

CSXT LO

by *David G. Casdorph*



A Pictorial of Covered Hoppers operated by CSX with special emphasis on phosphate, grain, and fertilizer cars

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NOTICE

During the changeover to the new layout and electronic processing, I failed to include the volume numbers on *Freight Cars Journal* issues 41-44. These should all be volume 9, numbers 1-4. This issue is volume 9, number 7. Volume 9 will cover all issues published during 1992.

CHANGE OF COVER PAPER TYPE

We've gone back to the 80 lb cover stock. After several issues of using the 12 pt Kromekote, we decided that it would be better to give the readers more interior pages and photos rather than an expensive cover. The "monograph" version of this issue will have the more expensive cover (at a considerably higher cover cost).

ZIP CODE

Please note that contrary to the popular belief that the +4 digits are always the same as the box number (or last four whichever is applicable), that this is NOT so with our address here at *Freight Cars Journal*. Yes, our box number is 2480 and our +4 code is 6480.

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A Pictorial of Covered Hoppers operated by CSX with special emphasis on phosphate, grain, and fertilizer cars

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The following provides a brief review of some of the more common covered hoppers operated by CSX Transportation. It especially focuses on the phosphate, grain, and fertilizer cars. Most of the photos were taken in the "Bone Valley" region of central Florida. Most of these cars are painted beige with black lettering and logos (similar to the cover of this book).

H O scale decals are available from Islington Station Products #330-070 (for Athearn 3-bay) and Herald King #H-1990 (for 2-bay Airslide). Some of these can be adapted to other covered hopper types.

I thank Carl Shaver and Eric Neubauer for their assistance with finding the former numbers of the cars illustrated. I thank James Kinkaid for his excellent drawing of the new Trinity built covered hoppers (CSXT 259000-260999).

(Below) CSXT 220666. Former Monon 52065. Built by ACF in 1969. Type 2970. Stencilled 2900 cu ft. capacity. Painted 2-89 at the Raceland shops.





(Above) CSXT 222097. Former ACL 121127. Built by Pullman-Standard in 1966. Capacity, 2929 cu ft.
(Below) CSXT 223329. Former ACL 122359. Built in 1966. Painted 5-89 HAR GRDN. Capacity, 2929 cu ft. Note welded ribs.





(Above) CSXT 223597. Former ACL 89427. Built in 1965. Painted 5-89 MRS. Capacity, 2929 cu.ft. Note riveted ribs. (Below) CSXT 224398. Former SCL 832078. Originally SAL 32078. Built in 1967. Painted 3-89 RA. Capacity, 2929 cu.ft.





(Above) CSXT 225356. Former B&O 836076. Built in 1964 by ACF. Capacity, 3700 cu ft. (Below) CSXT 225416. Former B&O 836148. Built in 1964 by ACF. Capacity, 3700 cu ft. Despite their 27 years of services, these cars appeared in first class condition in 1991 when these were photographed.





(Above) CSXT 225666. Former B&O 837543. Built in 1965 by ACF. Capacity, 3500 cu.ft. (Below) CSXT 225802. Former B&O 600434. Built in 1966 by FMC. Capacity, 2700 cu.ft. Photographed in Tampa, FL in phosphate service during 1991.





(Above) CSXT 226012. Former B&O 601076. Built in 1966 by ACF. Capacity, 3500 cu ft. (Below) CSXT 226799. Former C&O 601281. Built in 1970 by ACF. Capacity, 3560 cu ft.





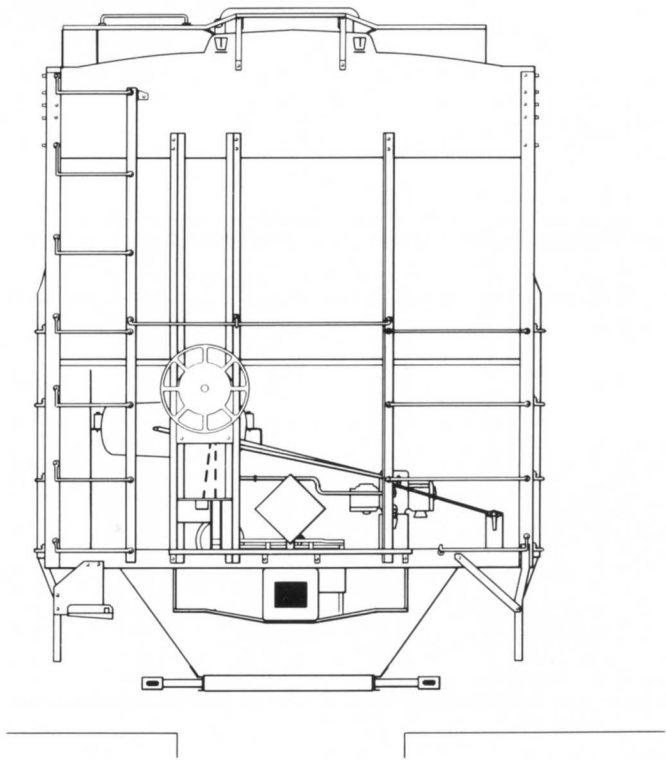
(Above) CSXT 226820. Former C&O 601303. (Below) CSXT 226894. Former C&O 601377. Both cars built in 1970 by ACF. Capacity, 3560 cu ft.





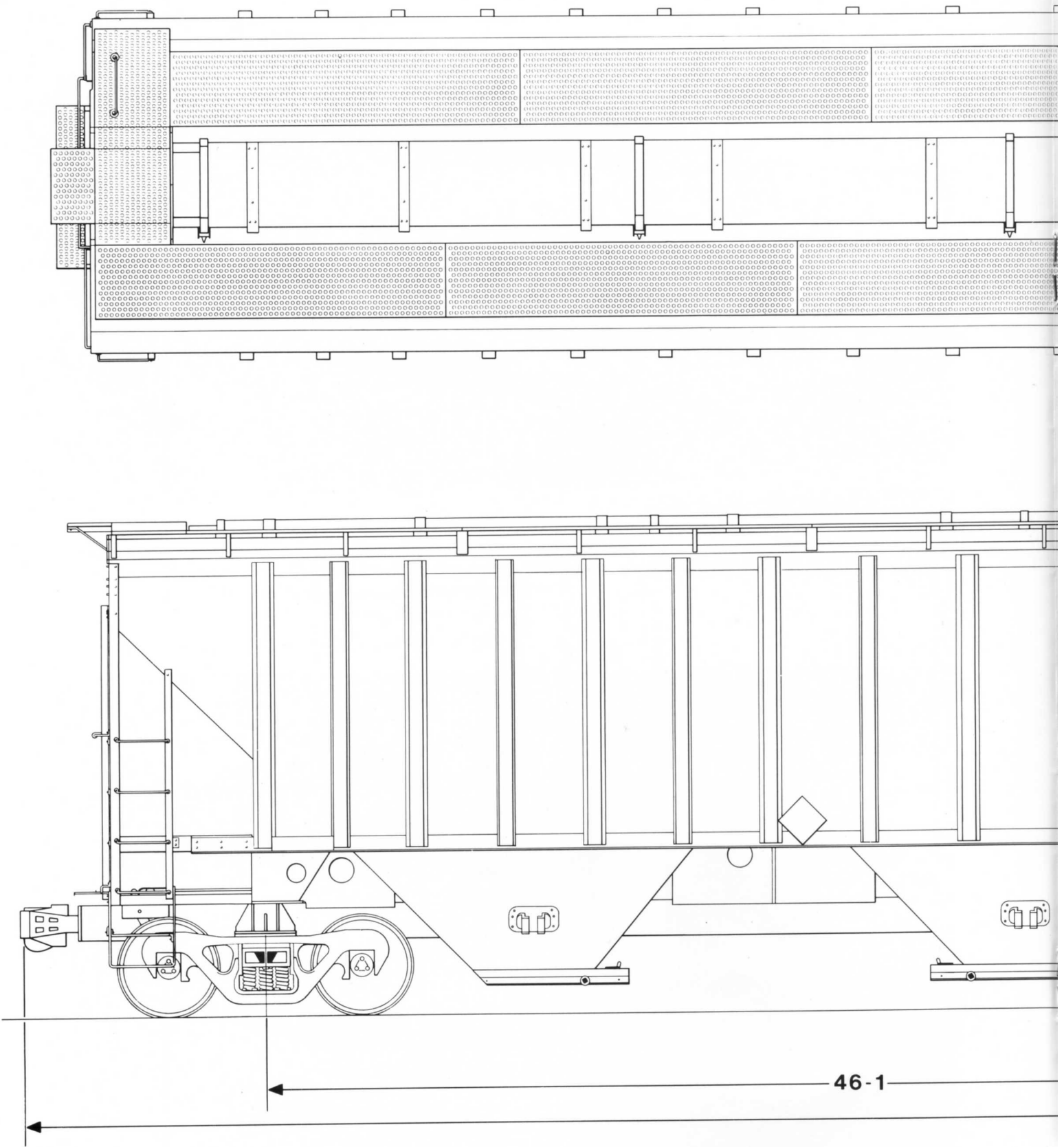
(Above) CSXT 227686. Built in 1976 by ACF. Capacity, 2700 cu ft. (Below) CSXT 240342. Former L&N 204172. Built in 1967 by Pullman-Standard. Capacity, 3510 cu ft.



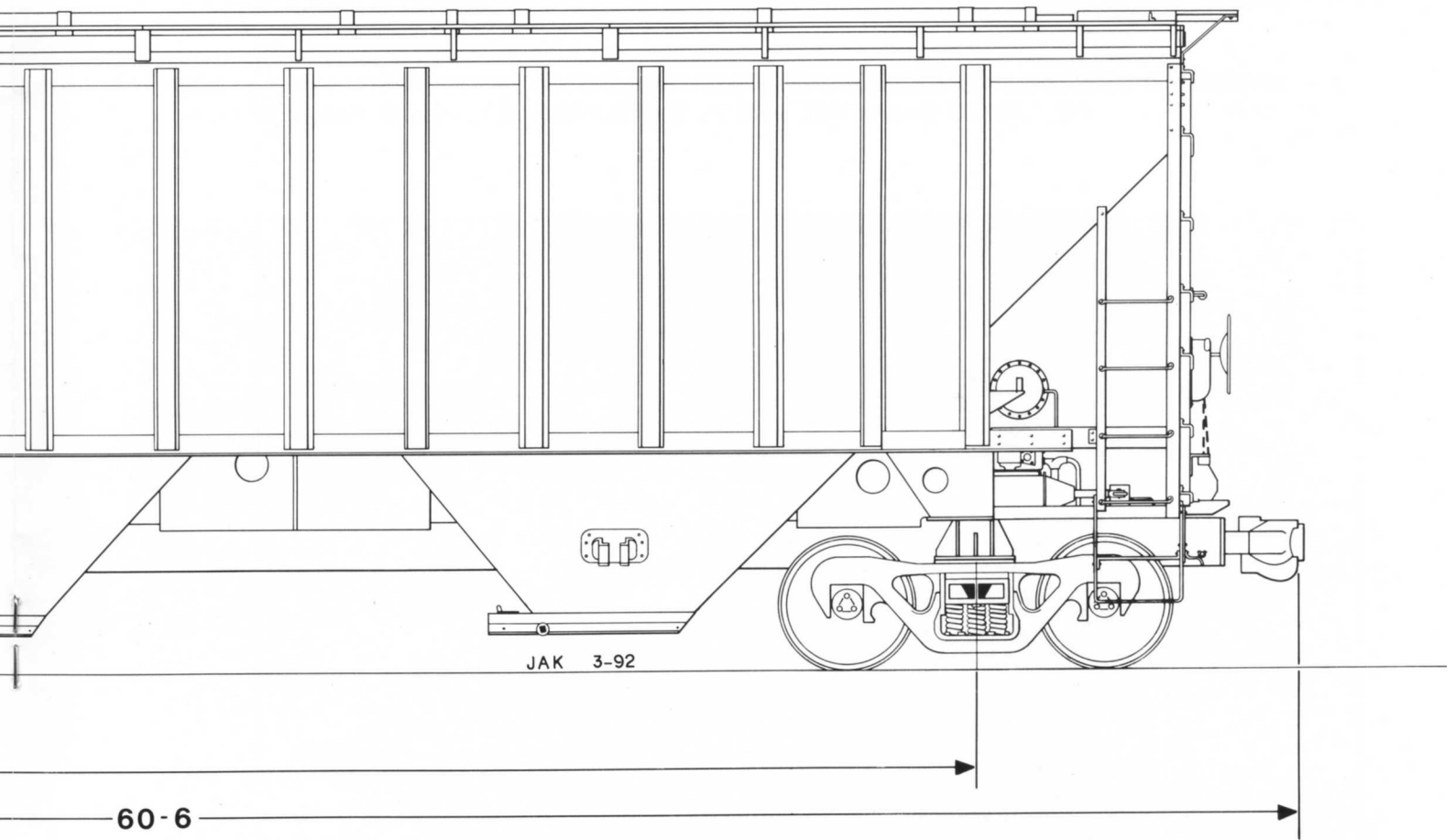
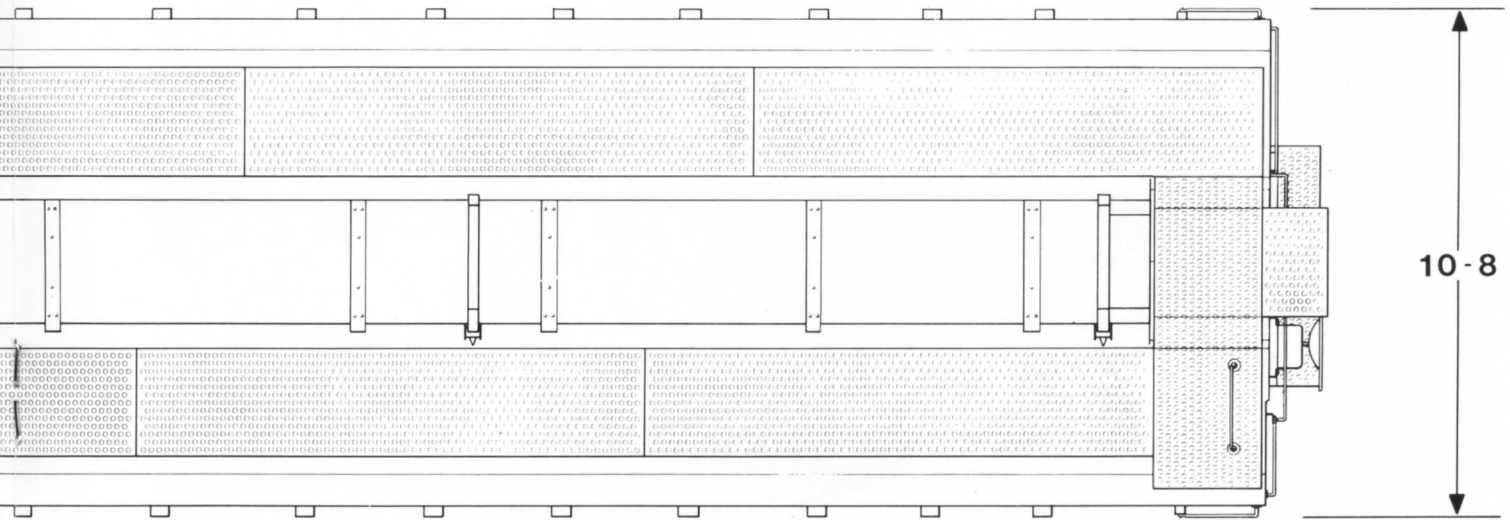


**CSXT 259000-260999 Series
built 1988-89 by Trinity Greenville**

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Drawing by James Kinkaid



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Drawing by James Kinkaid



(Above) CSXT 245035. Former SCL 689137 (ACL 89137). Built in 1964 by Pullman-Standard. Capacity, 4136 cu ft. (Below) CSXT 245170. Former SCL 240030. Built in 1973 by Pullman-Standard. Capacity, 4000 cu ft.





(Above) CSXT 245287. Former SCL 240147. (Below) CSXT 245842. Former SCL 240702. Both cars built in 1973 by Pullman-Standard. Capacity, 4000 cu ft.





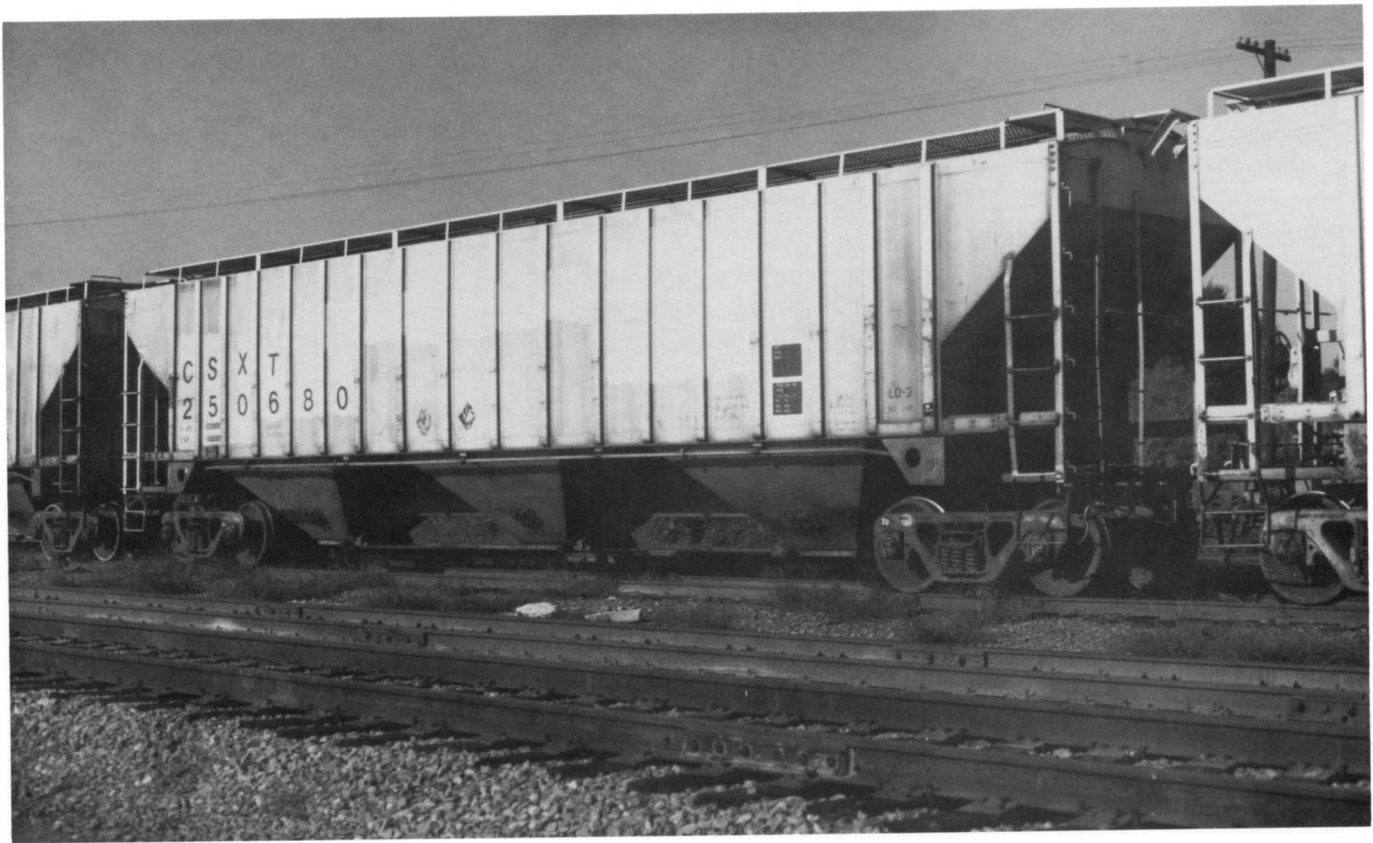
(Above) CSXT 246416. Former L&N 200304. Built in 1964 by ACF. Capacity, 4650 cu ft. Note the "Quality Car" slogan, rarely seen on covered hoppers in fertilizer service. (Below) CSXT 246740. Former L&N 240602. Built in 1971 by ACF. Capacity, 4600 cu ft. Originally restricted to grain service.





(Above) CSXT 249410. Former SCL 241220. Built in 1970 by Pullman-Standard. Capacity, 4740, cu ft. (incorrectly stencilled 4750 cu ft - note 16 ribs). (Below) CSXT 249557. Former L&N 240017. Built in 1969 by Pullman-Standard. Capacity, 4800 cu ft. Painted 2-89 DR.





(Above) CSXT 250680. Former L&N 242620. Built in 1981 by Pullman-Standard. Capacity 4750 cu ft. Note 18 ribs. (Below) CSXT 251769. Former SCL 242310. Built in 1977 by Pullman-Standard. Capacity, 4750 cu ft.





(Above) CSXT 253903. Former B&O 603529. Built in 1971 by ACF. Capacity 4707 cu ft. (Below) CSXT 254522. Built in 1978 by ACF.





(Above) CSXT 260617. Built in 1989 by Trinity. (See also drawing on pp. 10-11 this issue). (Below) CSXT 805627. Former B&O 66684. Built in 1969 by the Raceland shops. Capacity 3418 cu ft. Often during peak season these coal hoppers with "hopper toppers" are cleaned and used for phosphate transport.





(Above) CSXT 811668. Former C&O 62435. Another example of the "hopper topper" use. (Below) Detail of logo as painted by the Raceland shops in 9-90. Note the drip ledge to the left under the logo.





More logo details showing variations. (Above) Unusually "thin" style lettering as painted by Miner Railcar Services in 5-89. (Below) A more common style logo as painted by Hargis Railcar in 5-89.



RESEARCH REQUESTS

James Kinkaid, 2222 Savannah, Wichita, KS 67217 needs help on a LF/LG/GBC (bulk container only) project for a future FCJ. Any information, diagrams, drawings, photos, etc would be much appreciated. Willing to pay for expenses.

Douglas Fleming, 78 Courtice Crescent , Collingwood, Ontario, Canada L9Y 4G1, needs slides or prints of SOO LINE Gunderson container cars #54569-54570.

Joe Stetson, Box 783, Bloominton, IN 47402-0783 is looking for any information on steel grain access door box car, prominent on many roads, especially in the 60's and 70's before hopper cars cornered almost all of the grain hauling trade.

A.E. Roach, 6919 Harrison Lane, Alexandria, VA 22306 will offer premium prices for original copies of *Freight Cars Journal* #'s 1-9, 11, 27-30 and *Freight Cars Journal Monograph* #'s 2, 3, 5, 6, and 8.

A. Richard Smith, P.O. Box 9350, Austin, TX 78766-9350 is looking for photos and final dispositions of CPCX 1000-1087 (ex T&P 25000 series) and 7000-7009 (ex T&P same nos) which later became APTX 1000-1087 and 7000-7009 respectively.

Also, need photos and final dispositions of ORMX 1951-1970 (ex T&P 25000 series) and a group of cars that were sold to Anderson Clayton in 1952 that originally came from the T&P 7000-7055 series. These are for an all-time T&P roster that is being compiled.

