

FREIGHT CARS

• HISTORY • MODELING • NEWS

JOURNAL



FREIGHT CARS JOURNAL

Volume 6 #3

Issue 31

July 28, 1989

EDITORS: David G. Casdorff
Eric A. Neubauer

STAFF: John L. Becker Ed McCaslin
Jim Eager Al Tuner
Tony Hodun Richard Yaremko
Duane L. Karam Jr.

NEWS/SIGHTINGS/CONTRIBUTORS:

Carl W. Shaver, Mark Kindrachuk, Mike B. Foley, Lee Fisher, C T. Bossler, Chris Toth,
Don McQueen, Terry Metcalfe, Ken Ardinger, William Jamison, Thomas E. Cobb, W.G. Callow,
John Nehrich, Peter Arnold, Dwight Jones.

Copyright © 1989 Society of Freight Car Historians
ISSN 0742-9355

Single Copy Price: \$5.00
Subscription/Membership: \$15.00 (North America)
\$18.00 (Canada)
\$30.00 (All Others)

The above rates are for 1989 only. Freight Cars Journal is published four times per year. Please make checks or money orders payable in U. S. Dollar funds to Freight Cars Journal.

Send Dues/Subscriptions to:

David G. Casdorff
P. O. Box 2480
Monrovia, CA 91017

Published by the:
SOCIETY OF FREIGHT CAR HISTORIANS

CONTENTS

FREIGHT CAR NEWS

The latest deliveries and transactions 3

MILWAUKEE ROAD FLEXI-VANS MARKS I & II

Richard Yaremko 13

LATE STEAM ERA L.P.G. TANK CARS

David G. Casdorff 23

THE BPLNTH NUMBERS

William Jamison 26

HARRY FERGUSON'S CARS HAVE GONE ASTRAY

A letter of October 18, 1951 26

WHAT HAS BLACK MARKINGS AND IS ORANGE ALL OVER?

A Review of IC/ICG's Box Car Paint Scheme 1960's-1989
David G. Casdorff 28

FROM THE EDITOR

This is our first special color issue. We've been able to afford this because of the number of new people joining and the amount of back issue sales. We will *not* be able to do this every issue at the present membership level. Hopefully, as new members join we'll be able to do more issues with color and more color per issue.

Membership as of May 10, 1989 is 721 with another 105 copies going to hobby shops. I hope to be able to get some new flyers made up describing the Society and its efforts which can be handed out at various conventions and meets around the world. The more people belonging means not only more pages and color in FCJ, but also more ideas and a greater information pool available for our study of freight cars.

Persons wishing to contribute . . . but may be a little shy because they've never written anything or some other reason . . . just drop us a line . . . let us know what you would like to share . . . and we'll work it out. There are so many aspects of freight cars and the related industries that it'll take all the present 721 of us to even put a dent in the historical record. I also try (hopefully) to avoid imposing my "style" of journalism on other writers. With the exception of spelling and/or major grammatical errors most of the authors style is kept intact.

Also, there are about a half-dozen of us currently collecting field data on freight cars. If anybody is an active data collector and wishes to trade freight car sightings please write me at the FCJ address.

-David G. Casdorff

— Cover Photo —

TYPE III. ICG 457300. Note the dash-lines box under the tack board on the left side. It reads "Return to I.C.G.R.R. via nearest connection when empty". (D. G. Casdorff)

RAILROADS

ALGOMA CENTRAL (Ontario) has added fifty used 52'8" bulkhead flat cars to its fleet. AC 2426-2475 are ex BC Rail (e.g. AC 2427 is ex BCIT 818466 built in 2-75 by Hawker Siddeley). [DMcQ]

ATCHISON, TOPEKA AND SANTA FE has acquired a new series of 45-foot OL, 102" wide insulated and vented piggyback trailers from Stoughton in early 1989. [DGC]

BC RAIL is assembling several hundred new center-divided lumber flats that were built by Daewoo of Korea (e.g. BCOL 730070 built 2-89).

BURLINGTON NORTHERN acquired one-hundred fifty 100-ton ore cars from builder Bethlehem Steel Car in July 1988. The cars are numbered BN 99800-99949, and are in sets of two coupled by drawbars.

BN is also operating a number of new built 125-ton double stack cars with Trailer Train. These are a new design, being 300'10" long (e.g. DTTX 73086-73093 built by Gunderson 4-89, Trailer Train class GWG52B) [EAN]

CHICAGO & NORTH WESTERN TRANSP. CO. It has been a while since the C&NW has acquired new built auto racks. The newest are a number of bi-level auto racks (mounted on TTGX flats) built 12-88 by Thrall Car Cartersville.

CONRAIL continues to add a number of new built and used auto racks. The latest classes are as follows:

Class ML2K New 2-89 built by Thrall Car Cartersville GA

Class ML3M Used rblt by "TR WR" 10-11-88. Built 1975.

Ex-C&NW racks.

Class ML3N New 2-3-89 built by Thrall Car Winder, GA

CSX TRANSPORTATION New auto racks are beginning to show up. The latest being more bi-levels built in 3-89 by Thrall Car Cartersville (e.g. CSX rack number B-4166 on TTGX 160249). [DGC]

GREEN BAY AND WESTERN A CORRECTION to FCJ 30:4. Present GBW and ex-GTW numbers of the 60-foot boxcars are 375002-375017. [WGC]

INDIANA HARBOR BELT acquired fifty used boxcars from Ashley, Drew and Northern. Numbers range from IHB 7745 to 7799 (excluding 7761, 7763, 7772, 7787 and 7790). In addition, IHB added the (ex-GTW) 147800-147849 series of gondola cars to its fleet. [CWS]

MISSISSIPPI DELTA RR continues to acquire more 50-foot boxcars from GERSCO. The latest have raised roofs. (e.g. MSDR 194347, 194349 built by ACF in 7,8-67 and rebuilt with raised roof in 3-89 by GERR). [EAN]

In addition, MSDR has acquired most, if not all, the former Detroit and Mackinac 20000-20299 series XF boxcars. The cars are being renumbered (not in order) into the MSDR 195000-series. GE evidently picked up the lease on the D&M cars and re-leased them to the Mississippi Delta. The MSDR then sub-leased one-hundred fifty of them to the Canadian National without the cars ever going south into MSDR territory. [DMcQ]

SOO LINE has acquired some of the 1976 built enclosed tri-level auto racks from the D&RGW early this year (e.g. ETTX 900339 with DRGW rack #32 built 9-76 is now SOO LINE). [WJ]

SOUTHERN PACIFIC As mentioned in FCJ 30:6, SP is operating more new built double-stack cars. The latest, built by Gunderson are 125-ton capacity cars built in March 1989 (e.g. DTTX 73113-73150, TT class GWG52).

SP is also operating a number of Trinity built double stack container cars with Trailer Train reporting marks (e.g. DTTX 74064-74074 built 2-3-89 by Trinity Saginaw). Both of

NEWSP

MSDR 194218. General Electric Capital Railcar and Repair's Texarkana shops are rebuilding a number of 50-foot boxcars for the Mississippi Delta. These were originally built by ACF. There are to be some 250 of these. (D. G. Casdorph)



these groups of cars are in full Trailer Train livery but have on the left three units "Southern Pacific / Double Stack / 125 Service" in black.

Ten Gunderson-built (1-89) 125-ton double-stack container cars were acquired from Greenbrier Leasing in April 1989 (e.g. SP 2437). Some of the earlier (8=9-88 built) stack cars that were acquired from GBRX are now (May 1989) being relettered from SP back to GBRX (e.g. 2376, 2390). [DGC]

SOUTHERN RAILWAY OF BRITISH COLUMBIA has acquired at least eighty of the one-hundred Mississippi Delta MSDR 20000-20099 series center-divided flat cars built in 1-88 by National Steel Car. BCH 20000-20099 are ex MSDR 20000-20099. [DMcQ]

TEXAS SOUTH-EASTERN Add to FCJ 30:6 report - Built 9=10-88 by Thrall Car Cartersville, job 509-2). These are the 73-foot center beams numbered TSE 6001-6020. [EAN]

TWIN STATES RAILROAD has acquired used boxcars from at several sources so far. One hundred cars (TSRD 4401-4500) are ex SBD 142260-142359, nee SM 9001-9100 (consecutive). Others are ex SBD, nee Maryland and Pennsylvania (e.g. TSRD 4061 built 1-79 by Berwick). And finally, TSRD 4301-4333 are from the IC 501100-501199 series (nee-NSL 150900-150999). [CWS/DGC]

UNION PACIFIC has acquired a number of mechanical refrigerator cars from the Bangor & Aroostok, reportedly in exchange for four locomotives:

- UPFE 461201-461273 (class R70-28): from BAR 150-249
 - UPFE 461301-461344 (class R70-29): from BAR 250-299
 - UPFE 461351-461391 (class R70-30): from BAR 11000-11049
- [CWS]

WASHINGTON CENTRAL RR CO. has just acquired the latest group of new built boxcars in North America. These are numbered WCRC 6000-6039 (40 cars) built 1-89 by Gunderson of Portland. They are identical in design to the recently delivered BN cars (52-8 IL, 12-foot single plug door, plate F). [DGC]

WISCONSIN CENTRAL has acquired (early 1989) two hundred used 89'4" piggyback flat cars (probably all GERSCO owned) (e.g. WC 36050 is nee-NOPB built by PS BESS in 12-78). [DGC]

PRIVATE OWNERS AND LESSEES

ADM TRANSPORTATION recently began leasing some used 4650 cuft covered hoppers from ACF Industries (e.g. ACFX 47270, 47493, 47499, 47872 are a few) Further, ADM continues to increase its Alcohol tank car fleet. The new series begins at ADMX 29901. The highest number observed so far is ADMX 29928. All were built in 5-89 by ACF's Milton PA plant. These are 30,000 gallon, 100-ton, class 111A100W1 non-insulated, uncoiled tank cars. [TH]

AMERICAN PRESIDENT COMPANIES An update of APC's Trinity built cars. There are thirty, numbered DTTX 74001-74030, Trailer Train class RWG52. This series of cars was built at Trinity's newly opened Saginaw, Texas plant and their Bessemer, Alabama plant. In addition, another series of the same cars is being delivered (e.g. DTTX 74033+74048 built 1=2-89, TT class RWG52). Add a 12-88 date to the DTTX 73045-73084 series being operated by APC (FCJ 30:7). [DGC]

ALLIED FIBERS is leasing some new Thrall built 5800 cuft covered hoppers from Union Tank Car Co. (e.g. UTCX 47723 built 1-89 job 515-E). [EAN]

AMERICAN CYANAMID began leasing five new built acrylamide tank cars from Union Tank Car in early 1988. UTLX 647029-647033 built 3-88 by Union Tank Car. [TH]

N
E
W
S

WCRC 6019. America's newest boxcar was built in 1-89 by Gunderson. It's the same design as the order received in late 1988 by the Burlington Northern. (D. G. Casdorff)



ARCO has added sixty-eight (68) 30,000 gal. 100t propylene oxide tank cars to its lease fleet from Union Tank Car Co. UTLX 200399-200466 built 8-9-88 by Union Tank Car. Class 111A100W1. [EAN]

ARISTECH CHEMICAL is leasing a small number of new built 100-ton, 20,500 gallon, insulated, coiled, lined tank cars from Union Tank Car (e.g. UTLX 640563 built 10-88 by UTC ECH). [TH]

BASF CORP. is leasing a number of new-built 100-ton, insulated, coiled, tank cars from General American Transportation (e.g. GATX 56715 built 2-89 by Trinity). [DGC]

B.J.O. CORP. CORRECTION FCJ 30:7. BJOX 101-368 are ex DR most likely from the 10000 series. [CWS]

CAIN CHEMICAL is leasing a number of new Thrall built 5800 cuft covered hoppers from Union Tank Car Co. (e.g. UTCX 47303+47351 built 9-10-88 job 495-E and UTCX 47821 built 2-89 job 534-E). [EAN/DGC]

CGTX INC. added thirty-five new built 2900-cuft covered hoppers numbered CGLX 633-667 to its fleet. These were built in 9-88 by National Steel Car.

Another one-hundred seventy-five 5810-cuft covered hoppers were built in 11-12-88 by National Steel Car (numbers CGLX 10045-10219). Also, more were built for lease to Novacor (cf) [DMcQ]

CHICAGO FREIGHT CAR LEASING continues to add more new built covered hoppers to its fleet. The latest are one-hundred Trinity 5850 cuft built 2-89 at PSM BESS (lot 2068) and numbered 10000-10099. [EAN]

CHRYSLER RAIL TRANSPORTATION CORP. is receiving some rebuilt 23,800 gallon "UNI TEMP" tank cars into its fleet (e.g. GROX 5011 built 12-69, rebuilt by RMC Topeka, KS 1-89). [DGC]

C.I.L. INC. Previously unreported to FCJ are a number of new-built chlorine tank cars being leased from ACF Industries (e.g. ACFX 77326 built 7-87 and ACFX 77356 built 3-88). Both are 80-ton, class 105A500W tank cars. [TH/DGC]

DAISHOWA/PORT ANGELES WA MILL is leasing ten new built ACF Pressureaide covered hoppers from ACF Industries. These are numbered ACFX 51663-51672 built in 5-88 by ACF. [EAN]

DOW CHEMICAL Additional covered hoppers are being added to the leased fleet. This includes more new Thrall built 5800 cuft covered hoppers being leased from Union Tank Car Co. (e.g. UTCX 47491 built 6-88 job 487-G and UTCX 47537 built 10-88 job 495-F).

ACF's Milton plant has delivered a number of new-built 17,300 gallon, insulated, class 105A100W tank cars to Dow Chemical for toluene diisocyanate transport. These have DOWX reporting marks (e.g. 80120 and 80127 built 5-89).

Dow has also added several dozen new-built 23,500 gallon, 100-ton, insulated, coiled, lined tank cars to its leased fleet from Union Tank Car (e.g. UTLX 641137 built 2-89, 111A100W3). [DGC/TH]

E.I. DUPONT has begun leasing additional new-built tank cars from ACF Industries for titanium dioxide transport (e.g. ACFX 73086, 73092 built 4-89 by ACF MILT). These are 13,800 gallon, insulated, class 211A100W1 tank cars. [TH]

ENGELHARD CORP. is also leasing some of the new Hargis Railcar Services mineral slurry tank cars (e.g. HARX 1015 built 3-89 by Hargis) [CWS]

EXXON CHEMICAL AMERICAS has added one-hundred ninety-five new Thrall built 5800 cuft covered hoppers to its fleet numbered ECUX 857150-857344. Most of these were built 12-88-2-89 (e.g. 857168 built 12-88 job 504-F and 857241 built 2-89 job 534-A). Some of

NEW
S



HTCX 6174 is a new carbon black covered hopper built in 3-89 by Thrall Car's Chicago Heights plant. (Dwight Jones)



GACX 10087 was built in 12-88 and is part of a second batch of fifty cars being delivered to General American Transportation by Trinity. This is the new "Power Flo" design, a pressure differential covered hopper that appears to have been designed by Trinity despite similarities to the North American Car designs. (Dwight Jones)

them (e.g. 857321 and 857327 are second-hand cars from the UTCX 58200s. In addition, Exxon has acquired more new Thrall built 5800 cuft covered hoppers leased from Union Tank Car Co. (e.g. UTCX 47894, 47902 built 2-89 job 546-B and UTCX 47986 built 1-89 job 534-G). [EAN/DGC]

FARMERS GRAIN CENTRAL EXCHANGE is leasing a number of new-built tank cars from Union Tank Car (e.g. 641283, 641289 built 4-89 by UTC ECH) [EAN]

FINA OIL & CHEMICAL is leasing a new design of Trinity built covered hopper from General American Transportation. These are the new Trinity "Poly-Flo" plastics cars with a 5851 cuft capacity. The cars are outwardly similar (but definitely different) to the ACF Center Flow cars. Fina is leasing a number of these cars (e.g. GACX 73557 and 73575 built 1-2-89 at PSM BESS). [EAN/DGC]

GENERAL AMERICAN TRANSPORTATION continues to acquire more Trinity "Power Flo" 5125 cuft covered hoppers. The latest are GACX 10050-10099 built at Trinity's Fort Worth plant in 12-88. [M.B.Foley/DGC]

GENERAL ELECTRIC RAILCAR SERVICES CORP. added two-hundred fifty new built ACF Center Flow covered hoppers to the fleet. Numbers are 570300-570549. (e.g. 570339 built 2-89 ACF HTG). [CWS]

GEORGIA KAOLIN has received a number of new-built mineral slurry tank cars leased from ACF Industries (e.g. ACFX 72973, 72992 built 4-89 by ACF MILT). These are 13,800 gallon, 100-ton, class 111A100W1 tank cars. [TH]

B.F. GOODRICH is leasing some new National Steel Car built 5810 cuft covered hoppers from Procor (e.g. UNPX 123441, 123443 built 8-88).

In addition, B.F. Goodrich acquired one-hundred fifty new built 5800 cuft covered hoppers from ACF's Huntington, W.Va. plant in 7-8-88. These were the first cars from Huntington after re-opening in 1988. The cars, numbered BFGX 1400-1549 are equipped with 5231 outlets (apparently an improved version of the 5131 outlet). [EAN]

GREENBRIER LEASING CORP. added ten new Gunderson built 125-ton double stack container cars to its fleet. Numbers were GBRX 4000-4009 built 1-89. By April, the cars had been transferred to the Southern Pacific and relettered and renumbered in SP numbers. [DGC]

HIMONT, USA INC. has now received all of its new ACF built 5800 cuft covered hoppers in the series HPIX 88001-88500 (500 cars). These were built in May, June, and October to December 1988 by ACF's Milton and Huntington plants. [EAN]

H O G X As reported in FCJ 30:9 are "new" 60-foot stock cars. These are actually Pullman-Standard (built 12-64=1-65) boxcars that have been rebuilt into these stock cars. The cars were originally delivered as MP 264500-264715. Rebuilding is being done by Gunderson of Portland, OR in 2-4-89. Numbers so far observed go up to HOGX 74. Cuft capacity is stencilled as 6516. [DGC/KA]

IMPERIAL WEST CHEMICAL CO. Previously unreported to FCJ are a number of new-built corrosive materials tank cars being leased from General American Transportation. Imperial West began leasing the 20,500 gallon, 100-ton, rubber lined cars tank cars in late 1985 (e.g. GATX 61050 built 12-85 by TRN LGV). [DGC]

LCP TRANSPORTATION was recently acquired by the Hanjin Group and has a new reporting mark "LCHX". In addition, LCP has acquired possibly fifty or more new-built chlorine tank cars. Earlier cars (e.g. UTLX 750102, 750103 built 8-9-88 by Union Tank Car) may have originally been intended for Union Tank Car's own lease fleet (possibly the UTLX 900173-series). Later cars (e.g. LCHX 750113 built 8-88) have no second hand indicators. These first cars (LCHX 750102+750113) have black tanks with white lettering.

N
E
W
S



CRYX 1181 is part of the latest group of converted ATSF class Bx-131 XLI's to CO-2 refrigeration. The new series has a new slogan on the right "Protecting Today's Perishables For Tomorrow". (Ken Ardinger)



HOGX 2 was built in 1965 by Pullman-Standard and recently converted in 2-89 by Gunderson to this 60-foot stock car operated by Farmer John. Colors are green body with yellow lettering. (Ken Ardinger)

Further, another series was also built for LCHX (e.g. 750147 built 11-88 with light grey tank and black lettering). All the above are classed as 105S300W. [TH]

LUBRIZOL is now leasing a number of new-built 23,500 gallon, 100-ton, insulated, coiled tank cars from Union Tank Car Co. (e.g. 640648 and 640649 built 11-88 by UTC ECH). [DGC]

LYONDELL is now leasing several dozen new Trinity built 30,000 gallon methanol tank cars from General American Transportation (e.g. GATX 98831+98843 built 11-88 TRN TULS). [EAN]

NORD KAOLIN is leasing at least fourteen mineral slurry tank cars from Hargis Railcar Services numbered HARX 1000-1013 (see "General" entry above). [TH/CWS]

NOVACOR is leasing a number of 5810-cuft covered hoppers from CGTX, Inc. (e.g. CGLX 10237, 10243 built 2-89). [DMcQ]

OCCIDENTAL CHEMICAL CORP. has added even more Chlorine tank cars to its ever increasing tank car fleet. The latest are HOKX 132401-132583 built 1-5-89 (cf. FCJ 30:10) and HOKX 132584-132613 built 5-89 (additional cars possible in this later group). Both series are built by ACF's Milton, PA plant. All are class 105A500W tank cars with an 80-ton capacity. Lastly, a correction to FCJ 30:10 - The series HOKX 111000-111150 should read 111001 to 111150. [TH]

PPG INDUSTRIES Yet another company adding new-built chlorine tank cars. PPG Industries is leasing a number of this type car from Union Tank Car Co. (e.g. UTLX 920004 built 11-88, class 105A500W).

Previously unreported to FCJ were nine hydrochloric acid tank cars delivered new to PPG Industries in 1984. PPGX 4725-4733 were built by Union Tank Car in 9-84. The cars were transferred to Reagent Chemicals in the third quarter 1985. [TH]

PROCTER & GAMBLE continues to add more ACF built PD5000's to their leased fleet from ACF Industries (e.g. ACFX 51896, 51900 built 1-89)

PULLMAN LEASING Correction FCJ 30:10. Pullman Leasing's recent acquisition were the 4750-cuft covered hoppers originally owned by the old Norfolk Southern (ex SOU 90850-90999, nee NS 5300-5449). [CWS]

Pullman Leasing has also been receiving several hundred 23,500 gallon, 100-ton, insulated, coiled, general-service tank cars built by Union Tank Car Co. (e.g. PLCX 224711, 224716 built 1-89 for propylene dichloride transport, class 111A100W3). [DGC]

QUANTUM CHEMICAL is leasing a number of new Thrall built 5800 cuft covered hoppers from Union Tank Car Co. (e.g. UTCX 47174, 47177 built 8-88 job 495-B). In addition, Quantum is leasing a number of new-built 5400 cuft capacity covered hoppers from ACF Industries (e.g. ACFX 66072-66096 built 4-89 by ACF MILT). [EAN/CWS]

QUANTUM CHEMICAL/EMERY DIVISION. Previously unreported to FCJ are twenty-nine new-built 20,600 gallon, 100-ton, insulated, coiled, lined tank cars being leased from Union Tank Car Co. Numbers are UTLX 41410-41438 built in March 1988 by Union Tank Car. [DGC]

REAGENT CHEMICAL & RESEARCH INC. Previously unreported to FCJ were nine hydrochloric acid tank cars acquired in the third quarter 1985 from PPG Industries. RCRX 1186-1194 are ex PPGX 4725-4733. [TH]

REXENE PRODUCTS CO. is leasing a small number of ACF built 5800 cuft covered hoppers from ACF Industries (e.g. ACFX 41891 and 41911 built 1-89 at the Huntington plant). [EAN]

SHINTECH INC. has acquired one-hundred twelve (112) more new Thrall built 5800 cuft covered hoppers. These are numbered ROIX 57308-57419 (e.g. 57342, 57409 built 8-9-88 by Thrall, job 495-C). [EAN/DGC]

I
N
E
W
S

J.R. SIMPLOT Fifty new built high cube cryogenic refrigerator cars have been delivered and numbered in the JRSX 6001-6050 series (built 4-89, builder presently unknown). [CWS]

SIMPSON PAPER CO. is also adding three new-built chlorine tank cars to its leased fleet. ACFX 73545-73547 were built by ACF MILT in 5-89. These are 80-ton, class 105A500W tank cars. Lessor is ACF Industries. [TH]

SOLTEX POLYMER is getting two-hundred more 5800-cuft covered hoppers. The latest (e.g. ELTX 1715 and 1732) were built by Thrall Car in 3=4-89. Series is numbered ELTX 1700-1899. [CWS]

SOUTHWESTERN OIL & CHEMICAL CO. is now leasing a number of new-built 30,000 gallon, 100-ton, non-insulated tank cars from General American Transportation (e.g. GATX 50644 built 1-89 at Trinity's Oklahoma City plant). [DGC]

TENNESSEE EASTMAN is leasing a number of new Thrall built 5800 cuft covered hoppers from Union Tank Car Co. (e.g. UTCX 59027, 59031 built 8-88 job 495-D). Also a CORRECTION to FCJ 30:11. The series should read ETCX 58525-58695 built 10=12-88 (jobs 495-G and 504-D). [EAN]

TEXACO CHEMICAL is leasing a number of new built 20,600 gallon, 100-ton insulated, coiled tank cars from Union Tank Car (e.g. UTLX 641146, 641228, 641235 built 2=3-89, 111A100W3). [DGC]

TRAILER TRAIN has recently started taking delivery of the some one-thousand 89-foot low-deck flat cars being built by Bethlehem Steel Car for auto rack service. The cars are class BLH21C (e.g. ETTX 701141 to 701324 built 2=3-89).

Additional information on the Front Runner deliveries mentioned in FCJ 30:11. There are five-hundred in the series TTOX 145595-146094 built by Trinity's Greenville, PA plant. Build dates so far are 12-88=5-89.

Trailer Train's deliveries of new articulated double-stack cars continue. The latest Trinity built TT class RWG52 are numbered as high as DTTX 74099 (built 4-89, no operator marks).

Orders for this year include 150 new all 48-foot well cars from Gunderson (75) and Thrall (75). Also 400 new built TOFC/COFC (5-units per) cars from Trinity (200) and Bethlehem (200). [DGC/WJ]

TRANSPORTATION CORPORATION OF AMERICA has added one-hundred twenty-one 5750 cuft carbon black covered hoppers numbered HTCX 6060-6180 built by Thrall in 1=3-89. [EAN]

UPPER MERION & PLYMOUTH LEASING CO. has acquired a number of the new Gulf Railcar built 5800 cuft covered hoppers. These are numbered in the same series (and same numbers) as the WSOX cars. Numbers are UMPX 5800-5846 built 1-89. [EAN]

WISCONSIN ELECTRIC Additional information to FCJ 30:11, series WEPX 1309-1508. Add 6=7-88 build dates (making it 6=9-88 for the series). [M.B.Foley]

Old Pigs: 2

MILWAUKEE ROAD FLEXI-VANS MARKS I & II

by Richard Yaremko

By 1958 TOFC or piggyback had become an accepted and growing service offered by North American Railroads. Certain carriers such as the Pennsylvania and Wabash had begun to operate 75 foot flatcars which could carry two thirty-six foot vans. Also being eliminated were the time consuming tie down systems in favor of the retractable hitch. The future growth potential of piggy back had industrial designers working overtime to try and cash in on this lucrative market. But the pioneering efforts taking place in the offices of the New York Central, The Milwaukee Road, Strick Trailers and the Greenville Steel Car Co. would have implications reaching into the 1980's. For as we reflect as this is being written in the spring of 1989, the continued growth of containerization into the 1990's is a direct result of what was known as FLEXI-VAN in 1958. Too bad both the MILWAUKEE ROAD and New York Central did not survive to reap the benefits of their initial investment.

Briefly then, just what was the FLEXI-VAN concept and what were the savings offered over conventional piggyback? FLEXI-VAN equipment consisted of specially designed railway flatcars, light weight highway trailer units and highway wheel and axle assemblies known as "bogies". Its use radically differed from earlier types of piggyback equipment in that the special highway trailer units slide from their wheels onto the railway flatcars in *four minutes*, the operation being simplified by hydraulic tables on the railway cars which were powered by the highway trucks battery. In one fell swoop the concept had done away with tie downs, retractable hitches and the time consuming circus type loading (backing trailers down strings of flats until the entire consist was loaded). Introduced was "containerization" and side by side loading/unloading of the flat cars, which as the service developed would be simplified by straddle type loading with a crane, (that could also be used to load trailers) or by the use of a "piggy packer" type vehicle to "flip" trailers on/off their flat cars. The side by side loading/unloading feature also allowed for the simultaneous handling of several vans and selectivity of loading/unloading when time was extremely short.

"Containerization" rapidly gained the interest of steamship companies because they could now avoid the extra handling of unloading and stowing shipments by loading the vans direct onboard. For the shipper stringent packing and rating specifications required in ordinary overseas shipping and the intermediate handling of each package between truck, rail and ship was eliminated. And the chance of pilferage was greatly reduced. For as the Milwaukee Road and world found out after their initial Yokohama-Chicago FLEXI-VAN shipment in 1959, the FLEXI-VAN seal attached in Yokohama remained intact until Customs Inspector John L. Cornell removed it at the Milwaukee's Jefferson Street freight house. This was probably the largest contributing factor to containerization's long and arduous fight for acceptance by dock workers in the 1960's and 1970's. For on the west coast, harbor by harbor, lockout by lockout and strike by strike it took many years before shippers had won and the labor unions had lost the battle of containerization and "stuffing/destuffing".

The Milwaukee Road was strictly a junior partner in the FLEXI-VAN concept. The New York Central operated over eleven hundred FLEXI-VAN flats compared to the Milwaukee's seventy seven Mark I and Mark II units. Other railroads dabbled in the venture with Seaboard Airline operating two cars, the Southern 25, the Western Pacific six and the Santa Fe twenty five. The Burlington acquired ten trailers and bogies but no special cars.

FLEXI-VAN flat cars have a nomenclature of MARK I through IV. This basically identified the car's builder, its length and van capacity. All MARK I and MARK II cars were built by Strick while Greenville Steel Car built the MARK III and MARK IV. Both Quality Craft and Overland have offered HO scale models of the Greenville cars, with no models of the MARK I and MARK II ever being available. This is

unfortunate as the Strick and Greenville designs are different. The Strick built MARK I & II's have the turntable located in a well in the cars frame, while on the Greenville built cars, the turntable sits atop the end platforms. The MARK I flat is 80'-1" long and accomodates either two 36 foot vans or one 36 foot and one 40 foot van. The MARK II, with its 85 foot length can accomodate two 40 foot vans. The system of loading/unloading actually operates as follows: The trailer is backed by the truck over the turntable until the bogy strikes the flat car. The turntable is then raised by means of a hydraulic ram until the trailer is clear of the bogy truck. The trailer then further slides onto the turntable until it engages the turntable stop. The trailer is then locked to the turntable by means of pins that engage holes in the trailer underframe. The trailer is turned 90 degrees until it is parallel with the flat car. The turntable and the trailer are lowered until the kingpin engages a sliding block that keeps the trailer parallel with the flat car in transit. There is also a safety chain at the rear of the trailer that will prevent substantial rotation if the kingpin becomes disengaged. The ram is raised and lowered by a hydraulic pump driven by a 12-volt motor the power for which comes from a plug in cable from the truck's battery.

THE MILWAUKEE ROAD FLATS

The Milwaukee's first order of FLEXI-VAN equipment cost \$1,022,000 and was placed with Strick Trailer for twenty six flat cars, seventy five vans and forty bogies. With builders dates of 1-59, the flats began arriving with a target date of November 15, 1959 for inaugural service. An additional order for thirteen cars was also placed with Strick in 1959. These MARK I cars were numbered 58000-58039. Delivered in March 1960 were twenty five MARK II flats carrying the numbers 58039-58063. These cars were subsequently leased to North American Car in 1961 and become NIFX 7000-7024. Twenty five MARK III flats built by Greenville in 1961 were leased from North American and carried reporting marks of NIFX 7025-7049. The Milwaukee did not own or lease any of the MARK IV cars.

DATA	MARK I	MARK II	MARK III
Coupler height	2'-10½"	2'-10"	2'-10½"
Truck centers	69'-9"	74'-2"	74'-8"
Length over end sills	80'-1"	84'-6"	85'-0"
Length over pulling face	83'-3"	87'-8"	86'-4"
Wheels	33 inch	33 inch	33 inch
Trucks	*ASF A3	ASF A3	ASF A3
Width outside	9'-0"	9'-0"	8'-2"
Height from rail to top of end sill	3'-5½"	3'-5½"	3'-5"

* car 58035 equipped with Barber trucks

cars 58018-58038 equipped for passenger car service

The height from the top of the rail to the top of the ordinary van was 12'-5" while a flat carrying insulated refrigerated vans topped out at 13'-0". The maximum curvature a car could take was 23 degrees and two FLEXI-VAN flats coupled together could negotiate a #8 crossover.

VANS

While the flat cars were constructed by two builders, Strick Trailer was the sole provider of the vans. Milwaukee Road equipment included trailers of both thirty six and forty foot lengths, some with open tops. A number of the closed vans are insulated for protection of the lading from temperature extremes, some are refrigerated and they feature side doors in addition to the conventional end doors. I've been able to identify the following types from photo's and equipment registers.

Van Number	Outside Length	Description
2000-2039	39'	Insulated and equipped with auto switch and thermostat
2040-2099	40'	
2201-2202	40'	Closed van with side doors 3'-7 $\frac{7}{8}$ " wide & 6'-8" high
2203-2222	39'	Refrigerated w/side door 3'-8 $\frac{3}{4}$ " wide & 6-4 $\frac{1}{4}$ " high with diesel fired Thermo-King units
3000-3009	39'	Insulated and equiped with auto switch and thermostat
4000-4059	36'	Closed van
4061-4065	36'	Closed van equiped for steamship service
6000-6009	36'	Insulated and equiped with auto switch and thermostat
6010-6014	36'	
6015-6069	40'	Vans 6036, 6042, 6044, 6064 are equiped with propane fired Thermo King units
6070-6109	39'-7"	Insulated
7000-7009	36'	Insulated and equiped with auto switch and thermostat
7002-7003-7005	36'	Refrigerated van with side doors 3'-5 $\frac{3}{4}$ " wide and 6'-3" high with propane fired Thermo King units
7010-7024	40'	Insulated with side doors 3'-5 $\frac{3}{4}$ " wide & 6'-3" high
7025-7029	36'	
7030-7034	40'	
8000-8009	36'	Open top equiped with tarpaulin tie downs
8010-8019	40'	
9000-9001	40'	Closed van
10000-10004	40'	

Numbers could be prefixed with the designation MM (Milwaukee Motorways) or MILW. Some early vans carried the prefix ISEX (Interstate Express) and were numbered in the 3600's. All Milwaukee FLEXI-VANS were painted aluminum with red heralds and red FLEXI-VAN logo. Walthers has carried a decal set containing this FLEXI-VAN logo for many years.

Unfortunately for modelers the trailers have to be scratch built. Fortunately, between the Milwaukee and New York Central, hundreds still exist scattered throughout the continent. All you have to do is locate one, measure it up and photograph it. Don't look in the railroad yards though, try construction companies, plumbing and electrical contractors and industrial areas where they are used for storage. A die cast Strick thirty two foot trailer in HO scale was sold in the mid-sixties under the name "Mercury" or "Lil' Toy" and could be used to give some idea of the rib spacing.

The Service

The first FLEXI-VAN shipment on the Milwaukee moved out of the Climalene Company Plant in Chicago December 17th 1959 for a consignee in Minneapolis. Trial operations took place months before this as employees were made familar with the equipment.

Through interchange arrangements with the New York Central, whose service preceeded the Milwaukee's, firms in the East could now ship vanloads directly to consignees in Milwaukee, the Twin Cities, Omaha and Kansas City. Rate schedules were filed for service to become effective Marsh 10, 1960 between Seattle-Tacoma-Spokane from the Milwaukee's mid western points.

The first Trans-Pacific service for FLEXI-VAN took place when a States Marine container was shipped from Yokohama Japan November 20, 1959 onboard the "Pelican State" (States Marine Line) for Seattle. On arrival the van was trucked to Milwaukee's F-V loading strip and sent eastward December 4 arriving in Chicago December 7. The cargo: sewing machine heads. Another much photographed shipment took place as a publicity run utilizing both Milwaukee and New York Central trailers, was followed through the teeming streets of Yokohama all the way to Seattle. The subsequent pictures were used in many advertisements.



MILW 58017. A Mark I flat car carrying MM4047 a 36-foot closed van. (Milwaukee Road photo; R. Yaremko Collection)



MILW 58020. This view highlights the brake rigging detail. Also note the tarpaulin tie down system on an open top van. These vans were frequently used for hauling pipe and other shipments that arrived by steamship and could be dropped into the waiting container. These early trailers also carried an older Strick logo. (Milwaukee Road photo; Richard Yaremko Collection)

Trans-Atlantic service was established a little earlier with another States Marine van containing outboard motors being moved via the Milwaukee Road from Milwaukee to Chicago where it was turned over to the NYC for the third morning delivery to a New York quayside. Final destination was Antwerp Belgium.

A much featured trial run took place in Mid May 1959 with the new St. Lawrence Seaway only a few days old. Milwaukee Road FLEXI-VAN became the first trailer-on-flatcar service to take a load of imported baler and binder twine from Milwaukee to St. Paul. The shipment had arrived in Milwaukee onboard the S.S. Erholm, a Swedish American Line vessel out of Copenhagen, which had loaded the twine at the Danish port of Aarhus and had the distinction of being among the first salt water vessels to enter the fresh water seaway.

So where did it all go awry? A short five years later (November 1, 1964) a Milwaukee Road listing of FLEXI-VAN strip locations consisted of Austin Minnesota Bensenville, Kansas City, LaCrosse, Milwaukee, St. Paul and Sioux City, Iowa. In the meantime, fifty seven piggyback ramps had been installed including all Milwaukee Road served cities on the main line to the Pacific Northwest. In those five years FLEXI-VAN had been all the way to the Orient and back! Now just the short haul mid-west core of the Milwaukee was being served. Certainly contributing factors to the failure of FLEXI-VAN to catch on were the dock workers who fought containerization all the way, thereby slowing the growth and inhibiting the Pacific Northwest traffic the Milwaukee had sought to generate. Another factor was that with only two major railroads adopting FLEXI-VAN it meant the Milwaukee and New York Central's equipment rapidly became incompatible with that of the other railroads who opted for the cheaper more standard trailer on flatcar concept. While FLEXI-VAN introduced side by side loading, it

was quickly adapted by the other railroads to load/unload their flatcars utilizing straddle type cranes. Thus the major advantage over circus type loading was eliminated.

So today as we watch the boom in containerization and piggyback traffic, lets tip our hats to FLEXI-VAN: the pioneering effort that broke the ground for double stacks, the land bridge concept and sprint trains.

I would like to thank Mr. Ernest Lehmann of Elgin Illinois for providing many of the photos used to illustrate this article, Eric Neubauer for taking the time off one of his pet projects to prepare the drawing and especially to STRICK TRAILER and their engineering department who took the time to delve into their archives to come up with the construction and general arrangement plans that Eric was able to use in making his drawing.

NOTES TO THE PLAN

Cars are not symmetrical, including the MARK II. More room is allowed at the "B" end for hand brake clearance.

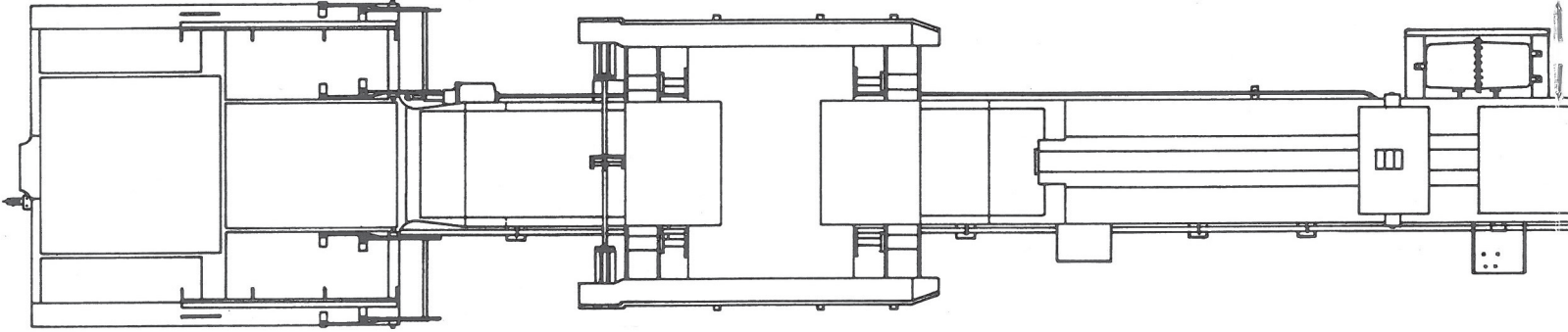
The plates overlaying the deck are diamond tread plate for worker traction and safety.

Slack adjuster shown is a Westinghouse pneumatic/mechanical type. There is also one diagonally opposite.

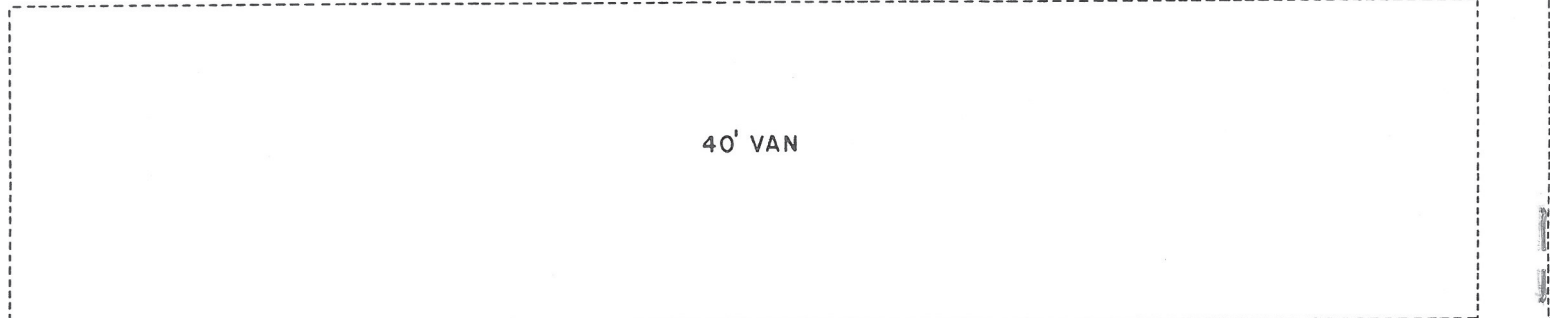
Details and piping varies quite a bit from car to car. Use actual photos for model building.

The body was painted Aluminum (Pittsburgh Plate Glass Co. #VD48-45) mixed with ALCOA aluminum paste — two pounds per gallon. The stenciling was DuPont black #88-762 while the trucks were painted black, Pittsburgh #629202-A.

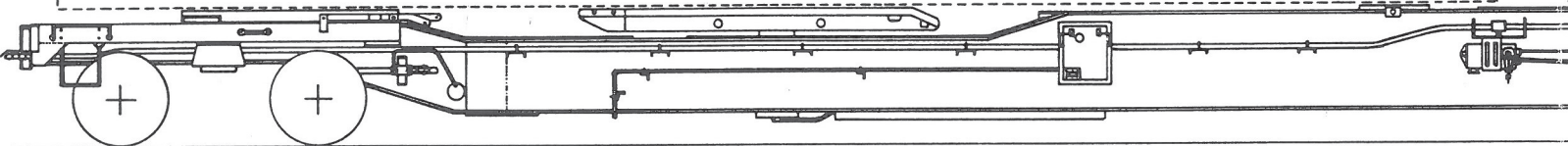
The Milwaukee Road Monogram was their standard red and the FLEXI-VAN logo was black lettering on a yellow background.



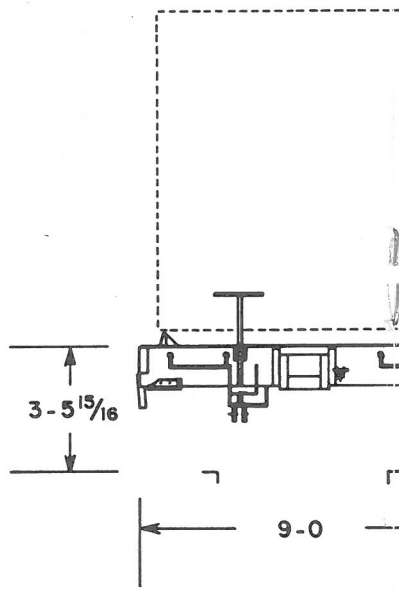
80-1

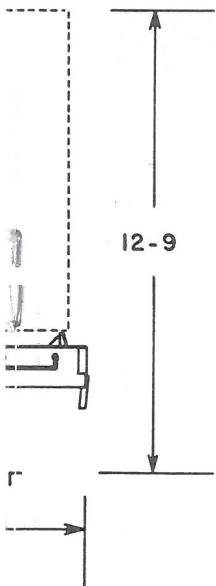
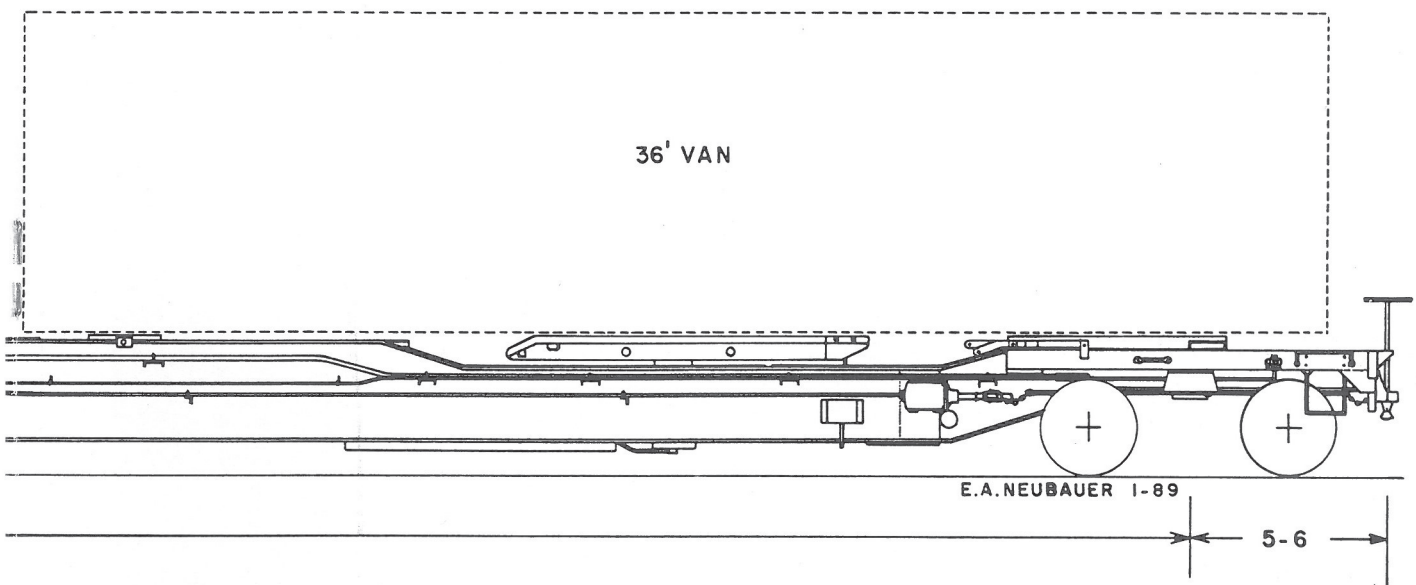
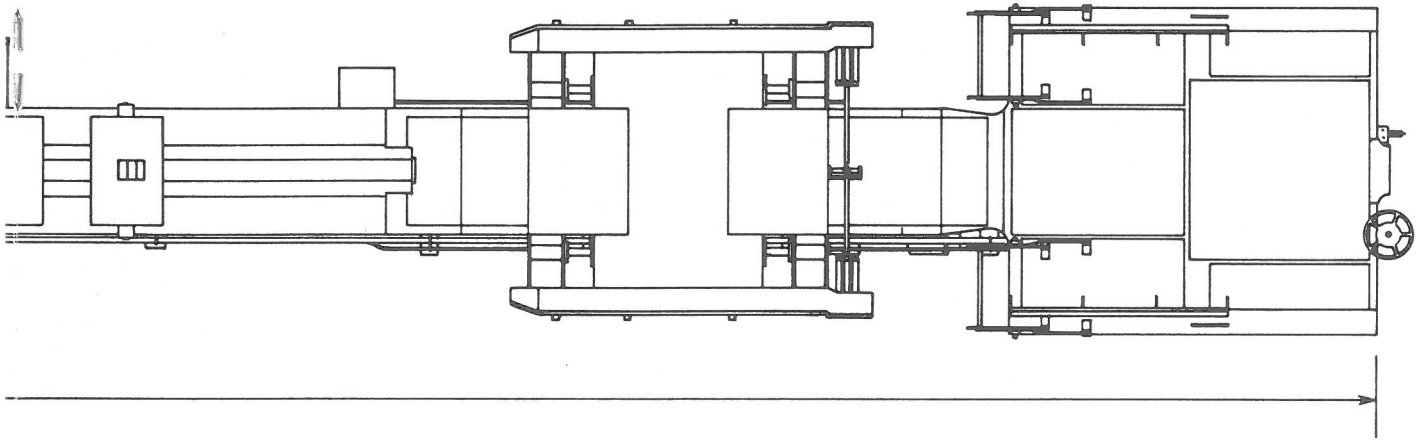


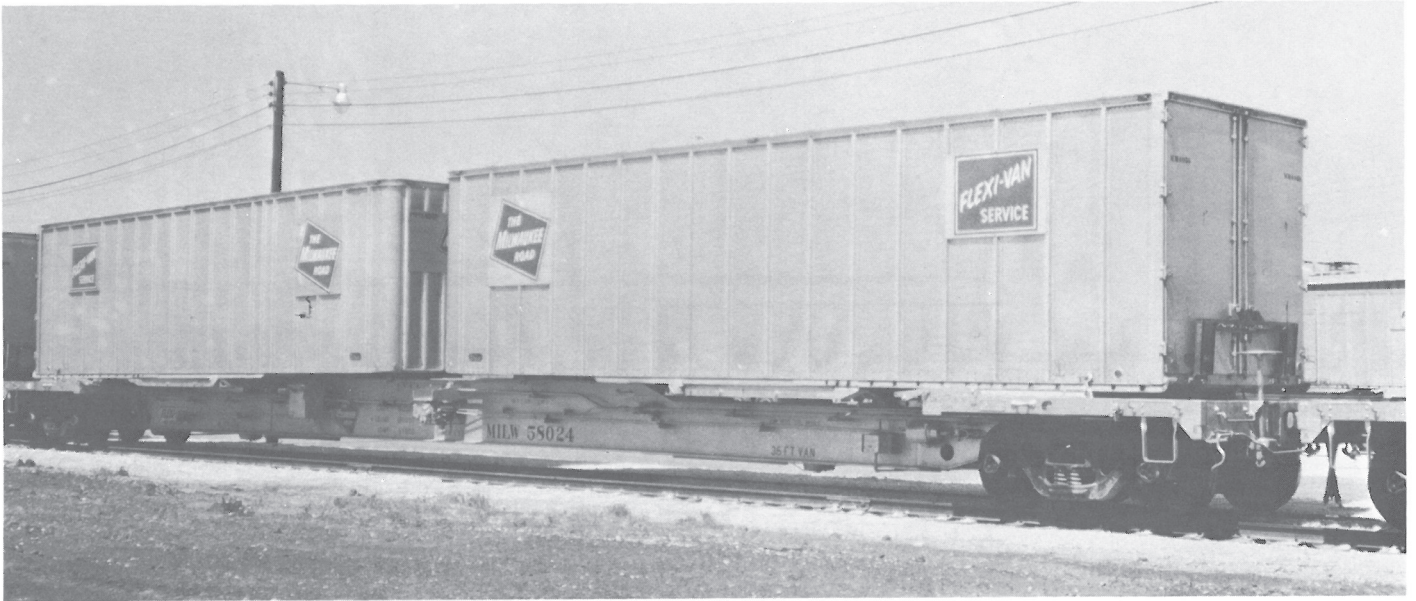
40' VAN



5-6 69-9







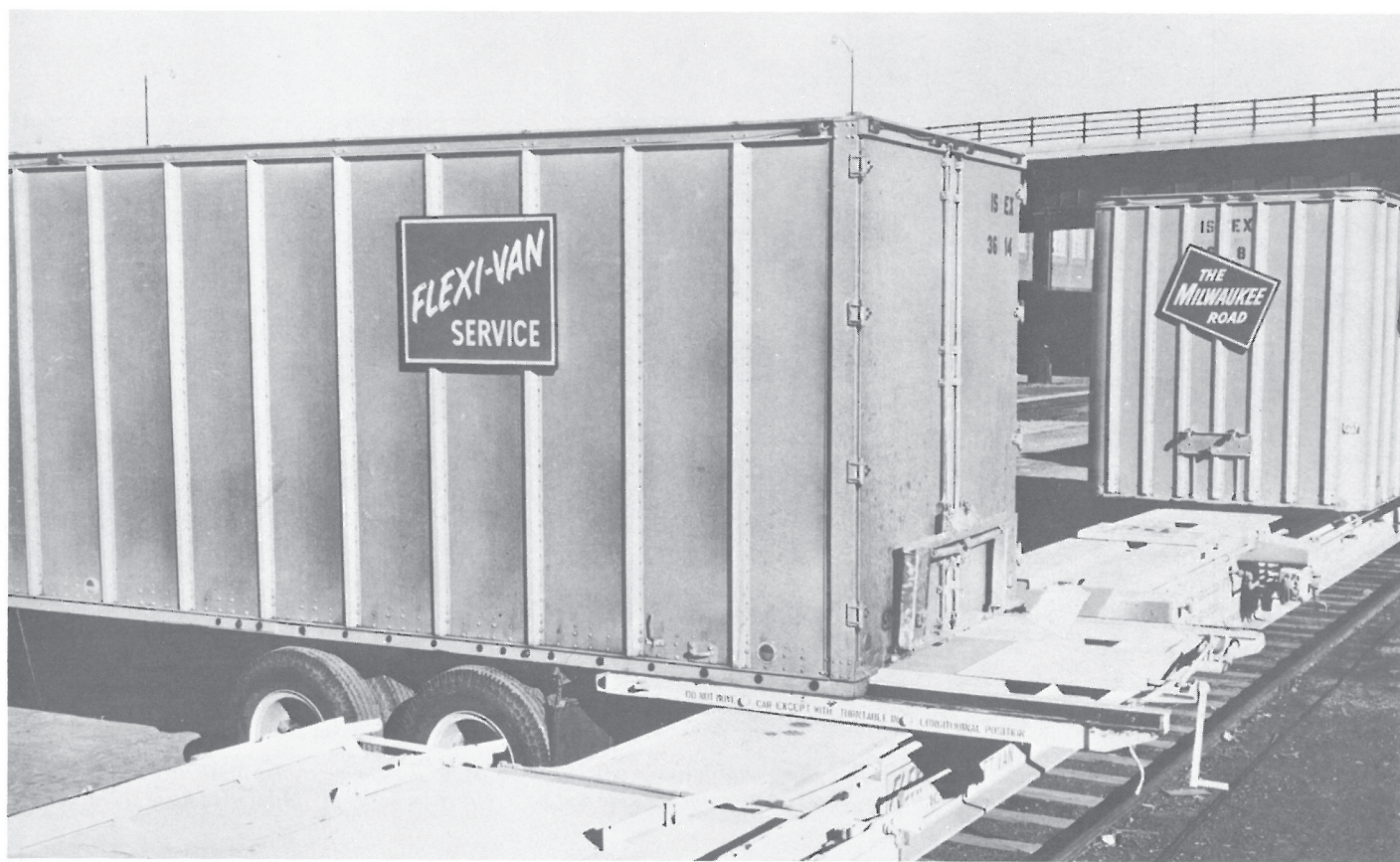
MILW 58024. The other side of a Mark I flatcar. The cars are not strictly (we just couldn't resist the pun) symmetrical. More room is allowed at the "B" end for hand brake clearance. the hand brake will drip down to become flush with the ends sill. (Ernest Lehmann photo)



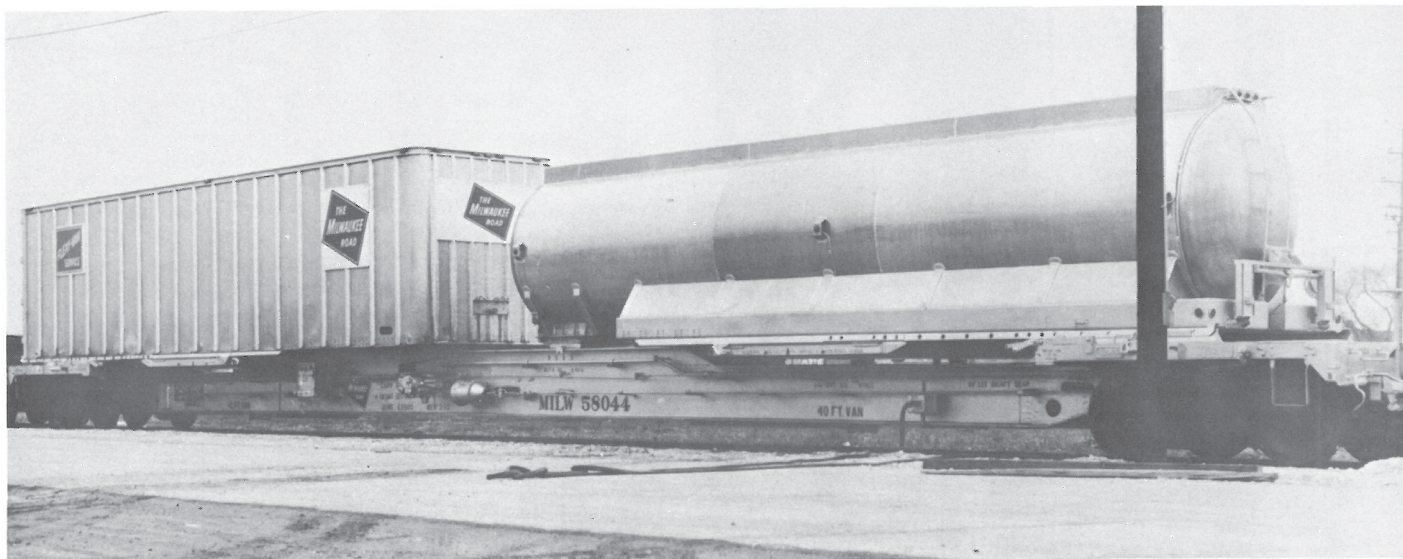
MILW 58020. The remaining brake rig detail is shown in this view of #58020. The box just to the left of the brake valve is the electrical plug-in that operated the hydraulic ram. The safety chain-down feature is also noticable. This would keep the trailer parallel with the flat car in case the turntable failed. (Milwaukee Road photo; Richard Yaremko Collection)



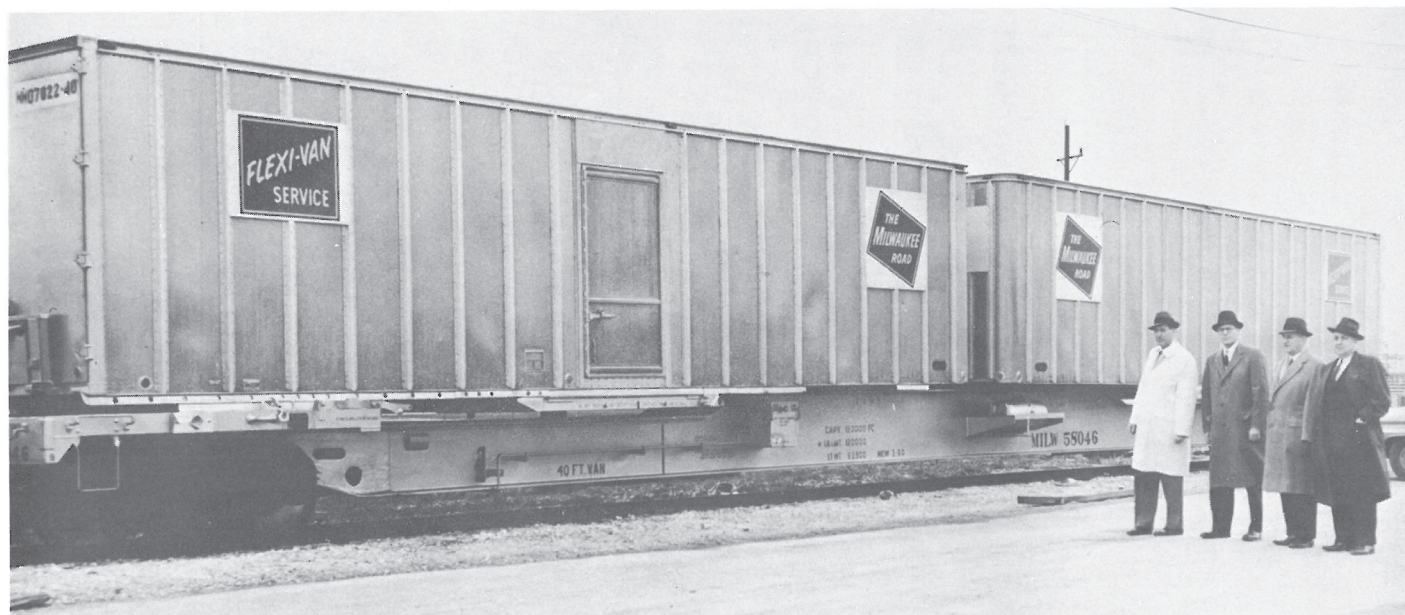
An empty Mark I flat with the turntable ready to accept a trailer. The brake wheel, also visible, was able to slide down until it was flush with the end sill. (Milwaukee Road photo; Richard Yaremko Collection)



Close-up detail showing the van sliding onto the turntable. A hook and pin device automatically positions the van at the right angles to the car. (Milwaukee Road photo; Ernest Lehmann Collection)



MILW 58044. A Mark II flat from the March 1960 order. The unique tank trailer was not owned by the Milwaukee Road and is probably a Strick demonstration model. The electrical cord used to connect the tractor's battery to the flat car is also visible. (Milwaukee Road photo; Ernest Lehmann Collection)



MILW 58046. The other side of the Mark II flat. While this group of Milwaukee officials looks on we'll examine trailer MM07022-40, a 40-foot insulated van with a side door measuring three feet five and three quarters inches wide and six feet three inches high. (Milwaukee Road photo; Ernest Lehmann Collection)



MILW Trailer 2208. Here a driver prepares to swing this refrigerated trailer over the bogies and off load the flat. Van 2208 is 39 feet in length with a diesel powered Thermo King refrigeration unit. (Milwaukee Road photo; Richard Yaremko Collection)



MILW Autocar Truck. This photo taken at Beverly, Washington shows two of the open top vans riding a Mark II flat. The "Ambiblical" cord which makes the whole thing work is plainly visible. We can presume that the cord traveled with the flat car in the box that is barely visible under the far trailer. The Autocar truck, painted solid orange is the only item easily modeled as it was offered as an HO scale kit, first by Lee Town and now by Alloy Forms. the flat and the vans will have to be scratch built. (Milwaukee Road photo; Richard Yaremko Collection)



A hydraulic lift, powered by the cab unit's battery, raises the van free of the "bogie", or rear wheel and axle assembly, from which position it can be easily swung into place on the car, as demonstrated here by the driver. With the two vans locked securely in position on the flatcar, they are ready for fast rail movement to destination. The "bogie" from which the van was removed stands beside the car, ready to be taken away for picking up and delivering other vans from incoming trains. (Milwaukee Road photo; Ernest Lehmann Collection)



ISEX 20005. Interstate Express was running FLEXI-VAN in October 1958 several months before the MILWAUKEE obtained their first flat cars. Note that while the trailers have Milwaukee Road logos the van is numbered ISEX 3614. (Editor's note: The Official Railway Equipment Registers for July 1958 and April 1959 do not show any listing for ISEX or Interstate Express — anybody have any more information on these cars?) (Milwaukee Road photo; Ernest Lehmann Collection)

LATE STEAM ERA L.P.G. TANK CARS

by David G. Casdorph
Photos by Charles Winters
(courtesy John Nehrich)

This short photo-essay illustrates some of the designs of the LPG and Anhydrous ammonia tank cars that were present during the late Forties and early Fifties. The typical car of the period that was used for LPG transport was a 50-ton, pressured, insulated, c.11,000 gallon tank car (AAR mechanical designation — "TPI"). ICC class was 105A300W. As one can see from the photo most of the cars had a longitudinal split jacket and were riveted along that seam (the "line" along the tank about midsides). The ends varied from nearly flat to rounded to almost pointed (same is true today). One of the more easily recognizable features of pressure tank cars is the small "dome" or housing atop the

tank. This housing contains the controls as well as the inlet and outlet valves. Some of these have full platforms surrounding them, others lack these platforms and hand rails atop the tank leaving only the exposed conspicuous housing.

Modelers of the period attempting to replicate these cars should note differences in the center sill, location of brake equipment, tank supports, tank anchors, ladders, side sills, location of seams, handrails, walkways etc. Generally, builders tend to stick to consistent patterns of designs and usage parts.



TNGX 1076. Cars in the general series TNGX 601-1100 were used in dual service for LPG and AA transport. This car appears to have been built in 12-55 by General American. These are "typical" LPG cars of the period — ICC 105A300W, 11,000 gallon insulated tank cars.



BMX 10083. The Barrett Company (later became a division of Allied Chemical) was built in July 1940 by General American Transportation. This particular car was assigned to Anhydrous Ammonia transport. Note the "full" platform which was not always present on all LPG/AA tank cars. Aluminum tank, black data and red emblem.



SHPX 2514. Owner-Lessor Shipper's Car Line is leasing this car to the Carbide and Carbon Chemicals Corp (later Union Carbide). This car was built by ACF. Date appears to be either March 1948 or March 1949 (March for sure — the year is hard to read). Black tank, white data and logos.



WRNX 5715. Warren Petroleum Corp. The back of the photo says it was built in March 1949. It was built by ACF as one can tell by their location and type of logo present on the center sill on the right side.



EORX 1528. EORX is one of the two reporting marks being used by Cities Service Oil Company in 1952 when this car was delivered by General American's Sharon, PA plant (see the abbreviation "SHN" and the date "6-52" which matches the "built" date of the car . . . this indicates it was built at Sharon; a practice that GATX Sharon continued until the plant closed in 1984). This 50-ton car is used for LPG and is black with white data and a green and white emblem.



UTLX 99526 c.1954 was being leased to Tidewater Associated Oil Co. (see the stencil just to the right of the large "Skelgas" — stencilled lessee marks usually "override" any logos that may be present). This LPG car was built in August 1939. Note not only the small side platform but also the platform atop the tank next to the controls housing. Black tank with GOLD lettering (not yellow — ask Union Tank Car). The Skelgas etc. is white.



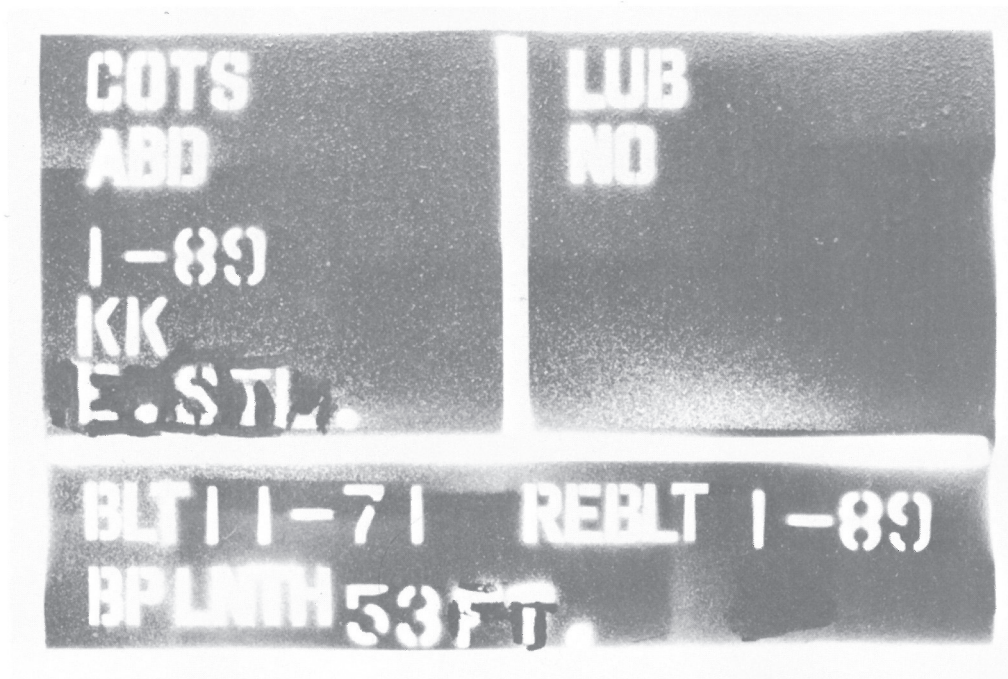
ANPX 2660. Anchor Petroleum Co. This car was built in April 1948 by ACF. Again it is a 50-ton, insulated, class 105A300W, 11,000 gallon LPG tank car. Compare the tank supports of this car to other ACF built car illustrated in this photo-essay. This may be an older type with a lack of the thin angle piece on the top of the support where it meets the tank. Photo c.1949.



TNGX 668. This car was built in October 1953 by General American. Dual service LPG/AA tank cars. This tank is essentially very similar to TNGX 1076. However note the difference in ladders, "side sills", brake cylinder etc.

THE BPLNTH NUMBERS

by William Jamison



Beginning January 1, 1989 a new number appeared in the consolidated stencil of freight cars in the United States. New-built freight cars and cars with 150 or more hours of shop time will have the new consolidated stencil added which includes the new BPLNTH number.

BPLNTH stands for **Brake Pipe Length** which is measured from glad hand to glad hand. The number is rounded off to the nearest foot. In some cases the consolidated stencil includes the "ft" for feet after the number (see photo), but most are usually stencilled as "BPLNTH-53" (as an example). This number is also the approximate coupled length of the car with some exceptions. These exceptions include the articulated double stack container cars (e.g. Trinity built Trailer Train class RWG52 is BPLNTH 132).

HARRY FERGUSON'S CARS HAVE GONE ASTRAY A LETTER OF OCTOBER 18, 1951

(courtesy Terry Metcalfe)

Annotations by D. G. Casdorff

The illustrated copy of a letter dated October 18, 1951 from Denver shows a list of cars assigned to tractor transport service with Harry Ferguson (i.e. the FERGUSON Tractors). Apparently some of the cars have gone astray and the letter is asking for the railroad agents to keep an eye out for any of the cars listed and have them returned to Detroit.

There are 98 cars assigned for this service. Of this total about 60% are C&O; 10% each for the CB&Q; 5% each for the MP and Southern; and 8% for the Union Pacific.

All sixty of the Chesapeake and Ohio cars come from the C&O 15000-15999 series. These are 40'6" IL / 10'6" IH boxcars. AAR mechanical designation is XMP. The cars were built in 1948 by Pullman-Standard.

The Burlington (CB&Q) cars are also 40'6" IL / 10'6" IH boxcars from the CB&Q 33000-33749 series (XM-32's) built by the Havelock Shops in 1942. The second deck was removed on these cars in 1956 and returned to general-service.

Illinois Central's cars came from the IC 20000-20999 series of 40'6" IL / 10'4" IH boxcars. These were 40-ton capacity cars.

Missouri Pacific's cars were 50-ton, 40'6" IL / 10'6" IH boxcars from the MP 34300-34599 series.

Southern Railways (SOU.) offered five cars from their Southern 272000-272899 series. These were 40'6" IL / 10'4" IH 40-ton boxcars with double staggered doors in a 12'6" opening.

Union Pacific's contribution comes from two series of 50'6" IL / 10'6" IH with 15' door openings. Series are UP 261000-261099 and 261200-261449. [Historical note: These appear to have been rebuilt and renumbered from the 161000-161099 and 161200-161449 series respectively. The end doors would have to have been either removed or permanently shut. The measurements are the same and it would explain the ephemeral entries in the Registers. If so, the 161000-099 were built by the UP in 1937 (class A50-14) and the 161200-449 were built in 1941-42 also by the UP (class A50-17). Can anybody confirm this postulation?]

Note that all the cars in the Ferguson Tractor pool were 50-ton cars except the IC and the SOU cars. Most cars in the pool were 40'6" IL cars except the Union Pacific's. All cars had 6-foot doors except the Southern and UP cars. All cars were also listed in the Official Railway Equipment Register for January 1956 as being equipped with double decks for "tractor loading" (or similar remarks).

413.010

Denver - Oct. 18, 1951

OFF (6) RHK (5) JAS (3)

cc - Agents - LaSalle
Greeley
Eaton
Ault

Brighton
Sterling
Ft. Collins

The following box cars equipped with double decks are assigned to Harry Ferguson, Detroit, Mich., for tractor service.

Several of these cars after being released at destinations have gone astray. Issue positive instructions to all concerned that cars listed must be returned to Detroit, via service route. Each car accompanied by memo waybill, manifested and handled thru as manifest loads, to prevent any further mishandling or delay:

C&O 15005	C&O 15183	C&O 15386	C&O 15702	C&O 15842
15016	15188	15421	15733	15854
15023	15190	15436	15736	15867
15029	15210	15458	15750	15880
15039	15213	15486	15759	15890
15049	15223	15492	15770	15927
15060	15231	15529	15784	15939
15076	15259	15559	15801	15946
15111	15325	15563	15828	15966
15126	15330	15606	15831	15986
15140	15331	15635	15833	15989
15165	15379	15680	15838	15995
CB&Q 31278	IC 20053	MP 34304	Sou. 272057	UP 261002
31573	20076	34340	272147	261040
30243	20536	34437	272581	261045
32173	20595	34571	272772	261091
32274	20756	34586	272806	261210
32734	20768			261230
32736	20792			261287
33339	20800			261368
33690	20933			
33717	20946			

Copy to Rep & 29 by 10/19/51

0-839

CJC 1:50 PM

WHAT HAS BLACK MARKINGS AND IS ORANGE ALL OVER? A Review of IC/ICG's Box Car Paint Schemes

1960s to 1989 by David G. Casdorff

During the Fifties and Sixties railroads were seemingly trying to express a bit of individuality. For years, browns and "reds" had dominated the primary carbody color of boxcars operated by the larger class I roads. All kinds of colors emerged and some became synonymous with the railroads. UP's armour yellow, Santa Fe's form of red, BN's green, NW's later black, and of course IC and later ICG's orange.

What follows in this brief article is an overview of the major paint schemes applied to boxcars from about the mid-Sixties to 1989. I've identified what I consider six major types that have evolved during this time.

TYPE I. The earliest as applied to cars before the orange scheme was adapted. This consisted of a shade of brown with white lettering and data. On the left was "ILLINOIS CENTRAL" in roman style of lettering above the reporting mark and number. On the right was IC's slogan "Main Line of MID-AMERICA" in a script-like style.

TYPE II. Early 70s. Carbody is now orange with black lettering and data. On the left side is the slogan "ILLINOIS CENTRAL MAIN-LINE of MID-AMERICA" in black. The reporting mark and car number appeared on the same line.

On the right side of the car was the early IC "dotted rail" logo. This early logo was in a sense a stylised "IC". It appears as a split end view of a rail with the dot over the left side (the "I"). The logo was white set into a black circle.

TYPE III. c. 1972-77. Carbody: Orange. Data/lettering: Black. An early ICG scheme. This scheme introduces the new ICG logo developed from the former IC logo mentioned in Type II above. The new logo combines the split "rail end" into one solid rail. The former offset

"dot" was now centered over the new combined rail logo. The new dotted rail logo was still white set into a black circle.

In addition, the former IC's slogan was removed and replaced with the first version of the "ILLINOIS CENTRAL GULF" lettering using tall thin block letters. This early version was used for only a year or so (c. 1972-73). It was replaced with a new variation using thicker block letters again "ILLINOIS CENTRAL GULF" This version was used from about 1973 to 1977.

TYPE IV. c. 1978. Carbody: Orange. Data/lettering: Black. This scheme removes the large "Illinois Central Gulf" from the left side and replaces it with a large "ICG" over the number. This large ICG also doubles as a reporting mark for the car. On the right side the black circle background is removed from the logo and the "dotted rail" logo's color is reversed from white to black. Thus leaving the "dotted rail" isolated.

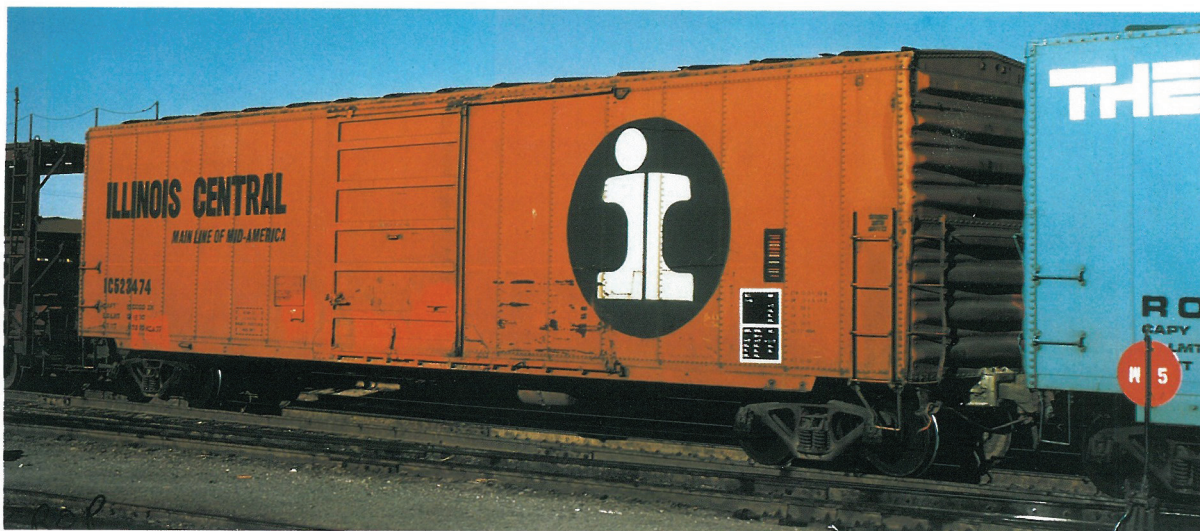
TYPE V. c. 1980-87. Carbody: Orange. Data/lettering: Black. ICG's "Plain Jane" scheme continues the Type IV graphics but completely removes the logo on the right side.

TYPE VI. c. 1988-89. Carbody: Gray. Data/lettering: White. The newly reorganized Illinois Central Railroad changed the nearly 20 year old orange paint scheme to the new gray with white lettering scheme. The new scheme uses the one line reporting mark and car number style with no logos or slogans (excluding the "service with safety" safety-slogan).

Lastly, one other note is the multitude of paint schemes found on ICG lettered cars but still in the original operators paint. These are usually cars that the ICG had leased from an owner-lessor.



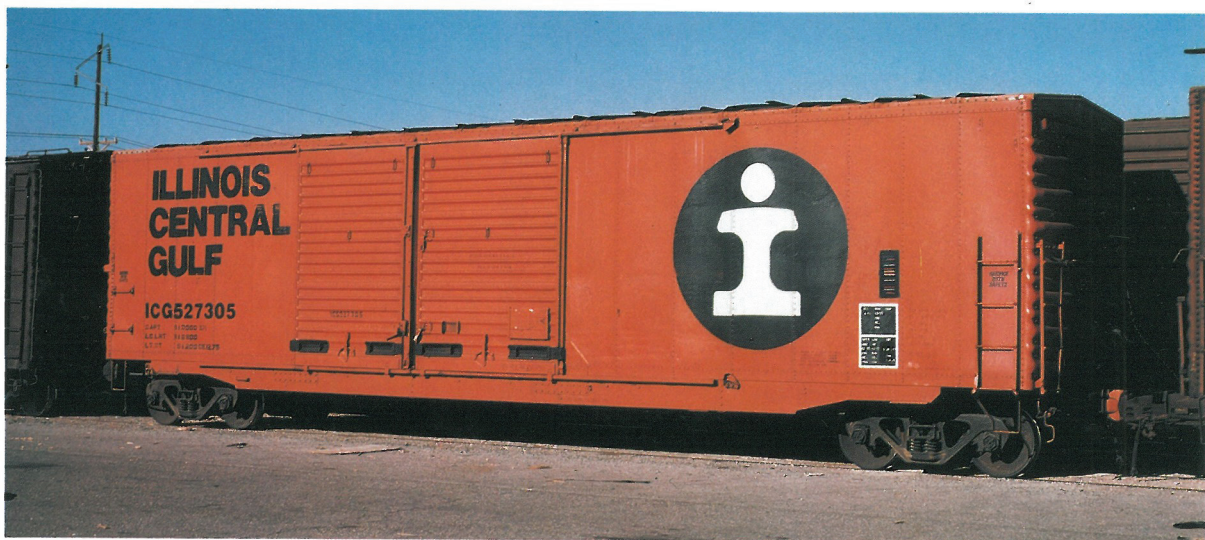
TYPE I. IC 10081 is shown in its original paint scheme of 10-64. Note the "cushion underframe" which remained an optional slogan on those cars so equipped. (Peter Arnold photo)



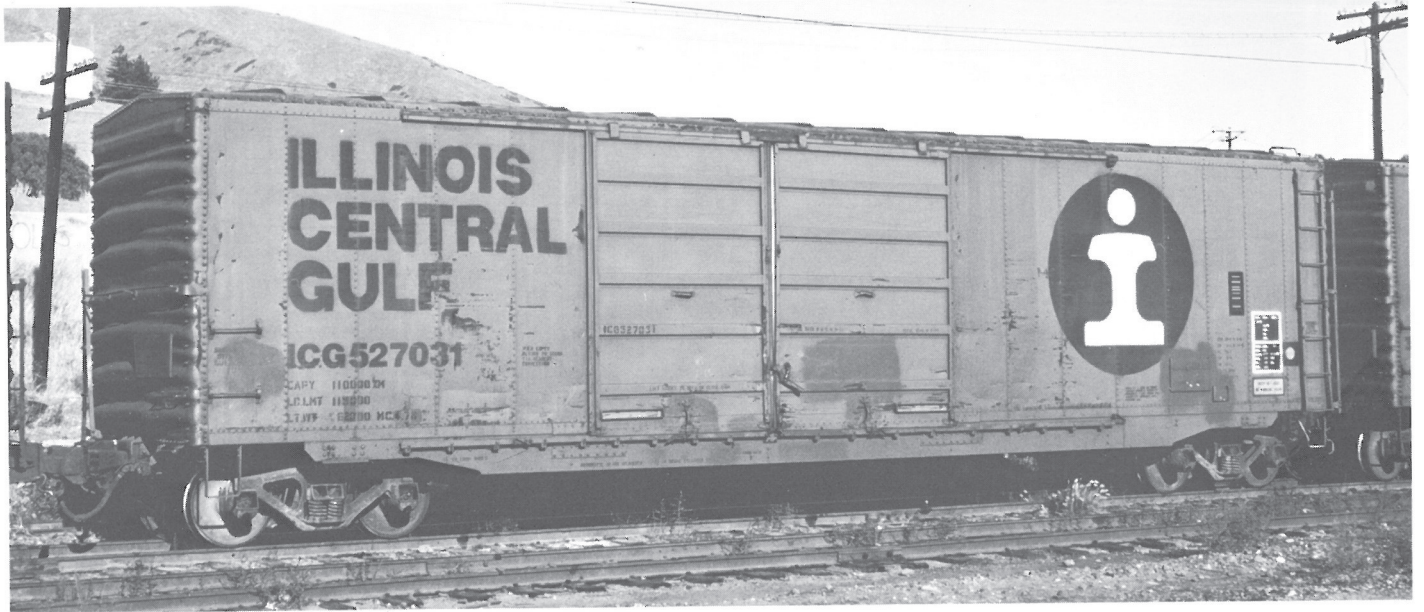
TYPE II. IC 523474 clearly illustrates the early "split rail" logo. (Peter Arnold photo)



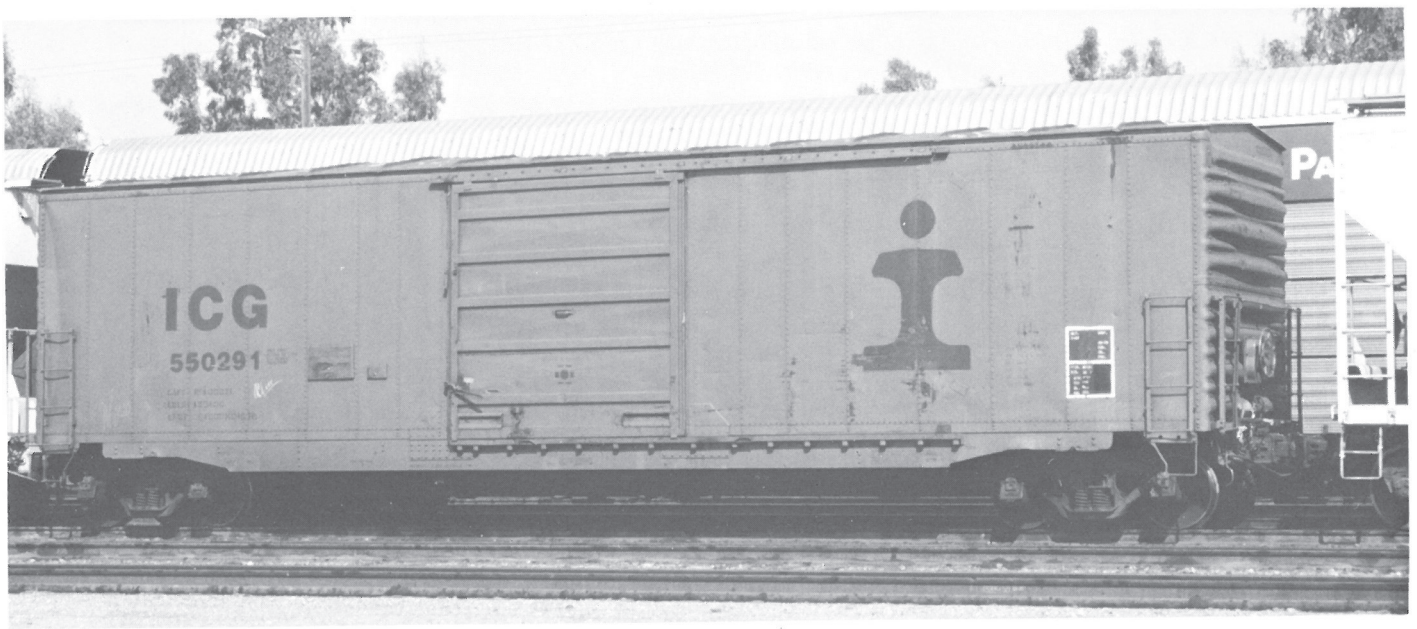
TYPE III. ICG 595202. First version using the tall thin "ILLINOIS CENTRAL GULF" on the left side. This scheme also introduces the new combined "dotted rail" logo. (Peter Arnold photo)



TYPE III. ICG 527305. Second version using the thicker "ILLINOIS CENTRAL GULF" lettering on the left. (Peter Arnold)



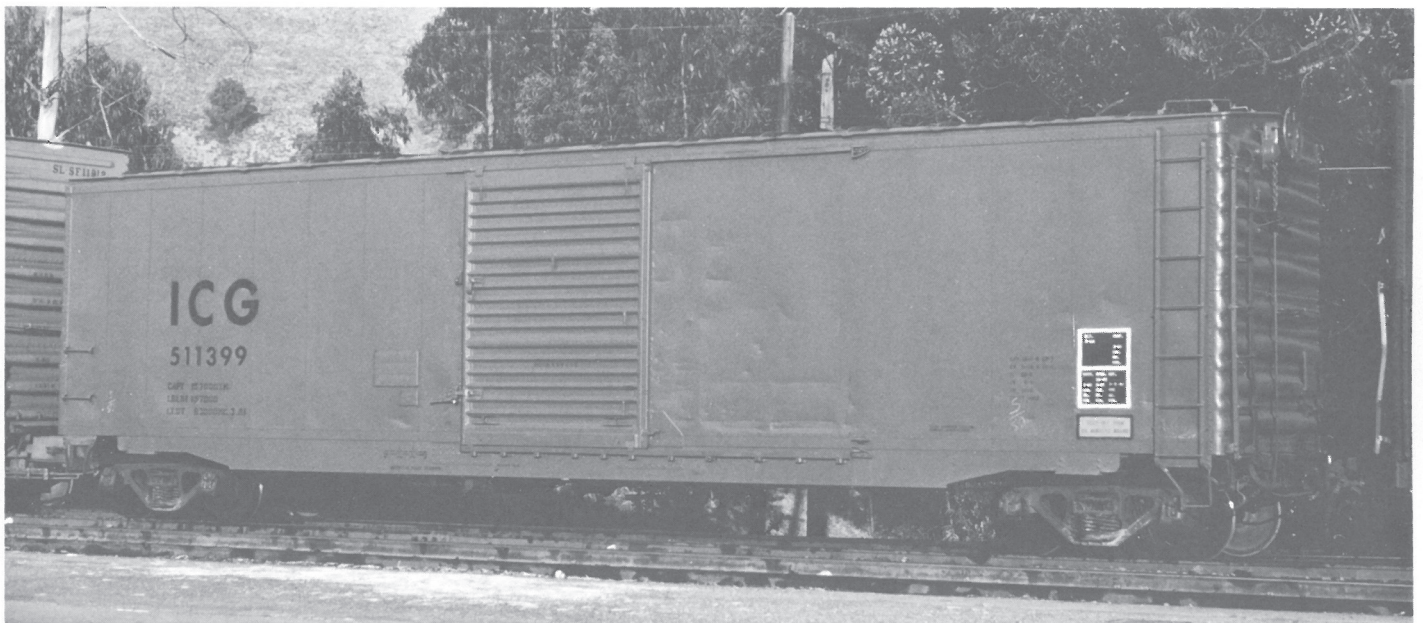
TYPE III. ICG 527031. Painted "MC 4-78" (Peter Arnold)



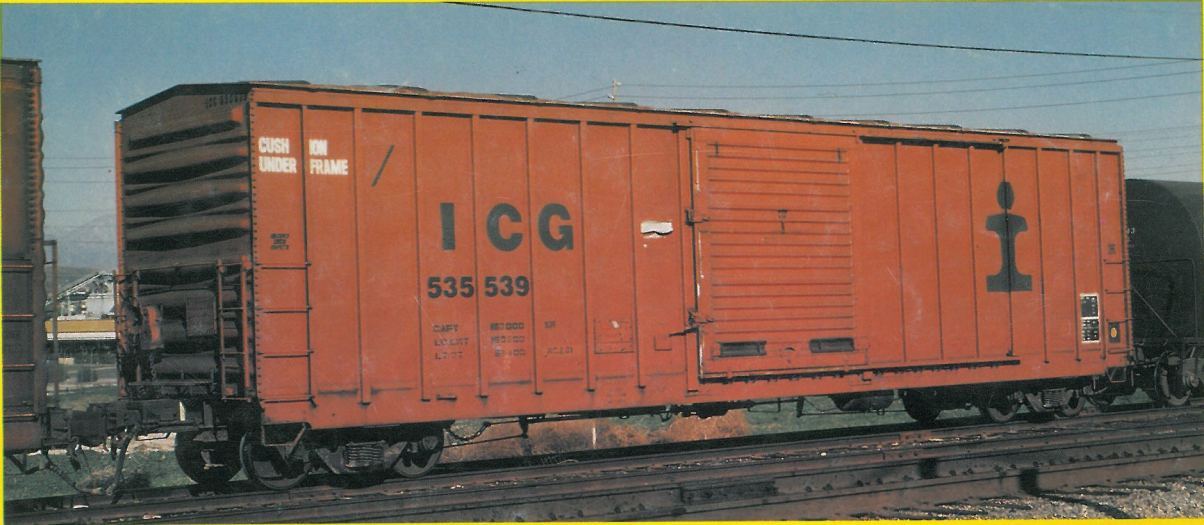
TYPE IV. ICG 550291. This scheme eliminated the large Illinois Central Gulf lettering on the left and changes the logo from the white dotted rail in black circle to the black dotted rail. (D. G. Casdorff)



TYPE V. ICG 513988. Painted "MC 4.8I". (Peter Arnold)



TYPE V. ICG 511399. The "Plain Jane" scheme from ICG. Many railroads during the Eighties introduced either as standard or alternates a "Plain Jane" scheme to help reduce costs. (Peter Arnold)



TYPE IV. ICG 535539. Note how the "dotted rail" logo is placed directly on a rib on this type car. (D. G. Casdorff)



TYPE V. ICG 501218. Painted "CE 12.80". This is an ex NRUC road car built by Berwick. Note the location of the "when empty box" and the door assist wheel. (D. G. Casdorff)



TYPE VI. IC 580121. This car shows the new gray and white scheme. No logos or slogans. However note the location of ICG's safety slogan "Service with Safety". (D. G. Casdorff)