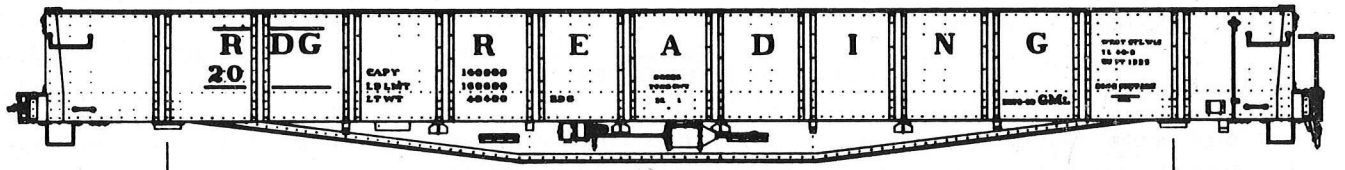
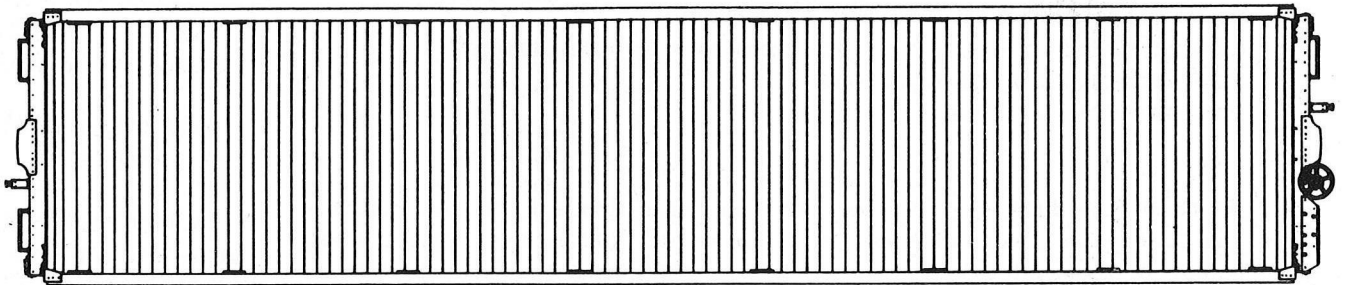


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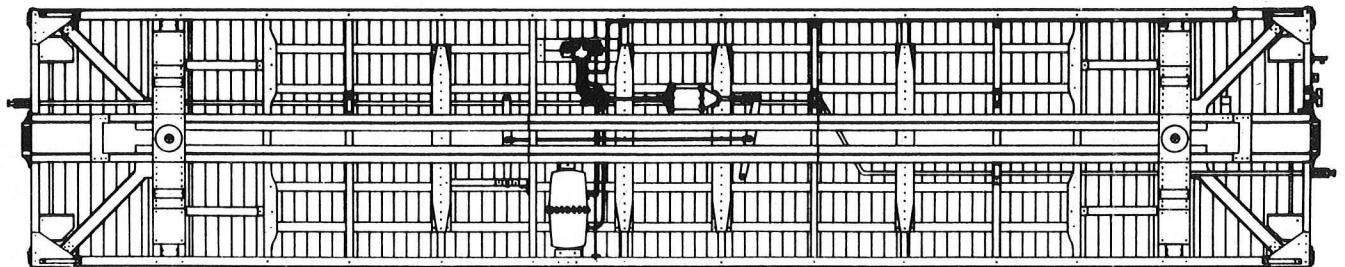
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THE FRONT AND REAR COVER

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

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

(Eric Neubauer)

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

NOTICE

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

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INTRODUCTION OF THE 65-FOOT GONDOLA

by Ian S. Fischer¹

About 1925, the Carnegie Steel Company began the reconstruction of its works at Homestead, Pennsylvania. At these facilities structural steel (I-beams, channels, angles etc.) were rolled in 60 foot lengths and then sawed in half for shipment in ordinary gondola cars. To keep the works in operation, it was necessary to relocate the saws several miles away over Carnegie and Union Railroad trackage. To transport the long pieces required double loading (the mounting of each load on two cars). This was prohibitively expensive. To handle these movements efficiently the budget for the remodeling included an allocation for twelve 65-foot gondola cars which were ordered from the Standard Steel Car Company.

These cars, Carnegie Steel Company numbers 526-537, were turned out in April 1925. Inside dimensions were 65'-0" long, 7'-8 7/8" wide and 3'-0" high. Capacities were 1665 cubic feet and 140,000 pounds. Average light weight was 67,000 pounds. The 2'-9" maximum depth fishbelly center sills had webs of 3/8" plate. There were eight crossbearers, made of 1/4" plate. The cross-ties adjacent to the body bolsters were 6" 15.7# z-sections, while those between the cross bearers were 10" 15.3# channels. The sides were 5/16" plate, fishbellied from 3'-11 3/8" to 4'-3 3/8" deep. Side stakes were twenty-five 9" 20# channels pressed into hat-sections. The top chord was a 5" x 4 1/2" x 7/16" bulb angle. End sills were 15" 33.9# channels and drop doors comprised of 3 x 12" oak planks were applied.

These cars were built narrower than the usual gondola so that they could negotiate sharp curves without sideswiping. They could pass over curves as sharp as 175 foot radius.

These cars were not without design faults. When on a sharp curve there was the tendency to derail adjacent cars because of the excessive coupler swing resulting from the longer than usual 6'-5 1/2" truck center to striker length. Also, the center sills which cleared the railhead by only 10 1/2" would sometimes bottom-out on

the apex of hump yards. Both these flaws were easily avoided in later long gondola cars.

Not only were these dozen long gondolas successful for their intended purpose, but Carnegie Steel Company was also able to use them for the economical shipment of long lengths over trunk lines to their customers. Availability of 65-foot gondolas would increase the sales-viability of long lengths. Carnegie Steel Company then asked several railroads to supply long gondolas, but the response was always "a very polite but firm no".

Carnegie maintained its faith in the 65-foot gondola. To convince railroad officials, it loaded up one of its big gondola cars and sent it to Atlantic city for exhibition at the June, 1928 meeting of the Mechanical Division of the ARA. This effort was successful.

Within the next few years several roads had ordered gondola cars with inside lengths ranging from 61'-0" to 66'-6" and the long gondola had become an established type of freight car.

The table on the following page lists the series ordered by various companies during the first decade of the long mill gondola car.

REFERENCES

Railway Mechanical Engineer, April 1928 pp. 213-216. "A 65-Ft. Car for Transporting Steel"

Railway Age, March 10, 1928 pp. 585-586. "A 65-ft. Car for Steel Loading"

Car Builders' Cyclopedia 1931 (13th ed.) pp. 238-239

Railway Mechanical & Electrical Engineer, August 1952, p. 63.

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APPENDIX: The First Decade of Long Mill Gondola Cars (1925-1934)

Reporting Marks	Numbers	Quantity	Date Ordered	Builder	Inside Length	Notes
C.S. Co.	526-537	12	Jan. '25	Standard Steel Car	65'-0"	
WM	50500-50649	150	Sep. '28	Bethlehem Steel Co.	61'-0"	1
P&LE	49000-49099	100	Dec. '28	Merchants Despatch	65'-0"	2
RDG	30000-30199	200	Aug '29	Bethlehem Steel Co.	61'-0"	3
CNJ	89000-89199	200	Aug. '29	Bethlehem Steel Co.	65'-0"	
P&LE	49100-49299	200	Nov. '29	Merchants Despatch	65'-0"	4
B&LE	34001-34025	25	1929	Greenville Steel Car	65'-0"	
PRR	439010-439209	200	Apr. '30	Company Shops	65'-6"	5
ERIE	14950-14999	50	Jun. '30	Pressed Steel Car Co.	65'-6"	
DL&W	69000-69024	25	Jul. '30	Magor Car Corp.	65'-0"	
PRR	439210-440709	1500	Nov. '30	Company Shops	65'-6"	5
B&O	450000-450199	200	1930	Bethlehem Steel Co.	65'-0"	6
P&LE	49300-49499	200	Aug. '31	Merchants Despatch	65'-6"	7
NYC	726000-726299	300	Aug. '31	Merchants Despatch	65'-6"	8
W&LE	73000-73099	50	May '32	Canton Car	66'-6"	
W&LE	73000-73099	50	Nov. '32	Canton Car	66'-6"	
LV	34000-34049	50	-	-	65'-6"	9

NOTES:

- Fixed ends and 50 tons capacity. The other cars in this list had drop ends and 70 tons capacity.
- Lot 587-G
- Class GHF
- Lot 609-G
- Class G26
- Class O-40
- Lot 624-G
- Lot 623-G. It is believed that NYC 726000 may have been built during 1931, but that NYC 726001-726299 were not turned out until 1936.
- These cars were PRR class G26's which were purchased second-hand in 1934.

RECENT FREIGHT CAR HISTORY LITERATURE

Burg, Richard 1985. Container Service on the Pennsylvania R.R. The Keystone 18:1 pp 7-50. Another monumental freight car historical work (Like those from the Burlington Bulletin of late). This excellent and detailed account presents information, photos and drawings on the various merchandise containers, bulk containers, container cars, facilities, demountable truck bodies etc. that were used on the Pennsylvania Railroad during the 20s, 30s, 40s and 50s. There are about 48 large photos and 30 diagrams of both the containers and the container cars. In addition there is a roster of containers and a quantity list of container cars on hand during various years from 1931-1968.

Hendrickson, Richard H. 1984. Santa Fe PS-1 40-foot Box Cars. Santa Fe Modeler 7:1 pp.8-9. A short, but interesting account of Santa Fe's

two major classes of the Pullman-Standard 40-foot boxcars. Includes a list of advertising slogans and car numbers correlation. Modeling notes. 4 photos.

Hendrickson, Richard H. 1984. World War II Era Rebuilt 50' Box and Auto Cars. Santa Fe Modeler 7:5 pp.5-8. Text. 11 photos. Prototype notes and modeling information on the classes Fe-21, -22 and -23.

Hendrickson, Richard H. 1984. World War II Era Rebuilt 50' Box and Auto Cars Part II. Santa Fe Modeler 7:6 pp.5-8. Eight photos, Text. This second part discusses the Fe-25 and Bx 40 classes.

Martens, Loren R. 1984. Santa Fe's System Maps. Santa Fe Modeler 7:2 pp.5-12 and pp.20-22. Text, 22 photos, 5 Tables. A detailed discussion of the 5 types (author's classification) of system maps that were applied to the various boxcars and reefers on the Santa Fe during the Forties.

GENERAL NEWS & RECENT DELIVERIES AND ACQUISITIONS

CLASS I & II RAILROADS

The AT & SF is adding some auto racks to their fleet. These are triple-level racks and the ATSF has assigned a new class to them- the TL-11 class. The racks are built by Thrall Car and placed on ETTX flats (ATSF 1988 built 1-85). [DGC].....

The B & O announced a \$4.3 million program to increase clearances between Wilmington, DE and Philadelphia, PA., thus allowing the movement of ETTX cars to those points-will be the furthest east these cars can move on any road. [AT].....

BURLINGTON NORTHERN recently acquired some plug door boxcars from the Minnesota, Dakota and Western RR's series 6000-6099. The BN has placed these in the BN series 377129-377219. [CWS].....

CANADIAN NATIONAL is purchasing 116 48-foot trailers from the Manack Corp. and 52 intermodal flatcars that are 5-platform articulated and accommodate 40'-48' trailers. Cars and trailers will operate Montreal to Toronto this Winter, and later Montreal to Chicago in April. These will be the first 48' trailers in rail service in North America. The service is to be called "Laser Trains". [AT].....

CANADIAN PACIFIC purchased some new racks from builder National Steel Car (CP 556367 built 10-84). [DGC].....

CONRAIL has joined other railroads of lately in purchasing new auto racks (CR 1635, class ML2C built by Thrall Car 11-84 sighted) and apparently has ordered 100 bi-level racks. Conrail has also ordered 650 new TOFC trailers to be delivered this year. [AT/DGC].....

The DENVER & RIO GRANDE WESTERN added some more TOFC vans to their small but growing fleet. These include 100 new vans in two series. RGTZ 230000-230049 and 230050-230099. The later series is equipped with floor track rails (RGTZ 230085 built by Fruehauf 2-84, model FCZ-9-F2-45). The new vans have a large orange "Rio Grande" herald on the fronts and sides and a black "The Action Railroad" on the sides. [DGC].....

The MILWAUKEE ROAD is picking up ex-Roscoe, Snyder and Pacific's series 1300-1869 and 2200-2299 fifty-foot heavy insulated boxcars (RBL) (sighted MILW 131441, ex-RSP 1441) [CWS/DGC].....

Some additional former reporting marks to add to the SEABOARD's growing list are SBD 142067 ex-Maryland and Pennsylvania and SBD 140502, ex-Middletown and New Jersey 120529. [CWS/EAN].....

SOUTHERN PACIFIC continues to add more container flatcars to their roster. The SP Roseville Shop recently delivered their 1000th

container car to Greenbrier Leasing (which leases the cars back to the SP). The SP also introduced their new "Womat" three-unit semi-permanently coupled container cars which are numbered as follows (16 sets so far):

SP 910001-910002-910003; SP 910005-910006-910007;
SP 910011-910012-910013; SP 910015-910016-910017;
SP 910021-910022-910023; SP 910025-910026-910027;
SP 910031-910032-910033; SP 910035-910036-910037;
SP 910041-910042-910043; SP 910045-910046-910047;
SP 910051-910052-910053; SP 910055-910054-910057;
SP 910061-910062-910063; SP 910065-910066-910067;
SP 910071-910072-910073; SP 910075-910076-910077.

These 3-unit cars are restricted to container loading in the Valla-Houston/Barbours cut corridor only. Lastly, the SP is placing in service some container cars that have been REBUILT by Cotton Belt's Pine Bluff Shops. Like those mentioned in the last issue, these are class F-70-48, but suffixed "R" instead of "B". Most of the cars appear to be deracked auto rack cars (SP 901643, 901644 rebuilt SSW PB 1-85) (Could be 2-unit car sets ???). [AT/RWG/DGC].....

UNION PACIFIC added those 150 trailers mentioned in FCJ #3 which were divided into two series (UPZ 530001-530075 and 530076-530150) These are refrigerated TOFC trailers built by Fruehauf in 2-84. Model FSZ9-F2-45-CST-102. They are equipped with Carrier Transcold refrigeration units. The two series differ in that one series has bottom air delivery while other has overhead air delivery. In addition, the U.P. added even more TOFC-reefers in 12-84 built by Fruehauf. These are from Fruehauf's "Z-VAN" line as opposed to the above "Spacelite" line of the above mentioned UPZ 530001 and 530076 series. This later series are Fruehauf model FBZ9-F2-45-CST-102 and have Carrier Transcold units (UPZ 530214 and 530272 sighted) [DGC].....

SHORTLINE RAILROADS

INDIANA HI-RAIL CORP. picked up some 50' double door boxcars from the Union Railroad of Oregon's series 1500-1549 (IHRC 11023 ex UO) and another group of 50' double door boxcars from Apalachicola Northern 6000-6099 (IHRC 11020 ex-AN) [PAH].....

MINNESOTA, DAKOTA & WESTERN RR acquired 100 plug door boxcars from the East Camden & Highland RR renumbered into the 5000's. [PW].....

PRIVATE OWNERS

AMERICAN PRESIDENT LINES continues to add more of the articulated well-flat double-stack container cars in late '84 and early '85. The previous group

were built by Thrall Car in 3 and 4-84 and numbered APLX 2000-2064 (Thrall job #828). The next group (Thrall job #844) were built in 11-84 (APLX 2070 and 2081 sighted). And most recently is a Thrall job #847 set (APLX 2090 built 1-85 and 2114 built 2-85). Included in these three jobs are some red, generator car sets. [DGC / RBR].....

EKXON CHEMICAL AMERICAS added some 100 ton tank cars of the series 411001 built by the Union Tank Car Co. in 6-84. [DGC].....HELM FINANCIAL a new reporting mark has acquired some of Warren-ton RR's National Steel Car built 100 ton covered hoppers from the WAR 14100-14229 series (HLMX 14110 ex WAR 14110 blt 9-79 sighted). [DGC].....

K & W TRANSPORTATION acquired some new 3-unit articulated intermodal flatcars of a NEW design built by Pacific Car & Foundry in 8-84. The car is yellow with black markings and has inscribed "K & W Alaska's Total Transportation". The car is unusual in that it is the first articulated skeleton design car that has both fixed trailer hitches AND adjustable container brackets. [DGC].....

SOLTEX POLYMER has recently been active in new covered hopper acquisitions. They recently acquired 67 ACF "Center Flows" from five different Arco Chemical series. Soltex's new numbers are ELTX 600-666. All hoppers are of the ACF 5250 cube design. In addition they've bought some new Thrall Car built 5800 cube covered hoppers and placed into the 1000 series (various numbers 1020 to 1081 sighted so far). The cars are Thrall job #832-K and built 1-85 (these are the Thrall built ACF "look-alikes"). [CWS/WBK].....

A.E. STALEY is adding some more corn syrup tank cars all built by Trinity, Longview, TX. (STMX 314 built 12-84 and numbers 420, 447, 489, 520, 626, 628 built 2-85) All tankers are 100 ton cars with circa 17,600 gallon capacity. [WBK/DGC].....

TRAILER TRAIN is converting various series of flush deck flat cars to be able to carry THREE 28-foot trailers or two 45' trailers. The cars bear the reporting marks "RTTX" and have two non-collapsible hitches on each end of the car (so that trailers are back to back) and one collapsible hitch in the middle. In addition side "rail" guides were added in the middle section of the cars. Trailer Train is also considering the purchase of some 2000 new intermodal cars for 1985. [DGC/AT].....TRANFAX, Division of Fresh Intermodal Transport has acquired some (if not all) of those Leaseway TOFC-vans mentioned last month. The numbers remain the same with only the reporting mark being changed to "PIGZ" and the Leaseway heralds removed. (PIGZ 530000's ex- LICZ same numbers built by Strick and PIGZ 533300's ex- LICZ same numbers built by Trail-

mobile. [DGC].....TRANSOCEAN LEASING CORP. has added a series of TOFC reefers (previously had only chassis and containers) numbered in the 520000's. They are 102" wide track trailers built by Utility equipped with Carrier Transicold under-mounted refrigeration units. The trailers have a very attractive new blue and yellow "Trans Ocean Cool Express" logo and livery. [DGC].....

UNION TANK CAR entered into service a six-digit series of methanol tankers built by Union Tank in 11-84. The cars have a 30,000 gallon capacity. (UTLX 200000 to 200044 sighted so far). Also some additional Thrall built 5800 cube covered hoppers in that 58000+ series mentioned last month (UTCX 58512 built 12-84, job # 832-G). Lastly, Union Tank has acquired a bunch of ex-Arco Chemical ACF "Center Flow" covered hoppers. So far, there is UTCX 57470-57555, 57557-57617, and 57619-57670 are ex-KCIX 470-555, 557-617 and 619-670 respectively. [CWS/EAN].....VULCAN MATERIALS CO. Chemicals Division added some new built caustic soda tank cars with circa 16,275 gallon capacity to its fleet (UCLX 16292 blt 7-84 and UCLX 16296 blt 8-84 by Union Tank Car). [DGC].....

FCJ ADDITIONS & CORRECTIONS

FCJ #7

- p.6 CORR Canadian National the ex-ABOX class should read XFF 30A not 30C.
- p.7 ADD Nashville and Ashland City boxcars that were originally LW, then became Yancey RR, then NACR (PW)
- p.8 ADD The actual reporting marks of the XTRA boxcars are XTRX and the actual reporting marks of the piggyback vans are XTRZ.
- p.9 TYPO Q & A, ANSR 0001. The TTX 479142 to 479191 series were ex- C & O 81400-81449 (not 81499).

FREIGHT CAR LOCATER

EDITED by RICHARD YAREMKO

(Continued from last month)

MILW Savanna, Illinois. This entire yard is now used for storing out of service cars. Many auto-parts boxcars, reefers, gons, paper products boxes, covered hoppers and the old colorful 50-foot maroon/orange and yellow "hydroframe" cars of the Milwaukee Road were still there as of late summer 1984.

Please be sure to send any contributions to Richard Yaremko, 116 Deercross Road SE, Calgary, Alberta, Canada T2J 6G7.

A PRELIMINARY ANNOTATED CHECKLIST OF NORTH AMERICAN FREIGHT CAR BUILDERS 1850-1985

Researchers: Randolph Kean, Eric Neubauer, Todd Sullivan, Jim Eager, Craig T. Bossler,
Carl Shaver and D.G. Casdorff

INTRODUCTION

The purpose of this article is to give an introduction to the various freight car builders that have come and gone in the past 135 years. We hope this might generate more information on some of the lesser known and missing companies/builders. We list the ones we've found so far here in alphabetical order. The abbreviations used for the builder are our creation on the pre-Sixties builders. Abbreviation used for those builders surviving into the Seventies are those commonly used by railroads and builders today (like in the "black box"). Asterisks indicate those builders still in existence today.

- A A M** A.A. Morrison Co. Location unknown. Apparently operated during the 1960s
- A C F *** American Car & Foundry. Several locations including: Berwick, PA (ACF BER); Bloomsburg, PA (ACF BLMB); Buffalo, NY (ACF BUF); Huntington, W.Va. (ACF HTG); Indianapolis IN (ACF IND); Jeffersonville, IN (ACF JEFF); Madison, ILL (ACF MAD); Memphis, TN (ACF MEMPH); Milton, PA (ACF MILT); St. Charles, MO (ACF StCH); St. Louis, MO (ACF STL); Terra Haute, IN (ACF TH); and Wilmington DE (ACF WILM). Probably not all of these were actual building shops.
- ACF has been around since about 1899 formed by the merger of several railcar builders including Ensign Manufacturing Co., Jackson & Sharp Co/Delaware Car Works, Jackson & Woodin, Missouri Car & Foundry, Michigan Peninsular and Ohio Falls Car Manufacturing Co. ACF has made at one time or another nearly every type of freight car in North America. Today, its Huntington, Milton and St. Louis plants produce their famous "Center Flow" covered hoppers, Tank cars, open hoppers, flat cars, gondolas and boxcars.
- A M E R** American Car Co. of St. Louis, Missouri. 1891-1931. It later became a subsidiary of the Brill Corp. in 1902 but continued to operate under its own name.
- A M F** AMF of Beaird, Texas. Known from the 1960s. Primarily produced tank cars...many of which can still be seen in service today.
- A R E** American Railway Equipment Co. Location unknown. 1940s
- A T S F *** The Atchison, Topeka and Santa Fe Railway Co. , Topeka, Kansas. This railway has been building cars for quite some time. Many were apparently kits from private designers, but have had some designs of their own as well.
- B C W** Basic City Works, American Car Co., Basic City, Virginia. 1893
- B E T T** Bettendorf, Bettendorf, IA.
- B F F** Berwick Forge & Fabricating Co. 1960s-1970s. Plant locations at Berwick, PA (BFF BWK); and Renova, PA (BFF RV). Has built many boxcars, flatcars, coal gons etc. (No tanks or reefers known)
- B I L L** Billmeyer & Smalls, York Car Works, York, PA. 1852-1890s.
- B & O** The Baltimore & Ohio RR. Several shop locations including the DuBois Car Shops at DuBois, PA (also called Maryland Construction Co. for work for other railroads) 1960s; The Mt. Clare, Maryland shops 1830-1970s; and the Washington, IN shops, 1960s.
- B R I L** Brill Corp; J.G. Brill; ACF-Brill Motor Inc., Philadelphia, PA. 1869-1954. Subsidiary plants elsewhere.
- B S C *** Bethlehem Steel Corp.; Bethlehem Shipbuilding Corp. 1904- Present. Main plant in Johnstown, PA. Some cars have also been built at Sparrows Point Ship Yard, Baltimore, MD. BSC is a large producer of coal cars today, but has also built many other types including gondolas, covered hoppers and flat cars.
- B & S** Barney & Smith Co. Dayton, OH. 1849-1923.

B U D D Budd Co., Edward G. Budd Manufacturing Co. 1912- Present. Philadelphia, PA and Red Lion, PA. Mostly passenger cars. Some freight cars.

B U T Butler Manufacturing Co. (?). Apparently a North American Car contract shop. Location unknown, but the "black boxes" were stencilled BUT MURF, somewhere on the B&O.

C A M B Cambria Steel Co. Johnstown, PA. Later Bethlehem Steel. circa 1910s

C C F Canadian Car & Foundry. Location unknown.

C A R L Carlisle Co. Carlisle, PA, 1890s

C A S E Case Crane & Engineering Co. , Columbus, Ohio. 1920s

C B Q Chicago, Burlington & Quincy RR with shops in Galesburg, ILL and Havelock, NE and Aurora, CO. Also the Burlington Refrigerator Express Co. at Plattsmouth, NE.

C N C F * Constructora Nacional de Carros de Ferrocarril SA, Sahagun, Mexico. They've built many of Mexico's cars as well as several series for U.S. railroads and leasing cos.

C & I Cambria & Indiana, Cornwall, PA

C N * Canadian National

C P * Canadian Pacific

C & O * Chesapeake & Ohio RR with shops at Huntington, W.Va. (1880- ?), Raceland, KY (C&O RA) 1920s- Present, and the Richmond Shop, Richmond VA 1860s-1930s.

C R * Conrail's Samuel Rea Shops. Formerly PC/PRR

D C Darby Car, Kansas city, Kansas (DC KCK). circa 1960s-1970s ?

D F C * Difco Inc., Differential Steel car Co. Findlay, OH (DFC F) 1915-Present. Primarily builders of airdump MofW cars.

D S I Despatch Shops Inc., East Rochester, N.Y. Part of the New York Central System.

E N S Ensign Manufacturing Co.,Huntington, W.Va. 1871-1899. later became part of ACF.

E P Evans Products, Plymouth, Michigan (EP PLY or EPCO PLY). 1960 and 1970s. Later Evans.

E R C Emmons Rail Car, York, PA.

E R E Enterprise Railway Equipment. Location unknown. until circa 1922.

E R I E Erie Car Works, Erie, PA. 1870s to circa 1920

E T S X Unknown, part of the Evans group. at Ozark, Alabama ?

E V A N Evans group, consisting the SIECO group, USEX and former EP. Also several others including ETSX.

F G E * Fruit Growers Express Co. with shops in Alexandria, Virginia and earlier East Chicago (Indiana Harbor), IN. 1920s to Present. Known mostly for their refrigerator cars and insulated boxcars.

F M C * FMC Corp., Food Machinery Co.; Gunderson Bros. Engineering Corp. With shops at Portland, Oregon (FMC P, formerly GBEC P or GI P) and Charleston, W.Va. (FMC CHAS) Products at Portland from 1960 to present. Only covered hoppers known from So. Charleston plant.

F R D Fruehauf Rail Division, Clifton, N.J. (FRD CLFTN). Formerly the Magor Car facility. 1970s

F S B Federal Storage Battery Car. Co.; Railway Storage Battery Car Co., Silver Lake NJ and West Orange, NJ 1909-1920s

G A T X General American Transportation Corp.; General American Tank Car Co.; General American Car Co.: Buffalo Steel Car Co. 1916-1984. Had plant locations in Argentine KS, Buffalo, NY; East Chicago (GATX EC); Hearne, TX; Masury, Ohio and Sharon, PA (GATX SHN or GATX SHRN). GATX has built just about every type of car up until the late sixties. Known mostly though for their tank cars and Airslide covered hoppers which was practically their sole product during the last 15 years or so of their existence as a builder.

G & B Gilbert & Bush Co.; Gilbert Bush Co.; Gilbert Manufacturing Co. Troy, N.Y. 1830-1895

G N A T T Gnatt, Greenville, South Carolina.

G R E G G * Gregg Co. Ltd. Plant still in production in Belgium, however there apparently was a plant here in the U.S.(?) earlier.

G S C * Greenville Steel Car Co., Greenville, PA. 1910 to present. Originally Greenville Metal Products Co. Began building freight cars in 1916. Has built all major types except tank and reefer. (GSC GV)

G S I General Steel Industries, General Steel Castings Co. , Granite City, ILL. 1904-1970s Began as General Steel Castings, became Castings Division GSI in 1964 and Engineering Division GSI 1973. Especially known lately for their bulkhead flatcar design.

G T Golden Tye, Pickens, South Carolina. One of the NRUC builders. 1970s

H B Haskell & Barker Car Co.; Haskell Car Works, Michigan City, IN. 1852-1922. Later became part of Pullman-Standard.

H C C Harrisburg Car Co., Harrisburg, PA until 1890.

H & H Harlan & Hollingsworth Co., Wilmington, DE. 1836-1905. later became part of Bethlehem.

H I C K Hicks Car & Locomotive works, Chicago, ILL, Chicago Heights, IL. ca.1890-ca.1910.

H S T * Hawker Siddeley Canada Ltd. Trenton, Nova Scotia, Canada. Originally the Eastern Car Co. 1913 to present.

H V Hocking Valley Ry., Logan Shops, Logan, OH. 1880- ca.1930

I C C International Car Co., International Railway Car. Co., 1938-1980s. Shops in Buffalo, N.Y.; East Chicago IN, and Kenton, OH. Known recently for their caboose equipment, but also made other cars. Later became associated w/ PACCAR. (ICC KTN for the Kenton plant)

I C * Illinois Central RR, later Illinois Central Gulf RR at Centralia, ILL.

I C M Illinois Car & Manufacturing Co. at Chicago Heights, IL and Hammond, IN. 1920s.

I N G Ingalls Shipbuilding, Pascagoula, Mississippi. Contract builder for NACC 1970s

J J F J.J. Finnigan, Duluth, GA. Part of the NRUC builders group. 1970s

J & S Jackson & Sharp Co, Delaware Car Works, Wilmington, DE 1863-1901. Later became part of AC & F.

J & W Jackson & Woodin, Berwick, PA. later became part of AC & F.

K E I T H Keith Car at Sagamore, Massachusetts.

K C S Kansas City Southern RR at Pittsburg, Kansas

K O P Koppel Car Co., Arthur Koppel Car Co., Orenstein-Arthur Koppel Co., Chicago, ILL. circa 1900-1918. Later became part of Pressed Steel Car.

L A C Laconia Car Co., Laconia, N.H. 1881-1928.

L C E Liberty Car Equipment, Hammond IN

L E B Lebanon, Lebanon, PA

LE N Lenoir, Lenoir City, TN
L & N Louisville & Nashville RR at their South Louisville Shops (L&N SLS)
L V R R Lehigh Valley RR, Sayre
M A G O R Magor Car Corp.; Magor Car Co. Clifton, N.J. 1902- late 1960s. (MAGOR CLFN) Later became Fruehauf Rail Division. This was a fairly large builder during the "steam era".
M c G C McGuire-Cummings, Paris, ILL.
M C F Missouri Car & Foundry, St. Louis, MO and Madison, ILL. 1865-1899. Later became part of AC & F.
M c M McMyler Interstate Co., Bedford, Ohio. 1920s
M D Murray Dougal, Milton, PA
M D T C Merchants Despatch Transportation Co. location unknown.
M I D V Midvale, Johnstown, PA
M F C * Midwest Freight Car Co., Clinton, ILL., Now part of the Portec Group
M I D Middleton, Middleton, PA. Later part of Standard Steel Car Co.
M I L * Marine Industries, Sorel, Quebec, Canada.
M I Mectron Industries, Wilmington, Delaware. Made some covered hoppers for NACC. 1970s
M I L W * Chicago, Milwaukee, St. Paul and Pacific RR, Minneapolis Shops, MN (MILW MS)
M K T * Missouri-Kansas-Texas RR, Denison, TX
M P * Missouri Pacific RR. (MP DES) Location?
M I C H Michigan Penninsular, Detroit Michigan. Later became part of AC & F
M T C Marathon Tank Co., Houston, TX pre 1973. Tank cars. Later Richmond Tank Car
M T V N Mt. Vernon Car Co.; Mt Vernon Div. of Pressed Steel Car Co., Mt. Vernon, IL 1890s-1954. Was a subsidiary of H.K. Porter Co. March 1944 to April 1946. , became subsidiary of Pressed Steel Car Co. in April 1946.
M P S Murray Pressed Steel, Hegewisch, ILL.
M U S K Muskegon Car Co., Muskegon, IL. 1880s
N A C C North American Car Corp. Various plants with abbreviations of MPLS, MURF, TX and CR. Locations unknown except for NACC TX which is apparently Beaird, TX. Tank cars, covered hoppers, insulated boxcars etc. 1960s-1980s
N S C * National Steel Car Corp. Ltd., Hamilton, Ontario, Canada. Was incorporated in 1919 and is now a wholly owned subsidiary of Dominion Foundries and Steel Ltd.
N N S D Newport News Shipbuilding & Drydock Co., Newport News, Virginia. 1880s-1980s
N P Northern Pacific RR, Brainerd, MN.
N W * Norfolk & Western RR, Roanoke, VA
O F C * Ortner Freight Car Co. Covington, KY. 1953- present. Best known for special types of hoppers for coal, woodchips and other raw products.
O H A R O'Hara Co., Location unknown, 1890s
O H F A L Ohio Falls Car Manufacturing Co., Jeffersonville, IN. 1876-1899. Later became part of AC & F.

P C Penn Central Samuel Rea Shop (PC SR), later Conrail
P C F * Pacific Car & Foundry Co., Renton, WA. 1905- present. One of the larger modern builders. Most types of cars built. Also Seattle, WA.
P F E Pacific Fruit Express, Tucson, AZ. Has built some refrigerator cars.
P I T T Pittsburgh Locomotive & Car Works, Pittsburgh, PA; Allegheny City, PA. 1865-1901, became part of ALCO.
P L E Pittsburgh & Lake Erie RR. Location unknown.
P M Pere Marquette Ry., Grand Rapids, MI. ca. 1900- ?
P O X * Portec, Inc. 1968-present. Shops at Winder, GA (Georgia Railcar Operations- GRO WGA), and Novi, MI (POX NOVI). Also acquired Midwest Freight Car mid 1970s. Has built various types of cars including coil cars, flats, open and closed hoppers and more recently auto racks.
P R O C * Procor Ltd, Railcar div., Oakville, Ontario, Canada (Proccor P-75) Builder of a large number of tank cars and more recently covered hoppers.
P R R Pennsylvania RR, with shops at Altoona, PA and the Samuel Rea Shops.
P S C Pressed Steel Car Co. Allegheny, PA; McKees Rock, PA; and Pittsburgh, PA. 1894-1954. Later became part of U.S. Industries Inc.
P S Pullman-Standard Car Manufacturing Co. Previously Pullman Car & Manufacturing Co. until 1934. Standard Steel Car Co. merged into company in 1930. Acquired the Trailmobile Co. in 1951. Plants at Bessemer, ALA (PS BESS); Butler, PA (PS BUT); Hammond, IN (PS HAM); and Michigan City, IN (PS MC). 1867-1984. Builders of the well known PS-1 boxcars, PS-2 covered hoppers, PS-3 coal hoppers, PS-4 intermodal flats and PS-5 gondolas.
P S M Pullman Standard Manufacturing, Bessemer, ALA. The Trinity Industries owned version of Pullman Standard. So far only Bessemer plant opened. (PSM BESS) 1984 to present.
P T C Pennsylvania Tank & Car Co. Sharon, PA. pre-1930s
P U L L Pullman Car Works, Pullman, ILL
Q C Quick Car, Ft. Worth, TX (QC FW). Trinity Industries group. Late 70s-early 80s
R D G Reading RR. Reading, PA. (REDG RDG)
R F C Railfleet Corp., Greenville, South Carolina. 1970s
R M C Railwest Manufacturing Co., Squamish, British Columbia, Canada. ca.1970s and 1980s
R S C Ralston Steel Car Co., Columbus, Ohio; East Columbus, Ohio. 1905-1953
R T C * Richmond Tank Co., Houston, TX. 1973± to present. builder of tank cars and more recently covered hoppers.
S C L Seaboard Coast Line. (SCL PTS) location unknown.
S F M Southward Foundry & Machine Co., Philadelphia, PA , 1920s
S I E C O Southern Iron & Equipment Co. Plants in Ashland City, TN (SIECO AC); Atlanta, GA (SIECO ATL) and Chamblee, GA (SIECO CHMB). 1889 to 1970s. Originally only rebuilt freight cars until 1962 when they began to build new cars. Became a division of U.S. Manufacturing Co. Later part of the Evans group.
S t L C St. Louis Car Co., St. Louis, MO. 1887-ca. 1974
S L S F St. Louis-San Francisco RR. San Francisco, CA (?)
S O O Soo Line, Fond Du Lac, WIS (SOO FN)
S P Southern Pacific RR, Sacramento Shops, Sacramento, CA

S O U Southern Railway. Location unknown
S R E Standard Railway Equipment Division of Stanray corp., location unknown. 1970s
S S C Standard Steel Car Co. Butler PA, Hammond, IN and Pittsburgh, PA. 1902-1930. Later became part of Pullman-Standard.
S T C Standard Tank Car Co., Sharon, PA ca. 1920s
S t L St. Lawrence Shops, Norfolk, N.Y. 1970s. Part of the NRU C group of builders. (StL NORFOLK)
T C * Thrall Car Manufacturing Co., Chicago Heights, IL. 1916 to present. (TC CH) a relatively large manufacturer of hopper (covered and open), gondolas and boxcars.
T M C * The Maxson Corp., St Paul, Minnesota. Builder of some larger unusual gondolas and special flat cars, as well as some boxcars and general-service gondolas.
T R N * Trinity Industries. Fort Worth, TX (TRN FW); Houston (TRN HOU); Longview, TX (TRN LGV); ? (TRN MNIG); ? (TRN OKC); and ? (TRN TULS). As well as Quick Car and the newly acquired Pullman-Standard plants. So far Trinity has only known to have built tank cars, covered hoppers and gondolas. 1980s to present.
U-AC United American Car, Cartersville, GA. 1980s. Apparently acquired by Thrall Car circa 1984-85. (U-AC CRTS)
U C C Union Car Co., Depew, N.Y.
U P Union Pacific RR., Albina, Oregon (UP AT) and Omaha, NE (UP OM).
U S E X United States Railway Equipment Co., Blue Island, IL (USEX BI); Junction City, KS (USEX JC); and Washington, IN (USEX WA). Builder of most major types including tank cars at the Junction City plant. 1970s. Later part of the Evans group.
U T C * Union Tank Car, East Chicago, IN (UTC ECH) and Cleveland, TX (UTC CLV). a large builder of Tank cars, but also a few covered hoppers.
W A S Wason Manufacturing Co., Brightwood, MA, Springfield, MA. 1845-1906. Later became part of Brill.
W & F Wells & French. Location unknown. ca. 1890s
W & K Whitehead & Kales, Detroit, Michigan. (W&K DET). ca. 1960s to 1983. Known for its Auto racks. Acquired by Thrall Car late 1983.
W M Western Maryland Ry. Elkins, W.Va., 1960s
W S C Western Steel Car Co.; Western Steel Car & Foundry Co.; Western Wheeled Scraper Co., 1916 to ca. 1926. later became part of Pressed Steel Car. Plants in Aurora, IL, Chicago and Hegeswich, ILL.

CONCLUSION

We're sure that there will be additions and corrections to this list. We strongly encourage readers to help us out in filling in the gaps in the list. FCJ will publish an addenda to this list in a future issue as sufficient information becomes available.

MODEL KIT REVIEW: R.A. BOYD Trailertrain Corrugated Containers in HO Scale

Reviewed by David G. Casdorff

Alas, a container in H.O. scale that is reasonably up-to-date for use on model trains of the Eighties. The package actually consists of enough parts to make 3 containers - a forty-footer and 2 twenty-footers. The containers are of the more recent corrugated design (as opposed to the "smooth panel" side and exterior post designs offered by other kits).

GENERAL COMMENTS

One of the nicest things the kit has to offer is that it is the correct ISO dimensions (ISO is an international organisation that sets the dimensional standards). The second important item is the variability that is offered in both designs and liveries. Probably well over 40 design/livery variations are possible. And for those modelers that like to convert....there are many other variations.

I put together several of these and on the sample I used the parts fit together very nicely even the butted panels. Be sure to remove the casting lugs and any flash though. The kit comes in several molded colors....which should be painted as the shades of the prototype containers vary quite a bit from this.

Overall, I found only three minor problems. The first was the absence of the ISO corner fittings. Second, was the lack of detail on the lower side frame very few are this simple looking. Third, and the most disturbing overall problem is the door latch bars. Its next to impossible to get the ones provided straight enough to be usable. The kit provides wire that you must cut into the proper length, straighten and then set with ACC. Some pre-straightened piano wire or small plastic rod should be used. Even if you do use the kit's wire...it still needs to be painted...I've seen very few containers with latch bars a different color from the container color.

A few comments on the design variability etc. Its best if you either look at a photo or actually see the containers you want to model. The kit offers the "square" corrugated sides and many real containers are also available in the "beveled" corrugated side (depending on designer, specs etc.). Presently, both types seem to be equally as common. Next compare the "2 and 3 rib" versions with the real thing.

Another thing to look out for is those "small filled in areas around the top of the walls" which are actually vents. The ISO specifies different categories for vented and non-vented containers.

Lastly, depending on what company's liveries you're modeling you'll need some decals for the numbers.

THE TWENTY-FOOTER

Generally, the kit offers a pretty common design. Most seem to be the vented kind (ISO type 2210) The only problem is that I have not seen any corrugated 20' container that does not have fork-lift "holes" (smooth-sided containers very rarely have fork lift pockets). Therefore, some pockets need to be either painted on or cut out on the kit. Some containers have 4 pockets (for either light or loaded pickup), while others have only 2 pockets. Its best to use another H.O. scale container that has these pockets as a guide and then notch and file (I used Roco's open top as my guide for this).

THE FORTY-FOOTER

The 40' version in the kit is a good example of an ISO type 4310 or 40' with floor tunnel and vented. The interesting thing here is the notch on part G (the front wall or end) is provided in the kit....but the floor isn't notched to match. On the real thing this is actually a "tunnel" (to help lower overall road height on the chassis). Very few if any 40-footers have fork-lift pockets and so the kit is correct in this case.

CONCLUSIONS

Despite some of the lack of details and the other minor assembly problems the kit is very well done and the use of interchangeable panels for design variety was certainly needed. Also R.A. Boyd may not have been aware of this but because of the two part side wall design the kit could also be used for the ISO 10' containers with a little modification (used in Europe). In addition some of the parts (especially the 20') can be used for making Flat racks, open tops and bulk containers.

* A note on the ISO type designations: On the real container these are stencilled on just below the owner's number.

FMC - Portland PRODUCTION LIST Part 5

<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>
17858	FT	1978	6	SSI 70-ton box cars, 50'-6" single sheath, 10" EOCC double 8' sliding doors, I.H. 10'7", Plate B	*MR 2400 - 2405
17859	FU	1977	50	SSI 70-ton box cars, 50'-6" single sheath 10" EOCC single 10' sliding door, centered on centerline of car I.H. 10'-7", Plate B	**VTR 3501 - 3550
17862	FX	1978	150	SSI 100-ton box car, 60'-10", 15" EOCC, HISIDE, 10' single sliding door, centered, Plate E, 11'-7 /516" I.H.	***ALM 1000 - 1149
17866	FY	1977-78	100	SSI 70-ton box car, 50'-6" single sheath, 10" EOCC, double 8' sliding doors, Plate B	+HS 4000 - 4099
17867	FZ	1977	100	SSI 100-ton box cars, 50'-6" single sheath, double 8' plug doors, offset, I.H. 11'-2", Plate C	++TOE 2500 - 2599
17871	FR	1977	200	SSI 70-ton box cars, 50'-6" single sheath, 10" EOCC, single 10' sliding door, centered on centerline of car I.H. 11'-1 3/4", Plate C	+++PHD 2000 - 2199
17872	GB	1977	100	SSI 70-ton box cars, 50'-6" single sheath, 10" EOCC, single 10' sliding door, centered on centerline of car, I.H. 11'-1 3/4", Plate C	^o NLG 5001 - 5100
17873	GC	1977	100	SSI 70-ton box cars, 50'-6" single sheath, rigid, single 10' sliding door, centered on centerline of car I.H. 11'-1 3/4", Plate C	^{oo} MB 4000 - 4099

*McCloud River RR Co.

**Vermont RR Co.

***Arkansas & Louisiana Missouri Ry. Co.+++Port Huron & Detroit RR Co.

+Hartford and Slocomb RR Co.

++Texas, Oklahoma & Eastern RR Co.(Weyerhauser)

^oNorth Louisiana & Gulf RR Co.
^{oo}Meridian & Bigbee RR Co.

LIST OF CAR JOBS - CONT'D

OB NO.	P.O.	BUILT IN YEAR	QUANT.	CUSTOMER AND DESCRIPTION	CAR NUMBERS (SERIES)
17875	GD	1978	300	SSI 70-ton box car, 50'-6", single sheath, 10" sliding door, centered on centerline, 10" EOCC, Plate "C", 11' - 1 3/4" I.H.	*NLG 5101 - 5400
17877	GE	1978	200	SSI 70-ton box car, 50'-6", single sheath, double 8' sliding doors, offset, 10" EOCC, 10'-7" I.H., Plate "B"	**COP 7201 - 7400
17878	GF	1977	40	SSI 70-ton box car, 50'-6", single sheath, double 8' sliding doors, offset, 10" EOCC, 10'-7" I.H., Plate "B"	***SERA 4050 - 4089
17882	GD	1977	150	SSI 70-ton box car, 50'-6" single sheath, single 10' sliding door, centered on centerline, 10" EOCC, Plate "C", 11'-1 3/4" I.H.	°PW 404 - 553
17885	GG	1978	100	REX 70-ton, 50'-6" box car, single sheath, single 10' sliding door, centered on centerline, 10" EOCC, 11'-1 3/4" I.H. Plate "C"	°°LVRC 3000 - 3099
17888	GB	1977	50	HARVEY (same as above)	°°°ERES 9000 - 9049
17896	GK	1978	375	BN 100-ton covered hopper car, 4700 Cu. Ft.	+GMRC 700 - 749
17897	GJ	1978	200	ATSF 100-ton, box car, 50' 6", single sheath, single 12' plug door centered on centerline, 20" Keystone sliding sill, Plate "C", 10'-11" I.H.	BN 447550 - 447924 ATSF 152100 - 152299
17904	GL	1978	50	ANR 100-ton box car 60'-10", single sheathed, single 10' sliding door, centered on centerline, 15" EOCC, Plate E, 11'-7 5/16" I.H.	++ANR 600 - 649

*North Louisiana & Gulf RR. Co.
 **City of Prineville Railway
 ***Sierra Railroad Co.
 °Providence and Worcester Company
 °°Lamoille Valley RR. Co.
 °°°Sierra Western Railway
 +Green Mountain RR. Corp.
 ++Angelina & Neches River RR. Co.

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>
17905	GN	1978	500	ROCK 70-ton box car, 50'-6", single sheathed, single 10' sliding door centered on centerline, rigid, Plate C, 11'-1 3/4" I.H.	ROCK 300000 - 300499
17906	GM	1978	600	ABOX 70-ton box car, 50'-6", single sheathed, combination 10' sliding and 6' plug doors, main door centered, Rigid Plate C, 11'-0" I.H.	ABOX 50400 - 50999
17908 CANCEL	GO	1978	200	U.S. RAIL 70-ton box car, 50'-6", single sheathed, single sliding door, centered on centerline, 20" sliding sill, Plate C, 11'-1 1/16" I.H.	
17910 CANCEL	HK	1979	250	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-1 3/4" I.H.	
17916	GR	1978	100	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-2 9/32" I.H.	*VSO 6300 - 6399
17917	GT	1978	200	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-1 3/4" I.H.	**AN 5400 - 5599
17918	GP	1978	100	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-2 9/32" I.H.	°SRN 5300 - 5399
17919	GQ	1978	100	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-2 9/32" I.H.	°MTW 4300 - 4399

**Apalachicola Northern R.R Co.
°Sabine River & Northern R.R. Co.

°Marinette, Tomahawk & Western R.R.

*Valdosta Southern R.R.

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 NUMBERS (SERIES)</u>
17920	GG	1978	150	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-1 3/4" I.H.	*PW 554 - 703
17921	GU	1978	200	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-2 9/32" I.H.	**MTW 4400 - 4599 C
17922 CANCEL	GV	1978	50	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-2 9/32" I.H.	
17931	GW	1978	100	WP 70-ton box car, 50'-6", single sheathed, double 8' sliding door, centered on centerline, 10" EOCC, Plate B, 10'-7" I.H.	WP 38026 - 38125
17933	GX	1978	200	REX 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-1 3/4" I.H.	***VTR 12001 - 12200
17934 CANCEL	HA	1978	100	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC	
17935	HB	1978	100	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-1 3/4" I.H.	°MSE 900 - 999
17936	HC	1978	50	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-1 3/4" I.H.	°°GMRC 750 - 799

*Providence & Worcester Co.

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

***Vermont Railway, Inc.

°Mississippi Export R.R. Co.

°°Green Mountain R.R. Corp.

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>
17937 CANCEL	HD	1978	200	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-1 3/4" I.H.	*ASAB 7200 - 7299
17938	HE	1978	100	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-1 3/4" I.H.	**EACH 2001-2200
17939	GZ	1978	200	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-1 3/4" I.H.	°YW 25101 - 25200
17941	GY	1978	100	BRAE 70-ton box car, 50'-6", single sheathed, double 8' sliding door, offset, 10" EOCC, Plate C, 11'-1 3/4" I.H.	°°OPE 15101 - 15200
17947 CANCEL	HL	1978	200	HARVEY 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-1 3/4" I.H.	ABOX 51000 - 52449
17948	HH	1978	100	BRAE 70-ton box car, 50'-6", single sheathed, double 8' sliding door, offset, 10" EOCC, Plate C, 11'-1 3/4" I.H.	TSE 5001 - 5120
17950	HF	1978	1450	ABOX 70-ton box car, 50'-6", single sheathed, combination 10' sliding and 6' plug doors, main door centered, rigid, Plate C, 11'-0" I.H.	
17959	HX	1979	120	TEXAS SOUTH-EASTERN 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, rigid, Plate C, 11'-1 3/4" I.H.	

*Atlanta & St. Andrews Bay Ry. Co.
 **East Camden & Highland R.R. Co.

°Yreka Western R. R. Co.
 °°Oregon, Pacific & Eastern Ry. Co.

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>
17960	HY	1979	600	SOUTHERN PACIFIC 70-ton box car, 52'-8" single sheathed, double 8' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-1" I.H. (Job 18093)	SP 245990 - 246514 #AMC 1001 - 1075
17961	HT	1979	200	SANTA FE 100-ton box, 50'-6", single sheathed, single 12' plug door, centered on centerline, 20" sliding sill, Plate C, 10'-11" I.H.	ATSF 152300 - 152499
17962	HO	1979	450	ITEL 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-1 3/4" I.H.	*CAD 1100 - 1149 **GBW 7000 - 7049 ***CCR 6400 - 6499 °SSDK 1000 - 1099 °°RV 1000 - 1024 °°°NOPB 3975 - 4099
17963	HZ	1979	250	BRAE 70-ton box car, 50'-6", single sheathed, double 8' sliding door, offset, 10" EOCC, Plate C, 11'-1 3/4" I.H.	+GWF 1001 - 1200 ++ESLJ 7700 - 7712 ++ESLJ 7714 - 7750
17964	IA	1979	175	HARVEY 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-1 3/4" I.H. (REX)	+++CV 600125 - 600299
17965	HJ IF	1979	116	CENTRAL POWER & LIGHT, 105-ton coal gondola car, light weight, for rotary dump service, single rotary couplers	CCTX 1001 - 1116
17967 CANCEL	IC JQ	1980	250	HARVEY 70-ton box car, 50'-6", single sheathed, single 10' sliding door, centered on centerline, 10" EOCC, Plate C, 11'-1 3/4" I.H.	#YAN 22500 - 22749

#Amador Central R.R. Co.
 #Yancey R.R. Co.
 *Cadiz R.R. Co.
 **Green Bay & Western R.R. Co.
 ***The Corinth & Counce R.R. Co.
 °Savannah State Dock R.R. Co.
 °°Rahway Valley R.R.
 °°°New Orleans Public Belt R.R.
 +Galveston Wharves
 ++East St. Louis Junction Railroad
 +++Central Vermont Railway, Inc.

