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EDITORS:

David G. Casdorph
Eric A. Neubauer

ASSISTANT EDITOR:

Hal Brown Jr.

STAFF:

Hal Brown Jr. — Pat Holden
David G. Casdorph — Eric A. Neubauer
Jim Eager — Al Tuner
Tony Hodun — Richard Yaremko

NEWS/SIGHTINGS/CONTRIBUTORS:

Carl W. Shaver (CWS); David G. Casdorph (DGC); Eric A. Neubauer (EAN); Mike Foley (FOLEY); Jim Stanitz (JS); L. Duane Riley (LDR); Mark W. Heinz (MWH); Neill Herring (NH); Tony Hodun (TH); Hal Brown Jr, Al Tuner, Craig T. Bossler, Gary A. Smith, Mark Kindrachuk, William B. Kelly, Don McQueen.

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David G. Casdorph
P.O. Box 1458
Monrovia, CA 91016

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C O N T E N T S

Features

Columns and Series

Cover Photo

RF&P 2268, part of a series built in 1972 by FGE, it's part of our feature beginning on page 3. J.R. Quinn photo

FREIGHT CAR NEWS

CLASS I & II RAILROADS

Atchison, Topeka and Santa Fe acquired 150 covered hoppers that are ex- Koppel, Inc. KPLX 20000-20149. The cars were built in 1979 by Marine Industries. Santa Fe has numbered these ATSF 317500-317649. Santa Fe class designation is GA-907. In addition, the Santa Fe is operating 10 more Gunderson built double-stack articulated container cars under their SFLC reporting marks. These are numbered 254010 to 254019. Santa Fe is also operating 10 more Trailer Train owned/ DTTX initialed stack cars also built by Gunderson in 3=4-87. (DGC).....BC Rail has received an additional 125 100-ton centerbeam bulkhead flatcars from Thrall Car in 10-86. These are 71'0" cars and owned by the Transportation Corporation of America. Thrall Job number is 409. (EAN/CWS/ FOLEY).....Burlington Northern continues with their program of refurbishing and rebuilding their heavy insulated boxcar (RBL) fleet. Many of these are showing up with no "BN" logos. BN has also added 25 new double stack container cars in their own reporting marks, logo and livery. Ten are the new Trinity "Backpacker" design and 15 are Gunderson design. In addition BN is operating a number of Trailer Train owned/ DTTX initialed Gunderson built stack cars also. In other news, BN acquired 2 cars (BN 223398-223399) that were originally Galveston Wharves cars. (EAN/MWH/CWS).....Canadian National is using 100 new built 73'0" centerbeam bulkhead flat cars built by Thrall Car (job number 423) in 12-86. The cars are painted in Trailer Train yellow livery. Car numbers are CNA 623000-623099. (CWS/EAN).....Chicago and North Western has placed in service three new series of older built FGE RBL cars. This includes CNW 540050-540064 (FGE built 1970, 50'1", 70-ton); CNW 543000-543125 (51'1", 70-ton); and CNW 546000-546175 (1963/64 built, 50'1", 70-ton). (CWS)..... Chicago, Central & Pacific acquired 50 used boxcars originally built by Pullman-Standard for the Terminal Railway Alabama State Docks. These are from the series TASD 77001-77300. CC numbers 1-50. Also, CC has recently begun limited double stack service with usually a DTTX 64000 series (Trinity design) car received from the Union Pacific twice weekly. (FOLEY) .....CP Rail acquired 92 newsprint boxcars from the Minnesota, Dakota, and Western's series MDW 7000-7099. The cars are 70-ton, 50'7" single-plug door XP boxcars. CP Rail has numbered these CPAA 86000-86091. (CWS).....CSX Transportation is receiving a number (possibly all) of coal hoppers from Inland Steel Coal Co. The cars are appearing relettered in C&O reporting marks with no changes in the former numbers 10001-10300. (CWS).....Grand Trunk Western rebuilt and renumbered from a 12-74 built 60'9" boxcar series, 58 cars in early 1986 into plate F+ high cube cars. The new numbers are GTW 384500-384557. The main alteration was to raise the roof. (CWS).....Kansas City Southern acquired 110 new built rotary unit coal cars in early 1986 (3-86 date) built by Thrall Car. The cars have a 4000 cuft capacity. KCS numbers are 222003-223093 (remember the last digit is a check digit) (FOLEY).....

SHORTLINES

Apalachicola Northern added 49 Pullman Standard built 50'6" boxcars, numbers AN 2102-2150. Also, a presently unknown number of former New Orleans Public Belt (NOPB) boxcars numbered AN 2202 and up, were recently added. (CWS)..... Copper Basin Rwy recently added 44 used 61'1" bulkhead flat cars ex OPE 16001 series (believed to be originally ITC 1400 series). Copper Basin did not change the numbers of the OPE series. Therefore these are now CBRY 16001-16044. (CWS).....Kyle RR Co. received 400 Marine Industries built covered hoppers second-hand. The cars were built in 1980. Presently, we do not know former operator. Numbers are now KYLE 16100-16499 (which are the same numbers as former operator). .....Larinburg and Southern has a new series of used cars that were originally one of the NRUC roads. Series is 4101 and up (highest number so far is 4185). (CWS).... McCloud River RR increased its boxcar fleet with 75 used 50'7" boxcars from the Soo Line 178882 series that were originally Green Bay & Western cars. Numbers remained the same and these are McCloud River's MR 178882-178956 series. (CWS).....Manufacturers Rwy Co. (see the October 1986 issue Freight Cars Journal). Series MRS 15025-15049 are from the ACFX series 27000-27044. (CWS).....

Continued on Page 7

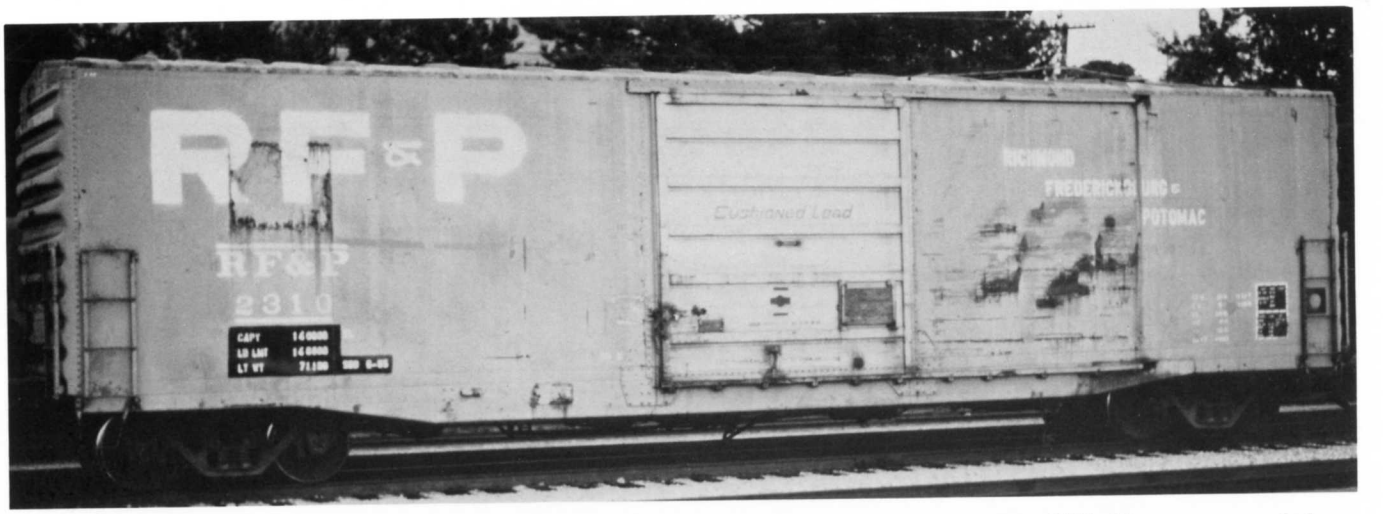
RICHMOND, FREDERICKSBURG AND POTOMAC FREIGHT CAR ROSTER c. 1985

by Eric Neubauer and Jim Stanitz

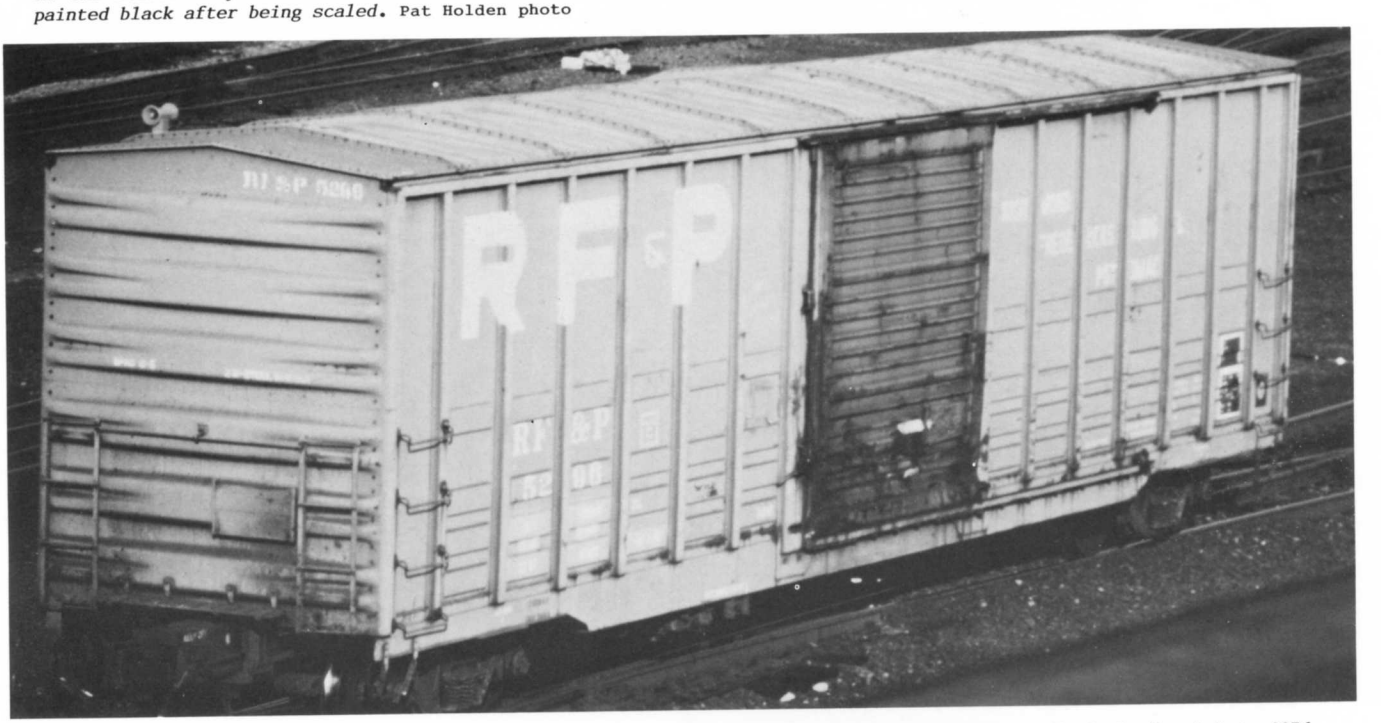
RF&P 9051 in May 1985 Notice the logo plate on the upper right side. RF&P operates very few covered hoppers. J.R. Quinn

RF&P 8259 at Richmond 1-19-81. This triple hopper is a former C&O 10000-series car. It was bought used in 1979. J.R. Quinn

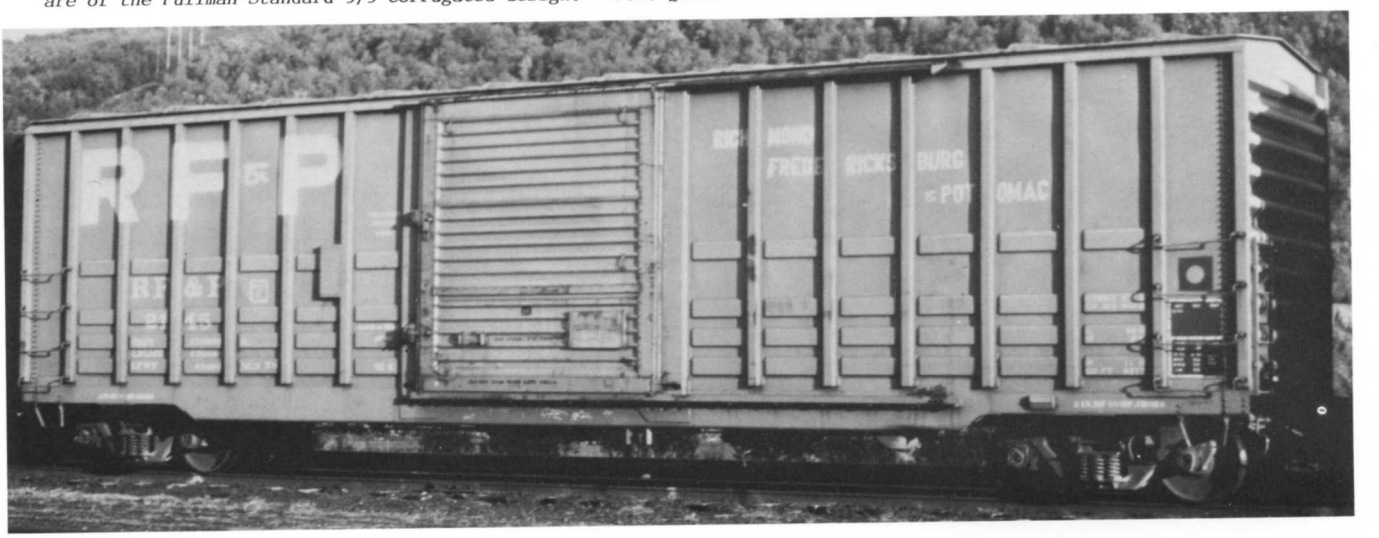
RF&P 3345 in Richmond 4-27-81. It's part of a series of fifty cars bought new in 1952. J.R. Quinn



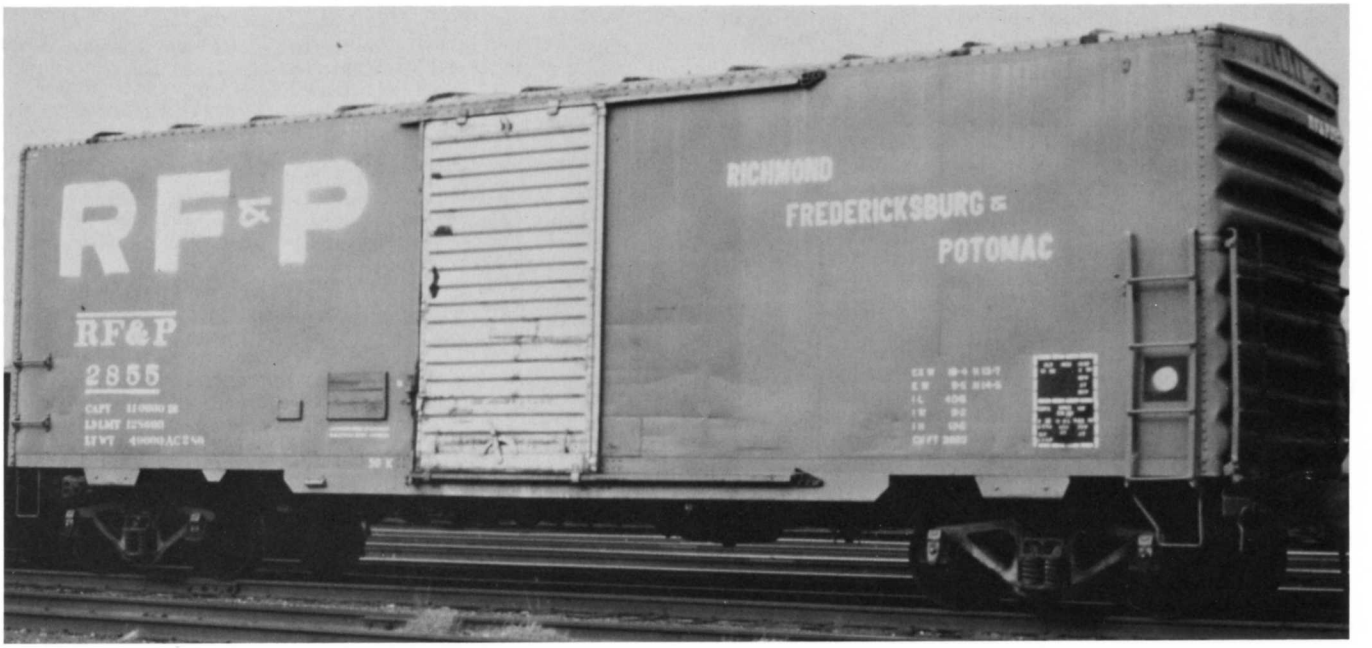
(Above) RF&P 2310 shown here in San Luis Obispo on 4-5-86 was built by Pullman-Standard in 1963. The car was scaled on the Seaboard System in 6-85. Door is aluminum, white lettering, data, logo. Light weight and capacity area was painted black after being scaled. Pat Holden photo



(Above) this photo of RF&P 5296 clearly shows the "X" end corrugations used on this series. Built by Berwick in 1976. S. Maher photo. *(Below) RF&P 2145, also a waffle-sided car. This one built by Berwick in 1973. Ends on this car are of the Pullman-Standard 5/5 corrugated design.* J.R. Quinn



(Above) RF&P 2579 with original flush plug doors. May 1985. J.R. Quinn



(Above) RF&P 2855, shown at Richmond 4-27-81. Built in 1952 by Pullman-Standard represents one of the few 40-foot boxcars operating with U.S. railroads in the 1980's. (Below) RF&P 8121, built in 1958 was acquired used by the RF&P. Shown here at Richmond 4-26-81. Both photos by J.R. Quinn

SERIES NUMBER	TYPE	I.L.	CUFT	ACQUIRED	BUILDER	DATES BUILT	NOTES
200-300	154XM	50-6C	5347	1982-used	FMC P	1-80	1
500-528	120FC	89-0	----	1980-used		10-61	2
1201-1210	143XL	50-6	4878	1969-new	FGE AX	12-69	3
2000-2099	153XL	50-6	5067	1977-new	BFF BWK	10-77	4
2101-2200	154XL	50-6C	5277	1973-new	BFF BWK	12-73	5
2201-2300	142XL	50-6	4952	1972-new	FGE AX	5=6-72	6
2301-2400	140XL	50-6	4955	1963-new	PS	2-63	7
2401-2500	140XL	50-6	4952	1964-new	FGE AX	10-64	8
2501-2650	144XL	50-6	4952	1966-new		6=7-66	9
2651-2750	142XL	50-6	4952	1969-new	FGE AX	11=12-69	10
2801-2900	100XM	40-6	3903	1952-new	PS	12-52	11
2901-2925	100XL	50-6		1960-new	PS	10-60	12
2951-2955	100XL	50-6					13
3101-3150	200GB	52-6	2244	1975-new	TC CH	6-75	14
3301-3350	140GB	52-6	1491	1952-new		1-52	15
3601-3685	HD						16
3801-3850	154LP	50-0	----	1965-new	FGE	9-65	17
3849-3870	154LP	50-0	----	1967-new	FGE	1967	18
4000-4099	154XL	50-6C	5207	1980-new	PS BESS	1=2-80	19
5001-5150	154XM	50-6C	5347	1981-used	FMC P	11=12-79	20
5151-5199	154XM	50-6C	5347	1982-used	FMC P	1-80	21
5200-5299	152XL	52-6C	5486	1976-new	BFF BWK	10=11-76	22
6000-6099	184XL	60-9C	6174	1980-new	FMC P	12-80	23
7001-7004							24
7005-7007							25
7001-7062	HM	33-0	2190				26
8001-8152	153HM	40-8	2773	-used		4=5-58	27
8201-8288	154HT	40-8	2608	1979-used		2-51, 3-53	28
8289-8300	154HT	40-8	2700	1979-used		2-58	29
9000-9014	200LO	53-3	4750	1980-new	TC CH	4-80	30
9015-9099	200LO	53-3	4750	1980-new	TC CH	3=4-80	31
13262-13399	154XM	50-6	5090	1983-used	ACF STL	2-76	32
16918-17052	154XM	50-6	5077	1983-used	BFF BWK	2=3-76	33
19220-19446	154XM	50-6	5077	1983-used	FMC P	1=2-76	34
92664-92668	RBL	50-1			FGE AX		35
92801-92805	RBL	50-1			FGE AX		36
92953-92954	RBL	50-1			FGE AX		37
94521	RBL	50-1			FGE AX		38
98707-98731	140RBL	51-1C	4870	1973-new	FGE AX	9-73	39
209500-209899	50 Z	39-9	2590	1980-used	BUDD	10-78	40
Auto Racks	FA						41

NOTES

A. All units are initialed "RFP" except for 209500-209899 (trailers)which are "RFPZ" and the Auto Racks which bear the respective Trailer Train reporting marks.
B. "Type" indicates the car's nominal capacity and AAR Mechanical designation. XM-General service boxcar; XL-General service loader equipped boxcar; RBL-loader equipped heavy-insulated boxcar; LP- Pulp wood flatcar; LO- Covered hopper; HD-Open hopper; HM- Two bay open hopper; HT- Three or more bay open hopper.; Z- Piggyback van; FA- Auto Rack
C. "I.L." refers to interior or lading length. A letter "C" in the number indicates it is a plate C clearance car.
D. Builders: BFF BWK-Berwick Forge & Fabricating, Berwick; FGE AX- Fruit Growers Express, Alexandria; FMC P- FMC, Portland; PS BESS- Pullman Standard, Bessemer; TC CH- Thrall Car, Chicago Heights; ACF STL- American Car & Foundry, St Louis; BUDD- Budd

1. Ex-WRWK 5200-5300. Standard FMC '5347' cuft Plate C design 50'6" boxcar. Same as RFP 5001-5150 and 5151-5199. Twelve external-post welded with centered corrugated 10' sliding door. 3/3 square corrugated non-terminating ends. FreightMaster 10-ME 10" End-of-Car Cushioning.
2. Low-deck style piggyback flat car. Previous owner not presently known. Acquired 12-80. Transamerica logos.
3. Cushioned underframe.
4. Visually identical to 2101-2200 series except 6" lower height. External Post welded sides with waffled panels and centered YSD corrugated sliding door. 5/5 PS design non-terminating ends. Peaked roof. Cushioned frame.
5. Visually identical to the 2000-2099 series except this series is plate C.
6. Twelve-panel interior-post welded sides with centered double 2-bar flush plug doors. 4/4 corrugated wrap-around ends. Peaked roof. Cushioned u/f.
7. Twelve-panel interior post welded sides with centered paneled sliding door. 5/5 riveted wrap-around ends. Peaked roof. 30" cushion underframe
8. 20" Hydra-cushion underframe. Combination 7' plug/9' sliding doors.
9. Twelve-panel interior post welded sides with centered double 2-bar flush plug doors. 4/4 corrugated ends. Peaked roof. Cushioned underframe.
10. Twelve-panel interior post welded sides with centered double 2-bar flush plug doors. 4/4 corrugated wrap-around ends. Some cars later fitted with newer exterior-post plug doors (i.e. #2563). Cushioned underframe
11. Numbers 2801-2802 later changed to XL. Ten-panel interior-post welded sides with centered YSD corrugated sliding door. 5/5 wrap-around riveted ends. Peaked roof. All originally had 6' doors. 2801-2802 later with 8'.

12-13. No Notes.

14. Fourteen external-post welded sides with drop design side sill. Four corrugations on ends.
15. Thirteen-post riveted sides with drop side sill design.

16-18. No Notes.

19. Pullman-Standard lot # 1063A. Builder's numbers 1063A1-100. External-post welded sides with centered P-S design sliding door. 5/5 P-S non-terminating ends. Peaked roof.
20. Ex WRWK 5001-5150 in late 1981/early '82. Identical to the 200-300 series.
21. Ex WRWK 5151-5199 in 1982. Same as 200-300 series and 5001-5150 series.

22-23. No Notes.

24-25. Rebuilt from 3506/3590 series.

26. Shopped by Ortner Freight Car in 5-72.
27. Possibly ex- Bessemer & Lake Erie? Nine panel riveted offset-side three bay hopper.
28. Acquired from Garrett RR Car & equipment Co. 4-79. Ex- C&O 100000 series. Ten-post riveted sides. Peaked ends.
29. Acquired from Garrett RR Car & Equipment Co. 4-79. Ex- GA 24100 series.
30. The standard Thrall '4750' design covered hopper. Thrall Car job 753. Lined interior
31. As note 30 except interior not lined.
32-34. Ex Railbox cars. Same numbers.
35. Ex- RBNX initialed car. Leased
36-39 All leased from FGE.
40. Ex Rock Island , RIZ 209500-209899. 395 acquired in circa 1980.
41. Various auto racks on Trailer Train initialed flat cars. RF&P has a very small auto rack fleet, making them rather rare. Would appreciate TT flat car numbers.

BOXCAR DOOR WIDTHS TABLE

The following series have 10' wide doors: 200-300, 2000-2099, 2101-2200, 2301-2400, 4000-4099, 5001-5150, 5151-5199, 5200-5299, 6000-6099, 13262-13399, 16918-17052, and 19220-19446.

The following series has 9' wide doors: 2901-2925.

The following series have double 8' width doors:
2201-2300, 2501-2650.

The following series has 6' width doors: 2801-2900.

The following series has 7' plug and 9'sliding combination doors:
2401-2500

1987 FLEET COMPOSITION

As we can see, the fleet is comprised primarily (78%) of boxcars. There are virtually no general-service flat cars in interchange service in the RF&P fleet and only small numbers of other types. The following is a breakdown of the cars by types:

XL	44%
XM	34%
HT	9%
LO	4%
GB	3%
HK	3%
FC	1%
LP	1%
RBL	1%

Most of the RF&P fleet consists of 50' cars, except of course the open hoppers and the piggyback flats. The largest cars the RF&P has are the 60'9" 100-ton capacity FMC built 6000-series XL boxcars. Also note that most of the fleet are 70-ton capacity cars except for the 6000-series boxcars, the 9000-series covered hoppers and the 3101-series gondolas.A large percentage of the fleet, most likely due to geographical location, has been built by Fruit Growers Express.

LO The Covered Hopper Column #1

by Eric Neubauer

I'm not sure how I've become especially involved in covered hoppers. Most cars being built these days are covered hoppers or tank cars, and I know little about tanks, so I guess that's the answer. The first topic will be a summary of what the builders of covered hoppers have been doing lately, and what is to come.

The vast majority of covered hoppers built recently are used for bulk plastics. A much smaller number are used for flour and clay. Production of grain cars has been negligable, but there are a large number of cars in service which were built in the mid-1960's and will be retired soon. The fleet of cars used for minerals like salt is nearly as old and will also be in need of replacement soon.

ACF - The major builder of covered hoppers today. They have built about 8000 cars in the last five (5) years including:

2980 cuft	<100	Sand, sodium chlorate	Last built 1982
4650 cuft	<600	Salt, sodium carbonate, clay	Last built 1982 except for 15 completed in 1983 from old stock.
4600 cuft	200	Grain	built in 1982
5250 cuft	<700	Bulk plastic	last built 1982
5400 cuft	700±	PVC	current-this design replaces the 5250
5000 cuft	900±	Flour, Talc, corn starch	current- The "pressureaide" replaces the 5250 PD car
5701,5800 cuft	5000+	Bulk plastic (a few for clay or diatomite)	current- The 5800 size replaces the 5701 size.

No other designs have been produced. ACF recently released the "Chem-King". It is a variation of the 5800 cuft car with distinctly different construction at the car ends. A significant weight savings is claimed, but it doesn't seem to be more than 2,000 lbs., and some conventional cars are lighter than some Chem-King cars. ACF also announced a new unloading system, but production may not have begun. ACF covered hopper production is both at Huntington and Milton plants.

PULLMAN-STANDARD - A large producer of covered hoppers prior to 1982, but none built in the last 5 years as PS was sold to Trinity. A few cars (5820 cuft) were completed for bulk plastic service in 1982, but were probably from stock built in 1981.

Trinity has continued to build PS-design cars. Over 300 5820 cuft cars have been built, and they recently introduced a 6150 cuft car. All are used for bulk plastics. Few, if any, Trinity 4750 cuft grain cars have been built in the last 5 years.

THRALL CAR - A few 4750-cuft cars were built in 1982. A 5800 cuft bulk plastic car, very similar to the ACF Center flow, was introduced in 1983. Over 800 have been built, and more are in production.

RTC - A 5800 cuft bulk plastics car was built from 1983 to 1985. Only about 500 were built.

EVANS - About 300 5750 cuft bulk plastics cars (North American/NACC design) were built in 1982 and 1983. About 200 3000 cuft cars were built in 1982.

GATC - 4566 and 4895 cuft Airslide cars have been built in the last 5 years. Hundreds have been built, but there seems to be less being built recently. Trinity is now building Airslides, and the 4895 cuft car has replaced the 4566 cuft car. This design may soon be out of production, replaced by the larger lighter ACF Pressureaide.

NACC - Now General Electric Railcar Services, has not built any cars since 1985. Some of their recent production includes the 5150 PD (last built in 1985); the 3915 PD (last built in 1984); the 2785 PD (last built in 1985) and numerous 4750 cuft grain "type" cars built in 1982.

GREENVILLE - No longer producing cars. Last known covered hoppers were some 3000 cuft cement cars built in 1984.

PORTEC - Last known covered hoppers were 19 cars of a 4750 cuft design built for PLM Financial Services in 1984.

FMC - Their 4700 cuft grain car was last produced in 1983 for PLM Financial Services. A 4750 cuft design was offered in their catalog, but apparently no large quantities were ever produced.

Continued from Page 2

Minnesota, Dakota & Western has acquired two new series of used boxcars. 100 are from the Apache Rwy and are numbered MDW 1700-1799 (built in 1976 by FMC). The other series is from the Texas-Mexican 3150-3299 group. MDW acquired 50 of these and numbered MDW 10365-10414 (these were built in 1978 by Pullman-Standard). (CWS).....New York, Susquehanna and Western (See Sea-Land Services in this issue)..... North Louisiana Gulf acquired 100 used 50'6" boxcars in mid-1986 from the Texas Mexican Rwy also (See MDW). These are now numbered NLG 5801-5900 (built 1978 by Pullman-Standard) (CWS/DGC).....Paducah & Louisville has acquired a number of cars over the past year or so, including a number of former NRUC boxcars. PAL series 701150-701170 are 1978 Berwick built cars from the Middletown and New Jersey RR. PAL 701171-701180 come from the Pickens RR and PAL 701255-701290 apparently are former Peninsula Terminal cars. Lastly PAL 701800-701806 are loader-equipped (XL) boxcars built by GATX. These are from the GM&O 57800-57899 series. (CWS/TH) San Luis Central. Chicago South Shore has returned the CSS 1601-1625 series of FMC blt 50'6" boxcars to the San Luis Central. (CWS).....Union RR Co. has acquired a number of former EJ&E 52'6" gondolas. These have been renumbered into the URR system. Numbers sighted so far are URR 3051-3081. (CWS).....Washington Central RR Co. a new railroad and also a new freight car operator is adding many new-built center-beam bulkhead flat cars to its roster. So far, we have the 2000-series, Gunderson built 3-87, painted blue with Tobacco Valley Lumber Co. script; the 7300-series, built by Gunderson 11-86=1-87, painted red and lettered for Cascade Warehouse; the 7500-series, also painted red and lettered for Cascade Warehouse, built 2-87 by Gunderson; and lastly the 9000-series also built by Gunderson (EAN/CWS).....Waterloo Rwy recently added some ex-LNAC box cars (example is WLO 503798...no more details at present time) (CWS).....WCTU Rwy added 50 Richmond Tank Car built second-hand 100-ton covered hoppers to their fleet. These are numbered WCTR 9001-9050. (CWS).....Wisconsin & Southern has placed 1000 second-hand 51'5" gondolas in service with their fleet. The cars came from the Ferrocarriles Nacionales de Mexico series 117500-118499. These were built in late 1982 for the NdeM. WSOR numbers remain the same. (DGC).....

PRIVATE OWNERS & LESSEES

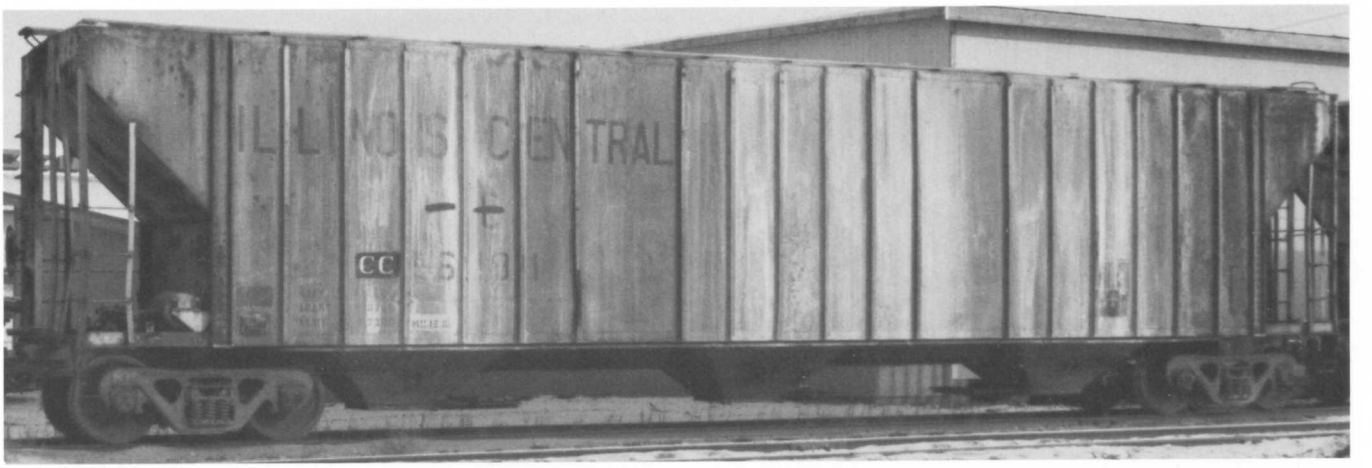
ADM Transportation Co. acquired 540 corn syrup tank cars in 1986 from Trinity's Longview plant. These are numbers ADMX 15851-16390 with build dates of 1=2-86 and 4=10-86. This year ADM is acquiring at least another 450 corn syrup tank cars also to be built by Trinity's Longview plant. These are to be numbered ADMX 16391-16840. Dates on these so far range from 1-87 to 4-87. All are circa 17,100 gallon tankers. (DGC/CWS).....Akzo Chemie America is leasing some new-built covered hoppers from Shipper's Car Line (e.g. ACFX 51249 to 51431, built by the Milton plant in 2-87). These are marked Ketjen Fluid Cracking Catalysts. (JS).....Allied Corp. is leasing a number of covered hoppers from Pullman Leasing (e.g. PLCX 46183 PSM BESS built in 11-86, lot 2010) (CWS).....American President Lines is operating an additional 90± Trailer Train owned/DTTX initialed Thrall built double-stack container cars numbered from 62468 and up. (DGC/CWS).....Amoco Chemical is leasing some of the new 6150 cuft design covered hoppers from Trinity Industries (e.g. TILX 6201 blt 4-86, see also 7-86 FCJ for other lessees in series) (DGC)...*(Con't on Page 8)*

Ashland Chemical recently began leasing a number of new built 100-ton tank cars from Trinity Industries (e.g. TILX 250113-250132, built 12-86 by Trinity Longview) These are 25,650 gallon tank cars.....Best Foods, A Division of CPC Inc. is now leasing a series of new-built 25,650 gallon 100-ton tank cars from General American Transportation (e.g. GATX 57813-57857 built 11=12-86 by Trinity Longview) (DGC).... Borden Chemical is leasing some of ACF's new Chem-King covered hoppers from Shippers Car Line. These are from ACFX 64500-64606 built by ACF in 12-86. All are the 5800 cuft design. (EAN).....Borg-Warner Chemicals has placed in service a new series of newly rebuilt covered hoppers. These appear to have originally been Pullman-Standard (or similar) 4750 cuft grain hoppers rebuilt with new outlets and bays and cubic capacity increased to 5400 cuft. The cars were originally built in 1974 and are being rebuilt by a Kansas car rebuilder. Rebuilding began in late 1986 and continues with latest date being 4-87. The cars are numbered BWCX 1306 to 1479. (DGC).....Caldwell-Baker Co. has added about 200 used former North American 100-ton covered hoppers to their fleet. Most of these are Pullman-Standard built 4740 cuft cars built in circa 1972. Car series is RFMX 50500-50699. (DGC).....Chevron U.S.A. Inc. acquired 67 new built 11,000 gallon tank cars built in 3-86 by Trinity Longview. The cars are numbered CHVX 286001-286067. (DGC).....Chemical Marketing Services Inc. (CMS logo) is leasing a series of new built 13,900 gallon sulphuric acid tank cars from General American Transportation (e.g. GATX 21411-21417 built in 12-86 by Trinity Longview). Cars are white with black markings. (DGC).....Cosden Chemical, Div. of Fina Oil and Chemical is also leasing a group of new-built 100-ton tank cars from General American Transportation (e.g. GATX 28289-28301, built 8-86 by Trinity Fort Worth) (DGC).....Diamond Shamrock Chemical Co. is leasing a number of 16,700 gallon 100-ton tank cars from General American Transportation (e.g. GATX 22434, built 10-86 by Trinity Longview) (DGC).....Dow Chemical is leasing 79 cars from Shippers Car Line numbered ACFX 39744-39822. These are ACF built covered hoppers of their 5800 cuft (but not Chem-Kings) design built in 12-86. Dow is also leasing part of the series ACFX 64500-64606 Chem-King 5800 (see also Borden Chemical above). Built in 12-86. (EAN).....E.I. Dupont is leasing some new built 14,500 gallon 100-ton tank cars with the Ti-Pure logo (e.g. GATX 21865, built by Trinity Longview in 8-85) (DGC).....El Paso Products added over 100 new-built cars to their leased fleet. Including ACFX 40751-40850, ACF 5800 cuft covered hoppers built in 9=10-86 by ACF (see also FCJ 17/18 page 4) and another batch of the same design built by ACF in 1-87. All are leased from Shippers Car Line. (EAN).....Fruit Growers Express Co. has introduced a new logo and series of mechanical refrigerators. The cars bearing the new "REAL COLD" logo are in the FGMR 13000-series. Refurbishing began in February 1987 and continues through 5-87 as this goes to press. The highest number so far is FGMR 13320 (numbers expected to go higher). These cars appear to be from the Pacific Fruit Express/SPFE class R-70-20. So far, all have been built in 4=5-70 and are 4269 cuft cars. FGE has also renumbered all of its special RPC reefers (logo is "The Chiller") by adding a "0" to the end of the numbers. Thus, FGMR 12852 becomes 128520. There were fifty of these cars converted. (CWS).....

FGE's newest "REAL COLD" logo (in blue). David G. Casdorph

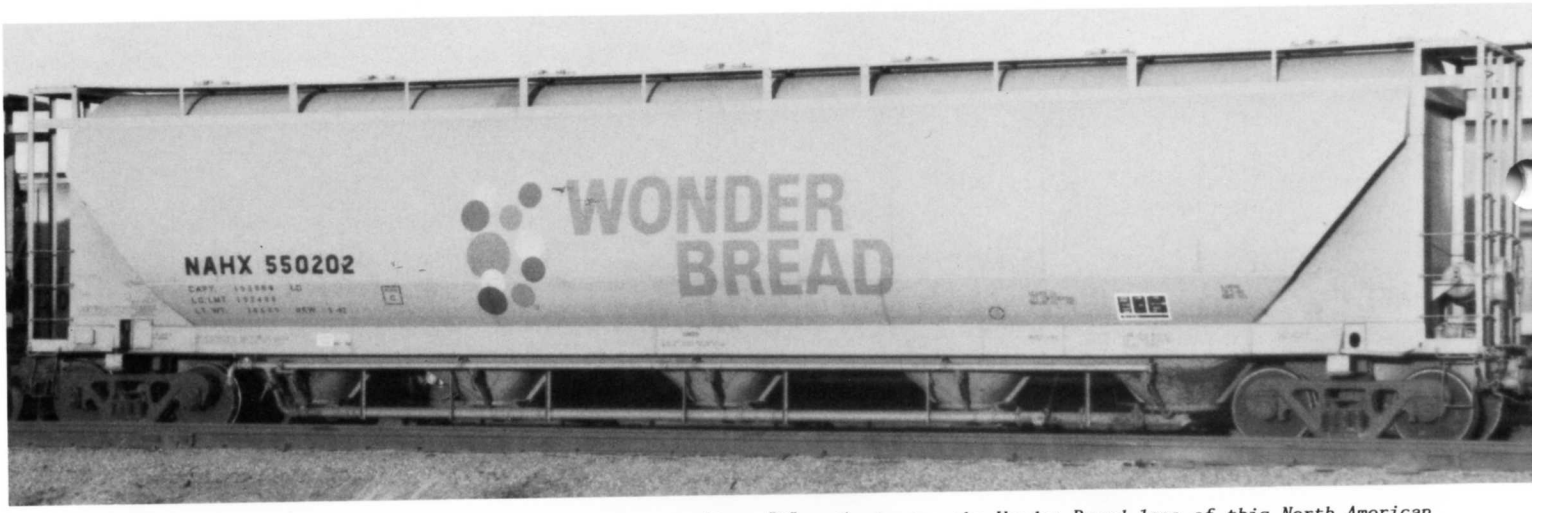
FMC Corp. has added some more hydrogen peroxide tank cars to its fleet of cars leased from General American Transportation (e.g. GATX 73789 built 12-86 by Trinity Tulsa) (DGC).....General Electric Railcar Services placed in service 127 Canadian built (NSC) 100-ton 5810-cuft design covered hoppers in the series NCHX 580000-580126. (CWS)..... Georgia Kaolin Co. Inc. has acquired a number of leased 100-ton clay slurry tank cars from General American Transportation. There are at least two groups (e.g. GATX 52875 built 7-86 and GATX 65604 and 65615 built 11-86 by Trinity Fort Worth). In addition, Georgia Kaolin is also leasing a new group of clay slurry cars from Shippers Car Line (e.g. ACFX 71571-71590, built 11-86 by ACF MILT) (JS/TH/NH)..... Georgia Gulf Corp, PVC Div. has acquired a number of new built 100-ton covered hoppers from Thrall Car in 12-86 (e.g. GCPX 58004) (CWS).....Helm Equipment Leasing received a large quantity of ex- Union Pacific coal hoppers in 1986. These are lettered HELX. (CWS).....Helm Financial acquired 57 coal hoppers formerly UMP (and possibly other operators). Twenty-four are C&O built (numbers HLMX 7533-7557) and 33 are N&W built (numbers HLMX 7200-7232). (CWS)..... Interox America added some new built hydrogen peroxide tank cars leased from General American Transportation (e.g. GATX 73769, built 10-86 by Trinity Tulsa). (DGC)..... IBP, Inc. (Iowa Beef Packers) added 91 tank cars to their fleet in late 1986 (10=12-86). The 25,300 gallon tank cars were built by both Trinity Longview and Tulsa plants. (LDR).... Kawasaki Kisen Kaisha Ltd. (K-Line) placed 24 more double stack container cars in service with Trailer Train. Cars are of the Thrall built design. (DGC).....Ontario Carbonate Inc. is leasing some new-built 100-ton tank cars from Shippers Car Line (e.g. ACFX 71467, built 9-86 by ACF) (JS)..... PLM Financial acquired a number of former GERSCO (NATX initialed) tank cars (e.g. PLMX 34117 - number is the same as the NATX number). (CWS).....Sea-Land Services is operating three new series of cars (with NYSW reporting marks). The 2200-series built by Gunderson in 4-87. The 6800-6902 series built in 1986 by Gunderson and the 7000-7061 series built in 11=12-86, also by Gunderson. (DGC/EAN)..... Soltex Polymer Corp. added yet another 50 ACF covered hoppers to their fleet of nearly 1000 cars. This latest series is ELTX 1322-1371 built in 10-86 by ACF. These are of the 5800-cuft design but are not Chem-Kings. (EAN).....A.E. Staley acquired 50 new built 100-ton corn syrup tank cars built in 2-87 by Trinity. Car numbers are STMX 706-755. (DGC)..... Sterling Chemicals acquired 20 36,500 gallon tank cars from Monsanto in late 1986. The cars are 1967 GATX built. Numbers are STEX 35000-35019 (ex- MONX same numbers). (DGC).....Tennessee Eastman received 21 new-built 100-ton 21,100 gallon tank cars built by Trinity Longview in 9-86. Numbers are ETCX 21043-21063. In addition, they acquired a number of Thrall-design 5800-cuft covered hoppers (e.g. UTCX 58805, built 12-86 by Thrall Car, Job 825) (DGC)..... Texasgulf Inc., Soda Ash Operations has added 180 former PLM Financial Services covered hoppers to their previous total of 200 cars. The cars are blue and have had only the reporting marks changed (numbers are the same). These come from three different PLM series: the 11101-series, the 11651-series, and the 12261-series. Cars are random numbers from 11128 to 12660. New reporting marks for these cars are "TGSX". (CWS).....Thiele Kaolin is leasing some new-built (1985) clay slurry tank cars from General American Transportation (e.g. GATX 22352 built 5-85 by Trinity Longview). All are 100-ton, 14,500 gallon tankers. (TH).....Trailer Train Company has added quite a few double stack container cars (details in next issue's Stacks & Flats column). Thrall built cars number up to 62544+ now, Gunderson's up to 63310 and Trinity sold 5 to Trailer Train and placed them in the number series 64000-64004. Trailer Train's RTTX (3-28's/2-45's) flat car conversion seem to have tapered off. Trailer Train is now converting a number of 89'4" flats to KTTX cars (2-45's back-to-back). Dates begin in 4-87 and conversions continue through May, 1987. Trailer Train has also added some more TTZX centerbeam bulkhead cars, this time of the 73' length. TTZX 86275-86374 were built by Thrall Car in 10=11-86 as job 417. (EAN/DGC).....TT also introduced the new NTTX cars. These are 5-unit articulated skeleton design container cars (non double-stack). The prototype series NTTX 110025-110028 was built in 2-87 by Trinity. The cars are 249' long and can carry five 40-foot containers. Trailer Train plans to purchase more double-stacks, more centerbeams and a number of these NTTX cars in 1987. (DGC)..... WestLake is leasing some new covered hoppers from two major leasing companies. 100 are from Pullman Leasing's PLWX 46000-46099, built by Trinity's PSM plant in 10=11-1986 (job 2010). Another 186± cars are being leased from Shippers Car Line (ACFX 40851-41036), built by ACF in 11-1986. These later cars are of ACF's 5800-cuft design. (EAN)

(Above) FGMR 13017. The new "REAL COLD" mechanical refrigerator cars recently placed in service by Fruit Growers Express. The cars are painted in the same colors as the "Solid Cold" cars with tan car bodies, blue logos and black data. March 1987. David G. Casdorph

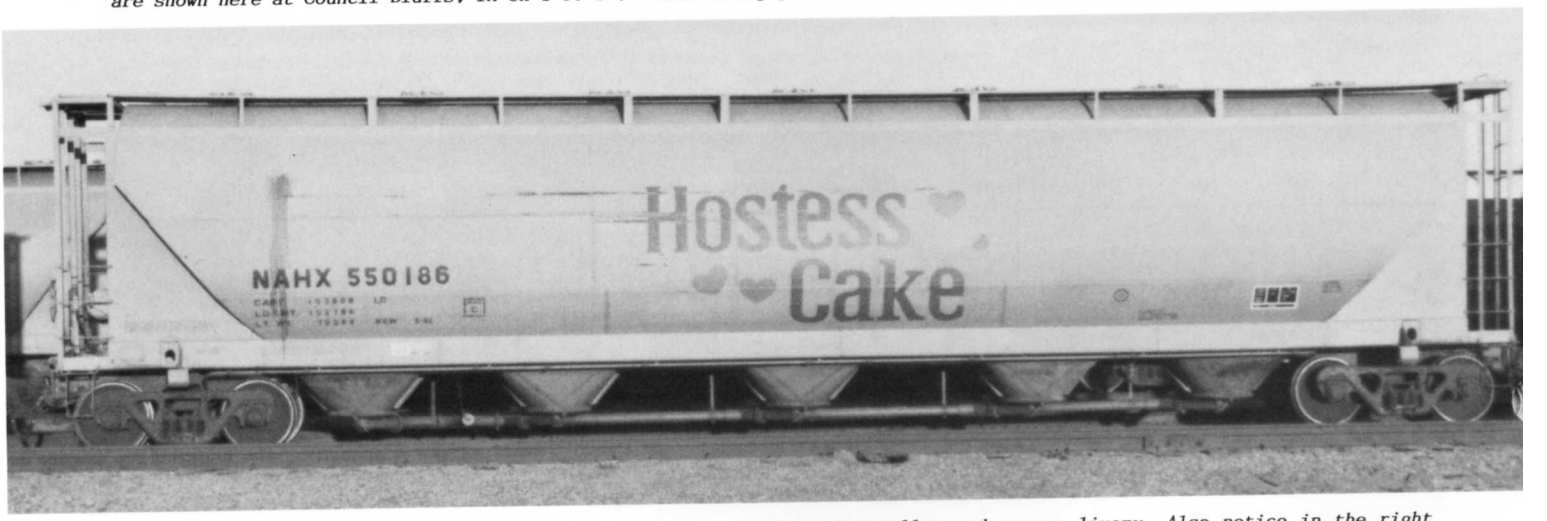


(Above) Chicago Central & Pacific's CC 56191 was originally built in 12-66. This former Illinois Central covered hopper was found at Council Bluffs, IA on 1-17-87. Mike Foley photo

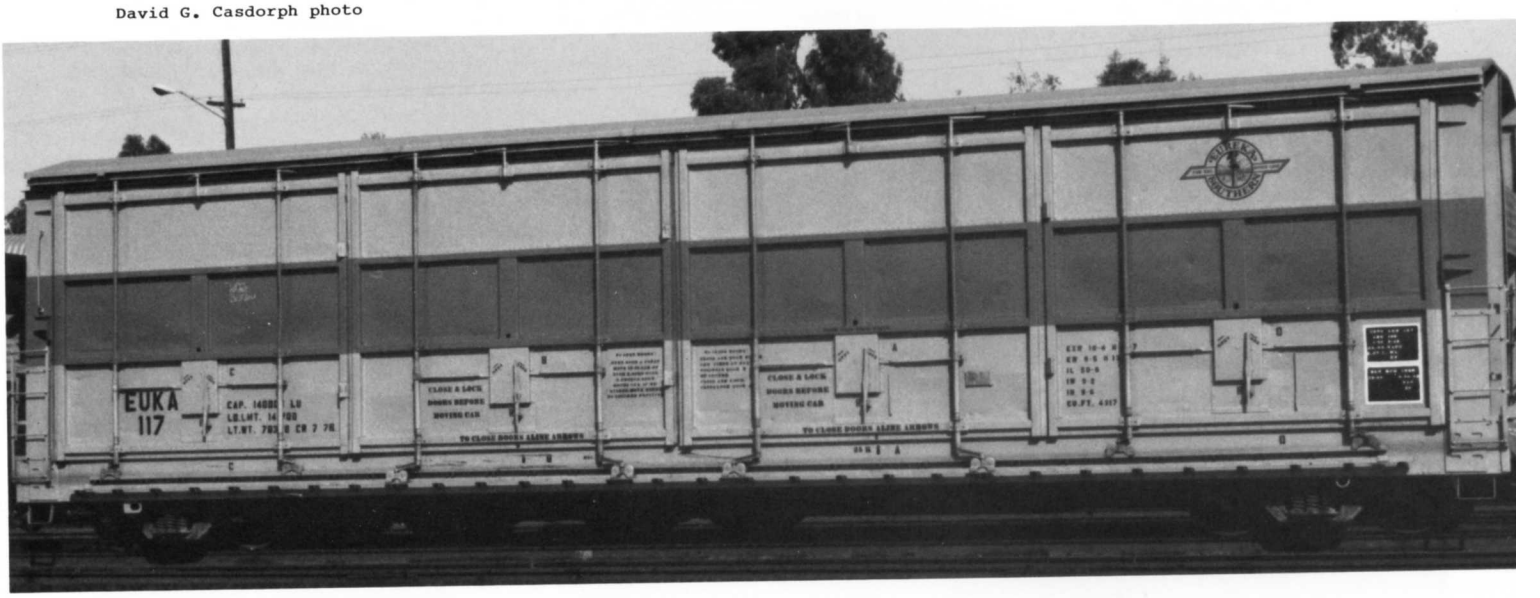
(Below) North Louisiana Gulf NLG 5849, a former Texas Mexican Pullman-Standard built boxcar was passing through San Bernardino, CA in March 1987. David G. Casdorph



(Above) NAHX 550202 as it appears from the left side (from "B" end) showing the Wonder Bread logo of this North American 5-82 built PD5150 covered hopper. Though a different car (below), NAHX 550186 shows the right side (again from the "B" end) with the Hostess Cake logo. This car was also built in 5-82. Both cars are leased to ITT-Continental Baking and are shown here at Council Bluffs, IA on 1-30-87. Mike Foley photos



(Below) Eureka Southern's EUKA 117, an all-door boxcar displays its yellow and orange livery. Also notice in the right hand corner the Eureka Southern logo. This car had been recently painted at the time it was photographed in January 1987. The series 100-127 were acquired used when the railroad started operations and were originally built by Thrall in 1969.
David G. Casdorph photo



SOUTHERN PACIFIC TRAIN CONSISTS PART 2: SECIY TRAINS

by Pat Holden

The SECIY(K) train symbol designated the Seattle (Washington) to City of Industry, (California) Manifest/Chemicals train. In mid-1986 the Southern Pacific ceased usage of the City of Industry as a terminal facility, (it is now used mainly as an auto rack facility for neighbor Pacific Motor Transport) these trains now terminate at the West Colton, California yard. The SECIY(K) transported into Los Angeles area much of the lumber, fibreboard and a large portion of the newsprint not on the CZLAT (Crown Zellerbach-Los Angeles Trailers) trains. These trains often had many cars on them from the Burlington Northern and it's associated predecessors; British Columbia Railway and other Canadian roads; and cars from the Longview, Portland and Northern, Columbia and Cowlitz and other northwestern U.S. railroads. Based on a study of these trains between January 1984 and January 1985, the following trends were observed.

The consists varied in length from 4,990 to 5,870 feet with an average of 5,280 feet or one mile. Weights ranged from 8,200 to 9,000 tons with an average of 8,750 tons. Car counts of 84 to 94 cars were not unusual, with the average being 87, the bulk of which were usually loaded cars.

On the average, there were approximately: 53 boxcars (see note 1) per train about evenly divided between Southern Pacific (note 2) and foreign roads (note 3); about 23 flat cars (note 4) most of which were Southern Pacific initialed, along with a few container/trailer flats. The "K" (when present) in the train symbol denoted the presence of hazardous chemical tank cars (note 5) in the consist. Lastly, each train often had an average of two covered hopper cars and possibly a few gondola cars in the consist.

Due to the weight of the trains, helpers were added going over grades such as Tehachapi or Cuesta. Assigned power usually consisted of 4 to 5 six-axle units.

In comparison to CZLAT trains, these consists were much more interesting to watch due to the fact that in large part the trains originated outside of the Southern Pacific territory. Originally, the SECIY ran daily down the coast line, like the CZLAT. However, perhaps due to their destination being east of Los Angeles proper, they were re-routed through the San Joaquin Valley and across the Tehachapi grade.

NOTES

1. Most of these were '50' and '52'-foot plate C double door boxcars for fibreboard, lumber etc. A few were high cube cars for paper loading.
2. Examples of series include: SP 203870-208344, 222000-222499, 243371-244149, 246515-247214, 247215-247914, SSW 23450-23749, 60500-60999, 66000-66528 and 66529-67349.
3. BCOL 5120-5399, BN 322200-322399, CLC 4001-4100, GN 37500-37899, 138400-138699, OPE 15101-15200 etc.
4. Most are SP stake-pocket and bulkhead flats transporting packaged and board lumber. There are also usually a few bulkhead flats carrying aluminum ingots from BN series 621100-621199 or 629305-629354.
5. If present, these are usually chlorine, phenol, or caustic soda tank cars. Some examples were from the following series: GAPX 6040-6083 (Phenol), HOKX 7701-7987 (chlorine) or UTLX 27700-27799 (chlorine).

BASIC FREIGHTCAROLOGY: 1

Hal Brown Jr.

Each year at Freight Cars Journal we welcome more and more new readers into the world of Freightcarology. Quite a few of these new readers have just recently become interested in freight cars. Some have joined us for the purpose of obtaining and sharing with others more accurate data and information to aid in their (and our own) modeling endeavors. Still other new readers are already seasoned Freightcarologists, but have just discovered our publication. In this short series I would like to discuss some of the questions that the newcomer to Freightcarology might be asking, and to give a brief overview of what Freightcarology is all about.

First, I would like to re-emphasize the objectives of the Society of Freight Car Historians and this publication. Our main emphasis is on the exploration and understanding of the history, development and technical evolution of the freight car and related subjects. Within this framework our goals include, but are not limited to, the collection and exchange of freight car data, research into the histories and production of freight car manufacturers, sharing information and techniques that will help modelers of all scales more accurately represent the prototype, observations and insight not only regarding the freight car and it's builder, but the shipper and commodities transported as well as prototype railroad operations, and lastly, but by no means least, observing and reporting on current news and developments in the freight car industry throughout the world.

Second, I would like to present a few ideas on what the newcomer to Freightcarology can do to become involved in their new interest, as soon as possible, if so desired. One of the main purposes of Freightcarology is to share our knowledge with others. Probably the easiest way to do this is through the collection and exchange of data. You may ask " How could the data I collect help when there are so many others out there doing the same?", or, "Are there any other sources for these data?", or how about " How do I go about collecting these data?" Let me address these questions one at a time.

Although it is true that there are others out in the field collecting data, many freight cars, like railroads, are regional. Chances are there are most likely freight cars that operate only in your area. Therefore YOU may be the only one to document the development and history of freight cars in your area.

Yes there are other sources for freight car data, of which the most used is the Official Railway Equipment Register (ORER). Current subscriptions only are available from 424 West 33rd Street, New York, NY 10001 at $80.00 per year. However, the ORER lacks several important data items of interest to the Freightcarologist - the design of the car, the builder, and the date the car was built. These items are best obtained through actual field observations.

Data collection does not require any special equipment (although a camera and a pair of binoculars are a Freightcarologists' best friend), no superior intelligence or knowledge is needed. By collecting data you capture "something" of that particular car, and like a color slide or photo, it is information that has historical significance. Lastly here is a very general list of items that the data collector should look for and note: (1) Reporting marks and car number, (2) build date, (3) Stencilled capacity, (4) AAR mechanical designation, (5) Light weight if new, (6) Scale date if other than new, (7) Builder (if possible), (8) Date painted, (9) Cubic capacity or gallons, (10) Railroad or owner class designation, (11) rebuilt or reconditioned date, (12) lot number and /or serial number if present, and (13) Logos and/or major color scheme. I'll go into more detail on these in future columns.

THE PAPER TRAIN: 2
by Tony Hodun

The paper industry receives and generates a tremendous amount of rail traffic. In addition to raw materials (wood and chemicals) and boxcars of finished paper, the paper industry consumes a significant amount of industrial minerals for filling and coating paper and enhancing certain other properties. The majority of these industrial minerals move by rail. As I mentioned in my first column, the number one mineral used as a filler and coater in paper is kaolin clay. Kaolin is a very fine, white clay that is used in making paper and also in refractories and by the rubber industry.

Massive deposits of 5 to 10 billion tons of kaolin are found in eastern Georgia in a belt between Macon and Augusta. Eight major companies that operate about 15 mines in this area are the major suppliers of the paper industry. U.S. production capacity is 10.4 million tons per year, of this, 4 million tons are used by U.S. papermakers, 2.8 million tons is exported, primarily for use in paper, and the remainder is used in other industries. Canada used 180,000 tons of kaolin filler and coating clay in 1986; much of this clay was imported from England, which also has fine white kaolin deposits.

The kaolin market is growing at about 5% a year along with the growth of coated paper grades. Intially, most Kaolin was shipped in 55 lb. bags in boxcars, or in bulk in covered hoppers or LC boxcars. The trend through the 70's and 80's has been towards slurry shipment with a typical 70% kaolin/ 30% water mixture. The major firms shipping to the paper industry are:

Company	*Shipping Point(s)*	*Rail service*
1- Albion Kaolin Co.	Hepzibah, GA	NS
2- Cyprus Industrial Minerals Co.	Sandersville, GA	SAN
3- E.C.C. America Inc. Anglo-American Clays subsidiary	Sandersville, GA	SAN
4- Englehard Minerals & Chemicals Corp.	Macintyre and Gordon, GA	NS
5- Georgia Kaolin Co.	Sandersville, Wrens, Dry Branch, GA	SAN/NS/SBD
6- J.M. Huber Corp.	Wrens, Huber GA	NS
7- Nord Kaolin	Jeffersonville, GA	SBD
8- Thiele Kaolin	Sandersville, Wrens, GA	SAN/NS

A ninth major firm, Freeport Kaolin was acquired by Englehard in mid-1985.

Kaolin clay moves in a huge fleet of railroad owned and privately leased cars. SBD has several blocks of SAL/SCL covered hoppers in this service. NS/Southern has many covered hoppers and some LC boxcars in kaolin service; both SOU and SCL boxcars have been used to haul pallets of 55 lb. bags of kaolin. Additionally, almost all of the firms listed above including Freeport Kaolin lease large fleets of tank cars for kaolin slurry service. The exception is Albion Kaolin, but since this is a fairly new growing firm, this may change. Several firms, including Georgia Kaolin, Nord Kaolin, Englehard, Freeport Kaolin, and J.M. Huber Corp. lease blocks of ACF Centerflows for bulk service. I'll cover some of these fleets of cars in future columns; this column will focus on an all-time roster of the Sandersville Railroad.

The Sandersville is a nine mile shortline that connects with the NS former C of G line at Tennille, GA, and serves the towns of Sandersville and Kaolin (naturally) at the end of the line. The road dieselized with one FM switcher in 1953, but as the kaolin industry grew in the 60's and 70's, the Sandersville added three EMD switchers and a road slug, and leased its first revenue freight cars to serve kaolin producers.

SANDERSVILLE RR ALL-TIME ROSTER

Numbers	*Built*	*Builder*	*Type*	*CuFt*	*Notes*
101-125	unknown	unknown	180LO	3819	1
201-250	unknown	unknown	200LO	4000	2
301-350	12-70	PS BUT lot 9516	196LO	4000	3
400-499	9-72	PS BUT lot 9604	197LO	4000	3
500-599	1-74	PS BUT lot 9719	200LO	4000	4
600-699	8=9-77	PS BUT lot 9953	200LO	4000	4
10000-10099	9-79	PS BESS 1043B	154XM	5344	5
13000-13099	9-79	PS BESS 1043B	154XM	5344	5

NOTES
1. Off-roster by 1974, Steel cars
2. Off-roster by 1974. Aluminum cars
3. Virtually identical, triple gravity discharges, 10- 30" round roof hatches with centered roofwalks.
4. Virtually identical, triple gravity discharges, full length centered roof hatches.
5. Identical, 10' YSD sliding doors, IL 50'6", cushioned. These were acquired for palletized bag service. Some of the 10000 series are off roster and in paper or pulp service numbered in the QC 76500's.

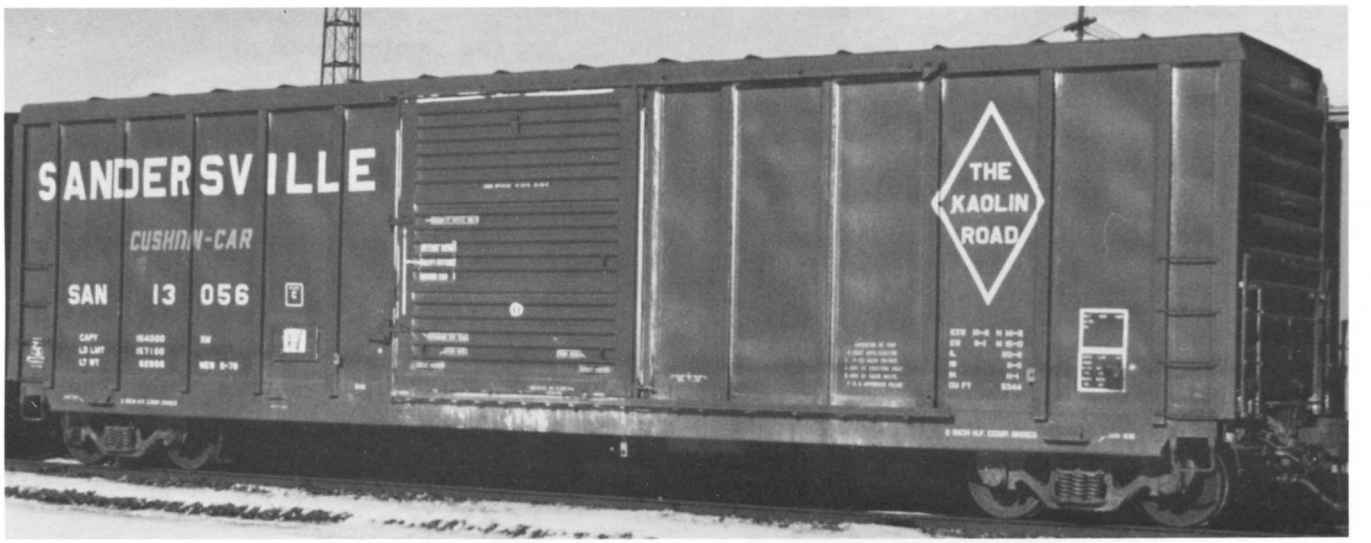
The 100's and 200's were off the roster before I began spotting kaolin cars. The newer covered hoppers are light grey with black lettering. 4000 cuft is the most common size covered hopper in kaolin service as this is the volume of a 100-ton load of most grades of kaolin.

In late 1981, the Sanderville had SAN 400-499 rebuilt by Safety Railway Service of Atlanta. The cars were restenciled TARX 400-499 and are leased by the subsidiary Sandersville Leasing Inc. In mid to late 1982, SAN 301-350 were similarly refurbished at Sandersville, and became TARX 301-350. Both groups of cars are lettered in black and painted light grey, and carry only reporting marks and data.

TARX 493, former SAN 493. TARX is the reporting marks for Sandersville Leasing, a subsidiary of the SAN. The cars were rebuilt in 1981 by the Safety Railway Service. Note the lack of the large Sandersville logo and large number used on SAN initialed cars. This car has the centered roofwalk. covered hoppers later received by the Sandersville had off-centered walks. Tony Hodun photo

(Above) Sandersville 409, built in 9-72 by Pullman-Standard is seen here at Central Bridge, NY on October 21st 1979. Tony Hodun photo

(Above) Sandersville 683, built in 8-77. Notice the difference in roofwalks between this car and #409. Shown here at Taylor, PA on February 1st, 1982. (Below) SAN 13056 built by Pullman-Standard in 9-79. All lettering and data is white except for the "cushion-car", which is yellow. Both photos by Tony Hodun



WHITE PASS & YUKON RAILWAY
FREIGHT CAR ROSTER

Road Numbers		*Quantity*	*I-L*	*Car Type*	*Capacity*	*Light Weight*	*Builder*	*Date*	*Origin*	*Notes*
1-4		4		Tank	4286 g.	21900	unknown	unknown	UTLX	1
5-7		3		Tank	3957 g.	24500	unknown	unknown	UTLX	2
8-11		4		Tank	6500 g.	28340	unknown	unknown	UTLX	3
27		1		Tank	6672 g.	32000	unknown	unknown	ex-WPY 3	6
28-37		10		Tank	6500 g.	(32000)	unknown	unknown	UTLX	7
38-39		2		Tank	6110 g.	33000	unknown	unknown	USN/Hawaii	8
40-43		4		Tank	6500 g.	34100	unknown	unknown	UTLX	9
50-65		16		Tank	6500 g.	unknown	UTLX	1907-08	UTLX	11
70-?		?		Tank	unknown	unknown	unknown	unknown	Leased	13
100-116		17	30-3	Flat	55000	19840	unknown	unknown		15
117-129		13	30-3	Flat	50000	(17000)	unknown	unknown		16
300-316	1st	17	33-0	Flat	60000	21500	unknown	unknown		20
317-326	1st	11	36-0	Flat	60000	17900	unknown	unknown		21
300-499	2nd	200	31-0	Flat, steel	80000	27787	NSC	4=5-69	NEW	23
400-414	1st, Even	7	29-6	Reefer	50000	unknown	(C&S)	(1909)	C&S	24
500-598	Even Nos.	50	30-0	Box	50000?	unknown	(C&S)	(1906-10)	C&S?	26
501-?	Odd Nos.	?		Flat/open observation car						27
600-649		50	30-0	Box		unknown	unknown	unknown	C&S	28
650-655		6	20-6	Center Dump Gondola	31 cu.yds	(21000)	unknown	unknown	ex-WPY 850-855	29
661-665		5	30-0	Side Dump Composite Gondola	22 cu.yds.	28000	(C&S)	(1908)	ex-WPY 861-865	30
670-684		15	28-2	Triple Ballast Hopper		79000	PCC or EBT	1914-28	ex-EBT 810/1074	31
unknown		1	33-0	Gondola	60000	27000	PC&F	1-40	NEW	33
700-758	Even Nos.	30	29-6	Box	50000	22500	(C&S)	(1906-10)	C&S	35
760-770	Even Nos.	6	29-6	Reefer	50000		(C&S)	(1909)	C&S	36
701-799	Odd Nos.	50	30-0	Flat	50000	(16200)	unknown	unknown		38
801-837	Odd Nos.	19	30-0	Flat	50000	(16200)	unknown	unknown		39
839-859	2nd,Odd Nos.	10	30-0	Flat	50000	(16200)	unknown	unknown		40
861	2nd	1	33-0	Flat	50000	(16200)	unknown	unknown		41
863-889	2nd,Odd Nos.	14	30-0	Flat	50000	(16200)	unknown	unknown		42
891		1	30-0	Flat	50000	(16200)	unknown	unknown		43
850-855	1st	6	20-6	Center Dump Gondola	31 cu.yds.		unknown	unknown		45
861-865	1st	5	30-0	Side Dump Gondola	22 cu.yds.		(C&S)	(1908)		46
955		1	?	Stock	unknown	unknown	unknown	unknown		49
1000-1001		2	42-0	Flat	60000	22500	unknown	unknown		50
1002		1	36-0	Flat	60000	22500	unknown	unknown		51
1003-1004		2	32-0	Flat	60000	22500	unknown	unknown	USN/HI	52
1005-1013		9	34-0	Flat	60000	22500	unknown	unknown	USN/HI	53
1014-1016		3	38-0	Flat	60000	22000	unknown	unknown	USN/HI	54
1020-1023		4	38-0	Flat	60000	21000	PC&F ?	unknown		56
1024-1026		3	38-0	Flat	60000	21000	PC&F ?	unknown		57
1100-1127		28	30-0	Flat	55000	18000	unknown	unknown	USA/HI	59
1128-1130		3	30-0	Flat	55000	18000	unknown	unknown	USA	60
1131-1144		15	30-0	Flat	55000	18000	unknown	unknown	USN/Oahu	61
1145-1175		31	35-0	Flat	55000	18000	unknown	unknown	USN/Oahu	62
1176-1193		18	35-0	Flat	55000	18000	unknown	unknown	USN	63
1200		1	38-0	D.C. Flat	60000	31000	WPY	5-57	NEW	65
1201		1	39-0	D.C. Flat	60000	33000	WPY	8-62	NEW	66
1202		1	40-0	D.C. Flat	60000	38000	WPY	7-67	NEW	67
1203		1	40-0	D.C. Flat	60000	38000	WPY	1968	NEW	68

GENERAL NOTES:

A- Equipment thought to be C&S (Colorado & Southern/Rio Grand Southern) sold to Chicago Freight Car Parts Co. by C&S receiver Victor A. Miller (in 1942), was resold to the U.S. Government (USA=US Army) for use on the WP&Y. 78 boxcars are known to have been refurbished by the Chicago Freight Car Parts Co. at Salida, CO.

B- "Listed" or "Listing" etc. refers to the WP&Y Equipment lists.

CODES:

g.= Imperial gallons
EBT= East Broad Top
PCC= Pressed Car Co.
PC&F= Pacific Car & Foundry
NSC= National Steel Car

SPECIFIC NOTES:

1. By 1/59 only No. 1 was listed in gas-solvent-blazo service. No. 3 had been rebuilt to No. 27. No listing by 1/67
2. By 1/59 only No. 5 was listed in heavy fuel oil service. No listing by 1/67
3. By 1/59 No. 9 not listed, No. 8 on 69 class 2-8-0 trucks (back on archbar by 1/67); No. 10 rebuilt on flat frame 110; No. 11 (by 1/67) on flat frame 100.
6. No. 3 rebuilt to No. 27; using flat frame of 111? By 1/67 in shop service only.
7. Car weights vary from 31220 to 34300. By 1/59, 8 tank cars had been rebuilt with flat car frames (28, 29, 31 to 36); 30, 37 done by 1/67. By 1/67 No. 33 assigned to shop service.
9. By 1/59 Nos. 40, 43 had been rebuilt with flat car frames. (see also note 15)
11. Nos. 50 to 65 were originally built as standard gauge tanks circa 1907-08, as part of UTLX 12000-13999. They were narrow gauged for use on the Colorado Lines between 1924-1930 (most in 1927), but not renumbered to 88000-88131 until 1947. In 1956 they again were renumbered, this time to 11000-11033. On 2/26/63, 31 were sold to Floyd W. Reed Co. (La Jara, CO); 16 of which were resold to the WP&Y. If WP&Y renumbered in order the following data can be recontructed:

WP&Y	*UTLX 1956*	*UTLX 1927*	*Original UTLX*
50	11012	88100	?
51	11013	88101	?
52	11015	88103	?
53	11016	88104	?
54	11017	88105	?
55	11018	88106	12757
56	11019	88107	?
57	11020	88108	?
58	11021	88109	?
59	11022	88110	1297x
60	11024	88112	?
61	11025	88113	?
62	11026	88120	?
63	11027	88125	?
64	11029	88127	?
65	11030	88129	?

Nos. 11012-11013 have no heaters; 11015-11025 have type E heaters; 11029-11030 have type W heaters. In 1968 50-65 were slated for truck replacement from archbar to D&RG conventional.

13. I have seen photos of numbers up to 71. None were sighted in 1984.
15. Only 100, 108 and 111 listed 1/59. Others had been used as frames for 17 tank cars; finished by 1/67.

Flat	*Tank*	*Flat*	*Tank*	*Flat*	*Tank*
100	11	106	40	112	30
101	33	107	36	113	32
102	34	108	31	114	37
103	41	109	42	115	29
104	43	110	10	116	28
105	35	111	27?		

16. Weights vary from 17660 to 17880. By 1/59 No. 122 rebuilt with steel side sills. Not listed by 1/67.
20. By 1/59 only 316 listed. Not listed by 1/67.
21. By 1/59 Nos. 320, 322-323 not listed; only Nos. 317, 318 and 324 remained (but out-of service) by 1/67. WPY lists Nos. 318 and 326 as 17700 weight 1/67.
23. The order was shipped by CP Rail (4 flats to 1 gon) to Vancouver for water shipping to Skagway. Cars are designed to carry aluminum 8'x8'x25' containers (built in 1965), open gondola container frames, or ore side-dump units. Car capacity varies: ore 114000; COFC 105000. Cars are of steel construction.
24. If origins are C&S (see note A), could be from 1100-1119. By 1/59 Nos. 402, 408, 760, 764 not listed; None listed in 1/67.
26. If origins are C&S (see note A). Could be from 8065-8417 (C&S 1906-10). Some frames used in 1953 for COFC 7'x8'x8' container experiments. None listed 1/59. Double-sheathed box cars.
27. Photo evidence shows flats, and built up with roof, side rails and benches for excursion service. Known cars are Nos. 543, 547, 531, 507 and 567?
28. None listed 1/59. Flat No. 638 shows up in a WWII photo; Possibly a stripped down box?
29. By 1/67 renumbered from 850-855 to clear series for 30' flats. Weights vary from 20900-22640. In late 1960's used at Pioneer Mines, Anyor, B.C.
30. By 1/67 renumbered from 861-865 to clear series for 30' flats. If C&S origin, these could be 0200-0208 (C&S 1908)
31. Bought second-hand from East Broad Top in 3/68 or 69; EBT does not know individual nos.. Shipped to Vancouver and to Skagway via mv Frank H. Brown.
33. Listed in Railway Age "Orders for 1939 Review". Ordered new 9/39.
35. Double-sheathed, steel underframe box car. Nos. 724, 726, 728, 732 not listed 1/59. Nine (700,4,6,12,36,42,44,54 &56) designated "powder cars". By 1/67 only eight listed (702,4,6, 12,18,30,34 and 42). Nos. 704 and 718 converted to box-baggage in 1967. By 1984 Nos. 702, 708 and 712 had also become box-baggage cars. Nos. 708 and 720 had by 1/68 been converted to a wash & shower car and a toolcar respectively. Most other boxes built to flat frame 701-799 (odd numbers only). If the origins were C&S; then these could be 8065-8417 (see note A).
36. See note 24.
38. Steel underframe flat. Weights vary from 16000-19200, but by 1/67 standardized to 16200. Many rebuilt with steel side sills. Some numbers reappeared by 1/67. It could be that may be cars returned to service or a second use of retired number spaces. Nos. are 701, 739, 751, 755, 763, 773, 775, 779, 787, 789, and 795. Only Nos. 703 and 757 not listed in 1/68. Nos. 785, 787 and 789 have an IL of 33'0". These were originally boxes.
39. Weights vary from 15840 to 16400, but by 1/67 standardized to 16200. By 1/67, eight had steel side sills. Not listed in 1/67 were Nos. 837 and 831. These were originally boxes. Steel underframe.
40-43. Group listed by 1/67. 2nd 851-855, 861-865 odd nos. only. 1/68 note lists 845 and 891 "Restored to service during 1967; recovered from P.L. 93". Steel underframe and steel side sill flat cars.
45-46. See note 29-30. Trucks for 861-865 by 1/59 from 69-class 2-8-0. If C&S origin, they are likely 0200-0208 (C&S 1908).
49. Kemp reported a sighting of No. 955 on 7/21/57.
50. Container Types: Red for explosives; Green for merchandise; Orange for bulk goods; Silver for refrigerated goods. (Kemp)
51. Equipment list for 1/59 gives IL as 40'0". Later lists show 36' 0".
52-54. Origins are U.S. Navy (Hawaii) bought second-hand.
56. Possibly PC&F built?
57. On roster by 1/67.
59. Equipment list 1/59 says "USA cars purchased from Lou-Ann Trading Co., Honolulu, P.O. 472-1954." Bought second hand 1954 originally as boxcars and rebuilt to flat frames. Cars with wood decks but steel sills added to whole group by 1/67. Not listed in 1/67 are: 1101, 1114 and 1122.
60. Wood deck flats. Some sources say origins are U.S. Army Skagway. On roster by 1/67.
61. Steel deck flats. On roster by 1/67; origins are Oahu Railway box cars, bought second-hand.
62. See note 61. 1169 became frame for tank 57.
63. Some sources say the 18 flats arrived in 1967 as boxcars, ex- Kahahui Railway. Nee U.S. Navy. Twelve rebuilt in 1967. Eight rebuilt in 1968.
65. Trucks from a 70-class 2-8-2 tender. Kemp says 4-57; 5-57 is the car stencil date.
66. See note 65
67. No notes
68. Sources say car under construction in 1968. Not sighted in 1984.

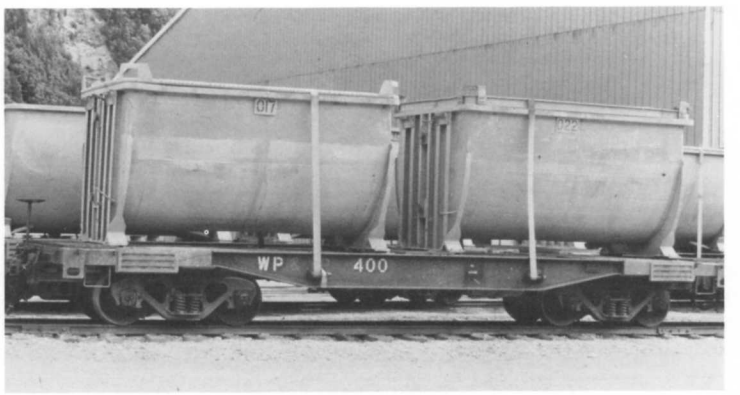
SOURCES:

WP&Y - Office of Superintendent Rail Division. Equipment List for 1/59, 1/67 and 1/68.
Cohen, Stan: The White Pass & Yukon Route
Clifford, Howard: Rails North
Clifford, Howard: Doing the White Pass
Sloan, Robert: Silver San Juan
C&S Narrow Guage Freight Equipment
Rainey, Lee & Kyper, Frank: East Broad Top
Schneff, Ted: North to the Yukon Short & Narrow Rails 1978
Kemp, Forster: White Pass & Yukon Route CRHA/NR 9/57

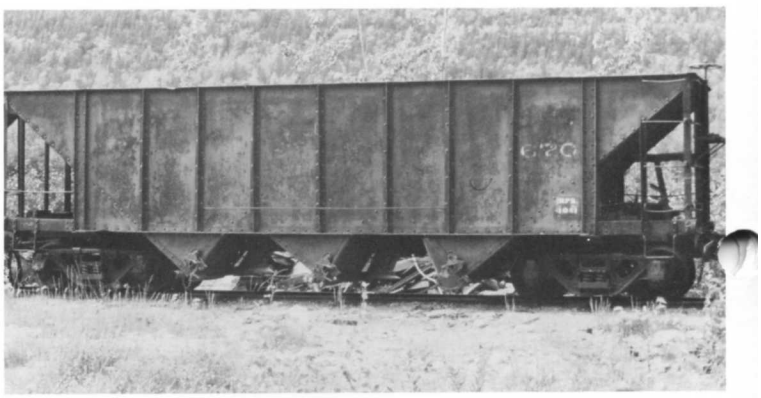
WP&Y #734 as it appeared in 1977. J.R. Quinn photo

#43 tank car at Whitehorse, YT on 7/15/77. This was originally a UTLX car. 6500 gallon capacity.
All photos this page by Don McQueen

#322 shown above with aluminum box container (8x8x25') no. 3746 built by Trailmobile in 1965. The flat car is a part of the newest car series operated by the WP&Y. Photographed at Skagway 6/23/84.



#400 flat car with 2 ore dump containers nos. 017 and 022. Photographed at Skagway Pier on 6/23/84. Part of a series of 200 cars built in 1969 by National Steel Car. These are 31-0' IL cars with a light weight of 27,787 lbs.



#670, a triple hopper shown here at Skagway Yard on 6/23/84. This car is part of a series that was originally operated by the East Broad Top. Interior length is 28'2". The series was built between 1914 and 1928. The cars are primarily used for ballast.

#781 flat car for TOFC service is shown below at Whitehorse on 7/15/77. Notice the wheel chocks and chain.

#1202, shown below, is one of the four depressed-center flat cars built by the WP&Y. This one was built in 1967. The car is a 40'0" IL flat. Shown here at Skagway Shops on 6/23/84.