   |
| NSW             | 71400-71425   | 26   | 1959   |
| NSW             | 330300-330351 |      | Being renumbered from WAB 30300-30351              |
| PSLE            | 1300-1549     | 250  | 1957   |
| RDG             | 15026-15099   | 74   | 7-57 Renumbered from SHPX 25941+26274 in 1967-68   |

|      |               |     |       |   |
|------|---------------|-----|-------|---|
| RDG  | 79650-79799   | 150 | 3-56  | LOT 01-4651, ACF HTG, 79650-79699 roller bearings |
| RDG  | 79800-79899   | 100 | 6-57  | LOT 01-4892, ACF BER, 79800-79849 roller bearings |
| SAL  | 8650-8849     | 200 | 1956  |   |
| SAL  | 30000-30549   | 550 | 1957  |   |
| SCL  | 200900-200999 |     |       | Ex ?, mid 1970's                                  |
| SCL  | 202000-202549 |     |       | Ex ?, late 1970's                                 |
| SCL  | 202750-203099 |     |       | Ex ?  |
| SCL  | 203100-203499 |     |       | Ex ?  |
| SCL  | 748650-758849 |     |       | Renumbered from SAL 8650-8849                     |
| SCL  | 830000-830549 |     |       | Renumbered from SAL 30000-30549                   |
| S00  | 6711+6719     | 5   | 1958  | Odd numbers only                                  |
| S00  | 69124-69148   | 25  | 1959  |   |
| UP   | 11452-11499   | 48  | 1958  | May be PS-2                                       |
| UP   | 11500-11649   | 150 | 4-59  | Class CH-100-13                                   |
| UP   | 11900-12099   | 200 |       | Ex LNE 18201-18400 in 1959 or 1960                |
| WAB  | 30300-30351   | 52  | 1958  |   |
|      |               |     |       |   |
| CRDX | 3570-3584     | 15  |       |   |
| DUPX | 30001-30042   | 42  |       |   |
| ERCX | 2000-2021     | 22  |       |   |
| ERCX | 80000-80199   | 200 |       |   |
| IMSX | 41029-41030   | 2   |       |   |
| IMCX | 8106+8136     | 5   |       |   |
| ISPX | 10009-10011   | 3   |       |   |
| RSYX | 100-114       | 15  |       |   |
| SHPX | 25941-25960   | 20  | 1955  |   |
| SHPX | 25961-26160   | 200 | 1956? |   |
| SHPX | 26166-26229   | 64  | 1957? |   |
| SHPX | 26240-26259   | 20  | 8-57  |   |
| SHPX | 26260-26274   | 15  |       |   |
| SHPX | 26490-26533   | 44  |       |   |
| SHPX | 26534-26608   | 75  | 2-59  |   |
| SHPX | 26611-26650   | 40  |       |   |
| SHPX | 26902+26978   |     |       | Being renumbered from RDG 15026-15099?            |

#### LIST OF DIMENSIONS

|         |                    |             |
|---------|--------------------|-------------|
| LENGTH- | HOPPER CENTERS     | 11' 9-3/4"  |
|         | TRUCK CENTERS      | 25' 3"      |
|         | INSIDE             | 29' 3"      |
|         | OVER STRIKERS      | 35' 3"      |
|         | RUNNING BOARD      | 35' 9"      |
|         | TRUCK WHEELBASE    | 5' 8"       |
|         |                    |             |
| WIDTH-  | INSIDE             | 9' 9"       |
|         |                    |             |
| HEIGHT- | TO SIDE SILL       | 3' 5-1/16"  |
|         | TO TOP OF SIDE     | 12' 0-7/16" |
|         | OVER RUNNING BOARD | 13' 1-7/16" |

LOT 1061

510034

NEW 5-73

'4750

CENTER FLOW

EVANS

NACC

ACFX

X72

# FREIGHTCAROLOGY

SP

Pool AA

LV

'5100'

FMC

## DATA • NEWS • NOTES • PROJECTS

P-S BUT

BN

## NEWS & NOTES

0084. FREIGHT CARS AT NEW ORLEANS SHOW. The following freight car equipment was displayed at the Great American Railroad Show New Orleans from May 4 to May 6 1984.

SBD:350618, 247761, 139160 and WTTX with SBDZ 233329 and 233330.  
 SOU:151172 with SOUZ 650599  
 SP: 900067 with SPLZ 936054 and 936025; RDNX 163  
 MP: 271088  
 ICG: TTAX 982405 with IICU 200315 and 200441  
 TTWX 983487 with SCRU 242978, SCPU 893331 and 893348  
 TTX 156075 with ICGZ 270603 and IICU 200323

-Al Tuner-

0085. 1984 FREIGHT CAR ORDERS. Listed below are a few of the freight car orders already placed for 1984:

|                            |     |                           |                             |
|----------------------------|-----|---------------------------|-----------------------------|
| American Maize Products:   | 60  | 17,600 gal. tank cars     | UTLX ECH                    |
| Florida East Coast         | 100 | Rapid Discharge aggregate | Ortner                      |
| Intermountain Power Proj.  | 273 | aluminum Rapid Discharge  | Ortner                      |
| Lower Colorado River Auth. | 100 | rotary dump gons          | Ortner                      |
| Shippers Car Division      | ?   | cullet covered hoppers    | ACF                         |
| Tennessee Valley Authority | 198 | Rapid Discharge coal      | Ortner                      |
| Trailer Train              | 500 | 1-trailer, mono axle FC   | Thrall &<br>United American |
|                            | 240 | articulated FC            | FMC P                       |
| Tucson Electric Power Co.  | 185 | rotary-dump gondolas      | Ortner                      |
| U.S. Army                  | 174 | Heavy-duty flats          | Ortner                      |

-Norman Freitag-

0086. AMERICAN RAILROAD SELLS HOPPERS TO THE REPUBLIC OF CHINA. The P&LE sold 200 hoppers from the PLE series 61000-64869 series (70 ton, built 1960-1965) to the Republic of China. Cars will be moved in two 100-car lots to the Port of Charleston, SC via PLE-DEMMLER-B&O-POTOMAC YARD-C&O-RICHMOND-SBD-CHARLESTON in this highly unusual event.

-Al Tuner-

0087. ADMX, Series 85001-85250. This group of covered hoppers was built by ACF St Louis in their '5250' design during 3-, 4-, and 5-82. Cars have 100-ton trucks and an average weight of 67100 pounds.

-David G. Casdorff-

0088. ATSF. SANTA FE AIRSLIDE COVERED HOPPER ROSTER: March 1980

| <i>Class</i> | <i>Numbers</i> | <i>Trucks</i> | <i>Built</i> | <i>Ordered/Active</i> | <i>Style Code</i> |
|--------------|----------------|---------------|--------------|-----------------------|-------------------|
| Ga- 93       | 310000-49      | frict         | 1955         | 50/47                 | 1                 |
| Ga-114       | 300650-99      | rb            | 1959         | 50/47                 | 3                 |
| Ga-124       | 310110-61      | rb            | 1961         | 52/50                 | 1                 |
| Ga-125       | 310085-108     | rb            | 1961         | 25/24                 | 1                 |
| Ga-128       | 310162-5       | frict         | 1962         | 4/4                   | 1                 |
| Ga-129       | 310050-70      | rb            | 1962         | 21/20                 | 1                 |
| Ga-133       | 310166-215     | rb            | 1963         | 50/46                 | 1                 |
| Ga-148       | 310216-55      | rb            | 1965         | 40/38                 | 2                 |
| Ga-149       | 310500-4       | rb 36"        | 1965         | 5/4                   | 5                 |
| Ga-157       | 310256-330     | rb            | 1966         | 75/73                 | 2                 |
| Ga-158       | 310505-29      | rb 36"        | 1966         | 25/25                 | 5                 |
| Ga-177       | 310530-54      | rb 36"        | 1972         | 25/25                 | 6                 |
| Ga-194       | 310555-79      | rb 36"        | 1976         | 25/25                 | 6                 |
| Ga-197       | 310580-629     | rb 36"        | 1976         | 50/50                 | 6                 |
| Ga-200       | 310630-54      | rb 36"        | 1978         | 25/25                 | 6                 |
| Ga-205       | 310655-704     | rb 36"        | 1979         | 50/50                 | 6                 |

Style Code: 1= 29' 2 bay like E&B Valley model  
 2= 29' 2 bay newer version; different end design  
 3= Dry Flow 6 outlet gravity covered hopper (E&B Valley ends)  
 5= 48' 4 outlet car, high brake stand, small ribs  
 6= 48' 4 outlet car, low brake stand, larger ribs

-Robert B. Rogers-

0089. JLMX. SERIES 1001-1003. Entire roster of John L. McCarthy as of 4/84.

|        |             |              |            |
|--------|-------------|--------------|------------|
| # 1001 | 66900 LT WT | 17742 gallon | built 5-83 |
| # 1002 | 67100       | 17742        | 5-83       |
| # 1003 | 66900       | 17742        | 5-83       |

These tank cars were all built by ACF MILT to class 111A100W1 and lined with PL 7133 for corn syrup service. Cars have 100-ton trucks.

-David G. Casdorff-

0090. MP. MISSOURI PACIFIC 1984 FREIGHT EQUIPMENT ADDITIONS AND CHANGES.

January 1984:

25 Portec (Winder, GA) fully enclosed bi-level auto racks all mounted on TTGX cars 940000 & 960000 series flats. Racks built from 12-7-83 to 12-19-83.

92 Thrall (Chicago, IL) fully enclosed bi-level auto racks all mounted on TTGX cars of the 960000 series. Racks built from 12-13-83 to 1-20-84.

February 1984:

Lease cancelled on 97 RPL, 130m capacity cars and returned to A.R.T. All ARMN series 603 through 1020.

0090. NEW MISSOURI PACIFIC FREIGHT EQUIPMENT (Continued)

February 1984:

4 Portec fully enclosed bi-level auto racks on TTGX cars-

|             |           |           |       |          |
|-------------|-----------|-----------|-------|----------|
| TTGX 940864 | MP RACK # | MP 1301   | Built | 12-16-83 |
| TTGX 962621 | " "       | # MP 1303 | " "   | " "      |
| TTGX 941245 | " "       | # MP 1302 | " "   | " "      |
| TTGX 964175 | " "       | # MP 1304 | " "   | " "      |

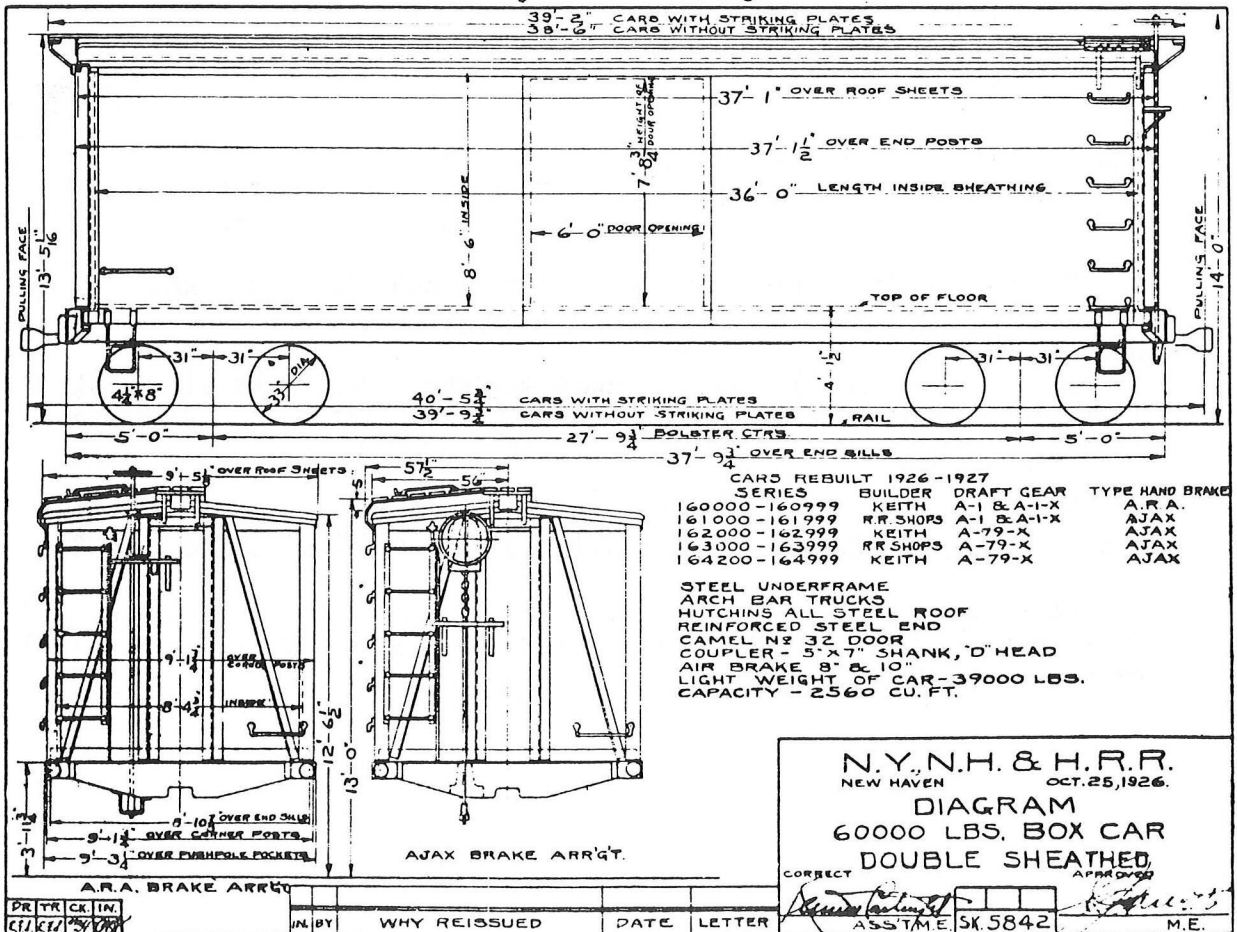
7 Thrall fully enclosed bi-level auto racks:

|             |           |           |       |          |
|-------------|-----------|-----------|-------|----------|
| TTGX 961956 | MP RACK # | MP 3761   | Built | 1-17-84  |
| TTGX 964064 | " "       | # MP 3758 | " "   | " "      |
| TTGX 963327 | " "       | # MP 3762 | " "   | " "      |
| TTGX 962584 | " "       | # MP 3687 | "     | 12-14-83 |
| TTGX 963505 | " "       | # MP 3682 | " "   | " "      |
| TTGX 962553 | " "       | # MP 3685 | " "   | " "      |
| TTGX 963522 | " "       | # MP 3684 | " "   | " "      |

-Gene L. Semon-

0091. NEW HAVEN STEEL UNDERFRAME WOODEN BOXCARS (See article by Richard Burg FCJ #3 pp11-14) A couple of articles on these series of cars appeared in RAILWAY AGE and RAILWAY MECHANICAL ENGINEER. The first was "New Haven Redesigned 30-Ton Box Cars" starting on page 1149 of the December 10, 1927 issue of Railway Age. This article included text, drawings and photos of these series. The second article appeared in the February 1928 issue of Railway Mechanical Engineer as "Rebuilding redesigned box cars on the New Haven", which also included text, photos and drawings. In addition to the above I present a copy of a New Haven diagram of these series shown below:

-Cyril Durrenberger-





0092. READING. CLASS XMA and XMB: CARS IN SERVICE 1895-1916

| Date | 10001-<br>10700 | 10701-<br>10800 | 10801-<br>11200 | 11201-<br>11550 | 50101-<br>50400 | 50401-<br>50900 |
|------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 1-95 | 694             | 100             | 399             | 0               | 295             | 496             |
| 7-96 | 694             | 100             | 399             | 0               | 295             | 496             |
| 1-97 | 694             | 100             | 399             | 250             | 290             | 487             |
| 7-97 | 682             | 100             | 394             | 250             | 290             | 487             |
| 1-98 | 682             | 100             | 394             | 350             | 290             | 487             |
| 1-99 | 676             | 98              | 391             | 349             | 287             | 485             |
| 1-00 | 676             | 97              | 391             | 349             | 285             | 483             |
| 1-01 | 676             | 97              | 391             | 349             | 285             | 483             |
| 5-01 | 652             | 97              | 388             | 344             |                 |                 |

| Date | 10001-<br>10700 | 10701-<br>10800 | 10801-<br>11200 | 11201-<br>11550 | 13204-<br>13910 | 13911-<br>13969 | 18963-<br>18999 | 50101-<br>50900 |
|------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 5-01 |                 |                 |                 |                 | 582             | 49              | 29              | 129             |
| 7-01 | 652             | 97              | 388             | 344             | 654             | 51              | 37              | 55              |
| 1-02 | 652             | 97              | 391             | 344             | 689             | 57              | 37              | 5               |

| Date | 10001-<br>11200 | 10701-<br>10800 | 11201-<br>11550 | 13204-<br>13910 | 13911-<br>13969 | 18963-<br>18999 | 50101-<br>50900 |
|------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 1-03 | 1044            | 96              | 343             | NA              | NA              | 37              | 0               |
| 7-03 | 1181            | 0               | 343             | 686             | 58              | 37              |                 |
| 7-04 | 1121            |                 | 343             | 686             | 58              | 37              |                 |
| 1-05 | 1116            |                 | 338             | 673             | 57              | 37              |                 |
| 1-06 | 1107            |                 | 338             | 660             | 57              | 37              |                 |
| 1-07 | 1064            |                 | 332             | 648             | 54              | 37              |                 |
| 1-08 | 999             |                 | 324             | 614             | 49              | 37              |                 |
| 1-09 | 792             |                 | 261             | 480             | 35              | 35              |                 |
| 1-10 | 560             |                 | 207             | 323             | 31              | 35              |                 |
| 1-11 | 391             |                 | 182             | 241             | 21              | 27              |                 |
| 1-12 | 181             |                 | 122             | 115             | 8               | 15              |                 |
| 1-13 | 85              |                 | 87              | 45              | 2               | 11              |                 |
| 1-14 | 31              |                 | 44              | 6               | 0               | 5               |                 |
| 1-15 | 6               |                 | 16              | 0               |                 | 3               |                 |
| 7-15 | 2               |                 | 5               |                 |                 | 1               |                 |
| 1-16 | 0               |                 | 0               |                 |                 | 0               |                 |

-Eric A. Neubauer-

0093. TPIX. TROPICANA JUICE CAR ROSTER. (eff. 5/84)

The following lists all the cars comprising the current roster of Tropicana Product Sales, Inc. Cars are white with orange, black and green lettering. Ends are green except on recently repainted cars which are orange. TPIX has a total of 250 cars, of which 196 (78%) are mechanically refrigerated (RPL's). The remaining 54 (22%) are RBL's. These cars move north in my area (NJ) in solid trains of about 65 cars.

0093. TPIX ROSTER (Continued)

| Numbers        | Quan. | Type    | CuFt | Builder | Date   | Notes |
|----------------|-------|---------|------|---------|--------|-------|
| TPIX 100-164   | 65    | 169 RPL | 5404 | FGE AX  | 3-70   | 1     |
| TPIX 200-250   | 50    | 171 RPL | 5535 | FGE AX  | 3,4-80 | 1     |
| TPIX 500-584   | 85    | 171 RBL | 5590 | FGE AX  | 8-70   |       |
| TPIX 1201-1250 | 50    | 169 RPL | 5528 | FGE AX  | 4,5-77 | 1, 3  |
| TPIX 1500-1530 | (31)  | 171 RBL | 5590 | FGE AX  | 8-70   | 1, 2  |

- NOTES: 1. All RPL's have underslung refrigeration equipment.  
 2. 1500-1530 are actually RPL's although stencilled RBL. They were rebuilt from TPIX 500-530.  
 3. 1201-1225 never have been listed in the ORER....but they do exist!

-Eric A. Neubauer-

## INTERMODAL

0094. ATSF. ADDITIONAL CLASS Ft-105 PIGGYBACK FLATS.

Apparently as a follow-up to the "prototype" #293999 (See 3-0066), the Santa Fe has launched a full scale conversion program. The cars are the lightest of the single van piggyback platform type flat cars I've seen so far. Average light weight is about 19 tons. All cars spotted so far have been built in '56, '57 or '58. At present, I do not know what series or type of car these were converted from. So far, I've spotted #'s 299000-299011 converted 3-84. #'s 299024-299077 converted 4-84. And just recently, I spotted #299218 converted 6-84. However, I cannot confirm if this latter car is of the same class and/or series yet.

-David G. Casdorph-

0095. SBD. HERITAGE TRAILERS REBUILT SERIES ENTERS SERVICE ON THE SEABOARD.

SBDZ 230400-230599 series piggyback vans entered service earlier this year. Trailers are the larger 45' long/ 102" wide type. The group of 200 vans was rebuilt by Heritage Trailers to new specs. The builder's model designation is SFV-33-455HW. These trailers have a cubic capacity of 3,225 cu.ft. So far, only a builder's date of 2-84 has been spotted.

-David G. Casdorph-

## SCALE MODELS

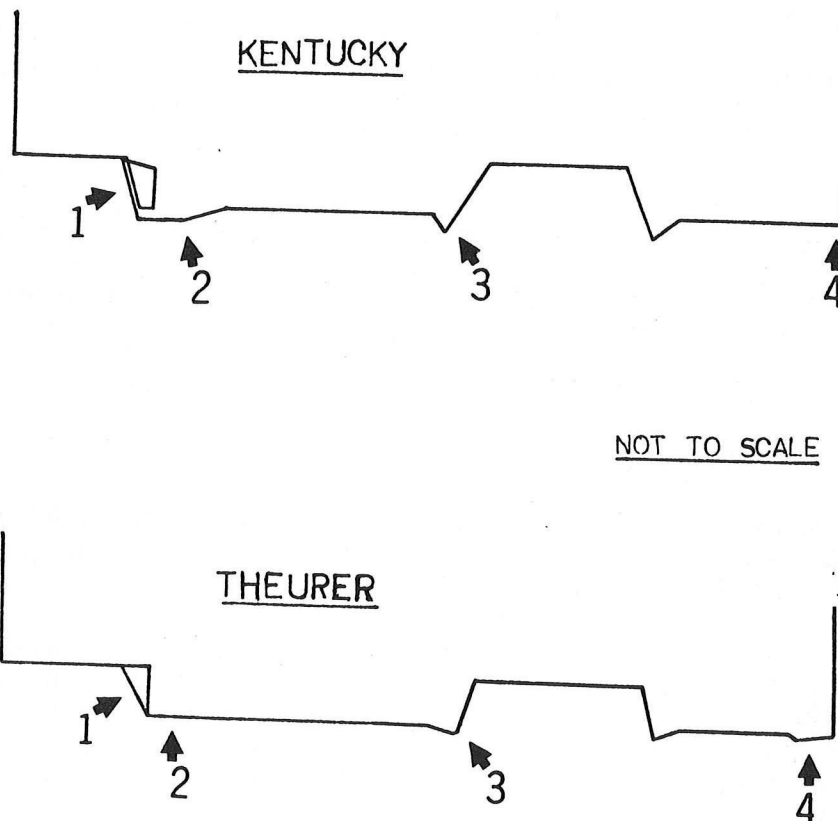
0096. MODEL NEWS

- A well known model company is due to release a modern rebuilt forty-foot

boxcar with improved Dreadnought ends, riveted sides, opposed triangle roof panels, 8' Youngstown type door and a high brake wheel. GOULD is due out later this year/early '85 with their USRA XM in both a single and a double sheathed version, followed later by a PFE reefer.

0097. UPS PIGGYBACK TRAILER IN BOTH HO AND N SCALES.

TK Models recently released all metal kit in HO and N scales of United Parcel Service piggyback vans. This kit is a drop-frame van version. There appears to be two major types or builders of this van, Kentucky and Theurer. The TK Models kit is a good match for the later, Theurer built one. Below is an identification sketch showing the major ID points to look for when noting these trailers "in the field."



## RFCHL\*

0098.\*Recent Freight Car History Literature

Flick, Michael W. 1983. 'A' Stack Containers. Santa Fe Modeler 6:5, pp 5-6. text and 4 photos.

Hendrickson, Richard H. 1983. An Unusual Santa Fe Box Car. Santa Fe Modeler 6:6 p.25. 2 photos, text on two series of U.S.A./U.S.A.X leased to ATSF.

- Porzig, Jack 1983. Great Northern Caboose Cars Nos X-1 to X-30. GNRHS Reference Sheet #85. Nine photos, diagram, roster and detailed text including colors, lettering and modeling.
- Smith, Paul M. 1983. The Litchfield and Madison Railroad. Northwestern Lines 10:2 pp 16-46. The article is concerned with a general history of the L&M; but on page 40 there are 3 vintage pix of L&M freight cars, on page 41 a brief roster of L&M freight equipment and finally on pages 42-44 there are 7 photos of L&M caboose equipment.
- Soroos, Ken 1983. Outside Braced 40' Boxcars Part II. The Soo 5:4 pp 30-33. 3 photos, two diagrams (HO Scale) roster and specifications, text.
- Wagner, Hol 1983. Class XM-32 Steel Boxcars. Burlington Bulletin #7, pp 4-25 & p.28. 82 photographs!, 3 diagrams, 2 rosters, detailed text. An outstanding piece of work. excellent photo coverage for modelers detailing nearly every part and its variations. Surely represents *the* state-of-the-art for history of a particular class of freight car.

NOTE: At the present time RFCHL will only include literature on freight cars written-up in non-profit or non-commercial magazines and journals. Generally most commercial magazines have their own index each year and have greater circulation.

0099. B O O K R E V I E W

NARROW GAUGE PICTORIAL Volume III GONDOLAS, BOXCARS AND FLATCARS OF THE D&RGW. Robert L. Grandt, Editor. 208 pages, 225 photographs, 1 Drawing, Roster. 1984.

I can relate to American narrow gauge railroading and especially the D&RGW narrow gauge about as much as a New York Central railfan can relate to the trains of Mozambique. Narrow gauge of the D&RGW is completely foreign to me.

However.....when I picked up this book in the local hobby shop, I found my freight car interest suddenly wasn't limited to mainline freighting. Actually I rather like the foreign and exotic. And this book provides a fascinating variety of American exotica. Most of the photographs are full page and very clear. Reproduction is excellent.

Modelers will certainly enjoy this book as the photos provide good coverage of the different varieties of gondolas, boxcars and flatcars. There are also several interesting photographs of interesting loads and loading procedures such as the cars being loaded onto a gondola in 1917 and unloading concentrate with shovels into a dump truck in 1940 from an assigned service boxcar, as well as farm machinery, rock boulders and other strange loads on flatcars.

The only complaints I have about the book is 1) Lack of data and poor photo captions (Only place, date and # of car mentioned), 2) roughly 20+ photos that really weren't needed. and 3) the roster is the "hoi polloi" ORER type dated 1942 with only the usual series numbers and specifications which most of us can get out of our own ORERs. Despite these *minor* problems, the book is outstanding and would recommend strongly. -DGC-

# FCJ SPOTTER'S LOG

## LESSEES

Compiled by Al Tuner

Central Soya: PTLX 14074, 14077, 14110, 14119, 14124, 14127, 14130, 14135, 14136, 14140, 14155 (all built 2-74; Yellow hopper/ black markings)

PTLX 33732, 35239

DOW Chemical: GACX 51188, 51322, 51361

Erny's Fertilizer Service: UTLX 84950 (standard Black & yellow-gold) (Stencilled)

Farm Co-op of Nevada, Iowa: PTLX 14262, 14247. (Red hopper/Black markings  
White logo)

Farm Co-op of Vincent, Iowa: NAHX 475892, 475884. (Orange/ Black) (Stencilled)

Grain Dealers of Iowa: NAHX 475244. (Green/ Black) (Stencilled)

Indiana Farm Bureau: CRDX- Fourteen numbers spotted between and including  
7423 and 7507, all built 8-75.

PLCX 21267/ 21554 (49 numbers sighted), all built  
9 and 10-79

TLCX 19001/19022 (10 numbers sighted), Brown hopper  
with large white lettering

Michigan Elevator Exchange: PTLX 34439. (Yellow w/ Black lettering and logo)

Northwood Elevator Co-op: NAHX 476950, 476970. (Red w/ White ltr and lgo)

Ozone Waters: GATX 27349

Pennsylvania Glass and Sand: NAHX 32112

Potash of America: PTLX 33536 (Yellow w/ Black lettering)

Superior Grain Producers, Superior Iowa: PTLX 34612, 34669. (Red hopper, Black  
lettering and white logo).

Tidewater Grain: CRDX 7750/7876 (25 numbers), all built 5-78

CRDX 8476, 8523, 8570, 8571, 8574. (Grey hopper, black lettering),  
all built 11-80 by P-S lot 1132.

All above sightings by Al Tuner.

NOTE: "S" or "Stencilled" means the lessee name is stencilled in small (usually less than 6") lettering. "L" or "Logo" means the lessee's name or logo appears in large lettering or symbols.

The first color of the color description is always the freight car body color. The second is the color of the markings (reporting marks, weights, measurements etc.) The third is the lessee's marking color(s) if applicable.

MODEL EVALUATION

F.C.D.X. FREIGHT CAR DATA EXCHANGE

ORIGINATOR: Todd Sullivan DATE: 03/30/84

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MAY NOT BE USED FOR PUBLICATION WITHOUT WRITTEN PERMISSION.

MODEL INFORMATION

MODEL CATALOG NAME: GATX 40' 14000 gal. Tank Car NUMBER: 600

MFR./IMPORTER: Roller Bearing Models SCALE: H 0

DATE RELEASED: / / DATE PRODUCTION ENDED: / /

DESCRIPTION:

RTR  KIT  BRASS  WOOD  PLASTIC  EPOXY/POLYMER  WHITE METAL

BEGINNER SKILLS  INTERMEDIATE SKILLS  ADVANCED SKILLS

| CATALOG NBR. | RR    | PAINT & LETTERING        | CATALOG NBR. | RR | PAINT & LETTERING |
|--------------|-------|--------------------------|--------------|----|-------------------|
| 602          | GATX  | BASF-green, white letter |              |    |                   |
| 601          | GATX  | cream                    |              |    |                   |
| 600          | undec | -                        |              |    |                   |
|              |       |                          |              |    |                   |
|              |       |                          |              |    |                   |

APPARENT PROTOTYPE: GATX 13350 gal. DOT 111A100W-2 sulfuric Acid car 1973-6

DEVIATIONS FROM PROTOTYPE: Manway too small in diameter; acid cars have special manway vents and valves; no bottom outlet; model dim: Shell Dia. 99", length (Truck c.l.) 31'-9", over strikers 44'-3"; Prototype shell 94½", Trk c.l. 31', overstrikers 42'

NOTEWORTHY COMPONENTS (KITBASHING PARTS): Most detail parts are good for GATX tank cars with stub sills built in mid-1970s.

EVALUATION: Good model of prototype; could benefit from improved detailing with plastic parts instead of wood.

KITBASHING POTENTIAL: None, really. A longer shell would do the GATX 14300 gal. DOT 111A100W1 phosphatic fertilizer solution car (94½" dia. shell, 34'-4" Trk c.l., 45'-3" over strikers)

KNOWN RAILROAD USERS (STOCK MODEL):

| RR   | NUMBER SERIES                   | DATA SHEET? | RR | NUMBER SERIES | DATA SHEET? | RR | NUMBER SERIES | DATA SHEET? |
|------|---------------------------------|-------------|----|---------------|-------------|----|---------------|-------------|
| GATX | various(26078 & 44854 examples) | No          |    |               |             |    |               |             |
| DUPX | 17396                           | no          |    |               |             |    |               |             |
|      |                                 |             |    |               |             |    |               |             |

TYPICAL USES OF PROTOTYPE: Sulfuric Acid, ferric chloride service

OTHER NOTES:

LIST OF CAR JOBS - CONT'D

(Continued from page 14)

| <u>JOB NO.</u> | <u>BUILT IN YEAR</u> | <u>QUAN.</u> | <u>CUSTOMER &amp; DESCRIPTION</u>  | <u>CAR NO.</u>        |
|----------------|----------------------|--------------|--|-----------------------|
| 17375          | CA 1971-72           | 25           | S.P. 100-Ton Copper Concentrate Cars<br>(Supplement to P-3295)   | SP-341227 - 341251    |
| 17382          | 1971                 | 1            | FMLX Covered Hopper<br>(Same as Job 17313)   | FMLX 45200            |
| 17397          | CC 1971-72           | 350          | SP All Steel 100-Ton Woodchip Cars<br>(P-3298) Class G-100-17  | SP-354750 - 355099    |
| 17401          | 1971                 | 200          | SP STAC-PAC Auto Shipping Containers   | SSW-100 - SSW-199     |
| 17406          | CD 1972              | 2000         | S.P. 70-Ton 50'7" Box Cars<br>(P-3300) Class B-70-64   | SP-240000 - SP-241999 |
| 17433          | CE 1972              | 150          | BN 100-Ton Woodchip Cars<br>(BUR-E-OA-1620-1)  | BN-586850 - 586999    |
| 17449          | CF 1972              | 9            | Atchinson, Topeka & Santa Fe<br>Class GA-179   | ATSF 64039 - 64047    |
| 17461          | CH 1972              | 59           | S.P. 100-Ton Copper Concentrate Cars<br>same as 17375 (P-3306)   | SP-341252 - 341310    |
| 17475          | CI 1973              | 83           | Black Mesa & Lake Powell 122-Ton Air<br>Operated Bottom Dump Coal Car<br>(B 21043-NR-410-1) Salt River Project | 001 - 083             |
| 17488          | CL 1972              | 900          | S.P. 70-Ton 50'7" Box Cars<br>(Same as Job 17406) (P-3300A)  | SP-242000-242899      |
| 17500          | CM 1972              | 100          | D&RGW 70-Ton 50'-7" Box Cars<br>Keystone C/U (1893)  | D&RGW<br>40000-40099  |
| 17505          | CN 1972-73           | 150          | BN 100-Ton 60' Box Cars<br>Keystone C/U (BUR-00-2787-2)  | BN 390100-390249      |

LIST OF CAR JOBS - CONT'D

| <u>JOB NO.</u> | <u>BUILT IN YEAR</u> | <u>QUAN.</u>     | <u>CUSTOMER &amp; DESCRIPTION</u>   | <u>CAR NO.</u>  |
|----------------|----------------------|------------------|---|---|
| 17518          | 1973                 | 4                | Minneapolis, Northfield & Southern Rwy.<br>Box Cars, Cushioned (32269)<br>See Job 17522             | MN&S 910-913  |
| 17520          | 1973                 | 100              | UP 100-Ton 60'-9" Box Cars<br>Keystone C/U (6301-9) Class BF-100-10                                 | UP 361500-361599  |
| 17521          | 1973                 | 100              | UP 70-Ton 60'-9" Box Cars, Keystone<br>C/U (6302-9) Class B-70-10                                   | UP 560200-560299  |
| 17522          | 1973                 | 1000             | SP 70-Ton 50'-7" Box Cars<br>Hydra-Cushion U/F (P-3312) (CB-7018)                                   | SP 242900-243370<br>SSW 66000-66528                         |
| 17548          | 1973                 | 1000             | BN 100-Ton All Steel Hopper Cars<br>(BUR-E-OB-2992-3)   | BN 451600-452599  |
| 17565          | 1973                 | 500              | SP 70-Ton 50'-7" Box Cars<br>Hydra-Cushion U/F (P3333)<br>Class B-70-72 High Roof Car               | SP 228500-228999  |
| 17570          | 1973                 | 300<br>25<br>275 | 100-Ton All Steel Covered Hopper Cars<br>Procor (USA)<br>Union Tank Car Co. (Cook Industries, Inc.) | UNPX 121000-121009*<br>UTCX 44096-44295<br>UTCX 44810-44884 |
| 17572          | 1973                 | 5                | Val-U-Hi Supply Co. 100-Ton Steel<br>Hopper Cars, 4700 Cu. Ft.                                      | VUHX 101-105  |
| 17576          | 1973                 | 70               | D&RGW 100-Ton All Steel Covered<br>Hopper Cars (1632)   | D&RGW 15600-15669   |
| 17582          | 1974                 | 500              | SP 70-Ton 50'-7" S/S Box Cars, Double<br>Doors, Rigid U/F, NSF, Low Roof<br>(P-3320) Class B-70-73  | SP 244150-244649  |

\* UNPX 121011, 13, 14, 16, 17, 18, 21, 22  
23, 25, 26, 27, 29, 30, 31



LIST OF CAR JOBS CONT'D

| <u>JOB NO.</u> | <u>BUILT IN YEAR</u> | <u>QUAN.</u>             | <u>CUSTOMER &amp; DESCRIPTION</u>   | <u>CAR NO.</u>   |
|----------------|----------------------|--------------------------|---|--|
| 17585          | DD 1974              | 1000<br>SP 600<br>CB 400 | SP 70-Ton 50'-7" S/S Box Cars, Double Doors, Hydra-Cushion, U/F, NSF, B-70-74 (P-3325 - 600 cars, CB-7026 - 400 cars)               | SP 244650-245249<br>SSW 67350-67749  |
| 17586          | DI 1974              | 200                      | SP 70-Ton 50'-7" S/S Box Cars, Double Doors, Keystone U/F, NSF (P-3338) B-70-77   | SP 245250-245449   |
| 17590          | DE 1974              | 150                      | UP 100-Ton 50'-7" S/S Box Cars, Double Doors, FreightMaster U/F, NSF (6323-9) Class A-100-16  | UP 300300-300449   |
| 17591          | DF 1974              | 100                      | UP 100-Ton 50'-7" S/S Box Cars, Double Doors, FreightMaster U/F High Sides, NSF (6324-9) BF-100-15                                  | UP 355000-355099   |
| 17592          | DG 1974              | 100                      | UP 100-Ton 60'-9" S/S Box Cars, Double Doors, NSF (6321-9) (Like Job 17520) Class BF-100-14   | UP 361600-361699   |
| 17593          | DH 1974              | 75                       | UP 70-Ton 52'-6" S/S Box Cars, Double Doors, High Side, Keystone Sliding Sill, w/special Interior Equipment (6325-9) Class BF-70-14 | UP 517500-517549*<br>UP 517550-517554**<br>UP 517150-517169***                     |
| 17594          | DJ 1975              | 25                       | SP 100-Ton Copper Concentrate Cars Air Operated, Bottom Dump (P-3342) Class G-100-24  | * Single Air-Pak<br>** 5 Dual Air-Pak<br>*** 20 DF-2 Belt Rail<br>SP 341311-341335 |
| 17599          | DQ 1975              | 240                      | SP 70-Ton 50'-7" S/S Box Cars w/Double Doors, Hydra-Cushion U/F, NSF (P-3338)   | SP 245750-245989   |
| 17600          | DO 1975              | 200                      | BN 100-Ton 6810 Cu. Ft. All Steel Woodchip Cars w/Doors on A & B ends of Car (BurN-OB-3433-3)                                       | BN 587000-587199   |

# Q & A

- ANSR 0002: Referring to the long center sill overhang on the UTLX 14100 series tank cars. Todd Sullivan replies that the extra length is to help prevent head-end puncture in case of derailment.
- QSTN 0003: GLNX 23030-23052 were relettered and renumbered from which reporting mark?? GLNX 23046 leased to Exxon Co. U.S.A.; relettering and reno. very obvious -CWS-
- QSTN 0004: Does anyone have any or all numbers of 40-foot RBNX 80000-82000s refrigerator cars of the Fruit Growers Express Co. that carried markings for Seatrain Lines?? I recall seeing one in the mid-sixties gray, with white markings. -CWS-
- QSTN 0005: NSAX 1000-1079 (GSC, 12/78). Some of these hoppers apparently carried another reporting mark (same number) for a short time before early 1981, before being restored to NSAX marks. Any idea what it may have been?? Cars are black, with yellow data and orange end panels on both ends. -CWS-
- QSTN 0006: PS lot 9988. (5344 cuft box cars). Whose were they originally? Have seen a couple reno. into ICG 53200Q series. -CWS-
- QSTN 0007: Who originally got the covered hopper cars from Thrall job 790K (9/82)? Saw MILW 803242, obviously relettered and renumbered. -CWS-

## REAR COVER PHOTOGRAPH CAPTIONS →

- Inside/Top: BN 200107 rebuilt by BN TP in 11-79. This 40-foot double door boxcar is the rebuilt version of the NP car in the middle photo. Notice the Superior sliding doors. The series was originally built in '59/ '60. (D.G. Casdorff photo)
- Inside/Middle: Northern Pacific 9116. Original form to the above BN car. photographed in Hudson, Ohio, 1978 by Martin Evoy (S. Ehnbohm Coll.)
- Inside/Bottom: SP 605549 a 1970s built 40-foot boxcar (XL). One of the Pacific Car & Foundry series photographed in Colton, 1984 (D.G. Casdorff)
- Outside/Top: Southern 508783, another rebuilt 40-footer. Rebuilt in 9-75 by the Southern Railway. Notice the low brake. Built 11-51. (D.G. Casdorff)
- Outside/Middle: SP 509006, a bulkhead flat car built by Gunderson Bros. Eng. Co. in 1966. SSW has a series of identical cars (SSW 86500-86624). Notice the bulkheads are missing many boards or panels of wood, leaving only the metal frame. 6-21-83. (D.G. Casdorff photo)
- Outside/Bottom left & right: MP 251977 entire car and door detail shot. Plug doors welded shut (See 3-0048) (Craig T. Bossler Photo)

