

FREIGHT CARS

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— Cover Photo —

NP 82663 was built in 11-36 at N.P.'s Laurel shops. The car is 40-6" IL and has a steel underframe. (Virl Davis photo)

FREIGHT CAR NEWS

With this issue we include all news items in this section including auto racks, piggybacks and stack cars.

CLASS I and II

ATCHISON, TOPEKA AND SANTA FE has placed a number of new built auto racks in service on rebuilt ATSF-initialed flat cars. There are two series each of bilevel and trilevel racks.

ATSF 88400-88449 (50) are bilevels built by Thrall Car Winder in late 1986. ATSF class is BL-6. These have "clamshell" doors. The second group of bilevels were built by Thrall Car Winder in 11-87 and have no end doors. These are ATSF class BL-7.

ATSF class TL-12 the first of the recent trilevel series were built in 11-86 by Thrall Car Winder. And in 12-87, Thrall Car Winder delivered another series of racks to the Santa Fe. These later racks are class TL-13.

BRITISH COLUMBIA HYDRO has recently acquired a new series of lumber flatcars. (CWS)

BURLINGTON NORTHERN has acquired additional used covered hoppers. This group is being leased from U.S. Rail Services and are placed in the BN 463000-series. These were originally from the NAHX 487000's. (MWH)

C P RAIL has been acquiring a number of boxcars rebuilt by TG Railway in Fort Worth, TX. The cars were originally built in 1971 by Pacific Car & Foundry as MILW 52510-series boxcars (CP 209943 rebuilt 7-87 is an example). (DK)

In addition, CPR took delivery of a small number of trilevel auto racks from Thrall Car Winder in 5-87. These are mounted on ETTX-initialed trailer train flat cars. (DGC).

CHICAGO AND NORTHWESTERN has acquired a number of former Railgon gondolas. These are being numbered in the CNW 350200-series. (CWS)

CNW is also getting more rebuilt single-van piggyback flats. The new series begins with CNW 780700 and includes two different designs of former boxcars including former P&LE 39500-series (CNW 780710 is ex-PL 39630) and former MILW 52510-series (CNW 780763 is ex-MILW 52575). The cars are being rebuilt by TG Railway in Fort Worth, TX (DK)

CONRAIL has also introduced seven new classes of auto racks since in the past couple of years:

Class ML2E built 5-86 by Thrall Car Chicago Heights mounted on TTGX flats

Class ML3E built 7-9-86 by Thrall Car Winder mounted on ETTX flats

Class ML2F built 6-86 by Greenville Car mounted on TTGX flats

Class ML3F

Class ML2G built 7-87 by Thrall Car Winder mounted on TTGX flats

Class ML3G built 9-87 by Thrall Car Winder mounted on ETTX flats

Class ML3H built 10-87 by Trinity Greenville mounted on ETTX flat. (DGC)

CSXT has placed in service a new series of Gunderson built Center Partition flat cars. The cars are 73' IL and have a red carbody with white lettering. (CSXT 600562 and 600602 were built in '2-87) (CWS/AT)

CSXT has also acquired a number of new bilevel enclosed auto racks built 12-87 = 1-88 from Thrall Car Cartersville. These are mounted on TTGX flats.

DENVER & RIO GRANDE WESTERN. In late 1987 the DRGW acquired 208 former Railgon (GONX initialed) 52'6" 100-ton gondolas. 68 are from the 320000-series; 80 from the 330000-series; 59 from the 340000-series and 1 from the 350000-series.

DRGW has also purchased quite a few new auto racks over the past few years from various manufacturers:

1. Trinity PSM BESS division built (lot 2012) 10-86 mounted on TTGX flats.
2. Thrall Car Winder built 3 = 4-87 racks mounted on ETTX flats.
3. Thrall Car Winder built 6 = 8-87 racks mounted on TTNX flats! (no end doors)
4. Thrall Car Cartersville built 10-87 racks mounted on TTNX flats.
5. Thrall Car Winder built 10-87 racks mounted on TTGX flats.
6. Trinity Greenville built 11 = 12-87 racks mounted on ETTX flats.

FLORIDA EAST COAST received a small number of trilevel fully enclosed auto racks from Thrall Car Winder in 5-87. These are mounted on ETTX flats.

GRAND TRUNK WESTERN recently placed in service a number of new-built bilevel auto racks built by Trinity Greenville in 1 = 2-88. The new racks numbered by GTW in the 88000's (rack numbers not car numbers) have been placed on both TTGX-initialed Trailer Train flatcars and refurbished GTW-initialed flatcars. These racks also utilize the new style Greenville "RAVE" doors. (DGC)

ILLINOIS CENTRAL is refurbishing a number of their boxcars in the 580600-999 series. The cars, formerly initialed ICG, are being relettered to IC reporting marks. (DGC)

NORFOLK SOUTHERN placed five new series of auto racks (mounted on Trailer Train flatcars) in service in 1987:

1. Class FB-102 Thrall Car Cartersville built 11-87 racks on TTGX flats with NW logos.
2. Class FT-202 Thrall Car Winder built 10-87 racks on ETTX flats with NW logos.
3. Class FT-203 Thrall Car Winder built 1 = 3-87 racks on ETTX flats with NW logos (notice the out-of-date sequence of these last two classes).
4. Class FB-504 Thrall Car Cartersville built 3-87 racks on TTGX flats with Southern logos.
5. Class FB-505 Thrall Car Cartersville built 6-87 racks on TTGX flats with Southern logos.

SOUTHERN PACIFIC increased its auto rack on Trailer Train flatcar fleet recently. Approximately 100 new-built bilevels from Thrall Car Cartersville in 4 = 5-87. These are SP class F-70-94. In addition, the SP is receiving a number of trilevels from Thrall Car Winder in 2-88. These are SP class F-70-95 and are mounted on ETTX flats.

UNION PACIFIC is now leasing cars from General Electric Railcar Services that were formerly Union Pacific cars. Various UP 82050-series cars are being relettered into a NAHX 82050-series and being leased back to the Union Pacific. (MK)

UP has also begun painting some of their 219300-series cement hoppers into a new dark gray livery. This is a departure from the previous light blue-gray livery introduced in 1987. (DGC)

SHORTLINES

ATLANTIC AND WESTERN (NC) is operating a number of former General American Transportation Airslide covered hoppers. These are in the ATW 56500's and were apparently initialed GACX for a short time before being relettered ATW. These cars were built 5 = 7-87 by Trinity's Fort Worth plant. (MBF)

CHATTAHOOCHEE INDUSTRIAL (GA) has acquired 50 cars from the T ASD 78301-78600 series ACF built boxcars. The new numbers are CIRR 95001-95050. (CWS)

CHICAGO, MISSOURI AND WESTERN recently acquired 9 former ATW, nee HN boxcars now numbered CMNW 65074, 65075, 65078, and 65089 to 65094. (CWS)

LOUISIANA AND NORTH WEST RAILROAD (LA) is now operating four former SSW 60-foot RBL refrigerator cars (LNW 28387, 28418, 28650, 29209; ex-SSW same numbers) and five former SP 60-foot RBL refrigerators (LNW 658361, 658404, 690154, 690172 and 690277; ex-SP same numbers). (DGC)

MIDSOUTH RAIL CORP. (MS) acquired some 60' XM boxcars originally from the KCS 120006-122998 series. New numbers are in MSRC 4200's (e.g. MSRC 4209). (CWS)

MISSISSIPPI EXPORT RR (MS) has acquired some ex-VTR (possibly 11001-11300 series) boxcars (e.g. MSE 1896). (CWS)

MONTANA RAIL LINK (MT) is starting off with some former BN 50'8" single door boxcars from the BN 319100-series. BN logos have been obliterated and only the reporting marks have been changed to MRL (e.g. MRL 319317). (CWS)

NORTHWESTERN OKLAHOMA RR CO. (OK) has acquired 100 new Thrall built center-beam flat cars. NOKL 8200-8299, 198FBS, 73' IL, built 9-87 at Chicago Heights as Thrall job 456. (CWS)

SABINE RIVER AND NORTHERN (TX) recently acquired some former T ASD ACF built boxcars (e.g. SRN 3574, 3591). (CWS)

SISSETON SOUTHERN RWY now has 75 ex-DAKR, nee Rex Leasing Marine Industries built covered hoppers. Numbers are SSOR 100-174. (CWS)

VENTURA COUNTY RWY. CO. (CA) has acquired a large number of former SSW/SP boxcars. So far all those sighted have also had their AAR designation changed from XM to XP. The cars have not been renumbered and come from the SSW 61000-ser-

ies and from the SP 659600-series (both 50'5" plate F boxcars). Ventura County's reporting marks are VCY (e.g. VCY 61066, 61096, 659607, 659617 etc.). (DGC)

VERMONT RAILWAY has acquired nearly 900 former ICG piggyback vans in late 1987. VTRZ 209000-209924 are from the ICGZ 270000-series vans.

WASHINGTON CENTRAL (WA) has acquired a few former North American (now GERSCO) Pullman-Standard built covered hoppers (e.g. WCRC 5030). (DGC)

WCTU RWY (OR) is increasing their boxcar fleet by several thousand cars. Nearly the entire former SSW 60500-60999 series (now WCTR 60501-60998) and the entire SP 240000-242899 (now WCTR 240000-242899) have been acquired by the WCTU. Cars have Cotton Belt and Southern Pacific logos obliterated and have a special notice that says the cars are leased from the SSW or SP.

In addition a number of cars formerly ICG 531800-531899 that were built by Pullman-Standard originally for the WCTU Rwy have been re-acquired. The cars were renumbered to the original WCTR number series (e.g. WCTR 102361). (CWS)

WISCONSIN CENTRAL (WI) has been getting a number of cars from the SOO Line lately. The newest are some ex-SOO Line, exx-WLO boxcars (e.g. WC 20042, ex-SOO 31042, exx-WLO 531042) built in 1980 by Pullman-Standard. (CWS)

WALKING HORSE AND EASTERN RR CO. (TN) has acquired some 1976 USEX built boxcars that are ex-NACR, exx-YAN, nee LW (e.g. WHOE 755042, ex-NACR 755042, exx-YAN 155042, nee-LW 1042). (CWS)

PRIVATE

AG PROCESSING has a new built series of tank cars leased from Shippers Car Line. The cars are 100-ton tankers built by ACF's Milton plant 11 = 12-87 (e.g. ACFX 72295, 72315) and 1-88 (e.g. ACFX 72507-72511). (RHB/CWS)

ALLIED FIBERS AND PLASTICS recently placed a number of new-built ACF built Center Flows covered hoppers in service. The cars are being leased from Shippers Car Line and are being used in plastics service (e.g. ACFX 65253, built 12-87 ACF MILT). Cars are of the 5800-cuft design (but are not Chem-Kings).

CHEVRON acquired two new built series of tank cars including 117 Trinity Longview built 11-87, 23,750 gallon cars (CHVX 287001-287117) and a number of Union Tank Car built 9-87, 23,500 gallon cars (e.g. CHVX 287216). A note about Chevron's numbering system here. The second and third numbers represent the year built. (DGC)

CABOT CORP. For the first time in a number of years some new covered hoppers for carbon black service have been built. Procor has built over 25 100-ton, 4600-cuft cars for Cabot in '0 = 11-87 (e.g. CABX 480101-127). (EAN)

CONAGRA/MHC has a number of covered hoppers in CAGX reporting marks but newly painted with UP shield logos. The cars are ex-UP and MP numbers from various GATC Airslide, P-S and ACF Center Flow series (e.g. CAGX 21747, 21823, 76339, 711078, 711115, 712005). (HAL)

CRYO-TRANS received a new-built refrigerator car in October 1987. The car, built by Gunderson in August 1987 is the first refrigerator car to be built since 1982. It is also the first new built (not converted) CO-2 cooled car and has a new AAR designation, "RC". CRYX 1200 is a 173 RC, 89,800 lbs. ltwt., 63-8" IL, 6446-cuft, Plate F car with a 12' plug door. The car is named "Colorado Springs." (EAF/CWS)

DEGUSSA CORP. is leasing a small number of hydrogen peroxide tank cars from Union Tank Car (UTLX 200527 built 6-87, 19,590 gallons). (DGC)

DOW CHEMICAL increased its fleet of owned and leased tank cars last year. A new series of "DOWX" initialed cars built by Trinity's Tulsa plant were delivered in 11-87 for the transport of Aromatic Hydrocarbons (e.g. DOWX 70055-70057, 26,700 gallon capacity). In addition, some new-built cars leased from Shipper's Car Line (e.g. ACFX 72192, built 11-87 by ACF MILT, 21000 gallon capacity) and General American Transportation (e.g. GATX 28504, 28508, 192T, built 12-87 by Trinity Fort Worth, 23,625 gallon capacity for herbicide formulation) have been added to their leased fleet. (CWS/DGC)

EL PASO PRODUCTS is leasing a new-built series of 100-ton tank cars from General American Transportation (e.g. GATX 57903, 57907 built 11-87 by Trinity Fort Worth). (DGC)

ENGELHARD CORP. is leasing 135 new-built cars from Shipper's Car Line for clay slurry transport. ACFX 71865-71999 were built by ACF in 4=5-87. (TH)

GEORGIA KAOLIN is leasing several dozen new built 13,850 gallon tank cars from Shipper's Car Line for clay slurry service. (e.g. ACFX 72083 built 7-87 by ACF). (TH)

INTERDOM, INC. is a new company entering the intermodal scene. To start, seven new Gunderson-built double stack cars with Trailer Train reporting marks have entered service with Interdom logos (DTTX 63331-63337 built 10-87, TT class GWG50J). A small number of cars are also being operated under Greenbrier Leasing's GBRX reporting marks (e.g. GBRX 2305 built GUX PILD 11-87). (CWS/DGC)

LYONDELL began leasing some new 30,000 gallon methanol tank cars from Union Tank Car (e.g. UTLX 200299, 200300 built 11-87 by UTC ECH). (DGC)

OCCIDENTAL CHEMICAL CORP. has acquired 105 new built high-cube covered hoppers for PVC transport. OCPX 70201-70305 were built 11=12-87 by Trinity's PSM BESS division (lot 2030). The cars are of the 6150-cuft design. (EAN)



A detail of DTTX 63331 showing the Interdom, Inc. logo. The 5 well articulated double stack container car was built by Gunderson in 10-87. (David G. Casdorff photo)



BNZ 233304 shows off Burlington Northern's new "Expediter" paint scheme on this new Stoughton built trailer. The colors of the BN fading logo are three tones of green. Trailer is aluminum white with black data. (David G. Casdorff photo)



Paducah and Louisville's PAL 701753 is a Pullman-Standard built ex-ICG (Gulf, Mobile and Ohio) loader equipped 50' 6" boxcar. (David G. Casdorff photo)

PULLMAN LEASING has placed in service a number of new 5850-cuft design 100-ton covered hoppers built 1-88 by Trinity's PSM BESS division (lot 2036) (e.g. PLCX 46450-46480 + , these cars appear to be assigned to B.F. Goodrich).

In addition Pullman Leasing has also placed a number of new built tank cars in service (the first tank cars for Pullman Leasing since about 1982). One group are latex transport tankers (PLCX 220389-220398 built 11-87). The other group is a series of 25 100-ton, 30,000 tank cars built by Trinity Tulsa in 10-87 (PLCX 129010-129034). (CWS/DGC)

PHILIPS PETROLEUM has acquired a new series of new-built covered hoppers built in 12-87 by Thrall Car (e.g. PSPX 2107). (DGC)

QUEBEC AND ONTARIO PAPER CO. acquired 105 new built woodchip cars built 9=11-87 by National Steel Car. QOPX 100-204 are 6600-cuft, 61'6" IL, 163 GT cars that are being leased from GERSCO. (WGC)

SHINTECH INC. has a new series of 5800-cuft ACF Center Flow covered hoppers that were built by ACF's Milton plant in 9-87 (e.g. ROIX 57306). (EAN)

TEXACO CHEMICAL is leasing two series of tank cars one series from Union Tank Car (e.g. UTLX 640123 built 9-87 by UTC ECH, 20650 gallon capacity) and the other series from General American Transportation (e.g. GATX 28880 built 12-87 by Trinity Longview. (DGC)

TRAILER TRAIN's new freight cars include more articulated double stack cars, center beam flat cars and articulated single stack "spine" cars.

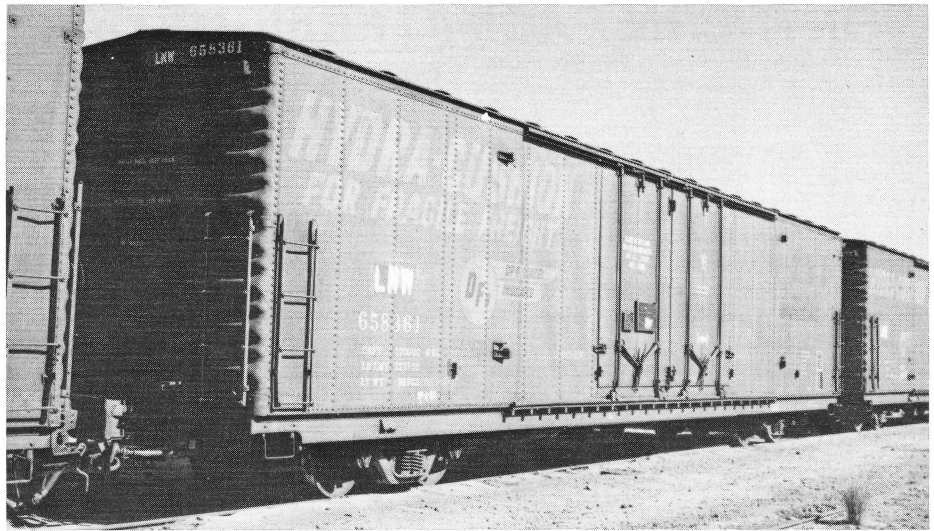
The newest stack cars are more APL leased cars built in 1-88 by Thrall Car. Highest numbers seen so far are up to DTTX 62685 giving Trailer Train over 3,400 wells of the Thrall design.

Additional Thrall design Center-Beam flat cars (packaged lumber transporters) continue to be delivered to Trailer Train. The latest were built in 12-87 and now number up to TTTX 86720 (class TSH 75).

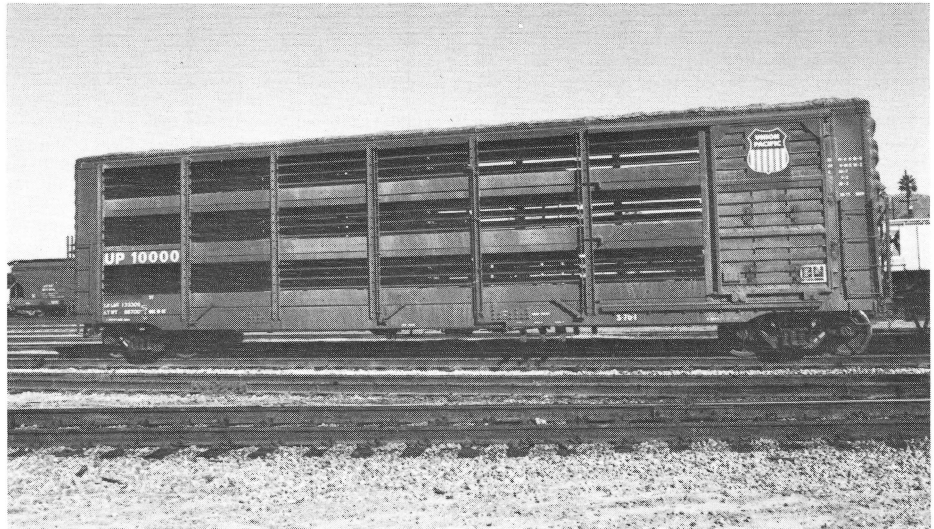
Another design of "spine" cars, the articulated single-high container cars have been delivered from Bethlehem Steel in 8=10-87. Apparently there are three series so far. NTTX 67000-019, class BSF 50 built 8-87; NTTX 67020-67059, built 9-87, class BSF 50A and NTTX 67060+ built 10-87. The cars are 249' long. This design as well as the PSM built 66000's mentioned in FCJ #24 are capable of carrying 48' containers simply by using the container's ISO posts on the 40' length.

Lastly, the new TTEX initialed articulated 89' flat cars (capable of carrying three 57' trailers) continue to be converted at Cal Pro in Mira Loma, CA. Numbers are up to at least TTEX 161092.

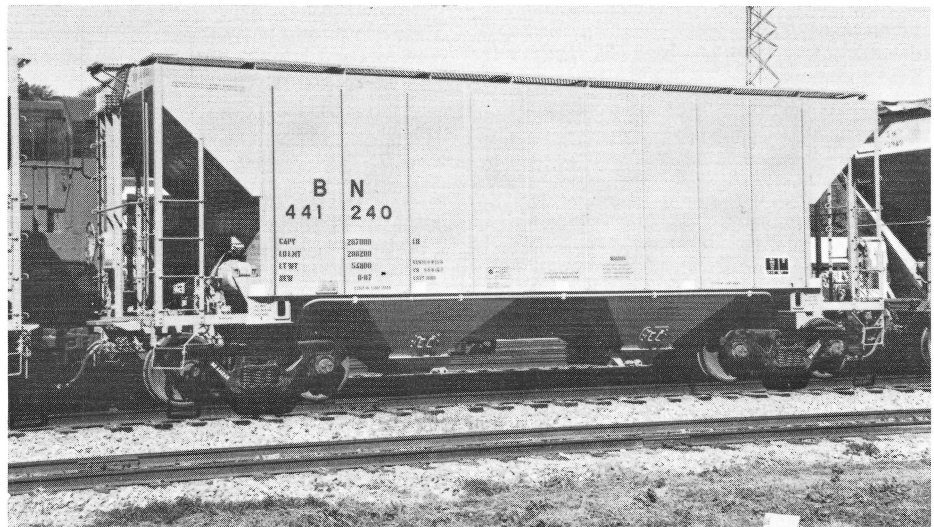
UNION CARBIDE. additional cars and build date for those tank cars being leased from Union Tank Car mentioned in FCJ #24 (e.g. UTLX 200236-200243 built by UTC in 9-87). (DGC)



Louisiana and North West's LNW 658361 shows its obvious origins of the Southern Pacific. This is a 60'4" RBL-refrigerator car. (David G. Casdorff photo)



Union Pacific UP 10000 a 52'7" triple deck 70-ton stock car is shown here leaving San Bernardino, CA. The mono-series car was converted from a boxcar in 10-87 by Gunderson. (David G. Casdorff photo)



BN 441240 one of the new built series of 3000 cuft cement hoppers delivered to Burlington Northern in 8-87 by Trinity's Pullman Standard Manufacturing. (Mike Foley photo)

NORTHERN PACIFIC FREIGHT CAR ROSTER Circa 1940

Compiled by David G. Casdorff

Photos courtesy Richard Hendrickson

4700-4999. 100 XAF. 50-6 IL. 10-4 IH. Pacific Car & Foundry. 1929 blt. 4735 cuft. Double 6' side doors; 9 1/2 wide end door opening.

5000-5499. 100XAF. 50-2 1/2 IL. 10-0 3/8 IH. Pressed Steel Car. 1926 blt. 4593 cuft. 55200 ltwt. Steel underframe. 10-6 side door opening ("1 1/2 door").

5500-5999. 80 XAF. 50-2 1/2 IL. 10-0 3/8 IH. Standard Steel Car. 1926 blt. 4593 cuft. 55200 ltwt. Steel underframe. 10-6 side door opening ("1 1/2 doors").

6000-6999. 80 XAF. 50-3 IL. 10-0 IH. General American. 1923 blt. 4606 cuft. 51600 ltwt. Steel underframe. 9-11 3/8 side door opening ("1 1/2 doors").

7000-7499. 80 XAF. 40-3 1/4 IL. 10-0 IH. Western Steel Car & Foundry. 1918 blt. 3624 cuft. 44400 ltwt. Steel center sill. 10' side door opening. 8-4 1/2 end door opening.

7500-7699. 80 XAF. 40-3 3/4 IL. 10-0 IH. Northern Pacific South Tacoma. 1909 blt. 3431 cuft. 41800 ltwt. Steel center sill. Reno fr. 100100-100349. 10-0 side door opening; 2-0 end door opening.

7700-7999. 80 XAF. 40-4 1/2 IL. 10-0 IH. American Car & Foundry. 1912 blt. 3633 cuft. 45100 ltwt. Steel center sill. Reno fr. 100350-100649. 10-0 side door opening.

8000-8099. 80 XAF. 40-6 IL. 10-6 1/2 IH. Pacific Car & Foundry. 1929 blt. 3967 cuft. 50300 ltwt. Steel underframe. Reno fr. 8400-8499 in 1940. Evans "E" auto loader. 12-0 side door opening; 1-6 1/2 end door opening.

8100-8199. 80 XAF. 40-6 IL. 10-2 3/8 IH. Pacific Car & Foundry. 1929 blt. 3853 cuft. 51300 ltwt. Steel underframe. Reno fr. 8500-8599 in 1940. Evans "E" auto loader; 12-0 side opening; 1-6 1/2 end door opng.

9480-9999. 100 XM. 40-9 IL. 10-0 11/16 IH. Pacific Car & Foundry. 1937 blt. 3740 cuft. 48400 ltwt. Double sheathed 3/4" ply lining. 6-0 single door.

10000-10999. 80 XM. 40-9 IL. 8-8 1/2 IH. Western Steel Car & Foundry. 1923 blt. 3020 cuft. 44900 ltwt. Steel underframe.

11000-11999. 80 XM. 40-9 IL. 8-8 1/2 IH. American Car & Foundry. 1923 blt. 3020 cuft. 44900 ltwt. Steel underframe.

12000-12999. 80 XM. 40-9 IL. 8-8 1/2 IH. General American. 1923 blt. 3020 cuft. 44900 ltwt. Steel underframe.

13000-13499. 80 XM. 40-9 IL. 8-8 1/2 IH. Pullman Co. 1925 blt. 3020 cuft. 44900 ltwt. Steel underframe.

13500-13999. 80 XM. 40-9 IL. 8-8 1/2 IH. Pacific Car & Foundry. 1925 blt. 3020 cuft. 44900 ltwt. Steel underframe.

14000-14499. 80 XM. 40-9 IL. 8-8 1/2 IH. Northern Pacific Brainerd. 1931 blt. 3020 cuft. 45700 or 466. Double sheath. Bettendorf and Andrew trucks. 5-6 side door

14500-14999. 80 XM. 40-9 IL. 8-9 IH. Northern Pacific Brainerd. 1931 blt. 3120 cuft. 45400 ltwt. Single sheath, steel underframe. 6-0 single side door.

15000-15499. 100 XM. 40-9 IL. 10-0 IH. Pullman Co. 1940 blt. 3838 cuft. 45700 ltwt. Steel sheath, steel underframe. 6-0 single side door. (.10 steel sheathing).

15500-15999. 100 XM. 40-9 IL. 10-0 IH. American Car & Foundry. 1940 blt. 3738 cuft. 45700 ltwt. Steel sheath, steel underframe. 6-0 Single side door. (.10 steel sheathing).

17000-17999. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Northern Pacific. 1918 blt. 2990 cuft. 40000 ltwt. Steel center sill. 5-6 door.

18000-19199. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Various builders. 2990 cuft. 38500 ltwt. Steel center sill. Reno fr. 19200, 24000, 26000 and 41000's. 5-6 door.

19200-19799. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Northern Pacific South Tacoma. 1912 blt. 2990 cuft. 38400 ltwt. Steel center sill. Arch bar trucks. 5-6 door.

19900-19999. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Various builders. 2990 cuft. 38500 ltwt. Steel center sill. Reno fr. 19200, 24000, 26000 and 41000's. 5-6 door.

20000-20499. 100 XM. 40-9 IL. 8-9 IH. Northern Pacific Laurel. 1931 blt. 3120 cuft. 48700 ltwt. Single sheathed, steel underframe. 6-0 door.

21000-21499. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Various builders. 2990 cuft. 38500 ltwt. Steel center sill. Reno fr. 19200, 24000, 26000 and 41000's. 5-6 door.

21500-23999. 80 XM. 40-4 1/2 IL. 8-8 9/16 IH. Pullman Co. 1913 blt. 2990 cuft. 42200 ltwt. Steel center sill. 5-6 door.

24000-24199. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Seattle Car Co. 1910 blt. 2990 cuft. 38400 ltwt. Steel center sill. Arch bar trucks. 5-6 door.

24200-25999. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Pullman Co. 1910 blt. 2990 cuft. 38500 ltwt. Steel center sill. 5-6 door.

26000-29999. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. American Car & Foundry. 1907 blt. 2990 cuft. 38400 ltwt. Steel center sill. Arch bar trucks. 5-6 door.

30000-30988. 100 XM. 503 IL. 10-0 IH. General American. 1923 blt. 4606 cuft. 53700 ltwt. Steel underframe. Reno fr. 6000-6999. 6-0 door.

31000-31999. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Western Steel Car & Foundry. 1918 blt. 2990 cuft. 40000 ltwt. Steel center sill. 5-6 door.

32000-35799. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Various builders. 2990 cuft. 38500 ltwt. Steel center sill. Reno fr. 19200, 24000, 26000, 41000 series. 5-6 door.

35800-35999. 80 XM. 40-3 3/4 IL. 8-0 IH. 1916 blt. 2750 cuft. 38200 ltwt. Steel center sill. Reno fr. 39250, 48800 series. 5-6 door.

36000-36699. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Various builders. 2990 cuft. 38500 ltwt. Steel center sill. Reno fr. 19200, 24000, 26000, 41000. 5-6 door.

36700-36919. 80 XM. 33-7 IL. 8-8 1/2 IH. Various builders. 2497 cuft. 40000 ltwt. Steel underframe. Arch bar trucks. Reno fr. 37300-39049. 5-6 door.

36955-37299. 80 XM. 36-0 IL. 8-8 1/2 IH. 2678 cuft. 39400 ltwt. Steel underframe. Reno fr. 38300-39049. 5-6 door.

37300-38299. 80 XM. 36-0 IL. 8-9 IH. Pressed Steel Car. 1900 blt. 2678 cuft. 38100 ltwt. Steel underframe. Arch bar trucks. 5-6 door.

38300-38999. 80 XM. 36-0 IL. 8-8 1/2 IH. Standard Steel Car. 1903 blt. 2678 cuft. 39900 ltwt. Steel underframe. Arch bar trucks. 5-6 door.

39000-39299. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Various builders. 2990 cuft. 38500 ltwt. Steel center sill. Reno fr. 19200, 24000, 26000, 41000. 5-6 door.

39300-39399. 80 XM. 50-3 3/4 IL. 8-0 IH. Various builders. 2750 cuft. 38200 ltwt. Steel center sill. Arch bar trucks. Reno fr. 39250 & 49200 series. 5-6 door.

39400-39499. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Various builders. 2990 cuft. 38500 ltwt. Steel center sill. Reno fr. 19200, 24000, 2600, 4100. 5-6 door.

39500-40999. 80 XM. 40-4 1/2 IL. 8-8 1/2 IH. American Car & Foundry. 1912 blt. 2990 cuft. 42200 ltwt. Steel center sill. 5-6 door.

41000-42349. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Western Steel Car & Foundry. 1904 blt. 2990 cuft. 38400 ltwt. Steel center sill. Arch bar trucks. 5-6 door.

42350-43849. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Western Steel Car & Foundry. 1905 blt. 2990 cuft. 38400 ltwt. Steel center sill. Arch bar trucks. 5-6 door.

44850-47849. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Pullman Co. 1906 blt. 2990 cuft. 38400 ltwt. Steel center sill. Arch bar trucks. 5-6 door.

47850-48349. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Northern Pacific. 1906 blt. 2990 cuft. 38400 ltwt. Steel center sill. Arch bar trucks. 5-6 door.

48350-48449. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Northern Pacific. 1906 blt. 2990 cuft. 38400 ltwt. Steel center sill. Arch bar trucks. 5-6 door.

48450-48799. 80 XM. 40-3 3/4 IL. 8-8 1/2 IH. Northern Pacific. 1909 blt. 2990 cuft. 38400 ltwt. Steel center sill. Arch bar trucks. 5-6 door.

48800-49199. 80 XM. 40-3 3/4 IL. 8-0 IH. Northern Pacific. 1917 blt. 2750 cuft. 38400 ltwt. Steel center sill. Arch bar trucks. 5-6 door. 49016, 49020 top hatches for coke.

49200-49299. 80 XM. 40-3 3/4 IL. 8-0 IH. Various builders. 2750 cuft. 38100 ltwt. Steel center sill. Reno fr. 39250, 48800. 5-6 door.

49300-49999. 80 XM. 40-3 3/4 IL. 8-8 3/4 IH. Various builders. 2990 cuft. 38500 ltwt. Steel Center sill. Reno fr. 19200, 24000, 26000, 41000. 5-6 door.

50000-50499. 100 GS. 41-6 IL. 4-5 IH. Pressed Steel Car. 1940 blt. 1750/2250 cuft. 50100 ltwt. Steel. Equipped with creeper shaft.

51000-51299. 140 GS. 420-0 IL. 6-3 1/2 IH. ACF Madison. 1929 blt. 2520/3032 cuft. 57100 ltwt. Steel. Equipped with creeper shaft.

51300-51499. 140 GS. 42-0 IL. 6-3 1/2 IH. ACF Madison. 1929 blt. 2520/3032 cuft. 55900 ltwt. Steel. Equipped with wine door locks.

51500-51749. 140 GS. 42-0 IL. 5-8 IH. ACF St. Louis. 1937 blt. 2269/2781 cuft. 53600 ltwt. Steel. Equipped with wine door locks.

52000-52749. 100 GS. 41-6 IL. 4-5 IH. Pressed Steel Car. 1937 blt. 1750/2250 cuft. 48400 ltwt. Steel. Equipped with wine door locks.

53000-53499. 100 GS. 41-6 IL. 4-5 IH. Pressed Steel Car. 1936 blt. 1750/2250 cuft. 48400 ltwt. Steel. Equipped with creeper shaft.

- 53700-53999.** 100 GS. 41-6 IL. 4-9 1/2 IH. Ryan Car Co. 1927 blt. 1775/2241 cuft. 49000 ltwt. Composite.
- 54000-54799.** 100 GS. 41-6 IL. 4-8 IH. Ryan Car Co. 1925 blt. 1775/2241 cuft. 46400 ltwt. Composite.
- 54922-54999.** 100 GS. 41-9 IL. 4-2 3/4 IH. Northern Pacific. 1923 & 25 blt. 1666/2144 cuft. 42900 ltwt. Composite, steel underframe. Arch bar trucks. Rebuilt from G&P gondolas. Creeper shaft.
- 55000-55499.** 100 GS. 40-0 IL. 4-3 3/8 IH. Pressed Steel Car. 1905 blt. 1592/2048 cuft. 40300 ltwt. Composite, steel underframe. Arch bar trucks.
- 55500-55649.** 100 GS. 40-0 IL. 4-3 3/8 IH. Pressed Steel Car. 1905 blt. 1592/2048 cuft. 40500 ltwt. Composite, steel underframe. Reno fr. 55000-55499 series.
- 56000-56999.** 100 GS. 40-0 IL. 4-2 IH. Pressed Steel Car. 1907 blt. 1573/2055 cuft. 43120 ltwt. All Steel. Arch bar trucks.
- 57000-57499.** 100 GS. 40-0 IL. 4-2 IH. Pressed Steel Car. 1910 blt. 1573/2055 cuft. 42910 ltwt. All Steel.
- 57500-57999.** 100 GS. 40-0 IL. 4-2 IH. Pressed Steel Car. 1912 blt. 1573/2055 cuft. 42200 ltwt. All Steel.
- 58000-58499.** 100 GS. 40-0 IL. 4-2 IH. Western Steel Car & Foundry. 1913 blt. 1573/2055 ltwt. All Steel.
- 58500-58999.** 100 GS. 40-0 IL. 4-2 IH. Western Steel Car & Foundry. 1917 blt. 1573/2055 cuft. 42600 ltwt. All Steel.
- 59000-59249.** 100 GH. 39-8 11/16 IL. 4-2 IH. Standard Steel Car. 1923 blt. 1573/2055 cuft. 44400 ltwt. All Steel.
- 60000-60199.** 100 FM. 50-0 IL. 3-10 15/16 IH. Siem-Stembel Co., St. Paul. 1927 blt. --- cuft. 46800 ltwt. Steel underframe.
- 60250-60499.** 100 FM. 52-0 IL. 3-11 IH. Northern Pacific Como. 1936 blt. --- cuft. 47900 ltwt. Steel underframe.
- 60500-60799.** 100 FM. 52-0 IL. 3-11 IH. Pressed Steel Car. 1929 blt. --- cuft. 48000 ltwt. Steel underframe.
- 60800-61299.** 100 FM. 52-0 IL. 3-11 IH. Bethlehem Steel. 1937 blt. --- cuft. 48200 ltwt. Steel underframe.
- 62000-62199.** 70 FM. 41-0 IL. 3-6 IH. Northern Pacific. 1913 blt. Wood underframe. Reno from 61300 series (scattered).
- 62200-62999.** 70 FM. 41-0 IL. 3-6 IH. Northern Pacific. 1910 blt. Wood underframe.
- 63000-63999.** 70 FM. 41-0 IL. 3-6 IH. American Car & Foundry. 1907 blt. Wood underframe.
- 64000-64999.** 70 FM. 41-0 IL. 3-6 IH. Northern Pacific. 1906 blt. Wood underframe. 64870-998 from 61309-61999 series.
- 65025-65194.** 70 FM. 41-0 IL. 3-6 1/2 IH. Northern Pacific. May 96 blt. Wood underframe.
- 65195-65344.** 70 FM. 41-0 IL. 3-6 1/2 IH. Michigan Peninsular. 1897 blt. Wood underframe.
- 65345-65743.** 70 FM. 41-0 IL. 3-6 1/2 IH. Northern Pacific. 1897 blt.
- 65745-65810.** 70 FM. 41-0 IL. 3-6 1/2 IH. Barney & Smith. 1899 blt.
- 65813-66219.** 70 FM. 41-0 IL. 3-6 1/2 IH. Barney & Smith. 1899 blt.
- 66220-66519.** 70 FM. 41-0 IL. 3-6 1/2 IH. Northern Pacific. 1900 blt.
- 66534-67358.** 70 FM. 41-0 IL. 3-6 1/2 IH. American Car & Foundry. 1901 blt.
- 67379-67384.** 70 FM. 41-0 IL. 3-6 1/2 IH. Barney & Smith. 1899 blt. Wood underframe.
- 67385.** 70 FM. 41-0 IL. 3-6 1/2 IH. Seattle & Inter. 1901 blt.
- 67388.** 70 FM. 41-0 IL. 3-6 1/2 IH. Barney & Smith. 1899 blt.
- 67389.** 70 FM. 41-0 IL. 3-6 1/2 IH. Seattle & Inter. 1901 blt.
- 67393.** 70 FM. 41-0 IL. 3-6 1/2 IH. Barney & Smith. 1899 blt.
- 67397-67410.** 70 FM. 41-0 IL. 3-6 1/2 IH. Northern Pacific. 1900 blt.
- 67422-67439.** 70 FM. 41-0 IL. 3-6 1/2 IH. Northern Pacific 1900 blt.
- 67446-67469.** 70 FM. 41-0 IL. 3-6 1/2 IH. Northern Pacific. 1900 blt.
- 67490.** 70 FM. 41-0 IL. 3-6 1/2 IH. Northern Pacific. 1900 blt.
- 67507-67549.** 70 FM. 41-0 IL. 3-6 IH. Northern Pacific South Tacoma. 1909 blt. Wood underframe. Blt from second hand materials.
- 67600-67687.** 70 FM. 41-0 IL. 3-6 1/2 IH. ACF & NP. 1901. 1898 resp. blt. Wood underframe. Remodeled from cinder cars 205045-205764 in 1925-26.
- 67694-67799.** 70 FM. 41-0 IL. 3-6 IH. Northern Pacific South Tacoma. 1913 blt. Wood underframe.
- 67800-67806.** 80 ??, 40-3 3/4 IL. 9-0 IH. Northern Pacific. 1937 blt. 3087 cuft. 36600 ltwt. Steel center sill. Arch bar trucks. Conv. fr condemned 40-foot, 40-ton boxcars. Wood rack car. Open top/2x 3-8 5/8 and 1x 5-6 doors each side.
- 67807-67819.** 80 ??, 40-3 3/4 IL. 9-0 IH. Northern Pacific. 1937 blt. 3087 cuft. 35500 ltwt. Steel center sill. Arch bar trucks. conv. fr condemned 40-foot, 40-ton boxcars. Wood rack car. Open top/3x 3-8 5/8 side doors each side.
- 67820-67849.** 80 ??, 40-3 3/4 IL. 9-0 IH. Northern Pacific. 1938 blt. 3087 cuft. 35500 ltwt. Steel center sill. Arch bar trucks. conv. fr condemned 40-foot, 40-ton boxcars. Wood rack car. Open top/3x 3-8 5/8 side doors per side.
- 67850-67859.** 80 ??, 40-3 3/4 IL. 9-0 IH. Northern Pacific. 1939 blt. 3087 cuft. 35500 ltwt. Steel center sill. Wood rack car. 3x 3-8 5/8 side doors each side/open top.
- 67900-67994.** 70 FM. 44-6 IL. 3-6 IH. Northern Pacific South Tacoma. 1914 blt. --- cuft. 28100 ltwt. Wood underframe. Arch bar trucks. Reno fr. 61004-61299 (scattered).
- 68000-68999.** 70 FM. 41-0 IL. 3-6 1/2 IH. Michigan Peninsular. 1902 blt. Wood underframe.
- 69000-69999.** 80 FM. 42-0 IL. 3-7 3/8 IH. Standard Steel Car. 1903 blt. 32190 ltwt. Steel underframe. 40 cars sold to SP&S in 1938, reno to 32200-32239.
- 70000-70048.** 100 HM. 30-6 IL. Pressed Steel Car. 1922 blt. 1880 cuft. 39200 ltwt. Acq. fr. Wilcox Co. Chicago 1930.
- 70050-70199.** 100 HM. 34-9 IL. Pressed Steel Car. 1932 blt. 2085 cuft. 45000 ltwt.
- 70200-70399.** 100 HM. 33-0 IL. American Car & Foundry. 1940 blt. 2081 cuft. 40700 ltwt. National B trucks.
- 70400-70599.** 100 HM. 33-0 IL. General American. 1940 blt. 2081 cuft. 40700 ltwt. National B trucks.
- 78000-78199.** 150 ??, 21-7 1/2 IL. 10-2 IH. Pressed Steel Car. 1924 blt. 973/1225 cuft. 42700 ltwt. Ore cars.
- 79100-79449.** 100 ??, 22-1 IL. 10-2 1/2 IH. Pressed Steel Car. 1917 blt. 800/931 cuft. 35360 ltwt. Ore cars.
- 79450-79699.** 100 ??, 22-1 IL. 10-2 1/2 IH. Western Steel Car & Foundry. 1914 blt. 800/931 cuft. 35500 ltwt. Ore cars.
- 79800-79999.** 100 ??, 22-1 IL. 10-2 1/2 IH. Pressed Steel Car. 1913 blt. 800/931 cuft. 35300 ltwt. Ore cars.
- 82500-82749.** 80 SM. 40-6 IL. 8-0 5/16 IH. Northern Pacific Laurel. 1936 blt. 2784 cuft. 43200 ltwt. Steel underframe.
- 82750-83249.** 80 SM. 40-6 IL. 8-0 5/16 IH. Northern Pacific Como. 1931-32 blt. 2784 cuft. 43200 ltwt. Steel underframe. 5-0 door.
- 83250-83499.** 80 SM. 40-6 IL. 8-0 5/16 IH. Ryan Car Co. 1930 blt. 2802 cuft. 42900 ltwt. Steel underframe. 5-0 door.
- 83500-83749.** 80 SM. 40-6 1/4 IL. 7-7 3/4 IH. General American. 1923 blt. 2633 cuft. steel underframe, metal or wood roofs. 40600 (wood roof) ltwt. 41400 (metal roof) ltwt.
- 83750-83999.** 80 SM. 40-4 1/2 IL. 7-8 3/4 IH. Whipple Car Co. 1913 blt. 2665 cuft. 39900 ltwt. Steel center sill. 5-0 door.
- 84658-84890.** 60 SC. 36-3 3/4 IL. 7-8 3/4 IH. Standard Steel Car. 1903 blt. 2397 cuft. 35500 ltwt. Steel underframe. Reno fr. double deck 15000 & 16900 series.
- 85000-85099.** 140 MWB. 40-8 IL. 10-1 IH. American Car & Foundry. 1940 blt. 2505 cuft. 54800 ltwt. Hart selective service car.
- 85500-85799.** 100 MWB. 39-11 IL. 3-9 1/4 IH. Rodger. 1909 blt. 45500 ltwt. Steel underframe. Hart convertible gondola. Gon = 1329/1730 cuft. Hop = 1079/1373 cuft.
- 85800-86199.** 100 MWB. 39-11 IL. 3-9 1/4 IH. Rodger. 1910 blt. 44500 ltwt. Steel underframe. Hart convertible gondola. Gon = 1329/1730 cuft. Hop = 1079/1373 cuft.
- 86200-86499.** 100 MWB. 40-0 IL. 4-0 IH. ACF for RODGER. 1920 blt. 50000 ltwt. Steel underframe. Hart convertible gondola. Gon = 1423/1825 cuft. Hop = 1134/1419 cuft.
- 86500-86749.** 100 MWB. 40-0 IL. 4-0 IH. ACF for RODGER. 1923 blt. 51200 ltwt. Steel underframe. Hart convertible gondola. Gon = 1423/1825 cuft. Hop = 1111/1390 cuft.
- 86750-86949.** 100 MWB. 40-0 IL. 4-0 IH. ACF for RODGER. 1927 blt. 50600 ltwt. Steel underframe. Hart convertible gondola. Gon = 1423/1825 cuft. Hop = 1123/1402 cuft.
- 89000-89059.** 100 ??, 32-3 IL. 2-10 3/16 IH. Clark Car Co. 1920 blt. 810 cuft. 58990 ltwt. Steel center sill. Arch bar trucks. Air dump cars.
- 90000-90999.** 70 RS. 41-1 1/2 IL. 7-3 1/2 IH. Northern Pacific South Tacoma. 1931 blt. 2233 cuft. Steel underframe. w/basket bunker 57560 ltwt (90000-799). w/divided basket 57900 ltwt (90800-999).
- 92000-92999.** 70 RS. 41-2 3/4 IL. 7-3 1/2 IH. American Car & Foundry. 1912 blt. 2244 cuft. 55100 ltwt. Steel center sill. Rehab by NP; Rblt from 96500-97999.



NP 12855 built in 3-24 (General American began building the series in 1923). (W.C. Whittaker)

93000-93999. 70 RS. 41-1 3/4 IL. 7-3 1/2 IH. American Car & Foundry. 1922 blt. 2233 cuft. 57200 ltwt. Steel underframe.

94400-94899. 70 RS. 41-2 3/8 IL. 7-3 1/2 IH. Pullman Co. 1917 blt. 2233 cuft. 56400 ltwt. Steel center sill.

94900-95999. 70 RS. 41-2 3/8 IL. 7-3 1/2 IH. Pullman Co. 1913 blt. 2244 cuft. 55000 ltwt. Steel center sill.

96000-96051. 70 RS. 41-2 3/8 IL. 7-3 1/2 IH. American Car & Foundry. 1912 blt. 2244 cuft. 55600 ltwt. Steel center sill. Reblt from 96500 series by N.P.

96500-97999. 70 RS. 41-2 3/8 IL. 7-3 1/2 IH. American Car & Foundry. 1912 blt. 2244 cuft. 54200 ltwt. Steel center sill.

98000-98099. 70 RS. 41-2 3/8 IL. 7-3 1/2 IH. American Car & Foundry. 1912 blt. 2215 cuft. 56850 ltwt. Steel center sill. Reblt from 92000 series by N.P. Divided basket bunkers.

99990. 80 ???. 36-0 IL. 10-4 IH. Standard Steel Car. 1903 blt. 2700 cuft. 57350 ltwt. Steel underframe. Reblt from 38485 box by N.P. Reblt 1937 NP.

99991. 80 ???. 36-0 IL. 10-4 IH. Standard Steel Car. 1903 blt. 2700 cuft. 57350 ltwt. Steel underframe. Reblt from 38342 box by N.P. Reblt by NP 1938; offset (near end) door.

99998. 100 RSM. 49-10 3/8 IL. 10-7 1/2 IH. General American. 1923 blt. 4320 cuft. 73950 ltwt. Steel underframe. reblt from 6956 auto car by N.P. Meat reefers.

99999. 100 RSM. 49-10 3/8 IL. 10-7 1/2 IH. General American. 1923 blt. 4320 cuft. 73950 ltwt. Steel underframe. Reblt from 6099 auto by N.P. Meat reefer.

10000-100055. 70 XI. 41-2 3/8 IL. 7-3 1/2 IH. American Car & Foundry. 1912 blt. Renumbered from the 92000's.

100056-100099. 70 XI. 41-2 3/8 IL. 7-3 1/2 IH. American Car & Foundry. 1912 blt. Renumbered from the 92000 and 98000 series.

101100-101135. T. Pressed Steel Car. 1912 blt. 8000 gals. 38000 ltwt. Single compartment. With heater pipes.

101136-101149. T. Pressed Steel Car. 1912 blt. 8000 gals. 42000 ltwt. Four compartment. With heater pipes.

101150-101159. T. Pressed Steel Car. 1912 blt. 12000 gals. 46700 ltwt. Single compartment. With heater pipes.

101160. T. Northern Pacific. 1905 blt. 6000 gals. 41700 ltwt. Single compartment. Arch bar trucks. Gasoline tanker. Tank mounted on former 30-ton flat #24007.

101162. T. 10000 gals. 43600 ltwt. Arch bar trucks. Ex-Liquids Despatch Line #193.

101163. T. Northern Pacific. 1938 blt. 41500 ltwt. Single compartment. No heater pipes. Gasoline, ex-36' 40-ton flat #38945.

119000-119415. 70 FL. 41-0 IL. 3-5 = 6 1/2 IH. Northern Pacific. Renumbered from 61300.

120000-120999. 70 FL. 41-0 IL. 3-5 = 6 1/2 IH. Northern Pacific. --- cuft. 28000 ltwt. Wood underframe. Arch bar trucks. Reno from 61300 series. Metal log bunks/wood auxiliary log bunks.

121000-121399. 70 FL. 41-0 IL. 3-7 IH. Northern Pacific. 1926 blt. --- cuft. 25570 ltwt. Wood underframe. Arch bar trucks. Skeleton design.

121400-121699. 70 FL. 41-0 IL. 3-7 IH. Northern Pacific. 1927 blt.

121700-122199. 70 FL. 41-0 IL. 3-7 IH. Northern Pacific. 1927 blt.

122200-122299. 80 FL. 41-0 3/4 IL. 3-7 3/4 IH. Northern Pacific South Tacoma. 1939 blt. --- cuft. Arch bar and Cast steel trucks. Rainier bunks (200-250); Turtle back bunks (251-299).

122300-122499. 80 FL. 41-0 3/4 IL. 3-7 3/4 IH. Northern Pacific South Tacoma. 1940 blt. Steel center sill. Cast steel and arch bar trucks. Rainier, Seattle and turtle back bunks.

123000-123034. 100 ???. 40-0 IL. 4-2 IH. Pressed Steel Car. 1907 blt. Renumbered from 56000s in 1934 for short-log service.

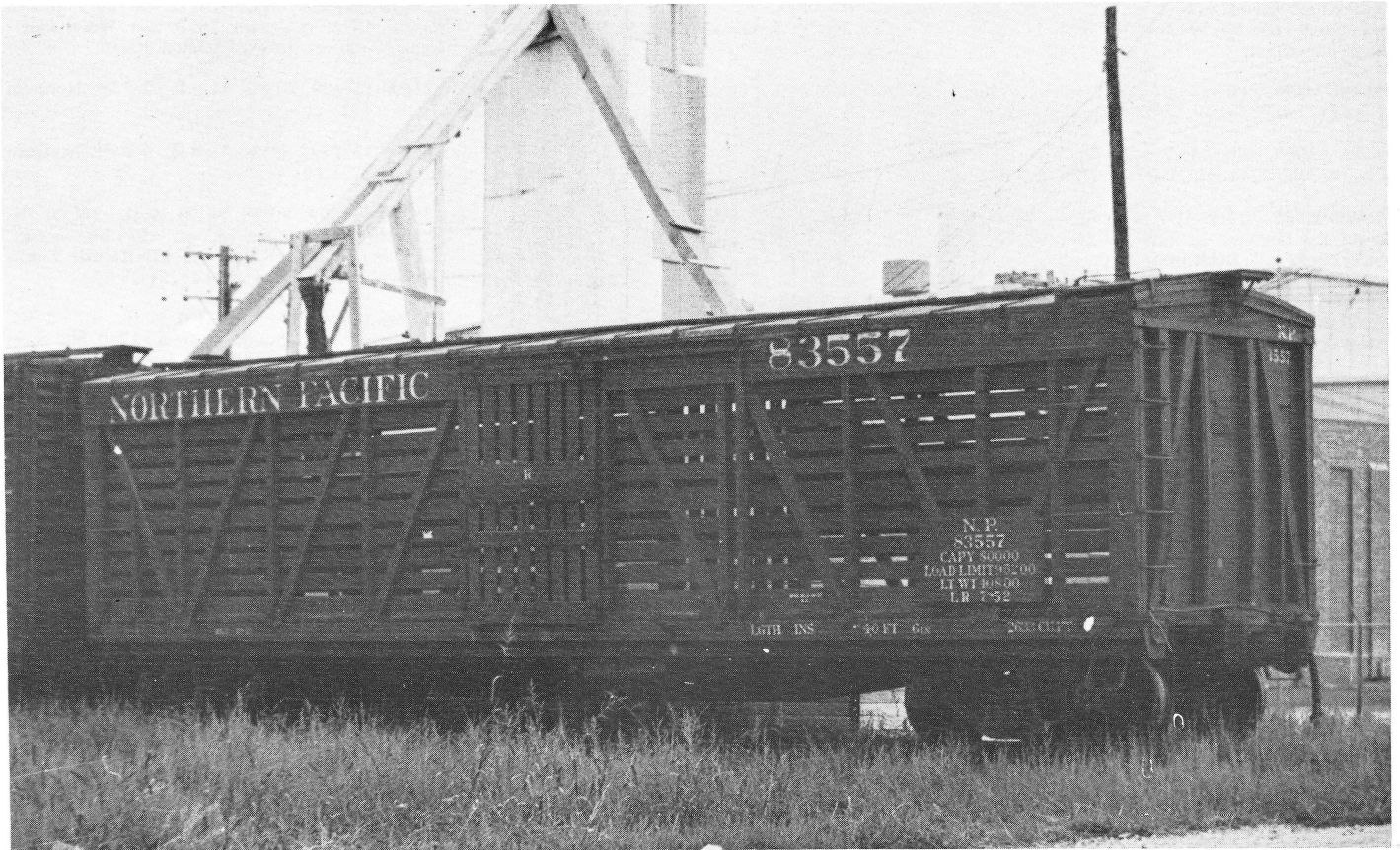
X9100-X9111. 80 ???. 40-3 3/4 IL. 8-8 1/2 IH. Northern Pacific. 1936-37 blt. 2990 cuft. 38800 ltwt. Steel center sill. Arch bar trucks. Converted from 40', 40-ton box. 5-6 door/4 x 26" x 39" "windows".

X9112-X9113. 80 ???. 36-0 IL. 8-8 1/2 IH. Northern Pacific. 1937 blt. 2678 cuft. 39100 ltwt. Steel underframe. Arch bar trucks. Converted from 36' box. 5-6 door/side openings.

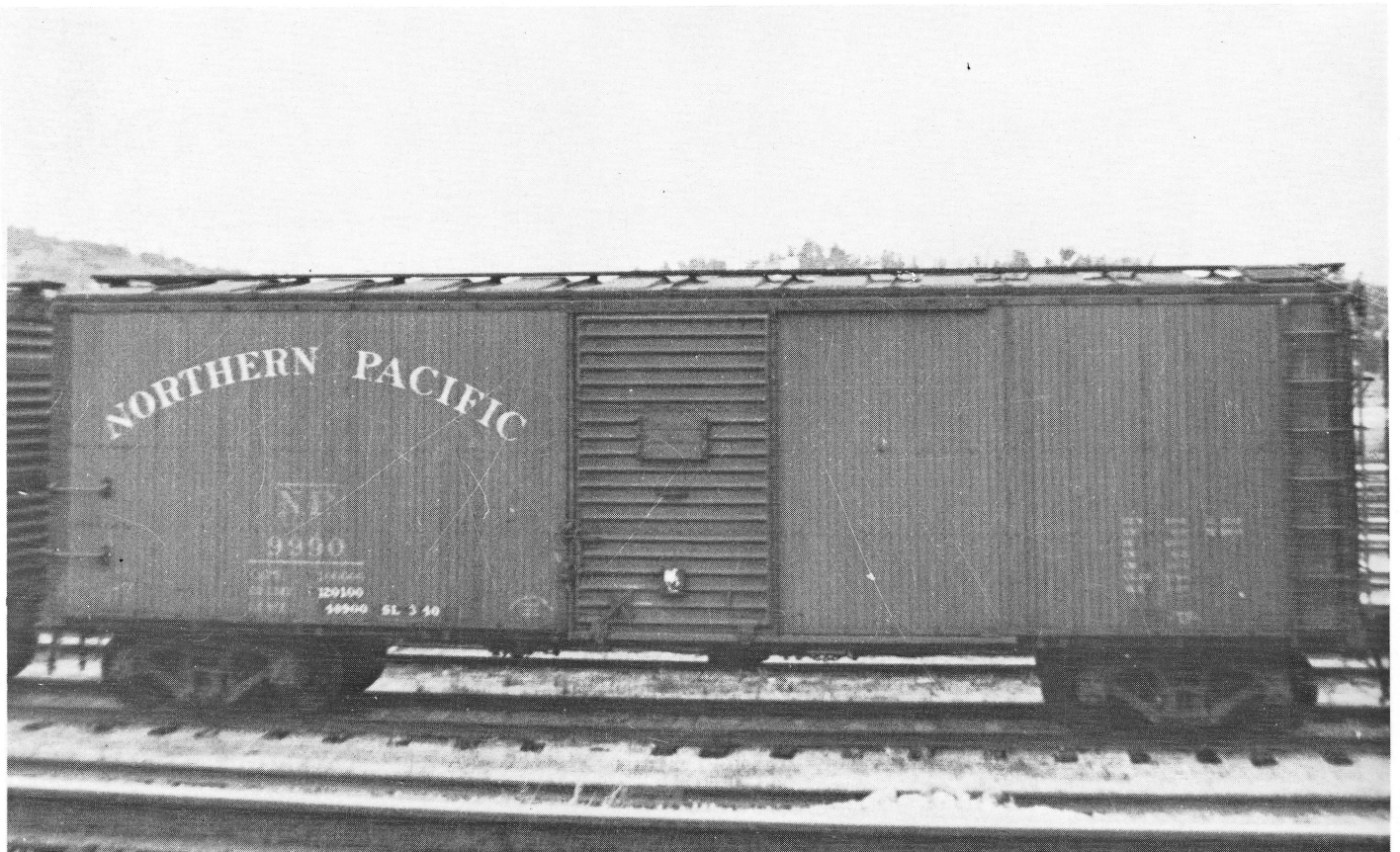
X9114-X9122. 80 ???. 40-3 3/4 IL. 8-8 1/2 IH. Northern Pacific. 1936-37 blt. 2990 cuft. 38800 ltwt. Steel center sill. Arch bar trucks. Converted from 40', 40-ton box. 5-6 door/4 x 26" x 39" openings per side.



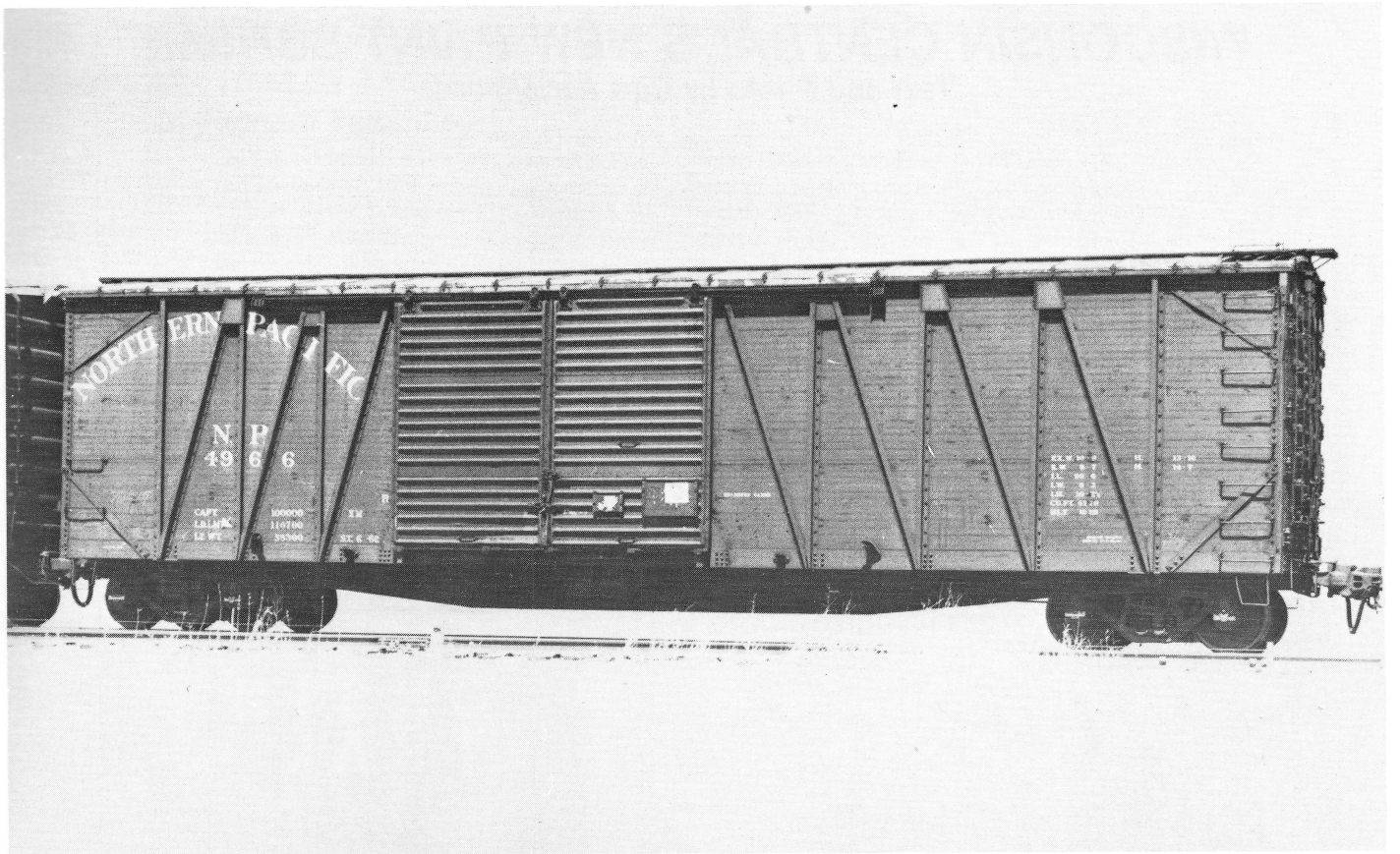
NP 30159, was built in 9-23 by General American as a 40-ton "door-and-a-half" auto boxcar in the 6000-series. It was later rebuilt into this single-door general-service boxcar. (Ed Mines Collection)



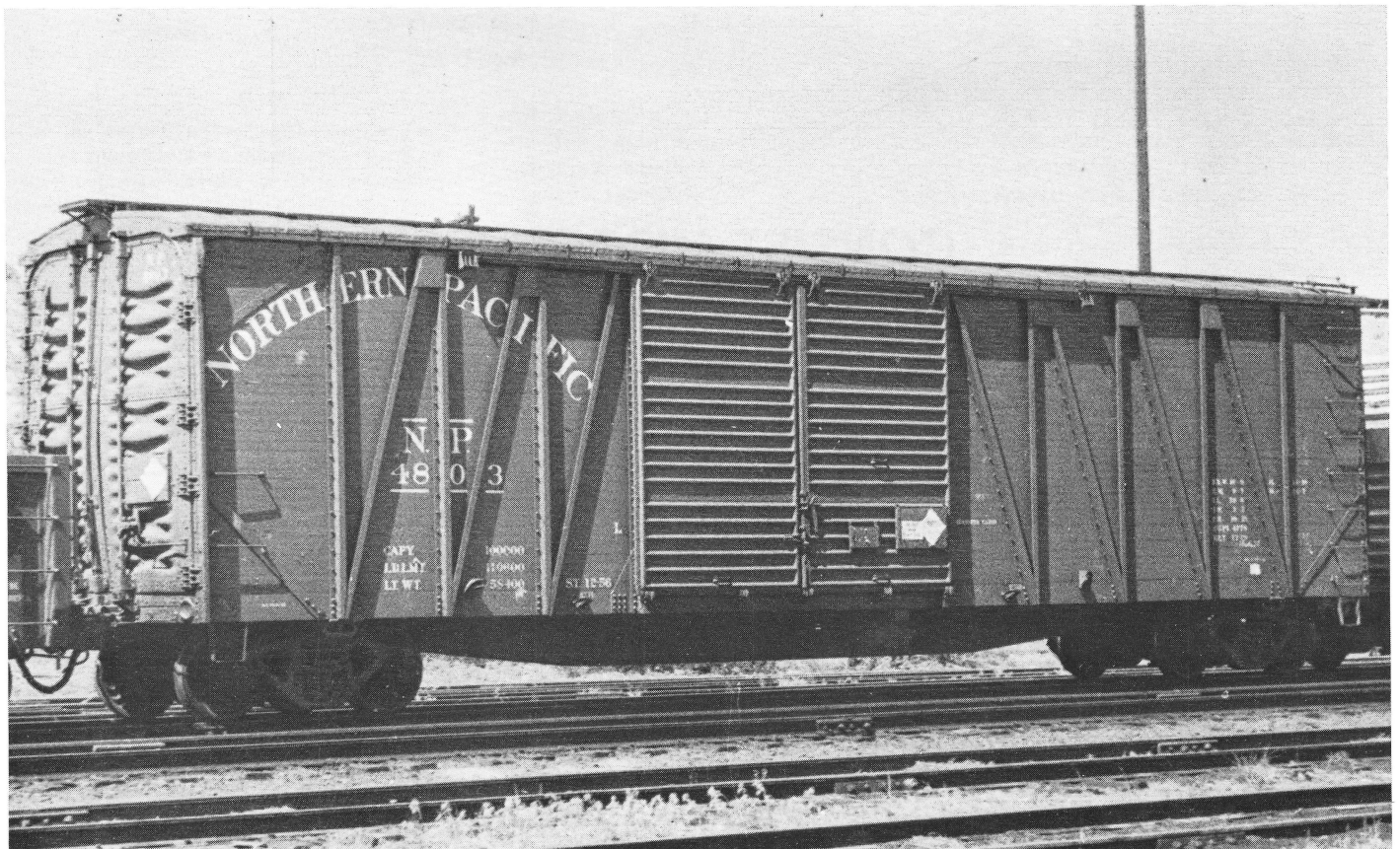
NP 83557 was built in 12-23 by General American. The car is 40' 6-1/4" IL. (Viril Davis photo)



NP 9990, a 50-ton 40'9" IL general-service boxcar built by Pacific Car & Foundry in 1937 in shown here in Los Angeles in 1941. (Robert McVay photo)



NP 4966 was built in 12-29 by Pacific Car & Foundry as a 50'6" fifty-ton auto box. Note the last weight date is stenciled in 6-62! (Viril Davis photo)



NP 4803 shows the end doors of the 4700-4999 series more clearly in this view. (Viril Davis photo).

WISCONSIN CENTRAL'S NEW PAINT SCHEME

Text and Photo by Curt Fortenberry

Wisconsin Central's first full car modification and repaints have been 10 covered gondolas designated for coiled steel service. The cars are former Soo Line gondolas of the same numbers. Modification involved changing the cars from a single trough to a triple trough configuration. The car numbers are 68457 to 68475 (odd numbers only). The car illus-

trated in the photo, WC 68465 was done at the Fond du Lac shops in December, 1987. These are the first cars painted in a full WC painted scheme.

Black with 2-foot white letters will be for gondolas and open top hoppers. Grey for covered hoppers and Maroon with gold in the WC shield or Wisconsin Central in 2-foot letters spelled out for box cars.



CONSIST MISCELLANY

by Hal Brown Jnr.

Westbound DOBKU (Dolores — Bakersfield Unit)

February 21, 1988 09:50 SP Dolores Yard

SP 7494 (SD45R), SP 9052 (SD45), NHL 6455 (SD45 xBN), SP 7445 (SD45R)

GATX 26265, GATX 28135, GATX 28108, GATX 48693, GATX 28262,

GATX 28219, GATX 46807, GATX 48695, GATX 28226, GATX 28221,

GATX 28109, GATX 28101, GATX 28230, GATX 28229, GATX 28223,

GATX 48626, GATX 28692, GATX 28220, GATX 48665, GATX 48694,

GATX 28250, GATX 28104, GATX 28249, GATX 28251, GATX 28252,

GATX 28253, GATX 28254, GATX 28255, GATX 28256, GATX 28257,

GATX 28258, GATX 28259, GATX 28260, GATX 28110, GATX 14967,

GATX 14966, GATX 14965, GATX 14964, GATX 14963, GATX 14962,

GATX 28103, GATX 26267, GATX 26269, GATX 26270.

4 locomotives, 44 cars.

OLD PIGS: 1

PIGGYBACK TRAILER ARCHAEOLOGY

by Richard Yaremko

This will be the first in a series of articles exploring early piggyback service until the mid seventies. For many of us this was the most interesting era of piggyback. The railroads themselves had not yet been thinned out by merger adding variety to the trains; and the paint and lettering schemes were colorful, many adapted from the railroads passenger operation. There were also many more trailer builders than there are today.

Finding evidence of early railroad pig trailers involves some detective work. A few may be found in company stores service or as storage sheds in yards and pig terminals. Many were sold to construction and plumbing contractors for portable job site storage. If you want to examine some of these old trailers for modeling and lettering information my best suggestion is to begin watching for these trailers on your various railfan outings. I've found that I've passed by many, blinded by loco and boxcar mania oblivious to the fact that they've been sitting in sight for years. If your lucky most of the paint job will be intact, or just the heralds may be obliterated. Close examination should at least reveal the builder and original number. Don't pass up a trailer you've spotted because it isn't of your own favorite local road. Like boxcars: in the 50s and 60s and 70s railroad pig trailers traveled extensively on each other's systems. What you pass up today may be tomorrow's required modeling data. Future columns will discuss some commercial sources of photographs.



SPO-11, Albany, OR. July 28, 1987. While off its "dollies" this trailer is an excellent example of the first equipment Southern Pacific ran in Trailer Flatcar Service. (Richard Yaremko photo)

AAR TFC Reporting Marks and Numbers

All railroads which are subscribers to the AAR code of trailer service must use the trailer marking system as set forth in AAR circular No. OT-36, January 1, 1966.

Circular No. OT-36 requires reporting marks for trailers in TFC service to consist of no more than four letters indicating ownership, the last of which shall be "Z". Reporting marks for containers in TFC service should consist of no more than four letters, the last of which shall be "U".

Following the reporting marks are six digits, to describe the type, size and unit number of each piece of equipment, according to the code shown below:

First Digit Series

- 1 — Dollies
- 2 — Dry Vans
- 3 — Flat Beds
- 4 — Open Tops
- 5 — Mechanical Refrigerators
- 6 — Bulk
- 7 — Insulated
- 8 — Platform removable sides
- 9 — Tank
- 0 — Miscellaneous

Second Digit Series

- 1 — 30 ft. and under 32 ft.

- 2 — 32 ft. and under 35 ft.
- 3 — under 10 ft.
- 4 — 10 ft. and under 20 ft.
- 5 — 35 ft. and under 38 ft.
- 6 — 20 ft. and under 30 ft.
- 7 — Open for Future Use
- 8 — 35 ft. and under 40 ft.
- 9 — Open for Future Use
- 0 — 40 ft. and over

The last four digits in each case identify the unit number.

An example using SP's Pacific Motor Trucking:

- PMTZ 200201 is a Dry 40 ft. Van
- PMTZ 250130 is a Dry 35 ft. Van
- PMTZ 508001 is a Refrigerated 40 ft. Van
- PMTX 800031 is a Removable Side 40 ft. Flat

A number of railroads listed trailers in the Official Railway Equipment Register section headed "Trailer, Container and Chassis Equipment," which can be consulted for specific, detailed descriptions of containers and trailers.

Southern Pacific

Southern Pacific first inaugurated Piggyback service in 1953, in Texas and California. For the first full year of operation, 1954, a total of 13,500 trailers were carried and during 1966 Southern Pacific and Cotton Belt had moved more than 217,000 trailers in TFC (Trailer Flat Car) service. For that short span of time Piggyback had become one of Southern Pacific's fastest growing transportation services.

fic's fastest growing transportation services.

Southern Pacific's highway trucking subsidiaries were organized as follows:

- Pacific Motor Trucking Co. (PMT) — west of El Paso, Texas.
- Southern Pacific Transport Co. (SPT) — in Texas and Louisiana.
- Southwestern Transportation Co. (SWT-Cotton Belt's highway subsidiary) — in Texas, Louisiana, Arkansas, Missouri and Memphis, Tennessee.

The following types of equipment were available to shippers in 1966:

PACIFIC LINES (PMT): Closed vans in 26', 35' and 40' lengths; Insulated vans in 35' and 40' lengths; Refrigerated vans in 35' and 40' lengths; Refrigerated vans with meat rails in 40' and 35' lengths and Flat racks with solid sides in 35' and 40' lengths.

TEXAS & LOUISIANA LINES (SPT): Closed vans in 30', 32', 35' and 40' lengths; Refrigerated vans in 35' and 40' lengths; and Flat racks in 35' and 40' lengths.

COTTON BELT LINES (SWT): Closed vans in 35' and 40' lengths; Open top vans in 35' and 40' lengths; Insulated vans in 35' lengths; Refrigerated vans in 39' length; standard flat racks in 34'8" length; and removable side flat racks in 40' length.

Weight capacity at this time for nearly all trailers was between 20 and 22.5-tons.



PMT 5518, Oakridge, OR. March 1986. The SP didn't confine its wonderful "Daylight colors" to just passenger equipment. During the Fifties, Southern Pacific was one of many roads that applied the corporate colors to the newly emerging piggyback service. (Tom Baldner photo)



SPT 9129, Denison, TX. May 23, 1987. This photo illustrates the mid-to-late 1950's era trailers. Painted aluminum with orange bands, these trailers still haven't received the AAR TFC reporting marks. This Lufkin built trailer was assigned to service in Texas and Louisiana. (Richard Yaremko photo)



SPT 9157 Ennis, TX. May 17, 1987. A Hobbs built trailer. (Richard Yaremko photo)



SPT 1898. Ennis, TX. May 17, 1987. Built by Brown Trailer of Spokane, Washington, this trailer came equipped with a side door. (Richard Yaremko photo)



SPT 1772 Ennis, TX. March 1984. A classic American (the builder) built with rounded nose. Missing as with the Hobbs trailers is the "TRUCK SERVICE" lettering that has been obliterated on the lower rear flank. (Ed Stoll photo)



PMTZ 200093. Ennis, TX. March 15, 1980. Typical of the mid-to-late Sixties trailers, this Freuhauf 40-foot trailer was part of Pacific Motor Trucking but obviously spent time on the southeastern end of the Espee system. (Richard Yaremko photo)



SP 510500. This flat car was built in April 1957. The trailer at the front of the photograph is PMT A5571-R a 35' insulated trailer. The trailer at the rear is a 26' trailer. (Richard Yaremko collection)



SWT 25-1713 is a 35' trailer of Cotton Belt's early piggyback fleet. (Don Sims photo)

RAILBOX RENUMBERINGS 1983-1987

by Gerald Morsello

In 1983, all RBOX cars numbered from 10000 to 21599, with the exception of 20400-20899 which retain RBOX markings, were transferred to 9 different railroads.

From personal observation, it was clear that in the case of RF&P, SBD, SP, and SOU, numbers were unchanged. (The attached chart will indicate that 24 SOU cars did receive new numbers, however.)

After observing one car each of ATSF, MP, and UP, plus 3 BN cars, with their original RBOX numbers (in the case of BN clearly visible on the underneath sill), it became clear that renumberings were consecutive, not random. For example, RBOX cars 11000-11999 became MP 356700-357687. 11000 became 356700, 11001 became 356701, etc. If it could be determined which 12 cars were destroyed prior to renumbering, complete knowledge of car-by-car renumbering could be obtained.

Thanks at this point to Mr. C. James Taylor, Assistant to the President of Trailer Train (RBOX), who with the help of the Finance Department, was able

to provide me the numbers of RBOX cars destroyed prior to renumbering.

In the case of MP, ATSF, UP, and BN, no space was left for destroyed cars. For example, RBOX car 11015 was destroyed prior to renumbering to MP. So, while RBOX 11014 became MP 356714, RBOX 11016 became MP 356715.

C&O left a space for each destroyed car, so to know which members were missing. Incidentally, all C&O cars in series 400000-400999 are in the process of being restencilled SBD series 141000-141999, retaining the same last 3 digits as C&O numbering.

Following is a chart indicating the entire restencilling scheme of the nearly 10000 RBOX cars transferred to other ownership.

The possibility exists, of course, of error in this information. I welcome any observations that would permit further refinements I might have been unaware of. Correspondence may be addressed to me directly: Gerald Morsello, 2643 Kincaid, Eugene, Oregon 97405.

Chart Showing Renumbering/Restencilling of RBOX Cars 10000-21599

Original RBOX Nos.	New Owner	New Numbers	Cars Missing
10000-10999	SBD	same	
11000-11999	MP	356700-357687	11015, 11164, 11222, 11271, 11391, 11394, 11426, 11436, 11663, 11735, 11760, 11907
12000-12343	ATSF	51000-51335	12086, 12104, 12208, 12217, 12257, 12273, 12305, 12320
12344-12648	C&O	400000-400304	
12649-12893	BN	249000-249241	12714, 12716, 12834
12894-13261	SP	same	
13262-13399	RF&P	same	
14000-15675	SOU	same	
15676-16061	ATSF	51336-51712	15703, 15708, 15740, 15775, 15829, 15860, 15912, 15940, 15982
16062-16279	C&O	400305-400522	
16280-16499	BN	249242-249460	16436
16700-16917	SP	same	
16918-17052	RF&P	same	
17053-17499	BN	249461-249900	17078, 17101, 17153, 17265, 17312, 17342, 17357
17700-17999	SOU	same	
18000-18023	SOU	15676-15699	
18024-18293	ATSF	51713-51976	18086, 18088, 18132, 18245, 18268, 18276
18294-18537	C&O	400523-400766	
18538-18805	BN	249901-250165	18609, 18780, 18802
18806-19219	SP	same	
19220-19446	RF&P	same	
19447-19499	BN	250166-250218	
19500-19732	C&O	400767-400999	
19733-19999	BN	250219-250481	19834, 19911, 19936, 19947
20000-20079	UP	130700-130778	20000
20080-20399	UP	130000-130311	20114, 20159, 20169, 20192, 20246, 20386, 20389, 20393
21000-21359	UP	130800-131151	21009, 21071, 21164, 21169, 21194, 21281, 21329, 21355
21360-21599	UP	130400-130637	21459, 21466

THE FREIGHTCAROLOGIST

Welcome to "The Freightcarologist" as we return in this new format. There are three main things I want this column to include. 1) A historical and contemporary discussion and forum, 2) A member's research request section, and 3) A recent bibliographic guide to freight car articles.

Next, I'd like to thank Byron Rose for his modeling column. I am sorry to announce that Byron has asked that he be relieved of his position with FCJ. The reason being that he intends on producing his own kits and feels that doing a column making comments on other manufacturers would not be appropriate.

Not it's my turn . . .

From the time I was seven until I was in my mid-twenties I was a very active modeler primarily in military aviation and related areas. During that time I drifted in and out of model railroading. I've seen the evolution of both hobbies since the Fifties and it has been interesting to compare the two. Some may say they are entirely different . . . I disagree.

Military aviation models have become increasingly more accurate to replicate its full scale example. Model Railroading while striving towards increased accuracy has not been able to go nearly as far as its aviation modeling counterpart. Military aviation modeling has gotten to a point where if it's not a close replica . . . it's just simply considered a joke. Model railroading on the other hand has even taken a step backwards by applying the term "modeling" to what are actually TOY trains. I see nothing wrong with toy trains mind you, but let's label it as such. Don't mix toys and real modeling skills in the same lexicon.

I recently went to an IPMS show with some fellow railroad modelers. We asked one of the show directors about model railroading and the look and attitude we got back was that they didn't consider that "modeling." Unfortunately, that seems to be a common concept among military and aviation modelers. I know that it's not true and you know it's not true but they really believe that ALL model railroaders just PLAY with trains. Now I've seen some beautiful scale models at recent railroad shows . . . some that would knock the socks off of the military and other IPMS modelers. So what has happened . . . why have we gained this reputation?

Over the years I've jotted down some thoughts on some of the things that MAY have led to the current state of affairs (mind you that model railroading really has made major advances over the years . . . but, the advances seem to lag behind those of our military and aviation counterparts).

PUBLICATIONS: Unless we as editors, authors and all those that support a particular publication can start producing and concentrating on more data and prototype oriented articles for scale modelers we're going to loose out to the toy train'ers. I have nothing against toy trains (LGB, Lionel etc.) but let's not call them models!!! For a number of years, the military and aviation modelers have had at their hand a number of sources for good realistic "prototype" modeling. Toy trains being called models in this hobby would be like the military magazines including GI Joe dolls in their magazines!! (That would bring that hobby down fast). We need to push and support scale modeling and research in the magazines. We need to increase our research efforts, increase data and his-

torically relevant information. Come on people . . . let's separate the men from the boys and models from the toys . . .

THE MANUFACTURERS: The manufacturers play an important part in the scheme of things here also. They have to listen to modelers. Granted that there are certain priorities that they as business persons must adhere to . . . but, I've never heard of a manufacturer that was scorned for being too detailed or too accurate! Manufacturers during the recent years have made tremendous strides and developing and producing higher quality and more accurate models. The biggest problem I see with the manufacturers is that many of them are not active enthusiasts with the products they produce (until recently we had very few "common car" kits). Most are business people (and understandably so . . .). Only recently have we seen the growth of manufacturers that are active enthusiasts of the prototype. If we can only continue this trend. . . .

THE MODELERS: Unfortunately, probably the greatest "fault" lies with you and me, the modelers. We as modelers need to continue to increase our knowledge in the area of our interests. We need to be less narrow minded and support all eras and railroads (not just steam or just diesel, not just 1940's or 1980's, not just SP or Norfolk Southern).

I simply cannot comprehend this limited/specific interest in this hobby. I understand there are eras or roads of more interest and everybody has certain things we don't like at all . . . that's fine until we start influencing primary producers in this hobby (kit manufacturers and publications) that your specific interest is all there is . . .

The point is that we all as PROTOTYPE scale modelers have to stick together regardless of our special interests. If we continue to divide the hobby up into a bunch of smaller facets (i.e. certain eras) . . . we'll (the hobby) never get anywhere. Military modelers too have their different interests . . . but few military modelers I've met restrict themselves to a specific area. Simply, we need to EXPAND our interests not restrict them further . . . the goal is PROTOTYPE scale modeling . . . we all need to cooperate in order to push this hobby ahead and not let it stagnate (compare how much the military and aviation modelers have advanced their quality and quantity of products since the 1950's to that of the model railroaders).

The next area is in our evaluations, criticism and comments we as modelers make and receive from our peers. In criticising others we need to be cautious to note the errors but in a polite way. Even more important we as the criticized need to take it as a way of learning and bettering our efforts . . . to not call the other a "nitpicker" (if we don't nitpick . . . again we stagnate!! . . . we have to nitpick so that we gain greater excellence). Believe me I'm aware of the problem of spending hours and hours on a model only to have some wise guy say its wrong. Case in point with my NW auto rack that I painted and modified . . . only to have (I won't say his name but his initials are Mark Ala) tell me that the excess height warning area on the end is too low. I wanted to slamdance his Grande SD-40T-2 on the ceiling, but really he was right . . . and I learned from that comment for the next model and learned that its important to accept criticism.

HOBBYSHOPS AND DEALERS: The biggest problem here is service (in fact isn't that really the biggest problem in the USA now . . .) And the primary factor is the 'ole "We're out of stock." I realize there are a number of factors involved here but again let's not take any prisoners . . . no excuses accepted. Eventually what will have to be done in many cases to get that prototype scale part or decal set is to order directly from the manufacturer or distributor. Now I know the hobby shops don't want that and it certainly isn't good for the modeler either (more time etc. involved). Which of course leads to a "catch 22" situation . . . modeler gets tired of hobby shop not stocking parts . . . so hobby shop doesn't sell as many . . . so decreases order . . . leading further to less stock (but more LGB) . . . etc. Can't offer a real fast solution here . . . hobby shops are in business to sell . . . if they don't sell scale parts etc. they'll sell toys instead . . . it all goes back to YOU, the modeler.

CONCLUSIONS: You'll notice that in every category listed above it still comes back to you and me, the modeler. We're the consumer. We are the ones that influence the publications, the manufacturers, the hobby shops . . . they WILL respond to us if sufficient demand is there. But to do this we MUST all collectively promote all aspects of scale prototype modeling. We should try to avoid fragmenting what scale prototype modeling there is in model railroading by being supportive of all eras and roads.

I welcome any comments on the above. I'm certainly not suggesting that this is the definitive critique of our hobby. I may be wrong on some of the above points (actually I hope I am) . . . basically I'm just offering food for thought.

— David G. Casdorff

Research Requests

If any members have any research requests please send them on a separate piece of paper (or card) to the Monrovia address.

Carroll C. Schmidt, 2107 Maplewood Road, Ft. Wayne, IN 46819 needs data and/or photos on GHXC 42900-series. Mayflower Mills covered hopper cars; NBCX 3010 and 3089-series, Nebraska Beef Co., 40' wood sheathed refrigerators; or SLU 2101-2127, Salt Lake & Utah Railroad Co. 40' wood sheathed refrigerators.

CORRECTIONS

- 22:6 RF&P Roster Note 17. The 45 cars from the series 3801-3850 to Westvaco as WVCX 500-544 prior to 1985 (checked from 8-84 sightings). The cars are stencilled owned by RF&P; Lease to Westvaco.
- 22:6 RF&P Note 12. RFP 2901-2925 series are 4848 cuft.
- 24:3 GMSR. The end of the ex-SOO Line series is 64269.
- 24:3 CMNW. The boxcars were rebuilt from mechanical refrigerator cars.
- 24:3 P&LE. Not so unusual as the Y&S is a P&LE subsidiary.
- 24:3 CNW. 85 cars not 185. CNW is to convert not acquire 200 FGE cars.

Thanks to Carl Shaver and Tony Hodun for these corrections and additions.

UNDEC

A PAINTING AND

DECALING COLUMN

Welcome to the first "Undec" column. This column is as it implies a column for those modelers that buy undecorated kits and wish to finish their models with 1) a variety of prototypical paint schemes and 2) use the correct data (or as near to as possible) for the car their modeling.

The goal of this column will be to assist the modeler with information from full scale examples. We would also appreciate guest columnists and suggestions and criticism are always welcome.

This first one will be on Trailer Train's series of cars that are represented adequately by Athearn's "86' Piggy Back Flat" #2000. Many have written me asking what numbers are appropriate for this kit. The prototypes were built between 1958 and 1963. There were approximately 3,500 of these placed in Trailer Train's fleet. The cars were classed F 85B (but not all F85B's fit this kit). Number series of cars I have spotted are as follows:

TTX 473000-474999

TTX 477000-477999

TTX 479000-479501 (includes some F85E also)

Most of the cars spent their lives as piggyback trailer transporters. Many are still in service today.

The livery I want to discuss is the modern "yellow" paint scheme introduced by Trailer Train in the early Seventies. Herald King's set number PR-35 has the decals for these cars. Be sure to use only the TTX out of the set. The proper Capy is starred and is shown as 130000 FC on all cars. Ld Lmt is also starred and is shown as 135000. Light weights vary but are usually around 68900 to 69900. Most show the dates they were shopped by Pullman Standard Hammond in the early Seventies (this is indicated by the PSH abbreviation next to the light weight). The date can be just about any date in 1973-1974 era (note of course these dates are shown as the month number, dash symbol, and last two numbers of the year). Other markings include the "2 inch H.F. Comp Shoes," "L 85'0," "Sprg. D-5" and the class "F 85B." Some cars may include the "For restricted loading only See equipment register" etc. Location of these markings may vary from car to car so it's best to check individual cars for modeling 100% prototypical.

Painting. I like to use a variety of yellows as Trailer Train actually does. Some of the variation occurs because of the different shops, while other variations occur because of weathering. The paint I use the most for the cars is Testors Model Master FS 33538 Insignia yellow. Followed by Scalecoat 44 Trailer Train yellow. Then for a few cars I use Testors Model Master FS 13538 Chrome yellow (which gives a orange cast to the cars). Lastly a few cars receive Pactra's 1108 Lemon Yellow for those "lighter" yellow paint schemes. The idea is to vary the base color on a number of different cars before weathering to represent the different contract car shops that do the painting.

— David G. Casdorff

RACKS: 2

RAILWAY AUTO TRANSPORTERS

Trailer Train began operating auto racks in approximately 1960. The initial reporting marks assigned to the cars distinguished the two different types of auto racks available at the time. Since 1960, this method of identifying the different types of auto racks (and other types of cars as well) has grown to

some twelve reporting marks in use at various times. Trailer Train's basic reporting mark consists of a "TT" and an "X" at the end. These may be seen as either TT_X or _TTX. The following list are those reporting marks used by Trailer Train at one time or another for identifying auto rack type:

BTTX (1960 to present)

CTTX (1976 to present)

ETTX (1962 to present)

KTTX (1963 to 1983)

RTTX (1960 to 1984)

TTBX (1986 to present)

TTGX (1977 to present)

TTKX (1968 to present)

TTNX (1983 to present)

TTRX (1968 to present)

TTSX (1974 to present)

TTVX (1970 to present)

Bi-level

Former COFC reporting mark from 1963 to 1975. Presently identifies a roof-less tri-level with enclosed sides.

Originally identified adjustable height tri-levels. In 1974 was changed to identify fully enclosed tri-levels.

A tri-level with hinged B deck. In 1984 it became a new designation for a TOFC car type.

One of the original two. Fixed Tri-level. Became a TOFC car type reporting mark in 1985.

Indicates 89'4" plus bi-level auto racks. Some former BTTX reporting marks have been incorporated into this designation.

Indicates fully-enclosed bi-levels.

89'4" plus tri-level hinged B deck. Former KTTX reporting marks have been incorporated.

Bi-level, fully enclosed with NO end doors.

89'4" fixed tri-level. Now includes former RTTX.

When introduced in 1974, this reporting mark indicated the new "STAC-PAC" designs introduced at that time. This lasted until 1977. Beginning in 1979 TTSX was assigned to cars with roof-less bi-level auto racks.

This designation was used from 1970 to 1979 for the "VERT-A-PACK" design auto transporters. In 1982, the reporting mark was used to indicate tri-levels with NO end doors.

Please note that these reporting marks are applied to Trailer Train flat cars. The auto racks themselves were owned by the participating railroad.

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THE PAPER TRAINS: 3

by Tony Hodun

I want to begin this edition of the Paper Train with a thank you to all of the contributors that responded to my first two columns. The information I've received would have made both columns more complete and accurate. Because of the response I'm going to begin listing the next two or three topics planned for upcoming Paper Train columns. If you think you can provide help, please drop me a line. I'll provide an outline of the column and data along with a list of needs or questions I have. With your input I can do a more thorough job. My next three columns are:

- BAR Paper Boxcars 1960-1987
- ACFX Kaolin Slurry Tank Cars
- CP/CPAA/QC Original and Second Hand 50' Paper Boxcars

In future columns I plan to provide updates on OMYA limestone slurry tanks and the Sandersville roster.

Hammermill Paper

This time around we're going to look at some diversity by covering several different groups of paper industry cars. The first is the Hammermill Paper Company's fleet of woodchip/woodpulp gondolas. The Hammermill Paper Company is primarily a producer of fine papers (such as copier paper) and was recently acquired by International paper. Hammermill has a paper and paper converting plant in Lock Haven, PA., and a pulpmill, paper and paper converting plant in Erie, PA., along with other mills in the South. Hammermill also owns extensive woodlands and in north central and northwestern Pennsylvania. Back in the late 1960's, working jointly with the Penn Central, Hammermill developed a plan to run unit trains of woodchips from a number of rail sites to Erie and then ship pulp back from the pulpmill in Erie to the Lock Haven paper plant.

An order for 136 dual service woodchip/woodpulp cars was placed with Ortner Freight Car, and HPAX 70001-70136 were delivered 12-70=2-71. These were 6500 cubic foot cars, capacity 185,000 lbs. AAR LP, IL 59'6". The 70001-series is based on the build date. In design they resemble large bathtub gondolas. Where they differ is that each car end is a full size door hung from four hinges attached to the top brace across the carbody end. Each door is held shut by four drop pins, 2 at the bottom and one on each side; the pins are attached to the carbody with chains. The handbrake is side mounted near one end. Woodchips are loaded into the car, and unloading is accomplished with a tilt-dumper. They can also be unloaded with a small wheeled skidloader. Some cars are loaded with hardwood pulp in its damp slush-like form and shipped back to Lock Haven to be mixed with purchased softwood pulp to make fine papers. Hammermill had a woodyard on the Lock Haven grounds where hardwood logs were debarked and chipped; other loading sites including a large yard in Emporium, PA, were run by contractors. In 1974 twenty-five virtually identical cars were acquired in series HPAX 74137-74161, built OFC 5-74, with larger reporting marks. All of the cars are in excellent shape after years of service, and all I've sighted are still wearing their original white lettering on black paint.

As PC and later CR service over the line from Emporium to Erie deteriorated, CR eventually embargoed the line and HPAX cars were then routed in regular freights the long way between Lock Haven and Erie via Buffalo. Dissatisfaction with turnaround and a desire to harvest wood from sites along the Emporium-Erie line led to Hammermill's acquisition of the line and formation of the Allegheny Railroad. Through trains now run three round trips a week from lock Haven-Erie and back with Conrail power and crews. Before this point the woodyards in Emporium and Lock Haven were closed; the cars still haul pulp from Erie to Lock Haven, and may be hauling chips to Erie from other sites. As of July 1987, all cars but one of the early group were still in service. In 1985 Hammermill also acquired 90 pulpwood flats, HPAX 85000-85099, 7680 cuft, 199,000 AAR LP, Plate F+, to haul roundwood (as full length pulp logs are known). I hope to report more on these in a future column.

Conrail's "Yellow Doors"

The next group of cars is not exclusively confined to paper service, but many of them do regularly haul paper and newsprint. I'm referring to Conrail's 50' "yellow door" Plate B boxcars, which include four classes. The first three groups were built for Penn Central as follows (X74s were covered in FCJ #2 p. 23):

- X71 PCA 166000-166999 1000 11-71=1-72 ACF STL 5080 10'YSD slide
- X74 PC 167000-167999 1000 12-72=1-73 FRD CLFTN 5030 10'YSD slide
- X75 PC 168000-168499 500 10-72 PS Bess 5077 10'PS slide

These were the backbone of the PC's 50' boxcar fleet, along with several large blocks of 50' Plate C cars in classes X72 and X72A. Plate B boxcars are most likely to be used for heavier paper products such as pulp, newsprint, rolls of paper to be converted or fine copier or writing papers, and under Conrail, these cars are no exception. In keeping with its usual practice, Conrail renumbered these cars in several sets of groups for different services or pools. Many of these cars were repainted in 1979 and 1980 at Reading, Hollidaysburg and Meadville; the Meadville lettering scheme differs from the other two shops. Many cars got replacement Equipco slide doors where needed. The status of the cars in Conrail's fleet in 1986 and 1987 were as follows:

		4-86	7-87
X71	CR 166000-166999	947	944
	CR 156047-156054	8	0
X74	PC 167000-167999	5	1
	CR 167000-167999	8	2
	CR 157001-157652	645	387
	CR 163550-163551	2	2
	CR 209220-209331	88	75
X75	CR 215001-215215	212	156
	PC 168000-168499	3	3
	CR 168000-168499	6	3
	CR 159001-159162	159	159
	CR 209332-209362	29	29
	CR 215216-215510	295	295

These cars were joined by 100 other Plate B cars from the Raritan River, ex- RR 400-499, built SIECO ATL 1-75, 5077 cuft, 10' Equipco slide doors. These cars were renumbered to CR 169600-169699, class BA50A, starting in 1981, and were renumbered in consecutive order based on sightings I've made. One BA50A car was numbered CR 156066 in 4-86, but was gone by 7-87.

Cars from the CR 215001 and 215216 series are assigned to newsprint service and are seen regularly at plants like Lock Haven and Erie. These classes would also be likely to haul heavier loads where the Plate B volume would not be filled up before the load limit is reached. Lighter paper products such as tissue, towel, napkins, disposable diapers etc. are most likely to travel in Plate C boxcars (or 45 to 53' highway vans when moved by the competition). Conrail's "yellow doors" are likely to give many more years of service hauling paper before their useful lives are over.

CRDX 5900-series RB's

The final series of cars are a group of 100 boxcars refurbished by Chicago Freight Car and leased by Georgia Pacific for paper service. In 1982 they appeared as CRDX 5900-5999, IL 50'1", 4477 cuft, 110000 RB cars.

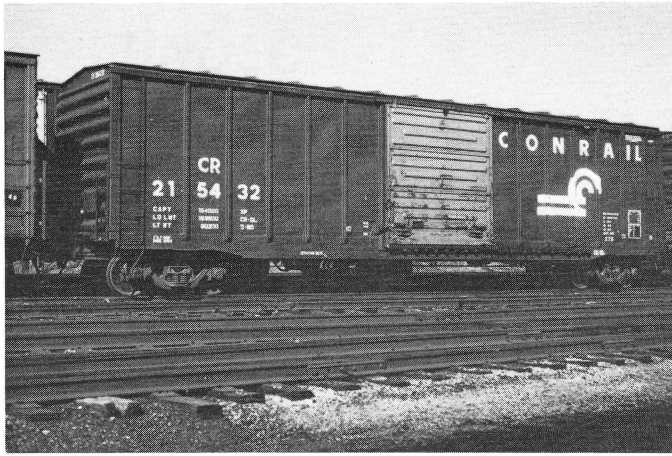
Several years later they were combined with CRDX 5895-5899. The CRDX 5900-5999 series actually now fall into two groups: CRDX 5900-5967+ built 10-57, rebuilt CFC 5-78, 1=7-79

CRDX 5971-5999 built 9-55, rebuilt CFC 3=6-79

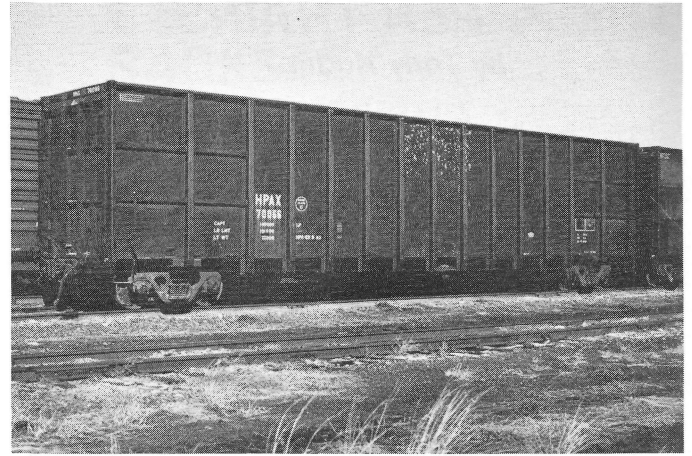
I haven't sighted 5968-5870 to pin down the break point yet. These cars were rebuilt at the height of the economic boom coinciding with the IPD boxcar explosion; although they did not qualify as IPD boxcars. Paint is deep blue with white lettering and Georgia-Pacific name; most are now a faded blue and as of July 1987, 89 of the 105 cars were still in service. Some cars do not have the stiffener beam below the door opening, but both groups are otherwise virtually identical; all have friction bearing trucks. These cars are stencilled "When empty car must be returned to Agent D&H RR Plattsburgh, NY" and are assigned to the Georgia-Pacific plant there. G-P has a pulp mill, paper machines and converting equipment in an integrated operation, and produces tissue and towel products at Plattsburgh. This is a good example of Plate B boxcars being used for service shipping lighter paper products. This usually means the lease is economically favorable versus leasing Plate C cars (true back in the late 70s), or the lease is still in effect even if Plate C cars are available at better rates (more representative of the 1987 condition).

That wraps up this edition of the Paper Train. Again if you can provide input to any of the upcoming topics listed, drop me a line —

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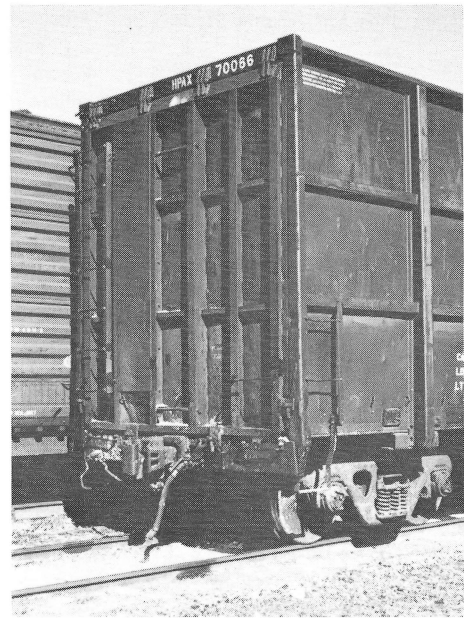
Conrail CR 215432 is ex-PC 168220 built in 10-72 by Pullman-Standard. Class X75. This car was painted CR DL (RDG) in 8-80. Lock Haven, PA. March 7, 1987. (Tony Hodun photo)



HPAX 70066, woodchip/pulp car was built by Ortnor in 7-71. March 7, 1987. (Tony Hodun photo)



Conrail CR 166179 ex-PCA 166179, was built in 11-71 by ACF STL. Class X71. Painted CR RDG 6-80. Lock Haven, PA. March 7, 1987. (Tony Hodun photo)



A detail of the end of HPAX 70066 showing its door design.



Conrail CR 215061 was built by Freuhauf in 1-73. Class X74. Painted CR-MDV 9-79. Lock Haven, PA. March 7, 1987. (Tony Hodun photo)



CRDX 5900, leased to Georgia-Pacific. The car was originally built in 10-57. February 27, 1983. East Binghamton, NY. (Tony Hodun photo)