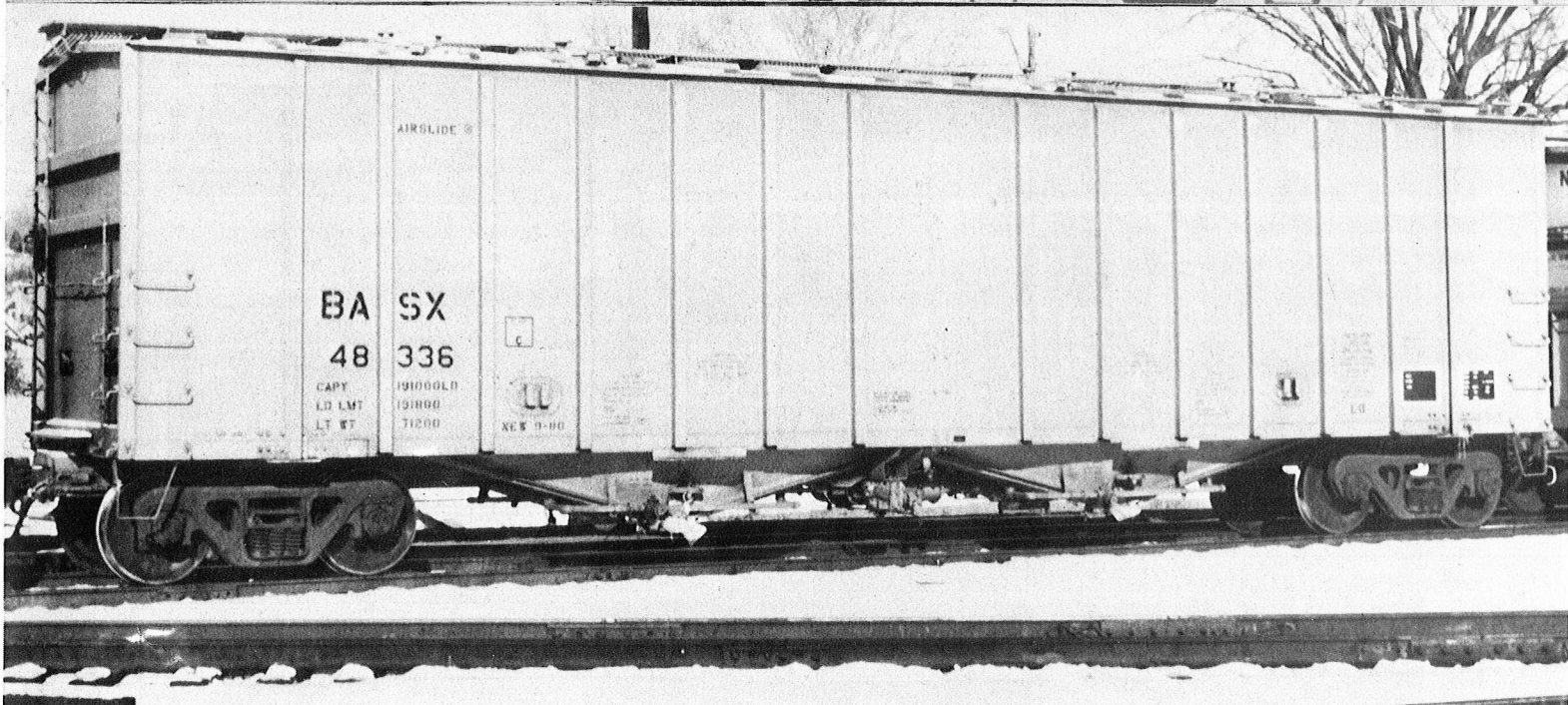
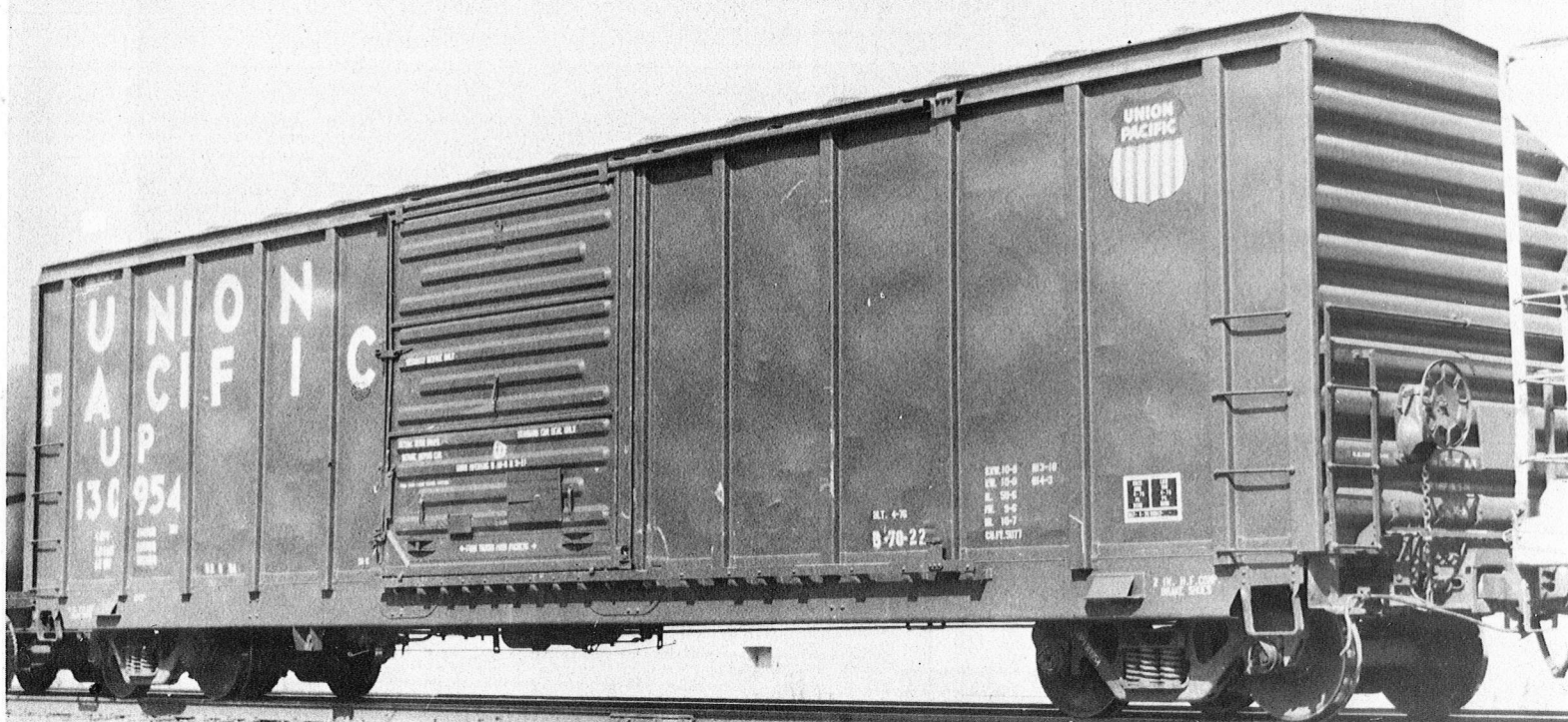
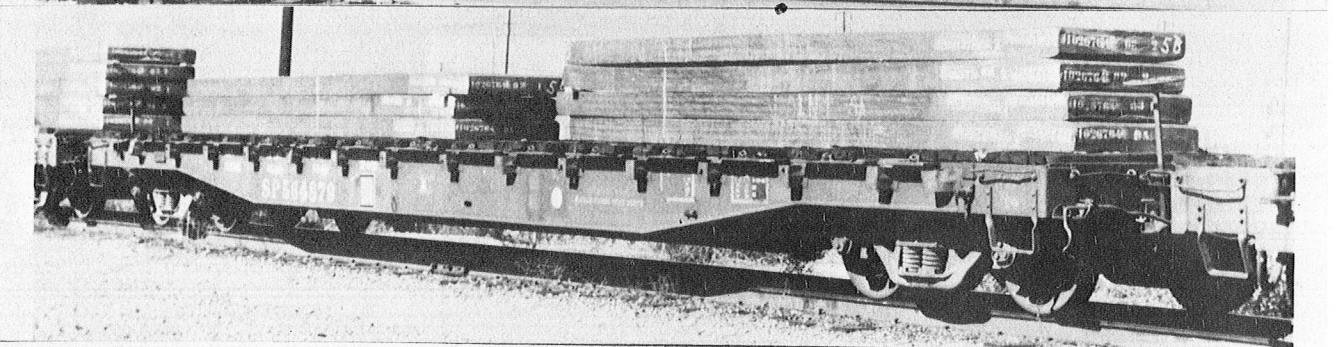
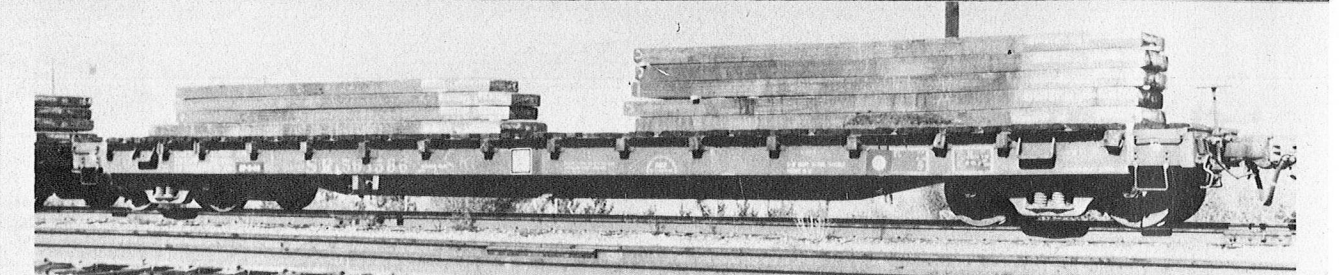


FREIGHT CARS

JOURNAL

6





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FRONT COVER PHOTO CAPTIONS

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

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

INSIDE COVER (Top to Bottom):

- WP 3032, freshly repainted in its original delivery scheme is on display at the Portola RR Museum. Built in 1955 by Pullman-Standard. (John J. Ryczkowski photo)
- SP 56586, built by ACF is seen being used in special steel slab train service. Notice the straight side sill as opposed to photo below. (D.G. Casdorff)
- SP 564879, also in steel slab service. Note the drop-side sill, welded construction. (David G. Casdorff photo)
- B&O 401144, an NRUC built car purchased secondhand by the B&O. 200 in series being rebuilt by Transco into loader equipped boxcars and Hennessy door openers. (D.G. Casdorff Photo)

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IMPORTANT NOTICE

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

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

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

Happy New Year

-Dave Casdorff

WESTERN PACIFIC SERIES 3011-3050 FIFTY-TON BOXCARS

By JOHN J. RYCZKOWSKI

This series of 40 boxcars was built by Pullman-Standard for the Western Pacific in February 1955. The boxcars combined the then new cushion-underframe pioneered by WP and Pullman, and the "DF" (Damage Free) interior cargo-bracing apparatus to help protect its cargo.

The cars were 50'-6 $\frac{1}{4}$ " long inside, with steel sheathing, wood lining, nailable steel floors and Scullin A-3 ride control trucks. Youngstown steel sliding doors were used. Cubic capacity was 4975 cubic feet and the average light weight was 66,200 lbs. The Evans DF loaders had nine belts.

The orange overall color with the large silver feather and DF+CU markings was a colorful advertisement for the railroad. But a boxcar is rarely washed and this and other colorful schemes were dropped for a better wearing box car red scheme.

This series was renumbered several times due to changes in interior equipment and to duplication with new locomotive numbers. Major renumberings were done during the 1966-1968 period and in 1972. Over the years, the cars from the original series occupied several different other number blocks at various times including the following: 3013-3070; 3071-3073; 3331-3370; 3371-3373; 3997-4006 and 36102-36140.

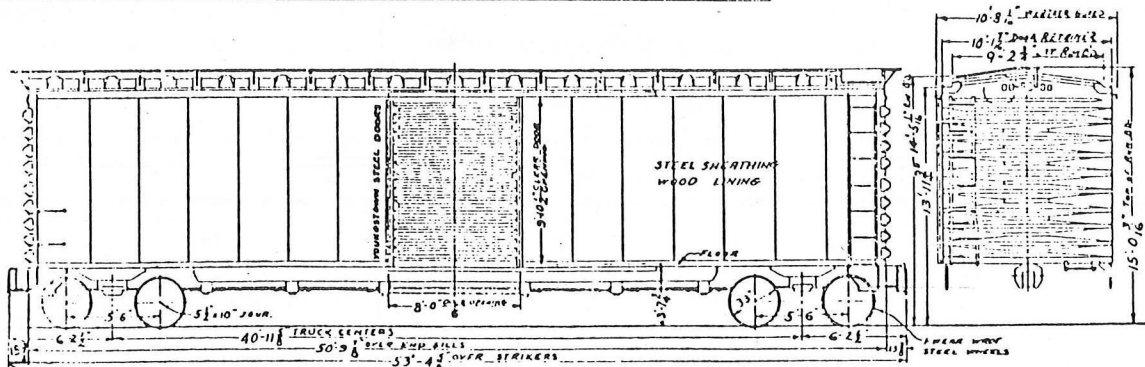
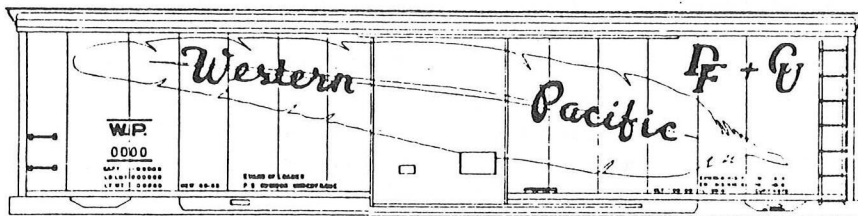
The photo of WP 3032 on the inside front cover shows it in the "as delivered" paint scheme repainted recently for display at the Portola RR Museum, Portola, CA.

The Union Pacific has retired all but a few of these cars and car #3032 was in MofW service before going to the Museum.

ADDITIONAL SPECIFICATIONS:

Pullman-Standard LOT number	8211
Cushion Gear	N.M. & S.C. Co. MF-298
Rubber Draft Gear	N.M. & S.C. Co. MF-275
Inside Width	9-foot 4-5/16 inches
Inside Height	10-foot 6-1/4 inches
Truck Centers	40-foot 11-5/8 inches
Door Opening	8-foot
Weight-body	51610
Weight-trucks	14590
Capacity	100000
Date Built	2-55
Class	XML

BELOW: Western Pacific diagram for the series 3011-3050 and lettering -livery guide. (J.J. Ryczkowski)



FMC PRODUCTION LIST: 3

JOB NO.	P.O.	BUILT IN YEAR	QUANT.	CUSTOMER AND DESCRIPTION	CAR NUMBERS (SERIES)
17781	ES	1976	200	SSI 70-ton box car, combination 10' sliding door and 6' plug door, 10" EOCC, 11'-0" I.H.	*MDW 10000-10199
17783	ET	1976	100	SSI 70-ton box car, single 10' plug door, 10" EOCC, 11'-0" I.H.	*MDW 9000 - 9099
17784	EV	1976	50	SSI 70-ton box car, 50'-6", single sheath, 10" EOCC, single 10' sliding door, 11'-1 3/4" I.H.	**ASAB 7150-7199
17792	EX	1976	50	SSI 70-ton box car, 50'-6", single sheath, 10" EOCC, double 8' sliding door, offset, 10'-7" I.H.	***SERA 4000-4049
17799	EY	1977	300	SSI 70-ton box car, 50'-6", single sheath, single 10' sliding door, 10" EOCC, 10'-7" I.H.	°CAD 1000-1099 °°CLP 3001-3060 °°°LEF 1000-1049 +VNOR 7700-7739 ++ELS 9000-9049
17800	FC	1979	131	PUBLIC SERVICE COMPANY OF OKLAHOMA 100-ton gondola coal car for rotary dump service, single rotary couplers, built with Job 17814	+++OPSX 500097 - 501395
17810	EZ	1977	200	SSI 70-ton box car, 50'-6", single sheath, single 10' sliding door, 10" EOCC, 11'-1 3/4" I.H.	#TPW 70101-70150 ##PW 101 - 250

*Minnesota, Dakota & Western Rwy. Co.
 **Atlanta & St. Andrews Bay R.R. Co.
 ***Sierra R.R. Co.

°Cadiz R.R.
 °°Clarendon & Pittsford R.R. Co.
 °°°Lake Erie, Franklin & Clarion R.R. Co.

+Vermont Northern R.R. Co.
 ++Escanaba & Lake Superior R.R. Co.

#Toledo, Peoria & Western R.R.
 #Providence & Worcester Co.

+++Last digit is verification digit. Leaves gap in series numbers. Six digits are stenciled on car.

LIST OF CAR JOBS - CONT'D.

<u>JOB NO.</u>	<u>P.O.</u>	<u>BUILT IN YEAR</u>	<u>QUANT.</u>	<u>CUSTOMER AND DESCRIPTION</u>	<u>CAR NUMBER (SERIES)</u>
17814	FC	1979	2	PUBLIC SERVICE OF OKLAHOMA, 100-ton gondola coal car for rotary dump service, double rotary couplers, built with Job 17800	++OPSX 500011 OPSX 500020
17815	FA	1977	200	ATSF 100-ton box car, 50'-6", single sheath, 20" sliding sill, 12' plug door, high side, Plate C	ATSF 151900 - 152099
17820	FD	1977	400	SSI 70-ton box car, 50'-6", single sheath, 10" EOCC, double 8' sliding door, centered on centerline of car, 10'-7" I.H.	*MR 2000 - 2399
17822	FF	1977	100	SSI 70-ton box car, 50'-6", single sheath, 10" EOCC, single 10' sliding door, 11'-1 3/4" I.H.	**CIRR 90001-90100
17825	FE	1977	10	SSI 70-ton box car, 50'-6" single sheath, single 10' sliding door, 10" EOCC, 10'-7" I.H.	***VNOR 7740-7749
17830	FG	1977	150	SP 100-ton box cars, 40'-6", single 10' sliding door, wood decking, DF-2 belt rails, ACF Freight saver sliding sill, 10'-10 7/8" I.H., Class B-100-41	SP 605550-605699
17832	FH FI	1977	100	SSI 70-ton box car, 50'-6", single sheath, single 10' sliding door, 10" EOCC, 10'-7" I.H.	°PW 301 - 400
17835	FJ	1977	50	SSI 70-ton box car, 50'-6", single sheath, double 8' sliding doors, offset, 10'-7" I.H., 10" EOCC	°°CPLT 7700-7749
17836	FK	1977	100	SSI 70-ton box car, 50'-6", single sheath, single 10' sliding door, 10'-7" I.H., 10" EOCC	°°°PHD 1000 - 1099
17837	FL	1977	100	SSI 70-ton box car, 50'-6", single sheath, single 10' sliding door, 10" EOCC, 11'-2 9/32" I.H., 9'-6" I.W.	+MTW 4200-4299

*McCloud River R.R. Co.
 **Chattahoochee Industrial RR
 ***Vermont Northern R.R. Co.

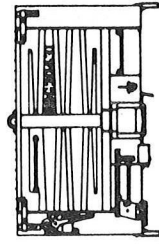
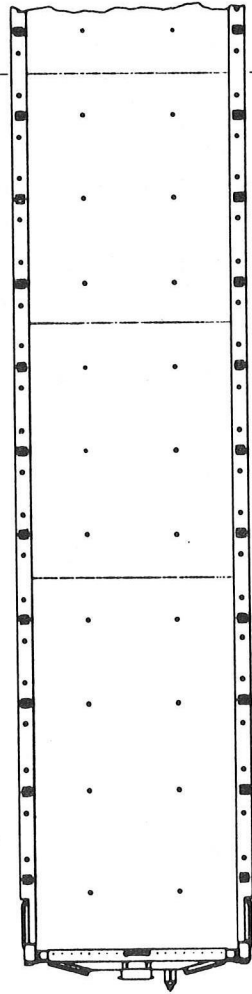
°Providence & Worcester Co.
 °°Camino, Placerville & Lake Tahoe
 °°°Port Huron & Detroit R.R. Co.

+Marinette, Tomahawk & Western R.R. Co.

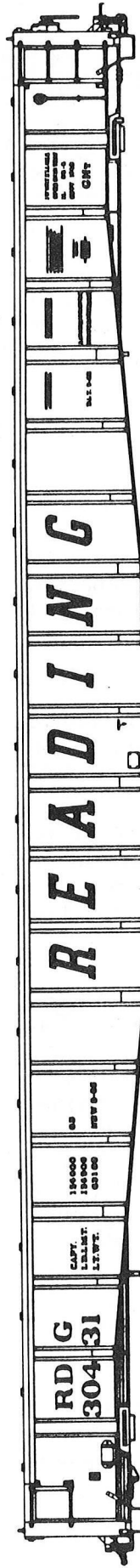
++Last digit is verification digit. Leaves gap in series numbers. Six digits are stenciled on car

READING Class GH T Series 30400-30549
as built 1965

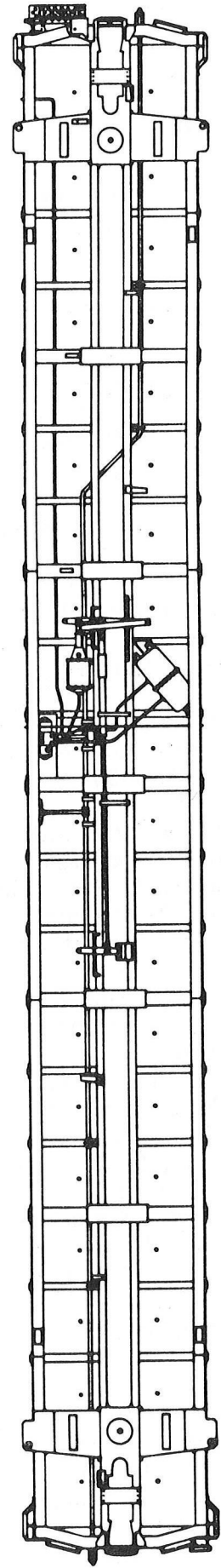
Green, Yellow lettering and top chord
Bettendorf type trucks



7



5441 (B-3)



**FREIGHT CAR ROSTER
of the
BAY STATE MILLING COMPANY
By CARL W. SHAVER**

Report. Marks	Numbers	Quantity	Builder (Loc.)	Date	Capacity		Notes
					Pounds	Cu.Ft.	
BASX	48328-48337	10	GATC (ECh)	1980	191000	4566	1
BSMX	1-20	20	ACF (Htg)	5-70	154000	2980	2,3
BSMX	47068-47091	24	GATC (ECh)	8-70	154000	2600	2,4
BSTX	1000-1029	30	TC (CH)	8-79	200000	4750	5

NOTES

All cars are gray, with black reporting marks and data. If no lettering information is provided in notes, the cars had no corporate lettering.

1. Airslide type. Relettered from reporting marks GACX soon after being built. BASX 48336 built 9-80.
2. Reporting marks BSMX were originally operated by U.S. Leasing International, Inc. They were transferred to Bay State Milling Co. in late 1982. Two cars retired.
3. Center Flow design. Pressure differential unloading. Small black "Bay State Milling Co." lettering added to cars after they were delivered. Huntington serial numbers 25155-25174. Ten cars (BSMX 7,8,9,10,11,12,14,15,19,20) sold in 1975 to North American Car Corporation; relettered and renumbered to NAHX 90400-90409 [leased to Corning Glass Works]. (NAHX 90408 and 90409 are ex-BSMX 19 and 20 respectively; others were probably renumbered in order as well.)
4. Numbered in GACX sequence, but never lettered GACX (other GACX cars currently carry these numbers). Red lettering and black markings applied to cars when built. Airslide type.

Notes (Contd.)

5. Reporting marks BSTX operated by Trinitas Corporation; cars are listed under Trinitas Corp. in ORER.

MAJOR BLOCKS OF LEASED CARS

- GARX 62000-62022 (orange, black ends, black data--most cars retired.)
- GACX 42154-42163, (Airslide-2600 cubic
44306-44315, feet. Gray, black
45890-45899 data, red and black
markings.)
- GACX 56041-56050 (Airslide-4566 cubic
feet. Gray, black
data only.)
- NAHX 478967-478986 (Pullman-Standard-
4750 cubic feet.
Gray, black data
only.)

SOURCES

- Personal Observation (Dates, builders, capacities, serial numbers, leased cars)
- Eric A. Neubauer (Info on Huntington serial numbers.)
- ULMER files (to determine number of sold cars)
- ORER Issues (Historical Background)

LOT 1061
 ACFX
 LV
 '5100'
 X72
 FMC
 510034
 NEW 5-73
 4750
 CENTER FLOW
 EVANS
 SP
 NACC
 Pool AA
 P-S BUT
 BN

FREIGHTCAROLOGY

DATA • NEWS • NOTES • PROJECTS

NEWS & NOTES

Class I & II Railroads

0140. ATSF. YET ANOTHER PIGGYBACK FLAT CLASS
 Santa Fe has added another single-van piggyback flatcar class to their growing number of inter-modal freightcars. (See also items 0021,0066, 0094, and 101 of previous issues) Again, the cars are conversions and have the "split-platform" design. The cars are classed Ft-108 and begin in the series 2996xx. The earliest new conversion date I have seen is 10-84. (D.G. Casdorff)

0141. B&O. Series 401000-401199 BOXCARS
 This group of 200 has some interesting history. (See photo inside front cover) 170 of the cars came from the SFLC 900000s, while the other 30 came from the PICK 55500-55599 series. In addition there quite possibly was an interim operator. The cars are NRUC built originally and are now being rebuilt by Transco (Lordstown, Ohio), and have 9-belt DF loading devices, and new large-wheel Hennessy door openers. All are assigned to GM service (check-mark in circle indicates that doors have been approved by GM, which will assume responsibility for maintenance). (Carl W. Shaver)

0142. CHESSIE. '84 SECONDHAND FREIGHTCAR PURCHASES
 The Chessie has purchased quite a few hoppers, gondolas and flatcars from various sources. The C&O has acquired the remaining 290 cars from the P&LE series 80000-80299 (1978 GSC 44'-11" hoppers) to be renumbered C&O 191000-191289.
 Another 731 cars leased from BRAE including 300 ex-LEF and 431 ex-UMP, UMPX, PVAL, LRWN, and WSOR hoppers (all UMP in origin). These 731 cars will be in the series C&O 190163-190319 (Raceland built); 191600-191873 (Roanoke built); and 191300-191599 (from LEF 3500-4180).
 Also, Chessie has picked up a number of ex-RAILGON gondolas. GONX series 350000-350999 go to B&O 350000-350999 and GONX 351000-351499 go to C&O 351000-351499. (Total 1500)
 Lastly, the Chessie has bought 80 ex-TIX flats for MofW (78-foot rail) service. (C&O Historical Newsletter/ Carl W. Shaver)

0143. KCS. NEW 100-TON HOPPERS ORDERED
 Kansas City Southern has ordered 110 hoppers (100 ton type) from Thrall Car. (Al Tuner)

0144. MP. NEW FREIGHT EQUIPMENT AND CHANGES
 The Missouri Pacific has added another 153 Tri-level auto racks built by Portec 7-31-84 to 9-29-84 and numbered 1583 to 1736. Also 69 new Bi-level auto racks built by Portec in two groups. Numbers 1357-1412 built 8-27-84 to 9-21-84 and numbers 1413-1426 built 11-9-84 to 11-16-84. Racks were mounted on various numbers of ETTX (Tri-level) and TTGX (Bi-Level) Trailer Train flat cars.

Sixteen secondhand tank cars were acquired from Trinity Leasing in October (1) and November (15) of this year. The cars are all 8000 gallon tankers, with 10" roller bearing trucks and will be used for MofW service. Build dates and MP numbers are as follows: 5-58, 14592; 10-58, 14577-14581 and 14583-14585 and 14587; 11-58, 14576 and 14588-14589 and 14591; 12-58 14594-14595.
 The lease was cancelled in November 1984 on ARMH 787020-787080 (CHTT sublease from ART Co.) and cars returned to owner. Also the lease on DKS 776177-776210 and DKS 776212-776241 (DKS sublease from ART Co.) and cars returned to owner. (Gene Semon)

0145. ROCK. SERIES 801000-801499 DISPOSITIONS
 The 500 cars of this series built by Thrall in 1979 as 100-ton, 4750 cu.ft. covered hoppers were disposed to the following:

- 80 Cars (probably 801000-801079) to GTW 138550-138629
- 205 Cars (probably 801080-801284) to CNW 753800-753904
- 215 Cars (801285-801499) to WSOX 301285-301499.

The WSOX (Wisconsin & Southern Leasing Co.) were eventually relettered WSOR. Renumbering was sequential, accomplished by painting over just enough of the "8" to make it a "3"!
 (Carl W. Shaver)

0146. SP. SERIES 340055-340154 65'-6" GONDOLAS
 This group of drop end 65'-6" steel gondolas were originally delivered as SP series 160000-160099 and built by Ralston Steel, Columbus, Ohio in 1950. The gondolas have the typical drop-side appearance characteristic of its time with 20 panels riveted by 19 exterior posts. The cars were classed by the Southern Pacific as class G-70-6 having 70 tons trucks. One of the distinctive characteristics of the design is the heavy side-protruding end post, which can be found on many other series of 65' gons. In the early part of the 1950s the SP only had a two series of 65' gons, the other group being numbers 94250-94304 (comprised of series 94250-94264 and 94265-94304) and having wooden floors and being built much earlier. All the above had cubic capacities of 1778 cu.ft. and were equipped with 70-ton trucks.

Another group currently numbered SP 340155-340404 were built in 1957 by Greenville Car as SP class G-70-14. This later series is identical to the SP series 160000-160099 (reno later to 340055-349154) mentioned above.

Lastly, E&B Valley's 65' Mill gondola HO scale kit is based on the design like the G-70-6 and G-70-14 classes mentioned above. (D. Casdorff)

0147. WP. WESTERN PACIFIC'S BARITE HOPPER CARS

WP series 70001-70240 originally got these cars on lease to use for barite (oil well drilling mud) shipping from central Nevada which became big business for a railroad not having any good hopper cars. Greenville had the cars for coal power plant use with rotary couplers at one end (white or blue ends mark rotary ends). The cars were a fast fix but, not good barite cars as the coal cars have the flatter slope and the heavy barite did not slide out very well. They were replaced with the 100-ton hoppers built by Trinity in WP series 10801-11000 (TRN FW, 1981 blt, 2300 cu.ft.) and the 100-ton hoppers built by Portec in the WP series 10301-10575 (GRO WGA, 1981 blt. 2300 cu.ft.). WP then turned the Greenville cars over to the UP for their use and the DRGW later picked them up from the UP, keeping the same WP numbers. (J.J. Ryczkowski)

**NEWS & NOTES
 Shortline Railroads**

0148. MR. SERIES 1010-1298 and 1410-1698 BOXCARS
 These two McCloud River RR series were originally built as LUs, lettered PLYX with the same numbers and carryings markings for U.S. Plywood. They were rebuilt sometime in the mid-Seventies into their present XM boxcar form. And talk about unusual numbering systems...the first and third digits were always odd, while the second and fourth digits were always even! So, it took nearly 700 spaces to accomodate 100 cars. (C. Shaver)

**0149. PBNE. Philadelphia, Bethlehem & New England
 Freight Car Roster.**

<u>Numbers</u>	<u>Quan.</u>	<u>Type</u>	<u>CuFt</u>	<u>Builder</u>	<u>Date</u>	<u>N.</u>
200-219	20	140GB	1779	BSC	1-55	
220-249	30	140GB	1779	BSC	11-57	
300-318	19	154GB	1779	C&I CR	11=12-80	1
319-348	30	154GB	1779	C&I CR	4=7-81	2
400-402	3	110FM	....	?	?	3
500	1	135FMS	....	BSC	5-67	
501-525	25	130FMS	....	BSC JTN	4-74	
600-699	100	200FMS	....	BSC JTN	7=9-75	
800	1	146GB	2920	BSC SPSY	10-79	4
801-969	169	146GB	2920	BSC SPSY	see note 5	5
1980	1	GB	2244	BFF BWK	9-79	6
4000-4099	100	185GBS	2244	BFF BWK	6=7-80	7

NOTES:

1. Rebuilt from 200-219
2. Rebuilt from 220-249
3. Acquired 1974/75
4. Prototype for SH 100-129 and PBNE 801-969
5. Same as SH 100-129
6. Prototype car retained at Berwick-- not in revenue service
7. Same as PBR 5000-5099 and SB 6000-6199

PAINT SCHEMES:

200-249 tuscan with yellow lettering
 500-525 tuscan with white lettering
 400-402 unknown (cars no loner in service)
 1980 white with black lettering and ends.
 4000-4099 black with yellow lettering (these cars owned by Emmons)
 All other cars orange with black lettering.

INTERIOR CAR LENGTH

All gondolas 65'-6" except 4000-4099 which are 52'-6". Flats: 400-402, 52'6"; 500, 88'-10"; 501-525, 89'-4" and 600-699, 68'-0"

(Eric A. Neubauer)

NEWS & NOTES PRIVATE OWNERS AND LESSEES

0150. GATX. NEW TANK TRAIN SERIES TANK CARS
I spotted a new series of TankTrain cars in Longview, TX, 29 Oct.84. The cars were numbered 17701-17712 and were built by Trinty Industries, Longview in September and October 1984. All were 185 T with a light weight of 77,500 lbs.

(William B. Kelly)

0151. SEALAND. STRETCHING 35' CONTAINERS TO 40'
Sea-Land Service has begun a program to stretch their 35' dry vans and open tops to 40'. The stretched dry vans are in two number series, 130000-143xxx and 600000 to 609xxx, and the open tops are in the 177xxx series. All the stretched containers have been relettered into the newest scheme with black upper and lower case Sea Land and their emblem centered on the container. The stretch boxes can be spotted by the splice plate on the bottom rail of the container about 8' from the rear. The stretched containers randomly come from the 300000 series and the 5 digit numbered 35' vans.

(Gary A. Smith)

0152. TRANSAMERICA. REAZ 231160-232529 Z-VANS
This series of 1370 piggyback dry vans were built by BUDD 9-83=2-84. They are of the new 45' long/102" wide type trailers manufacturer's model YF2S450A60P serial numbers 207114-208413. The vans are built of galvanized steel and have sliding tandem wheels.

(David G. Casdorff)

0153. TRAILER TRAIN. MORE ON THE VTTX REBUILDS
(See also 0123) This group of former GPTX inter-modal flats with trailer hitches are being remade into container cars by CalPro Co. in Mira Loma, California. Modification is rather extensive as it involves removal of hitches, bridgeplates, and much of the former platform, leaving the cars with support braces sticking out. Also a set of new container bracketts are mounted (two for each container=4 total) making the overall appearance of the car similar to a "skeleton" design. The earliest date of rebuild I've seen is 3-84.

(David G. Casdorff)

0154. TRAILER TRAIN. TTUX AND THE GREEN DOTS
All the TTUX and TTFX cars were embargoed from use for bearing problems. As cars were modified a green dot was applied next to the number indicating it was ready for use again.

(Al Tuner)

BUILDER PRODUCTION AND DESIGN NOTES

0155. GATC. "DRY-FLO" ADDITIONS & CORRECTIONS
(See article pages 13-15, FCJ #5)

CNW 76921-76979 appear not to be secondhand. Issue #3 of the Railroad Car Journal shows what appears to be a builder's photo of CNW 76929 New 10-62. This is a Dia-Flo.

NP 75625-75629 became BN 475035-475039.

SP 403015-403024 is the same as T&NO 3975-3984.

UCPX 50162-50221 are not original; definitely
ex- GACX.

0156. J.J. FINNIGAN INDUSTRIES PRODUCTION

J.J. Finnigan (JJF DULGA) in Duluth, Georgia has apparently on made 150 cars as follows:

PAM 1016-1065 154 XM 5277 cu.ft. 01-80 blt.
(S/n 0001-0050)

PAM 1068-1167 158 XM 5277 cu.ft. 4=7-80 blt.
(S/n 00051-00150)

The above are original buyers only. (E.A. Neubauer)

0157. UNION TANK CAR.

Union Tank Car's East Chicago plant just celebrated the building of its 30,000th car.

(Al Tuner)

LOGOS, LIVERIES & SPECIAL MARKINGS

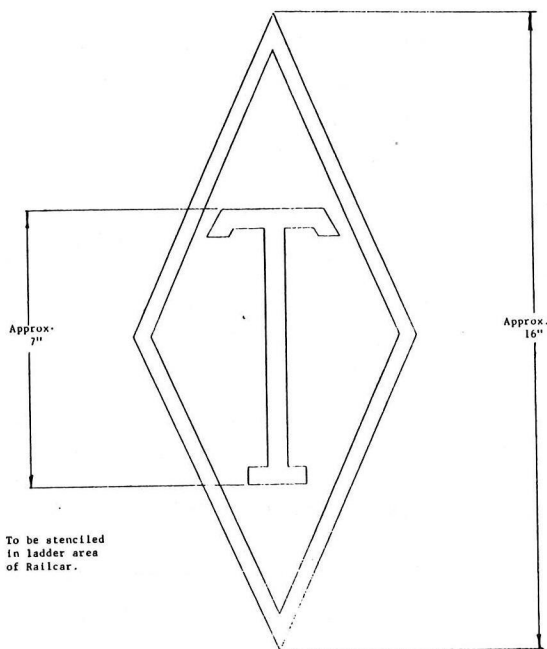
0158. GENERAL MOTORS TERNSTEDT RAILCAR STENCILING

From GM's Railcar Loading Guide issued February, 1967: "To aid the railroads in expediting the return of empty railcars to Ternstedt plants, the following stenciling requirements must be painted on assigned cars."

Ternstedt Cleveland	- When empty "Return to N&W agent" Cleveland, OH.
Ternstedt Columbus	- When empty "Return to NYC Agent" Columbus, OH.
Ternstedt Detroit	- When empty "Return to PRR-Union Belt" Detroit, Michigan.
	- When empty "Return to C&O-Union Belt" Detroit, Michigan

	- When empty "Return to N&W-Union Belt, Detroit Michigan
Ternstedt Elyria	- When empty "Return to B&O Agent", Elyria, Ohio
	- When empty "Return to NYC Agent, Elyria, Ohio
Ternstedt Flint	- When empty "Return to C&O Agent", Flint, Mich.
	- When empty "Return to NYC Agent", Syracuse, NY
Ternstedt Syracuse	- When empty "Return to NYC Agent", Syracuse, NY
	- When empty "Return to Reading Co., West Trenton, New Jersey
Ternstedt Trenton	

In addition, there was to be a stenciled "Diamond T" (illustrated below) in the ladder area on both railcar sides.



The General Motors manual also specifies the the painting of the interior of the boxcar. The entire interior of the car (except floor and door inside) were painted high gloss non-yellowing white enamel. In addition, there were to be vertical positioning lines painted on 10" centers throughout the car. (David G. Casdorph)

0159. LOGO & LIVERY NEWS BRIEFS

Shipper's Car Line (ACFX) introduced a darker shade of their "covered hopper gray" this early this year. All new cars and repainted/repainted cars are receiving the new paint.

The Harshaw/Filtrol merger has brought about a new logo and livery on their cars. The cars are all white, with black data and a large blue FILTROL CATALYSTS centered on the side of the car.

Western Pacific cars, began showing up in Union Pacific logo and livery about the middle of this year (though I suspect that actual repaint dates are much earlier). The WP reporting marks are still retained. (David G. Casdorph)

THE CABOOSE COLUMN

SOUTHERN PACIFIC CABOOSE #1 AND ESPEE C 50 CABOOSES By PAT HOLDEN

The Southern Pacific Railroad and its subsidiary, the Saint Louis Southwestern Railroad known as the SSW or Cotton Belt, have purchased a total of 392 cabooses of their series C50-2 though C50-9. The designation of S.P. cabooses and other railcars is based on their axle journal capacity; hence C 50 mean that it has a 50 ton capacity.

The first of the C 50 series, the C 50-2, were built for the SSW by International Car Co. and delivered to the SSW in November/December 1968 and carried the car numbers 58-77 for a total of 20 cars. The first series built for the S.P. were of the series C 50-3, also built by ICC, but in March to June of 1970 and carried the car numbers 1800-1874.

International Car Co. continued to make S.P. and SSW cabooses with the classes C 50-4 numbered 1875-1929 and C 50-5 numbered 1930-1980 and SSW numbers 78-93. There was no C 50-6 block, the next being the C 50-7 block numbered 4600-4649 and built by Pacific Car & Foundry (also known as PACCAR). The later C 50-8 (numbers 4650-4699) and C 50-9 (numbers 4700-4774) blocks were also built by PACCAR. This constitutes the entire roster of the original C 50 cabooses with the exception of the C 50-3 and C 50-10 classes.

In 1974, the C 50-3 cabooses were considered to be suitable candidates for rebuilding and upgrading in selected cases and so a total of them were rebuilt and assigned new numbers in the series 4400-4403. One of these rebuilds was of the C 50-3 class caboose number 1835, which was assigned the new number 4401. Sometime later in its rebuilt form, it suffered some form of damage due to fire and so was stored awaiting repair or disposal. About this same time in the middle to late Seventies, the Missouri Pacific

Railroad with proposals from the United Transportation Union and other interested parties; designed and built a new type of caboose known generally as a short body bay window design, although the concept of a bay window was not new on the S.P. system. Shortly afterward, the Union Pacific RR, using the MoPac design, developed their own version known as the CA-11 and later CA-12 classes. The MoPac version was the 13700 series.

Seeing possible improvements that could be utilized in their future rebuild programs and also possible fuel efficiency in regards to reduced heating costs, the S.P. decided to rebuild one caboose to the general standards of the MoPac and Union Pacific cabooses. The caboose chosen to receive this treatment was C 50-3 number 1835 rebuilt number 4401. The changes to be brought about caused a new class block to be added, the class C 50-10 and the rebuilt caboose would have a new number that was also appropriate for its class which was number 1. This was of course in keeping with the policy of issuing a new number to any rebuilt caboose or engine that now is in effect, or at least seems to be policy.

S.P. #1 was rolled out of the Roseville, CA car shops in December of 1980 complete with a small red rose painted on its body to symbolize the spirit of the crew that rebuilt it and their quality workmanship. It has retained its original chassis or underbody length but the carbody is totally different, being completely without roof overhangs over the doors at either end and so could be considered "porchless." All tool boxes and fuel tank for the stove are stored outside the carbody, the only internal items relate to crew comfort and safety, including a toilet, conductors bench, conductors desk, a seat in each bay window and a stove. From talking to train crewmen, it seems to be a very nice riding caboose and is generally well received.

The most striking feature of S.P. #1 besides its unusual design is its color, reminiscent of the Daylight color scheme. The body is orange, bay windows bright red, and the underbody and trucks dark gray like a standard S.P. engine.

It is possible that this color scheme has been altered since its rebuild as it also seems the stencilling has been changed from pictures I have seen. I would to thank Southern Pacific Conductors Lou Arnson and Mike Robinson for their assistance in the preparation of this article. Also see S.P. Steel Cabooses 1937-1981 in Joseph A. Strapac's Southern Pacific Review 1981 published in 1982. (Pat Holden)

SCALE MODELS

0160. A SOUTHERN PACIFIC STEEL SLAB TRAIN. Recently I spotted a S.P. steel slab train entering S.P. Industry yards. The entire train consisted solely of steel slab flat cars and two buffer cars. There were three locomotives (SP 7476, SSW 7630 and SP 4432) followed by SP 345498 (a G-100-1 short high-side gon), then 51 flatcars of various classes, followed by another G-100-1 gondola (# 345512) and the caboose (#1878).

Model Die Casting's 26' High-side gondola (#1702) should be used for the buffer cars and Athearn's Bay Window Caboose is probably close enough for #1878. The flat cars came from three series: SP 563900-565049; 565050-565349; and 565350-565749. All are 53'-6" Seventy-ton cars.

The two major designs include the drop-side welded and the straight-side welded types (see photos inside front cover). I found the Athearn 50' flat w/ stakes to be fairly close, though the rivets need to be filed down and there is only 13 pockets compared to the 16 pockets of the prototype. For the straight-sided car I used the M.D.C. 60' flat car and cut to length. Again the number of pockets is incorrect. Though the resulting models are a far-cry from the prototype, it seems to be the best we can do for now and does make a quite different type of train on the pike. Below is an illustration of the special loading stickers applied to the cars:



---- FCJ ITEM #/SCALE MODEL CROSS REFERENCE
#0146. SP Gondola- E&B Valley 65' Mill gon in H.O. gauge.

RECENT FREIGHT CAR HISTORY LITERATURE

Bohlin, Annie 1984. History of the Ashley Planes 1843-1948. Flags, Diamonds and Statues 5:3, pp.5-25. Text, photos and maps. Interesting account of this type of freight car operation with many photos of vintage tankers on the inclines.

Burg, Richard 1984. The PRR's TM Series Steel Tank Cars. The Keystone 17:1 pp 38-43. Text, 12 photos and roster.

Burg, Richard 1984. TM Series Tank Cars, Part 2: The South Altoona Oil Mixing Plant. The Keystone 17:2 pp 31-33. Text, 3 photos, 5 diagrams.

Blardone, Charles Jr. 1984. The PRR's Tomato Cars. The Keystone 17:2 pp 41-42. Text, 3 photos. Interesting account of these unusual cars.

DeYoung, Larry 1984. Modeling an EL 53½' Piggyback Flat. The Diamond 2:2 pp 9-13. Text, 3 prototype photos, 3 model photos, diagram and detail drawing. EL Series 7010-7039.

Devine, Clem 1984. Rebuilt 50-ft. C&NW Gondola. North Western Lines 11:3 page 8. Text and one photo.

Ehnbom, Staffan 1984. Great Northern Covered Hoppers Series 71405 and 71505. GNRHS Reference sheet N° 91 pp 1-5. Text, 6 photos, 3 diagrams and 1 general arrangement drawing.

Masterson, Rod and Robert Landregan 1984. "Reefers" Burlington Bulletin N°12 pp 4-52. Text, 133 photos, numerous illustrations, diagrams, and detailed roster of all the reefers on the CB&Q. Once again the creators of the Burlington Bulletin have set the standard for a freight car history monograph. This issue details the CB&Q's cars as well as their operations and development of the Burlington Refrigerator Express Company. An outstanding piece of history!

Menke, Arnold S. 1984. Southern Pacific Steam Locomotive Tenders in MW Service. Trainline N°7. pp 3-6. Short text, 7 photos.

Porzig, Jack 1983. GNRHS Reference Sheet N°85. Great Northern Caboose Cars Nos. X-1 to X-30. Text, 9 photos, 1 diagram, roster.

Porzig, Jack 1984. Great Northern Caboose Cars Nos. X-31 to X-40. GNRHS Reference Sheet N°86. pp 1-4. Text, 6 photos, diagram and roster.

Sapp, Dave 1984. Modeling the MoPac- Covered Hoppers. The Eagle IX:1 pp 17-19. Text, 4 photos and three diagrams.

Wagner, Dave 1983. Alton 1200-1209, The Story of the Aluminum Box Car. GM&O Historical Society News N°32/33 pp 4-6. Text, 3 photos, and specifications.

FCJ ADDITIONS & CORRECTIONS

#0003 ADD build dates 4=6-79 to ROCK 301000 etc.
#0004 ADD From ROCK 400050-400149 to CR series 584000-584099.

#0056 ADD 8-80 build date to LPN 60000-60199.

#0059 CORR Rock 300700-300999 should read 300700-300799.

#0126 ADD Repainted 6-84 by APA SF

#0133 ADD 20500-21499 became C&O 17500-28499.
CORR 59600-59763 should be 71250-71349
(Which later became 271250-271349)

Article: GATC Dry-flo roster additions and corrections see item # 0155 this issue.

MEMBER'S EXCHANGE

Mark Vaughan. P.O. Box 2422, Chicago, IL 60690 is looking for B&W/Color photos or slides of Wabash piggyback equipment especially 32' and 35' dry trailers, 35' and 40' refrigerated trailer and the 75 flat cars built by both the Pennsy for the Wabash and Wabash Shops in 1955-1956.

Richard Yaremko 116 Deercross Road SE, Calgary, Alberta T2J 6G7 Canada. needs for modeling purpose ..photos of WRTX-MILW 800 series mechanical reefer ..MILW Flexi Van Flats, MILW Vert-A-Pacs and Stac Pacs.

Bill Kelly Rt 9 Box 566D, Matt Dr., Longview, Texas 75601 is looking for someone with a Southern Pacific/T&NO and SSW freight car diagram book from the 50's or 60's that may be persuaded to to offer xerox copies of it.

REAR COVER PHOTO CAPTIONS

INSIDE, Top to Bottom:

Public Service Co. of Oklahoma # 503011, a 100-Ton rotary-end gondola built in 1979 by FMC-Portland. (J.R.Quinn Photo)

Burlington Northern 460454, part of a series of 1000 built in 1980 by FMC. This is FMC's "standard" 4700 cu.ft. covered hopper.
(David G. Casdorff photo)

Central Power & Light's 1174, a 105-ton rotary gondola built by FMC in 1980. (J.R.Quinn)
S.P.'s Caboose #1 See Caboose Column (Pat Holden)

OUTSIDE: Chevron's 381018, 100-ton tank car built by Union Tank Car 6-81. (David Casdorff)

