

FREIGHT CARS

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SINGLES, ARTICS, AND STACKS
America's Intermodal Freight Cars of the '80s

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Acknowledgements

We would like to thank those individuals that helped make this issue of FCJ possible: Carl Shaver (CWS), Stuart Thomson (ST), Craig Bossler (CTB), Jim Stanitz (JS) and our staff.

FCJ ADDITIONS & CORRECTIONS
FCJ #10

- p. 7 Add The Soo Line 80000s were formerly Pullman Leasing 10000s.
- p.8 Corr MMID 20010-20011 are ex-Virginia Central not Vermont Central.
- p.8 Corr Continental Grain's 20000 series are ex ITEL (SSIX) (not Pullman Leasing) covered hoppers.

FCJ #9

- p. 6 Add Clarification of Railbox to Santa Fe renumberings: RBOX 15676-16061 to ATSF 51336-51712 and RBOX 18024-18293 to ATSF 51713-51976

N O T E

Please note that this is the last issue of Volume 2. FCJ issue number 5 equaled 2 numbers

-Cover Photos-

Page 1: (Top) Southern 155613, shown here in Jacksonville, FL in August 1984. This car was rebuilt in July, 1984 from a boxcar. The class FS-135 is part of the new class system for the Southern as a result of the merger with the Norfolk & Western.

(Bottom): Southern Pacific 513300 streaks across the Mojave desert in California in June 1985. This is the single unit double stack car built by ACF in 1977. Its the only car of the series and was the forerunner for Espee's later 3- and 5-unit double stacks. The 19 post 40-foot Sea Land containers come from the largest Sea Land container series - the 400000s. This series has over 12,000 containers that were built by several manufacturers between 1979 and 1981. Car color is orange with black lettering (later cars had a red "Southern Pacific" script, black data on orange). Containers are natural metal with red, white and black "Sea Land" logo. (D.G. Casdorff photos)

Page 2: (Top) Greenbrier Leasing 2003. This is the new Gunderson built "Twin Stack" double stack container car. Photo shows the end unit.

(Middle) Close-up of GBRX 2003 showing the differences in the bulkheads of the end unit (l) and one of the middle units (r.). The end units can carry 20-,40-, or 45' containers, while the middle unit is stencilled to load only 40' containers. Red Car/White lettering.

(Bottom) MKT 14587, part of 200 cars converted to single-trailer capacity piggyback flats. Note the bridgeplates. Seen here leaving SP Colton Yards in May 1985. Car is yellow with green data and lettering.

Page 11: (Top) Santa Fe's ATSF 299423, one of the railroad's recent conversion cars. Notice the half-platform and split side sill. Santa Fe class Ft-107. The car is white with a black hitch and black lettering.

(Middle) A typical unit of one of the Santa Fe 10-Pack Fuel Foiler cars. Notice how close the trailers sit next to each other.

(Bottom) A unit from ATSF 298953 which was modified to accept trailers with "wide track" axles (102" wide). Note the additional structure on the platform beneath the tires of the trailer on this one - compare to above. All of Santa Fe's Fuel Foiler cars are white with black lettering and a yellow Fuel Foiler logo.

Page 12: (Top) The new Itel Impack articulated piggyback flat cars have several different hitches. The photo on the left shows the one used on the Cotton Belt "Impack" cars. On the right is one that is the same as those used on Trailer Train's Impacks and Front Runners. This photo shows one on a Southern 155000 series conversion. These were originally built by Pullman-Standard, but, are now being marketed by Trinity. They are cushioned, fixed hitches with semi-automatic heads.

(Bottom) The two types of single-axle trucks on the Front Runner TTUX cars. The upper photo is the more common version leaf spring type as used on the TLF 10, ULF 10, CLF 10 and RLF 10 class cars. The lower photo shows the rarer National Unitruck coil spring truck as used on the classes TLF 10 A and OLF 10 A.

-From The Editor-

I would like to thank again those many letters of support and helpful comments received from FCJ readers - it really helps to keep the 'ole morale up!

We still are looking for articles on that 1900-1959 period. Priority will be given to articles of this era. If you have any questions regarding subject matter...please drop me a line...but basically anything goes!

FCJ #9 is now sold out. And the orders for issues #1 and 2 have been coming in ...we only need about 20 more orders.

There was quite a disturbance raised apparently from issue #10's Modeler's Column by Byron Rose. We'll have some comments and rebuttal to that in the next issue.

Lastly, this issue is kind of experimental. I'm trying out some new typesetting methods and reductions. We need more text in less space. Hopefully this can lead way to more photos. By the way text does not "replace" photos in this magazine....we simply can't afford more photos yet. Just one it'sy bitsy photo on one page increases the cost of that page 6 times! Our goal is still an all glossy photo feature magazine.

FREIGHT CAR LOCATER

Edited by Richard Yaremko

Winchester & Western: On siding at Gainesboro, Virginia, near Rt 522. as of May 18, 1985, cars 2020,2021,2023,2024 and 2025 apparently in dead storage. Cars are all Pullman Standard lot 1009, 50'6" general service boxcars. Painted yellow, blue herald and name, black reporting marks. (Randolph Kean)

Burlington Northern: Fort Worth, Texas, the old Frisco yard. Located just off Clebourne Road; south of Arlington Ave. This is another yard the BN is using to store surplus and white lined freight equipment. Besides lots of SLSF 50' boxcars there are numerous NP gons, and a few GN and CBQ boxes. Also many BN repaints.

Cascade, Montana, located 25 miles SW of Great Falls Montana on Interstate 15. The back track in this small town has been used to store about 30 BN 40-foot double door boxcars for the past year. Cars are not white lined although they are close to the Great Falls scrapping operation. Best time to shoot is late afternoon from north side of tracks. A couple of NP car also there.

Missouri-Kansas-Texas: Dallas, Texas; the old Rock Island Mockingbird yard, north side. Take Carpenter Freeway, exit south on Mockingbird Lane to Halifax Street. The Katy is using this old RI yard to store surplus 60' boxcars. Only the north side of track is shootable, and is full, end to end. Best time for photos is early morning or late afternoon.

Dallas Area; Trinity Mills Industrial Park off Stemmons Freeway above Carrollton. Main siding used to store surplus 40 and 50 foot boxes of every door configuration. Best photos in early morning or late afternoon. North-south track.

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SINGLES, ARTICS, AND STACKS America's Intermodal Freight Cars of the '80s

by David G. Casdorff

INTRODUCTION

In recent years we have seen a dramatic increase of intermodal traffic in the United States. Likewise, changes in types of traffic patterns, loading methods and freight car designs have been introduced.

Piggyback van and container shipping methods are certainly not new to American railroads, in fact, not even recent. Some of the first intermodal shipments date back to the early part of this Century. And America is not alone, indeed, many railroads of other nations adopted standard intermodal transportation systems before this most recent "boom".

Certainly, many factors have led to this increase in intermodal (e.g. changes in the world economy and manufacturing geography, deregulation in the transportation industries, etc.). However, this discussion will be directed towards the new design and conversions of intermodal freight cars as a result of these recent changes.

Originally vans were loaded and tied down to flat cars without hitches. Later special devices for more standard securing of trailers became available. Along the same time special containers were developed by various railroads (usually for use only on their railroad) primarily for the LCL business. Early piggyback flat cars usually carried one longer or two short trailers. Eventually standard hitches were developed and by the late 50's the now common 85-foot (and later 89-foot) two trailer piggyback flat car had been placed in regular service. During the formative years of intermodal traffic of the 60's and 70's the "circus loading" method prevailed. This meant that most of what relatively little piggyback traffic there was could be handled with fairly simple and inexpensive equipment (ramps) that were available throughout many locations in the U.S.

Concurrently, beginning in 1961, an international group was formed to standardize freight containers. The result of this group eventually wound up to be known as the I.S.O. type containers. And as a result of that action, American railroads (as well as others) adapted standard equipment for transporting these containers.

Finally, during the late 70's/early 80's we began to see regular frequent "unit-intermodal" trains. Much of these operating on a "point-to-point" basis with overhead loading equipment at both ends. This brings us to the 1980's.

Today, the 89' intermodal flat is still the most commonly used, but, new designs and conversions introduced in the last five years may change that ratio. The new designs, though not new in their concept, began to branch into one of three major categories: Singles, Articulated and "Stacks".

"SINGLES"

As I mentioned earlier, single van piggyback flat cars are not new to American railroads. This "type" in fact was probably the earliest. During the 50's they became even more popular. Today's single van cars come in two basic flavors: the new design and the conversions.

One of the new designs introduced was the "4-Runner III" designed by Trailer Train. The first series of these, TTUX 120000-120017, were assembled by Pullman-Standard's Danville shop in September and October of 1983. The new design, basically a center sill with an attached half length platform and a hitch could carry a single 40' to 50' trailer.

The car is equipped with a cushioned, fixed hitch with a semi-automatic head that is operable from either side. The new car also rides on the new type single axle trucks. The air brake system uses a pneumatic bellows actuator instead of a conventional brake cylinder and brake reservoir. A specially designed suspension system has a self steering capability and controlled lateral motion.

Following this order, Trailer Train placed an order with Thrall Car for more of the same. The Thrall built and subsequent cars came out under the trademark "FrontRunner" This car was basically the same as the 4-Runner III, but with modifications to the platform design and the superficial location of Trailer Train's numbers and markings (including a special plate for the number).

To make matters even more interesting Trailer Train ordered two types of single axle trucks for their new "FrontRunners". One, the European type "leaf-spring" single axle truck were delivered on the later built series by Thrall (and even later others-which also became the most common type). This series, TTUX 121050-121499, comprised 450 cars, and classed TLF 10 were all built by Thrall Car in June to August 1984. Concurrently, United American Car (now part of Thrall) built an additional 250 cars placed in the series TTUX 130000-130249 and classed ULF 10. To complete the 1984 leaf-spring trucked cars were another 675 built by Pacific Car & Foundry (380 in the series TTUX 140000-140379, class CLF 10) and Pullman Standard Manufacturing (Trinity) (295 in the series TTUX 145000-145294, class RLF 10). These later cars were built between August and December 1984. Therefore total 1984 production of the leaf-spring cars was 1375.

The other type of car used a National Unitruck coil spring single axle truck. These were the first series built by Thrall (TTUX 121000-121049) in May 1984. Later in the year another builder was brought into the scene, Portec's Midwest Freight Car to build the series TTUX 135000-135199 between September and December of 1984. These cars are classed TLF 10A and OLF 10A. Note

the addition of the "A" suffix to the National Uni-trucked cars. Total production of these so far is 250.

It should be noted that the design of these cars permits only loading and unloading with either overhead cranes or special side loader equipment. The 14-ton tare weight of these cars is very light when compared to other single van capacity flat cars. These cars also suffered some bearing problems early on and were withdrawn from service temporarily and inspected/repared. They were then placed back in service and a small green dot was placed by the car's number to indicate it passed inspection.

Along the same general idea as the FrontRunners are Bi-Modal Corporation's "RoadRailer". These are single 45' vans equipped with both rail wheels and highway tires. After being tested on several systems, the RoadRailer went into regular service for a while with Conrail between Buffalo and NYC.

There were a total of 250 built. Six of these are special trailers with the AAR couplers at one end and the special RoadRailer coupler at the other end. These vans weighed 40,000 lbs and required special permits to run on the highway (numbers BIRR 250100-250103, 250109, and 250116). The main consist comprised 242 trailers with only the special RoadRailer couplers at each end. These trailers weighed only 18500 lbs. (compare to above) and had a cubic capacity of 3022 cubic feet. These didn't require special permits for highway use but were subject to strict State weight limitations. These are numbers BIRR 250104-250108, 250110-250115 and 250117-250347.

An additional two (BIRR 250348-250349) had special racks for carrying automobiles. These weighed 20500 lbs. Later two trailers (BIRR 250310 & 250311) were modified with a sliding tandem highway suspension which lowered the weight by 3650 lbs. to 14,850 lbs.

Conversions, the other basic type of modern single trailer capacity flat car have also become rather popular.

The Santa Fe started the game by converting a number of former wallboard bulkhead flat cars to single-van pig flats. The first of these were the former ATSF 95600-95699 series built 1-3-67 as class Ft-45. The first of these entered service in March 1983 in fresh white paint numbered as ATSF 293336-293433. These are 57' 6" I.L. cars and have 20" Super Shock Control cushioning with uncushioned retractable hitches. Conversion of the FT 45 class cars was by September 1983.

Next was the FT 33 Class cars, originally built as ATSF 95700-95799 between January and April 1966. These first entered service in March 1983 and conversion for this new series 293239-293335 was completed by July that

TABLE 1. Modern Single-trailer Piggyback flat Cars, New Built and Conversions, March 1985

REPORTING MARKS & NUMBERS	QUANTITY	BUILDER	NEW BUILT DATES	CONVERTED DATES	OUTSIDE LENGTH	LIGHT WEIGHT	CUSH. CAR?	PLATFORM/SIDE SILL	HITCH TYPE	CLASS
ATSF 293000-293094	95	n.a.	11=12-63	8-83	64' 8"	33 t	YES	Full-Full	UR	Ft-28
ATSF 293095-293238	144	n.a.	12-64=4-65	4=8-83	64' 8"	34 t	YES	Full-Full	UR	Ft-32
ATSF 293239-293335	97	n.a.	1=4-66	3=7-83	64' 8"	34 t	YES	Full-Full	UR	Ft-33
ATSF 293336-293433	98	n.a.	1=3-67	3=9-83	64' 8"	35 t	YES	Full-Full	UR	Ft-45
ATSF 293500	1	n.a.	5-60	8-83	56' 3"	26 t	YES	Half-Split	?	Ft-106
ATSF 293999	1	n.a.	7-57	12-83	54' 4"	19 t	NO	Half-Split	CR	Ft-105
ATSF 299000-299335	336	n.a.	1957	3=10-84	54' 4"	19 t	NO	Half-Split	CR	Ft-105
ATSF 299336-299594	249	n.a.	1957	7=9-84	54' 4"	19 t	NO	Half-Split	CR	Ft-107
ATSF 299599-299682	10	n.a.	n.a.	10-84	54' 5"	20 t	NO	Half-Split	CR	Ft-108
MKT 14400-14599	200	n.a.	5=7-68	5-84=2-85	58' 1"	44 t	YES	Full-Full	UR	none
SOU 151000-151502	503	n.a.	1955/1957	8-83=4-84	54' 5"	23 t	NO	Half-Full	CF	FS-135
SOU 155000-155999	1000	n.a.	1955	1-84=12-84?	54' 5"	23 t	NO	Half-Full	CF	FS-135
TTUX 120000-120017	18	PLC DAN	9=10-83	NO	53' 10"	13.5 t	NO	Half-None	CF	PLF 100
TTUX 121000-121049	50	TC CH	5-84	NO	53' 10"	13.5 t	NO	Half-None	CF	TLF 10A
TTUX 121050-121499	450	TC CH	6=8-84	NO	53' 10"	13.5 t	NO	Half-None	CF	TLF 10
TTUX 130000-130249	250	U-ACO	6=8-84	NO	53' 10"	13.5 t	NO	Half-None	CF	ULF 10
TTUX 135000-135199	200	MFC CLIL	9=12-84	NO	53' 10"	13.5 t	NO	Half-None	CF	OLF 10A
TTUX 140000-140379	380	PCF RN	8=10-84	NO	53' 10"	13.5 t	NO	Half-None	CF	CLF 10
TTUX 145000-145294	295	PSM BESS	10=12-84	NO	53' 10"	13.5 t	NO	Half-None	CF	RLF 10

year. These too had Super Shock Control cushioning and uncushioned hitches.

Next, were the class FT-32, first introduced in its converted state in Apr. 1983. The conversions were complete by August 1983. These cars were originally built as ATSF 95800-95999 between December 1964 and April 1965. As the two earlier classes these too had Super Shock Control and uncushioned hitches.

Last of Santa Fe former bulkhead flat car conversions for 1983 were the class FT-28. These were converted in August 1983. They originally come from the series ATSF 96125-96224 built in November and December 1963. These too are similar but differ from the previous three classes by having Keystone 20" cushioning.

These four classes of converted single van piggyback flats all retained their full length platform and full length side sills which are quite different from the Santa Fe's next group of conversions.

In August 1983 a rather strange looking car appeared on the Santa Fe. This car had only a half-length platform and a split side sill. Apparently this car acted as sort of a "test" car for the forthcoming conversions. The car light weighed about 26 tons and had Super Shock Control 10" cushioning. This car was assigned a new flat car class Ft-106.

Four months later another car similar to ATSF 293500 appeared. This car numbered ATSF 293999 was built in 7-57 and converted in 12-83. This car like the Ft-106 car above was a half-length platform, split side sill car, but only light weighed 19 tons. This car was assigned the class Ft-105. The major difference with this car and its above mentioned relative was the lack of car cushioning. Instead it had the ACF cushioned hitch. This car apparently acted as the "forerunner" for several fairly large series of conversions that were to take

a few months later.

In March 1984, the first full series conversions of the Ft-105's began appearing. The series is ATSF 299000-299335. Conversions were apparently complete by October 1984. For a short time these cars reigned as the lightest single van piggyback flat in service until the appearance of Trailer Train's new TTUX cars.

The series of Ft-105's were followed up with the introduction of the very similar Ft-107 series ATSF 299336-299594. These began appearing in converted form in July 1984 and by September the conversion of the series was complete. These too had cushioned hitches, half platforms and split side sills.

In apparently what was the last of the Santa Fe conversion (known at the time of this writing) was a small series of class Ft-108s in the series ATSF 299599-299682. Though the series has 84 numbers, the program may have been cut short as only 10 cars have been sighted. These cars too are similar to the Ft-105 and Ft-107 classes but differ in side sill design details and center of trucks.

The next railroad to hit the conversions game was the Southern Railway. Eventually, there were two large series of these conversions. First reports indicated that Thrall Car was going to be doing the conversions. But, after seeing many of these cars, I could not find any evidence that Thrall physically carried out the conversion. Its possible that Thrall was just responsible for providing the plans and designs for the conversion and the actual conversion were done by the Southern and Norfolk & Western shops which seem to be indicated by the car's markings. In any case these cars were converted from box cars in 1983 and 1984.

The first of these was the new series SOU 151000-151502 which began to appear

in late 1983. The COTS ABD stencils indicate these were at least finished by "SOU CR". Conversions were apparently done by April 1984 for this series.

Next a larger series designated SOU 155000-155999 appeared in early 1984 and recent reports indicate that the conversion dates for this series went through 12-84. This series is COTS ABD stenciled "NW RO".

Both of these series appear identical and are both classed FS-135. they have a half-length platform remaining between a full length side sill. These cars have the relatively new Pullman-Standard (now Trinity) heavy-duty cushioned fixed hitches like those on the TTUX and UTTX cars.

Next, the Missouri-Kansas-Texas (KATY) joined the single van pig-flat conversion club. The conversion work on these cars were done by MKT's Denison, TX shops. There were a total of 200 converted in the MKT 14400-14599 series. These cars have two major differences that the other conversions lack - bridgeplates and retractable hitch. This allows the cars to be used for "circus loading" type of operation. They too were converted from boxcars and have full platforms and full side sills.

Lastly, Fruit Growers Express recently announced their "Versa-Flat" a similar type of conversion to the others but apparently built from former RBL-reefer cars.

MODELING REFERENCES:

Pages 56-59 of the September 1984 Railroad model Craftsman offers instructions for a kitbashing project of the Southern converted flats. Includes photos, drawings etc, though model has incorrect hch. (Apparently at least a few of the earlier cars were done by Ortner).

Another article on pages 104-113

of the December 1984 Model Railroader. The article has prototype photos of the conversions and the former bulkhead flat cars. Drawings are of the Ft-33 class conversion and the original bulkhead flat. And the September 1985 issue of Model Railroader is scheduled to have an article on the Trailer Train Front Runner cars.

ARTICULATEDS

In this section I'll focus on those cars that are articulated, but are not designed for double stack loading (which will be the next section).

The Santa Fe was the first to introduce the modern articulated piggyback flat car set. Designed and built by the Santa Fe Railroad, the first sets were placed into service in early 1978. The Santa Fe called these "10-Pack Fuel Foiler" cars. Each car has 10 units each capable of transporting one trailer. The total weight of the 10-unit car was only approximately 213,300 lbs. Thus the weight of each unit averages out to about 21,330 lbs. or around 10.5 tons. This first series, numbered ATSF 298989-298998 were classed Ft-93 by the Santa Fe.

These cars, as well as other articulated piggyback cars cannot be "circus loaded" and its required that each unit be loaded in high speed transit. These cars ride on standard two-axle trucks and have a "skeleton" like design consisting primarily of the center sill with lateral attached half length platforms and a hitch. Santa Fe letters the units from B-end to A-end as such: B-C-D-E-F-G-H-I-J-A. There are five brake reservoirs on units C,E,G,H, and J. The trailers all face towards the "B" end except for the "A" end unit which faces opposite way towards the "A" end.

Following the Santa Fe's successful test service of this piggyback version the railroad decided to build some more. Thus, in 1980, Santa Fe's second series of 10-Pack Fuel Foilers were born. These were classed Ft-101 and became ATSF numbers 298946- 298998. These were apparently identical to the first series with an overall length of 465' 4" and the same approximate light weight. This series was built between March 1980 and July 1980.

After nearly four years of successful running with their new innovation, the Santa Fe turned to a container version of their 10-Pack Fuel Foiler. To do this, the Santa Fe took one of their first Ft-93 class cars removed the hitches and placed different platforms on in the center of each unit and added container brackets on the end of each unit. The center of unit platforms provided the location for the hide-away container pedestals for the shorter 20' I.S.O. containers. Thus the new car could carry up to twenty 20' or ten 40' containers. The car numbered 298998 was originally built in 5-78 and conversion to COFC was done in May 1981 by the Santa Fe. The changes increased the weight of the car by nearly 31,000 lbs to 244,200 light weight.

But the story continues.... Next the Santa Fe's innovation department introduced a new design of container. These containers "nested" on the flat car instead of being stacked on the flatcar - thus lowering the overall height from the

rail (single stacked) or allow double stacking. Again, one of the 10-Pack Fuel Foilers were modified and strengthened to carry these newly designed containers. The car was ATSF 298965 built in May 1980 as an Ft-101. Upon its conversion it was assigned a new class - Ft 103.

The next segment in the 10-Pack Fuel Foiler's story was the acquisition of the patent rights by Itel. With Itel, the name was changed to "Impack". The first cars under its new name were Itel's very own SSIX 100101-100102 built by FMC in March 1982. The 2 cars were painted green and leased to the Burlington Northern for testing.

The next stop for Itel's Impack was the introduction in 1983 of ten 4-unit cars and twenty 8-unit cars by the Cotton Belt (St. Louis Southwestern). Both series were built by FMC's Portland plant.

SSW 90049-90058 are the 4-unit cars and have an overall length of 190' 4" with a light weight of approximately 93,700 lbs. The other series, SSW 90059-90078 are the 8-unit cars and measure 373' 8" outside length.

These SSW cars were delivered with several changes from the earlier Santa Fe and Itel cars. One was the hitch of different design and second was the addition of pipe "loops" extending laterally around the hitch area.

Trailer Train became the fourth reporting mark for the "Impack" cars. Their first series deliveries (after UTTX 110015 was "tested" built in 9-82) came with UTTX 60101-60120 delivered in late 1983. Trailer Train's order specified the use of the new Pullman Standard fixed, semi-automatic head hitches (like those on the TTUX and Southern cars). In addition the end of unit coupling area structure was changed to where the I beams stick straight out from the car instead of being angled to lengthwise of the car.

Next came UTTX 60121-60167 entering service in mid- 1984. These were followed by another series, UTTX 60168-60195, in late 1984. Somewhere between these two series another design change occurred. This time it was the platform. Previously, these Impack cars had platforms with only one rub rail located on the side of the platform towards the center of the car. This latest design has platform with a more "U" design thus essentially having the rub rails on both the inner and outer lengths of the platform. Also as characteristic of all the "Impack" cars from Santa Fe to present, all of the trailers face toward the "B" end except the one on the "A" unit which faces opposite.

Another car, very similar in appearance is the Thrall "ARC-5" design. This is a successor to the ARC-3 that was built by Whitehead and Kales. Thrall acquired the rights to the design when they took over Whitehead and Kales. Its first series introduction (after testing with UTTX 110014) was with UTTX 61000-61019 built in March and April 1984. The cars have many minute design differences from their Itel counterparts, but the most obvious is the arrangement of the trailers and hitches. All trailers face one way towards the "B" end. There are also differences in the articulation design, platforms, center sill outline etc.

Meanwhile, Trailer Train was working on the introduction of cars with single axle trucks (as opposed to the currently standard 2-axle trucks). The initial car

numbered TTX 110000 built by Trailer Train's Hamburg shop in September 1978. This was later followed by TTX 110001 built at their Hamburg Shops in May 1979. Both of these cars comprised two car bodies with four single-axle trucks.

The first series introduction into the U.S. of single-axle articulated cars was by Trailer Train in late 1981. There were 101 delivered in the series TTFX 60000-60100 and most were intially used by the Union Pacific between Los Angeles and Denver. These cars were known as the "4-Runner" and consisted of four single trailer capacity units. They were built by American Car and Foundry's St Louis plant as lot 11-05251. Trailer Train classed these as ALF-40. The outside length is 190' 11" and light weight is approximately 128,000± lbs. Design features of this car include cushioned non-retractable semi automatic hitches (two trailers facing the "A" end and two trailers facing the "B" end), single axle Portager type trucks (these are the heavy looking single axle trucks with the side frames etc.) and skeleton-like design. These cars too (like the later TTUX cars) had bearing problems in their early service.

American Car & Foundry introduced their "Versa-Deck II" in 1983 to the Burlington Northern, which ordered a series of 10-unit cars and a series 5-unit cars. Road numbers are BN 637100-637107 (10-unit cars) and BN 637500-637503 (the 5-unit cars).

Also in late 1983, the Union Pacific introduced a pair of 5-unit articulated cars designed for container transport only. The outside length is 209' 2" and has a light weight of 89000 lbs. The Union Pacific numbered these cars UP 252000-252001 and classed it as Sk-50-1. The design on this was extremely simple, comprising a center sill and the container brackets riding on standard 2-axle trucks.

The latest articulated non-stack design to appear in service was a Pacific Car & Foundry built 3-unit car that could be used to transport either piggyback trailers or containers. The car is cushioned with Keystone F-15GR and has both adjustable container brackets and trailer hitches. It uses a standard 2-axle truck and is of a "Skeleton-like" design. Total light weight is 102,400 lbs. The only car I've seen of this type was KWTX 800834 which was built in August 1984. I'm not sure of what or how many are in this series.

Modeling References

Though not an article on how to model, James Panza presented a good discussion and drawings, photos etc. of the 4-Runner on pages 73-76 of the July 1984 issue of Railroad Model Craftsman. There is also some discussion of the development of the various articulated and single axle cars that have been introduced by Trailer Train in recent years.

Though I don't have a copy on hand, the September 1982 issue of Model Railroader had an article and drawing of Santa Fe's original 10-Pack Fuel Foiler cars.

Lastly, again not a modeling item but a prototype photo and diagram appear on page 246 of the 1980 Car & Loco Cyc of the TTX 110001 2-unit TOFC

Table 2. Modern Articulated TOFC/COFC Platforms in Service, March 1985

REPORTING MARKS & NUMBERS	QUANTITY	BUILDER	NEW BUILT DATES	OUTSIDE LENGTH	NUMBER OF UNITS	LIGHT WEIGHT	TOFC or COFC ?	CLASS	
ATSF 298946-298988	43	ATSF TS	3=7-80	465' 4"	10	107 tons	TOFC	Ft 101	1, 2
ATSF 298989-298997	9	ATSF TS	4=5-78	465' 4"	10	107 tons	TOFC	Ft 93	
ATSF 298998	1	ATSF TS	5-78	467' 11"	10	122 tons	COFC	Ft 93	
ATSF 298999	1	ATSF TS	'77 or '78 ?	?	?	?	TOFC	?	3
BN 637100-637107	8	ACF	1983	467' 0"	8	?	TOFC	none	
BN 637500-637503	4	ACF	1983	237' 0"	4	?	TOFC	none	
KWTX 800800s	?	PCF RN	8-84	?	3	52 tons	BOTH	none	4
SSIX 100101-100102	2	FMC P	3-82	465' 4"	10	107 tons	TOFC	none	
SSIX 100104	1	FMC P	1983	190' 4"	4	?	TOFC	none	
SSW 90049-90058	10	FMC P	12-82=1-83	190' 4"	4	47 tons	TOFC	FCA-125-1	
SSW 90059-90078	20	FMC P	1=3-83	373' 8"	8	88 tons	TOFC	FCA-250-1	
TTFX 60000-60100	101	ACF STL	1981	190' 11"	4	64 tons	TOFC	ALF 40	
UTTX 60101-60120	20	FMC P	12-83	263' 2"	5	62 tons	TOFC		
UTTX 60121-60167	47	FMC P	1984	263' 2"	5	62 tons	TOFC		
UTTX 60168-60195	28	FMC P	9=11-84	263' 2"	5	62 tons	TOFC	ILF 50 B	
UTTX 61000-61019	20	TC CH	3=3-84	259' 0"	5	63 tons	TOFC	TLF 50A	
UP 252000-252001	2	UP	8-83	209' 2"	5	45 tons	COFC	Sk-50-1	

NOTES: (1) ATSF 298965 later converted to special test intermodal car class Ft-103, see text. (2) ATSF 298953 later modified to accept 102" wide trailers. Inside width of this car became 8'8" (others 8'0"). (3) Very possibly the first car of this type built. Removed from roster by 1983. (4) Series limits and quantity not known to author at time of this writing.

DOUBLE STACK CONTAINER CARS

The first modern special double-stack design built car to enter service in the United States was SP 513300. This car was the result of a development of both the Southern Pacific and ACF Industries. It is a single unit semi-well type of flat car with bulkheads. The car went into service in July 1977. This car measured 66' 1" outside length and has a light weight of 52,900 lbs.

Following initial testing of the single unit for two years, the SP and ACF developed a three-unit articulated double stack car. This car was assigned the number SP 513301 and was built in March 1979. The car measured 169' 5" outside length and weighed in at 117,100 lbs. light.

Finally after another two years of testing the single- and triple-unit cars, the Southern Pacific placed an order for 42 cars each with five units. The builder began deliveries to the SP in July 1981 as series SP 513302-513343. Deliveries were completed by October that same year. These five-unit cars measured 268' 1" and light weighed at approximately 100 tons.

The new cars generally were found working the Sea-Land Services land-bridge route from the West Coast ports to the Gulf. The cars specially designed bulkheads include special fittings that will accept either a standard I.S.O. 40' container or Sea-Land's 35' containers. With its fleet of 44 double stack cars, the SP replaced 214 standard 89' container cars that it normally would have taken to move 428 containers. Generally the cars are seen at the head end of the train in a consist.

Southern Pacific's cars seemed to reign as America's only double stacks for several years after the last ones were built in 1981. That is until 1983

when the first Budd Lo-Pac 2000 made its maiden voyage. Following a concept introduced in 1979 (the "Linertrain" using standard 89' flats), American President Lines (an ocean-going shipping company) decided to make use of this new double stack type of car. An order was placed to Thrall Car to build the Budd designed "Lo-Pac 2000" articulated double stack cars. The deliveries began in early 1984 as series APLX 2000-2064 (Thrall Job number 828). This was followed by a second series, APLX 2065-2085, Thrall Car Job # 844 delivered in November, 1984. A third set was delivered as APLX 2086-2139 in early 1985 as Thrall Car job # 847. And finally, as of the time of this writing, a fourth series was beginning deliveries - APLX 2140+ (with numbers sighted up to 2162 so far) built in March and April 1985 as Thrall Car job number 853.

Early in the program, one car, number APLX 2002 was modified with the addition of generator units to provide power for refrigerated containers enroute. In addition, at least three more cars were built with generators (APLX 2083-2085). The generator cars were painted an overall red as opposed to the other blue painted cars.

One of the major function contrasts of the new Lo-Pac 2000's over the earlier SP/ACF developments was the ability to carry standard I.S.O. 20- and 40-foot containers as well as American President Lines' special high cube 45' long containers. One five-unit 77-ton APL car replaces five standard 89' flat cars totalling nearly 175-tons light weight.

The double stack concept caught the eye of other shipping lines as well, and the Danish carrier Maersk Lines and the United States Lines began services with a series of new cars from Trailer Train. The new Trailer Train cars appear

identical to the APL cars. This new series, also built by Thrall entered service in May 1985. The cars are in the DTTX 62000+ series (with car numbers sighted up to 62059 so far with build dates of 5 & 6-85). The cars have been assigned Trailer Train class TWG 50.

Also in early 1985 another double stack design entered the scene. Gunderson, formerly FMC, in Portland, Oregon in cooperation with Greenbrier Leasing introduced the "Twin Stack" car. The car, more similar to the SP/ACF design was first introduced early this year by Greenbrier Leasing Corp. The car, depending on the purchaser's specification is capable of carrying various combinations 20', 40', 45' and 48' x 102" containers. Greenbrier's first cars are five-unit cars with the middle three-unit capable of only carrying 40' containers and the two outer units capable of carrying two 20'ers, or 40' and 45' containers. Cars sighted so far in this series (GBRX 2000s) weigh approximately 82 tons light weight.

So far, the Burlington Northern, Southern Pacific and Sea-Land Services have placed orders for the Gunderson built cars.

FOR FURTHER READING:

Cyril Durrenberger presents an excellent modeling article accompanied by drawings and photos of the SP/ACF double stacks in pages 83-91 of the October 1983 Model Railroader. Also there is a two page discussion with photos of the real cars on pages 92-93 of the same issue.

Mark Heinz gives an excellent discussion of the development of the APL-Budd-Thrall double stacks on pages 28-35 of the March 1985 CTC Board. Includes photos and discussion of the routes etc.

Table 3. Modern Double Stack Container Platforms in Service, June 1985.

REPORTING MARKS & NUMBERS	QUANTITY	BUILDER	NEW BUILT DATES	LIGHT WEIGHT	NUMBER OF UNITS/CAR	OUTSIDE LENGTH	CONTAINER CAPACITY/CAR*
APLX 2000-2064	65	TC CH	3=4-84	77 tons	5	269'11"	10
APLX 2065-2085	21	TC CH	11-84, 1-85	77 tons	5	269'11"	10
APLX 2086-2139	54	TC CH	1=3-85	77 tons	5	269'11"	10
APLX 2140 +	n.a.	TC CH	3=4-85	77 tons	5	269'11"	10
GBRX 2000's	n.a.	GI P	4-85±	82 tons	5	263'7"	10
SP 513300	1	ACF STL	7-77	26.5 tons	1	66'1"	2
SP 513301	1	ACF STL	3-79	58.5 tons	3	169'5"	6
SP 513302-513343	42	ACF STL	7=10-81	100 tons	5	268'1"	10
DTTX 62000's	n.a.	TC CH	5=6-85+	78 tons	5	269'11" (?)	10

NOTES: * based on 40-foot container loading. (1) #2002 converted to generator equipped car. (2) #'s 2083-2085 are generator cars built 1-85.

OTHER RAILCAR CONCEPTS

Several other types of new designs have been proposed and prototypes built in recent years.

Portec offered its idea, called the "Tracar". It was available in either a single platform or drawbar connected two-unit car. In addition, the car was designed for either trailer or container loading. In its single-unit form it carried one container or trailer, measured 54'4" outside length and light weighed about 15 tons. In the twin-unit drawbar form it measured 107'4" and light weighed about 30 tons.

Brookeville Locomotive came up with an interesting concept called the "Trailer Tramp". It was reminiscent of the early interurban freight motors. Basically, the proposal was to have a diesel powered self-propelled flat car that could function as either a locomotive and/or a platform for one trailer.

Intermodal Concepts came up with the "FLIP"- flexible length intermodal platform. It used the container or trailer as the frame between the platforms. It was intended for short distance use only. The prime mover would be a modified highway tractor with rail wheels.

A very promising design has come out from Youngstown. Called the "Backpacker", it is a well type, three-unit articulated car that would accept either containers or trailers. The prototype has been tested on the Burlington Northern. And just this year, the "Backpacker" rights were sold to Pullman Standard Manufacturing (Trinity), which will produce the car until their own designs become available.

APPLICATIONS

All of these new designs and conversion have one thing in common...they all are applicable for a new type of distribution unlike that of railroad's previous history. "Landbridges" and the need for heavy traffic in specific transport corridors have been and are developing rapidly in recent years. Point-to-point unit intermodal trains with special overhead loading cranes will become more predominant. Sea ports are already setting heavy competition with each other. And as traffic centers grow, a need for equipment to shuttle trailers and containers to nearby minor traffic points will increase. Still a need will occur for intermodal transport in mixed freight train service. Lastly, some carriers will tend to emphasize piggyback haulage, while others will predominate in container traffic. Certainly an interesting future.

SCALE MODELS

Just this year quite a few scale models in H.O. gauge have or will soon be produced. I cannot recall an available modern intermodal cars as described here being available in "N" or "O" scales. With that let's take a look at what is coming out:

Con Cor is due to come out with the Santa Fe "Fuel Foiler", which should be able to be adapted for the IteI "Impack" as well.

Durango Press released a "RoadRailer" kit.

Overland Models will hopefully release their brass "Front Runner" (TTUX) cars soon. It will be available in both truck versions.

PROTO POWER WEST just released a kit form of the Budd-designed, Thrall built "Lo-Pac 2000" that can certainly be used for either APL or TT cars.

CAR TOTALS - JUNE 1985

To give an idea of the relatively small but increasing numbers, I present a tally of cars known as of June 1985. Some of these quantities are approximate.

Single-trailer flat car Conversions:	2231
ATSF (46%)	
MKT (9%)	
SOU (45%)	
Single-trailer New Design:	1643
TTUX (100%)	
TOTAL	3874
"Fuel Foiler/Impack" Articulateds:	182
"4-Runner" Articulateds:	101
"ARC-5" Articulateds	20
Misc. Articulateds:	14+
TOTAL	317+
"Lo-Pac 2000" Double Stacks"	260+
"Twin-Stack" Double Stacks	100+
SP/ACF Double Stacks	44
TOTAL	404+

ABBREVIATIONS

The following abbreviations were used for the builders:

ACF STL	ACF Industries (American Car and Foundry) St. Louis
ATSF TS	Santa Fe's Topeka Shops
FMC P	FMC Marine & Rail, Portland
GI P	Gunderson, Inc., Portland
MFC CLIL	Midwest Freight Car (Portec) Clinton
PCF RN	Pacific Car & Foundry, Renton
PLC DAN	Pullman Leasing, Danville
PSM BESS	Pullman Standard Manufacturing, Bessemer
TC CH	Thrall Car, Chicago Hts.
U-ACO	United American Car
UP	Union Pacific's shops

Miscellaneous abbreviations as follows:

I.S.O.	International Organization for Standardization
LCL	Less than Car Load
n.a.	Information not available

ACKNOWLEDGEMENTS

I would like to thank Carl Shaver, Eric Neubauer, and Pat Holden for their first hand sightings and notations that were of great assistance in compiling these data.

ADDENDA

After compiling this article I found an advertisement in the April 1985 issue of Railway Age of the Fruit Growers Express "Versa-Flat" single-trailer converted flat car. The car looks strikingly similar to the TTUX cars in that it has that type of half-platform and exposed center sill etc. They advertise it'll take up to a 50' trailer with nose mounted reefer unit. Light weight of the car is approximately 40,000 lbs. And it has an option for container brackets. Probably the most appealing aspect of this car is that the price is estimated at approximately half that of the new design cars.

Also, I should have mentioned before that the TTFX cars have a rather unique drawbar device used for its style of "articulation".

RECENT DELIVERIES & ACQUISITIONS

CLASS I & II RAILROADS

Burlington Northern has acquired a total of 125 cars from the Valley and Siletz Railroad series VS 2000-2149. Numbers for the Burlington Northern are BN 377000-377064 (AAR-"XP") and 377065-377124 (AAR-"XM"). Both series are 50'6" double door highcube box cars.

Chessie System B&O/C&O. The C&O acquired 100 hopper cars from Richmond Leasing Co. in mid-1985. The cars, random numbers from the RTMX series 8000-8149, were relettered and renumbered beginning in June to C&O 89400-89499. They were built by the Marathon Tank Car Co. (a predecessor to the Richmond Tank Car Co.) in 1972. They are 100-ton cars, 3418 cubic feet capacity-- and look very similar to the cars being turned out by the Raceland Shops at that time. (CWS)

A clarification to last months report on the Chessie RBL-reefer turn in and return notes. Not all of the cars were ex FGER (nee PC) RBL's. Only the cars that are now C&O 403000-403037 and B&O 403114 were formerly FGER (nee Penn Central) cars. (CWS)

Consolidated Rail Corp. has been active in the new and rebuilt category. Conrail is rebuilding some of its former Penn Central X62 class 60'8" boxcars to new high-cube auto parts boxes. The rebuilding includes raising the roof 21 inches. Car numbers sighted so far have been random numbers between CR 277185 and 277338 and have rebuilt dates of April and May, 1985. The cars were originally built in early 1970. Cubic capacity was increased by 950 cubic feet. The new light weight of the cars are circa 44 tons. Conrail has classed these cars as B60C.

Next, Conrail has added some new built gondola cars to their fleet. These are the additional 250 gondolas mentioned in FCJ #5 (and possibly a few more that weren't announced). The new gons are 52'6" inside length and have 2494 cubic feet / 100 ton capacity. Numbers sighted so far are random numbers between CR 582313 and 582338. New build dates so far are 11-12-84. These were built by Conrail. (EAN)

Grand Trunk Western. There appears to be more than 250 new auto racks being acquired as previously announced. In addition many of these are tri-level auto racks. Rack numbers have been sighted up to 85287 with build dates through June 1985. These are all mounted on Trailer Train flats and are fully enclosed including roofs. More data needed but apparently the lower 85000s are the bi-level and the upper (at least from 85139 on) are the tri-levels. All were built by Portec. (DGC)

Illinois Central Gulf acquired some ex Genesee and Wyoming RR 50'6" single sliding door boxcars. At least some of the ICG series 503275-503389 were previously from the GNWR series 300011-300035. (example ICG 503279 is ex-GNWR 300027 transferred 2-85) The cars were built by Berwick in 7-78. Where the other cars of this ICG series came from has not yet been reported to FCJ. (DGC)

Norfolk Southern ordered 230 7500+ cubic foot wood chip cars from Greenville Steel Car Co. (ST)

Southern Pacific has ordered 3000 new built piggyback trailers. Some of these were mentioned last month. So far two of the series have been sighted as already built and in service. They are SPLZ 936500 to 937499 (Specially equipped vans with recessed restraining floor channels - sort of the trailer equivalent to an "XL" boxcar) and SPLZ 731000-731999 (insulated vans also with the floor channels). Both of these series were built by Brae with build dates of 3-5-85 reported so far.

In addition, it looks more like the SP will possibly order up to 350 Gunderson "Twin Stack" well flats for container service probably to be leased through Greenbrier. (DGC/ST)

Union Pacific System has ordered some 426 new auto racks, 100 cement hoppers (identical to last years) from Greenville Steel Car (at the cost of \$35,000 each) and 250 more Fruehauf built refrigerated piggyback trailers (at the cost of...ready for this...\$22,500 each). (AT/DGC/ST)

SHORTLINE RAILROADS

Iowa Interstate Railroad Co. recently received 47 forty-foot box cars from the Louisville, New Albany & Corydon Railroad - LNAC 15002-15048 became IAIS 5002-5048. (CWS)

Maryland Midland Railway just received some (if not all) of the cars from the Upper Merion & Plymouth RR Co. series UMP 1250-1349 (sighted various numbers from 1272-1319). These are 51'1" general service boxcars that were rebuilt by St. Louis Refrigerator Car Co. in March through May 1980. This series was originally initialed RP. Maryland Midland's numbers remain the same as the ex-Upper Merion & Plymouth numbers (EAN)

Also, a correction from last month's issue. The two cars in the MMID series 20010-20011 were ex Virginia Central.

Nevada Northern Railway Co. has just acquired a presently unknown number of 52'6" gondolas from the Norfolk & Western Railway (that were lettered for the Illinois Terminal RR Co.) series ITC 3900-4049. Some of these were acquired in May 1985. The cars were originally built by Thrall Car in 1980. (DGC)

Texas, Oklahoma & Eastern RR Co. has added several new series to their roster recently. One of these is the series TOE 5700-5769 consisting of seventy 50'6" double offset sliding door boxcars that were originally built by American Car & Foundry in 1980 for the Port of Tillamook Bay Railroad series POTB 151-225. (DGC)

PRIVATE OWNERS & LESSEES

ADM Transportation Co. just added some new built ACF "PressureAide" "Center Flow" covered hopper cars to their growing fleet. Apparently these are in the ADMX 50001 series (sighted #'s 50026-50040 so far) These were built in June, 1985 by ACF's Milton plant. Cars are of the 5000 cubic ft. design and have white car body with blue ADM logo and black data. (CWS)

E.I. Du Pont de Nemours & Co. placed in service a series of new built tank cars for Chlorosulfonic Acid transport. The fifty-ton capacity tank cars are of the series DUPX 14725 and built by Union Tank Car in May 1985 (DUPX 14726 sighted). (CTB)

Exxon Chemical Americas is just starting a lease from General Electric Railcar of some of those strange looking high sided covered hopper cars built by Richmond Tank Car. This is their 5800 cubic foot design car. Sightings are of ECUX 847014 and 847044 built in May and June 1985 respectively. (a photo of this design car appeared on page 23 of FCJ #3)

Also, Exxon Chemical Americas has added a new built series of 30,000 gallon solvents tankers. This is the series ECUX 451001 built by Union Tank Car in April 1985. (CWS/DGC)

General American Transp. Corp. acquired Greenville Leasing this year and along with it some 1350 rotary end gondolas, open hoppers and a few covered hoppers.

In addition GATX is leasing some new built cars to Thiele Kaolin in an attractive paint scheme. Tank cars have dark blue bottom 1/3 of tank and upper 2/3rds in medium grey with the logo of Thiele Kaolin on the sides. Cars sighted so far include various numbers between GATX 22331 to 22354 built by Trinity, Longview, TX in May 1985. These are 100-ton insulated, lined tank cars. (JS/EAN/WBK)

GATX also earlier this year built some new tank cars for lease to Diamond Shamrock Chemical Co. The cars were built by Trinity, Fort Worth, TX in January and February 1985 and lined with Plaschem 2310 in February (examples include various numbers between GATX 22268 and 22311). The cars are 100-ton, 16,750 gallon capacity insulated tank cars. (DGC)

General Electric Railcar Services Corp. 300 covered hoppers that had been built for the Canadian Pacific (CPAA 389650-389949) were turned back to GERC in June 1985. They were relettered NAHX and given their serial numbers as road numbers (483154-483453). These cars were split between two carbuilders--the lower numbers (100±) were built by Ingalls; the upper numbers (200±) were built by Thrall.

In other GERC doings, fifty NATX tank cars were recently leased to U.S. Rail Services, and relettered and renumbered to RUSX series 2651-2700. (CWS)

Georgia Gulf Corp. is a new name that recently purchased the commodity chemical PVC resin, and the PVC compounding businesses from Georgia-Pacific Corp. This includes PVC compounding operations in Mississippi, Tennessee, and Delaware. The reporting mark GCPX has been assigned to Georgia Gulf's new fleet of used cars. These include some 109 covered hoppers of various designs including ACF Center Flow cars. (DGC)

(To be continued next month)

THE MODELERS' COLUMN PRESERVATION IN SCALE

By Byron S. Rose

Today I would like to discuss a subject I alluded to in my first column: "Prototype information" and the building of scale type miniature reproductions of railroad rolling stock. At that time I said that I "will not start a project unless I have prototype photographs." That's almost true, what I really meant is "Prototype Information."

How does one get his (or her) grubby paws on "Prototype Information?" Well, wash your paws off and we'll discuss it. I have found five major sources: 1) model magazines 2) Historical/Modeling Societies 3) Books 4) Photographic railfans 5) Luck! The last one is sometimes better than the first four combined.

The model magazines seem to run hot and cold. I have formulated several axioms based on heavy study of over 100 years worth of them:

- 1) A drawing accompanied by several prototype photographs can usually be considered accurate, especially if the drawing agrees with the photos or the author discusses the differences.
- 2) A drawing without prototype photos may or may not be accurate, and before making a commitment to a new modeling project you should seek prototype photos.
- 3) Construction articles pretty much fall in line with the above with one added twist - if there is no prototype drawing or photo published with the article, avoid it at all costs.
- 4) "Prototype Portfolio" type of articles are generally excellent, especially when they provide prototype photos along with model photos. "Model Railroad" magazine has been especially useful in this regard, particularly their series on Freight Cars of the 50's. The continuing series in "Railroad Model Craftsman" has also been uniformly good from a modeling standpoint, but they have had an occasional clunker.

In general terms, Mainline Modeler has been the most consistent in presenting accurate information in a form useful to the modeler. Their current series on Fowler boxcars should make every modeler in North America want to build several of Westerfield's kits of the cars.

Railroad Model Craftsman had a run of freight car plans through the 50's and 60's (or was it 60's and 70's), mostly by Craig Bossler and Larry Jackman that were very timely, well drawn and usually included the requisite photographs.

And then we come to Prototype Modeler, a very, very interesting case study. In case you are not familiar with it, this magazine traces its roots back to the late 60s when it single-handedly invented the "how to model an accurate freight car" article. Starting as the "Santa Fe Modeler," then eventually split into a Northwestern, Southeastern, Eastnorth-southern and a couple of other versions until sanity returned and it became plain ole "Prototype Modeler." But if you look back in those early issues you will find articles on building fairly exact scale copies of various flat cars, boxcars, reefers, gons, hoppers and you name it. Even a Pennsy well car. It wasn't until the mid 70s that the "big" magazines picked up on the lowly freight car and found out that there were cars in the real world that did not look like Athearn box cars. We can thank Bob Longo for daring to publish (with regularity) the articles that showed it could be done. Coincidentally, this was about the time that Bob Hundman started "Mainline Modeler."

There are of course other magazines which provide information on modeling our favorites. Narrow Gauge and Short Line Gazette has been very kind to us over the years, although of a very specialized nature. A very brief but bright light was the Canadian magazine "Railmodels" which included excellent plans and photos in all the issues I have seen of it. As a believer in the adage "if you have nothing good to say, say nothing" I have said all I will about "Railroad Modeling" magazine.

Notice too, that I have not mentioned the railroad/railfan magazines. I have found their modeling value to be minimal. "Trains" would occasionally print an interesting freight car photo, more recently its been new odd balls, or mega monsters. Now very little.

Next we come to a subject very dear to my heart and wallet: The historical/modeling Societies. Over the years I have become very addicted to them, primarily as a source of freight car information. To pick a best society would be very hard to do, to mention several good ones is easy: PRR, NYC, New Haven Great Northern, Burlington, Santa Fe Modelers. The PRR, NYC and CB&Q seem to run a major article on prototype freight cars in every second or third issue, and they seem to compete with each other over quality. The New Haven and Great Northern groups constantly run shorter articles, usually with plans, on various series of their cars, all very well covered. The S.F.M.O. deals more directly with modeling and gets off a great freight car article with regularity. The recently formed U.P. group looks like it will fit into the PRR/NYC/CB&Q groups, based on their first two issues.

The other societies too numerous to mention, seem to recognize the freight car as an integral part of railroad history and do provide some coverage. One consistent fact is that they do publish prototype photos with any article relating to freight cars.

I think I will save the subjects of books, photographers and my favorite, luck, for my next column. I would appreciate hearing from (or of) any railfan-

photographers who sell freight car photos so that I can mention them in future columns. I can still be found at P.O. Box 11805, Pittsburgh, PA 15228, but it gets a little claustrophobic at times.

PRESERVED FREIGHT CARS

Edited by Byron S. Rose

With this issue we are introducing another new column which will be written by you, our readers. What we are trying to do is present a listing of freight cars, which are, for want of a more descriptive word - preserved. This will include cars in museums, parks, private ownership (back yards) and just about anyplace they might reasonably escape the scrapper's torch. We intend to establish a presentation format, and will a certain amount of dialog regarding published information and hope that corrections and additional information will be sent in; after all we can only be as accurate as the help we get. Lets start with a couple of easy ones:

PFC 1: Pennsylvania Railroad 33164. 50 Ton steel hopper car. PRR Class G_L. Built in 1898 by the Pressed Steel Car Company, Allegheny (now Pittsburgh) Pennsylvania. One of THE first all steel cars to be built anywhere. Now resides in the Railroad Museum of Pennsylvania in Strasberg. Excellent condition, restored to 1898 configuration, supposedly by the Pennsy in the late 1930s (Byron S. Rose)

PFC 2: Monsanto Chemicals (M.C.H.X.) number 117. 50 ton Nitric Acid tank car, ICC class 103C. Built 5-40 by the A.C.F.S. Co. Unusual type of car, tank fully enclosed by half-cylindrical shaped shroud. Located in the National Museum of Transport, outside of St. Louis, Missouri. Excellent condition.

Please be sure items for "Preserved Freight Cars" go to Byron S. Rose, P.O. Box 11805, Pittsburgh, Pennsylvania 15228

"One of the best ways we can learn 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"



