

FREIGHT CARS

JOURNAL N° 67



THE
PULLMAN-STANDARD
BUILDERS PHOTO COLLECTION
PART TWO—Cars of the Milwaukee Road
by James Kinkaid

This magnificent car is one of one-hundred from Michigan City in March 1959. Built as lot 8477, this 70-ton insulated PS-1 was part of the Milwaukee Road series 2500-2599. This series carried the rather unusual "XMEI" AAR car code, and was equipped with 9 DF belt rails and Evans DF loaders. These cars were rated at 4395 cuft. and rode on Barber S-2-A trucks.

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ABOVE In 1974 Butler built a number of 4750 PS-2CD cars for North American for sub-lease service. Out of those the Milwaukee received this car, part of a two-hundred order from lot 9683. These cars were placed into the group 100853-101052. Another 200 similar cars were also leased from North American from lot 9675, which became the series 100653-100852. These Federal yellow cars featured Morton running boards, Apex brand hatch covers and ASF A-3 trucks.

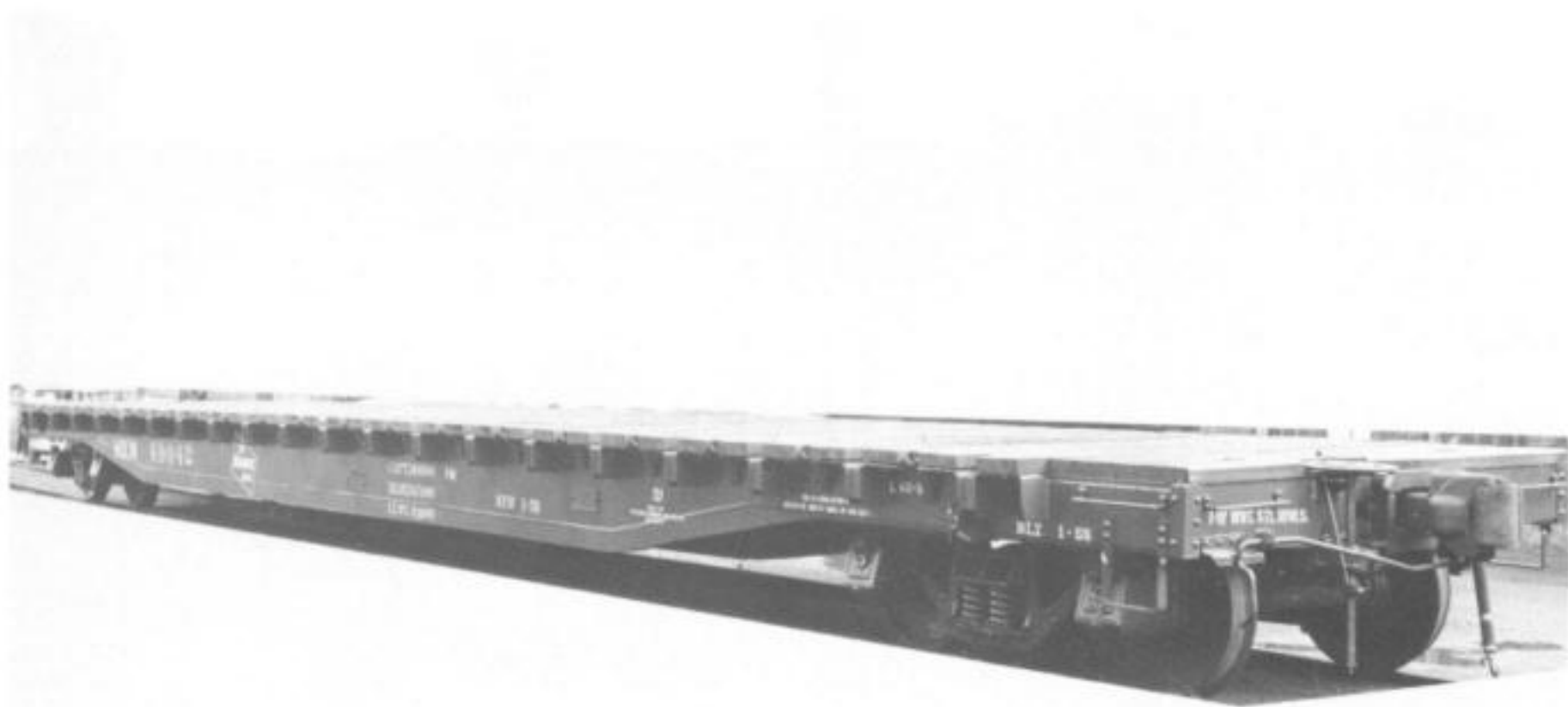
BELOW This simple car was part of the 100 car order from Butler as lot 8174. Built in 1954, this car was part of the series 99575-99674. These cars were rated at 70-tons or 2003 cuft. and were unlined. Enterprise gravity outlets and Apex running boards were fitted to the cars. Barber S-2-A trucks were also used.





ABOVE Pullman built numerous 86'6" hi-cube cars, including this one from lot 8950B. Thirteen of these Hydroframe-40 equipped cars went into the series 4987-4999. Eight of these Bessemer-built cars were in assigned service to the Chevrolet Company at Indianapolis, IN and the others were assigned to the B&O at Parma, OH, also in Chevy service. Evans bulkheads and 5 DF-2 belt rails were included as were four aluminum Camel plug doors per side. ASF A-3 trucks were used.

BELOW In contrast to the car design above, Pullman built relatively few cars of this type. These uncushioned 60'0" PS-4 flatcars went to the Milwaukee as numbers 49000-49049. Built by Butler as lot 8402 in 1958, these 70-ton cars used Barber S-2-A trucks and drop brake shafts. This group of 50 cars became the basis for many conversions by the railroad thru the years.





ABOVE This 3966 cuft. PS-1 is part of a 300 car order from Michigan City in 1959 as lot 8475. This series of cars was placed into the series 17400-17699 and were rated at 50-tons. These cars utilized Youngstown 9' doors and Barber S-2-A trucks. Inside, they featured plywood lining on the upper two-thirds of the car, with steel kick plates below. Nailable steel flooring was also used. These cars were plainly equipped with only lading band anchors fitted.

BELOW In 1975 Butler released 195 gondolas as lot 9881. Part of a larger 220 car order, these cars were leased from Professional Lease Management and were 52'6" long inside. Rated at 2244 cuft. or 100-tons they were put into the series 81000-81194. Uncushioned, they rode on Barber S-2-C trucks and had steel flooring. The other 25 cars were placed into the 92100-92124 series and utilized end bulkheads, thereby reducing the interior length to 52'1".

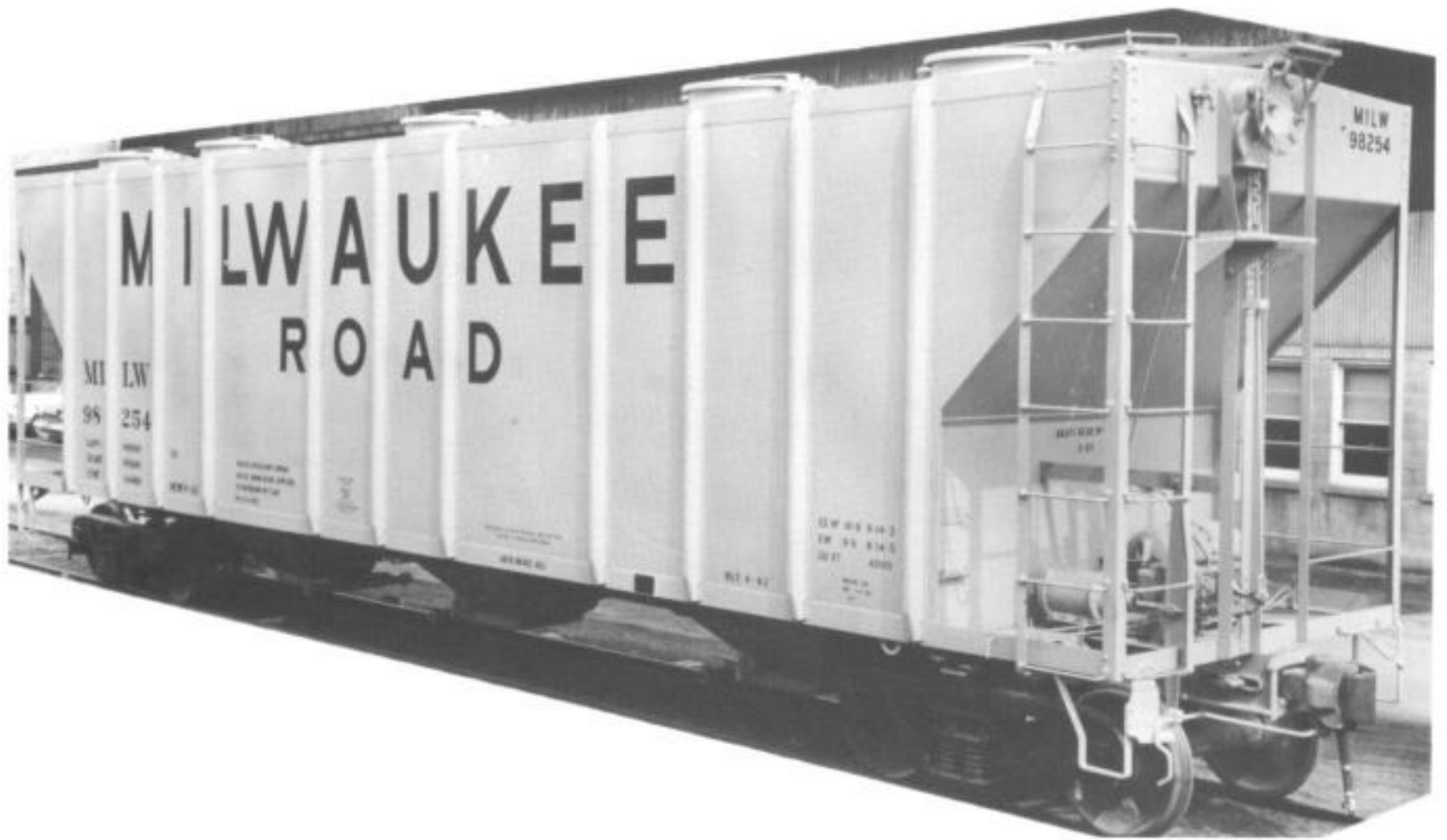




ABOVE Milwaukee 4175 is an all-waffle car from Bessemer in 1974. Built as lot 9749B, the five cars in this order were numbered 4175-4179. They used Evans belt rails and Camel double-plug 8' doors. Rated at 7315 cuft. or 100-tons, these cars were 60'9" long inside. Trucks were by Barber, (model S-2-C) and the Hydroframe-40 cushioning system was installed. The cars were in Ford service and assigned to the N&W at Melvindale MI.

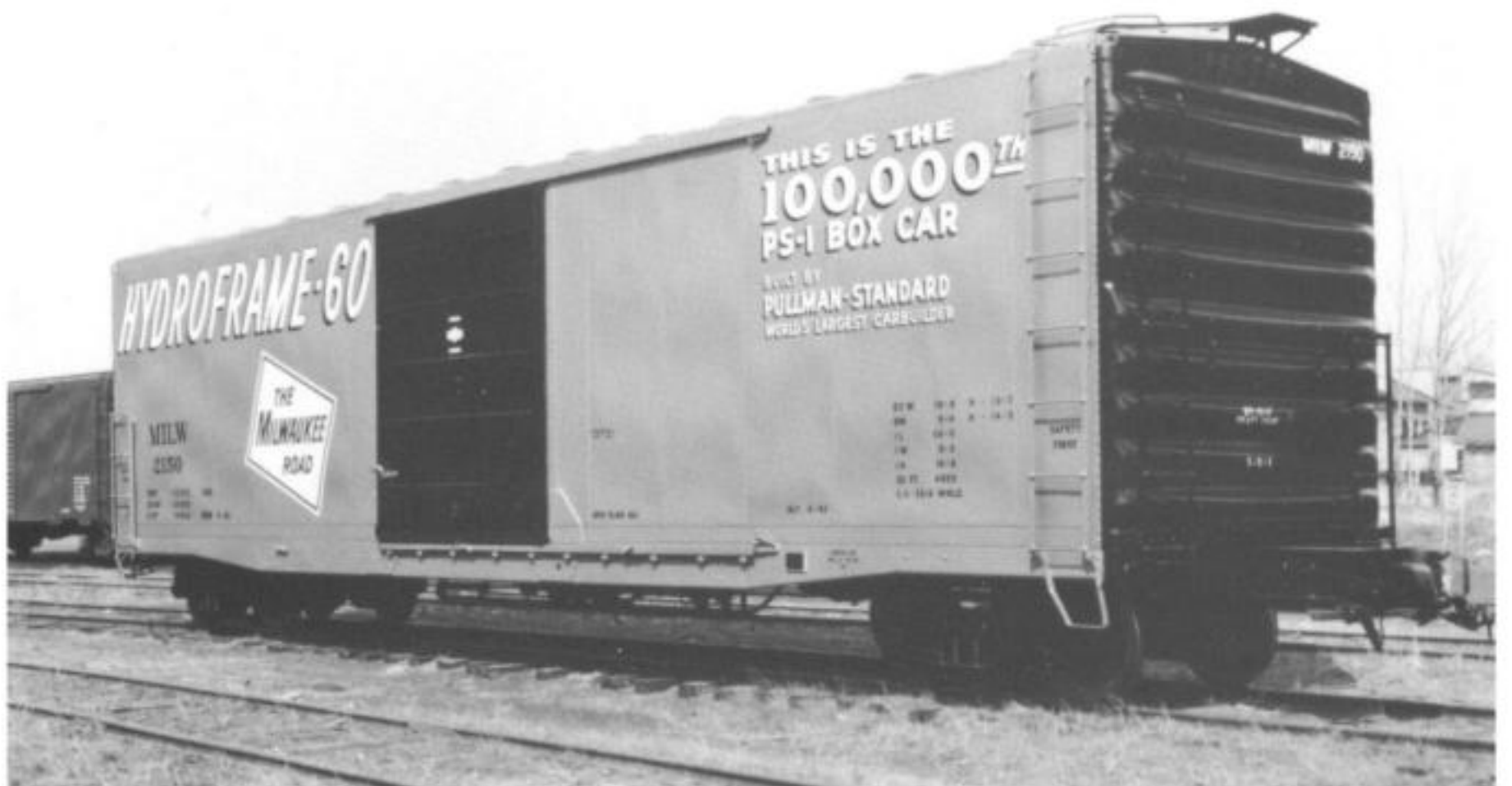
BELOW This 4427 cuft. PS-2CD low side car is out of lot 9145. These 50 cars were built at Butler in 1966 and were placed in the number series 98709-98758. These cars were actually part of a much larger group. (Lot 9135 was for 90 cars, #98569-98658 and lot 9144 was for another 50 cars, #98659-98708). These cars were lined and used both Apex brand running boards and Enterprise gravity outlets. Barber S-2-C trucks were standard to the cars.





ABOVE Here is another 4000 cuft. PS-2 from Butler to the Milwaukee. This group of 25 cars was assigned the number series 98250-98274 and were from lot 8668. These cars were rated at 70-tons and were Polyclutch lined. Enterprise gravity-pneumatic outlets were fitted. This set of cars rode on Barber's model S-2-A truck.

BELOW Part of the order just prior to that shown above, Milwaukee 2150-2159 is from lot 8667. Built at Michigan City in 1962, this lot included the 100,000th PS-1, shown here. They were rated at 70-tons or 4935 cuft., and had an inside length of 50'1". Inside, a Spartan Easy Loader system was used plus 9 belt rails. Nailable steel flooring was also used. The Hydroframe-60 cushion system and Barber S-2-A trucks were also utilized. Running boards were by U.S. Gypsum.



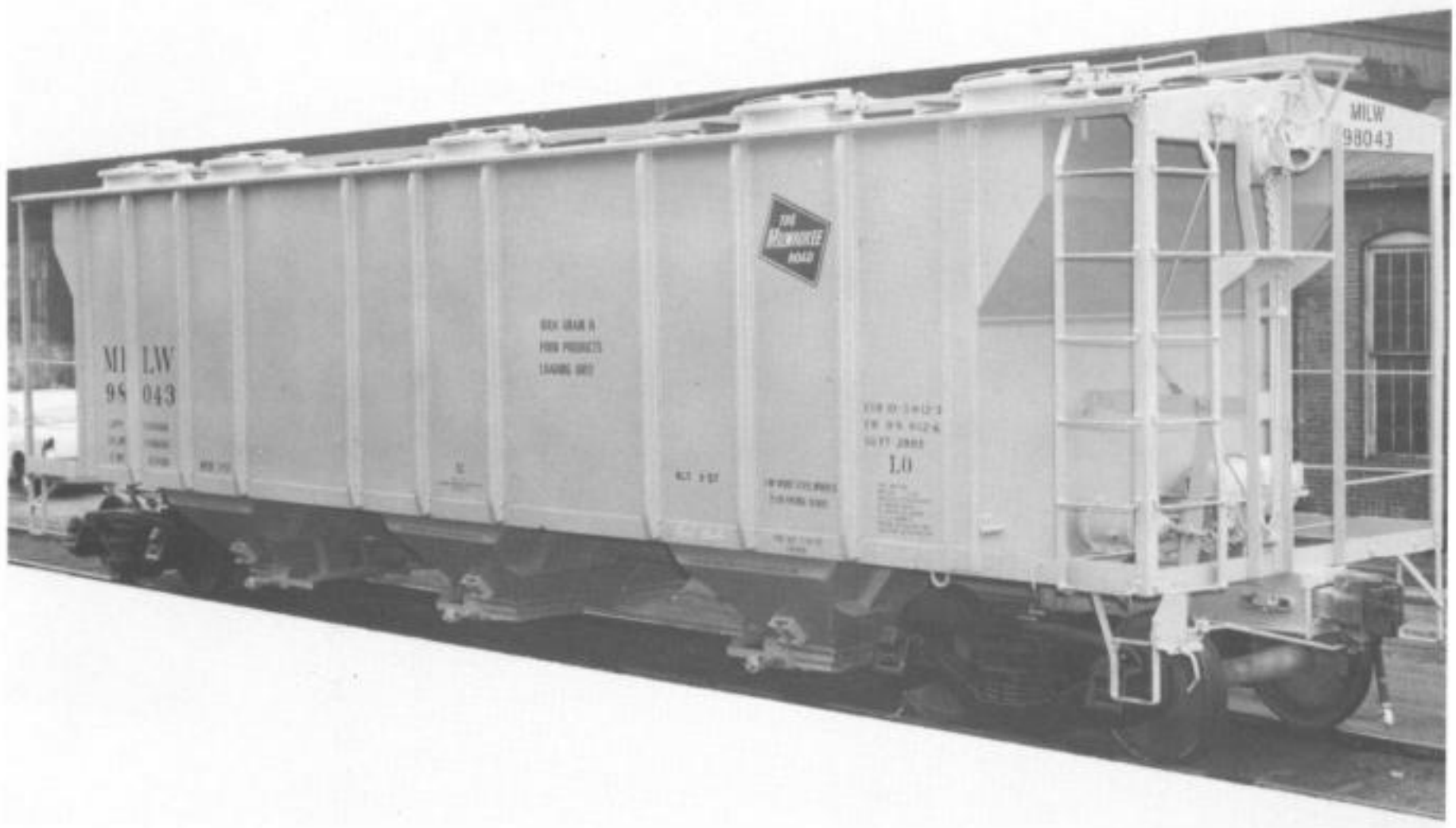


ABOVE This rare car is a one-only order from Michigan City in August 1956. Built as lot 8294A it is 40'6" long inside and has a capacity of 3882 cuft. This car was likely a Pullman Compartmentizer demonstrator car, and probably stayed with Pullman, as no record of it could be located in the Milwaukee diagram books. The stenciling in the lower left corner is reproduced here:

PS-1
 TENTH ANNIVERSARY 1956
 BUILT BY
 PULLMAN-STANDARD CAR MFG. CO.
 MICHIGAN CITY IN

BELOW Milwaukee 8700 is originally from lot 8105D out of Michigan City in 1953. The original series was 35045-35074, and 25 were transferred to the series 8700-8724. This occurred when the Pullman Compartmentizers were installed. These cars were rated at 50-tons or 3903 cuft, had 7' Superior doors and rode on ASF A-3 trucks. Note that the ends are painted black.





ABOVE This car is an unlined 2893 cuft. PS-2 from Butler built in 1957. It is one of one-hundred and went into service as the series 98000-98099. These cars were from lot 8332C and featured Apex running boards along with ten 30" hatches. The outlets were the regular gravity type.

BELOW In 1962 Michigan City outshopped five cars for the Milwaukee as their numbers 2995-2999. This group of cars was from lot 8680 and were 50'1" inside length. Evans DFB load dividers and sidewall fillers were on the inside, access to which was via a 10' door. Apex running boards and Barber S-2-C trucks were used. These cars also employed Pullman's Hydroframe-40 cushioning system.





ABOVE Milwaukee 100009 is one of the first of a 500 car order under three lots from Butler. Cars 100000-100099 were from lot 9495, 100100-100399 lot 9495A and 100400-100499 from lot 9495B. All cars were leased from Pullman's Transport Leasing Division. These were 4740 cuft. PS-2CD cars and used Enterprise gravity outlets. WABCOPAC brake systems were fitted as were Barber S-2-C trucks. Running boards were by Apex.

BELOW Car 50646 is part of a 500 car order from Bessemer in May 1979. They were manufactured under lot 1035 and leased thru Iteil Rail. They were plain cars, having only tiedown anchors inside, and were a standard 50'6" inside length. These 300 cars were rated at 70-tons or 5344 cuft. and numbered into the 50600-50899 series. Others in this order were class "XP" cars 56600-56699 and "XF" cars 16000-16099.





ABOVE This car is part of lot 8449 which was built in 1958 at Michigan City. They were rated at either 3966 cuft. or 50-tons and went into service as the series 29000-29499, a 500 car order. With a 40'5" inside length this group of cars was equipped with combination doors, an 8' sliding door plus a 7' auxiliary plug door. Cars 29000-29399 employed a Camel design while the remainder used the Superior design. All cars were plywood lined and used Barber S-2-A trucks.

BELOW This nice overhead view allows us to view the Apex brand running boards and four-piece hatches that were used on the 144 car order from Butler under lot 8897. Built in April 1964, and numbered into the series 98325-98468, this group was lined with ADM's #475 Blue Freight Liner. Enterprise gravity outlets and Barber S-2-A trucks were also employed.





ABOVE Lot 8391 produced a 200 car order of 2003 cuft. PS-2 cars for the Milwaukee in January 1958. They were placed into the series 98800-98999. Notice that by this period in time, the car side post design had evolved into an all-post style. Earlier cars had angles located over the bolster location, like the one shown below.

BELOW This car is from lot 8303A. It too is a 2003 cuft. design and illustrates the earlier side design. This car was one of 50 placed into the series 99725-99774. These cars were furnished with Barber S-2-A trucks. Unlined, they also employed Enterprise gravity outlets.





ABOVE This neat little car is from lot 8604, built at Michigan City in April 1961. Part of a 650 car order, it is a 40'5" inside length 50-ton car rated at 3966 cuft. This car was placed into the series 30000-30649. Cars in the 30250-30649 group were equipped with 9' Camel doors.

BELOW From the same production order as the one shown above, this photograph allows us a much better view of the top of the car. This car is equipped with the Superior style door, which was used on the remainder of the order, 30000-30249. Barber S-2-A trucks were utilized thruout the entire series.

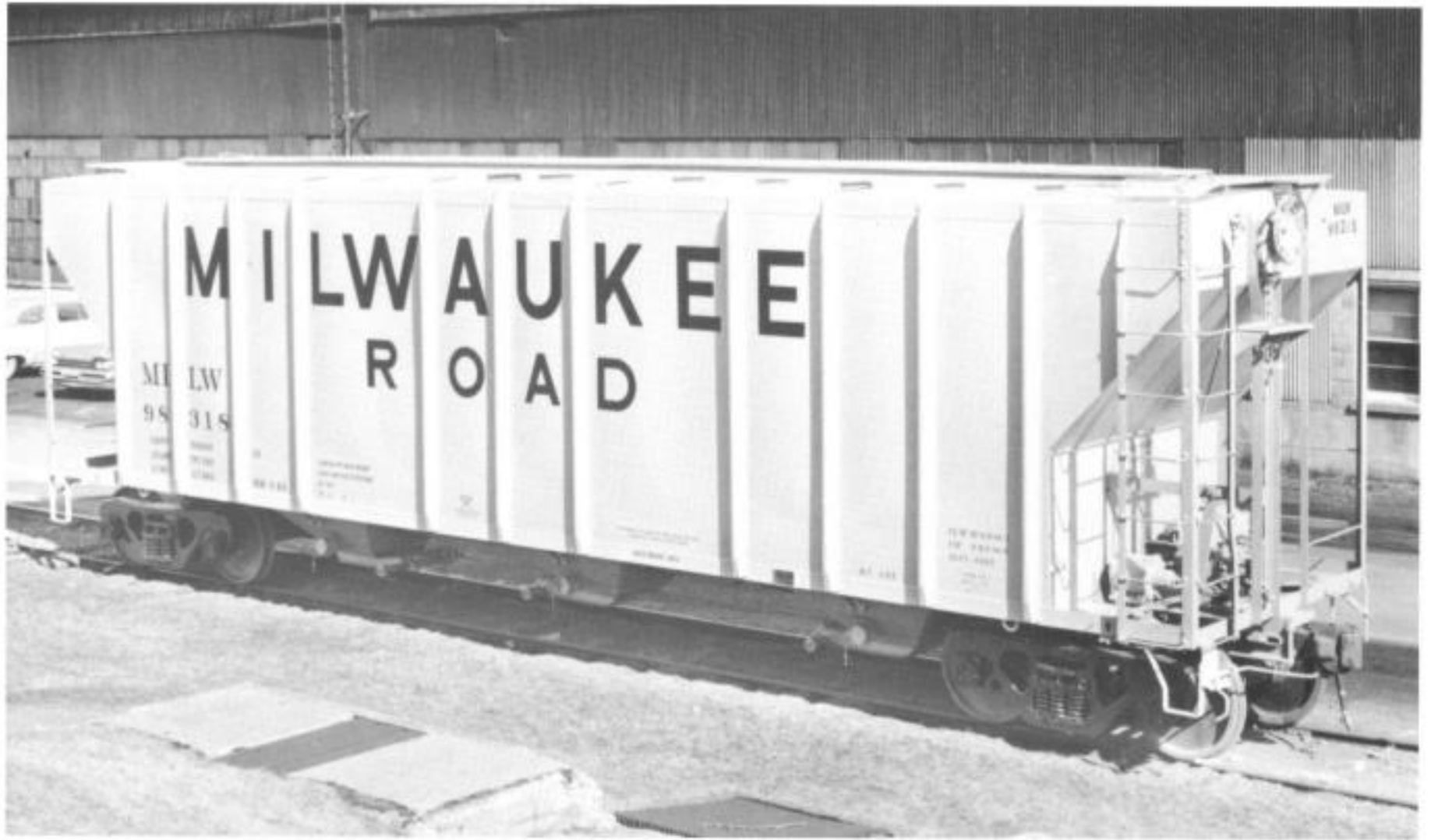




ABOVE Milwaukee 2620 is from lot 8665, built at Michigan City in April 1962. Fitted with a 9-belt Spartan Easy Loader system, this car was part of the 55 car series 2600-2654. They were rated at 70-tons or 4465 cuft. and insulated. Notice that the ends are painted black. The Superior doors were 8' wide and the trucks were the Barber S-2-A type.

BELOW Here is one of 100 such 2003 cuft. cars built at Butler under lot 8286B in February 1956. Placed in the series 99675-99724, these 70-ton PS-2 cars were equipped with ASF A-3 trucks. They were unlined and fitted with Enterprise outlet gates along with 30" hatches.





ABOVE Pullman built relatively few 4000 cuft. PS-2CD cars. Included in the total was lot 8787A for 10 cars. Built at Butler in March 1963, this car was part of the series 98315-98324. Notice that this car is equipped with a single-piece trough hatch. This car was part of the Milwaukee's larger fleet of 4000 cuft. cars, which were divided into 70 and 90 ton versions. This car is from the 90 ton order though the stencilling indicates a 100 ton capacity.

BELOW In April 1968 Michigan City produced 50 cars under lot 9296 and placed into the series 2300-2349. These PS-1 cars were rated at 4922 cuft. and were equipped with Hydroframe-40 underframes. The inside length of these cars was 50'2", and they utilized four DF-2 belt rails. Leased from U.S. Leasing they used 10'6" Camel doors and Barber S-2-C trucks.





ABOVE Milwaukee 4062 is from lot 8973 out of Bessemer. Built in January 1965, this car is part of the series 4039-4071, rated at 6516 cuft. or 70-tons capacity. These cars were 60'8" inside length and fitted with 22 Evans DF-1 belt rails. Hydroframe-60 equipped, this car is in Fisher Body service assigned to the Santa Fe at Willow Springs, IL.

BELOW This bright car is part of the series 2150-2159, ten strong. Obviously equipped with Pullman's Hydroframe-60 cushioning system, this car is also fitted with a 9-belt Spartan Easy Loader system. They were built in April 1962 at Michigan City as lot 8667 and were rated at 70-tons or 4935 cuft. They were 50'5" inside length and rode on Barber S-2-A trucks.





ABOVE This Bessemer-built hi-cube is one of five built in 1967 as lot 9275G. In Ford service assigned to the NYC at Monroe, MI, this car is rated at 70-tons or 10,000 cuft. Placed in the series 4978-4982, they used dual Equipco load dividers and five rub rails. Twin Camel aluminum plug doors were also fitted. Notice that this car has accidentally been marked with the Pennsy class "X60G", apparently a mistake from the stenciling drawings. Most of the cars to various railroads from lot 9275 were so marked.

BELOW To wrap up this issue, here is another rare car: Milwaukee 39075. This single car order from Michigan City was built as lot 8295B in 1956. Rated at 50-tons or 4865 cuft., this car also employed the Pullman-built compartmentizer system. It was 50'6" long inside and had an 8' Pullman door. This car was originally leased thru Pullman's Transport Leasing Division. Still riding on ASF A-3 trucks, this car was renumbered by the railroad as number 39740 sometime after it was purchased in 1959.

