

# FREIGHT CARS

• HISTORY • MODELING • NEWS

JOURNAL



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- COVER PHOTO -

C&O 164243 is one of a series of 50 newly-built auto parts boxcars delivered to the C&O just before the final merger into CSXT. These are the first boxcars built in the United States for interchange service since 1983 when the Burlington Northern received its high-cube paper box cars from United American. Though not a large order, nor a general-service boxcar, the cars do indicate the need for boxcars in this intermodal age. The cars were built by Trinity Industries' Pullman Standard Manufacturing Bessemer, Alabama plant in June 1987. Photos on back cover.

# FREIGHT CAR NEWS

## CLASS I and II RAILROADS

### ATCHISON, TOPEKA and SANTA FE -

The Santa Fe has been very active in rebuilding and acquiring new and used gondolas this past year.

Santa Fe is ordering 100 65-foot, 100-ton gondolas from a presently unknown builder. The railroad has also acquired 115 used ex-P&LE 50000-series gondolas. The ex-P&LE gons are numbered ATSF 68000-68114 and bear a Santa Fe class Ga-217. These are 52'6", 100-ton 1980 Greenville built cars. They were acquired by the Santa Fe in early 1987.

Santa Fe rebuilt 200 52'7" gondolas now in the series 74100-74299 at its Topeka Shops in late 1986/early 1987 by refurbishing and making solid ends from former drop ends. These are Ga-97 gons from the 71500 and 75500-series.

Another 150 former drop-bottom GS gons were rebuilt and converted into solid bottom mill gons. These are now numbered ATSF 74460-74609. ATSF class is Ga-144 from the 64625-64824 series built in 1965. Conversions were done by replacing the bottom doors with solid sheets of steel and reinforced with numerous cross-beams under the new floor. Topeka Shops did these in August and September 1987.

ATSF 164100-164249 is the new series for 150 rebuilt 65'6" gondolas from the 168150-168399 (Ga-103, built 1958) and the 164400-168549 (Ga-91, built 1955) series. The rebuilding includes a 1" higher inside height (cubic capacity from 1777 to 1862) and making the drop ends into fixed ends. Known dates for these rebuilds are 3-5-87 by the Topeka Shops.

Santa Fe is also leasing 22 newly rebuilt (by Gunderson 7-87) 100-ton 60' container flat cars. These are capable of carrying three 20-foot containers. Numbers are SFLC 903000-903021. (DGC)

**BURLINGTON NORTHERN** - BN has been acquiring a number of covered hoppers, insulated boxcars and reefers recently.

Trinity Industries is delivering 300 new built 100-ton (207LO) 3000 cuft cement hoppers to the BN. Numbers are BN 441200-441499 (deliveries began in August 1987). These were built by Trinity's Fort Worth plant. The cars are gray with no BN logo. In addition, BN is scheduled to get a number of cement hoppers from Pullman Leasing. BN has also acquired a presently unknown quantity of grain hoppers from the MBFX 4825-4974 series (built 1979 by Trinity; BN 459795 is an example).

Sixty (60) used insulated loader-equipped boxcars were acquired for the BN Golden, Co (Coors Beer) pool. The cars were rebuilt by Evans' Junction City shop in 8-9-87. BN numbers are 734225 to 734284. These were built in 10-67 and have a cubic capacity of 5187 cuft. Though not confirmed they are thought to be ex-ATSF 625000-series Bx-128's.

Late in 1986, BN converted 75 former reefers into carbon dioxide cooled reefers. These 54'9" RB's are numbered BN 751000 to 751076 (known conversion date of 10-86). (MBF/CWS/DGC)

# FREIGHT CAR NEWS

CANADIAN NATIONAL - CN is getting a number of covered hoppers and lumber flats.

A number of ex Conrail, nee NYC 886726-886825 series ACF Center Flows are being rebuilt by PLM's Sioux City, Iowa shops and placed in CN reporting marks (CN 383563-383569 are examples).

Another group of (1980 Trinity b1t) grain hoppers, formerly of the GCGX 300-499 series have been acquired by the CN (examples: 383524-383541).

In addition, several hundred covered hoppers (Pullman-Standard 4750 cuft design and built) were acquired from several series of TWGX cars (2000-2099, 2250-2549 and 2550-2599).

Lastly, CN recieved 160 new design, new built lumber flats similar to Thrall's new Center Beam design. These cars, CN 623100-623259 were built by National Steel Car (5-87 date sighted so far). (DRM/EAN/DGC)

CHICAGO, CENTRAL & PACIFIC earlier this year acquired a half-dozen of former GM&O GATX built 4180-design Airslides. The cars were built in 1966 and retain the same GM&O numbers (85019,85022, 85024,85028,85035, and 85045). Also, the CC&P acquired the bulk of the KCS 300004-302091 series of ACF Center Flow covered hoppers (originally built in 6-67). The are ACF 4600-cuft designs. CC&P retains the former KCS numbers. (MBF)

CHICAGO and NORTH WESTERN continues to add used equipment including RBL-reefers and gondolas.

185 cars numbered CNW 540100-540185 are Evans 5100-cuft RBL's recently received from Evans. Another 100 RBL reefers were acquired from FGE and placed in service as CNW 543300-543399.

Ten former Western Pacific Maxson (1970) built 65'8" 100-ton gondolas were acquired in 3-87 and placed in service as CNW 370000-370009 (these were briefly mentioned in FCJ 23:2). The CNW 340500 to 340599 series are former MPA gondolas built by Berwick and also acquired by the CNW this year.

The CNW is to convert 275 former grain hoppers into two-bay small cube (cement) covered hoppers and is supposed to acquire 200 FGE single-platform intermodal flat cars. (CWS/DGC)

CONRAIL - needs 86' high cube boxcars and Santa Fe didn't. A number of former ATSF Bx-91, Bx-104 and Bx-140 86' high cube box cars have been transferred to Conrail. Numbers are random between CR 239201 and 239392. (CWS)

CSX TRANSPORTATION, Inc. has been quite active in freight car news.

The biggest news in freight cars in the last 4 years is CSX's new-built auto parts boxcars. 50 cars, C&O 164220-164269 were delivered in June 1987 by Trinity's PSM Bessemer Division. These are not only the first American boxcars built in four years (the last being BN's United American cars built in 1983) but are also the last new built cars delivered with C&O reporting marks. The cars are leased from GERSCO (General Electric Railcar Service Corp.) (See photos this issue).

More auto parts boxcars are in demand as CSX converts a number of former KCS 60'9" boxcars into high-roof double-door cars. These are being leased from Helm Leasing for Fisher Body service (example: CSXT 166665 is ex KCS 121754 built in 6-67).

CSX-C&O also got a small number of open hoppers from the BAP 4201-4289 (odd numbers). More open hoppers

were acquired from the Missouri Pacific and placed in service as C&O 358070 to 358244. In addition a number of former CB&Q 161000-series open hoppers (BSC 1969 built were acquired and lettered C&O 358350-358564.

148 former GCGX 300-499 series Trinity built covered hoppers were acquired by CSX and numbered SBD 253435-253582 earlier this year.

CSX will be getting 1,075 cars from the P&LE. This includes 905 gondolas and 170 coil steel cars. (CWS/DGC)

ILLINOIS CENTRAL GULF acquired ten ex-CAGY 70001, nee-TPW 70001 series 50'6" XM boxcars this year. (CWS)

NACIONALES de MEXICO also acquired new built boxcars. These are 50'8" XF boxcars for food products loading (a first for NdeM). The cars were built by CNCF (Mexico) in 7-87. (DGC)

NORFOLK SOUTHERN is to raise the roof on 75 60-foot boxcars and will acquire one 135-ton depressed center flat car.

PITTSBURGH AND LAKE ERIE - With all the despositions that the P&LE has done lately it seems unusual to acquire used cars. Twenty-three cars numbers randomly from 223000-223332, 50'6" special-products (XP) boxcars were acquired from the Y&S 3000-series. (CWS)

SOO LINE is to order 130 small cube rebuilt 2-bay covered hoppers from XTRA.

SOUTHERN PACIFIC continues to rebuild and modify its chain-mesh door auto racks with new "clam" doors. Latest is rebuilt 9-87.

SP has also begun to refurbish its fleet of SPFE mechanical reefers. The cars now sport an attractive new livery of white carbody, black lettering and the round SP logo in medium blue. Cars began showing up in refurbished from Tucson in 10-87. (DGC)

UNION PACIFIC RR is to begin leasing 150 rebuilt 2-bay covered hoppers from Pullman Leasing.

UP has also been refurbishing its mechanical reefer fleet and has also added 75 used mechanical reefers. The new UP class R-70-27 is numbered UPFE 461101-461175. The cars have a cubic capacity of 4050 cuft, were built in 8-70 and refurbished in 10-87 by the UP Pocatello, ID shops (these may possibly be nee BAR cars).

Quasi-articulated Airslides have also entered service on the UP. A small number have been modified by combining two 2600 cuft Airslides. The latest was 220220 A&B modified at the Pocatello shops in 9-87. (CWS/MBF/DGC)

## SHORTLINES

Apalachicola Northern RR (FL) received 60 FMC 10-78 boxcars from the EACH 2001-2200 series. These are now numbered AN 5815-5874. (CWS)

CEDAR RAPIDS AND IOWA CITY (IA/IL) acquired a dozen ex-P&LE 1975 USEX built covered hoppers in early 1987. These are CIC 1900-1911 formerly PLE 1900-1911. (NLP)

CAIRO TERMINAL RR acquired 13 boxcars from the ADN this year. Numbers are the same as the former ADN numbers. Series is random numbers CTML 5521 to 5588. (DGC)

CHICAGO, MISSOURI AND WESTERN (IL/MO) has acquired a few freight cars. CMNW 22013-22020 are 1976 Berwick boxcars (possibly nee Virginia Central?) and a few mechanical reefers from the Y&S (CMNW 12025 sighted, same number ex-Y&S) (CWS)

GULF & MISSISSIPPI RR (MS) has placed thirty 100-ton 52'6" Thrall 1980 built gondolas acquired from the Soo Line in service. Series consists of random numbers from 64209-66269 (ex Soo numbers were the same). The cars were originally OCTR.

The first RBL-reefers from the GMSR come from the MKT 20000-20099 series. Twenty of these 50'6" 70-ton Pullman Standard Michigan City built reefers were acquired this year. The cars were originally built in 1970. GMSR retains the ex MKT numbers. (PW/DGC)

HARTFORD AND SLOCOMB RR (AL) is getting about 500 boxcars that ITEL is transferring to the H&S. These include a number of 50'6" boxcars from the VTR, GMRC, CLPT, NOPB and GRN. The cars are numbered in blocks in the series HS 5000-5499. (LL/CWS)

IOWA TRACTION RR (IA) received 30 ex-P&LE 39500-series 50'6" boxcars. The cars are now numbered IATR 5500 to 5529. (CWS)

INDIANA HARBOR BELT RR (IL) acquired 20 of the Soo Line 64200's gondolas (see GMSR above). The IHB numbers are random between 64233 to 64269. (CWS)

LOUISVILLE, NEW ALBANY & CORYDON (IN) got sixty 52'5" USEX 1977 built all door box cars from the MNS series 2500-2559. LNCAC numbers remain the same as the former MNS series. (DGC)

LAMOILLE VALLEY RR (VT) acquired 45 Evans built 5077 cuft design boxcars from the P&LE 39500-series. The new numbers are LVRC 5430-5474. (CWS)

MC CLOUD RIVER RR (CA) received 100 brand-new built center-partition lumber flat cars from Gunderson in 9-87. The cars are the new 73' length and have a large "Tricon Forest Products" lettering across the center partition. The numbers are MR 9000-9099. (DGC)

OMAHA, LINCOLN AND BEATRICE 100 former Union Pacific 27000-series ore cars built in 1962 by the UP were acquired by the OL&B in early 1987. The new series is OLB 1000-1099 (MBF)

PADUCAH & LOUISVILLE RWY (KY) has gotten a small number of ex-INLX quad hoppers (ones that didn't go to the C&O) (PAL 10050 ex-INLX 10050 as an example). Also the PAL acquired a small number of ex-Illinois Central 50'8" boxcars built in 1969 (PAL 701500-701513 and 701650-701651). Lastly, 96 Pullman-Standard (1979) built covered hoppers formerly lettered TWGX were placed in service (PAL numbers 2151 to 2246). (CWS)

WASHINGTON CENTRAL RR (WA) is getting a number of former (CR) New York Central ACF Center Flow 4650-cuft design covered hoppers (see also Canadian National). These are being refurbished by PLM's Sioux City, IA shops in 10-87. WCRC numbers are in the 5900's (WCRC 5976 and 5984 are examples). (MBF)

# FREIGHT CAR NEWS

WISCONSIN CENTRAL has recently acquired a number of former Soo Line 50'6" general-service boxcars (examples: WC 19232, 19260, 19343 and 19359; ex-Soo Line same numbers) (CWS)

WISCONSIN & SOUTHERN RR acquired approximately 60+ ex-Cotton Belt ACF built Center Flow covered hoppers. The W&S retains the former SSW/Cotton Belt numbers. Numbers are random ranging from WSOR 70683 to 79891. (MBF)

## PRIVATE OWNER/LESSEE NEWS

ADM TRANSPORTATION CO. continues to acquire new-built freight car equipment. This includes 150 new 100-ton 30,150 gallon tank cars (ADMX 29651-29800) built by ACF Milton in 8-87.

ADM also added 35 new ACF PD5000 Center Flow covered hoppers (ADMX 50066-50100). These were built by the Milton plant in June 1987.

The ADMX series 16391-16840 (FCJ 22:7) now has build dates of 1-6-87. (TH/CWS/DGC)

A G PROCESSING (AGP logo) is now leasing some new built 21,000 gallon 100-ton tank cars from Shippers Car Line (e.g. ACFX 72096-72129). The cars were built in 8-87 by ACF Milton. (TH)

AMERICAN MAIZE PRODUCTS is leasing several new-built ACF PD 5000 Center Flow covered hoppers from Shippers Car Line (e.g. ACFX 51491 built 3-87 and ACFX 51527 built 6-87) (TH/CWS)

BRAE TRANSPORTATION acquired over 650 covered hoppers (4750 cuft design) from Richmond Leasing Co. this year. These are now BRAX 8556-9218 all built in 1981 by Richmond Tank Car. Brae retains the same numbers as the RTMX series. (DGC)

CAIN CHEMICAL, a Dupont "spinoff" has acquired a number of ex-DUPX (DuPont) covered hoppers. These include cars from the DUPX 35700-35889 and 37006-37185 series. The reporting marks for Cain Chemical are "ALAX." (CWS)

CARGILL, Inc. just added 203 new-built 17,500 gallon corn syrup tank cars (CRGX 4516-4718) built by Union Tank Car in 8-9-87.

In addition, Cargill is leasing a number of new-built ACF PD5000 Center Flow covered hoppers from Shippers Car Line (e.g. ACFX 51533-51541 built 7-87 and ACFX 51543-51555 built 10-87) (EAN/CWS)

CALWELL-BAKER Co. recently acquired a number of Conrail (former PC) Pullman Standard (4785 cuft design) covered hoppers (e.g. RFXM 890158 and 890470, ex CR same numbers) (MBF)

CELTRAN, Inc. placed 29 previously unreported (to FCJ) formic acid tank cars into service numbered CELX 98200 to 98228. These were built by Union Tank Car in March 1986. (DGC)

CENTEX (American Gypsum) is leasing an additional 25 Thrall Center Beams (see also FCJ 17/18:4) from the Transportation Corp. of America. Numbers are TCAX 700025-700049. These were built by Thrall Car (job 443) in June, 1987. The cars are 60'8" (IL) and have Keystone EG10G cushioning. (HAL)

COLONIAL BRICK CO. now has twenty former MKT 60'7" Pacific Car and Foundry built RBL-reefers built in 1968. The cars are numbered CBCX 1001-1020 and come from the MKT series 8800-8899. (PW)

CO 2 Inc. began leasing a number of new built Liquid Carbon Dioxide tank cars from Union Tank Car (e.g. UTLX 900080-900083). The 20,125 gallon tank cars were built in May and June 1987 by Union Tank Car. (DGC)

CRYO-TRANS, Inc. acquired a number of former ATSF Bx-132 RBL-reefers that were rebuilt by CEECO (Washington) into carbon dioxide cooled refrigerator cars (see photo). (CWS/DGC)

DOW CHEMICAL has been busy placing new-built owned and leased equipment into service this past year.

150 new ACF Center Flow "Chem-Kings" numbered DOWX 20200-20349 were delivered in 4,5 and 7-87 from ACF Milton.

Ten (10) additional Center Flow covered hoppers are being leased from Shippers Car Line (ACFX 64701-64710). These were delivered in April 1987 from ACF.

Up to possibly 100 cars are being leased from Pullman Leasing numbered in the PLWX 46100-46199 series. These are Trinity PSM built 5850-cuft design covered hoppers.

Dow is also leasing a number of cars from General American Transportation. These are too are Trinity PSM built 5850-cuft design cars (e.g. GACX 72791 built 4-87 and GACX 72844 built 8-87).

Lastly, Dow is leasing a number of 26,700 gallon Aromatic Hydrocarbon tank cars from General American Transportation. These 100-ton tank cars were built by Trinity Tulsa in 7-87. (EAN/CWS/DGC)

TENNESSEE EASTMAN acquired another 55 new built ACF Center Flow "Chem-King" covered hoppers in March 1987 numbered ETCX 58109-58163. (EAN/CWS)

EL PASO PRODUCTS began leasing 50 new-built ACF Center Flow covered hoppers from Shippers Car Line numbered ACFX 65011-65060. The cars were built in 3-4-87 by ACF. (EAN)

ENGLEHARD is leasing some new-built 13,900 gallon clay slurry tank cars from Shippers Car Line (e.g. ACFX 71927 and 71955) built in 5-87 by ACF Milton. (TH)

EVANS RAILCAR LEASING acquired 50 ex-ITC covered hoppers (USEX built in 1971). EELX 1600-1649 are ex-ITC 1600-1649. Evans also acquired 15 ACF Center Flow covered hoppers that were formerly lettered ITC. EELX 250-264 are former ITC 250-264. (MBF)

L.G. EVEREST acquired a few ex-SLSF Pullman Standard 3-bay 100-ton hoppers. Random numbers LGEX 87001 to 87109. (MBF)

EXXON CHEMICAL purchased 50 new-built ACF Center Flow (Chem-King) covered hoppers numbered ECUX 854000-854049. These were built by ACF Milton in 7-8-87. (TH)

FINA OIL and CHEMICAL is leasing some of Thrall's 5800-cuft design covered hoppers from the Transportation Corp. of America (e.g. UTCX 58971)

GENERAL ELECTRIC RAILCAR SERVICES has acquired 180 former UMP triple bay coal hoppers. Numbers are NAHX 97000 to 97179. GERSCO has also bought some ACF Center Flow "Chem-Kings." Fifty of the cars were placed in service as NAHX 570045-570094 in April 1987.

GERSCO also acquired some of the Richmond Tank Car 5800-cuft design covered hoppers. The 115 ex-RTMX 580000-series cars are now numbered NAHX 570095-570209. (CWS/EAN)

HIMONT, USA Inc. is leasing a number of new-built ACF Center Flow (non Chem-King) covered hoppers from Shippers Car Line (ACFX 64763-64807) and built in 8-87 by ACF Milton. These are ACF 5800-cuft design cars. (CWS/TH)

J.M.HUBER added three-dozen new-built 14,200 gallon clay slurry cars to its fleet in May, 1987. The cars were built by Union Tank Car in 5-87.

Another forty-five 14,500 gallon clay slurry tank cars built by Trinity Longview were added in the previous month. These two series are numbered JMHX 69000-69035 (UTC built cars) and JMHX 70000-70044 (Trinity 4-87 built cars). (TH/CWS)

HUNT-WESSON FOODS added some newly leased Tomato Paste tank cars to its fleet. The cars, UTLX 400001-400010 have a 20,460 gallon capacity and were built in 8-86 by Union Tank Car. (DGC)

KANSAS CITY POWER & LIGHT added 20 used Pullman-Standard built rotary coal hoppers to its fleet recently. KCLX 138-157 built in 12-75 as part of lot 9906 are formerly from the PLMX 1446-1540 series. (EAN)

KENNECOTT CORP. added 120 sulphuric acid (13,675 gallon), 100-ton tank cars to its fleet. These are numbered KCCX 2600-2719 and were built by Union Tank Car in 4-87. (DGC)

MONSANTO CO. is leasing some new-built 20,700 gallon tank cars from Union Tank Car Co.(e.g. UTLX 650461 built in 3-87 by Union Tank Car). (DGC)

OCCIDENTAL CHEMICAL acquired 26 former MILW covered hoppers and these are numbered OCCX 4000-4025. (CWS)

OLIN Corp. recently began leasing 200 16,500 gallon caustic soda tank cars from General American. (WBK)

PENICK & FORD, Ltd. is leasing a small number of ACF Center Flow PD5000 covered hoppers from Shippers Car Line (e.g. ACFX 51478, 51482) built in 6-87 by ACF Milton. (MBF/CWS)

PHELPS DODGE is leasing some new sulphuric acid (13,950 gallon) tank cars from Trinity Industries Leasing (e.g. TILX 100269 built 4-87 by Trinity Fort Worth). (DGC)

PHILLIPS 66 has been purchasing a number of 5800-cuft design covered hoppers recently. These include 56 ACF Center Flows (PSPX 6801-6856) built in 5-87 by ACF Milton.

There is also 81 new Thrall design 5800-cuft cars numbered PSPX 2001 to 2050 (built 3-87) and PSPX 2051 to 2081 (built 7-87). (EAN/DGC)

PLM RAILCAR (Canada) has received over 800 tank cars formerly lettered NATX and NCTX. They are now being lettered DCTX and CITX. (DRM)

PULLMAN LEASING continues to rebuild former grain cars into two-bay cement covered hoppers. These are being done by Pullman Leasing. The new cubic capacity of these cars are 3148-cuft (PLCX 306 is an example of a recent rebuild- rebuilt in 6-87). Pullman has also added another 250 Trinity PSM built 5850-cuft design covered hoppers (e.g. PLCX 46201, built 3-87 and PLCX 46282, built 6-87) (CWS/EAN/DGC)

PROCOR, Ltd added 80 new 100-ton 5820 cuft design covered hoppers to its fleet.

# FREIGHT CAR NEWS

(Procor, Ltd. Cont'd) UNPX 123246-123325 were delivered 5-7-87. (DRM)

**QUEBEC IRON & TITANIUM** got ten 19'10" ore cars from Canadian National. QITX 150-159 come from the series CN 344000-344866. (DRM)

**REICHHOLD CHEMICAL** is leasing several groups of new built 20,675 gallon tank cars from Union Tank Car (e.g. UTLX 650349 built 5-86 and UTLX 650681 built 4-87). (DGC)

**ROHM & HAAS** is leasing some new-built 23,700 gallon tank cars from General American Transportation (e.g. GATX 28466 built by Trinity Longview in 8-1987). (DGC)

**STAUFFER CHEMICAL** is leasing several 17,350 gallon, 100-ton tank cars from Shippers Car Line (e.g. ACFX 77303 and ACFX 77309 built in 3-87 by ACF's Milton plant). (DGC)

**TEXACO CHEMICAL** is leasing two groups of new-built tank cars from two leasing companies.

One group is being leased from General American Transportation (e.g. GATX 26387, built 12-86 by Trinity Tulsa). This group of tank cars are for Ethylene Oxide transport.

The other group is being leased from Union Tank Car (e.g. UTLX 640115 built 9-87 by Union Tank Car). These are 20,650 100-ton tank cars. (HAL/DGC)

**THIELE KAOLIN** is leasing a new group of 14,200 gallon clay slurry tank cars from Union Tank Car (e.g. UTLX 300208, built 3-87 by Union Tank Car). (TH)

**TRAILER TRAIN** - continues to be very active with freight car purchases and conversions.

On the top is TTX 110002. As we know the "110000's" are more or less Trailer Train's "test" or "prototype" series. This interesting cars was converted in 4-87 by Hamburg Industries into a quasi-articulated "Triple-57" "Long Runner" piggyback-trailer flat car!! The car has five hitches and may carry three 57-foot trailers or 4 trailers up to 45-foot long. Now the interesting thing is that if one does a little calculating here...you'll soon see that in order to carry three 57' trailers that the middle trailer is "suspended" in the middle over the two units! Interesting....Trailer Train has not made any major conversion programs.....but, there has been a new reporting mark assigned to this type of car...."TTEX." At least Trailer Train is prepared if the need increases. Oh, I forgot to tell ya...the "car" just consists of two 89-foot piggyback cars semi permanently coupled together. The "B" unit has one end (coupled end) widened to plate C clearance and has two hitches. The "A" unit is standard except it has three hitches.

Other news, Trailer Train has acquired another 300± Thrall-designed and built Center Beam lumber flat cars. These are the newer 73' cars and are classed TSH 75. TTZX 86275 to 86699 built by Thrall Car 6-8-87 (in several builder jobs).

"TTCX" 60-foot flat to container car conversions continue with 9-87 as the last reported date so far.

Thrall built Double stack cars have topped the DTTX 62650 mark.

Despite trade press remarks Trailer

Train continues to place new-built "Front Runner" single platform TOFC cars in service. This includes 245 cars built by Thrall's Cartersville plant in 7-9-87 and numbered TTUX 121700-121944. Also there are at least 50 (and maybe more) cars being built by Hyundai/assembled by Gunderson (this is in addition to last year's cars). TTUX 130350-130399 so far built in 8-87. (DGC/FK)

**TRINITY INDUSTRIES** has released a new design of covered hopper. TILX 5000 was built in 8-87. Its a 100-ton, 5-bay, 5125 cuft, 15 psi pressure differential covered hopper (see photo). (NLP)

**UNION CARBIDE** is leasing some new 23,600 gallon, 100-ton tank cars from Union Tank Car (e.g. UTLX 200227, built 8-87 by Union Tank Car). (DGC)

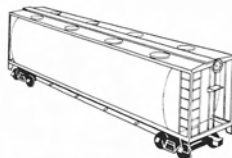
**UNOCAL CHEMICAL** is leasing a few new-built 30,100 gallon tank cars from Union Tank Car (e.g. UTLX 200194 built 3-87 by Union Tank Car). (EAN)

**VULCAN MATERIALS** has added 14 new-built caustic potash, 16,700 gallon, 100 ton tank cars to its fleet. UCLX 17001 to 17014 were built by Trinity Longview in 7-87. (DGC)

## MISCELLANEOUS NEWS

Hyundai is getting ready to be approved as a U.S. rail car builder. FGE may be sold to Greenbrier. There are rumors that an investor group is trying to buy Richmond Tank Car and open its doors again (notice how Richmond Leasing's cars are going to various other operators). A group is looking at ICG Centralia to open as a commercial builder.

## LO The Covered Hopper Column #2 by Eric A. Neubauer



In this issue's column I'll discuss design families, clearance diagrams, and safety appliances. Almost all early covered hopper cars were approximately 2000 cubic feet in size. The exceptions were usually special cars for carbon black. Larger cars started to appear in the mid-1950's. Some builders offered 2 and 3 compartment cars which were identical differing only in length. This was an early phase of the family design concept which expanded greatly in the next decade.

Clearance diagrams, specifically Plate B and C, had a large effect on design families. Cars during the 1950's were usually smaller than Plate B which allows a maximum height of 15-1. Car height was temporarily limited to something less, probably by existing loading facilities, but, by the early 1960's, was frequently as great as allowed.

Plate C, published in 1964, allowed height to be increased to 15-6. Plate C cars face some restrictions, but can be used on most trackage. Most builders immediately offered Plate C cars which usually were identical to a Plate B design, except for height. Both sizes continued in production. However, very few Plate B cars have been built recently.

Clearance diagrams also have a bearing on car width and length. An extreme width of 10-8 is allowed on Plate B cars with truck centers not greater than 41-3, and on Plate C cars with truck centers not greater than 46-3. If the trucks centers exceed those lengths, the extreme width must be reduced, decreasing the cross-sectional area. ACF has used both 41-3 and 46-3 truck centers to get maximum width for the maximum length.

I have so far discussed design families which vary in overall dimensions. However, while the overall dimensions may remain the same, variations occur in the slope sheet angles, center sills, hopper centers or hopper configuration.

The evolution of General American (also ACF and PS) designs illustrate most of the trends in covered hopper design. General American started with an ordinary 1958 cubic foot design that they built through the early 1950's. A reconfiguration of the slope sheets and hoppers, and an increase in height and length resulted in the "2600" Airslide. A still longer version became the "3660" Airslide.

In the case of the "3660" Airslide the compartments were extended from the body bolster to the end sill and thus evolving into the "4180" Airslide. The "3500" and "4180" were eventually replaced by the higher "4000" and "4566" Plate C designs.

Design families are important to recognize. Changes in construction details usually affect all designs in a family. One major change occurred in late 1966 when running boards on box and tank cars were no longer required eventually lowering the hand brake, the ladders and adding a 5' x 9" platform which meant cars had to be kept further apart by lengthening the draft sill by about 5".

## Corrections

- FCJ 22:2 Laurinburg & Southern. Disregard this item entirely. Sighting error.
- FCJ 22:2 C&O. C&O 10001-10330
- FCJ 22:3 Middle photo caption. These are ex C&O 10000's
- FCJ 22:6 Roster note #20. These are identical to the 200-series except these do not have end-of-car cushioning
- FCJ 22:8 Tennessee Eastman-UTCX 58790-58805 are Thrall job 425.
- FCJ 23:2 The UP articulated coal cars have 24 axles.
- FCJ 23:3 Chrysler Capital Transp. Services acquired the NPPX series 1001-1120
- FCJ 23:6 Roster, note #2. ....renumbered during 1962 and 1963.

Thank you to those sending in corrections. We do want FCJ to be as accurate as possible.

# CHARLESTON AND WESTERN CAROLINA'S

## 36-Foot Boxcar #1939

by R. Fisher

Coosaw, Yemassee, Varnville..??, Robbins, Enoree, Woodruff, Calhoun Falls and even little Iva. Yes, you CAN get there from here.

And so could the folks and goods of Spartenburg, Augusta, Greenville, and Laurens and a host of others. They could now get directly to Charleston. The new owners, the Atlantic Coast Line, made sure of that. It even had a new name, the Charleston and Western Carolina so everybody could know for sure.

By the purchase of the Port Royal and Augusta and the Port Royal and Western Carolina railroads, the Coast Line, in the fall of 1896 now had a line into the western sandhills. The line skirted the Savannah River on it's east bank and crossed the river into Augusta, Georgia. Then northerly, back across the river towards Anderson, to fork inland with the main branch up to Spartenburg.

Now gettin' to Port Royal was fine but Charlestons' better. Of course, what you did was put your goods on the train to the south to Yemassee just like you always did and then get the A.C.L. north to Charleston. So the Charleston and Western Carolina never actually went to Charleston, it kind of went to the south of it!

But things were smoother and faster now that the A.C.L. had control.

30 tons, quite light for a car of the late 1920's. The photo here of A.C.L. 18604 shows a similar car in the ventilated variation, of which the C.&W.C. also had in the 1200-1305

The boxcars are in the series 1800-1944 as listed in various Official Railway Equipment Registers, and were never, as far as I can tell, a full series. This car as stencilled says it was built in March of 1929. My earliest Resgister around that date is January of 1927, where there are only two cars in the series, 1800 and 1801. From Table 1. you can see that the number jumps to 47 cars in 1932 and then drops steadily through the years. It looks like they begin phasing out the cars in the early 1960's. I do have a September 1922 Register and the series is not listed there.

As to where 47 or so cars fit in a series of 145 is a guess but the indication is that the remainder of cars start at number 1900; there would be just enough cars to finish the series to 1944; 45 cars that is. These 45 cars, being retained at a later date, may have been numbered in the 1900's to differentiate them from the two early cars. And there could be minor differences of detail even though the dimensions are the same.

The first real clue to this car's identity is the "O-18" stencilled on it's right side just below the dimensional data.



Atlantic Coast Line 18604 at Flagg Center, Illinois in November 1950. Howard W. Ameling Collection

### THE PROTOTYPE

Now being part of the A.C.L., the C.& W.C. shared it's equipment. Various classes of steam locomotives were similar and the diesels were, as I understand it, painted in the A.C.L.'s purple and silver-white scheme with Charleston and Western Carolina spelled out on the sides. The few C.& W.C. freight car photos I have seen bear an A.C.L. resemblance.

The particular car here under study is a 36' double-sheathed steel underframe boxcar of a rather typical style, but, as far as I can tell, a style unique to the Atlantic Coast Line. This C.& W.C. variation is unusual in that it is a 60,000 pound car.

That is an Atlantic Coast Line designation; their boxcars were given an "O" prefix. I do not have a photo of a similar A.C.L. boxcar, but A.C.L. 18604 shown here is an O-17, built in June of 1923. A photo exists of 18587, another O-17, shows it as also built on the same date. Both of those are ventilated cars in the 1927 Equipment Register series 18000-18999, 40-ton (see Table 2.). By 1943 this series of cars was extended to 17000-18999 as earlier 30-ton cars were increased to 40-tons.

The two C.&W.C. cars numbered 1800 and 1801, being the two early cars in the series, could be O-17's. By some slim chance a photo of one of them could surface in the

future or some kind of documents could verify that.

I have no information as to whether the C.&W.C. cars were new purchases or cars renumbered from A.C.L. cars. There are many series of A.C.L. cars in the registers through the 1930's and 1940's with similar dimensions and a couple of series with exact dimensions (see Table 2.). Some of these cars could be O-18's and the C.&W.C. cars could have come from here if they were second-hand. Had I a more extensive selection of Equipment registers of that era I would have began a more thorough study.

This car, being an older and lighter design, was limited to the light duty goods common to the small towns in that area of the coastal flats and the lower hills of southern Appalachia. Half of them were mill towns producing their own variety of textiles from the plentiful cotton crop all around; plentiful that is, as long as the rains held up through what were usually long, hot and muggy summers.

Anderson, Laurens, and Greenville were all metropolises for the surrounding mill villages. Spartanburg was and still is a noted textile center and an important focus of transportation and trade in an extensive cotton growing, processing and manufacturing area. From here textiles and other goods could travel to the furniture industries in North Carolina and to points further north too.

Augusta, across the river in Georgia, being a navigatable river port city, was home to a large cotton market as well as an industrial center for cotton textiles and cottonseed products and fertilizers.

And then there was Charleston. Everything could go to Charleston.

This particular car was photographed by Howard Ameling while it was parked at a freight depot in Bradenton, Florida in May of 1960. The car may have been loading or unloading; look at the shadow on the pickets just in front of the brake cylinder. That could be one of those wooden or steel ramps spanning to the dock. Mr. Ameling said that Bradenton, just north of Tampa, is a fruit and citrus growing and packing center. So, the car could have occasionally been used for

## THE DRAWING

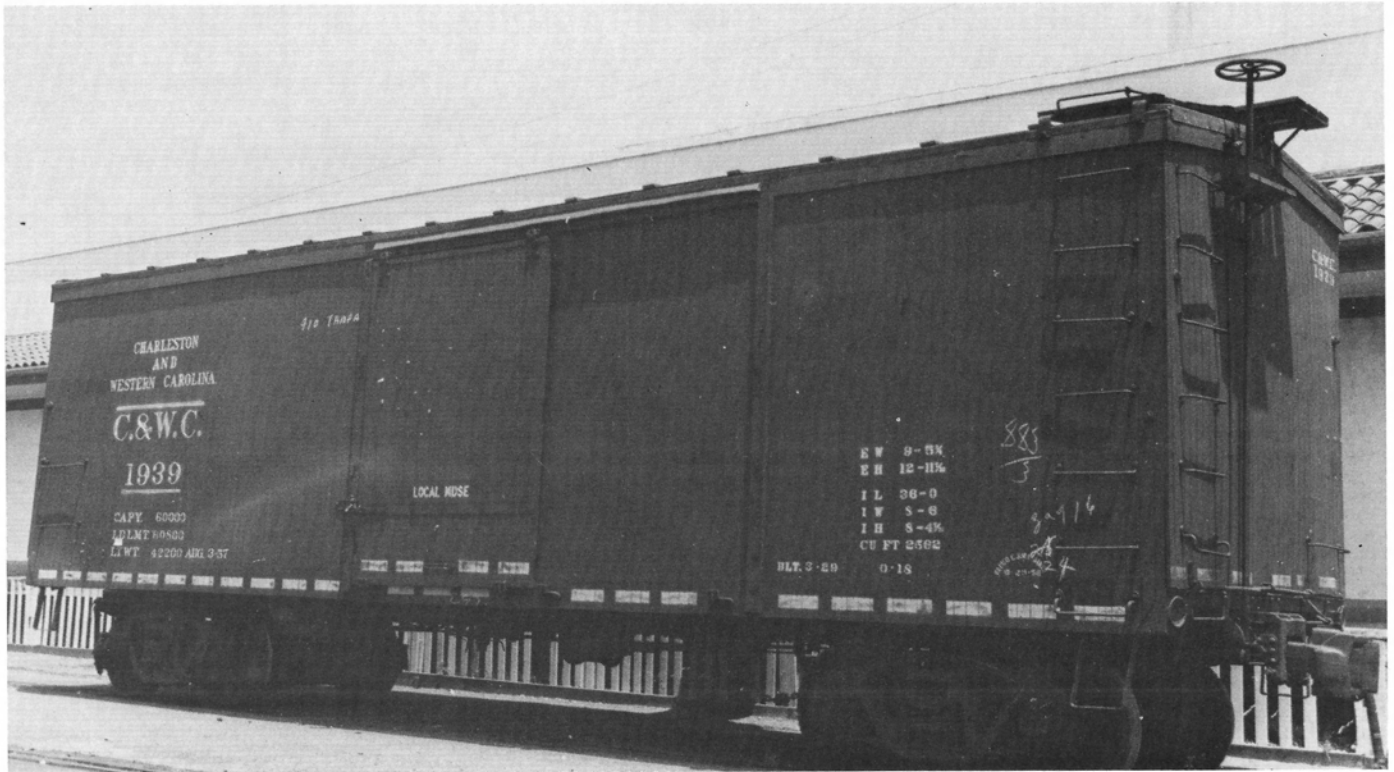
As mentioned, this car is an old 36' double sheathed wooden boxcar with a steel underframe, an almost outdated design for 1929.

I have drawn here a side view or elevation, an end elevation, a top view and views of the centersill and sections at the bolster, large x-members and small x-members and a section of the door from the top showing its placement.

First of all, I attempted to draw nothing beyond what was known about the car's construction or what could generally be assumed. As a result, several things are "unfinished." Notice the frame sections and the end section to the right of the roof. If they both look "a little empty", they are. I do not have exact information on either the cars underside of the interior. I have combined what can be seen from the photos with standard practice to show the frame to this point and have used both the inside and outside geometry to lay out the end section, including the top of the inside flooring.

This design, from the late 1920's, isn't yet old enough that classification drawings, or even plans may not yet turn up somewhere from railroad or builders files or archives. I wouldn't be surprised if there were still a couple of these cars or its ventilated variation around somewhere in some type of M of W or yard service. An example of the car itself could answer many questions; bearing in mind it would undoubtedly be rebuilt, possibly several times.

The car's underframe is only partially visible from the photos. It is probable that the centersill is a pair of channel beams and that the various x-members are bolted to them. I have shown what I believe to be the probable layout of the underframe in some of the details just above the side view. The two larger x-members can be seen from the photos and they should be pretty close. The smaller x-members, using geometry, scaled to be about 5" high (see end section) and are most likely channels. The far end of the air reservoir underneath must be attached to something and this places the position of those channels there. I assumed that there



Charleston and Western Carolina 1939 as photographed in Bradenton, Florida on May 6, 1960. Howard W. Ameling photo

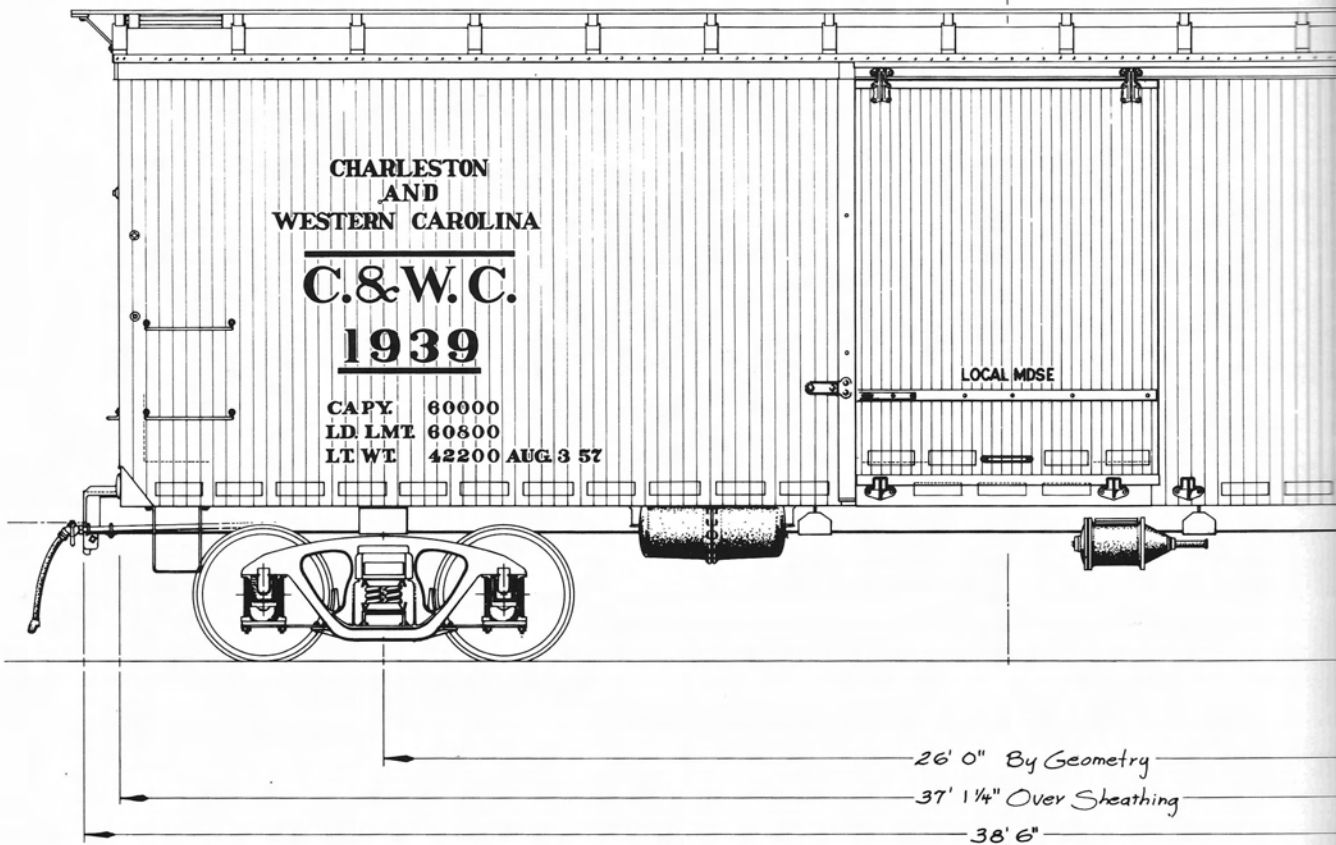
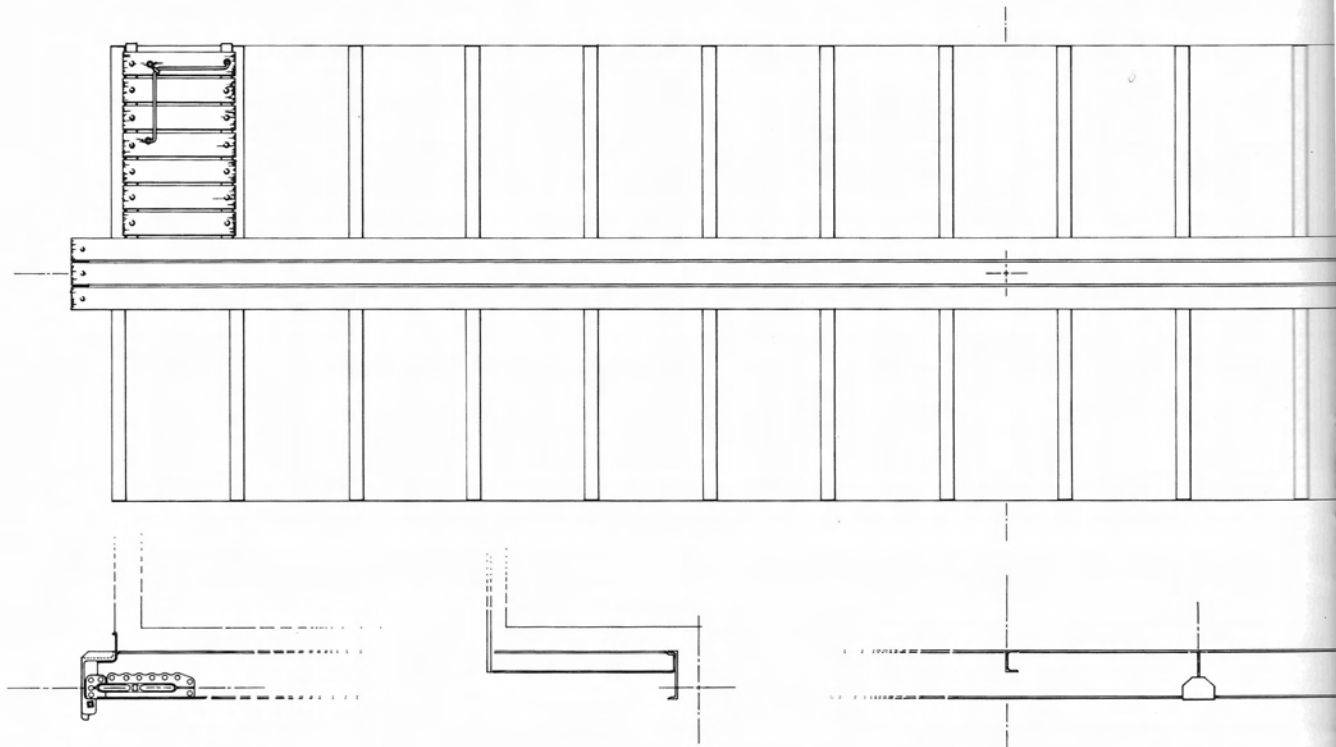
shipping foodstuffs. The photo of the A.C.L. 18587 was photographed at the same dock on April of 1960 (not shown).

Notice "Local Mdse" and "410 Tampa" in chalk. It looks like, in the late 50's anyway, the car was used to ship local things out, textiles or perhaps fruit or other crops at suitable times of the year, and on this trip it took the "410 to Tampa." Tampa had always been the Seaboard Air Lines' main port to Cuba, so it could have dropped it's cargo there or elsewhere and picked up a cargo at Bradenton for points north.

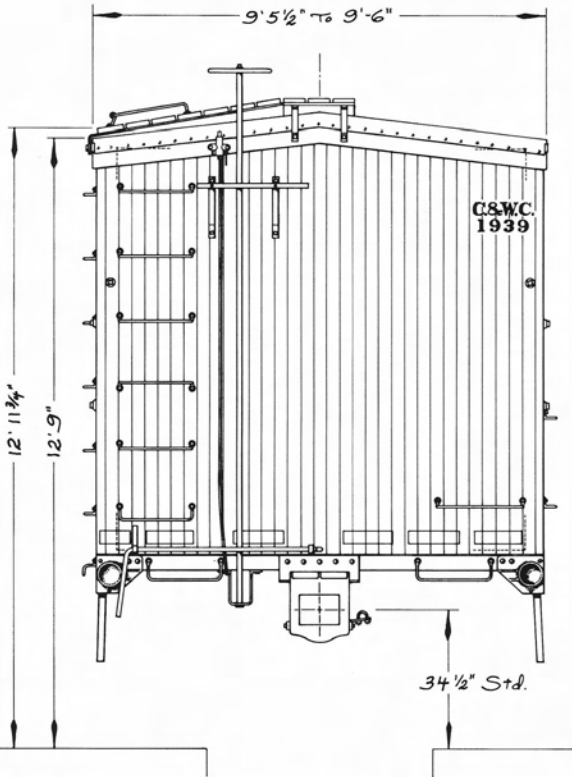
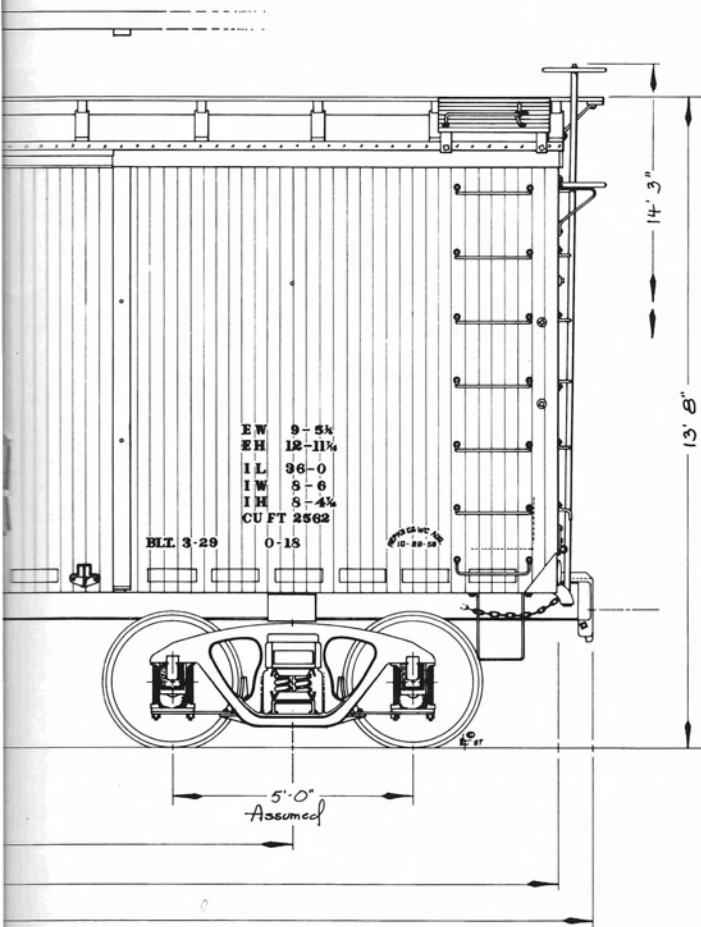
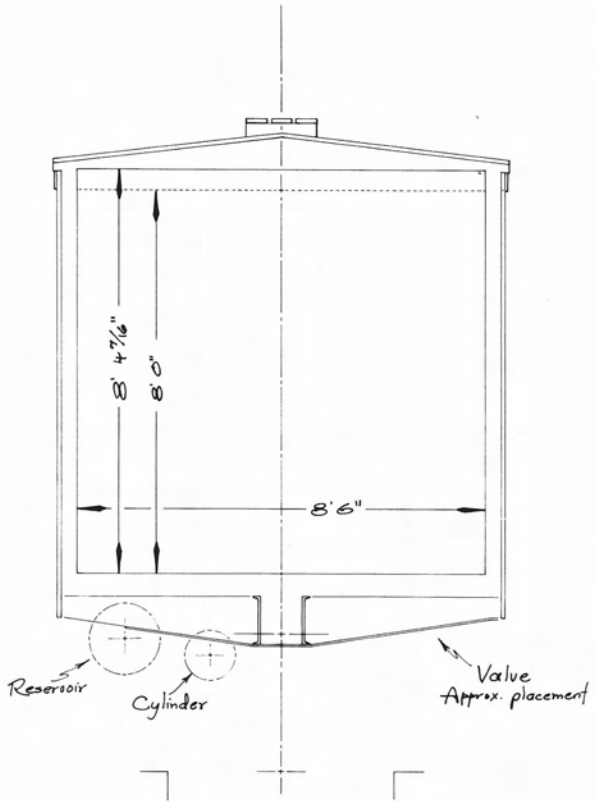
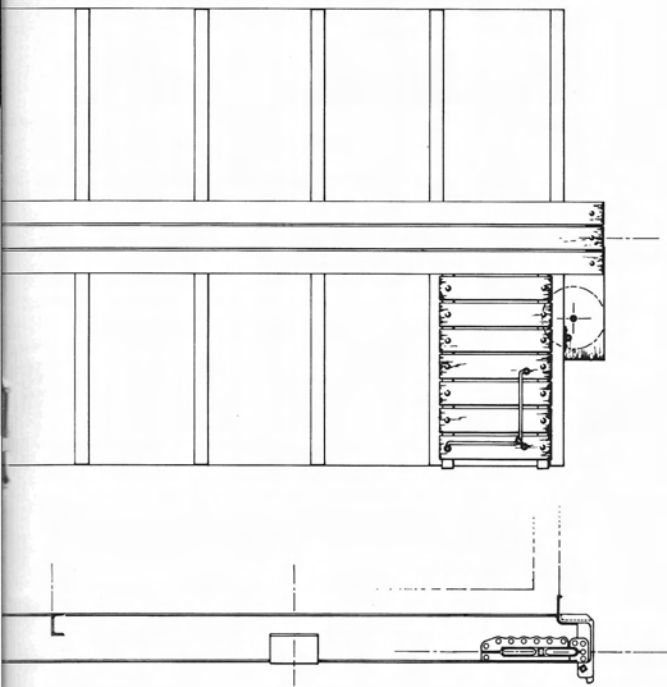
was probably a channel x-member in the center of the car as well; the span of the centers of the large x-members is otherwise too long for the the proper support of the body. Standard practice would be to face the small channel x-members towards the ends of the car.

Either a channel or an angle should run the length of the car along its lower sides. The outer ends of the various x-members would bolt to this.

The details of the draft gear are also shown on the frame







Charleston  
and  
Western Carolina

36' Boiler

Equipment Register Series 1800-1944 as Photographed in 1960

EQUIP. REGISTER SOURCE AND DETAILS	NUMBERS	INSIDE			OUTSIDE								DOORS				CAPACITY		NUMBER OF CARS
		LENGTH	WIDTH	HEIGHT	LENGTH		WIDTH		HEIGHT FROM RAIL				SIDE		END		CU. FT.	POUNDS	
					SILLS OR STRIKER	TO EAVES	TO EXTREME	EXTREME WIDTH	TO EAVES	TO ROOF WALK	TO EXTREME HEIGHT	WIDTH OPENING	HEIGHT OPENING	WIDTH OPENING	HEIGHT OPENING				
JAN. 1927, p.99	Box, VENT. XV	1200-1305	36'...	8' 6"	8'...	37' 1 1/4"	9' 5 1/2"	.....	.....	12' 9"	13' 7 1/2"	14' 2 7/8"	6'....	7' 10 1/2"	2'....	2' 6"	2448	60,000	106
"	"..... XM	1800, 1801	"	"	"	"	"	.....	.....	"	"	"	"	"	"	"	"	"	2
JULY 1932, p.9	" VENT. VM	1200-1305	"	"	"	"	"	.....	.....	"	"	"	"	"	2'....	2' 6"	"	55,000	104
"	"..... XM	1800-1944	"	"	"	"	"	.....	.....	"	"	"	"	"	"	"	"	60,000	47
OCT. 1939, p.5	" VENT. VM	1200-1305	"	"	"	38' 6"	9' 7"	.....	.....	"	13' 8"	14' 3"	"	7' 10"	2'....	2' 6"	"	55,000	102
"	"..... XM	1800-1944	"	"	8' 5"	"	9' 6"	.....	.....	"	"	"	"	"	"	"	"	60,000	46
JULY 1943, p.5	" VENT. VM	1200-1305	"	"	8'....	"	9' 7"	.....	.....	"	"	"	"	"	2'....	2' 6"	"	55,000	101
"	"..... XM	1800-1944	"	"	8' 5"	"	9' 6"	.....	.....	"	"	"	"	"	"	"	"	60,000	44
JAN. 1946, p.5	" VENT. VM	1200-1305	"	"	8'....	"	9' 7"	.....	.....	"	"	"	"	"	2'....	2' 6"	"	55,000	100
"	"..... XM	1800-1944	"	"	8' 5"	"	9' 6"	.....	.....	"	"	"	"	"	"	"	"	60,000	40
JAN. 1954, p.6	" VENT. VM	1200-1305	"	"	8'....	"	9' 7"	.....	.....	"	"	"	"	"	2'....	2' 6"	"	55,000	97
"	"..... XM	1800-1944	"	"	8' 5"	"	9' 6"	.....	.....	"	"	"	"	"	"	"	"	60,000	40
JAN. 1962, p.4 (UNDER A.C.L. LISTING)	" VENT. VM	1200-1305	"	"	8'....	"	9' 7"	.....	.....	"	"	"	"	"	2'....	2' 6"	"	55,000	17
"	"..... XM	1800-1944	"	"	8' 5"	"	9' 6"	.....	.....	"	"	"	"	"	"	"	"	60,000	15

TABLE 1. (Above) C. & W.C. Cars. Here is series #1800-1944 with all of the dimensions listed. Cars #1200-1305 are shown as ventilated and were the only other cars with similar dimensions. Somewhere between 1932 and 1939 a rebuilding may have taken place; you can see the change in dimensions.

One small tidbit on the cubic foot of the car. If one multiplies out all the interior dimensions as stencilled on the car itself, you get just a tad over 2561 cuft. The 2562 as lettered on the car is rounded up. The 2448 shown in the registers reflects the 8'0" inside height of the car. Note the Register's cubic feet wasn't re-calculated after the inside height was raised.

TABLE 2. (Below) A.C.L. Cars with Similar Dimensions. By 1932 all of the #17000-17999 cars were of 40-ton capacity. A conversion program must have been in progress in the middle to late 1920's. After 1932 the number and series of cars with similar dimensions gets very numerous and complicated so I didn't go into depth. Many more cars were added with rebuildings over the years; series split up and so on.

EQUIP. REGISTER SOURCE AND DETAILS	NUMBERS	INSIDE			OUTSIDE								DOORS				CAPACITY		NUMBER OF CARS
		LENGTH	WIDTH	HEIGHT	LENGTH		WIDTH		HEIGHT FROM RAIL				SIDE		END		CU. FT.	POUNDS	
					SILLS OR STRIKER	TO EAVES	TO EXTREME	EXTREME WIDTH	TO EAVES	TO ROOF WALK	TO EXTREME HEIGHT	WIDTH OPENING	HEIGHT OPENING	WIDTH OPENING	HEIGHT OPENING				
JAN. 1927, p.9	Box, VENT. XV	17,000- 999	36'...	8' 6"	8'....	37' 1 1/4"	9' 5 1/2"	.....	.....	12' 9"	13' 7 1/2"	14' 2 7/8"	6'....	7' 10 3/4"	2'....	2' 6"	2448	60,000	504
"	" " "	" " "	"	"	"	"	"	.....	.....	"	"	"	"	"	"	"	"	80,000	479
JULY 1932, p.7	" VM	" " "	"	"	"	"	9' 5 3/4"	9' 11"	12' 5"	12' 11 1/2"	"	"	"	"	"	"	"	"	979
JAN. 1927, p.9	Box, VENT. XV	18,000- 999	36'...	8' 6"	8'....	37' 2 1/2"	9' 5 1/2"	.....	.....	12' 9"	13' 3"	13' 7"	6'....	7' 10 3/4"	.....	.....	2448	80,000	830
JULY 1932, p.7	" VM	" " "	"	"	"	37' 1 1/4"	9' 5 3/4"	9' 11"	12' 5"	12' 11 1/2"	13' 7 1/2"	14' 2 7/8"	"	"	.....	.....	"	"	822
JAN. 1927, p.9	Box, VENT. XV	19,000- 200	36'...	8' 6"	8'....	37' 2 1/2"	9' 5 1/2"	.....	.....	12' 9"	13' 3"	13' 7"	6'....	7' 10 3/4"	.....	.....	2448	80,000	176
JULY 1932, p.7	" VM	" - 175	"	"	"	37' 1 1/4"	9' 5 3/4"	9' 11"	12' 6"	12' 11 1/2"	13' 7 1/2"	14' 2 7/8"	"	"	.....	.....	"	"	175

details. It seems to be very similar to the Fallow type by the Symington-Gould Corp. shown on page 967 of the 1940 Car Builders Cyclopaedia. The pattern of the bolts is almost identical but the C.& W.C. car has what is perhaps an earlier, lighter weight style with no lower row of bolts.

The C.& W.C. car is a 60,000 pound, or 30 ton car while the A.C.L. cars are 80,000 pounds or 40 tons. As to whether the difference is reflective in some modifications in the frames is difficult to say. The differences may be only the size of the wheel journals. As far as I can tell from the photos, both cars are carrying the same frame. Notice the lower end sills of both cars. It appears to be the same. I am not sure whether it is an angle or a channel, so it is not completely drawn on the side frame details. The poling pockets and the coupler striking plate also seem to be the same. Again, the interior of the car is not known and the end section is therefore not finished. I have placed the frame on the end section and its top surface to the top of the floor scaled about 5 1/2". Now if the floor were of 1 1/2" boards (1 1/2" to 2" was common), that would leave 4"; a typical size of stringer. I don't know how many wooden stringers there were nor their layout so I didn't draw them, but there are undoubtedly a couple running the centerline of the car (above the frame) and two more along the length of the sides just above the lower side channel or angle, and more stringers in between.

During the late 1930's the cars may have gone through a major rebuilding or refurbishing. The October 1939 issue of the Equipment Register shows the cars gaining 5" in inside height (see Table 1.). This is an indication that the cars may have been ventilated at one time, and that the inside ceiling may have been removed. Notice that before the 1939 Register, these cars had the same inside height as the ventilated C.& W.C. cars in series 1200-1305. Those cars also have the end doors like the A.C.L. cars.

In any case, both heights are shown on the end section. The only other major change in dimensions as shown in the Registers is the overall length. In early Equipment Registers the length is usually to the end sheathing or over the end sills. That is the 37'1 1/4" dimension; perfect for laying out the body length. The 1939 Equipment Register says, on page 1046 in the "Explanations to the Key Headings", "...measurements should be taken at between coupler castings." (That is the EXACT wording). That is that length of 36'6". So, we are lucky to get both dimensions and they are shown on the side elevation.

The extra width at the eaves shown from 1939 on may be an indication of a roof revamping program or maybe measurements taken differently or perhaps just rounding up to the next whole number. A photo of the ventilated 1200-1305 cars would show their roof; from 1939 on it is 1" wider at the same height than the roof on the cars here.

The exterior of the car can be seen quite well. The car as photographed, was then already 30 years old and had obviously gone through a couple of rebuildings. Both fascia and the door battens have been replaced, the layout of those side battens is shown on the door section just above the side view. The doors themselves are double layered undoubtedly with some kind of diagonal bracing on the inside. They are hung from the top and ride there on steel rollers. I couldn't quite make out the exact detail of the latch, so it is unfinished.

The brake system on the car is not original; the "AB" system shown is of a later design. I imagine the car originally came with the old "KC" system with the cylinder and reservoir in one unit and that it was rebuilt with the "AB" system in the 1940's or 1950's.

Both the brake cylinder and the reservoir can be clearly seen on the photo of #1939 and I have placed them on the drawing. I could not decide where to place neither the brake valve nor the brake hanger system. The valve is located on the other side of the car; more or less opposite the reservoir so that the two lines connecting them may be at their shortest distance. Very little of the brake hanger system can be seen in the photo of #1939 so this will have to wait to be drawn.

I believe the roof structure to be of standard construction with so many x-members on such and such a distance centers. These would be covered with a layer of wood sheathing and the metal roof applied over this. The metal roof is held to the wood underneath by , it looks like, metal covered wooden battens. On both photos here you can see this metal roof nailed to the edge of the roof on both the sides and the ends.

I left the roofwalk somewhat unfinished. The exact pattern of the bolts is not known. Also, the exact style of the roofwalk support isn't known on this car. A.C.L. 18604 has a pressed and formed metal support, but that is an O-17 car from several years earlier.

A few things are not shown on the various drawings and that is for clarity. The bolt detail of the draft gear is shown on the frame section above the side view but it is not shown on the side view itself. As a result, the train line on the left side and the lower brake pedestal and its attached chain

on the right side are more clearly seen. Also not shown on the side view is the "B" end (right side) coupler pull bar, but its brace to the body is shown. The pull bar is shown on the end view.

I couldn't see the brake wheel closely enough to confidently draw it, but it has six spokes and they have a nice curved arch. The lower corners of the inside walls and floor are shown on both side and end views and are lightly dashed. The level of floor is also dashed on the door.

#### PAINTING AND LETTERING

Through the years the car has been painted many times. The scheme shown here is from the fifties, before the complete merger with the A.C.L. It should be boxcar red, or thereabouts, with white lettering.

That 4" "Charleston and Western Carolina" spelled out has to be one of the smallest logos I believe I have ever seen, but keeping with A.C.L. practice. You can see the A.C.L. period lettering on #18604 photographed 10 years earlier in November of 1950 in Flagg Center, IL. The large C.& W.C. scaled 9" high and the numbers below at 8".

It looks like the car was last outshopped or reweighed in Augusta in March of 1957. The small arched lettering on the extreme right shows the journals as being checked also in Augusta, on October 20th 1958.

The car has the expected and typical safety paint all along its sides and ends. The rural areas of the South are literally quilted with drives and small country roads, especially inland, in the sandhills. They undoubtedly made the difference at night and early morning crossings. And if I'm not mistaken, the A.C.L. may have used safety reflective tape (silver-white) applied to their cars in the late fifties or the early sixties.

I have no information or photos of earlier paint schemes of the C.& W.C.; but they are probably variations of A.C.L. practice of the years.

#### ....A MATTER OF STYLE

The trucks on this car are quite interesting. I have seen this style somewhere but I'm not sure where. They are some type of early lightweight (30 ton, I suppose) style of bettendorf by some manufacturer or another.

They have a nice teardrop or gothic look to them as they are a short wheelbase truck. I assumed it at 5'0". That short truck mounted so far inboard from the endsills (over 5'6") gives the car a strange look. As if the body were almost "too large" for the wheels; it reminds one of some narrow gauge cars, or that period of very old standard gauge cars designed with the long overhangs.

You can see the standard bettendorf trucks (5'6" wheelbase) on #18604 give that car a more solid and modern looking stance.

Overall, this was very good and efficient and mass-producible design. May thousands were built in both standard and ventilated styles. The C.& W.C.'s few cars were a lightweight variation that looked almost rather quaint with those trucks, the proof of this design is the condition of #1939; it seem to be in pretty good shape for its 30 years.

More than a matter of style.

#### A NOTE ON MODELING

All of the underframe decisions checked well with the Northeastern Scale Models A.C.L. "Watermelon Car" kit which, as I understand, is quite correct. That kit constructs a car very similar to the two A.C.L. cars mentioned. The decals in that kit are for #17199 built, as it reads there, in February of 1922 and have the old "Atlantic Coast Despatch" for the emblem. There is no "O" designation on the decals. That series is shown in the 1927 Equipment Register as numbers 17000-17999 and as being 30 ton cars and a note indicates that they are then being increased to 40 ton capacity. Look at Table 2.; all of those cars are converted to 40 tons by 1932.

#### ACKNOWLEDGEMENTS

I am very much indebted to Howard Ameling without whose photo none of this would have been possible. For that moments interest we now have this. And it was photographed back when freight cars were as an obscure an interest as you could find.

For those interested in photos of railroad topics, Mr. Ameling's address is 619 Ewing Street, Fremont, Ohio 43420-2907. His collection is vast, so you can get very particular on what you want. I recommend his catalog at \$5.00 in check or money order. That's a fair amount of money for a catalog, but it is a computer printout with many, many pages; you won't be disappointed. His main interest was not freight cars but there are hundred and hundreds and hundreds of them!

# The H.O. Scale Auto Parts Boxcars of Mark Ala



(Above) D&RGW 63855 started out with a 60' Robin's Rails Boxcar. The rivets were removed and car sides scribed to simulate the welded construction. The side sill was replaced and the wheel base was extended. The doors were replaced with doors from MDC's 50-foot double door boxcar. Kadee Couplers and A-Line stirrups were also used.



(Above) Conrail 274762 is another 60' Robin's Rails boxcar. This model is a similar conversion to the DRGW 63855 except the wheel base was left stock from the kit and the doors were made from two spliced Robin's Rails 50' PS-1 boxcar kit's doors. (Below) GTW 390250 again uses the Robin's Rails 60' boxcar. In a similar fashion as the other two cars on this page, this model has had its side sill replaced, wheel base extended, rivets removed and car side scribed. The doors were replaced with ones from an Athearn 50' "Railbox" kit. A-Line stirrups and Kadee couplers were added.



# RAILBORNE

PIGGYBACK TRAILERS • CONTAINERS  
by John L. Becker

Many of you may have noticed by now there is a "new" type of trailer being shipped by rail - these are "pup" trailers.

I guess I should start by defining what a "pup" is; a pup is a 27 1/2 or 28 1/2 -foot single axle trailer that is used in twin or triple trailer road service. Most are used in LTL shipments or where weight is too much for a 40-45-48 foot conventional trailer (i.e. 55,000 to 60,000 lb. shipment).

A variety of builders build pup trailers. They include Fruehauf, Trailmobile, Wabash National, Strick, Kentucky, Theurer, Pike, Southwest, Evans/Monon, Dorsey, Hobbs, Road Systems, and Pines.

Most of the companies that use pups on the rails are common carrier truck lines (i.e. the trucking equivalent to the railroads). Only occasionally do private owner companies use the rails. More and more common carriers are operating railborne pups. The following is a known list of operators as of November 1987:

1. Carolina
2. Consolidated Freightways
3. G I Trucking
4. Milne Truck Lines, Inc.
5. NW Transport
6. P.I.E.
7. Roadway
8. Terminal Freight Handling
9. TNT Bestway
10. United Parcel Service
11. Yellow Freight

The pups are being operated on both the regular TTX flats as well as the new converted RTTX "Triple 28" 89'4" flatcars (see FCJ 9:12-13).

In a future column I would like to update this list and would appreciate any additional information or comments (see address at end of this column).

## NEWS

American President Lines has recently acquired a small number of steel vented corrugated containers numbered in the APLU 800000's (most of APL's containers are over 20-foot are aluminum or stainless steel). These are 40-foot and painted APL brown.

The Atchison, Topeka and Santa Fe has been very active in new and used trailer and container acquisitions. First off are the new wedge design piggyback vans in the SFVZ 731000's. There are presently two builders, Fruehauf (numbers in the low 731000's) and Monon (numbers above 731500). These are vented, 45' by 102" wide trailers with 110" rear doors. An interesting note is that both groups of trailers have the circle ATSF logo on the sides. The Fruehaufs are medium grey vans and the Monons are white. Both groups were being delivered in October, 1987 to the Santa Fe.

In addition, the Santa Fe has added a number of new ISO containers. Santa Fe already has nearly 650 blue colored ex-Lykes Lines 45' containers, 50 orange colored Sea Containers Ltd. 45' containers and 50 Sea Containers Ltd. 48' containers. The new containers appear to be leased (possibly purchased) from a number of container leasing companies. There does appear to be a numbering system being used. Remember that Santa Fe's reporting mark is "SFTU". The numbering system



(Above) Carolina 27-2914 is an exterior-post Trailmobile built pup trailer. David G. Casdorff photo



(Above) Consolidated Freightways 11-1843 is an exterior-post Road Systems built pup trailer. (Below) D-A Lubricant Co., Inc. is an example of a private-owner pup trailer riding the rails. David G. Casdorff photos



goes as follows:

Numbers	Type	Formerly	Color
205000's	4310	TRIU	Brown
206000	4310	TOLU/USLU	Gray
258000	45-ft	LYKU	Blue
"	45-ft	SCXU	Orange
259000	48-ft	SCXU	White
"	48-ft	SCXU	Orange
"	48-ft	XTRU	White
296000	4510	NLSU	Brown
"	4510	NLSU	Blue
"	4510	FLXU	Brown
"	4510	ITLU	Orange-red

ITLU (Itel Containers), LYKU (Lykes Brothers Steamship), FLXU (Flexi-Van); NLSU (Nautilus Leasing); SCXU (Sea Containers); TOLU (Trans Ocean Leasing—these are nee U.S. Lines); and TRIU (Triton Container). Type 4310's are 40' vented standard height and type 4510's are 40' vented hi-cubes.

Hong Kong Island Lines (HKIU) has also acquired a number of former U.S. Lines containers (per the list FCJ 23:5).

Nissan Motor Co. has containers with large a large Nissan logo across the sides. A number of 40' "smoothside" containers were seen on APL trains recently.

Triple Crown Service with reporting marks "TCSZ" are the operators of the new Norfolk Southern Roadrailer service. The units are being numbered in the TCSZ 911000-series.

Soo Line recently began leasing a number of 40' Spring assisted, collapsible, flat rack containers from Sea Containers, Ltd. for transport of packaged lumber. The containers can be returned empty collapsed 8-10 high in stack cars (Soo has 2 of them). Soo Line's reporting marks for their containers are "SDSU." These containers are randomly from the SCXU 439100-439349, 438500-438724, 441524-441823 and 442401-443175 series. Soo Line may try bulk products in containers next.

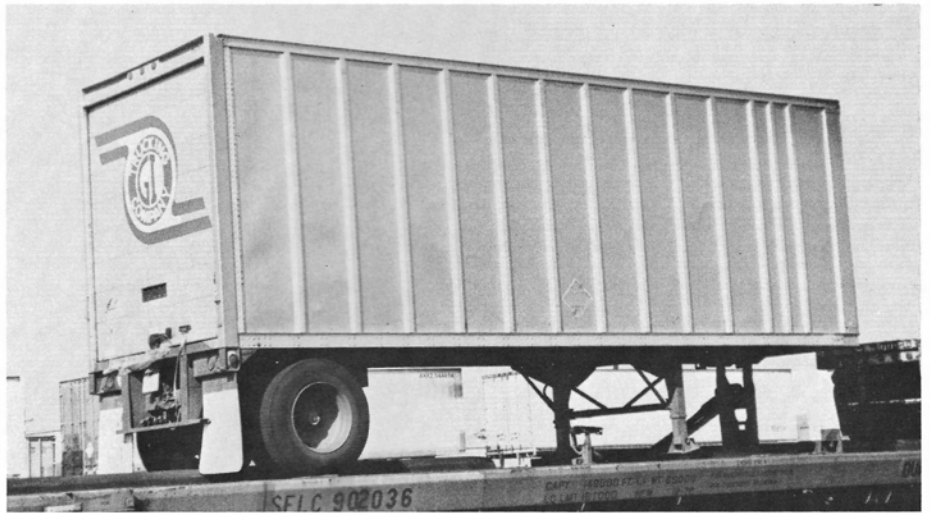
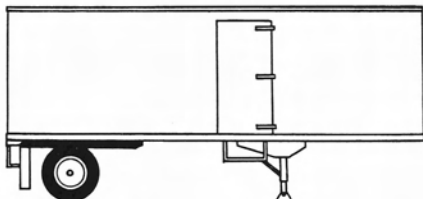
Trailer Train will probably order 1,500 Mark V Roadrailers that will go to several western roads (i.e. Santa Fe, BN, etc.). These are in addition to the 175 new Roadrailers that UP just placed in service.

Sea-Land will be placing in service a number of Rail Master container chassis units that will have TTX railroad trucks.

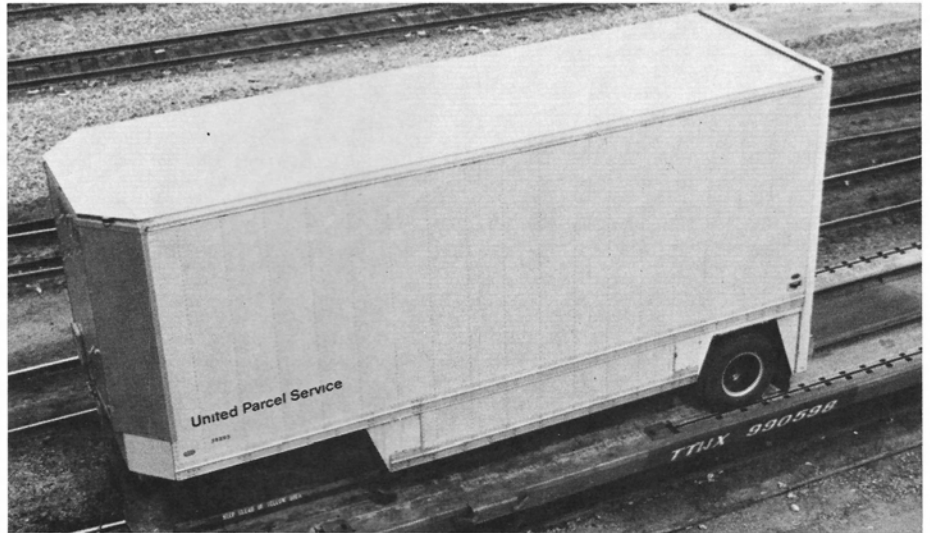
General Motors will be testing a new auto container/trailer that is 45' long and has standard ISO corner posts at 40' spacing that could be used on stack cars.

APL is also working on a collapsible rack that rolls into a 40', 45' or 48' container. Only holds up to 5 or 6 autos while the GM design holds 8 autos.

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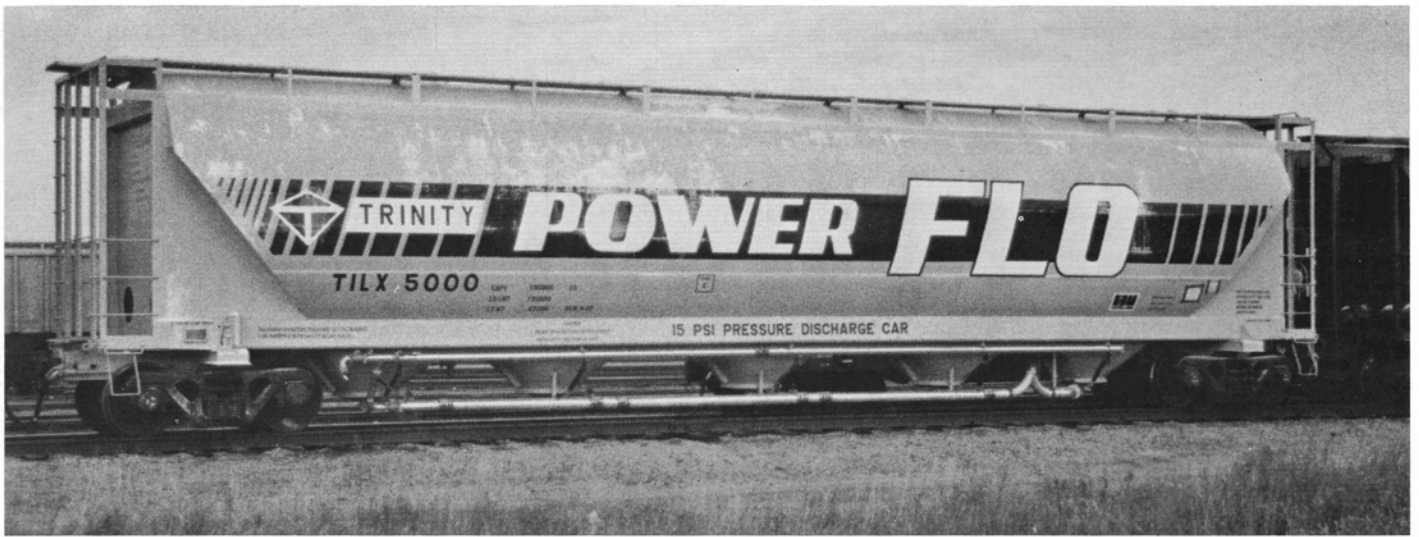


(Above) G I Trucking Company exterior-post pup trailer on a Santa Fe train in 1986. David G. Casdorff photo

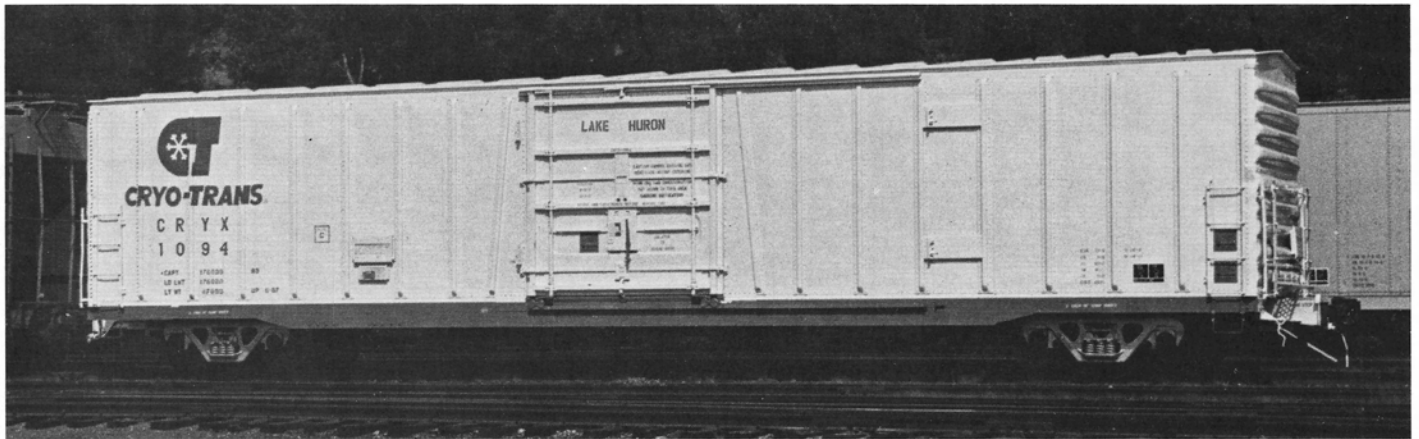


(Above) Terminal Freight Handling pup trailer built by Wabash National. (Below) United Parcel Service #39293 drop frame pup trailer on conventional TTX double-hitch flatcar. Both photos David G. Casdorff





(Above) Trinity Industries Leasing, TILX 5000, a new design of pressure differential covered hopper similar in appearance to the recent North American designs. The car's capacity is 5,125 cubic feet, just slightly larger than its arch rival the ACF Pressureaide design. Photographed at Council Bluffs, IA, October 7, 1987. Mike Foley photo



(Above) "Lake Huron," CRYX 1094 was rebuilt in June 1987 by CEECO, Tacoma, WA. The car was a former Santa Fe "XLI" Bx-132 class boxcar. Council Bluffs, IA, July 1987.  
 (Below) Washington Central's WCRC 5976, former Conrail (nee-New York Central) ACF Center Flow covered hopper just after rebuilding by PLM's Sioux City, IA shops. Both photos by Mike Foley





C&O 164243, part of a series of 50 auto parts boxcars delivered to the C&O just before its final merger into the CSX Transportation, Inc. system. These are the first boxcars to be new built in the United States since 1983. The cars are 51'7" (IL) double door boxcars. They feature a number of Pullman-Standard design boxcar parts and were made by Pullman Standard Mfg., Division of Trinity Industries in June 1 1987. Notice the cars are equipped with handwheels to assist in opening the doors. These are the new design Youngstown doors without the horizontal overlaps that separated the door into several distinct "panels." The cars have 15" End-of-Car cushioning made by Keystone. One other note, General Electric Railcar Services Corporation is the owner-lessor on these cars and most (if not all) are assigned to the DMSM Saginaw, MI pool. David G. Casdorff photos

