

# FREIGHT CARS

## JOURNAL Nº 78



THE  
**EVANS**  
BUILDERS PHOTO COLLECTION  
*PART ONE—40' Boxcar rebuilds*  
by James Kinkaid

Atlanta & West Point 38186 sits in the sunshine at the United States Railway Manufacturing Company shops at Washington, Indiana in this builders portrait. Rebuilt in April 1971, it is one 100 such cars produced under lot 1055 which became the A&WP series 38100-38199. These were 3717 cuft. rated cars, and this one (repainted in bright box car red with white stencilling) was originally built in January 1948 at Pullman. As was typical for most of the rebuilt cars furnished by USEX, these cars were under lease.

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Editors: D G Casdorff, E A Neubauer, and J A Kinkaid. Please address all correspondence to Freight Cars Journal P O 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.

Welcome to the Evans files. There are some major differences between the Evans files and those of Pullman-Standard. While both originated via IteL Rail, they are vastly different as to content. The Pullman photo files are nearly totally complete (though the quality varies vastly) and we have a very good production roster to support those photos. With the Evans files however, we only have a minimal production list to work with, and it does not cover considerable areas of historical importance (little from Plymouth is included for example). The photograph files are not nearly as extensive as those from Pullman but they are all 8x10 and most are in color. A number of photos that originated at their Washington IN plant were of poor quality (unfortunately, this includes photos in this issue). As with the Pullman files, there were no negatives, and we have not located any as of yet.

The total history of Evans has not been researched yet. At a minimum it was a complex setup. Evans began as an automobile loader company and branched out into load dividers and belt rails. In time it also got involved with railcar leasing and refurbishing. With this came USEX, or the United States Railway Supply Company. USEX had plants at both Washington IN and Blue Island IL. Washington did the vast bulk of the refurbishes, while Blue Island built mostly new equipment. Evans also had a plant at Plymouth, MI. This facility produced new equipment also, though we do not have any history and few photos of this equipment. Evans also acquired SIECO, or the Southern Iron and Equipment Company. SIECO was located prima-

rily at Atlanta, GA and built new equipment along with refurbishments. Their cars will be illustrated along with the Evans cars in the various issues.

The photo collection concerns itself with three major areas: the Blue Island cars, Washington cars (mostly refurbishes), and SIECO equipment. There are also some photos of Plymouth cars, but as was stated earlier, not too many. As with the Pullman files, we will present the Evans photos under a "theme" format. Our first one concerns itself with the 40' boxcar rebuilds for example.

One last thing. The roster information will be presented as best that we can figure it out. The Evans production list is Byzantine at best. Evans would take a production order, for example, and assign a lot number to it. However, since Evans was constantly routing cars to newer lessees, it would take some (or all) of the cars in a given lot and send them off to the new lessee as a new lot number. And from there cars might be further split off to another customer (with yet a new lot number yet again) and so on. Plus, in many cases the total quantity given for a production (or refurbishment) lot does not agree with other, known data. In some cases the same cars show up with several different lot numbers, etc. However, we will attempt to supply as precise as data as possible.

Enough talk. . .lets see what USEX and SIECO did with 40' boxcars. They will be in alphabetical order, Evans Washington cars first then SIECO. Keep in mind that some of the Washington photos were of poor quality (mostly out of focus) but they are still valuable.



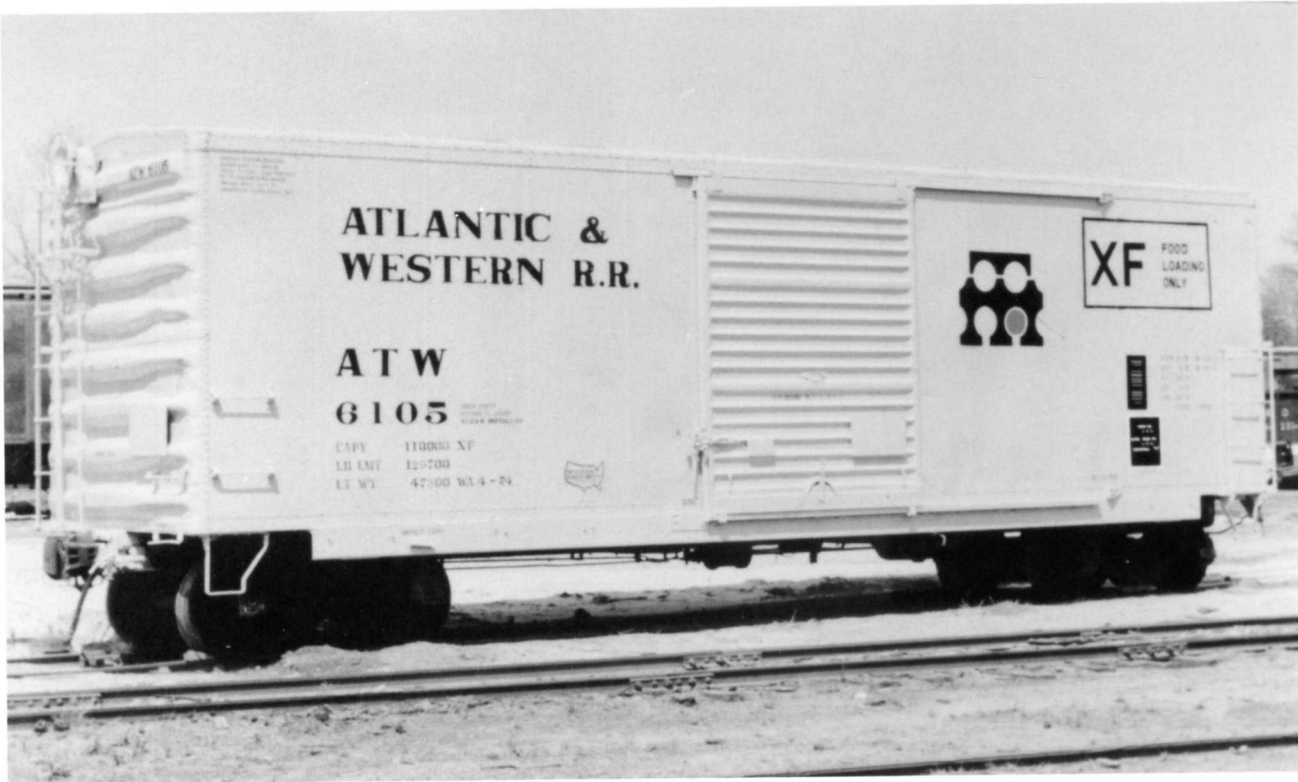
Akron, Canton and Youngstown received this good looking car under lease from USEX. We do not know anything about this car other than it was rated at 3717 cuft. and originally built in March 1948. The small repack data is nearly unreadable, but indicates a 1962 date. This car did become part of the ACY series 3200-3346, presumably all from USEX. It was bright yellow with red stenciling. Though tough to see, the roofwalk is unpainted except at the ends.



**TOP** Atlantic and Western 1027 is one of 30 cars out of lot 1102. Rebuilt in October and November 1971, it is a part of the series 1001-1030. Rated at 3903 cuft., this car was originally built in May 1947. *Official Railway Equipment Register* information shows numerous individual cars with varying dimensions including cubic capacity, supported by the roster notes of "miscellaneous boxcars." This car was deep blue with white stenciling.

**BOTTOM** ATW 2007 is an ex-Rock Island 22000 series boxcar. Originally built by Pullman-Standard in December 1951, it was from Pullman's lot 8028. Purchased by USEX under lot authorization 1059, 50 of these cars were rebuilt in April thru June 1973 and supplied to the ATW under lot 1214. These cream-colored cars were placed into the series 2001-2050 and were in assigned service to the Buffalo Creek Railroad at Buffalo NY. Stenciling was black, with a red dot within the logo.





**TOP** Here is another cream-colored rebuild. Part of lot 1266, there were 150 of these "reconstructed boxes" built in April 1974. ATW 6105 was originally built in March 1954. These cars were "XF" classed and assigned to the Buffalo Creek Railroad at Buffalo NY. This series was

returned in the early 1980's for scrap. **BOTTOM** BCIT 803621 was part of the series 803500-803649. These 150 cars were rebuilt in April and May 1975 for international service. Leased under lot 1334, they were olive green with white stencilling.







**TOP** Strictly speaking, this is not a Washington, Indiana rebuild - it was rebuilt by Blue Island. However, it was a 40' boxcar rebuild, so we'll present it here. This blue car was one of 636 cars rebuilt in June 1970. Worked under lot 884B, it was placed into the Boston and Maine series 2000-2704. This was a series of 703 cars, but we do not know if the remaining cars were supplied by USEX. Originally built in May

1951 it had a black door and underbody, white stencilling and a black-edged logo. **BOTTOM** This rare car was put on a 5-year lease to Corn Products Company International Inc. Seventy cars were supplied under lot 1224 in June thru August 1973. This car was a bright orange with white stencilling and was placed into the series 400201-400270. It was built in May 1956.





**TOP** The Green Bay and Western leased this smart looking car from USEX. It was one of 42 cars rebuilt under lot 324 that it went into the GB&W as part of the series 650-691. These cars were in roll paper service. This particular car is in assigned service to Biron, WI. Originally built in December 1947 it is yellow with black stencilling. The logo

is white and red, while the "Packers" football logo is a multi-colored brown. Quite a good looking car! **BOTTOM** The Lehigh Valley was a recipient for a number of USEX rebuilds. Here, LV 65033 is shown. Rebuilt in September 1969, it is a part of the series 65000-65069 rebuilt under lot 841. This car is green with white stencilling, plus a black and white logo.





**TOP** Lehigh Valley 65467 is a part of a 100 car order from lot 1109. The records indicate 41 of these cars were taken from old New Haven box cars. Washington worked this order from December 1971 to April 1972. These cars were placed into the LV series 65400-65499. They were rated at 3903 cuft. and were equipped with 7-foot doors. This particular car was built in December 1947 and is green with white sten-

ciling. The logo is black and white. **BOTTOM** This Lehigh Valley car was rebuilt and outshopped in November 1969 as lot 842. The Evans records show that 180 cars were leased via this lot; LV 66000-66179. This car is also green with white stenciling, along with the black and white logo.





**TOP** Similar to the car shown on page 7, this Lehigh Valley car is a part of another order for some 200 cars. These were placed into the series 66180-66524 and were from lot 1128. The actual car numbers for this order are unknown, though we do know that this order was in work from June 1972 thru September 1972. LV 66334 was originally built in September 1950 and is rated at 3890 cuft. It is painted like the cars illustrated on page 7.

**BOTTOM** The Missouri-Kansas-Texas also received cars from USEX. Here, MKT 6798 shows off her bright red paint in May 1967. (That logo was an even brighter red!) It was remanufactured under lot 601 and went into the MKT series 6700-6899. Purchased outright, instead of being acquired thru the normal (for USEX) lease arrangements, this car was originally built in January 1949.







**TOP** Though not a rebuild we've included it anyway. Here Norfolk Southern 1901 shows off an outside post design that was built at Blue Island in March 1971. From lot 1004 one hundred were sent into service. The total series for these cars was NS 1900-1999. These were 4000 cuft. rated cars for class "A" loading. This car is a rich freight car red with yellow stenciling and doors.

**BOTTOM** Under lot 596 Evans leased to the NYC 500 box cars in the series 207500-207999. Rebuilt in April 1967, there were two sets of cars; those with 3842 cuft. rating and cars similar to this one, which was rated at 3687 cuft. This car, originally built in April 1942 as lot 703-B, was given the NYC lot 118-B upon the rebuilding.





**TOP** This Picken's car is one of 60 cars from lot 1248. Placed into the series 20000-20059 this car was rebuilt in January 1974. Originally built in December 1947 it is blue with white and red markings. These cars were rated at 3884 cuft. and featured eight-foot doors.

**BOTTOM** The Rock Island was a good customer of USEX rebuild equipment. Here RI 47304 shows off her green and white markings in May 1969. While we do not have any lot information on this series, it was a part of the 102 cars series 47300-47401. These cars had four DF-2 belts and was built in November 1945.





**TOP** Rock Island 48268 is from lot 995. Rebuilt in November 1970, it is one of 100 ex-New Haven cars sent into a new lease to the RI. Originally built by Pressed Steel in August 1941 it is green with white markings. This car, fitted with an eight foot door and rated at 3715 cuft. went into the series 48200-48299.

**BOTTOM** Another green car is Rock Island 48496. One of 100 also under lease to the Rock Island, it is a part of the series 48400-48499. Rebuilt in March 1971, this car was originally built in April 1957. These cars were from lot 981, were rated at 3885 cuft. and had six-foot doors.



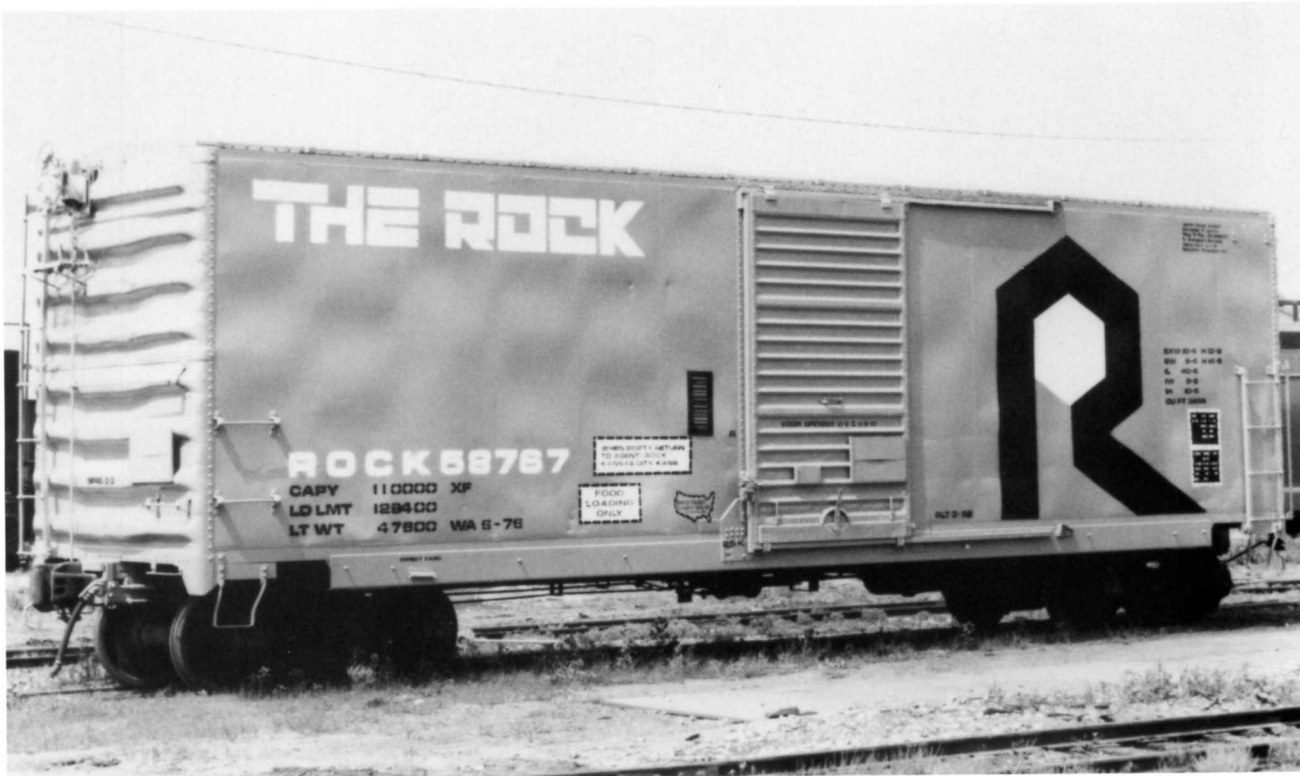


**TOP** Rock Island 59050 is part of a series that was rebuilt during May thru September of 1974. This brown car was from lot 1291. This lot was for 150 cars in the series 59000-59149. Equipped with six foot doors, they were rated at 3898 cuft. RI 59050 was originally from the RI series 24000-24999. These were built in June 1950 at ACF as their lot 3457.

**BOTTOM** RI 59965 is another leased product from USEX. It is from lot 1091. This was an order for 50 cars sent into service as 59950-59999. These plain green cars were rebuilt during August thru October 1971. This car was built in July 1950 as the original series 24000-24999. Lot 1091 also included cars from the series 23000-23999, built by ACF in 1955 as lot 01-3655.







**TOP** By 1975 the ROCK was on the scene. Here, ROCK 58767 sits at Washington on June 10, 1976. It was a part of lot 1290. This was an order for 450 cars to be placed under lease. This large order took from August 1975 to June 1976 to complete. They went into service as ROCK 58400-58839. This car, built in March 1952, was in food service and was assigned to the ROCK agent at Kansas City, KS.

**BOTTOM** This unusual car is from lot 1265. ADM (Archer-Daniels-Midland) leased 20 cars from USEX in 1974. Placed into the series 600-619 they were painted blue with black stencilling. This lot was in work from January to February 1974. These cars were rated at 3885 cuft. and had six-foot doors.





***At this point we start the SIECO (Southern Iron and Equipment Company) 40' boxcar equipment. Lot numbers presented here are SIECO lot numbers.***

**TOP** Gulf, Mobile & Ohio 9902 is a bright red car from SIECO's Atlanta facility. Rebuilt in June 1971 under lot 1131 it is one of 50 placed into the series 9900-9949. Fitted with 10 foot Youngstown doors they were rated at 3900 cuft. Note the AAR box car code next to the AAR "XM" stencil along with the roller bearing installation in the friction-bearing trucks.

**BOTTOM** SIECO's Atlanta plant grounds are filled with yellow cars in this July 1971 view. The Illinois Terminal received 60 of these 3902 cuft. cars under lot 1132. They were placed into the series 8400-8459 and were painted in ITC's yellow with green stenciling colors. The underlining for the large "I - T" was red as were the trucks. Note the unusual ends.





**TOP** This Maine Central car sits in the SIECO plant in July 1968. It was placed into the series 25000-25299. This group of cars was rated at 3666 cuft. and featured 7' doors and lading band anchors for paper service. MEC 25280 was originally built in February 1942.

**BOTTOM** The Seaboard Coast Line picked up 100 of these "LC" design cars in November 1970 under lot 1076. Assigned class LC-2, these cars featured 4 roof hatches and were rated at 3933 cuft. It was part of the 10950-11049 series (from ACL's O-26 22230-23595 series) and had 30" roof hatches and 6' doors.





Our final view is this Seaboard Coast Line box car rebuilt by SIECO in 1970 as lot 1075. SCL 11050 was the lead car in the 400 car series 11050-11449. Rebuilt at Atlanta in April 1970, this car was rated at 3912 cwt. and SCL classified as an X-7 car. Note the drop sill design above the trucks. With a 9' Youngstown door and yellow pine interior, the cars were also fitted with four sets of DF-2-belt trails. Atlantic Coast Line's O-26 series 22230-23595 furnished the original cars for this rebuilding effort, which continued from April thru July.