

FREIGHT CARS

JOURNAL N^o 70



GOLDEN WEST PICTORIAL

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Editors: D G Casdorph, E A Neubauer, and J A Kinkaid. Please address all correspondence to Freight Cars Journal PO Box 2480 Monrovia CA 91017. Whilst every effort is made to ensure the accuracy of the information and data forming the content of this publication, the authors, editors, and publishers cannot be held responsible for errors or omission, or for any loss or damage occasioned by any person using the information contained in this publication. Front Cover photo -

FREIGHT CAR ROSTER of GOLDEN WEST SERVICE

An up-to-date roster will be printed in the forthcoming book, The Freight Cars Journal Guide to Golden West Freight Cars. The book will include the following features:

Numerical Roster of Cars
Original Series
Conversion Types
Class Roster
Build Dates and Builders
Eight Color Photos
Photo Bibliography

List price will be \$20.00 (plus \$4.00 Shipping) after publication in January 1997.

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VCY 25055. (Above) Mechanical refrigerator car. Class R-70-24. Built in May 1971 by Pacific Car & Foundry in Renton WA. This 50'10" IL cars has a load limit of 131,000 lbs and 4,269 cubic-foot capacity. Door opening is 10'6".

GVSR 134104. (Below). 40'6" IL Plate C box car with a centered 10'0" sliding door. Class B-100-34. Load limit is 196,700 lbs. Capacity is 4,124 cubic-feet. Built in January 1974. Forty-foot box cars are rare these days except for special service. This one was being used for hauling steel in 1995.





GVSER 116004. (Above) An 86'6" IL Plate F+ box car. Class B-100-16. Built December 1967 by Pullman-Standard, Bessemer, Alabama. It had just been refurbished when this photo was taken in July 1994.

GVSER 116000. (Below) Class B-100-16. Close-up of left side of car. Note the lack of stencilled weights for load limit and light weight (LD LMT and LT WT respectively). The exposed lower portion of the interior posts are a quick identification feature of Pullman-Standard's 86-foot high cubes.





GVSR 116000. (Above) Close-up of the center section of the car. This class has the single-door-opening with two 10-foot plug doors for a total opening of 20'0" x 12'9".

GVSR 116000. (Below) Close-up of right side of car. The car has a stencilled capacity of 10,468 cubic-feet. Most of the 86-foot high-cubes were originally stencilled as having a 10,000 cubic-foot capacity.





GVSF 136280. (Above) Passive refrigerator car or RBL. Class B-100-36. This is a 50'6" IL Plate C car. Capacity is 4,889 cubic-feet. Load limit is 180,700 lbs. Built in 1974 by Pacific Car & Foundry. This class of car is a little unusual with its huge 14-foot wide door opening.

VCY 142520. (Below) This is a 50'7" IL Plate F box car. The car was originally built in 1969 by Gunderson as a 70-ton car. When it was rebuilt into this VCY series it was upgraded to a 100-ton car and had several inches of height added. Note the additional "bars" on the lower part of the end.





VCY 144069. (Above) 60'10" IL Plate F box car. Built in May 1978 by Pacific Car & Foundry. Class B-100-44. Load limit is 175,200 lbs. Capacity is 7,477 cubic-feet. Its centered double-sliding doors provide a 16-foot wide opening.

GYSR 325027. (Below) This is a 60'9" Plate F woodchip gondola car. Class G-100-25. Built in 1975 by FMC, Portland, Oregon. Load limit is 193,100 lbs. Capacity is 7,406 cubic-feet.





GVR 461026. (Above) A 70-ton 57'0" Plate C bulkhead flat car. Class F-70-61. Built in 1971 by ACF in St Louis, Missouri. Load limit is 147,200 lbs. Equipped with seventeen stake pockets on each side.

GVR 508033. (Below) Built in 1964 by General American Transportation. This is a 100-ton 4,180 cubic-foot capacity Airslide® covered hopper.





CRLE 521051. (Above) Pullman-Standard also built a number of 4,785 cubic-foot capacity grain cars which were less famous than the 4427's, 4740's or 4750's. Class H-100-21. These were built in 1967. Photographed in Ogden, Utah in 1994.

CRLE 530192. (Below) Class H-100-30. This is a 4,650 cubic-foot capacity covered hopper that was built in 1974 by ACF. Its equipped with gravity outlets only. Photographed during 1994 in Ogden, Utah.





GVSF 524127. (Above) "A" end 3/4 view. This is a 4,650 cubic-foot capacity covered hopper. It was built by ACF in 1969. Equipped with gravity-only outlets. Compare the side-sheet architecture of this earlier car to GVSF 530192 (previous page).

GVSF 524127. (Below) "B" end 3/4 view. The car was rebuilt in November 1992 when it placed into its new Golden West scheme. There were originally 500 cars in this class, numbered SSW 77200-77699.





GVS 629042. (Above) 2,300 cubic-foot capacity twin open hopper car. Class H-100-29. This car was built in October 1974 by Greenville Steel Car Co in Greenville PA. Note the overlay reinforcement channels on each of the ribs along with extra fasteners.

GVS 700050. (Below) A 51'5" IL passive refrigerator car (RBL). This one was built in 1971 for the DRGW. Class is B70-D. It was rebuilt in October 1995 becoming one of the first former DRGW cars to be placed into Golden West paint.





GVSR 719000. (Above) This is an 84'2" IL Plate F+ box car. It was built in 1964 by Pacific Car & Foundry, Renton, Washington. Class B-70-19.

GVSR 719000. (Below) Left side section detail. The exposed side posts (ribs) of this design are a quick identification feature for Pacific Car & Foundry's "86-foot" high-cube.

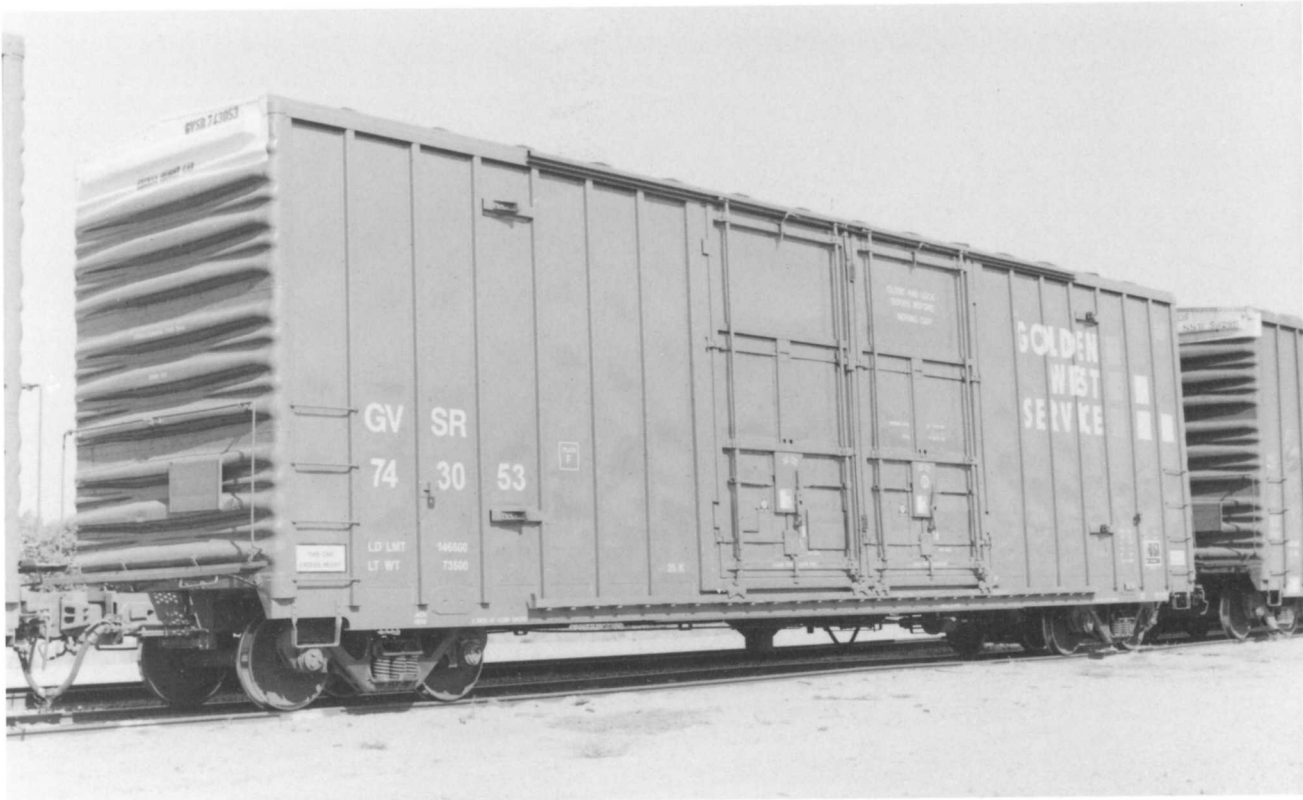




GVSR 719000. (Above) Mid-section detail. The area in the middle barely allows room for both doors to open. Note the Hydra-Cushion cylinder underneath directly under the center rib.

GVSR 719000. (Below). Capacity on this car is stenciled as 10,414 cubic-feet. 25K indicates a 25,000 lb capacity floor.





GVSR 743053. (Above) 50'7" Plate F box car. Built in 1969 by Gunderson Brothers Engineering (Later FMC, then Gunderson). Load limit is 146,500 lbs. Capacity is 6,089 cubic-feet.

GVSR 750029. (Below). 50'6" Plate C passive refrigerator car (RBL). This one has a modified "door-and-a-half" configuration with an 8-foot and a 6-foot plug door on each side. Built in 1970 by Pacific Car & Foundry. Load limit 141,800 lbs. Capacity is 4,836 cubic-feet.





GVSR 767180. (Above) 50'7" Plate C box car. Class B-70-67. This car was originally built in 1973 by FMC as a 16-foot opening double-sliding-door box car. It was converted to a 10-foot opening single-sliding-door box car when painted in the Golden West paint scheme.

GVSR 768229. (Below). 50'6" IL Plate C passive refrigerator car (RBL). Load limit 142,200 lbs. Capacity is 4,898 cubic-feet. Again, a relatively rare car with its 14-foot wide door opening.





GVSR 778122. (Above) 50'7" IL Plate C box car. Built in June 1975 by FMC, Portland, Oregon. Class B-70-78. Equipped with Hydra-Cushion 20-14A.

GVSR 778122. (Below) Left side section detail. Load limit is 152,500 lbs with a 67500 lb light weight making this a 70-ton car. Note 50K floor.





GVSR 778122. (Above) Center side section detail (door area). This car retain its original double-sliding-door configuration. Both of the are Youngstown built doors.

GVSR 778122. (Below) Right side section detail. Note how the Golden West lettering wraps over the ribs. Stencilled capacity is 5,283 cubic-feet.





GVSR 769011. (Above) 50'7" IL Plate C box car. Built in 1973 by Pacific Car & Foundry. Class B-70-69. Note the uncharacteristic lettering style or font used for the reporting marks and car number. Load limit is 152,100 lbs. Capacity is 5,258 cubic-feet.

GVSR 774507. (Below) 50'7" IL Plate C box car. Built in 1974 by FMC, Portland Oregon. Class B-70-74. This is another double-door-to-single-door conversion. Load limit 151,600 lbs. Capacity 5,283 cubic-feet.



SPECIALIZED NEWSLETTERS FOR TRANSPORT ENTHUSIASTS

In early 1996 we began publishing a series of specialized newsletters with emphasis on data, text, and color photos. Each newsletter is eight (8) pages with four large (half-page) color photos. Each is 8-1/2" x 11" and standard three-hole punched. Shipping is a significant portion of cost which includes first-class postage shipping flat in a cardboard reinforced envelope.

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