

FREIGHT CARS JOURNAL

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Cover Photo Captions

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

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

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

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

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RAILBOX ROSTER

Compiled by Eric A. Neubauer and the FCJ Staff

The Railbox Company was formed in 1974 as a nationwide boxcar pool for use by the various railroads. Since that time the Railbox fleet grew to a height of nearly 25,000 boxcars by 1981. Railbox's equipment fleet comprised two general types of general-service boxcars. The largest majority of these were basically a 50-foot, 70-ton capacity, single-door, exterior-post boxcars. These carry the reporting marks "RBOX". The second general type were similar but had a 6-foot plug door in addition to the standard 10-foot sliding door. These carried the reporting marks "ABOX".

In building its fleet, Railbox acquired its boxcars from five different major private railcar builders. In 1981, Railbox acquired some second-hand boxcars and adding two more different carbuilders to make a total of seven. Unlike many railroads, Railbox's car class nomenclature included an abbreviation for the builder. The middle letter in the class represented the builder. Thus, "A" is American Car & Foundry; "C" is Pacific Car & Foundry; "E" is USEX or now Evans; "F" is FMC; "G" is Golden Tye; "P" is Pullman-Standard; and "W" is Whittaker or Berwick Forge and Fabricating. The first cars were delivered in 1974 and the last ones entered service in 1981. The Railbox fleet was made up 35.0% Pullman-Standard built cars, 22.0 % ACF built cars, 19.4% FMC built, 18.2% PCF built and only 5.2% Berwick built cars.

Beginning in 1983 the Railbox cars were redistributed to and assigned the reporting marks of nine American railroads. The Southern acquired the largest with nearly 2000, then the Burlington Northern with approximately 1500. The Santa Fe, Union Pacific, C & O, Seaboard, Southern Pacific and Missouri Pacific Railroads each received approximately 1000 cars. Lastly, the RF & P acquired approximately 500 cars.

The first table list the boxcars of the Railbox Company from 1974-1982. The second table lists and cross-references the Railbox numbers to the railroads' numbers at the time of the initial redistribution in 1983.

NUMBERS	QUAN	CLASS	BUILDER	LOT	DATE	TYPE	LTWT	CUFT	NOTES
R B O X									
1000-1049	50	XFF99	FMC P		6-79	154XM	61800	5347	1
1500-1547	48	XEF88	USEX BI		12-77	156XM	62300	5043	2
2000-2135	136	XGF88	GT PICK		4=7-77	154XM	62000	5037	3
2500-2505	6								4
9999	1	XAF10	ACF STL		12-74				5
10000	1	XAF10X	ACF STL?						6
10001-10599	599	XAF10	ACF STL	11-06829	10-74=2-75	154XM	61200	5090	7
10600-10999	400	XAF10	ACF STL	11-06832	1=2-75	154XM	62000	5090	7
11000-11499	500	XAF11	ACF STL	11-06833	3-75	154XM	59600	5090	8
11500-11999	500	XAF11	ACF STL	11-06834	4=10-75	154XM	59400	5090	8
12000-12399	400	XAF11	ACF STL	11-06841	10=11-75	154XM	59400	5090	9
12400-13399	1000	XAF11	ACF STL	11-06838	11-75=2-76	154XM	59200	5090	9
14000-14999	1000	XPF10	PS BESS	9794	1=3-75	154XM	64400	5077	10
15000-16499	1500	XPF11	PS BESS	9831	8=12-75	154XM	59000	5077	
16700-17499	800	XWF10	BFF BWK	31700	1=3-76	154XM	58600	5077	
17700-19499	1800	XFF10	FMC P	17635	9-75=2-76	154XM	60300	5077	11
19500-19999	500	XCF10	PCF RN	2506	11=12-75	154XM	60100	5077	
20000-20399	400	XCF11	PCF RN	2612	4=5-76	154XM	61900	5077	
20400-20899	500	XCF11A	PCF RN	2755	12-77=2-78	154XM	62200	5077	
21000-21599	600	XPF11A	PS BESS	9832	4=6-76	154XM	60700	5077	
30000-30499	500	XAF20	ACF STL	11-06849	2=3-78	155XM	62700	5290	
30500-30623	124	XPF20	PS BESS	9976	10=11-78	154XM	61900	5277	
30624-30999	376	XPF20A	PS BESS	9976	11=12-78	154XM	62100	5277	
31000-32249	1250	XPF20	PS BESS	1017	12-78=3-79	154XM	62400	5277	
32250-32849	600	XAF20A	ACF STL	11-06854	1=3-79	156XM	62900	5290	
32850-33599	750	XPF20A	PS BESS	1028	5=6-79	154XM	62800	5277	

NUMBERS	QUAN	CLASS	BUILDER	LOT	DATE	TYPE	L/TWT	CUFT	NOTES
RBOX (Cont'd)									
33600-34099	500	XAF20B	ACF STL	11-06857	8=9-79	156XM	61800	5290	
34100-34999	900	XCF20	PCF RN	2973	2=4-79	154XM	62600	5277	
35000-35749	750	XPF20	PS BESS	1029	6=7-79	154XM	62200	5277	
35750-36249	500	XAF20C	ACF STL	11-06861	5=7-80	156XM	61700	5290	
36750-37749	1000	XPF20B	PS BESS	1063	3=4-80	154XM	62700	5277	
37750-38749	1000	XFF20	FMC P	18025	4=80=6-81	154XM	63700	5277	12
39000-40249	1250	XCF20A	PCF RN	3008	1=4-80	154XM	61900	5277	
40250-40749	500	XWF20	BFF BWK	42000	4=5-80	154XM	62400	5277	
40750-41399	650	XPF20B	PS BESS	1092	6=7-80	154XM	62400	5277	
42750-43349	600	XCF20A	PCF RN	3018	8=10-80	154XM	62800	5277	
43350-43459	110	XPF20B	PS BESS	1100A	5=6-80	154XM	62700	5277	13
43460-43949	490	XPF20B	PS BESS	1100	4=5-80	154XM	62700	5277	13
43950-44089	140	XPF20B	PS BESS	1092B	11-80	154XM	62200	5277	
ABOX									
50000-50399	400	XCF30	PCF RN	2863	6=7-78	152XM	66300	5277	
50400-50999	600	XFF30	FMC P	17906	5=6-78	154XM	65100	5277	
51000-51949	950	XFF30A	FMC P	17950	12-78=2-79	152XM	66500	5277	
51950-52449	500	XFF30A	FMC P	17950	3=4-79	152XM	66500	5277	

NOTES:

LOT: refers to the builder's lot or job number. **DATE:** refers to the new dates the cars were built by month/year. **TYPE:** refers to the capacity times 1000, followed by the AAR Mechanical Designation. Thus 154XM is a 154000 capacity general-service boxcar. **L/TWT:** refers to the average light weight of the individual car. **CUFT** is the cubic foot capacity of the car design.

1. Ex- NHIR 851-900 in 1981 (not in order)
2. Ex- NHIR 701-740 in 1981 (not in order), 10 cars 160XM 59500 light weight.
3. Ex- NSL 100700/100853 in 1981.
4. Ex- ?
5. Renumbered from another RBOX series?
6. Prototype car?
7. Subdivision not confirmed. 10013-10574 are Lot 11-06829. Numbers 10602-10988 are Lot 11-06832.
8. Subdivision not confirmed. 11078-11283 are lot 11-06833. Numbers 11531-11968 are Lot 11-06834. Only 3=5-75 and 10-75 dates observed.
9. Subdivision not confirmed. Numbers 12004-12345 are Lot 11-06841. Numbers 12410-13344 are Lot 11-06838.
10. Only 1 & 3-75 dates observed.
11. Numbers 17700-17899 may all be stencilled 158XM. Numbers 17701-18992 have Youngstown Doors (Corrugated type). Numbers 19029-19441 have Superior Doors (Panel type).
12. All cars were built 4=11-80 except about the last 140 cars which were built 6-81. Numbers 37758-38029 and 38488-38725 have Youngstown Doors. Numbers 38096-38427 have Superior Doors. Missing numbers -door type not confirmed yet.
13. Subdivision not confirmed. Numbers 43379-43453 are Lot 1100A and numbers 43462-43885 are Lot 1100.

INITIAL REDISTRIBUTION OF RAILBOX CARS IN 1983

RBOX NUMBERS	QUAN	NEW INITIALS
10000-10999	972	SBD 10000-10999
11000-11014	15	MP 356700-356714
11016-11163	148	MP 356715-356862
11165-11221	57	MP 356863-356919
11223-11270	48	MP 356920-356967

INITIAL REDISTRIBUTION OF RAILBOX CARS
IN 1983 (Continued)

RBOX NUMBERS	QUAN	NEW INITIALS
11272-11390	119	MP 356968-357086
11392-11393	2	MP 357087-357088
11395-11425	31	MP 357089-357119
11427-11435	9	MP 357120-357128
11437-11662	226	MP 357129-357354
11664-11734	71	MP 357355-357425
11736-11759	24	MP 357426-357449
11761-11906	146	MP 357450-357595
11908-11999	92	MP 357596-357687
12000-12085	86	ATSF 51000-51085
12087-12103	17	ATSF 51086-51102
12105-12207	103	ATSF 51103-51205
12209-12216	8	ATSF 51206-51213
12218-12256	39	ATSF 51214-51252
12258-12272	15	ATSF 51253-51267
12274-12304	31	ATSF 51268-51298
12306-12319	14	ATSF 51299-51312
12321-12343	23	ATSF 51313-51335
12344-12648	304	C&O 400000-400304
12649-12713	65	BN 249000-249064
12715	1	BN 249065
12717-12833	117	BN 249066-249182
12835-12893	59	BN 249183-249241
12894-13261	356	SP 12894-13261
13262-13399	131	RF&P 13262-13399
14000-14999	985	SOU 14000-14999
15000-15699	686	SOU 15000-15699
15700-16061 ?	376	ATSF 51336-51712 ?
16062-16279	216	C&O 400305-400522
16280-16499	218	BN 249242-249460
16700-16917	212	SP 16700-16917
16918-17052	133	RF&P 16918-17052
17053-17499	438	BN 249461-249900
17700-17999	292	SOU 17700-17999
18000-18293 ?	264	ATSF 51713-51976 ?
18294-18537	237	C&O 400523-400766
18538-18609	71	BN 249901-249971
18610-18779	70	BN 249972-250141
18781-18801	21	BN 250142-250162
18803-18805	3	BN 250163-250165
18806-19219	409	SP 18806-19219
19220-19446	222	RF&P 19220-19446
19447-19499	53	BN 250166-250218
19500-19732	229	C&O 400767-400999
19733-19999	260	BN 250219-250481
20000- ?	79	UP 130700-130778
? -20399	312	UP 130000-130311
21000-21358	352	UP 130800-131151
21359-21599	238	UP 130400-130637

FREIGHT CAR LOCATER

EDITED by RICHARD YAREMKO

The purpose of this column is to identify those locations where freight cars are currently being stored waiting to be scrapped or placed back in service. Focus will be on those cars that can either be classified as "fallen flags" or those cars whose age is a determining factor in their return to service. We hope this will prove valuable to FCJ readers planning railfan trips or vacations. Information is only good when current so we ask that you make contributions and send them to Richard Yaremko, 116 Deercross SE, Calgary, Alberta Canada T2J 6G7. Format should be by railroad and include yard and city point reference. A brief description of what can be spotted is also required.

BN- Hauser Yard near Rathdrum, Idaho. East of Spokane on Trent Ave. about 20 miles. Update; the rear or back of this yard is also used for scrapping cars. As of 11/2/84 there were some truss rod cars and 40-foot ice reefers.(E.Press)

MKT- North of Saginaw, Texas (Ft. Worth) on Highway 287 about ten miles the KATY is storing about sixty 50-foot boxcars of differing styles and paint schemes. These are the 50-foot boxcars that are being converted into piggyback flats at Denison. Trinity Industries freight car repair facility also located across the highway from the KATY siding. Many private owner tanks and covered hoppers available for shooting.

SP- Bayshore Yard, San Francisco; take Old Bayshore Highway at Geneva Ave. This yard is used for holding damaged cars and storage of all other types. SP and SSW only, spotted some SP 50-foot XP marked for Crude Rubber Only. (Ernie Press)

FCJ SPOTTER'S LOG

For those interested in exchanging data on freight car sightings in any of the following subjects: New built cars, cars carrying special commodities, ex and renumberings, special paint schemes, car pools, lessees, cars of the fifties, sixties, containers, TOFC vans, or any other special interest etc. FCJ Spotter's Log is available free to those contributing an average of 10 sightings per month. Minimum data must include reporting marks, car number, built date, builder if possible and any special information. Details: please write to Dave Casdorff, Box 1458, Monrovia, CA 91016.

THE MODELER'S COLUMN PRESERVATION IN SCALE

Edited by BYRON S. ROSE

Well, I can't put it off any longer. It is now ten minutes before the deadline Dave gave me to get this column into print, so I guess I better get started. I do my best work under pressure.

By way of introduction, let me say "Hello," I'm Byron Rose, actually B.S. Rose, and I try to live up to my initials. I have been a modeler since my first kit in 1948, (a Varney ATSF Map Reefer) which followed the usual Lionel trains sets. I guess I was smitten by their Baby Ruth box cars, because private owners cars have become my favorites. I've been building freight cars almost constantly, starting with Mantua cardboard sided "all metal kits," through the entire ranges of Ambroid and LaBelle and into the current "high tech" work typified by Westerfield and Storzek.

In addition to private owner cars, I enjoy wooden cars, early steel cars, caboose, and any kind of WELL DONE model kit, be it train, plane, boat, car or truck.

My purpose in writing this column is to help spread the gospel of modeling freight cars—they're neat! I intend to mention new products on or coming on the market, be they wood, plastic, resin, or brass, and on occasion to present an opinionated mini-review of them. In addition I'd like to become a clearing house of information relating to freight cars, absorbing and passing on information from historical societies, magazines, manufacturers, would-be manufacturers, part and decal manufacturers and anybody else with some general information to add to the pool.

As an example, in the past months I have been involved with the Heinz 57 special interest group (c/o Bill Dippert, Portland, OR) in several projects which have been snowballing. It started with simultaneous requests from Bill for photos of the present Heinz plant in Pittsburgh, and from Al Westerfield for information on the Heinz pickle cars ("coffin" cars). The results so far: 1) Westerfield's cars are on the market. 2) I have amassed over fifty photos of everything from reefers (over 22), vinegar cars, and pickle cars to horse drawn wagons and Eucred Fig bottles. 3) With the help of Bill McIntyre (a Heinzaholic if there ever was one), and Irv Schulz (ditto) Russ Clover (Clover House Sebastopol, CA) will be reissuing or introducing over 20 sets of Heinz lettering in the next year, and 4) Westerfield will be producing a true, correct, accurate HO gauge model of 4 different versions of the 1900-

1910 era Heinz "billboard" reefer. I have also discovered with the Heinz research that the more you find out, the less you know. Now if someone would start researching Armour and someone Curtiss Candy, and someone Gerbers baby food, and someone Hershey and someone.....

In real life I am an Architect which basically means I can "read blueprints," draw them on occasion, and have a pretty fair grasp of things mechanical. I have also discovered photography as an indispensable aid to modeling, in fact I will not start a project now unless I have prototype photographs. Over the past few years I have made several trips from my home in Pittsburgh to California, New York, Toronto, and Florida and have found the camera to be an excellent traveling companion.

My personal experiences will be weighed toward things Pennsylvania, the State, not the railroad. Although I am a PRR fan, I will readily acknowledge the existence of the other railroads, although you must admit the "P" Company had its share of interesting freight cars, not to mention cabin cars and locomotives. But then, I guess, so did the NYC, ATSF, MoPac, IC, UP etc.....

Although this is a Freight Cars Journal, I may find it difficult at times to ignore the existence of the locos that pulled the freight cars, the passenger cars that shared the rails with them, and the large number of MoW cars which were in fact freight cars at one time or another. The hard fact is that MoFw service is one of the few places that today's railfan and/or modeler can see yesterday's cars.

The kind of column this becomes will depend heavily on the input I get from its readers---there are readers out there, aren't there?---HELP!! I don't mind a lively discussion once in a while, or even a flat out argument. I will try to present all sides, but I reserve the right to edit any comments in an effort to keep me from looking too foolish. Notice I said "too".

Next issue I'll try to look at some of the recent kits I have seen, maybe start a few rumors, and muck a few rakes. If you want to add your two cents worth, drop me a line at P.O. Box 11805, Pittsburgh, Pennsylvania, 15228.

Just remember I don't open any packages that tick.

COMMENTS ON EHNBOM'S GREAT NORTHERN 40-FOOT BOXCARS ARTICLE (FCJ #4)

By Cyril Durrenberger

I wrote a similar article which was published in the "Paint Shop" on pages 122-123 of the May, 1983 issue of Model Railroader, where I also described the plywood rebuilds. My main comments are directed at the paint and lettering schemes.

I don't believe that many GN cars had black ends and none that I know of had black underframes if the sides were painted mineral red. A letter from Robert Johnson explained that in the 1941 order it specified that the "dreadnought" steel ends of the cars be protected by a coat of thick "glook" called Lucas cement that was black.

The Lucas cement was used on a number of cars in the 1940's to save paint I believe. It was also used on some of the plywood cars built in the GN shops. It was not used for long, maybe 5 or 6 years. Then the cars were painted mineral red. There is no evidence that I have seen that the car's trucks or underframe were black.

Also, in the Model Railroader article mentioned above I mentioned the exact dates the herald (or monogram in GN language) was changed. In addition, the MR article also shows how one can make the side facing herald as it is not clear when Champ will complete this new decal.

Lastly, please note that GN 45000-46999 were built with Superior Doors (panel type), but some of these were later replaced with Youngstown doors. The other cars were built with Youngstown doors.

A REPLY TO DURRENBERGER

By Staffan Ehnbohm

Master model railroader Cyril Durrenberger has reminded us of his excellent item in the May 1983 Model Railroader "Paint Shop" column on modeling these cars. Cyril shows proof that the herald was changed to the side facing goat style by October of 1940. Also that the late 1940's herald change was made by January 1948. Cyril doubts that many GN cars had black ends, but this is very common on GN steel end cars painted in the 1930's and 1940's. And it is also mentioned in the GN color charts. However, it does seem that cars built in 1937 had mineral red ends and cars of the 52000 series built in 1940 had black ends (and roofs). The reversion to black seems to have been occasioned by the introduction of a thick coat of protective material called

Lucas cement, later "black asphalt".

It is harder to prove that GN boxcars had black underframes and trucks. It is mentioned in GN color charts, but many cars obviously had mineral red trucks. Underframe colors are hard to judge in the usual pictures. A mid 1940's painting and stencilling diagram for GN wood side box cars would shed light on this.

The 45000-46999 series cars did not all have Superior panel doors as built, even if the sometimes unreliable diagrams say so. A builder's shot of 46477 (cover of FCJ #4) and 46515 (Car Builder's Cyclopedia #17 p.124) shows it to have Youngstown doors as built. Especially during war-time shortages, the GN occasionally couldn't get a specified type of door for an entire series, but had to buy doors from an additional source. Superior and Youngstown doors were not easily interchangeable.

MEMBER'S EXCHANGE

ART PETERSON, 4446 Bannock Drive, Bozeman, Montana 59715, has copies of several equipment diagram books to trade for other copies. Also is interested in trading original slides of freight equipment (special interest in hoppers).

RECENT FREIGHT CAR HISTORY LITERATURE

The purpose of this column is to bring together the various articles on freight cars that have been published recently by other technical-historical Society's publications and give a brief summary of the article's content. Entries should be sent in proper proper historical bibliographic form by Author, Year of publication, title of article, Name of publication, volume, number and page(s). This should be followed by a very short summary, number of photos, diagrams, table etc. if applicable.

So, if you belong to any of the other RR historical Societies and its journal comes out with an article on freight cars a 3 x 5 card with the above information sent to D.G. Casdorff, P.O. Box 1458, Monrovia, CA 91016 would be much appreciated.

McFARLAND, MEL 1985. Early Santa Fe Box Cars. Santa Fe Modeler 8:1 pp 9 & 26-27. Text, 2 photos, 2 lettering diagrams. A short but interesting article on some of the 28-foot boxcars of the late 19th Century period (1890s).

RECENT DELIVERIES AND ACQUISITIONS

CLASS I & II RAILROADS

A.T. & SANTA FE continued receiving the new class TL 11 tri-level auto racks (ATSF 2030 on ETTX 907199 built by Thrall Car). Latest date sighted is built February 1985. (DGC)

CHESSIE SYSTEM/ B & O: has placed a firm order for 298 bi- and tri-level auto racks all to go to the B&O. Another 364 auto racks are pending order and may be purchased later this year. No details as to builder, but the first of the 298 are supposed to show up late this summer. (CWS)

CP RAIL: Placed 650 National Steel Car built 100 ton 4550 cubic foot steel covered hoppers in service in 1984 lettered CPWX. An addition of 4 were bought in 2.85.

National Steel also built 50 air dump 70 ton cars for CP Rail dated 2 & 3.85.

Marine Industries was to deliver 271 steel covered hoppers (100 ton 4550 cuft) to CP Rail (also to be lettered CPWX) but delivery was delayed due to a strike. These were ordered in 5.84 and the new delivery date has not been announced. (DM/Forest City Rwy Soc. "Tempo Jr.")

DENVER AND RIO GRANDE WESTERN: Announced an order for 350 open top hoppers. Builder of the new cars not yet known. (AT)

GRAND TRUNK WESTERN: Has placed in service a number of new bi-level auto racks built by Portec in 3.85 (sighted GTW rack # 85020 on TTGX 254187) Contrary to GTW's previous blue color, these racks are being delivered in a new cream-yellow color. (DGC)

ILLINOIS CENTRAL GULF is picking up some of those Roscoe, Snyder and Pacific RBL's (heavy insulated boxcars/non mechanical reefers) and are being placed in ICG's 151300 series. (CWS)

NORFOLK & WESTERN joins the "new auto rack" club and begins a new class. The auto racks are being built by Thrall Car (so far only a 2.85 date sighted) and are classed Ft-56 by the N&W. The racks feature the new "Southern brown" and aluminum livery. (sighted N&W 5020 on ETTX 800449, these are tri-level racks) (DGC)

SEABOARD SYSTEM sometime recently picked up some National Steel Car built 100 ton covered hoppers that were originally Warrenton RR, but apparently acquired from an intermediate company (who?) These may be the only Canadian built cars in Seaboard's marks. (SBD 252842 nee WAR 14242 (EAN)

SOUTHERN PACIFIC TRANSPORTATION continues to outshop their 226000 paper boxcars (classes

SOUTHERN PACIFIC TRANSPORTATION (Continued) B-70-42 and B-70-43) The latest cars sighted are SP 226258 and 226276 both outshopped 3.85. Also these are apparently renumbered from the SP 227700 series built by Gunderson in 1968 ?

Container cars are still being rebuilt. The latest ones are being rebuilt by SP's Roseville Shops. These are the class F-70-48R's like those mentioned last issue. The cars by the way are 85' cars rebuilt probably from former auto racks and are close in design to Athearn's 85' piggyback model in H.O. Scale (#2000+) They have special support beams and pedestals added in a fixed position for two 40' containers.

Further, the SP rebuilt another class of flats, now designated F-70-46C. The first I've seen were numbered 910220+, rebuilt by the Pine Bluff Shops in 3.85. These too are container only cars and can accommodate two 40' containers. These cars are similar to Trailer Train's LTTX flats.

Next, the SP inaugurated another "sprint" train called the "Sun Pig" and is designated CIPXX. It actually originates in the City of Industry (about 15 miles east of L.A.) and runs the slightly over 400 mile trip between 10 and 12 hours. The train is on duty at 5 p.m. five days a week and usually runs with only one locomotive (a B-36-7 or a GP-40-2). The interesting thing is that the train's entire consist is made up of between 8-20 TTUX single-axle, single-van piggyback cars.

SP/SSW is apparently "acquiring" some ex Wisconsin & Southern and Maryland & Pennsylvania RR 52'6" gondolas for long term lease from U.S. Leasing. They are to be sent to Nevada for ore concentrate loading. Its not presently known whether the cars will be relettered (SP, SSW, USLX?) or if they'll remain in the same reporting marks. Cars come from the WSOR 5000-5273 and 5630-5829 series and the MPA 20000-20099 series.

Some more gondolas have also been acquired from the Pittsburgh and Lake Erie. These cars are 52'-6" gondolas of the P&LE series 50000-50799. The SP has NOT renumbered them...only the reporting marks were changed to "SP". Also the gold P&LE lettering was obliterated. (DGC/RWG/EF/CWS)

SHORTLINE RAILROADS

EUREKA SOUTHERN is a new shortline in California and one of the first cars acquired are some Thrall Car built "All Door" boxcars. The first car I saw was a blue (ex-? , "Celotex obliterated) car number 104 built by Thrall in 11.69. (DGC)

INDIANA HI-RAIL CORP. was reported last month as having acquired some 50' double door boxcars from the Apalachicola Northern. This is INCORRECT.

IHRC (Cont'd) This series was not ex-AN, but rather are ex- Oregon & Northwestern RR's series 5001-5250. The cars are now numbered IHRC 11000-11020. (CWS)

MINNESOTA VALLEY TRANSPORTATION CO. another new shortline has started out with some ex- Missouri-Kansas-Texas ("Katy") 50'7" RBL's. These are single plug-door outside-braced cars originally built in 1968. The car spotted was MNVA # 8995, which comes from the MKT series 8900-8999. (CWS)

NORTH LOUISIANA & GULF RR is getting some 60'10" plug door boxcars from the East Camden & Highland RR. The cars are from one of the EACH 4000 series built by ACF in 4.79. NL&G's new numbers are in the 7100's (NLG 7166 sighted). (DGC)

NORTHWESTERN OKLAHOMA RR is picking up some ex-Warrenton RR, National Steel Car built covered hoppers from the WAR series 14100-14229. NOKL did NOT renumber these, only the reporting marks changed (sighted NOKL 14181, ex WAR 14181 built 9.79). (DGC)

SAN LUIS CENTRAL RR recently acquired some Trinity built 4750 cube covered hoppers that are ex-PLM Inc. The cars come from the PLMX series 11151-11185. The cars are medium blue with black lettering. Quantity acquired not known yet. SLC did NOT renumber....only changed the reporting mark to "SLC". (DGC)

WISCONSIN & CALUMET RR also recently started operations just this January has started out with some ex-Central Wisconsin RR, nee- Lake Erie, Franklin and Clarion RR 50'6" general-service boxcars. The cars are NOT renumbered. (WICT #1408 sighted) still in original LEF livery. Only the reporting marks changed. (CWS)

PRIVATE OWNERS

AMERICAN PRESIDENT LINES has completed accepting delivery of its third series of Thrall "Lo-Pac 2000 well-hole double-stack containers cars. The first series was APLX 2000-2064 built 3-4.84 as Thrall Job #828. APLX 2065-2082 were built as Thrall Job #844 in 11.84 and the latest series, numbers APLX 2086-2139 are built as Thrall Job number 847. All of these numbers are the blue colored sets EXCEPT numbers 2002 and 2083-2085 which are the red colored generator equipped sets for transporting refrigerated containers. It should be noted that the 5-unit articulated cars are capable of carrying 20-ft, 40-ft and 45-ft containers....BUT, the middle three units of each car are stencilled "Do Not Load 20ft containers". APLX 2083-2085 were built 1.85 and the latest, APLX 2086-2139 were built 1-3.85. (DGC)

ASSOCIATED RAILCAR, INC recently acquired some ACF "Center Flow" covered hoppers from Exxon Chemical Americas which were originally lettered Exxon Company. (sighted ARGX 834063, ex ECUX 834063, nee HPLX 834063 built 8.67) (DGC)

GENERAL AMERICAN TRANSPORTATION CORP. continues to add tank cars to their leasing fleet. The latest sighted being GATX 22253/22328 built by Trinity, Longview, TX in 2.85. The cars are 17,667 gallon tank cars with 100 ton trucks. (WBK)

GENERAL ELECTRIC RAILCAR SERVICES CORP. has kept the former North American plants producing at least a few new covered hoppers. Recently sighted were NAHX 390442 built 11.84 (New/lined 1.85) in full livery and logo of Engelhard (white with blue coporate logo) and NAHX 550401 built 3.85 leased to Penick & Ford, Ltd. Division of Penwest Ltd. (grey car with black lettering and logo). (CWS)

PROCOR LTD. continues adding their large 5820 cuft covered hoppers to their fleet. Some recent sightings include UNPX 122725, 122728 built in 1.85 and UNPX 123173 built 10.84. (DM/EAN)

PULLMAN LEASING CO. also added more of the large 5820 cuft covered hoppers to their leasing fleet. Recently sighted were PLWX 44632-44637 built by Pullman Standard Manufacturing, Bessemer, ALA in 3.85. The cars are all stencilled as being leased to the Gulf Oil Corp. (WBK)

SHELL OIL has recently added to their fleet of TankTrain cars leased from General American. Shell now has one train a day going each way from Carson, California to Bakersfield, CA on the Southern Pacific. The cars are in the 48600+ series built 4-7.77 by General American. The cars have been repainted in plain black with white lettering. Lessee I.D. is stencilled only. There is no TankTrain logo. (DGC)

SHIPPER'S CAR LINE steadily continues adding additional ACF "Center Flows" to their leasing fleet. The latest being a number of cars leased to Gulf Oil Products (stencilled only). Sighted are numbers ACFX 38563/38679 built at ACF's Huntington plant in 1-3.85.

Also, a few tank cars (ACFX 76815-76816 sighted) are being added, leased to Hubinger Co. (stencilled only) built by ACF Longview in 3.85. The cars are 17,700 gallon tankers and painted black with white lettering. (WBK)

A.E. STALEY continues with their new corn syrup tank car additions mentioned last month. The latest cars were built in 3.85 by Trinity. Cars have black tanks with white lettering and Staley logo. (Misc.#'s STMX 435/661 sighted) (WBK)

TEXASGULF, Inc. is expanding their fleet by adding two new series of phosphoric acid tank cars. TGAX series 131400's (sighted TGAX 131438) were recently built by Richmond Tank of Houston, TX in 2.85. And TGAX series 131500's (sighted 131502 and 131506) were recently built by Union Tank Car also in 2.85. Both series of tankers have circa 14600 gallon capacity and are painted white with green lettering-data. (CWS/DGC)

UNION TANK CAR's new additions include some new Liquid carbon dioxide tank cars built in mid last year in 5 & 6.84 numbered in the 274XX series (sighted 27478 and 27504, 96200 and 95900 lbs. light weight- initials UTLX).

More recently are some more new corn syrup tank cars for long-term lease to the TRUSWEET people. These are the UTLX 600000 series built by Union Tank Car (cars sighted UTLX 600005 built 11.84, lined 12.84; 600031 built 12.84, lined 1.85; and 600088 built 1.85 and lined 2.85) All cars have 100 ton trucks, have capacity circa 17500 gallons, weigh circa 62000 lbs and were lined by Lithcote, Muscatine, Iowa with Lithcote LCC-25. The cars have the traditional UTC black tanks with gold-yellow lettering and these carry the Trusweet logo.

Lastly, the beginning of a UTLX 650000 series (sighted 650001 built 1.85 by UTC). This one is on long term lease to Miles Lab and carries 20530 gallons of citric acid. The car has a white Miles Lab logo on a black tank with gold-yellow lettering-data. (EAN/DGC/CWS)

BUILDER'S PRODUCTION AND DESIGN NOTES

Quite a few changes occurring during the past year or so since the recent "recession". The most notable to we freight car enthusiasts is probably the lack of new built boxcars. The last series of boxcars new built for a United States railroad was Burlington Northern series 376500-376649. These were built by United American Car in 1983 and actually are high-cube special-product (XP's) boxcars. Thus, the last general-service boxcars were built before that (If anybody knows of any NEW built boxes delivered after 4.83 please let me know!)

Of course to replace it we are seeing the introduction of America's "new" (if I can say that) "boxcar", the various recent designs of intermodal flats and new trailers. This area has been especially notable in the single-axle, single-trailer flat and the articulated flat cars. In effect, the combination of the flat car and the trailer or container form the "boxcar".

Of course piggybacks and containers are not new to America's railroads, but never before

have had such an impact on the transportation scene. Simply, the intermodal methods and equipment are replacing the general merchandise freight cars of yesteryear. Here, in the third largest city in the United States (Los Angeles) I've recently see mostly intermodal trains, followed by auto rack trains, grain trains and a few auto parts consists, mixed car type consists and a few Shell TankTrains. Of course there is still a need for the boxcar appliances, auto parts, paper, and other lumber products etc....just not as much as before. Hence the recent trends to convert boxcars to intermodal flats. One thing nice has come about of this "revolution" is the resurgence of real live COLOR! Some of these vans and containers can be quite colorful. An impressive sight is to see a whole train of 89' intermodal flats completely with those bright green Evergreen Marine containers. And it was only a few years ago that most of the trains I saw were mixed car-types...with the boxcars leading the numbers.....

Anyway, it now appears that most of the private car builders have at least built something within the last year or so. The only one I haven't seen or heard of anything from is the EVANS group. Meanwhile here's some more news of some of the things the builders are doing.

AMERICAN CAR & FOUNDRY recently announced they were closing their St. Louis plant. This is the plant that in recent past years has built the boxcars, gondolas, flats, coal hoppers etc. This leaves the Milton plant (known mostly for their tank cars and some "Center Flows") and the Huntington plant (almost exclusively building "Center Flows" recently). However, there is evidence that AC&F may have opened their Longview, Tx facility into a building plant.

FRUIT GROWERS EXPRESS announced their new "Versa-Flat" car. These are actually converted RBL's (heavy insulated boxcars or reefers without mechanical or ice cooling devices). They have standard two, two-axle trucks and can handle 40-foot to 52-foot trailers.

GREENVILLE STEEL CAR announced a new "aluminum" auto-dump open hopper with conventional steel underframe and aluminum superstructure. Capacity is 4140 cubic feet and load limit of 105 tons. The car has five pair of double doors.

PULLMAN announced a reengineered covered hopper with twin doors and a capacity of 100 tons. Prototype is PLCX 101.

Lastly, Trailer Trains contract shops have been extremely busy reconditioning, rebuilding, and converting their huge fleet of intermodal cars. Especially Cal Pro here in Mira Loma, CA with their recent work on the VITX, KTTX and RTTX flat cars.

**FREIGHT CAR
BUILDER'S AND SHOP LOGOS**

**Some Recent Burlington Northern
Freight Car Shop Logos**

This month we present two recently introduced Burlington Northern freight car shop logos. Both logos are stencilled and spray painted on the side (usually along the side sill) of the car.



Above is BN's St. Cloud Shop logo showing the broken outline of the State of Minnesota. The dot in the middle is St. Cloud. This logo is painted with white paint. The date represents the date the car was painted/reconditioned.



The logo above is the one found on cars repainted/reconditioned by BN's Havelock Shop in Nebraska. This shop logo is very noticeable being painted on the BN green cars with a very bright orange color.

**TRAILER TRAIN'S NEW RTTX
PIGGYBACK FLAT CONVERSIONS:
Some Notes for Modelers**

Early this year, Trailer Train began conversion of some 500 TTX prefixed flush decked 89'-4" intermodal flat cars to RTTX prefixed cars. Previously, RTTX reporting marks were assigned to flat cars for auto racks. The new RTTX cars are modified to carry either three 28' trailers or two 45' trailers back-to-back. The conversions involve adding two opposite-facing hitches at each end and a third hitch offset between the two. In addition they have added side guide rails in the form of six 'L' shaped angles with small supporting braces. These are shown on the next page in sketches A-D.

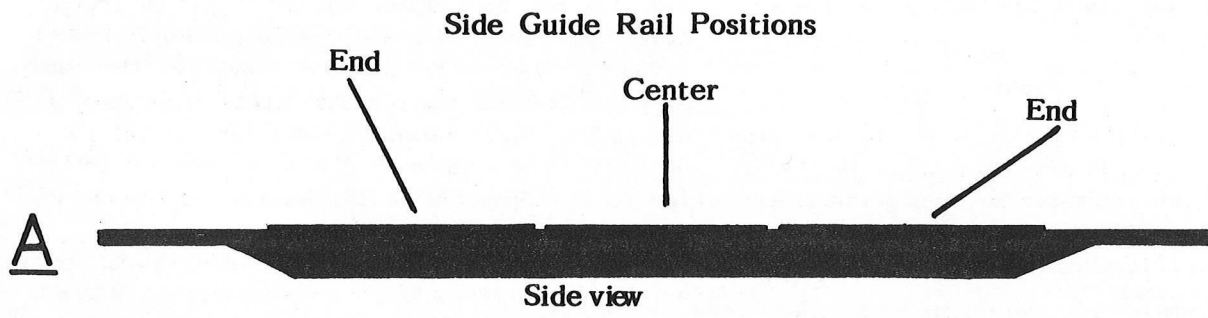
(A) shows the side view of the flat car and the position of the side guide rails. (B) shows a top view of the deck showing the positions of the hitches and again the side guide rails. Note: that the already in place guide rails that are in the middle of the car on each side of the hitches are not shown. The end hitches are fixed and painted bright orange. The offset hitch is collapsible and is painted black. The hitch's centerline for the end ones are 2' 4" from each end. The offset hitch's centerline is 32' 6" from the end indicated. Note location of brake cylinders etc. (C) shows the individual side guides. The end side guides on RTTX 156985 are 20' 1" long, and has four support bars as indicated. The center side guide measures 10' long and has three support bars as indicated. (D) This sketch is a blow-up of the end of the side guides. As one can see it's a simple length of "L" angle steel that measures 5" high by 3" wide by 5/16" thick. Sb is the Support bar which is 5/16" thick by 2" wide. Note on the side guide rail that the 3" wide part is welded on the deck of the car facing inward towards the center. The Support bars face the outside of the car.

It should also be noted that these side guide rails have also gone on many flush-decked KTTX cars. And measurements will vary especially on lengths of the individual guides. For example, KTTX 940725 has 20' 6" end side guides and a 10' 1" center side guide.

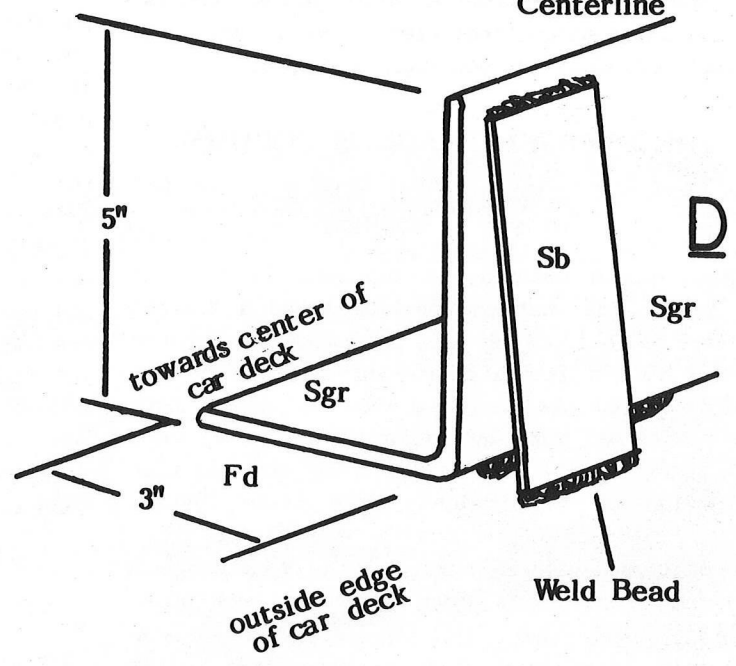
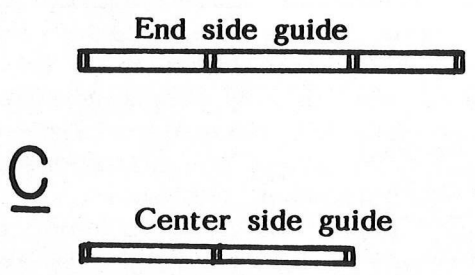
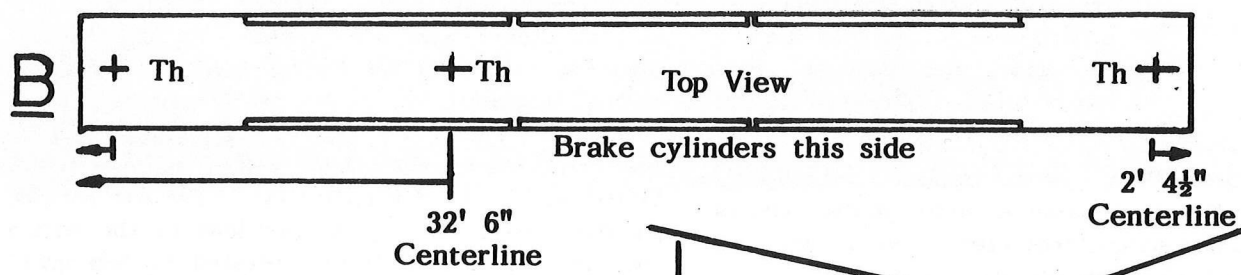
It should also be noted that the bridgeplates are removed. Also the slogan "Triple 28"/ Twin 45' is done in 5 1/4" letters.

Lastly, the side guide rails are painted the same color as the side sill of the car. The areas where the black painted sections are simply extended up onto the side guides.

The closest H.O. kit available is Athearn's 2015. The car of course needs to be stretched 4' 4", bridge-plates removed and container pedestal tracks filled in. The hitches in the kit are fairly close for the outer two. The center hitch is heavier looking (looks like the recent ACF collapsible hitches) and has a square type of top plate.



NOT TO SCALE



Th= Trailer hitch
 Sb= Support brace
 Sgr= Side guide rail
 Fd= Flush deck

FCJ ADDITIONS & CORRECTIONS

FCJ #7

- P. 5 CORR The Esquimalt & Nanaimo Rwy was erroneously noted as being a United States shortline. It is, in fact, a Canadian road, owned by CP Rail. (Sorry 'bout that Canadians...we just don't have enough railroads down here!)

FCJ #8

- P.5 CORR Indiana Hi-Rail's 5001 series cars are not ex- Apalachicola Northern. They are ex- Oregon & Northwestern RR. (See Shortline section of News this issue)
- P.10 CORR Milwaukee Road's car shop is/was at Milwaukee, WIS...NOT Minneapolis, MN
- P.11 CORR Frisco's (SL-SF) shops were of course NOT in San Francisco (Editor DGC's brain waves skipped a beat when he let this one by) The abbreviation is SLSF SF...so it may be in Springfield ???...does anybody know for sure?

...Remember folks, to error is human, but to NOT tell the FCJ editor about an error you've seen is well.....just disgusting! Please send in any corrections/additions you might see in FCJ.

THE OVERSEAS WAGONS COLUMN

Guest Edited by:
Robert I. Wallace

Here in North America, we railfans don't think too much about what the maximum speed a freight car can go. All of our cars in common interchange service are equipped with modern air brake systems and generally speaking the maximum speeds here are restricted more by load, right-of-way conditions and locomotive braking power more so than by design of the freight car's brake system. Most of our freight cars are capable of going the maximum speeds allowed by the railroad and therefore we railfans don't think too much about it here. But, 'tis not so in other lands.

Robert I. Wallace is a regular column editor for the excellent British railfan magazine "RAIL ENTHUSIAST". Bob's column called "Wagons Roll" deals exclusively with the freight wagons of England. As one of England's foremost freight wagon authorities, his column contains an interesting variety of news, photos and data on British

Rail's fleet of cars. Here, Bob gives us an introduction to the variety of wagon braking systems in England and their respective impact on freight train speeds.

Although freight operations on British Rail is small in comparison with many other systems in the world, there is no lack of variety. Perhaps the strangest survival is the operation alongside 125 mph high speed trains of 35 mph freight trains not fitted with any type of automatic brake. Freight trains on British Rail have for the last 20 years been of three brake types. (i) automatic air brake, (ii) automatic vacuum brake and (iii) unfitted or a mixture of the first two and therefore with a portion of the wagons not having any brake in operation.

AUTOMATIC AIR BRAKES. Most privately owned and British Rail 'Speedlink' revenue wagons are now air braked and are capable of operation at 60 mph with some able to operate at 75 mph.

AUTOMATIC VACUUM BRAKE. This is the traditional British automatic brake and many wagons built up to the early 1960's were so fitted. Those still in revenue traffic now operate in block trains whilst others have been fitted with air through pipes so that they can be operated in air braked trains. Maximum train speeds are 50 mph.

UNFITTED WAGONS. The traditional British wagon was of 10-foot wheelbase, with four wheels and fitted with only a manual hand brake for parking purposes only. Braking was provided by the engine and the manual hand brake operated by the guard in the brake van on the rear of the train. This system was also necessary when trains were formed of wagons with incompatible brakes, although a portion of the train in this case would have an automatic brake. Trains are limited to 35 mph.

Unfitted wagons were built by British Railways up to the early 1960's and rebodied for further use up to 1975, but the days of the unfitted train are numbered with only about 1600 wagons still in revenue traffic in South Wales, Nottinghamshire and North East England, mostly coal wagons and special steel wagons. A similar number of unfitted wagons are also in Railway Departmental use, but here again withdrawal is making inroads.

"One of the best ways we can learn more about and understand the freight cars we study is to compare and contrast the likenesses and differences of freight cars of other times and places"



