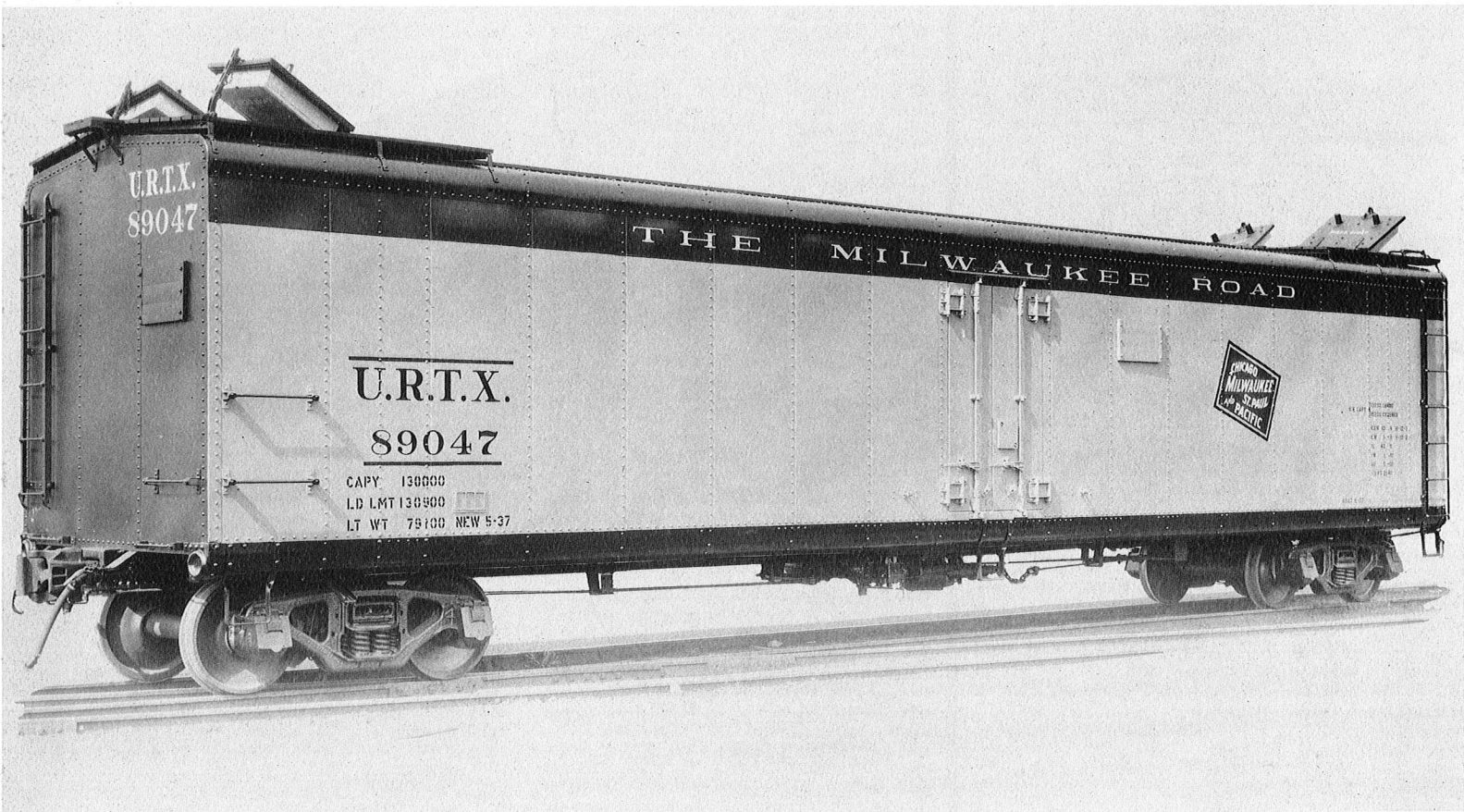


# FREIGHT CARS

• HISTORY • MODELING • NEWS

JOURNAL

#19/20



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Freight Cars Journal is devoted to the study of railway freight cars of all eras and geographical regions. Subjects include - design evolution, rosters, modeling, builders' histories, Spotter's guides and identification notes, Data exchange, News and current affairs, Class I, II, Shortline Railroads and Private owners and lessees.

- COVER PHOTO -

U.R.T.X. 89047 built in May 1937 for service with The Milwaukee Road (C.M.St.P & P). This photo shows the "A" end. Other photos, drawings and text for this unique series of 'giant' refrigerator cars appears in the article on "General American's 70-ton Refrigerator Car of 1937" beginning on page 10 of this issue.

P.Allen Copeland Collection

# FREIGHT CAR NEWS

## CLASS I & II RAILROADS

Atchison, Topeka and Santa Fe has been acquiring a number of intermodal equipment items lately. First, Santa Fe has placed in service around 400 45-foot containers from two sources. About 350 are ex Lykes Steamship (LYKU) containers. These are the plain blue ones that have been appearing in many Santa Fe container trains. These are numbered in the SFTU 258000's. They are made by Kawasaki in December, 1984. Fifty other 45-foot containers come from Sea Containers. This later series is numbered SFTU 258200-258249. These are orange containers built by HMIC in November 1985. Next, Santa Fe received less than 100 48-foot containers of both the "smoothside" and "corrugated" variety. Both groups of these 48'ers are numbered in the SFTU 259000's. The smoothsides are mainly white and were built by Neptune in 5-86. The corrugated ones are orange and were built by HMIC in 12-85. Both bear Sea Containers serials and owner-lessor plates. Lastly, Santa Fe acquired a number of new 45' x 102" piggyback trailer vans. These were originally Brae (BRAZ), then were apparently acquired by XTRA and then apparently leased to the Santa Fe. Numbers are in the SFTZ 730800's. (DGC)

Burlington Northern has acquired two new series of used box cars. The first numbered in the BN 223000's are 70-ton 50'6" box cars from the Seaboard System series SBD 162043-162242 that were originally built by Pullman-Standard for the Seattle & North Coast SNCT 1100-1299 series in 1980. The other group is numbered in the BN 223200's and is ex- Oregon & Northwestern RR (ONW) from their 5001-5250 series built in 1979 by Fruit Growers Express. This later BN box cars are also 50'6". (DGC)....

Chicago & North Western has recently been receiving a number of used cars. 100 covered hoppers built by Bethlehem Steel in 1974 from Procor's UNPX 121100 to 121242 series have been placed in the 'North Western's CNW 435000-435099 series. In addition, 662 cars built by various manufacturers were acquired from General Electric Railcar (NAHX) and have been sighted with numbers in the CNW 470200's through 470700's. These are standard modern 100-ton rectangular covered hoppers. Lastly, CNW 40000 was renumbered 780500 in 8-86 and rebuilding continues in this series with CNW 780560 rebuilt in 7-86 to a piggyback(FC) flat. (CWS).....

CSX Transportation/B&O gondola number B&O 357360 built in 10-76 was modified in 7-86 with a superstructure designed to transport wide steel plates diagonally. The car also bears the new CSX logo. CSX Transportation/Seaboard has now acquired some former New Hope & Ivyland box cars (apparently from the NHIR 751-800 series?). New Seaboard number sighted was SBD 142379. (CWS).....

Illinois Central Gulf acquired some 52'6" cushioned gondolas from the Soo Line series 64194-64269. ICG's new numbers for these are 246950+. (it appears that the Soo Line was not the original owner-anybody know who was?). (CWS)

Kansas City Southern has increased their intermodal equipment fleet quite considerably. First, 350 piggyback trailer 45' x 102" vans built by Fruehauf in May 1986. These are numbered KCSZ 631001-631350. Next KCS added 50 former Brae owned 45' x 102" wedge vans acquired through XTRA. These are numbered KCSZ 830101-830150. Lastly, 500 forty-foot high cube (9'6" high) corrugated containers were placed in service leased from Interpool. These have numbers IKCU 692001-692500 and a medium sized KCS red & white logo in the corners of the containers. (DGC)....

Soo Line recently acquired some covered hoppers. Early this year the Soo placed 50 rebuilt (not new as other publications have reported) 37'0" covered hoppers with numbers SOO 100000-100049 in service. The were rebuilt by Pullman Leasing in March 1986 from early design Pullman-Standard grain hoppers. The Soo also acquired a number of new built Pressure differential ACF Center Flow (PD 5000) covered hoppers built in August, 1986 by AC&F. These are numbered in the SOO 101000's. (DGC/CWS)....

Union Pacific converted a number of the loader-equipped UP 517555-517654 series to general-service boxcars (XM) by removing the pneumatic bulkheads and related equipment. The cars were built in 1978 by Pacific Car & Foundry. Conversions were done by the U.P. in May and June 1986. The car's light weight was reduced about 3000 lbs. (DGC)....

## SHORTLINES

Copper Basin Rwy placed in service 100 brand-new built bright red and white lettered 73'0" Thrall center-beam flat cars (note this extra-long size). They were built in June and July 1986. The numbers are CBRV 1600-1699. The CBRV has also apparently taken over most of the Nevada Northern cars. These include numbers (sighted so far) - 100, 501-540, 1200-1229 (see also FCJ 12 page 5 under Nevada Northern), 3984-4049 and 3900-3982. All Nevada Northern numbers remain the same under CBRV marks. (EAN/CWS/DGC)....

Escanaba & Lake Superior picked up some 1967 Pullman-Standard boxcars that were formerly Kansas City Southern 110001 series. The E&LS has numbered these in the 6000's. (CWS)....

Gloster Southern, a Georgia-Pacific subsidiary has acquired a presently unknown number of boxcars from the Ashley, Drew and Northern. Cars are numbered in the GLSR 1600's. (CWS)....Green Bay and Western received some of those originally Bangor & Aroostook mechanical refrigerator cars apparently via the Wisconsin and Southern series 11100-11149. (numbers not changed from original BAR series). (CWS)....Gulf & Mississippi acquired a number of former Lincoln Grain cars including 18 ACF Center Flows numbered GMSR 282-311 (previously LGIX 282-311) and 14 cars numbered randomly from 1014-1075 (not all numbers used). GMSR's 40401-40440 series (see also FCJ 7-86) built 1977 by ACF are ex Warwick Railway nee Providence & Worcester 60001-60300 (CWS)....

SHORTLINES  
(Continued from page 2)

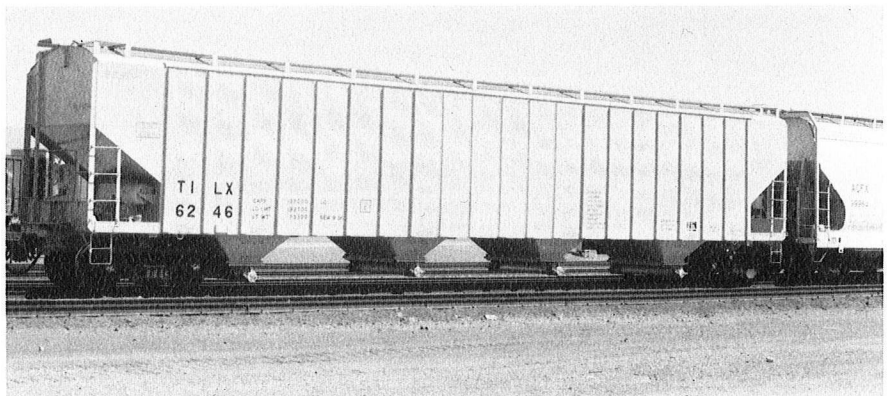
Gulf & Mississippi has also placed in service a number of cars formerly lettered for the Minneapolis, Northfield & Southern (MNS). These are 70-ton 50'6" box cars from the 49501-49600 series that are owned by Evans Railcar Leasing. (CWS)..... Manufacturers Railway Co. received a number of 1981 built ACF Center Flow covered hoppers from a presently unknown source. The MRS has put them in their own numbers apparently beginning at MRS 15025 (actual sightings 15028-15047). (CWS)..... Maryland and Pennsylvania picked up 26 used 100-ton 52'6" gondolas from the Pittsburgh & Lake Erie 19000-19999 series. MPA numbers 19974-19999. (CWS)..... Mississippi Railway acquired 75 second-hand cars from the Moscow, Camden & St. Augustine RR 6000 series. These are 1979 Mexican built (CNCF) 50'7" box cars and are now numbered MISS 6000-6074 (CWS/DGC)..... Mc Cloud River RR continues to add more box cars to their fleet. MR 8700's are former Camino, Placerville and Lake Tahoe 7700-7749 series 50'6" 70-ton box cars. And just noted are Mc Cloud River's 8000's (8015 sighted) FMC built ex Sierra Railroad (SERA) box cars. (DGC/EAN)..... Sabine River & Northern's new series (SRN 5451-5499) of second-hand 50'6" 70-ton box cars come from the Toledo, Peoria & Western (TPW) series 70101-70150. (CWS)..... Wisconsin and Southern acquired a number of 55'3" 100-ton covered hoppers from PLM's PLMX 10001-10150 series. WSOR's numbers remain the same. (CWS).....

PRIVATE OWNERS & LESSEES

ADM Transportation placed three new series of corn syrup tank cars in service so far this year. This includes some second-hand (?) cars built in 1981 by GATX and numbered 14940-14999 (60 cars total). Fourteen new built 100-ton corn syrup tank cars numbered 15851-15864 were built in 1-86 by Trinity's Longview plant. Then an additional series beginning with ADMX 15865 have been built with dates of April to July 1986 so far (highest number so far sighted has been 16209). These were also built by Trinity's Longview plant. The later two series tanks have 17650 gallon capacities. (DGC/CWS)..... Anglo-American Clays is leasing some new built tank cars from Shippers Car Line (ACF) for clay slurry service (ACFX 71355±). Built by AC&F in June 1986. (TH)..... CPC International Inc. is leasing 28 ACF built Pressure Differential Center Flow 100-ton covered hoppers from Shippers Car Line (ACF) numbers ACFX 51268-51295 built at the Milton plant in May and June 1986. (TH/DGC)..... Department of Defense added additional special heavy duty flat cars in late 1985 (see also FCJ 10). An additional 150 cars were built by Ortner in July to October 1985 and numbered DODX 40419-40568 (added to the previous 174 early-1985 built cars for a total of 324). These cars are designed to carry armored vehicles but also have container carrying ability as well. (DGC)..... Enron Chemical Co. has acquired a new group of leased 100-ton ACF Center Flow hoppers from Shippers Car Line (ACF) built in July 1986 by AC&F (ACFX 40688±). (DGC)..... Evans Clay Co. acquired two new series of leased Pressure Differential Center Flow covered hoppers built in January 1986 (ACFX 51202±) and September 1986 (ACFX 51340±). These are leased from Shippers Car Line (ACF). (JS)..... Evans Railcar Leasing relettered a number of cars

from a Toledo, Peoria and Western series (probably the 50561-50572 series). These are 52'5" Evans built RBLs (USLX 11386±) (CWS)..... General American Transportation is matching up pairs of Airslides to make quasi-articulated 5200 cubic foot capacity cars (GACX 46808 and 45355 each consisting of two 'units' are examples) (CWS) Georgia Kaolin is leasing a new series of 13860 gallon clay slurry tank cars built in June 1986 from Shippers Car Line (ACF) (ACFX 71362, 71364±) (TH)..... W.R. Grace. Add a April, 1986 date to the Hydrocyanic Acid tank cars mentioned in the last issue (page 4 July, 1986 FCJ) (ACFX 77262±). (EAN)..... Johnson and Johnson Baby Products is leasing some new Pressure Differential Center Flow covered hoppers built in January, 1986 by AC&F (ACFX 59720±). Cars are leased from Shippers Car Line (ACF) (JS)..... Mobay Chemical Co. is leasing a new series of Hydrochloric Acid tank cars from Union Tank Car (UTLX 130007, 130013 ±). Cars were built by Union Tank Car in August 1986 and 20700 gallon capacities. These have white tanks and black data with a black center band and the Mobay logo. (JS/CWS)..... Mobil Oil added four 100-ton lube oil tank cars numbered MOBX 26644-26647 this year built by Union Tank car in April, 1986. (DGC)..... Occidental Chemicals is now leasing some of the new giant capacity (6150 cuft) 100-ton covered hoppers built by Trinity's Pullman-Standard Manufacturing in September 1986 (TILX 6246, 6250 ±). Cars are leased from Trinity Industries Leasing Co. (DGC)..... Oklahoma Gas & Electric acquired 190 new built 100-ton rotary gondolas from Thrall's Cartersville plant in early 1985. Cars were built from January to April, 1985. (EAN)..... Soltex Polymer has acquired possibly as many as 300 new built ACF Center Flow 100-ton covered hoppers with build dates known so far of July to September 1986. These were built at ACF's Huntington, W.VA. plant and have numbers from ELTX 1090 up to 1319 so far as known. (DGC)..... Tennessee Eastman. A correction to the last issue (July 86 FCJ). The cars reported as ACFX should read ETCX not ACFX initials. We now know there are 28 of these ETCX 58081-58108. (DGC)..... Terra Chemicals International's new leased nitrogen fertilizer solution 20650 gallon tank cars (UTLX 300115-300132 ±) were built in August and September 1986 by Union Tank Car. UTC is also the lessor. Cars are an attractive white with green data and a green and gray logo. (CWS)..... Thiele Kaolin is leasing some 14125 gallon 100-ton tank cars built in February 1986

Special thanks to the freight car sightings by Carl W. Shaver (CWS); Tony Hodun (TH); Jim Stanitz (JS); Eric A. Neubauer (EAN) and David G. Casdorff (DGC) for without this column would not have been possible.



Above - Occidental Chemicals is leasing these new giant high-cube 100-ton covered hoppers from Trinity Industries Leasing. Cubic foot capacity of this car is a whopping 6,150 cuft. Built 9-86 Trinity (PSM) Bessemer, Alabama. Ed Flaughner photo

# NEW YORK CENTRAL'S ALL STEEL HOUSE CAR OF 1912

by AL WESTERFIELD

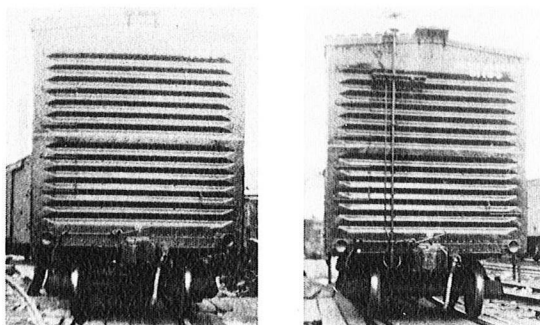
In Richard Burg's review of the New York Central's 1916 all steel box car (Burg, 1986), he mentions an earlier experimental car built in 1912. Quite by coincidence I recently found a series of photos of this car in the ACF Industries archives. It included the publicity photo printed in the 1919 Car Builders Dictionary plus a number of snapshot-sized "Candid's." Not only was this the Central's first all-steel house car but also more than likely AC&F's as well. The archives show no earlier all-steel house car. The only earlier known cars were produced by Summers and the Union Pacific shops.

An interesting sidelight is the broadside attributed to Pressed Steel Car Company. This photo was not in the ACF files. The print you see was made from a plate glass copy negative of the original print. AC&F must have lent the photo to PSC and never got it back or never returned it to the files. I have supplied them with a copy.

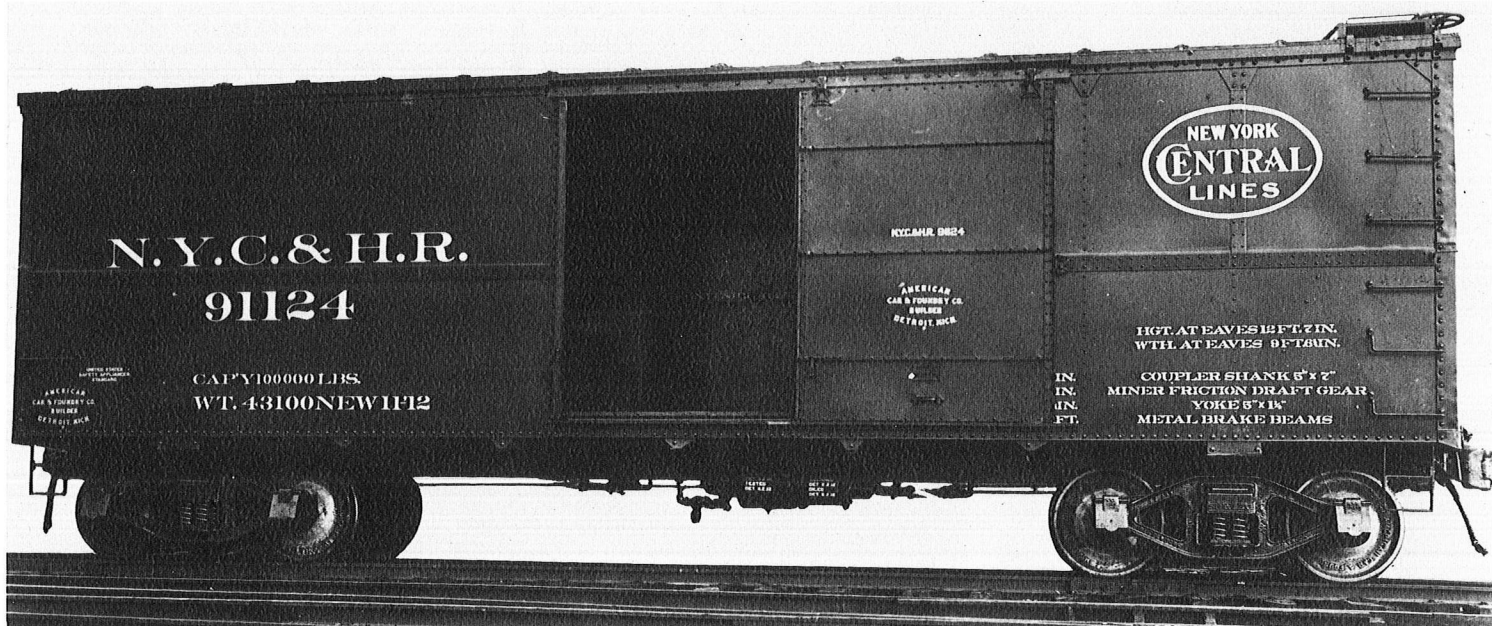
Car 91124 was one of a kind. It was built in November 1912 by AC&F's Detroit, Michigan plant. It ran in revenue service at least through World War II, proving that all-steel house cars were indeed practical. In the late 1930's it was renumbered to 100124. I would like to see a photo of the renumbered car if someone has one.

#### Literature Cited

Burg, Richard, 1986. The New York Central's 1916 All-Steel Box Car Project. Frt.Crs.J. 3(3):11-14.



Above Photos: ACF Industries, Westerfield Collection  
Below photo: PSC, Metzger Collection



# DELAWARE, LACKAWANNA & WESTERN ICE CAR SERIES 5700 - 5799 by R. FISHER

## THE PROTOTYPE

Ice Cars. As interesting as they were rare many railroads used them before the days of commonly available means of mechanical refrigeration. The D.L. & W. was no exception. They owned two series of cars with similar dimensions; the M-1 class of 300 cars (series 5700-5999) and the M-3 class of 300 cars (series 4700-4999). Both series were built in the 1890's for two major purposes:

1. to carry ice from ice houses at Pocono Summit and Gouldsboro (both towns located between Scranton and Stroudsburg in northeast Pennsylvania) to ice markets in New York City and;

2. to carry ice for use in icing refrigerator cars at various points along the route, among them being East Buffalo, New York near the western terminus of the line and Chenango Forks, a small community 10 miles or so north of Binghamton, New York at the fork of the line to Oswego to the northeast on the shore of Lake Ontario and the line to the northeast to Utica.

These cars were a cross between box cars and refrigerator cars. They were constructed with refrigerator type doors but since the commodity itself was ice and not something else to be kept cool there were no separate ice compartments at the ends of the car and therefore no ice hatches on top. The inside length is reflective of this as it was 34' 2 1/4", just 6 3/4" shy of the 34' 9" length over the end sills. This puts the thickness of each end wall at 3 3/8". True refrigerator cars on the other hand have an inside length several feet shorter than the outside length indicating end ice compartments.

I have no information as to how these cars were handled. Since there were so many cars in these two series plus other series of cars with different dimensions they could have been at home on through freights as both single cars and in blocks of many. They could have also been in local freight, passenger, and mixed trains for shorter deliveries.

## THE DRAWING

The basis for virtually all information about this series of cars is found on page 693 of Thomas T. Taber's THE DELAWARE, LACKAWANNA, AND WESTERN RAILROAD IN THE TWENTIETH CENTURY Volume II. On that page is found an excellent quality three-quarter photo of car #5990 along with the D.L. & W. classification drawing of both class M-1 and M-3 ice cars. That drawing is dated from 1909. Notice on that accompanying classification drawing the note "for general design see drawing number 5315-Y". An inquiry to Mr. Taber brought the reply that: "The D.L. & W. freight car drawings were destroyed many years ago..." So, my 1/4" scale drawing here is based solely on the classification drawing and the photo. I encountered no major

problems laying out the car except a question on it's dimensions of height. Notice on the classification drawing that the M-1 and M-3 cars have different eave, roofwalk and overall heights; but yet the inside height is the same (6' 11").

To me this means either: 1. There is an error here or 2. there is possibly a different internal roof or floor structure for each series. Perhaps the M-1 cars (the higher cars) were built with either floor racks or with double thick floors (cold radiates down and not up as does heat). It could later have been found that this extra expense was not necessary and therefore the lower height of the M-3 cars, which I assume are the later cars although their series numbers are lower, was adopted while retaining the same inside height. This is, of course, all conjecture.

This problem is further complicated by information in the September 1922 issue of the Official Railway Equipment Register, p. 290. It is my earliest O.R.E.R. on hand and represents those cars in their later years. Only 25 M-1 cars and 21 M-3 cars were left in revenue service at that time. Both series listed there (see table) have the same heights similar to the heights of the 1909 class drawing M-3 series. Now in studying the O.R.E.R.'s I have found occasional errors. Sometimes they are small errors in dimensions, sometimes errors in series numbers or complete series omissions and etc. I'm not at all sure what is going on here but while making preliminary layout drawings for this car I assumed that the information on the classification drawing was probably right as the integrity of this information is important for a variety of reasons including clearances in tunnels, docks and overhangs of buildings and etc. Also, my preliminary drawings "looked right" when compared with the photo of #5990. The outside height of the door of #5990 scaled 7'0" more or less and not 6'8" as per the classification drawing.

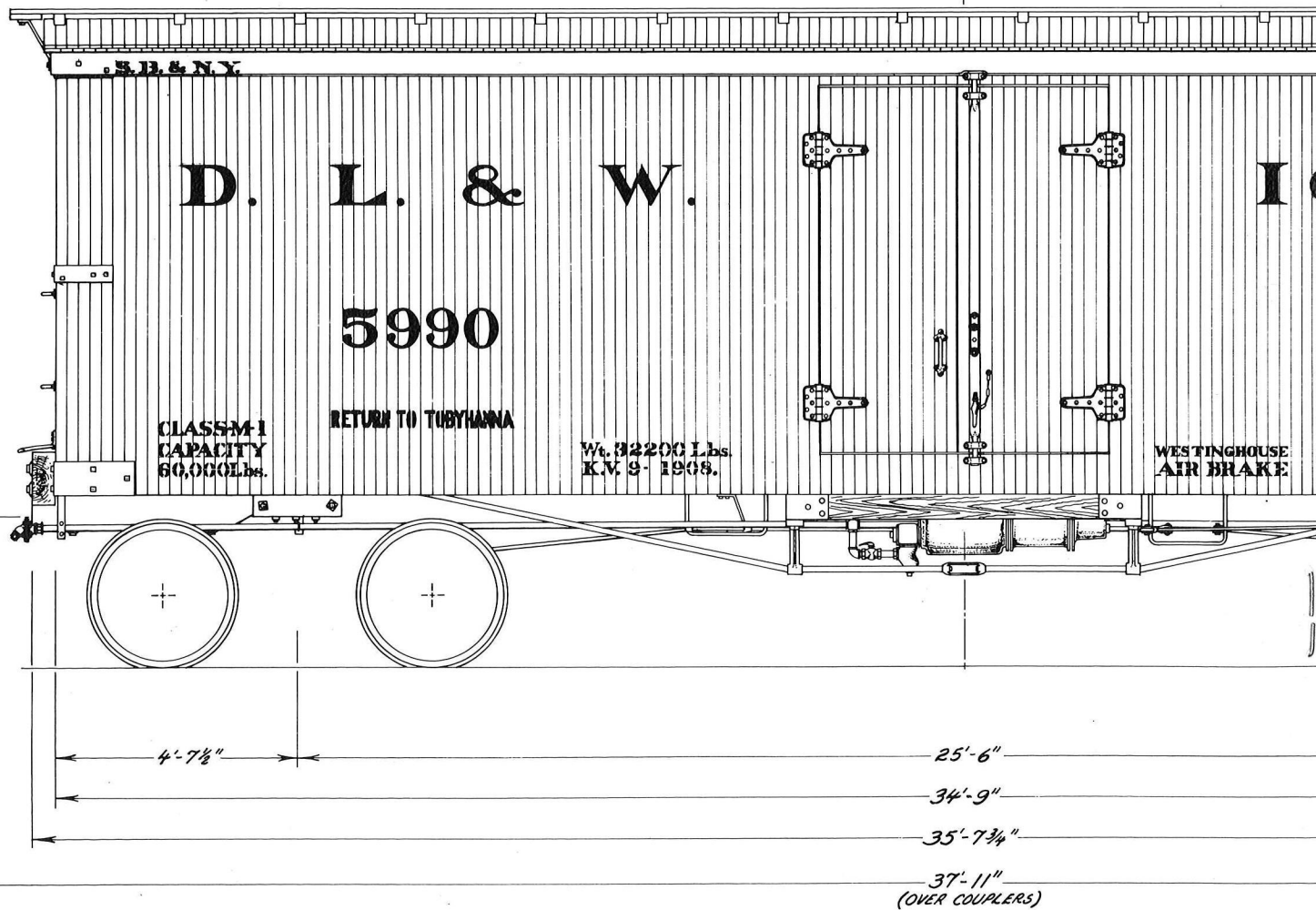
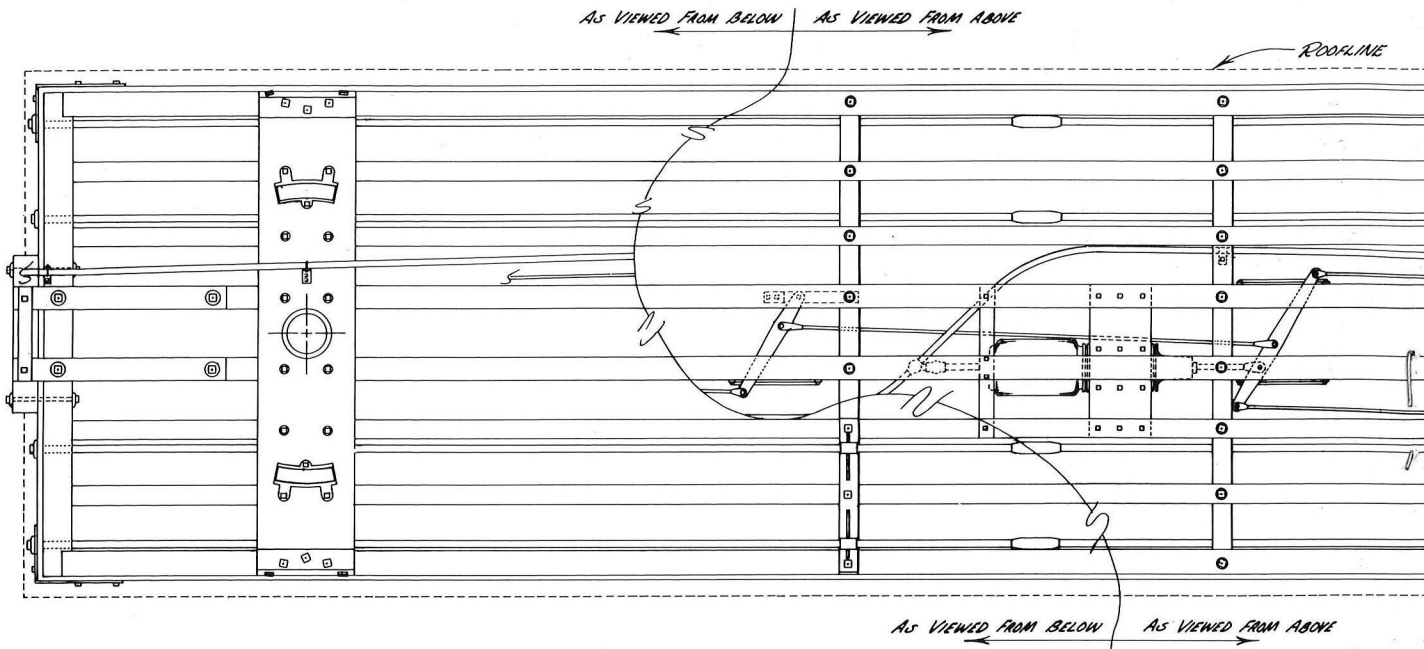
The dashed line on the floor in the end view section indicates either the top of the double thick floor or the top of the floor racks.

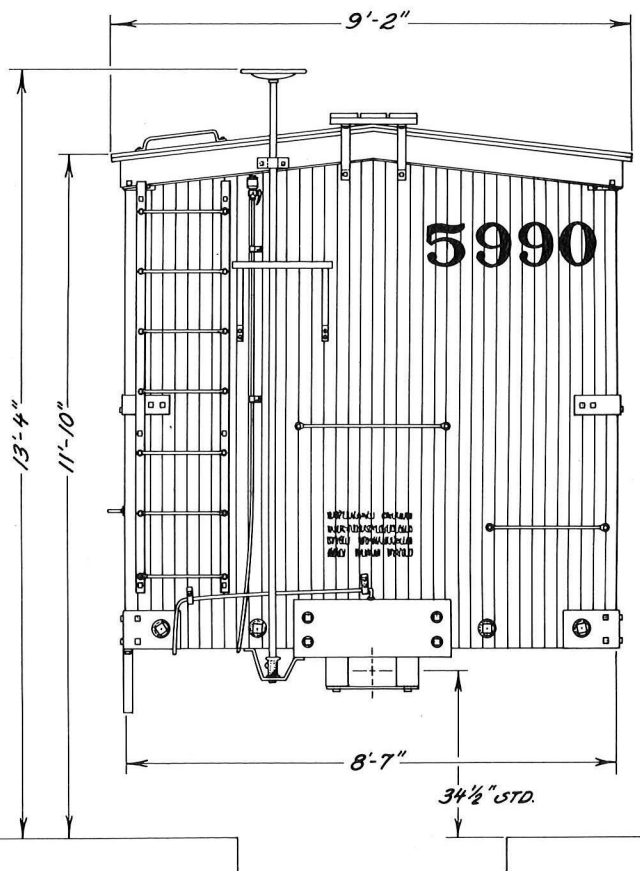
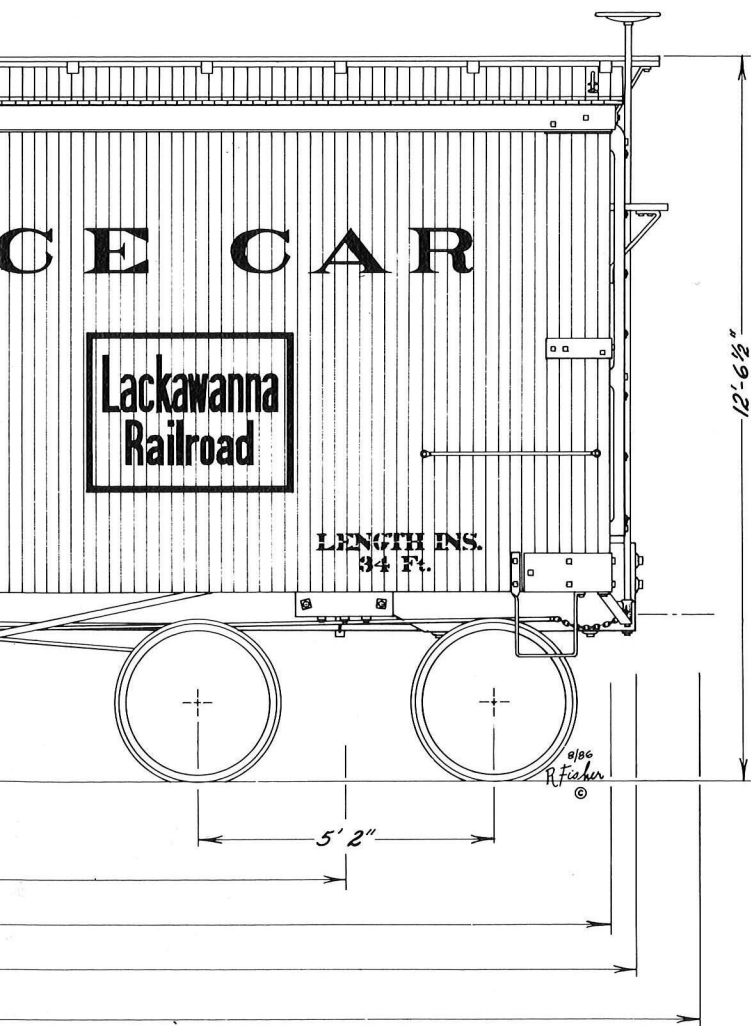
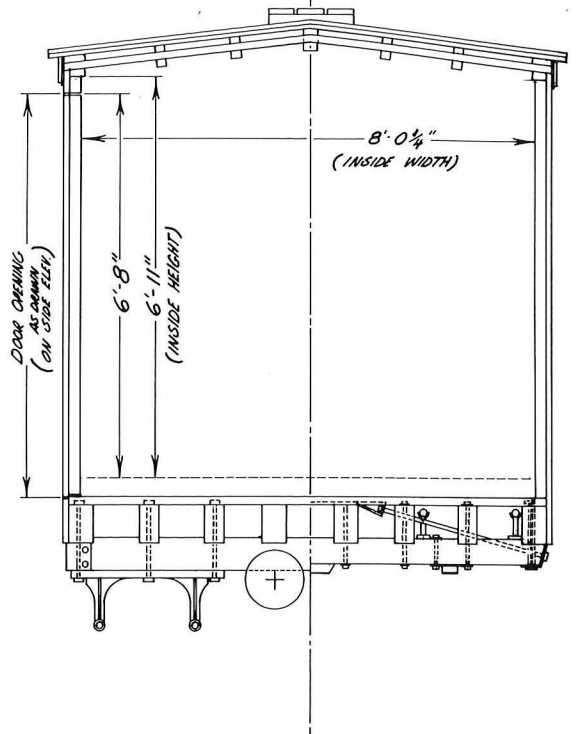
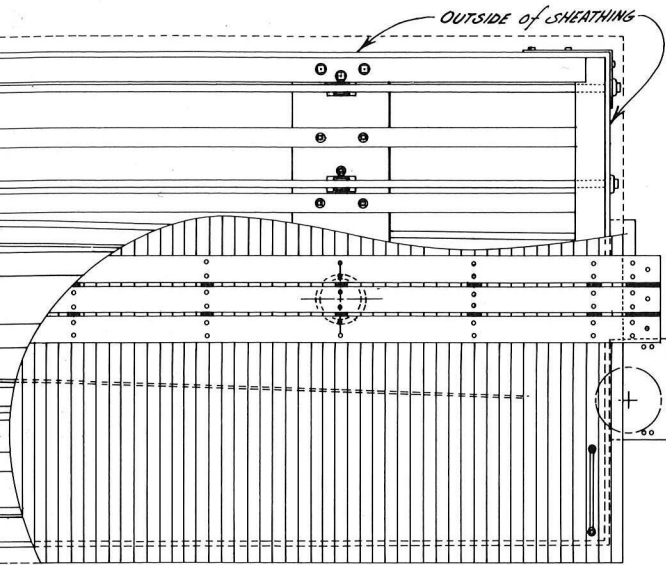
And so are the problems of trying to later reconstruct what once was but is no more.

Another problem which was more obvious was the fact that the underside of the car is only partially visible and the internal structure is not exactly known. Here I have followed standard practice for a refrigerator type car of the 1890's with 60,000 pound capacity.

The car as drawn therefore rests on 8 major stringers; two 5"x 8" beams run the length of the car both along the sides and 5" off each side of the centerline. Between these I have shown two 4" x 8" beams on each side. A pair of 1 1/4" truss rods run along each side of the car with the truss rod cast metal posts resting on 4" x 7" beams set transversally and being 6'6" apart.

This car had extra bracing just underneath the





# D.L. & W. ICE CAR

SERIES 5700-5999 CLASS M-1

sheathing below the doors running parallel with the sides. These are butted up against the ends of the centerline faces of the truss rod beams and are connected to them with metal straps and bolts. These lower side beams hide the top of the brake cylinder on the side elevation and are shown with wood grain for clarity.

A few things are not shown on the side elevation and this is also for clarity. Neither the coupler release handle nor the retaining valve and it's line are shown on the 'B' end. They are, of course, shown on the end elevation.

A double layer of staggered roof sheathing can clearly be seen on the photo and I have shown it as so. On the end view section I have drawn in a second inner course of boards (in the roof) as per standard practice for cars of this type. That area between the two layers would normally be filled with some type of insulation material such as paper, felt, rubber or cork chips. Often several types of materials were used in layers.

The car was equipped with wooden buffer blocks typical for the era. The length over the couplers appears from the classification drawing to be over the outside face of the couplers and not to the inside pulling faces as is the usual case.

The ladders on the ends of the car were constructed of wood with metal rods as steps.

The Westinghouse brake cylinder seems from the photo to be placed just offset from the center of the car and is drawn as such. The brake wheel style could not be seen and is therefore not known. It seems to scale about 15" in diameter.

The photo of #5990 showed it equipped with Fox trucks. They were a later heavier looking style of fox trucks with a 5'2" wheelbase instead of the more commonly remembered and modeled 5'0" wheelbase truck.

#### PAINTING AND LETTERING

Car #5990 is a dark color. I think common boxcar red, or tuscan would be a good guess. The lettering was probably white. Several of the photos of freight cars in Taber's work, including #5990, seemed to have a darker background in the 'Lackawanna Railroad' emblem. This is most prominent on page 690 on the photo of the 36' boxcar, #39225 after it was reshipped and repainted in 1914. The as built American Car and Foundry photo of the 34' boxcar #26000 built in 1901 shows the emblem background as being the same color as the car itself. Perhaps sometime before the teens it was decided to add color to the house cars and therefore paint the emblem background some other color. The several period advertisements for the D.L. & W. reproduced in color in Taber's work show their emblem with either a red or a more commonly black background. As I understand photography, I believe red often reproduces as quite dark in black and white photos. So the background could be either of these colors or even something else.

The photo and the drawing represent the car as reshipped and repainted at the Keyser Valley shops in September of 1908. 'Return to Tobyhanna' in a block style of lettering is stencilled indicating a possible forwarding point as Tobyhanna is located just a few miles between the ice houses at Pocono Summit (to the east) and Gouldsboro (to the west).

The letters S.B. & N.Y. on the upper left fascia board indicate that this car was assigned to (or owned by) the Syracuse, Binghamton, and New York Railroad which was not fully owned by the D.L.&W. until several years after the turn of the century. It is not known how many cars were thus lettered.

The four lines of small lettering on the end of the car were not readable. However, some of the

'breaks' between the words were clear and are shown. This lettering scaled 1 1/2" high. Lettering located here has traditionally been reserved for information about the equipment on the car such as the type of coupler, special attachments, types of wheels, brakes, and etc.

Overall, I thought the car shows a nice balanced paint job with just a bit of style. The large lettering on the car is nice with periods after each initial, the different straight angle on the foot of the 'L' and on the 'E' in the word 'ice', and the lower curl and small flared end on the 'C' in 'ice' and 'car'. Everything is balanced between "D.L. & W. on one side and "ICE CAR" on the other. The car number and the emblem are centered and the smaller lettering is laid out evenly all along the length of the car. All this coupled with that colorful emblem made what was certainly a most distinguished car and a model would be no less so. It was something a little different.

#### ACKNOWLEDGEMENT

I am much indebted to Mr. Taber who allowed me to use the material from his book. I only have the one volume from the complete three volume work and it is superb. It is literally packed with information and the complete work certainly is, as I have read elsewhere, the definitive study on the D.L. & W.

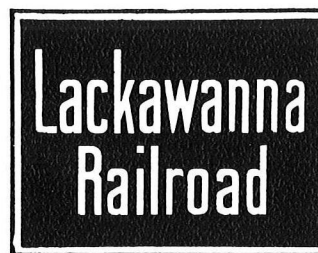
In the rear of that second volume on the 20th century there is an excellent presentation of the D.L.&W equipment including thirty some freight freight car photos, half of them early century cars. A selection of drawings from the 1909 classification booklet, the last issued, are there as well. That complete booklet is in the collection of the Strasburg Museum.

Mr. Taber's volumes were printed in 1981 and are, as I understand it, now out of print although copies should still be around.

#### APPENDIX 1. Notes on the Table on the Following Page.

As of March 13, 1911 the Interstate Commerce Commission adopted what were known as the United States Safety Appliance Standards. These new standards concerned the locations and arrangements for brakes and their riggings, ladders and steps, handholds running boards and etc. on both new and existing equipment.

Notice that the extreme width and height at this width is not known from the information on 1909 classification drawing. The extreme width could have been at the eaves, or the side handhold could have stuck out beyond the eaves. The extreme width and its height from the 1922 O.R.E.R. is of course many years after the installation of the 1911 safety appliances, in particularly the required side ladders to the top of the car. The 1922 extreme width is therefore 9'5" at the top of the side ladders and that height is 11' 3 1/2".



(continued on following page)



SOURCE	NUMBER SERIES	INSIDE			OUTSIDE								DOORS		
		LENGTH	WIDTH	HEIGHT	WIDTH			HEIGHT FROM RAIL				WIDTH OPENING	HEIGHT OPENING	NUMBER OF CARS	
					LENGTH OVER END SILLS	AT EAVES	EXTREME	TO EXTREME WIDTH	TO EAVES	TO ROOF WALK	TO EXTREME HEIGHT				
D.L. & W. 1909 CLASS. Dwg. # 39	4700-4999 M-3 5700-5999 M-1	34'-2 1/4"	8'-0 1/4"	6'-11"	34'-9"	9'-2"	?	?	11'-6 1/2"	12'-3 1/2"	13'-0 1/2"	5'-6"	6'-8"	} 566	
O.R.E.R. SEPT. 1922 (A. 290)	4711-4996 5700-5974	34'-2"	8'-0"	" "	" "	" "	9'-5"	11'-3 1/2"	11'-6 1/2"	12'-3 1/2"	13'-0"	" "	" "		21
		" "	" "	" "	" "	" "	" "	" "	" "	" "	" "	" "	" "	25	

Above. Table of comparative measurements from the classification drawing and the 1922 Official Railway Equipment Register for the Delaware, Lackawanna and Western Ice Cars classes M-1 and M-3. See preceding page for additional notes. R.Fisher

# SHERMAN, SHREVEPORT & SOUTHERN FREIGHT CARS

## EX EAST LINE & RED RIVER by CYRIL DURRENBERGER

The East Line and Red River was chartered in 1871 and by 1876 had built a 3' gauge line from Jefferson to Greenville, Texas, 122 miles. In 1881 it was acquired by the Missouri, Kansas and Texas and in 1882 32 more miles were added from McKinney to Greenville. Eleven narrow gauge locomotives were used on the line. These were 4-4-0 and 2-6-0 types built by Dawson-Bailey, Baldwin, Porter-Bell and Pittsburgh. In January, 1893, the line was standard gauged and the name changed in March 1893 to Sherman, Shreveport and Southern. In 1900 the line was extended from Jefferson to the Louisiana state line. It became the Missouri, Kansas and Texas of Texas in 1901, the Louisiana Railway and Navigation of Texas in 1923, the Louisiana, Arkansas and Texas in 1930 and the Louisiana and Arkansas in 1939 which is now owned by the Kansas City Southern.

At the time the EL&RR was standard gauged, most of the rolling stock was placed upon standard gauge trucks and used for a number of years. This was also done on other railroads in the area such as the Houston, East and West Texas and the Cotton Belt. When the line was renamed, there was a transition period when the equipment was being relettered and renumbered. In 1893 the "Official Railway Equipment Register" lists the SS&S as a standard gauge railroad. There were no listings of the EL&RR as a narrow gauge railroad. At that time the following series of cars were listed for the SS&S:

Car Type	Number Series	Length	Capacity
Flat	500-540	28' & 30'	28000 and 30000 lbs
Box	800-882	28' & 30'	28000 and 30000 lbs
Baggage-mail	16,17		
Coach	56-61		

However, all cars are listed as being marked as East Line and Red River or EL&RR.

The following numbers were listed:

BOX- 109, 135, 138, 144, 146, 147, 154, 156, 158, 168, 177, 179, 202, 265, 293, 363, 366, 367, 371, 411, 412, 415, 420, 423, 426, 462, 482, 484, 486, 494, 500, 515, 536, 555, 573, 580, 606, 608, 611, 648, 659, 662, 672, 691, 724, 728, 746, 753, 768, 779, 840, 883. FLAT- 3401, 3402, 3408, 3480, 3482, 3492, 3502, 3603, 3623, 3624, 3670, 3673, 3676, 3697, 3733, 3743, 3762, 3791, 3830, 3832, 3839, 4522, 4708, 4746, 4779, 4807, 4855, 4934. CABOOSE- 167, 168, 169, 170.

There are 28 EL&RR flat cars listed and 52 box cars, so a number of the cars must have been relettered by the time the data was prepared for the "Register." From the SS&S number series there would appear to be 41 flat cars and 83 box cars and this agrees well with the Texas Railroad Commission reports for 1893 which list 41 flat cars and 78 box cars. Railroad Commission reports for EL&RR in 1892 list 140 flat cars, 65 box cars, 14 stock cars and 33 coal cars. Thus it appears that a number of narrow gauge cars were not considered to be good enough to keep in service as standard gauge. By 1894, no EL&RR cars were in the "Register."

So what does all this mean. Turn-of-the-century modelers might have an old narrow gauge car or two that was converted to standard gauge on their layout. Most of these cars did not remain in revenue service very long as they were quickly replaced by larger cars with a bigger capacity. However, these cars could be converted to company service. For example, the 1918 ICC valuation on the HE&WT listed a number of 28' car bodies that were being used as bunk houses.

# GENERAL AMERICAN'S 70-TON REFRIGERATOR CAR OF 1937

## DATA & PHOTOS: P.A. COPELAND

### DRAWING by E.A. NEUBAUER

In 1937, the General American Transportation Corporation built thirty-five 70-ton refrigerator cars at their East Chicago shops. The cars were somewhat unusual for the period because of their appearance and length. Looking somewhat like an express refrigerator car but lacking the high-speed passenger trucks. The "rounded" roofline and non-corrugated ends of this car differ it from similar cars of the period used by the Pacific Fruit Express and Santa Fe railway.

The 35 cars were delivered in two series. Twenty-five (25) went to the Union Refrigerator Transit Lines (a division of General American Transportation Corp.) as URTX 89025-89049 and were equipped with floor racks. It appears as though the entire series was marked for and used by the Milwaukee Road (C.M.St.P&P). The other ten (10) cars had General American's reporting marks and were numbered GARX 9990-9999. These later cars did not have the floor racks and it appears as though the entire series was marked for and used by the Elgin, Joliet and Eastern Railway.

#### Specifications

URTX 89025-89049	C.M.St.P&P	79200 lbs tare
GARX 9990-9999	E.J&E	75600 lbs tare

Type of Car - Divided Basket Bunker  
 Car Capacity - 70 tons  
 Type of Trucks - Barber Stabilized  
 Doors - Miner double locking bar  
 Draft Gears - Westinghouse N.Y.-11-E  
 Refrigeration Capacity - 358 cubic feet  
 Ice Capacity, Crushed - 15200 lbs  
 Ice Capacity, Chunk - 13200 lbs  
 Air Brakes - Westinghouse "AB" 4-12  
 Hand Brake - Equipco

Outside Length over Running Boards - 53'11"  
 Outside Length over Striking Castings - 53'3"  
 Outside Length over End Sheathing - 52'3-7/8"  
 Outside Width over Grab Irons - 10'10"  
 Outside Width over Eaves - 10'2-5/8"  
 Outside Height Rail to top of Eaves - 12'8-11/16"  
 Outside Height Rail to Top of Floor - 4'1-1/2"

Inside Length between End Lining - 50'11-3/4"  
 Inside Length between Bulkhead Apron - 42'6"  
 Inside Width between Side Lining - 8'10"  
 Inside Height Floor to Ceiling - 7'10"  
 Height in Clear - 7'4"  
 Clear Door Opening, Width - 4'0"  
 Clear Door Opening, Height - 6'6"

The subject of our drawing and photographs is the Milwaukee Road's URTX 89047. The following is a brief summary of the car's colors:

TOP STRIP AT EAVES - Black  
 LETTERBOARD BELOW EAVES - Maroon  
 "THE MILWAUKEE ROAD" - Gold lettering  
 CAR SIDES - Yellow  
 CAR ENDS - Black  
 MILWAUKEE ROAD MONOGRAM - White lettering with a red background; the monogram is outlined in black.  
 BOTTOM STRIP - Black  
 OTHER STENCILING - Black

By 1939 about another 50 cars were added expanding the URTX 89025-89049 series to 89000-89049 and the GARX 9990-9999 series was expanded to GARX 9900-9999 (apparently not all numbers used).

A photograph of 89008 appears on page 184 of the 1940 Car Builders' Cyclopedia. This car was also in the livery and logo of the C.M.St.P&P as were the other cars in the series. Also, 89008 is labeled in the 1940 CBC as a 65-ton steel-sheathed refrigerator car.

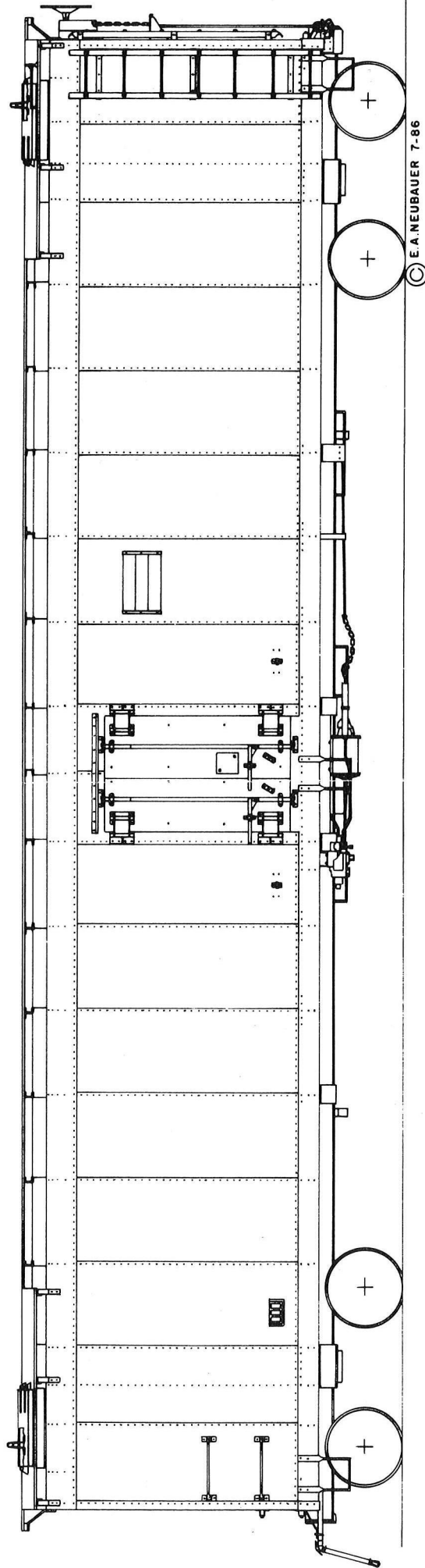
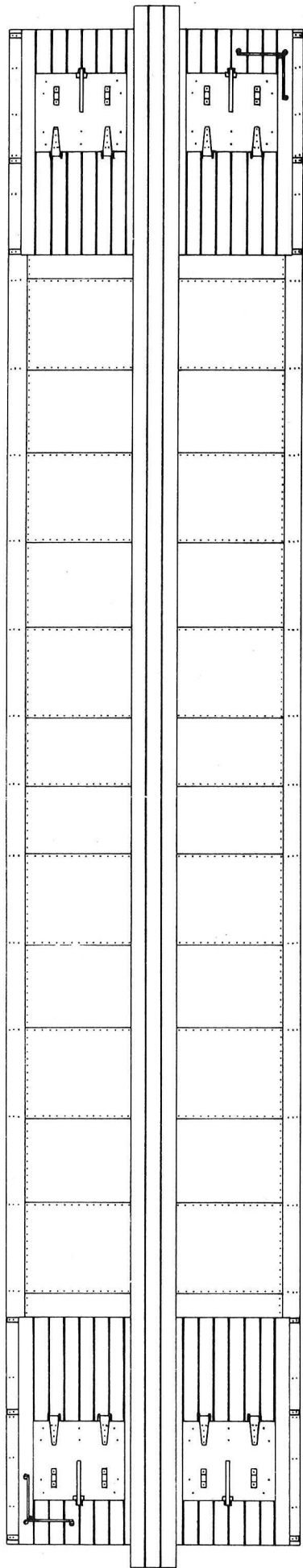
By 1945, the URTX 89000 series was expanded further to 89999 (though apparently no more new built cars were added to the series - only the number limits changed).

By 1947, it appears that 20 cars were renumbered from the GARX 9900 series and placed in the URTX 89000 series for a total of 22 and 62 cars in each series respectively. The numbers and quantities remained the same for 1948.

In 1949, the GARX 9900 series disappeared entirely and the URTX 89000 series shows 84 cars. Simple addition gives the appearance that the entire 22 cars from the GARX 9900 series were added to the already 62 cars of the URTX 89000 series for a total of 84 cars.

From there the number of cars in the extant URTX 89000 series went down as follows: 1954 (80); 1957 (52); 1961 (32); and by 1965 the series was still listed but no cars are shown to be in service.

Thus it appears that probably no more than 84 of these unique "giant refrigerator cars" (as referred as in a 1941 letter from Union Refrigerator Transit Lines) were built. Most of which remained in service the greater part of their 25+ year life.



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Scale: 3/16" = 1'

