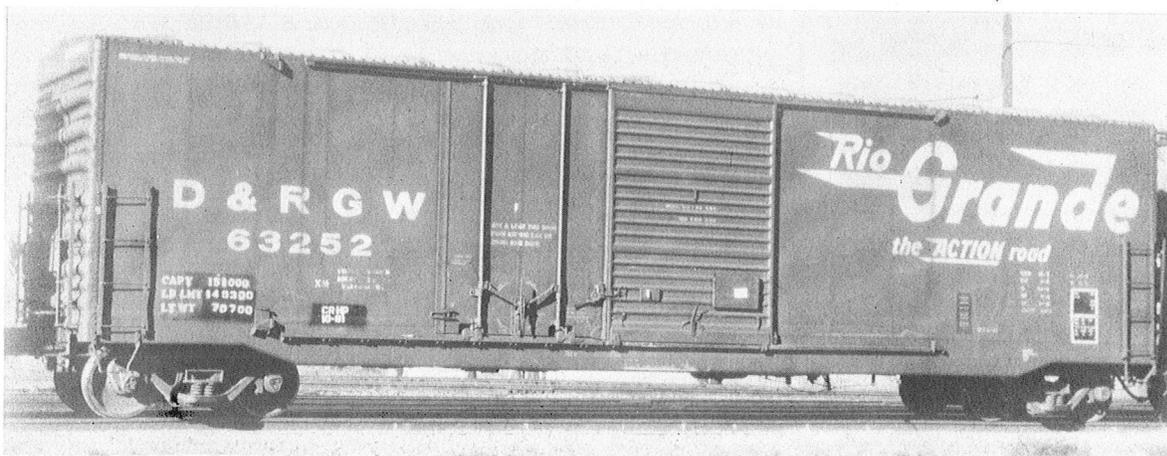
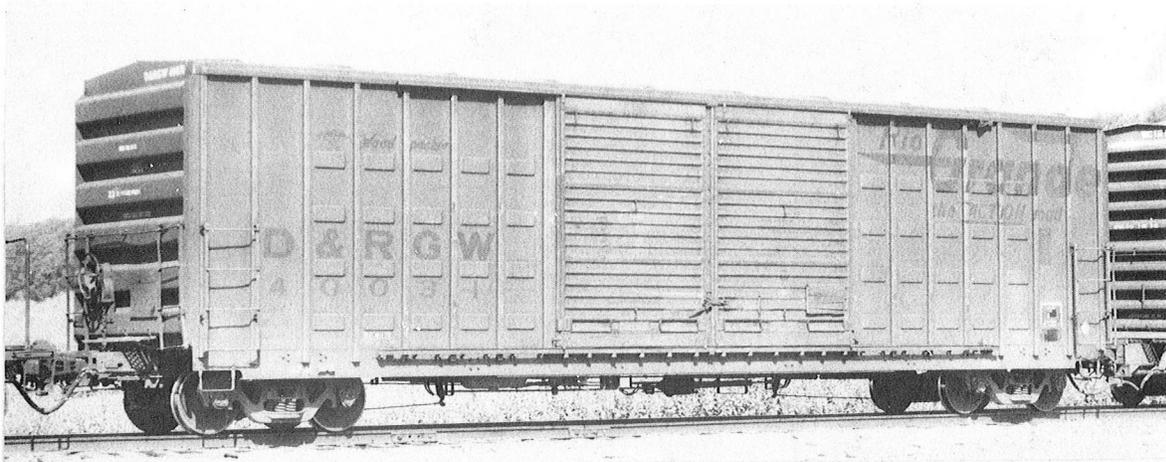


# FREIGHT CARS

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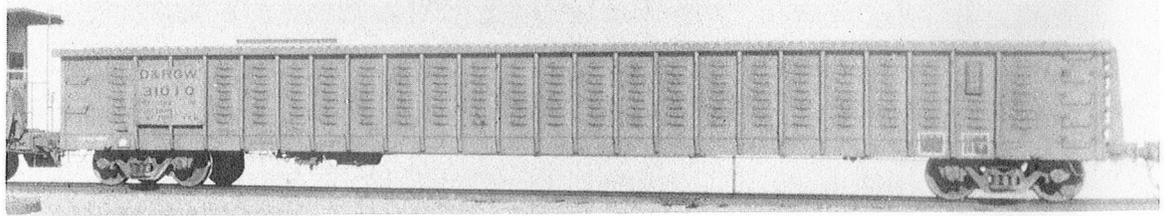


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- 1.(top) DRGW 40034, a waffle-sided boxcar for paper loading. Paint scheme B V, with black staggered Rio Grande logo. Built by Gunderson in 1972. D.G. Casdorff photo)
- 2.(middle) DRGW 19527, one of the many Bethlehem built coal hoppers owned by the Rio Grande. H II paint scheme. Colton, CA (David G. Casdorff photo)
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IMPORTANT NOTICE

Beginning sometime in 1985, the Freight Car Historical Section of M.T.T.H.S. will become the "Society of Freight Car Historians. However, please continue to make checks out to MTTTHS until notified. This is the first step in our progress towards becoming a non-profit incorporation.

This issue is also going out to MTH subscribers as Modern Transport History # 10. Due to the similar type of material covered in both publications we decided to combine MTH with FCJ.

Issues numbers 1-4 are now completely SOLD OUT. #1 and 2 have still not been reprinted and we may just go ahead and do photocopies for those who want them.

Also let us welcome Pat Holden who will be heading up the caboose and MofW columns!

FREIGHT CAR ROSTER  
OF THE  
DENVER & RIO GRANDE WESTERN  
c . 1 9 8 3

BY JAMES EAGER

## INTRODUCTION

Since the Rio Grande is primarily a bridge carrier, it has a relatively small car fleet, particularly of general service cars. Most cars are specialized and in assigned service or pools serving resource industries (i.e. coal, metals and mineral mining, smelting and refining, steel, and forest products) versus manufacturing.

There is a large fleet of 100 ton coal hoppers, 100 ton minerals covered hoppers (i.e. potash concentrates, talc, gypsum, lime, cement, etc.), 100 ton

gondolas (ores, limestone, steel products, scrap). Most boxcars tend to have double or combination doors for wood and building products and there is a modest fleet of bulkhead flat cars.

The large fleet of RBL's handles Grande Junction and Provo fruits and produce as well as manufactured merchandise. The Rio Grande also contributes to Mid Western grain milling, auto parts and appliance pools.

## D&RGW FREIGHT CAR ROSTER (Circa 1983)

This roster is basically broken into four sections; 1) the car list, 2) special notes, 3) modern paint schemes, and finally 4) modeling the D&RGW in H.O. scale. The roster is based primarily upon sightings, slides and photographs in various publications. Every effort has been made to assure accuracy and completeness, but in dealing with various sources and a great deal of data, omissions and errors are bound to occur. Also, in many cases data were not available and hence indicated by the "n.a." symbol.

### THE CAR LIST

*Series*: Indicates car number limits. These may or may not be original delivery number limits. The DRGW has the tendency to combine like cars from several orders over the years into one large series. *Cap-AAR*: Indicates capacity x 1000 and the A.A.R. designation. *CUFT*: Indicates the cubic foot capacity. *Builder*: The builder of the car and location (if known) abbreviations are indicated. *Date*: Shows the date(s) the series was built. Month and year are indicated if known. The symbol "=" indicates "through". *Livery*: A code is used to indicate the paint scheme style most generally found on the series of cars. Explanations are found in the section following on modern DRGW paint schemes. *Model*: Refers to respective H.O. model kits available and details may be found in the modeling section following the car list. Abbreviations are of the kit manufacturer. Those abbreviations enclosed in ( ) indicates the respective kit is close but needs modification. *Notes*: Are given a particular number and details may be found in the notes section immediately following the car list.

### SPECIAL SECTIONS FOLLOWING THE CAR LIST

The special notes section includes if possible, physical description, series breakdowns, special commodities, ex-owner information and individual examples of assigned service cars. Description includes riveted vs. welded panel seams, external or internal post supports, number of bays, number of panels special interior and exterior loading equipment. The PAINT SCHEMES section gives only a general classification of various modern DRGW liveries. Minor variations are not included in this report. The MODELS section gives a general overview of available H.O. kits. On some series, a physical description is not known and hence kit correlation will be omitted.

SERIES	CAPY-AAR	CUFT	IL	BUILDER	DATES	LIVERY	MODEL	NOTES
2051-2095	180 FBS	....	59-11	n.a.	n.a.	n.a.		1
4000-4072	140 FMS	....	85	n.a.	n.a.	n.a.		2
5000-5128	200 GT	4000	46-11	n.a.	n.a.	n.a.		3
6000-6049	200 GB	2494	52-6	n.a.	n.a.	n.a.		4
10000-10069	200 LO	2970	37-11	ACF HTG	7-74	L II		5
10070-10119	200 LO	2980	37-11	ACF HTG	5-77	L IV		6
10780-10849	200 LO	4750	55-3	TRN	6-81	L Ia		7
10850-10999	203 LO	4750	55-3	P-S	5-79	L III		8
12000-12499	200 HT	3483	47-11	BSC	-79	H II		9
12500-12849	200 HT	3483	47-11	BSC	-82	H II		10
14600-14999	154 HT	2600	39-10	BSC	1=6-66	H I		11
15000-15157	199 LO	4427	49-6	P-S	6-67	L I		12
15158-15399	199 LO	4427	49-6	P-S	3-68	L II		13
15400-15499	200 LO	4740	54-6	P-S	7-71	L III	ATH	14
15500-15524	195 LO	5250	53-7	ACF HTG	3-73	L III	ATH	15
15525-15599	195 LO	5250	53-7	ACF HTG	-73	L III		16
15600-15669	198 LO	4700	53-6	FMC	11-73	L III		17
15670-15819	202 LO	4750	55-3	P-S	11-74	L III		18
15925-15987	193 LO	4180	48-11	GATC	see note	LII/III	WLTHR	19
15993-15999	200 LO	2970	34-9	ACF	4-68	L II	(RAMX)	20
16000-16999	199 HT	3483	47-11	BSC	see note	HI/II		21
17000-17199	154 HT	2700	40-7	BSC	2=3-58	H I		22
17200-17499	154 HT	2700	40-7	ACF HTG	9-57	H I		23
17500-17699	154 HT	2603	39-10	BSC	1960	H I		24
17700-17899	154 HT	2603	39-10	BSC	1962	H I		25
18000-18019	154 LO	2003	29-3	GSC	6-60	L I	MDC	26
18020-18099	154 LO	2893	41	GSC	7-61	L I	(EBV)	27
18101-18109	154 LO	2600	29-6	GATC	9-60	L I	EBV	28
18110-18179	154 LO	2893	41	GSC		L I	(EBV)	29
18180-18184	154 LO	2600	29-6	GATC	4-69	L I	EBV	30
18197-18224	154 LO	2893	41	n.a.	n.a.	L I	EBV	31
18225-18324	154 LO	2927	41	n.a.	2-58	L I	EBV	32
18325-18349	154 LO	2003	29-3	P-S	12-56	L I	MDC	33
18350-18474	154 LO	1892	29-3	ACF	5-49	L I	EBV	34
18475-18499	154 LO	2003	29-3	P-S	2-56	L I	MDC	35
18500-18999	154 HT	2785	42-8	PRSD STL	1952	H I	MDC	36
19000-19944	200 HT	3483	47-11	BSC	1975=1977	H II		37
20007-20010	110 FM	....	53-6	MT VRN	1944	F I		38
20026-20038	110 FM	....	53-6	PRSD STL		F I		39
20039	220 FCA	....	107	PRSD STL		F I		40
20050-20056	209 FB	....	48-6	GSI	1-65	F I	QC	41
21000-21099	110 FM	....	53-6	BSC	6-59	F I		42
21500-21548	130 FC	....	85	n.a.	6-59	F I		43
21700-21759	130 FMS	....	89	BSC	1963	F I		44
21747	151 FC	....	88-10	n.a.		F I		45
22000-22220	110 FM	....	53-6	n.a.	2-44	F I		46
22231-22233	110 FMS	....	53-6	n.a.		F I		47
22317-22661	110 FB	....	48-6	BSC	3-63	F I		48
22662-22761	140 FBS	....	48-6	GSI	3-65	F I	QC	49
23000-23099	110 FM	....	53-6	ACF	8=9-56	F I		50
24800-24999	154 HK	2519	40-5		7-57	H I		51
25100-25174	199 HK	3650	48-1	GSC	7-73	H II		52
30000-30049	154 GB	1763	65	PRSD STL	12-39	G I		53
30050-30099	154 GB	1777	65-6	PRSD STL	1944=1948	G I		54

SERIES	CAPY-AAR	CUFT	IL	BUILDER	DATES	LIVERY	MODEL	NOTES
30100-30149	154 GB	1777	65-6	n.a.	n.a.	G I		55
30150-30169	154 GB	1777	65-6	n.a.	n.a.	G I		56
30170-30219	154 GB	2063	65-6	BSC	2-67	G II		57
30220-30244	154 GB	2060	65-6	n.a.	n.a.	n.a.		58
30800-30824	148 GB	2950	65-6	TC CH	6-68	G II		59
31000-31024	190 GB	3306	65-7	GSC GV	3-77	G III*		60
40000-40093	154 XM	5258	50-7	FMC/ GI	11-72	B V		61
40094-40099	154 XP	5258	50-7	FMC/ GI	11-72	B V		62
50150-50499	110 XM	3903	40-6	P-S	1947=1948	B I	AHM	63
50600-50649	167 RBL	5750	60-1	PCF RN	4-72	n.a.		64
50650-50774	165 RBL	5978	60	FGE AX	2-74	B V		65
50775-50799	165 RBL	5871	60	FGE AX	3-74	B V		66
50800-50899	167 RBL	5766	61	PCF RN	5-79	B V		67
55000-55449	154 GB	1745	52-6	P-S	n.a.	G I		68
55500-55544	154 GB	1746	52-6	BSC JTN	2=3-68	G II		69
55545-55549	154 GBSR	1746	52-6	n.a.	n.a.	n.a.		70
56000-56009	180 GBSR	1780	51-4	GBEC	1964	G I		71
56100-56124	198 GB	2750	52-6	TC CH	5-69	G III		72
56125-56274	198 GB	2750	52-6	TC CH	5=6-71	G III		73
56275-56334	200 GB	2146	52-6	TC CH	1-73	n.a.		74
56335-56339	200 GBS	2244	52-6	n.a.	n.a.	n.a.		75
56340-56374	197 GBS	2244	52-6	TC CH	3-73	n.a.		76
56375-56424	200 GB	2244	52-6	TC CH	1-77	G III		77
56425-56474	200 GB	2244	52-6	ICC KTN	1-79	G II		78
56995-56999	200 GT	3850	47	TC CH	5-69	H III	MDC	79
60000-60074	110 XM	2906	40	PRSD STL	1940=1942	B Ia		80
60200-60324	110 XL	3961	40-6	PRSD STL	11-39	B I/II	(McK)	81
60500-60509	110 XL	4884	50-6	P-S	10-54	n.a.		82
60600-60714	140 RBL	4555	50-1	n.a.	n.a.	n.a.		83
60715-60814	140 RBL	4573	50-1	PCF RN	7=8-62	B II	MDC	84
60820-60869	180 RBL	4644	50-1	PCF RN	9-64	B II	MDC	85
60870-60877	160 RBL	5158	60	CBQ HV	7-67	n.a.		86
60900-60999	138 RBL	4370	50-1	GATC	4-65	B II	(ATH)	87
61000-61249	137 RBL	4741	50-6	PCF RN	7=9-69	B V		88
61250-61299	137 RBL	4970	50-6	FGE AX	7-71	B V	(DW)	89
61300-61499	137 RBL	4970	50-6	FGE AX	6=11-71	B V	(DW)	90
61500-61624	134 RBL	4752	51-6	PCF RN	2-72	B V		91
61625-61749	134 RBL	4850	51-6	PCF RN	8-72	B V		92
61750-61899	173 RBL	5145	52-6	FGE AX	4-74	B V		93
62000-62049	147 XL	6089	50-7F	FMC/ GI	4-69	B V		94
63000-63099	150 XM	4960	50-6	GATC	4-68	B V		95
63100-63199	150 XM	5009	50-6	EP PLY	1967=1968	B V		96
63200-63299	151 XM	4960	50-6	GATC	6-67	B IV		97
63300-63499	145 XM	4941	50-6	ACF STL	10-66	B I/III		98
63500-63699	110 XML	4952	50-6	P-S	5-57	B I		99
63700-63799	140 XL	4928	50-6	ACF	6=8-63	B II		100
63800-63830	176 XP	6013	60-9E	TC CH	1963	B II	EBV	101
63836	174 XL	6379	60-8E	n.a.	n.a.	n.a.		102
63841-63842	135 XL	6466	60-8E	n.a.	n.a.	n.a.		102
63855-63856	136 XL	6480	60-8E	ACF STL	n.a.	n.a.		103
63882	137 XL	6435	60-8E	n.a.	n.a.	n.a.		102
63886-63894	164 XP	7321	60-9E	BFF	12-78	n.a.		104
63895-63896	168 XP	7167	59-4E	n.a.	n.a.	n.a.		102

SERIES	CAPY-AAR	CUFT	IL	BUILDER	DATES	LIVERY	MODEL	NOTES
63897	140 XL	6379	60-8E	n.a.	n.a.	n.a.		102
63900-63924	100 XL	10000	86-6F	TC CH	9-64	B I	ATH	105
63940-63949	100 XL	10000	86-6F	TC CH	1-68	B I	ATH	106
63950-63960	144 XP	10000	86-6F	TC CH	5-67	B IV	ATH	107
63961-63990	142 XL	10000	86-6F	GSC GV	11-69	B V	ATH	108
64000-64099	110 XM	4952	50-6	ACF	1956	B II		109
64100-64149	195 XM	5077	50-6	FGE AX	12-74	B V		110
64200-64239	200 XL	10000	86-6F	TC CH	11-73	B I*	ATH	111
65200-65299	184 XL	4960	50-6	GATC	7-67	B IV		112
65300-65349	195 XL	5100	50-6	ACF STL	6-71	B IV		113
67400-67419	110 XL	3850	40-6	see note		B I	AMBRD	114
67420-67430	150 XL	4730	40-6F	P-S	11-67	B IV		115
67434-69899	110 XM	3850	40-6	PRSD STL	1939=1946	B I/II		116
70002-70240	201 HT	4000	47-8	GSC GV	1=2-79	see note		117
72000-73699	154 GS	2410	46	n.a.	1953=1954	G I		118
80000	315 FCA	....	107	n.a.	n.a.	F I		119
105004-105049	150 FC	....	89-4	ACF STL	9-78	see note		120

A few modern enclosed auto racks owned by the DRGW:

#19	9-76	PORTEC	#73	8-77	PCF RN	#74	8-77	PCF RN
#89	9-77	PCF RN	#215	4-79	W & K DET			

### NOTES

1. Acquired after 10-80, for Wallboard
2. " " " , Perma Stakes, Pipe loading
3. " " " , Unit Coal, Rotary couplers
4. " " " .
5. ACF serial numbers 42939-43008, Centerflo design, 2 bay, cement loading.
6. ACF serial numbers 55314-55363, Centerflo design, 2 bay, cement loading, Enterprise 282 7-C (5069) Gravity outlets.
7. 3 bay, acquired early 1983:ex-???
8. 3 Bay, Leased from NACC, probably NACC numbers 479900-480049 (CWS)
9. Quad, 12 panel, Riv.
10. " " " "
11. Trip., 12 pan., Riv.
12. 3 Bay, P-S lot 8923, trough hatches
13. 3 Bay, different body design than 15000-15157, trough hatches.
14. 3 Bay, P-S lot 9521, 15400-15414 have Grav.-Pne outlets. all lined
15. ACF serial numbers 37047-37071, Gravity-Pneumatic outlets. trough hatches, lined, 4 Bay Centerflo design.
16. Gravity outlets, trough hatches, lined, 4 Bay Centerflo design.
17. 3 Bay, Trough hatches
18. 3 Bay, leased from NACC. Numbers 15670-15769 have NACC #'s 475900-475999, Cannot determine NACC numbers on DRGW 15770-15819. (They are not 476000-476049 nor 476050-476099) (CWS).
19. 2 Bay, Airslide design. Actual breakdown is as follows: 15925-15939 (1973); 15940-15949 (11/71 ?); 15950-15970 (1-68); 15971-15987 (?).(CWS)
20. 2 Bay, Centerflo design. Pressure differential unloading equip. for Cement.

21. Quad., 12 Pan., Riv., Actual break points in this series are as follows:  
16000-16159 (late 1975/early 1976 built); 16160-16274 (1974 blt); 16625-16774 (1969); 16775-16874 (1968); 16875-16999 (1964); 16275-16374 (1972); 16375-16624 (1970 or 1971). (CWS)
- 22, 23. Both of these series appear to be identical, differing only in builder and dates built. A few examples of assigned cars: 17013, Rock loading, Keigley only; 17072, Rock loading Keigley only; 17216 Gypsum Rock loading return to Pleasanton, Colorado. (DGC) All cars Triple hopper, 14 panel riveted.
- 24, 25. Trip. 12 pan., Riv. Assigned car example: 17691 "Coke loading only, when empty return to Roper"
26. 2 Bay, for Cement.
27. 3 Bay, Cement
28. Single Airslide design. Used primarily for Sugar
29. 3 Bay.
30. Single Airslide design.
31. 3 Bay.
32. 3 Bay. Assigned car example: 18234 "return to CNW Eagle Grove, IA".
33. 2 Bay, for Cement loading
34. 2 Bay, For Cement loading
35. 2 Bay, For Cement loading
36. Trip., 9 Panel, Rivet.
37. Quad., 12 panel, Rivet.
38. Rebuilt in 1962. Specially equipped for hauling automobile truck frames.
39. Riveted, 15 pocket.
40. 2 Flats with drawbar for COFC service
41. Cars have Freightmaster E-O-C, equipped with bulkheads for Molybdenum container transport.
42. Welded, 14 pocket flat.
43. Piggyback flat.
44. Ex BI- and TRI-level Auto-rack flatcars. equipped with permastakes for pipes.
45. Ex BI-level auto-rack. now used for TOFC (piggyback flat)Assigned to Ogden,UT.
46. Rivet, 15 pocket.
47. Tie-down chains.
48. Specially equipped for transportation of Wallboard. Welded, 13 pocket.
49. Inboard Tiedown rails. E-O-C cushioning, Some cars with cut-down bulkheads.  
Example: 22677 Return to DRGW Geneva, UT, cut 4-76.
50. Riveted, 15 pocket.
51. Offset, 100 ton friction trucks, clasp brakes.
52. Longitudinal, 14 panel, welded.
53. 16 Panel, Riveted, Drop Ends. 54. 18 Panel Riveted, Drop Ends. 55-56 no notes.
57. DRGW Equipment Trust Series GG of First National Bank of Denver. 16 panel Riv.
58. no notes. 59. 18 panel, welded, drop ends, risers.
60. Corrugated side panels.
61. Waffle-side, "Wood Packer". Entire series- " Return to SP Eugene, Oregon"
62. Waffle-side. For Aluminum coil loading.
63. Rebuilt USRE 7=8-66. USRE Co. Owner and lessor. U.S. Bank of Oregon Agent.
64. Dual Air Bags. Assignment example: 60626 "Ret. to R.I. RR, Clinton, IA."
65. 14' YSD plug. Dual Air Bags. Riveted.
66. Double bulkheads, Side Wall Fillers, DRGW lessee, FGE lessor. Assigned car example: 50789 "Return to MILW, Beaver Dam, Wis." Riveted.
67. Exterior Post. 14' YSD lot 64576, DRGW Equipment Trust Series QQ First National Bank of Denver. Welded.
68. Many cars in series equipped with cradles for coil steel loading for service between Geneva, Utah and Pittsburg, Calif. Car numbers 55049, 55123, 55138,

68. (Con'd) 55203, 55243, 55254, 55288, 55303, 55341 and 55449 have special wood decking for transporting copper bullion and having a cuft capacity of 1621. Car numbers 55023 and 55373 have E-O-C cushioning and movable bulkheads for transporting crated plate glass. 12 panel, rivet, post do not go to bottom.
69. 12 panel, riveted.
70. Covered gondola for Coil Steel.
71. " " , two movable bulkheads, E-O-C Cushioning, Roller bearings, for transporting galvanized sheet and coil steel. 12 panel , welded
- 72 and 73. Cars 56116, 56216 and 56129 were spotted 7-27-84 at the Chicago Bridge and Company, Salt Lake City, Utah with special racks for transporting bridge plates (of excess height) (DGC), 13 panel, welded
74. A few with cradles for coil steel. Others for Plate Glass.
75. Racks for Billets.
76. Cradles for Coil steel.
- 77 and 78. 12 panel, welded, tie down bars.
79. "Coal Liner" UP Pool.
80. Insulated, "Cookie Box" logo, Rebuilt 1954=1955, for bakery goods loading at Denver, Colorado.
81. Ex Auto Transporter, nee 65000's. Number 60296-60301 have Sparton Tri-Belt Loaders, 60302-60324 have Sparton Easy Loaders, 60328 and 60329 had Transportation Specialties "SL" Loaders, 60200-60209, 60250-60295 have EVANS " DF " Loaders. (Most cars have been withdrawn by 1984) (DGC)
82. Equipped with Evans " DF " Loaders. 60500 "Ret. to ICG Rantoul, Ill."
83. Waugh CTU, Car-Pac Loader. Plug doors.
84. Car-Pac Loader, DRGW Equip. Trust Series AA First National Bank of Denver.
85. Hydra-Cushion 20" CTU, plug doors, 9 Belt Car Pac Loader, originally used for Coil Steel loading. However 60826 was spotted 7-84 marked for the transportation of radioactive materials. Welded. 10' SCD plug door.
86. Possibly a FGE design. Cars are foam insulated and used for transporting beer to California. Cars have 20" CTU.
87. 20" CTU, Roller Bearings, movable bulkheads, and sidefillers. Some cars are equipped with pallets (considered part of car). Assigned car example: 60989 "Return to agent PC, Trenton, N.J." Welded, Hydra Cushion, 10' SCD plug door.
88. Exterior post, 10'plug, 20" CTU, Roller Bearings, movable bulkheads and sidefillers. 61119 "CRI &P Davenport IA". Welded. 10-6 YSD plug door.
89. Single Air Bag bulkheads. 61286 CRI&P Chilton, IA. Riveted. 10-6 YSD plug door.
90. Double bulkheads, Side Wall Fillers. Riveted. 10-6 YSD plug door
91. DRGW Equip. Series KK First National Bank of Denver. Exterior Post. Double bulkheads, side wall fillers. Welded. 10-6 YSD plug door.
92. Double Air Bag Bulkheads, Exterior Post. Welded, 10-6 YSD plug door.
93. Double Air Bag Bulkheads. Riveted. 14' YSD plug door.
94. Exterior Post, High Cube, 2 x 8' YSD plug doors lot #'s 42593, 42594. Were originally class "XM". Now have Air Brace Bulkheads classed as "XL". Cars have 20" CTU Hydra-Cushion. Car 62006 is White with Black markings.
95. Welded. 20" CTU, Combination Doors (8' sliding/ 7' plug-sliding), roller bearings, Nailable steel floor.
96. Same as note 95.
97. Welded. steel sheathed, wood lined with hardwood floor. Roller Bearings. CTU, Combination doors (8' sliding/ 7' plug-slide) Some were converted to XF with coated interior for food products in the Seventies.
98. Interior Post, Welded, Keystone 20". Wood lined. 50k NSF, Roller Bearings.
99. Welded. Series originally XM, later some modified to XL and fitted with Evans " DF " Loaders. Double door. 180 cars from this series went to MPA 63500-63699, then MPA 7200-7379.

100. Welded. 63700 has rub rails for Chevrolet axles. 63710 and 63711 are for auto parts service. 63702-63708 have Evans " DF " loaders. 63748 was specially equipped for Chevrolet transmission haulage. 63709, 63712-63747 and 63749-63799 were equipped with Sparton Easy Loaders for transporting copper bullion from Kennecott Copper Co., Garfield, UT and from U.S. Smelting & Refining Co., International, Utah.
101. Welded. Double 8' YSD plug doors. Roller bearings., Auto Parts only.
102. Various builders and sizes presently information not known. All apparently for auto parts service. 63836, 63882, 63895-63896 and 63897 have Evans " DF " loaders, cushioned underframe, roller bearings and NSF.
103. Originally series 63851-63856. equipped with Evans "DF ", roller bearings and CTU.
104. Belt Rails, Waffle panels. for Auto Parts.
105. Originally for Ford Auto pool. Equipped with 50 material handling containers Roller Bearings, Strapping and CTU.
106. Welded. Double 10' YSD plug. CTU, roller bearings, Evans "DF " loaders and two movable bulkheads.
107. Welded. Double 10' YSD plug. 20" CTU. roller bearings, and special rack for use by the Ford Motor Co.
108. Riveted., Double YSD plug 10' doors. Ford pool. 20" CTU, roller bearings. and movable bulkheads.
109. Welded., Some cars over years have been converted to "XL" and equipped with Evans "DF" loaders.
110. Waffle side panels. 50k NSF.
111. Riveted. Double 10' YSD plugs. Ford Pool. Ex- CRI&P.
112. Welded. Steel sheathed, wood lined, NSF, roller bearings, CTU, 8' sliding main with auxillary 7' sliding doors. Some have 30 pallets as part of car.
113. Waffle side panels, belt rails and 50k wood floor.
114. "Corregated side", actually nailable steel walls.
115. Hi-Cube, P-S lot 9256A. Hydroframe 40 (20" CTU). PS-1, roller bearings. Appliance service for Whirlpool.
116. Riveted. 6' panel door
117. Triple hopper. Ex- WP 70001-70240. Livery is black w/ one yellow or white end.
118. Dump gondolas originally for coal service. Now, most relegated to limestone and sugar beet service. examples of assigned cars: 72764 "Beet Service Only"; 73435 Monarch Rock Loading only; 72874 Monarch rock loading only.
119. 2 flats with a drawbar. COFC service.
120. COFC service. Ex PW and probably MEC (after PW). colour is red.

## DRGW MODERN PAINT SCHEMES (1950s to Date)

### Boxcars (B):

- B I : Oxide Red, White Flying Rio Grande (XML Only), Until 1966.
- B Ia : Silver, Black flying Rio Grande ("Cookie Box Only") 1954-1955
- B II : Silver/Yellow-orange, black flying Rio Grande, stripe, ends 1956-1965
- B III : Orange,black flying Rio Grande, optional stripe. early-mid 1960s
- B IV : Dark Oxide red,white staggered Rio Grande,black ends (XML Only). 1967-date
- B V : Orange,black staggered Rio Grande,optional ends. 1968-date

### Covered Hoppers (L):

- L I : Light gray,black flying Rio Grande,optional herald plate. Until 1967.
- L II : Light gray,black staggered Rio Grande. 1968-date.
- L III : Orange,black staggered Rio Grande. 1971-date.
- L IV : "ACF off-white",Black staggered Rio Grande.

**Open Hoppers (H):**

- H I : Black, white flying Rio Grande. Until '67/'68.  
H II : Black, white staggered Rio Grande. 1969-date  
H III : Black, orange staggered Rio Grande, white lettering. (GT only).

**Gondolas (G):**

- G I : Black, white flying Rio Grande. Until 1967  
G II : Black, white staggered Rio Grande. 1967-date.  
G III : Orange, black staggered Rio Grande. 1971-date.

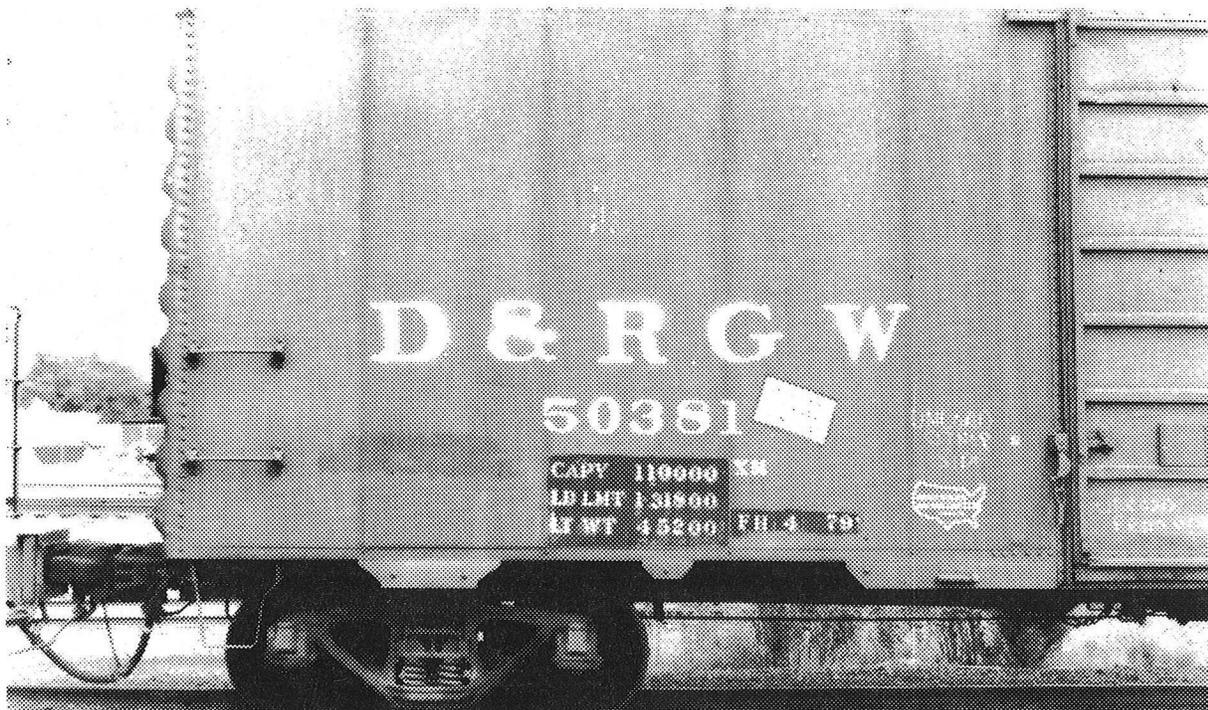
**Flatcars (F):**

- F I : Black, white flying Rio Grande. 1940s-date.

**NOTES:**

1. All dates are approximate from observations.
2. First color is body color. Lettering color is same as "Rio Grande" logo color.
3. AX prefix: Indicates MOW/Company non-revenue service in original, light gray or silver paint schemes.

**BELOW:** D & RGW # 50381 close-up of side. Note welded panels and style of lettering. This is part of a series of cars built by Pullman Standard in 1947-1948 and rebuilt by the United States Railway Equipment Co. in 1966.



## SOME NOTES ON MODELING THE MODERN DRGW IN H.O. SCALE

A glance through the previous roster will quickly show the H.O. modeler how few cars are readily available. Below are the abbreviations used in the roster for the model kit manufacturers:

AMBRD= Ambroid  
AHM= AHM  
ATH= Athearn  
DW= Details West  
EBV= E & B Valley  
MDC= Model Die Casting  
McK= McKean  
RAMX= Ramax  
QC= Quality Craft  
WLTHR= Walthers

**Athearn:** There are at least four kits readily available. 1. The P-S 54' covered hopper for the series 15400-15499. 2. The 55' ACF Covered hopper for the series 15500-15599. 3. The 50' Plug door boxcar for series 60900-60999 and finally the 86' High Cube cars for the four series in numbers 63900-63990.

**AHM:** Has a 40' single door box car for the series 50100-50499.

**Details West:** With some modifications will provide a suitable model for the two series in the numbers 61250-61499 of FGE reefers.

**E & B Valley:** There is the Single GATC Airslide cars, the brand new PS-2 and the older 70 ton Covered Hopper kits available.

**Model Die Casting:** has a few kits available for the 40' 3 bay rib-side coal cars of the series 18500-18999, a covered hopper for the three older style 2 bay cement cars, a 50' high side gon for the 56995-56999 GT's, and a 50' plug door box for two of the PCF reefer (RBL) series numbers 60715-60814 and 60820-60869.

**RAMAX:** Their ACF 2 bay covered hopper is close for the three series of ACF Center Flow cars on the "Grande"

**Quality Craft:** There are two series of GSI designed bulkhead flatcars on the "Grande" and Quality Craft's H.O. kit of this FB design is nearly identical.

### Decals:

**The Herald King:** has six sets (1 box, 2 gon and 3 hoppers) including set # B40 for the "Wood Packer" cars, #G40 for the G III schemes, #G41 for the G II scheme. For hoppers there is #H40 for the H I scheme cars, #H41 for the L II cars and #H42 for the orange L III cars.

**Champ Decals:** Includes HN-4/HD-2 for the B I schemes, HB-331 for the "Cookie Box" B Ia; HB-332 for the Orange and silver B II's, and HC-428 for the L I scheme covered hoppers.

This is a very general report on modeling the DRGW and I'm sure additional kits and decals exist. It is hoped however, this will give the reader an introduction to those who may have an interest in the "Grande".

# THE GATC DRY-FLO 3500

By ROBERT SNOW

## HISTORICAL DEVELOPMENT

The "Dry-Flo" concept was first introduced to the railroad industry by General American Tank Car Corp. early in 1932. The original design was based on the standard 40' tank car of the time using the major features with devices added to load and unload the dry commodities. Loading took place through six 16" manways complete with sealing covers. A single centered unloading hopper was located in the center of the bottom of the car. An electric motor drove two continuous drag chain conveyors located on each side of the center section. Two bulkheads located near the car's center protected the drive mechanism. This consisted of a "twin disc" friction clutch driving heliocentric speed reducers. The chains were guided and driven by sprockets appropriately located. Boxes were provided at the ends of the car to protect the chain. The chain drive moved across the bottom of the car carrying the lading to the discharge hopper. The main dome provided access to the drive motor and associated drives.

The capacity of the car was 1600 cuft of lading which could be discharged in less than two hours while requiring only thirty minutes to load without the use of manual labor. The car provided cheaper commodity handling along with increased safety when dealing with toxic ladings. Dustless handling was possible.

Dimensions of this car are as follows:

Length over strikers:	47-2½
Length over shell:	40-0
I.D. of Tank:	96"
Hght rail to hatch:	12'1"
Hght to dome:	14'6"
Hght to outlet:	1'7"
Trucks capacity	50/70 tons

## THE GATC '3500' DRY-FLO CAR

In 1959, General American Transportation Corporation introduced to the

rail industry a new car designed to carry coarser particulate ladings which could not be effectively unloaded by air fluidizing in their Airslide cars. Later in 1961, in resonse to the chemical industry, a Dry-Flo car designed for particulate chemical transport was added. Though two sizes were originally offered, the larger-3500 cu ft car, was most often selected. The cars were built on the Airslide line using the jigs and fixtures designed for that car.

## CONSTRUCTION

The interior of the car is smooth all welded sheet construction, slope sheets 45°-55° to horizontal, prepared to receive a variety of protective coatings All bracing is on the outside of the car. The six hoppers are designed with 2½" rounded corners for free flow. They are mounted in pairs connected by an external common unloading duct. The Dry-Flo car is equipped with internal flow control gates opened by rack and pinion actions. The load can be discharged through the side outlets on either side of the car, or if necessary by gravity by releasing the swing cover plates. Unloading methods include gravity screw conveyors, pressure, or vacuum pneumatic systems. All parts are sealed by gasket for protection of product purity. Loading is through five staggered 19 inch hatches on each side of the car top.

The Dry-Flo Chem car has no internal control gates but is unloaded only through the nozzle assembly by pneumatic vacuum conveyor systems. Both series of cars have vibrator brackets to assist unloading. The car ends are similar to that of the smaller Airslide cars while the roof bracing arrangement is similar to that of the larger Airslide car.

The car in both varieties was purchased or leased by a large number of railroads and private shippers. About 1300+ '3500' cuft cars of both types appear to have been produced.

Dimensions for the Dry-Flo car are as follows:

Length over strikers.....50'9"	Load Limit.....142500 lbs.
Height.....14'5 9/16"	Typical loading.....140000 lbs.
Width.....10'7 11/16"	Cubic Capacity.....3500 cuft
Light Weight.....67500 lbs.	Trucks.....50 or 70 ton

**PARTIAL ROSTER OF GATC '3500' DRY FLO AND RELATED CARS**

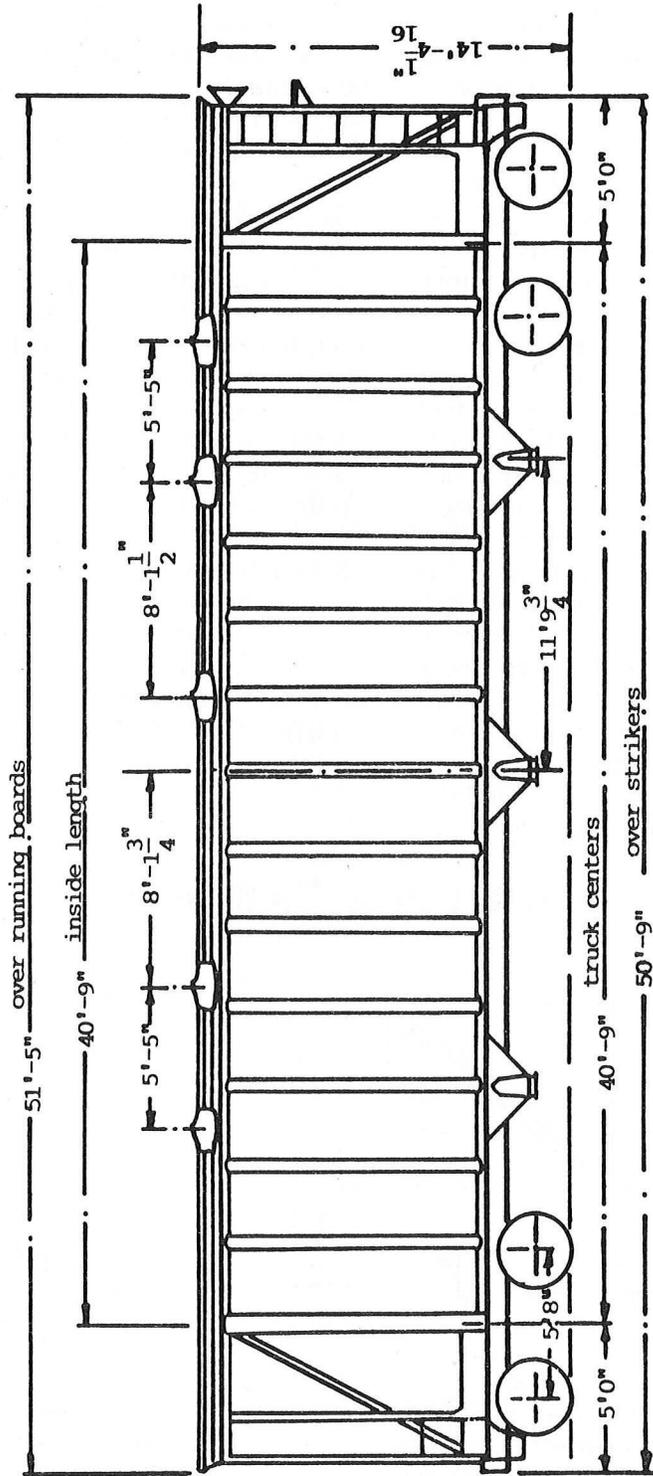
RprtngMrks/Series	Notes	RprtngMrks/Series	Notes
ATSF 300650-300699	1,4,6.	DOWX 73501-73533	1,4.
CB&Q 85200-85399	1,4,7.	DUPX 35001-35270	1,4,17
C&S 850-859	2,3.	GACX 50000, 50002-50499	1,4,18
CNW 76921-76979 (odd #'s)	2,4.	GACX 50503-50525	1,4.
CGW 771-780	1,4.	DYLX 10-37	1,4.
IC 59500-59549	1,3,8.	MCPX 3554-3563, 3581-3585	1,3,19
L&N 204991-204999	2,4.	MOHX 3500-3523, 3564-3580	1,3,20
MP 1650-1699	1,3,9.	NAHX 39100-39104	1,3,21
NP 75625-75629	1,3.	PSPX 5001-5061	1,4.
PRR 261001-261016	1,3,10.	ETCX 117-128, 134-153	1,3.
RI 8950-8954	1,5,11.	UTCX 43235-43262, 43273-43277	2,4.
RI 8990-8999	1,3,12.	SANX 3500	2,4.
SSW 76800-76884	1,3,13.	UCPX 50162-50221	1,4,22
SAL 7130-7134	1,5,14.		
SP 403015-403024	1,4.		
T&NO 3975-3984	1,4.		
UP 19200-19299	1,4,15.		
WAB 31500-31519	1,5,16.		

**NOTES:**

- 1) Original owner-delivered new from GATC. 2) Second, Third-hand owners etc.
- 3) Definitely identified as "Dry-Flo". 4) Same dimensions, apparently visually identical, assumed to be "Dry-Flo", but has not been absolutely identified as such.
- 5) Identified as "Dia-Flo". 6) Class Ga-114, #300689 built 6-59. 7) This series later became BN 475800-475999. 8) This series later became ICG 785000-785049.
- 9) This series later renumbered to MP 722000-722049, all built in 1959. 10) Class H 41, Originally ordered in two batches: 261001-261006 built approx. 4-61 and 261007-261016 built approx. 9-61. This series later became PC 884797-884811 and then CR 884851-884861. 11) Later renumbered to 7900-7904. 12) Later renumbered to 7910-7919. 13) #'s 76816 & 76836 built 4-61. 14) Later became SCL 747130-747134. 15) # 19249 built 7-59. 16) Later became NW 331500-331519. 17) Numbers 35026-35125 (blt 11-60) and 35126-35270 (blt 10-62) were apparently enlarged to 4000 cuft sometime between 1967 and 1970 (all cars 35026 and up were all '4000' by 1970).
- 18) #50000 built 10-58 (possibly the first?) 19) Built 8-61. 20) 3564-3580 blt 9-61
- 21) Identified as Dry-Flo Chem. 22) Built 11-60.

**R E F E R E N C E S**

Car Builders Cyclopedia, 21st Ed. 1961, pp 280-281; Railway Age, April 9, 1932, pp 605-607; Railway Age, Vol.150#7, Feb. 13, 1961, pg.33; Railway Mechanical Engineer, Sept. 1932, pp 360-361.; Railway Locomotive and Cars, Vol. 132 #2, Feb. 1959, pg. 30. And many thanks to E.A. Neubauer for his efforts in researching the roster.



A GENERAL DIAGRAM OF A GATC DRY-FLO 3500 COVERED HOPPER

# PHILADELPHIA & READING 4 - WHEEL COAL CARS

By ERIC A. NEUBAUER

Most early anthracite hauling railroads had large rosters of 4-wheel coal cars, and the Philadelphia & Reading Railroad was no exception. However, it wasn't done intentionally by the P&R as it was by the Lehigh Valley Railroad and the Central Railroad of New Jersey.

The original fleet of about 4625 4-wheel coal cars was built for the P&R from 1842 to 1846. There were no more substantial additions until after the introduction of the standard 8-wheel coal car in 1852 which ended any serious consideration of the 4-wheel car. Most of the approximately 5000 4-wheel cars acquired after this date were added when the P&R took control of other railroads.

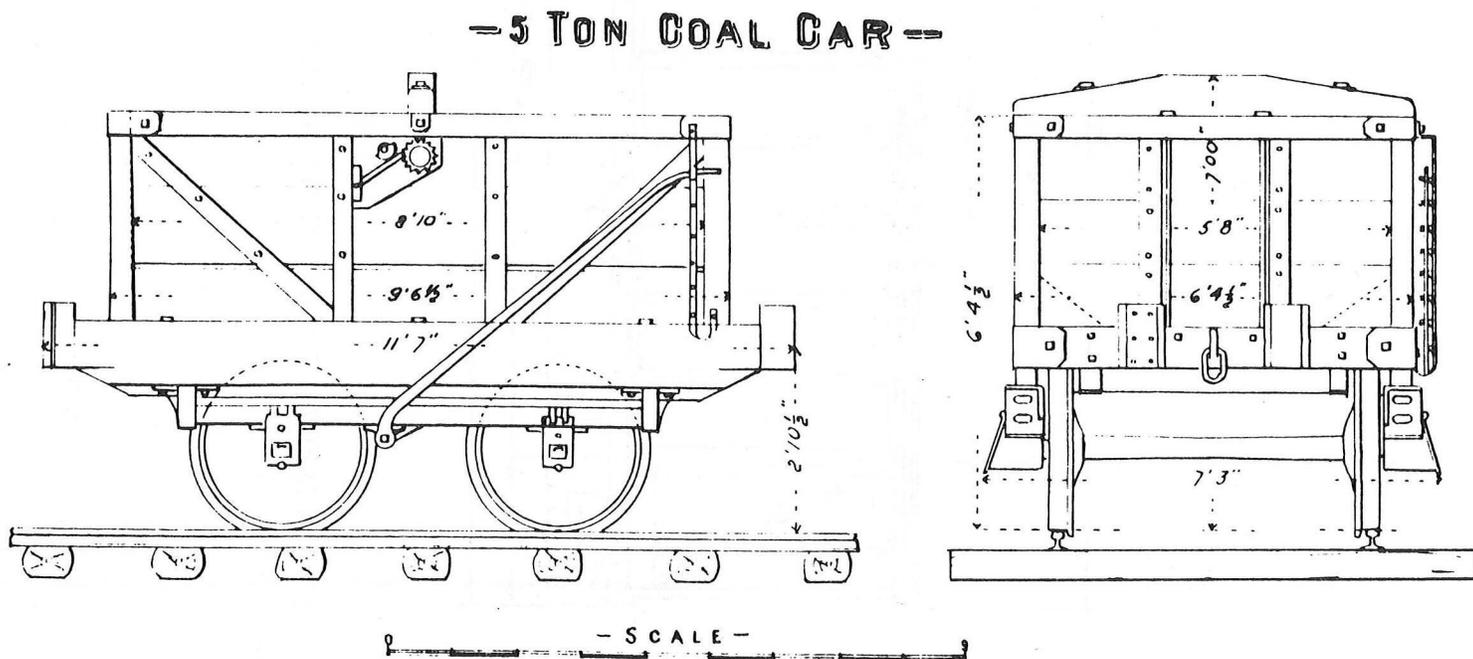
The original fleet of 4-wheel cars included several different types. The first was a wooden car with a lt. weight of 2.05 tons (1 ton=2240 lbs.) and a capacity of 3.2 tons. About 1606 cars were built, mostly in 1842 and 1843. During 1843, Babbitt's patent friction metal was introduced for all journals, and Ray's patent spring was adopted as a standard. These cars were gradually enlarged by

the P&R at a cost of about \$36 per car beginning about 1844. The enlarged cars had a light weight of 2.2 tons and a capacity of 4.65 tons. By the end of 1848, 1350 of the cars had been enlarged.

On November 30, 1843, the first sheet iron coal car was under construction. By November 30, 1846, 3019 of these cars were in service. This type of car had a light weight of 2.4 tons and a capacity of 5 tons and was a definite improvement over the earlier cars both in capacity and durability.

It appears that early P&R coal cars were painted black while those of the Schuylkill Coal and Navigation Co. were painted yellow. By 1885, all cars were numbered 30001-38000 although only 30001-37200 were shown in 1895.

Only one drawing of any of these cars is known to exist. No good photographs have been found and the one usually associated with the P&R is actually LC&N 514.



(ABOVE) 1879 Drawings, 4-Wheel Coal Car: This drawing was among several thought to have been drawn about 1879 depicting typical cars of the time. This drawing may be typical of most 4-wheel coal cars on the P&R. Those visible in backgrounds of several photographs were of this general type. The handbrake is unusual but seems to have been used to some extent on early 4-wheel cars.

Tabulation of 4-Wheel Coal Cars on the P&R

Date	Wooden Coal Cars				Iron Coal Cars		
	(2)	(3)	(1)	(5)	(7)	(6)	(8)
Dec. 31, 1842			1130				
Nov. 30, 1843			1592				
1844			1600			856	
1845	1112	494	1606			1497	
1846	497	1042	1539			3019	
1847	268	1318	1586			3019	
1848	236	1350	1586			3019	
1849			1603			3019	
1850			1576			2990	
1851			1596			2982	
1852			1596			2980	
1853		(4)	1596			2980	
1854			1693			2980	
1855		610	1565	2175		2950	
1856		609	1378	1987		2948	
1857		609	1357	1966		2948	
1858		609	1289	1898		2948	
1859		610	1276	1886		2948	
1860		610	1238	1848		2948	
1861			1824			2944	
1862			1794			2939	
1863			1940			2974	
1864		46	2187			2964	
1865		46	2177			2958	
1866		37	2132			2897	
1867		37	2114			2834	
1868		37	2101			2713	
1869		37	2065			2477	
1870		37	5379			2389	
1871			5373			2284	
1872			5434			2134	
1873			5434			1993	
1874			5434			1874	
1875			5434			1776	
1876			5434			1728	
1877			5434			1612	
1878			5434			1554	
1879			5726			1486	
1880			5729			1429	
1881			5729		974	1342	2316
1882			5729			1164	
1883				30679	1149	1017	2166
1884				30679	1241	925	2166
1885				30679	1361	805	2166
1886				30679	1468	698	2166
1887			5715		1442	403	1845
1888			5560			106	

Nov. 30, 1889	4486	
1890	2976	
1891	1664	
1892		26248
1893	107	
1894	88	
1895	23	

- (1) Total wooden cars in service owned by P&R
- (2) Wooden cars of 3.2 tons capacity
- (3) Wooden cars of 4.65 tons capacity
- (4) Leased wooden cars
- (5) Total wooden cars in service
- (6) Iron cars in service
- (7) Iron cars out of service pending replacement
- (8) Total iron cars

This data was compiled from annual reports. Beginning in 1889, there is no separate listing for iron cars, and it is likely that no more were in service. Likewise, there is no mention of any 4-wheel cars in 1896. However, information in The Official Railway Equipment Guide suggests that the last 6 cars were retired early in 1897.

The cars listed under (4) from 1855 to 1860 were leased from the Chester Valley Railroad and were purchased in 1861. Those listed from 1864 to 1870 were in use on the Mine Hill Railroad.

The cars listed under (5) from 1883 to 1886 and 1892 include a large number of cars owned by leased lines, primarily the Central Railroad of New Jersey.

The following is data on railroads prior to being taken over by the P&R.

Catawissa Railroad- 68 coal cars were acquired during 1860, and 67 remained in 1862.

Schuylkill Coal and Navigation Co.- ownership of coal cars included over 600 cars around 1847, 1000 4-ton cars by 1849 and as many as 3400 cars at one time. The P&R eventually purchased the remaining 3331 cars in 1870.

## Annual Changes in 4-Wheel Wooden Coal Cars

Year	Net Change	Specific Items
1842		order placed for 1000 cars Mar. 3, 1842
1843	+462	temporary mortgage secured for 450 3-43
1844	+8	462 added 5,6-43
1845	+6	8 added
		6 added
		408 enlarged from 3.2 to 4.65 tons
		943 partially enlarged
1846	-67	67 altered and used for freight cars
		548 enlarged from 3.2 to 4.65 tons
1847	+47	47 no longer used as freight cars leaving 20 so altered
		276 enlarged from 3.2 to 4.65 tons
1848	0	32 enlarged from 3.2 to 4.65 tons
1849	+17	17 altered from wood cars
1850	-27	27 altered into wood cars
1851	+20	20 purchased
1854	+97	108 purchased from Dauphin Coal Co. for \$16200.00. An additional \$2939.27 was spent in 1855 in altering bumpers and couplings, and new gearing.
		3 altered into freight cars
1855	-128	128 retired and replaced by 8-wheel cars
1856	-187	7 added
		194 retired and replaced by 8-wheel cars
1857	-21	50 purchased from Brown & White
		71 retired and replaced by 8-wheel cars
1858	-68	89 cars were to be retired and replaced
1859	-13	13 retired
1860	-38	38 retired and replaced
1861	+586	610 purchased from Chester Valley Railroad in 1-61 for \$106750.00. These had been leased to the P&R since 11-54.
1862	-30	150 added, cost included with 75 8-wheel cars
		8 added at cost of \$1040.00
1863	+146	214 purchased from Little Schuylkill Railroad? for \$16905.00
1864	+247	308 added at cost of \$65450.00
	+46	in use on Mine Hill Railroad
1865	-10	
1866	-45	
1867	-18	
1868	-13	
1869	-36	
1870	+3314	3331 purchased from Schuylkill Coal & Navigation Co. for \$582925.00
1871	-6	
	-37	no longer in use on Mine Hill Railroad
1872	+61	55 purchased from Catawissa RR? for \$7610.00

1879	+292	292 acquired from North Penn and Delaware & Bound Brook Railroads in 5-79
1880	+3	
1883	?	
1884	0	4 built as replacements, probably CRR of NJ
1885	0	39 built as replacements, probably CRR of NJ
1886	0	147 built as replacements, probably CRR of NJ
1887	?	
1888	-155	
1889	-1074	
1890	-1510	
1891	-1312	
1892	?	
1893	?	
1894	-19	
1895	-65	
1896	?	

#### Annual Changes in 4-Wheel Iron Coal Cars

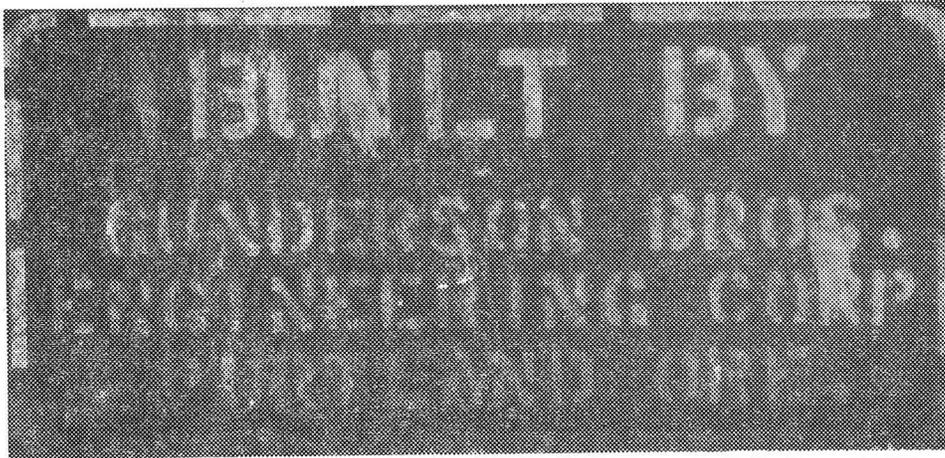
Year	Net Change	Specific Items
1843		1st car under construction Nov.30,1843
1844	+856	856 added
1845	+641	641 added
		order placed for 1000 cars to be delivered before Jun.1,1846
1846	+1522	1522 added
1850	-29	29 altered into wood cars
1851	-8	
1852	-2	
1855	-30	30 retired and replaced by 8-wheel cars
1856	-2	2 retired and replaced by 8-wheel cars
1861	-4	
1862	-5	
1863	+35	
1864	-10	
1865	-6	
1866	-61	
1867	-63	
1868	-121	
1869	-236	
1870	-88	
1871	-105	
1872	-150	
1873	-141	
1874	-119	
1875	-98	
1876	-48	

Year	Net Change
1877	-116
1878	-58
1879	-68
1880	-57
1881	-87
1882	-178
1883	-147
1884	-92
1885	-120
1886	-107
1887	-295
1888	-297
1889	?

# FMC·P Production List: 2

## SOME FMC BUILDER'S LOGOS



(Left) One of the earlier logos used by the original Gunderson Brothers Engineering Corp. 1960-1965.

(Right) The third major variety of logo. This one was used after GBEC became the Gunderson Inc. 1971-1973±.

The previous, second major type logo was identical to this one except for the GBEC script where the Gunderson Inc. script appears here.



(Left) The fourth major variety of FMC logo, is illustrated here. This appears on cars built by FMC 1973± to date.

LIST OF CAR JOBS CONT'D

<u>JOB NO.</u>	<u>DR</u>	<u>BUILT IN YEAR</u>	<u>QUAN.</u>	<u>CUSTOMER &amp; DESCRIPTION</u>	<u>CAR NO.</u>
17607	DR	1975	18	Federal Paper Board Co., Inc. 100-Ton All Steel Woodchip Cars, 6815 Cu. Ft., Fixed Ends (89-13345-65)	FPBX 500-517
17610	DP	1974	100	Union Tank Car Co., 100-Ton Woodchip 6810 Cu. Ft., w/doors on A & B ends of car	UTBX 10000-10099
17611	DM	1974	250	Maine Central Railroad Co. (Transpac Equip) 50'-7" 70-Ton Box Cars, NSF, Keystone U/F (MCRR 91825)	MEC 31000-31249
17615	DR	1974	50	Chattahoochee Industrial RR 100-Ton Woodchip Cars, 6810 Cu. Ft. All Steel, w/doors on A & B end, reinforced floor (same as Job 17600) (6-93-7133)	CIRR 5100-5149
17617	DT	1975	100	UP 100-Ton 6400 Cu. Ft. All Steel Woodchip Cars, Open Top, w/doors on A & B ends Class G-100-15 UP 6329-9	UP 147825-147924
17620	DS	1975	400	Atchison, Topeka & Santa Fe Railroad Box Cars, 60'-9" 100-Ton S/S 10' Sliding Door Keystone Cushion U/F, NSF, 4 Belt Rails (10698) Class BX-175	ATSF 611000-611399
17626 CANCEL	DU	1974	200	Milwaukee Road 50'-7" 70-Ton Box Cars-S/S Rigid U/F, NSF, Single 10'-6" Sliding Door 100 Lading Strap Anchors (75901)	
17629	DW	1975	100	Apache Railroad 100-Ton All Steel Woodchip Cars, 6815 Cu. Ft., Fixed Ends (868)	APA 1500-1599
17630	DY	1975	200	SP All Steel 100-Ton Woodchip Cars Inside Side Posts, Fixed Ends, 7406 Cu. Ft. Class G-100-25 (P3330)	SP 355100-355299

\*Note Job 17617 ordered in 1974  
and Job 17620 ordered in 1973

LIST OF CAR JOBS - CONT'D

<u>JOB NO.</u>	<u>BUILT IN YEAR</u>	<u>QUAN.</u>	<u>CUSTOMER &amp; DESCRIPTION</u>	<u>CAR NO.</u>
17635	DV 1975-76	1800	Trailer Train 70-Ton 50'-7" Box Cars S/S, Rigid U/F, 10' Sliding Door	RBOX 17700 - 19499
17644	DX 1975	175	Procor 70-Ton 50'7" S/S Box Cars, Cushioned U/F, NSF, Double 8' Sliding Door (same as 17599)	MDW 8000 - 8099 MILW 156000 - 15607
17655	EB 1975	200	BN 100-Ton 6810 Cu. Ft. Woodchip Cars All Steel w/doors on A & B ends (same as Job 17600)	BN 587200-587399
17660	ED 1976	500	Maine Central 50'-7" 70-Ton S/S Box Cars w/20" Keystone Slide sill, 10' single sliding door, NSF, M901 Draft Gears	MEC 31250 - 31749
17676	EF 1974	85	Milwaukee 100-Ton All Steel, 6810 Cu. Ft. Woodchip Cars w/doors on A & B ends (75906)	CANCELLED!!!!
17736	EH 1975	100	SSI 70-Ton 50'-6" Box Cars, Single Sheath, Rigid U/F, 10' Sliding Door	HS 2000 - 2099
17741	EI 1975	100	SSI 70-Ton 50'-6" Box Cars, Single Sheath, 10" EOCC, 10' Sliding Door	ASAB 7000 - 7089 SERA 3000 - 3009
17750	EJ 1976	50	SSI 70-Ton 50'-6" Box Car, 10" EOCC 10' Sliding Door	ASAB 7090 - 7099 VTR 4100 - 4139
17755	EK 1976	200	SSI 70-Ton 50'-6" Box Cars, Single Sheath 10" EOCC, 10' Sliding Door	GMRC 0600 - 0699 VTR 4000 - 4099
17760	EM 1976	200	SSI 70-Ton 50'-6" High Side Box Car Single Sheath, 10' Sliding Door, 10" EOCC, NSF, Plywood Lined, 9'-4" Inside Width, 11'-2 7/8" Inside Height	SRN 5000 - 5199

LIST OF CAR JOBS - CONT'D

<u>JOB NO.</u>	<u>BUILT IN YEAR</u>	<u>QUAN.</u>	<u>CUSTOMER AND DESCRIPTION</u>	<u>CAR NUMBERS</u>
E-1776	1976	1	FMC 100-Ton, Prototype High Side Gondola Coal Car for Rotary Dump Service	FMLX 1776
17771	1976	25	Harvey Industries, 70-Ton, 50'-6" High Side Box Car, 10' Sliding Door, 10" EOCC, Single Sheath, NSF (like 17760 w/o Plywood lining)	CAGY 19100 - 19124
17772	1976	200	SSI 70-Ton, 50'-6" High Side Box Car, 10' Sliding Door, 10" EOCC, Single Sheath, NSF, Plywood Lined, 9'-4" inside width, 11'-2 7/8" Inside height (same as 17760)	VSO 6000 - 6199
17774	1976	150	SSI 70-Ton, 50'-6" Box Car, Double 8' Plug Doors, NSF, Keystone 20" Sliding Sill, Single Sheath, 9'-6" Inside width, 10'-7" Inside height (for lease to Apache Railway)	APA 1800 - 1949
17775	1976	100	SSI 100-Ton, 50'-6" High Roof Box Car, Double 8' Plug Doors, NSF, Keystone 20" Sliding Sill, Single Sheath, 9'-6" Inside width, 13'-0 1/8" Inside height (for lease to Apache Railway)	APA 1700 - 1799
17776	1976	200	SSI 70-Ton, 50'-4 1/2" High Side Box Car, 10' Sliding Door, 10" EOCC, Single Sheath, NSF, Plywood Lined End, 9'-6" Inside width, 11'-2 9/32" Inside Height (for lease to Marinette, Tomahawk & Western RR Comp.)	MTW 4000 - 4199
17777	1976	500	BN 100-Ton, 4700 cu. ft, all Steel Covered Hopper Cars	BN 446550 - 447049

# FREIGHT CAROLOGY

## DATA • NEWS • NOTES • PROJECTS

### NEWS & NOTES Class I & II Railroads

**0100. 1984 FREIGHT CAR ORDERS**

Conrail will build 250 100-ton, 52-foot gondolas at its Hollidaysburg, PA facility. First CR built cars in some years.

Southern Pacific has purchased 150 enclosed tri-level auto racks from Thrall.

(Al Tuner)

**0101. ATSF. CLASS Ft-105 & Ft-107 PIGGYBACK FLATS**  
(See also 3-0066 and 4-0094) Its confirmed now that the Ft-105 class piggyback flats have conversion dates so far from 3-84 to 7-84.

Another group of piggyback flats, the class Ft-107 has also been added to the growing number of Santa Fe single-van cars. Numbers start at ATSF 299500+ and so far have a 8-84 conversion date. ATSF 299400+ have been converted 9-84. The Ft-107's weigh about 19-tons empty. See Photo #9 on rear cover.

(David G. Casdorff)

**0102. BAR. SERIES 5300-5399.** This series are ex-Central Vermont from series CV 600125-600299. These were built in 9-79.

(Carl W. Shaver)

**0103. BN. SERIES 438800-438979.** This is a group of USEX WA built 3000 cuft, 100-ton covered hoppers. The cars were built in 6-82 and are leased from Evans. They have gray carbody with black data only (no logos).

(Carl W. Shaver)

**0104. C&O/B&O. CHESSIE BORROWS COAL CARS.**

Due to the coal loading boom on the Chessie, the company is borrowing several thousand coal cars from just about anybody. Included are BN, CI, CR, EJ&E, ICG, ICRX, LEF, P&LE, UMP, USLX and WSOR etc. (C&OHS Newsletter/Carl W. Shaver)

**0105. CNW. WOOD CHIP PIGGYBACK VANS**

The CNW has recently placed in service a group of three series of special piggyback vans modified for wood chip service. Numbers are CNWZ 602300-602399, 603400-603499 and 603500-603599.

The vans have two screens on each side of the van toward the front of the trailer. The ones toward the front are slightly taller in height; both are the same width. The vans are 40-foot long, ventilated and for use on the CNW only.

They operate between Wisconsin Rapids, Wisc. and Rapid City, South Dakota. Loads go in to Wisconsin Rapids, empties return to Rapid City. One would think they could take the direct route (the "Land Barge" line), but instead they come down to Proviso and out west.

(Carl W. Shaver)

**0106. MKT. NEW SINGLE-VAN FC CONVERSIONS**

M-K-T is converting 200 box cars to piggyback flat cars at its Denison, Texas shops. The new cars, MKT 14400-14599, have an outside length of 58'1" and differ from the conversions of the Southern Railway in that they have full platforms and bridge plates for circus loading and unloading. The cars also contrast to other single-van piggyback flats by having a low or dropped side sill. The cars have 15" travel cushioning and are painted yellow with green markings.

(Carl W. Shaver)

**0107. MP. NEW FREIGHT EQUIPMENT AND CHANGES**

a) 50 new 207 LO covered hoppers of 4000 cuft capacity, built by Greenville Steel Car in 5-1984. Numbers MP 705300-705349.

b) Lease was cancelled and cars returned to the ATSF. All are 164 XP. The old MP/new ATSF numbers are as follows:

269440/37577;	269441/37576;	
269442/37583;	269443/37580;	269444/37574;
269445/37585;	269446/37573;	269447/37582;
269448/37566;	269449/37584;	269450/37568
269451/37569;		269452/37579.

c) 46 New fully enclosed Bi-Level auto racks built by Portec, Winder, GA.

TTGX 961791	MP 1314	6-18-84
TTGX 961572	MP 1311	6-18-84
TTGX 961809	MP 1315	6-18-84
TTGX 961528	MP 1317	6-20-84
TTGX 941426	MP 1319	6-20-84
TTGX 961778	MP 1321	6-20-84

TTGX 961778	MP 1323	6-21-84	ETTX 800631	MP 1575	7-16-84
TTGX 961487	MP 1325	6-22-84	ETTX 909042	MP 1576	7-16-84
TTGX 961860	MP 1327	6-22-84	ETTX 909417	MP 1577	7-16-84
TTGX 962074	MP 1329	6-25-84	ETTX 909303	MP 1578	7-17-84
TTGX 961808	MP 1331	6-25-84	ETTX 909304	MP 1579	7-17-84
TTGX 961502	MP 1334	6-25-84	ETTX 909438	MP 1580	7-17-84
TTGX 961490	MP 1336	6-26-84	ETTX 800049	MP 1582	7-17-84
TTGX 941950	MP 1337	6-26-84	ETTX 909343	MP 1581	7-18-84
TTGX 941554	MP 1339	6-27-84			
TTGX 964087	MP 1341	6-27-84			(Gene L. Semon)
TTGX 941501	MP 1343	6-29-84			
TTGX 961486	MP 1347	6-30-84			
TTGX 961527	MP 1350	6-30-84			
TTGX 961499	MP 1352	6-30-84			
TTGX 961542	MP 1345	6-30-84			
TTGX 961629	MP 1349	6-30-84			
TTGX 961440	MP 1355	6-30-84			
TTGX 961463	MP 1312	6-18-84			
TTGX 961892	MP 1313	6-18-84			
TTGX 961746	MP 1316	6-18-84			
TTGX 961748	MP 1318	6-20-84			
TTGX 961739	MP 1320	6-20-84			
TTGX 961476	MP 1322	6-20-84			
TTGX 961518	MP 1324	6-21-84			
TTGX 961790	MP 1326	6-22-84			
TTGX 940103	MP 1328	6-25-84			
TTGX 961500	MP 1330	6-25-84			
TTGX 963305	MP 1333	6-25-84			
TTGX 964136	MP 1335	6-26-84			
TTGX 940191	MP 1332	6-26-84			
TTGX 962556	MP 1338	6-26-84			
TTGX 962412	MP 1340	6-27-84			
TTGX 961483	MP 1342	6-28-84			
TTGX 961535	MP 1344	6-29-84			
TTGX 961798	MP 1348	6-30-84			
TTGX 961540	MP 1351	6-30-84			
TTGX 961498	MP 1353	6-30-84			
TTGX 961610	MP 1346	6-30-84			
TTGX 961372	MP 1354	6-30-84			
TTGX 961519	MP 1356	6-30-84			

d) 20 new fully enclosed Tri-Level Auto Racks built by Portec, Winder, GA:

ETIX 909472	MP 1563	6-30-84
ETIX 909322	MP 1564	7-09-84
ETIX 800624	MP 1566	7-09-84
ETIX 800556	MP 1565	7-11-84
ETIX 801826	MP 1567	7-11-84
ETIX 909462	MP 1568	7-11-84
ETIX 909260	MP 1569	7-12-84
ETIX 801822	MP 1570	7-12-84
ETIX 909075	MP 1571	7-12-84
ETIX 909203	MP 1572	7-12-84
ETIX 909263	MP 1573	7-13-84
ETIX 909374	MP 1574	7-13-84

**0108. SBD.** C&O RAILBOX CARS TO THE SEABOARD  
Signs of the CSX...the Railbox cars transferred to the C&O in 1983 have been transferred again, this time to the Seaboard System. The Chessie System had no need for almost 1000 nearly new boxcars for general service, and the majority of these cars, though lettered for the C&O were never used by them. The Seaboard has renumbered these cars into SBD 141000-141999 series, by changing the first three digits only of the C&O's 400000-400999 series numbers. (Carl W. Shaver)

**0109. SBD.** SERIES 407850-408099 PULPWOOD CARS  
This series of 50' IL, 154 LP pulpwood cars were originally built by Thrall Car 3=6-63 as SAL series 45650-45899. Apparently the Seaboard also uses LP's once in a while for open coiled-wire service as a few of these have been spotted as such. Also at least one car has been converted to an LPS, with special tie-down devices for haulage of logs (#407992). (David G. Casdorff)

**0110. SBD.** SERIES 135001-135299 REBUILDS  
At least some of these (if not all) are rebuilt boxcars. Numbers 135205 and 135218 were recently spotted and have been rebuilt by the SBD in 9-1983. They were originally Pullman-Standard built. The two above numbers had serial numbers 01-87 and 01-41 respectively. The "rebuilding" apparently only involved making a single door car from a double door car. (Eric A. Neubauer)

**0111. SBD.** WHERE'S THE BEEF? SBD TESTS NEW CATTLE CAR AGAINST TRUCKS

The experiment, using a new cattle car design, was a cooperative effort of the Seaboard, Burlington Northern, the U.S. Dept. of Agriculture, and the developer of the new cattle car, Massco, Inc. of Tulsa, OK.

The railcar is what might be termed a "modular" car. It uses obsolete piggyback cars as a base. On the flatcar, two oversized containers are semi-permanently affixed, each of which when fully loaded with cattle, water, and feed weighs about 50 tons. The containers have automatic feeding and watering systems on board.

## NEWS AND NOTES SHORTLINE RAILROADS

Until about 25 years ago most long-distance livestock shipments were handled by rail. But regulations concerning feeding, watering and exercising the animals en route proved too cumbersome for railroads. With the development of the interstate highway system, the cattle traffic moved entirely to trucks. (Seaboard System NEWS)

**0112. SBD. TO REFURBISH UP TO 1400 COAL HOPPERS**  
With coal traffic on the rise, the Seaboard has opted to refurbish up to 1400 80-ton coal hoppers in the South Louisville Shops. The average cost of refurbishing each car is estimated at \$8,500, compared to the cost of a new coal hopper at \$42,000 to \$45,000. Most of the cars are about 15+ years old and the rebuilding will bring at least another five or six years of service.

The rebuilding will require an average of 150 man hours of work per car. The amount of work varies depending on condition of the car, but some vital parts are being replaced on all cars. For example, all cars will get new hopper doors and hinges and brakes. Trucks are being fitted with new springs, composition shoes, brake beam wear plates and friction wear plates.

Other work includes replacement of damaged floor sheets, replacement of draft gears, gear carriers and coupler carrier wear plates. In addition all of the cars will be sandblasted and repainted and numbered in the Seaboard System colors. (Seaboard System NEWS)

**0113. SCL (SBD). SCL SERIES 29850-30112**  
This series of boxcars are definitely in discreet blocks built by SIECO AC (Cream), SIECO AC (Brown) SIECO CHMB (Brown), SIECO ATL (Brown), ETSX OZ (Brown), in that order. All appear to be identical except for the first group that does not have the NRUC type plate on door. (Eric A. Neubauer)

**0114. SP. ESPEE'S NEW REBUILT CONTAINER CARS**  
A new series of container-only flatcars beginning around SP 901409+ have recently entered service. The cars were originally class F-70-48 built in 1967. Cars may be either de-racked FA's or obsolete piggyback cars. The newly rebuilt cars are classed F-70-48A and have no bridgeplate or hitches. They are stencilled "TWO-40's" and have container pedestals only. Refitting/rebuilt dates so far are 8=9-84. (David G. Casdorff)

**0115. UP. NEW UNION PACIFIC CEMENT HOPPERS**  
(See Photo # 8, Inside rear cover) A series of 300 covered hoppers built by Greenville Steel Car in 4=5-84 have entered service. Car numbers are UP 218000-218299. UP classed CH-100-63. Cubic capacity is 3000 cuft. (David G. Casdorff)

### 0116. CBL. CONEMAUGH & BLACK LICK FREIGHT CARS

Numbers	Quan	Type	CuFt	Builder	Date	Notes
100-114	15	140GB	1311	BSC	-27	1.
300-324	25	140GB	1745	?	6-57	2.

Notes:

1. Retired 1957/58. IL is 46'0". Color unknown.
2. Rebuilt to PBR 325-348 in 4-82. Cars are painted tuscan. IL is 52'6".

### 0117. PBR. PATAPSCO & BACK RIVERS FREIGHT CARS

Numbers	Quan	Type	CuFt	Builder	Date	Notes
100-199	100	140GB	1761	BSC	12-49	1.
200-299	100	154GB	1995	C&I CR	7-79=7-80	2.
300	1	110FMS		?	?	3.
320	1	110FM		?	?	4.
325-348	24	154GB	1745	C&I CR	4-82	5.
400-424	25	192GBS	2494	BSC JTN	4-80	6.
425-449	25	199GB	2494	BSC JTN	4-80	6.
5000-5099	100	185GBS	2244	BFF BWK	5=6-80	7.

NOTES:

1. Painted tuscan with yellow lettering.
2. Painted yellow with black lettering.
3. Color unknown. Acquired 1974/75. 48'6" IL
4. Color unknown. Acquired 1974/75. 53'6" IL
5. Yellow with black lettering. Rebuilt from CBL 300-324.
6. Black with white lettering.
7. Black with yellow lettering (these cars owned by Emmons). Same as PBNE 4000-4099 and SB 6000-6199.

All Gondolas are 52'6" IL.

### 0118. SB. SOUTH BUFFALO FREIGHT CARS

Numbers	Quan	Type	CuFt	Builder	Date	Notes
100-149	50	100HM	2145	BSC	1949	1.
200-249	50	140GB	1761	BSC	1949	
300-324	25	160GBS	1325			2.
325-339	15	160GBS	1325			3.
400-401	2	154GBS	1745			4.
6000-6199	200	185GBS	2244	BFF BWK	4=6-80	5.

NOTES:

1. To C&I 150-194 in 1964/66. 33'0" IL
2. Acquired 1961/62-coil steel local service only. IL 46'0".
3. Acquired 1962/63-coil steel local service only. IL 46'0"
4. Acquired 1972/74-coil steel local service only. IL 52'6"
5. Black with yellow lettering These cars owned by Emmons). IL 52'6". Same as PBNE 4000-4099 and PBR 5000-5099.

## NEWS AND NOTES PRIVATE OWNERS AND LESSEES

### 0119. DCPX. DART CONTAINER CORP. #1000

Dart Container Corporation of Pennsylvania number 1000 is a 209 LO, built in June, 1968 by the Magor Car Company. The car has an aluminum body. This car was originally MACX 1003, a demonstrator for Magor! (Carl W. Shaver)

### 0120. NAHX. TRC COVERED HOPPERS RETURNED TO NAHX NUMBERS

Beginning in August/September cars formerly lettered for the Trona Railway started showing up back in NAHX numbers. The series affected are TRC 1001-1225 returning to the NAHX 479000-482199 series, and TRC 1226-1350 being returned to NAHX series 465000-465124. See also FCJ 1-0015. (David G. Casdorff)

0121. PCFX. PACCAR COVERED HOPPER DEMONSTRATOR Spotted PCFX 1001 on July 28, 1984 in Calgary, Alberta, Canada. The car was built by Pacific Car and Foundry in 12-80. Its light weight is 62,500 lbs NEW. Colors are gray and blue car body with blue lettering and a larger white PCF logo. The car is a 4750 cuft covered hopper. (Richard Yaremko)

0122. PTLX. SERIES 41000-41349 COVERED HOPPERS This is the series of large blue colored Pullman-Standard built '5820' covered hoppers that was originally leased to the Northern Petrochemical Company. The cars were leased to the Norchem from the time they were built in 1971/72 until mid-1983 when the logos and stencilled lessee data was painted over. Most are still blue, but some are started to be repainted in standard covered hopper gray. One such example is PTLX 41034 leased to the Allied Corporation (stencilled I.D. only). (Carl W. Shaver)

### 0123. TTX. KTTX REPORTING MARKS

Originally cars prefixed "KTTX" were flatcars for auto racks (FA's). Recently (1982±) the definition of "KTTX" prefixed cars was changed to piggyback flats (FC) with non-collapsible hitches and EOC cushioning for loading two 45' trailers. The cars come from various classes of TTBX prefixed series. The cars are marked "TWIN-45." (David G. Casdorff)

0124. TTX. NEW REBUILT CONTAINER CARS-VTTX Newly rebuilt cars showing up with VTTX reporting marks were originally piggyback cars with collapsible hitches and bridgeplates prefixed GTTX.

They were originally built by the General American Transportation Corp. in the early sixties. TTX classes G-85 and G-85A.

The newly refitted cars are 85'0" IL and have container pedestals only for two 40' containers. These cars started showing up in the new VTTX scheme in about August of this year.

(David G. Casdorff)

### 0125. VALX. SIERRA PACIFIC POWER CO./ IDAHO POWER CO. HTS ROSTER

VALX has a series of 70 special hopper cars with pneumatic control doors. The cars were built by Ortner Freight Car in 11-12-80 and have a cubic capacity of 3800 cuft. (David G. Casdorff)

## LOGOS AND LIVERIES

0126. APA. NEW APACHE RAILWAY LOGO AND COLOR The Apache Railway originally had their 1700-1799 hi-cube boxcars painted in light blue with white lettering and logo. At least one car has been repainted, no. 1721 in a new bright medium-blue car color with a newly designed logo. The original logo appeared somewhat like this:

*The*  
APACHE RY  
*Co.*

The new logo appears like this:

The  
Apache  
Railway

Logo and lettering is still painted in white.

(Pat A. Holden)

### 0127. CNW. NEW CNW COIL CAR COLORS

The C&NW has been sending its coil cars through a repair program and the newly emerged cars are coming out in a new paint scheme. The body of the car is dark green, with yellow reporting marks and data; the hoods are bright yellow, with a multi-colored (white, on red and black) CNW herald on the sides. This is a vast improvement over the former paint scheme of black, with white lettering, and gray hoods with black-and-white logos. (Carl W. Shaver)

### 0128. FGE. TWO NEW LOGOS AND LIVERIES INTRODUCED FOR F.G.E. MECHANICAL REEFERS.

(see photos 10 and 11) Fruit Growers Express introduced two new paint schemes in late 1983.

## BUILDER PRODUCTION AND DESIGN NOTES

The first scheme, introduced 9-83± (?), is the "THE CHILLER" logo. The carbody is FGE yellow-orange with black markings and logo. The second is the "SOLID COLD" scheme introduced 12-83± (?). This second scheme is quite attractive and presents a refreshing new look for the FGMR car.

The "SOLID COLD" cars are tan with blue markings and logo. This later scheme seems to have replaced the former ("THE CHILLER") as the last repaint date spotted was 1-84 so far. Meanwhile, the "SOLID COLD" scheme is still being spotted with repaint dates right up to 9-84 so far.

(David G. Casdorff)

### O129. NW. TWO NEW LIVERIES FOR NW FREIGHT CARS

a) Norfolk and Western reefers (RBL's) leased from F.G.E. have appeared repainted in the new slightly darker Southern brown paint. These cars were formerly painted black with white markings and logo. The current scheme was introduced sometime near the beginning of this year. The cars retain the Norfolk and Western logo and markings in white.

b) Later this year NW introduced a new scheme for their auto-racks. The flat carbody is the new Southern brown except for the top surface of the flat which is white. The auto-rack's posts and decks are white. Shielding is aluminum. The logo plate on the sides of the rack are Southern brown with white lettering and NW logo.

(Carl W Shaver)

O130. SSW. B-70-43s APPEAR W/ NEW PAINT, STENCILS Beginning 6-84, Cotton Belt's hi-cube paper car class B-70-43 began showing up with new paint and minor modifications in the stencilling. A comparison of the original and new schemes are as follows:

	<u>Original</u>	<u>New</u>
Left door:	Yellow	Brown (Same as carbody)
Cushion slogan:	Hydra-Cushion For Fragile Freight	Cushion-Car
Side Excess height warning:	Yellow w/ Black lettering	White w/black lettering
Commodity I.D.:	For Paper Loading Only, Return to SP Agent _____	For Paper Loading Only.

In addition the new scheme uses lettering of a different type and style. Also a "plate C" I.D. circle was added. (David G. Casdorff)

O131. PORTEC'S NEW 2-PLATFORM INTERMODAL FLAT  
Portec has introduced a new intermodal flat car available in both a 2-platform and single platform version. The car is called **TRACAR** (Trademark) and is a lightweight, single axle design car with equipment for both trailer and container loading. It will accept any combination of 20-40-, and 45-foot containers and up to 48' x 102 inch wide trailers with nose mounted reefers.

Unit connection is by drawbar and the car is available in End-of-Car cushioned and uncushioned versions. Hitches are non-cushioned and retractable. Each platform is 49'10" length over end sills; 54'4" length over pulling face of couplers. The 2-platform car is 107'4" length over pulling face of couplers. Truck centers are 38'0". Platform height is 3'5½" and platform width is 8'8". The single platform car is estimated at a lightweight of 29500 lbs, while the 2-platform car weighs approximately 60,000 lbs.

( Al Tuner)

### O132. PULLMAN-STANDARD LOT 1044 BOXCARS

Lot 1044:

Includes 350 cars of the series LVRC 5050-5399 built 10-11-79. Serial numbers 1-350.

Lot 1044A:

Includes 350 cars in 4 series. GMRC 11000-11099 built 11-12-79 have serials 1-100; SM 3001-3100, built 12-79 have serials 101-200; AA 5100-5199 built 12-79 and later became QC 74700's have serials 201-300; SBVR 2001-2050 were built in 12-79 and have serials 301-350.

Lot 1044B:

Apparently only 300 cars built in this subplot. PARY 14000-14049 were built in 12-79 with serials 1-50; UMP 1000-1249 built 12-79=1-80 have serials 51-300. However only 52 numbers between 1000 and 1060 were delivered to UMP. All were painted for the UMP. Remaining cars were randomly delivered as WLO 531200-531249 built 12-80 and have various serials in lot 1044 C. Stencilled lot is 1044C; and D&H 27200-27347 built in 6-81 with various serials in lot 1044B, but stenciled 1044D. Thus, the PARY rec'd 50, the UMP rec'd 52, the WLO 50 and the D&H 148; Total=300 (E.A. Neubauer)

0133. RALSTON STEEL CAR CO., COLUMBUS, OHIO  
CARS DELIVERED TO HV/PM/C&O

THE CABOOSE COLUMN  
Edited by Pat Holden

Reporting	Marks	Dates	Description	Notes
HV	27611	6-14	Gondola	
C&O	61500-61999	1918	50T Hopper	
PM	17650-18399	6=7-30	50T Flat bottom gondola	1.
C&O	120250-120999	7=9-34	Self Clearing Hopper, 50T	2.
PM	59600-59763	1936?	Double door Box 40T	
PM	93000-93399	9=10-36	Automobile Box, 40T	3.
PM	71250-71349	10=11-36	Steel Automobile/furniture box, 40T	4.
C&O	30000-30099	12-36	Flat bottom steel Gondola w/wood floors, 50T	5.
C&O	134650-134799	11-39	Steel 50T Hopper	6.
PM	93400-93499	7=8-41	Steel 40T Automobile /furniture Boxcars.	7.
C&O	80900-80924	7-41	Steel 70T Flat	8.
C&O	80625-80724	5=6-44	Steel 50T Flat	9.
PM	72200-72345	9=10-46	Steel Automobile/Furniture Box, 50T	10.
PM	72350-72399	12-46=1-47	Steel Automobile Box 50T	11.
C&O	800-1299	12-48=3-49	Steel Covered Hopper, 70T	12.

NOTES:

1. Lot C 2510, later became C&O 217650-218399
2. Lot 2513.
3. Lot C 2519. 77 cars have Evans auto loaders. Maybe later C&O 293000-293399.
4. Lot C 2520. Perforated linings in some cars. Later became C&O 271250-271349
5. Lot C 2521. Bodies only. Low side drop ends; second-hand trucks from C&O Rwy: 50 Dalman, 50 AAR Cast Steel.
6. Lot 2530. Ordered 9-39.
7. Lot C 2538. 41 cars have Evans auto loaders. Later C&O 293400-293499.
8. Lot C 2537. Ordered 2-41.
9. Lot C 2553. Ordered 8-43.
- 10 Lot C 2562. Ordered 7-46. Bought by C&O for PM. Later C&O 272200-272345.
- 11 Lot C 2562. Ordered 7-46. Bought by C&O for PM. Later C&O 272350-272399.
- 12 Lot 2575. Ordered 9-47.

(Randolph Kean)

0134. MP. MISSOURI PACIFIC CABOOSE ROSTER  
Effective 1-1-81

Series	No.	Cap	Type	IL	LtWt	Year	Notes
11000-11060	15	40	C	24-1	41800	1937-53	r,M
11078	1	50	C	28-7	50560	1942	r,c,M
11156	1	40	C	28-7	50560	1955	r,M
11196	1	30	BC	37-7	48000	1942	
11217	1	40	C	24-1	41800	1937	r
11244	1	40	C	30-0	51200	1952	r
11254	1	40	C	24-1	40000	1953	r
11339,11357	2	40	C	31-1	48700	1948	r,M
11409-11492	5	40	C	31-1	45400	1950	r,M
11511	1	50	lbC	30-0	50500	1965	r,c,M
11900-11934	20	40	tC	9-5	38200	1963-64	
11959-11961	3	40	tC	24-0	41600	1963	
11963	1	50	tC	9-3	42100	1963	
12009,12013	2	40	C	24-1	41800	1937	r,M
12041	1	40	C	24-1	40000	1951	r,M
12065-12141	52	40	C	28-7	50560	1929-30	r,c,M
12143-12155	11	40	C	28-7	50560	1955	r,c,M
12192,12197	2	30	BC	37-7	48000	1941	
12224	1	40	C	31-1	50560	1947	r,M
12226	1	40	C	31-1	50560	1948	r,M
12231-12245	7	40	C	30-0	51200	1952	r,M
12261	1	40	C	31-1	45400	1948	r,M
12263	1	40	C	31-1	54800	1948	r,c,M
12325,12340	2	40	C	31-1	45400	1948	r,M
12330,12345	2	40	C	31-1	54800	1948	r,c,M
12347	1	40	C	31-1	45400	1948	r
12359,12365	2	40	C	31-1	54800	1948	r,c,M
12389-12483	10	40	C	31-1	45400	1948	r,M
12485	1	40	C	31-1	54800	1950	r,c
12509-12514	5	50	lbC	30-0	50500	1965	r,c,M
13097,13105	2	40	C	28-7	50560	1928	r,c,M
13142	1	40	C	28-7	50560	1955	r,c,M
13248-13362	35	40	C	31-1	54800	1943-48	r,c,M
13368-13442	27	40	C	31-1	54800	1948-50	r,c,M
13444-13493	21	40	C	31-1	54800	1950	r,c,M
13494-13505	10	50	C	28-5	52300	1950	r,c,M
13506-13508	3	50	C	30-0	53100	1956	r,c,M
13515-13664	147	50	C	30-0	52300	1971-74	r,c,M
13542	1	50	sbC	17-3	51600	1977	r,c,M
13665-13714	48	50	lbC	30-0	52700	1976	r,c,M
13715-13814	97	50	sbC	17-3	51200	1977-78	r,c,M
13815-13964	150	50	sbC	17-3	51900	1980	r,c,M

NOTES: r= Radio Equipped c= Cushioned undrfrm  
M= Microphor Toilet

TYPE: C= Caboose BC= Baggage Caboose  
lbC= large Bay Caboose sbC= Short Bay  
tC= Transfer Caboose

0135. SBD, CNW CABOOSES ON UNION PACIFIC  
 Spotted on Sept. 2, 1984 was SBD 0739 and CNW 11140 at Yermo, CA. The CNW caboose probably arrived there via the APL container train, but the SBD caboose poses a bit of a mystery...anybody have any ideas why the SBD caboose was so far from home?  
 (Pat Holden)

### OVERSEAS FREIGHT WAGONS

0136. SJ. NEW HEATED COAL WAGON  
 Statens Järnvägar (Swedish State Railways) has introduced a new heated coal wagon to combat freezing of coal in transit. The Tals-type wagon uses vinyl-honeycomb insulation between stainless steel and aluminum-zinc plates. Electric heating cables run inside the stainless-steel plates. Power is obtained from either the locomotive or stationary ground outlets. The car weighs about 31 metric tonnes and has a capacity of 75m<sup>3</sup>. The car has four axles and is 14.04m long over buffers.  
 (David G. Casdorff)

0137. CP. #'s 533 1001-533 1203 OPEN GOODS WAGONS  
 Caminhos de Ferro Portugueses (Portugal) open goods wagons 533 1001-533 1098 and 533 1099-533 1203 are renumbered from series 35.001-35.113 and 55.001-55.113 built by Ralston Steel Car in 1947. The car has a 27.27m<sup>3</sup> capacity with an average light weight of 8,600 Kg. Maximum speed limit is 60 Km/h. Present car type is Elmo, formerly type O. See Illustration below.  
 (Francisco G. Costa)

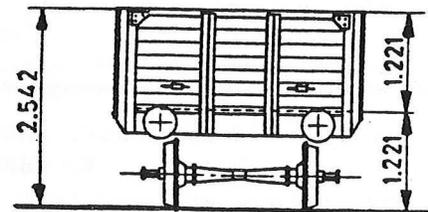
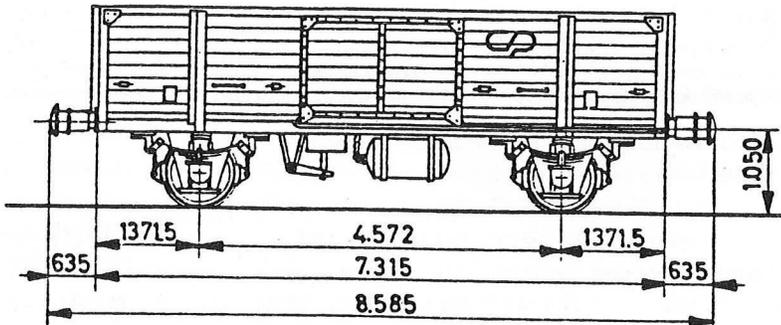
### THE MISCELLANY REPORTS

0138. CARS SPOTTED AT MOOREFIELD, WV JULY 1984  
 Cars on the tracks of South Branch Valley Railroad were: WVAX 318, tank car, built in August 1945 is ex-DOWX 318, painted by M.T.C. in June 1972.  
 SBVR 229, boxcar, painted yellow, AAR type XM, 50 ton, built Oct. 1942 by Pullman for the U.S. Navy Bureau of Ordnance. SBVR 1006, boxcar, painted red, AAR type XL, built Dec. 1942 and SBVR 1007, boxcar, painted red, AAR type XL, built Nov. 1942.

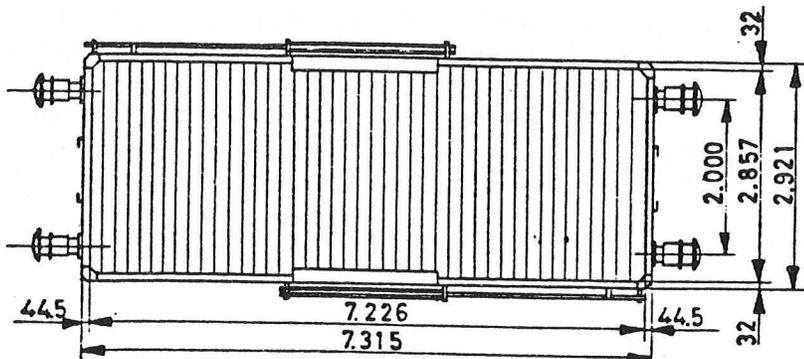
Cars 1006 and 1007 both marked "For Intraplant Service Only", both probably ex- U.S. Navy and built by Pullman.  
 USN 61-00352, boxcar, 50 ton, built June 1942 by Pullman for US Navy Bureau of Ordnance. USN 61-03273, boxcar, 50 ton, built Dec. 1942, lettered "US Navy St. Juliens Creek Naval Ordnance Depot", probably built by Pullman.

Note that cars 229 and 61-00352 have cast metal plates at left of each side (under reporting marks) bolted into end of bolster that say car was built by Pullman for Bureau of Ordnance; the other three box cars lack plates, but the bolt holes and outlines of the plates formerly there can be seen.  
 (Randolph Kean)

0139. CARS SPOTTED AT PARSONS YD, COLUMBUS, OHIO  
 C&O 60573, hopper with composite (wood) sides, built Oct. 1970, rebuilt Dec. 1974 by Raceland Shops. C&O 910035 MW, ex-box car, built April 1957. C&O 911068 MWX, ex X-467, ex box car, built at Raceland Shops in April 1965. (Randolph Kean)



C.P. (Portugal) OPEN GOODS  
 WAGON TYPE Elmo series built  
 by Ralston Steel Car in 1947



# FCJ SPOTTER'S LOG

## NEW AND RECENT DELIVERY SIGHTINGS

Rprtng Mks	Built	Type	Builder	Notes	Sptr
ACFX 76342	2-84	200 T	ACF MILT	27,850 gal., J.M. Huber lessee (logo and livery)	EAN
ADMX 15555	7-84	201 T	TRN LGV	Corn Syrup service, black and white livery	DGC
BCIT 871075	7-84	195 FBS	TC CH	Job 834, Center beam flat car	DGC
BCIT 871254	8-84	195 FBS	TC CH	Job 834, Center beam flat car	PAH
CRGX 4081	4-84	200 T	UTC ECH	Corn syrup service	DGC
MMID 3393	6-82	LO	USEX	3000 cuft	AT
MMID 3475	8-82	LO	USEX	3000 cuft	AT
NAHX 550353	5-84	192 LO	NACC MURF	Pd 5150, Harshaw/Filtrol Partner. lessee (logo)	DGC
NAHX 550362	6-84	192 LO	NACC MURF	" " " " " "	DGC
NAHX 550368	7-84	192 LO	NACC MURF	" " " " " "	DGC
NdeM 107608	1-84	154 XM	CNCF SGN	141.6m <sup>3</sup> , 28700 Kgs light	DGC
NdeM 107796	2-84	154 XM	CNCF SGN	141.6m <sup>3</sup> , 28700 Kgs light	PAH
SP 500606	1-83	408 FM	TMC STP	class F-200-3, 116000 lt., four 4-wheel trucks	CWS
TCAX 65026	1-84	196 LO	TC CH	job 816-A, 5800 cuft, Shintech lessee (Stenciled I.D.)	DGC
TILX 135171	1-84	198 T	TRN LGV	Molten Sulphur, Canadian Occidental Petrol. (Sten.ID)	DGC
TILX 135240	2-84	198 T	TRN LGV	" " " " " "	DGC
TILX 135261	3-84	198T	TRN LGV	" " " " " "	DGC
TILX 511730	3-84	199 LO	TRN OKC	4750 cuft. C.I.I. Inc. lessee (stenciled I.D.)	DGC
TTUX 121025	5-84	65 FC	TC CH	job 833, 27200 lt.Wt.	DGC
TTUX 121175	7-84	65 FC	TC CH	job 833, 26100 lt.Wt., class TLF 10	DGC
TTUX 121209	6-84	65 FC	TC CH	" " " " " "	DGC
TTUX 130151	7-84	65 FC	U-ACO	class ULF 10	DGC
TTUX 130218	8-84	65 FC	U-ACO	" " "	DGC
UNPX 123013	5-84	192 LO	Procor	70400 Lt.Wt., 5820 cuft	EAN
UTLX 27463	5-84	166 T	UTC ECH	20,035 gal, Liquid Carbon-Dioxide, Liquid Carbonic lesse	DGC
UTLX 41158	3-84	194 T	UTC CLV	30,177 gal., Exxon lessee (sten.I.D.)	DGC
UTLX 61110	3-84	200 T	UTC ECH	Liquid Sulphur, Interedec lessee (stenciled I.D.)	DGC
UTLX 61128	4-84	200 T	UTC ECH	" " " " " "	DGC
UTLX 61185	5-84	200 T	UTC ECH	" " " " " "	DGC
UTLX 61375	8-84	200 T	UTC ECH	" " " " " "	DGC
UTLX 66861	1-84	200 T	UTC	Minnesota Corn Processing (Stenciled I.D.)	CWS
UTLX 66900	3-84	200 T	UTC ECH	Corn Syrup, Trusweet (logo)	DGC
UTLX 66917	4-84	200 T	UTC ECH	" " " " " "	DGC

Spotter Code: AT=Al Tuner; EAN= Eric A. Neubauer; PAH= Pat A Holden  
 CWS= Carl W. Shaver; DGC =David G. Casdorff

**A comment on recent sightings.** Taking a look at what still being built in 1984, we can see a lot of new built cars are tankers. However, a few covered hopper appear, one set of center beam flats and of course many of the new Thrall TOFC cars. Notice the only boxcars still being built are the CNCF ones for the NdeM. Its also important to note the continued building of new cars from NACC MURF (now General Electric) after a breif lapse of new builds. Still no sightings of Pacific Car & Foundry, Richmond Tank or any of the any of the Evans group. Portec is active with auto-racks; ACF with Center-flo covered hoppers and Bethlehem with coal cars.

Meanwhile, on the second hand changes, the Seaboard System leads with many new cars being added to SBD reporting marks. In addition, the NRUC "Baby Blues" continue to show up in new reporting marks. Many of the NRUC cars going to larger railroads have been repainted in their new owner's colors.

# FCJ SPOTTER'S LOG

## EX AND RENO SIGHTINGS

<i>Rprtng Mks</i>	<i>Previous Marks/Numbers</i>	<i>Type</i>	<i>Builder</i>	<i>Date</i>	<i>CuFt</i>	<i>Sptr</i>
BFGX 1285	ex-CSPX 1285					EAN
BRAX 260542	ex-WAR 14020	201 LO	NSC	8-79	4650	DGC
BN 219339	ex-NSL 155237	XM	SIECO ATL	8-78		DGC
BVRY 5615	Ex OCTR	199 GB	USEX BI	8-80	2240	EAN
CABX 470267	Ex-CABX 4709		TC CH	11-64		EAN
CIC 1435	Ex-LEF 1435	156 XM	USEX BI	12-79		EAN
CNW 33799	Ex-JWAX 49142	RBL	NACC CR	6-70		DGC
CNW 752558	Ex-R.I. 132640	200 LO	PS BUT 9662	6-73	4750	EAN
CV 600402	Ex-NSL 155023					EAN
ELTX 395	Ex-CSPX 7046					EAN
ELTX 409	Ex-CSPX 7060					EAN
GBW 8250	Ex-WWRC 8150	154 XM	SIECO ATL	7-79	5277	EAN
GWIX 610012	Ex-GNWR 610012, nee MILW 102212	203 LO	PS BUT 1137	10-80		EAN
HRT 131	Ex-NYSW 131		CNCF SGN	1-79		EAN
IANR 63444	Ex- ???, ex- CNW 190437	LO	BFF RV	4-81	4750	EAN
ICG 501391	Ex-HOSC 250039	XM	BFF RV	4-79	5277	EAN
ICG 532025	Ex-VTR 11257 (repainted 9-83)		PS BESS	9-78		EAN
IHRC 15033	Ex-OHIC 1182, Ex- PAM 1182	154 XM	GT PICK	10-76	5077	EAN
JHPX 5313	Ex-SCPX 5313					EAN
JMHX 76342	Ex-ACFX 76342 (also ex-J.M. Huber as lessee)	200 T	ACF MILT	2-84		EAN
MRI 1067	Ex-SNCT 1067, Ex-MR 2100		FMC P	5-77		EAN
SBD 125044	Ex-SCL 23785			11-71		EAN
SBD 135545	Ex-ATW 64028, Ex-HN 4028	154 XP	USEX BI	3-79	5250	EAN
SBD 135558	EX-ATW 64095, Ex-HN 4095	154 XP	USEX BI	4-79	5250	EAN
SBD 135623	Ex-LNAC 343	154 XM	USEX BI	4-79	5250	EAN
SBD 135784	Ex-NACR 700210 (repainted 3-82 NRUC OZ)		GT PICK	5-79		EAN
SBD 322875	Ex-L&N 185984	HT	PS BESS	1-71		DGC
STMA 60174	Ex LPN					EAN
QC 74855	Ex-GMRC 10073		PS BESS			EAN
WLO 502433	Ex-NSL 156017		GANTT GN	9-78		EAN

Spotter Code: EAN= Eric A. Neubauer

DGC= David G. Casdorff

## PIGGYBACK TRAILER SIGHTINGS

<i>Reporting Marks</i>	<i>Builder</i>	<i>Model</i>	<i>Date</i>	<i>Serial</i>	<i>Notes</i>
BNZ 930346	Theurer	1SS450A06S202	11-83	114529D1202609	
BRAZ 750285	BRAE	GSVWZ455T5"WDDGE"	3-83	1B01A452ZDS105085	Wedge design trailer
MKTZ 630068	Pines	no model design.	10-83	104612	102" wide
REAZ 233313	BRAE	GSVW-Z-454T-S	12-83	109313	
REAZ 234141	BRAE	GSVW-Z-454T-S	12-83	110041	
REAZ 234151	BRAE	GSVW-Z-454T-S	12-83	110051	
REAZ 234211	BRAE	GSVW-Z-454T-S	1-84	110111	
REAZ 300531	Great Dane	GPHS-40	6-84	070431	Platform Trailer
SBDZ 252831	Dorsey	SS01-454T-S	6-83	252831	
SBZ 635665	Fruehauf	FCZ9-F2-45	8-83	001866	
SFTZ 630028	Fruehauf	FBZ9-F2-45-102	3-83	029528	
XTRZ 252096	Dunham	FRPV-45	9-83	014452	
XTRZ 252169	Dunham	FRPV-45	10-83	014525	

## FREIGHT CARS, TRAFFIC AND COMMODITIES: A 1953 EXAMPLE

By TODD SULLIVAN

### INTRODUCTION

A great many materials went via rail in 1953 that no longer are shipped by train. These notes were compiled from my experiences as a yard clerk in Portland, Oregon during 1961-1962 for the Northern Pacific Terminal Co. of Oregon.

The NPTCo was a terminal switching company. We handled interchange between the NP and the UP and SP. We also switched some 200-300 industries on our trackage between Guilds Lake Yard and Union Station. This switching activity meant interchange between the NPTCo and the GN and SP&S, as well as with the NP, UP, and SP.

The following is broken into two parts ...part 1 deals with the various commodities arranged into seven broad industrial categories. Part 2 discusses ideas for handling empties.

### PART I

#### AUTOMOTIVE

##### *Automobiles*

Were shipped in 40' and 50' double door boxcars to any town that had an auto dealer (or distributor) and a trackside loading platform in the team track area.

##### *Auto Parts*

Shipped in 40' and 50' single, double and 1½-door boxcars between manufacturers of auto parts and assembly plants. Typical parts were assemblies (engines, axles, frames, transmissions) and auto body panels. Cars were in assigned service and usually had special equipment to handle the parts carries. Tires were also a big item but went in general service cars.

##### *Agricultural Machinery*

Tractors, combines, threshers, plows, seeders etc. were all shipped on flatcars from assembly plants to distributors and dealers. Some plant locations are: Cat-

erpillar - Peoria, IL and John Deere in Moline, IL.

#### URBAN and HEAVY INDUSTRY

##### *Heavy Electrical Equipment*

Transformers, switch boxes, etc. were shipped on conventional flatcars if light enough, or special cars such as well hole flats or multiple (6-8) axle flatcars, and sent to distributors and material yards.

##### *Utility Poles*

Usually shipped on 50' flats from the Pacific Northwest or the South to Utility companies and their material yards, or to team tracks if yards were not on the railroad.

##### *Pipe*

Shipped on flats and in gondolas. All kinds of pipe- for culverts, gas mains, sewers, industrial plants, as well as plumbing for commercial and residential structures. Usually racked with lumber the same way open lumber loads were shipped.

##### *Industrial Machinery*

Machine tools, metal lathes, presses, printing presses, air conditioning units (Carrier, Syracuse), textile machinery, petrochemical vessels-you name it. These were usually shipped on flat cars, blocked and covered by tarps, or crated.

##### *Metal Concentrates and Refined Metals*

Ores in concentrated form, plus pigs and ingots were shipped in solid bottom 40' gondolas (ores), drop bottom gons and hoppers (eg. chunk sulfur from Texas, Louisiana and Canada), and refined metals went in gondolas, on flats (big ingots), and in boxcars (expensive metals such as zinc, lead, cadmium, etc.). Destination were foundries mostly.

##### *Road Salt*

Shipped from central New York and also

Michigan to various local highway departments in covered hoppers. Salt was also used for reefer icing facilities. Bagged refined salt would be used for food processing. Note that sodium chloride is edible; calcium chloride is not, and has industrial uses.

#### *Steel*

Plate, coil sheet steel, and rolled shapes went on flats and in mill gondolas to steel fabricators all over. Reinforcing rods were used in concrete road and structure construction. Beth Steel's plant near Harrisburg (PRR) produced re-rod for ages. Steel wire is also important. Coil Steel used in lots of manufacturing, especially for autobody parts and appliances.

### CONSTRUCTION

#### *Brick*

From brickyards all over the U.S. to building distributors and dealers, and fire-brick to industrial plants, foundries, forges, and furnace makers. Usually shipped in boxcars, and considered "rough freight", i.e. good cars were not used in this service ordinarily.

#### *Granite, Marble, Sandstone, etc.*

From New England (granite and marble) and the Midwest (sandstone) for urban building projects, curbstones (granite), and such moved in gondolas and flatcars.

#### *Gravel, Sand, Limestone and Riprap*

Used for fill, construction, cement (ready mix plants) in hoppers and drop bottom (GS) gondolas. Road construction and urban construction used these materials.

#### *Bulk and Bagged Cement and Lime*

From northeastern Pennsylvania and New York, as well as other places in the midwest (and far west for lime, as on the UP, SP and ATSF) to cement ready-mix plants, builders supply distributors and dealers, and to agricultural supply dealers (lime). Bulk materials go in covered hoppers; bagged materials in older boxcars (rough freight cars but with reasonable interiors).

#### *Lumber and Lumber Products*

From the West and Canada, and the South to furniture manufacturers, building supply dealers, and lumber yards. Usually rough lumber shipped on gons or flats with bracing. Finished lumber in 40' and 50' boxcars, double door cars preferred.

### ENERGY

#### *Anthracite Coal*

Used almost exclusively for home heating purposes in the Northeast. Originated on the LNE, D&H, RDG, CNJ, O&W and LV, DL&W and Erie. The LV, D&H DL&W and LNE each had specific dealerships in the Northeast.

#### *Bituminous Coal*

Used almost exclusively for industrial purposes in the Northeast. Shipped via hoppers from Pennsylvania, W VA, VA, Kentucky, Ohio, Indiana, and Illinois.

#### *L P Gas*

From Canada, Pennsylvania, W VA, Texas, Louisiana to the Northeast in ICC 105A tank cars for industrial use and domestic home heating and cooking. Most local fuel dealers, or specialized propane dealers, started selling this "clean fuel" in the 1950s as an alternative to coal and kerosene.

#### *Gasoline, Kerosene etc.*

Shipped from coastal refineries (Chicago, Philadelphia, New York City, Boston) to local dealers and distributors in 8000-10000 gallon tank cars, and 11000 gallon cars for fuel oils.

Remember, in WWII crude was shipped in "unit train" lots from oil fields to east coast refineries (as was refined oil/gas/etc.) for shipment to European war theaters, to avoid U-Boats from the Gulf ports and California to the Northeast. After WWII, the oil arrived by sea as crude, was refined in the Northeast ports and then distributed by rail.

### PAPER PRODUCTS

*Paper, Wood Pulp etc.*

In 40' boxcars and 50' boxcars from the West Coast, Louisiana, Canada and the Northeast.

*Chemicals for the Paper Industry*

Kaolin or bentonite for paper manufacture were usually shipped in tanks cars.

## AGRICULTURE

*Produce*

From California (citrus, "garden vegetables"), the South, the Pacific Northwest (fruits, berries, "garden vegetables"), Michigan, Indiana, etc. in refrigerator cars to produce distributors and food processors. Apples, peaches, pears shipped from the Northeast to all points. Most reefers at this time were privately owned. Lots of southern citrus and produce shipped to Canada (Usually FGEX). Bananas, too- especially in IC (from New Orleans) and MDT (from NYC/NJ) reefers.

*Grains in Bulk*

From Western and Midwestern elevator companies and from Canada, in covered hoppers but more usually in 40', 6'-door boxcars of all types, to feed and flour mills. The grains include wheat, oats, corn, barley, rice, millet, soybeans, etc. Wheat also goes to milling companies that make flour. Bagged grains also shipped occasionally -most rice and smaller grains, or specialty grains used in food processing.

*Bulk and Bagged Flour*

From mills in the Midwest, Buffalo, Rochester, and local areas (eg. buckwheat flour mill in Cobleskill on D&H) in covered hoppers (only PS-2s or Airslides, both introduced in 1954) for bulk, and clean high quality boxcars for bagged flour going to bakeries and food processing plants.

*Corn Syrup*

From Midwest grain processors (Nebraska, Iowa, Chicago, Minneapolis-St.Paul, etc.) to food processors shipped in insulated

8000 gallon ICC 103 tank cars.

*Corn, Soybean and Animal Oils and Fats*

Same sources and destinations as for corn syrup, but shipped in 8000 or 10000 uninsulated ICC 103 tank cars.

*Dairy Products*

Not only raw milk, but cheese, processed milk and cream, butter, etc. moved by rail in reefers.

*Meat*

All meats were shipped from packing centers in Chicago, Omaha, St. Louis, and Kansas City to local distributors. Many meat companies had their specific distributors, eg. both Swift and Armour in Newburgh, NY. Some distributors were independent and handled various brands -Oscar Mayer, Morrell etc.

*Livestock*

Dairy and beef cattle, sheep, hogs, goats, horses, and even chickens were shipped via rail for sale to dairy and other farmers as well as to packing plants. Double decked stock cars used for sheep, goats and hogs. Single deck stock cars used for cattle and horses. Convertible stock cars used for both. Poultry cars were unique.

*Fertilizers*

Bulk fertilizers were shipped in covered hoppers (urea etc.) and tank cars (nitrogen and ammonia solutions). Bagged fertilizer in boxcars.

*Canned Goods*

Vegetables, fruits, beer and other beverages shipped in insulated boxcars (which came into vogue in the mid-1950s) from canneries and vegetable processors, beverage manufacturers to grocery wholesalers. These needed insulation (also shipped in un-iced reefers, too) to avoid freezing or excess heat.

## CONSUMER PRODUCTS

*Appliances*

Appliances were hauled in 40' double door and 50' 8'-door boxcars from manufacturing centers all over, but especially in the Midwest and Northeast.

#### *Cloth*

Wool, cotton, linen shipped in belts in boxcars from textile plants in the Northeast and South to clothing manufacturers ...Baled cotton was shipped from the South to textile mills in the Northeast. Wool came mostly from Montana, Idaho, and Oregon in the early 20th Century.

#### *Hardware*

From foundries and manufacturers all over to distributors and warehouses; usually shipped in boxcars.

#### *Furniture*

From the South especially, but also from Canada, the Northeast, Michigan, Wisconsin, Minnesota and the Pacific Northwest; transported in double door boxcars.

#### *Manufactured Goods*

All kinds, generally termed "merchandise", usually carried in 40- and 50-foot single-door boxcars.

## PART II

### HANDLING EMPTIES

The following discussion is again based on my experiences in 1961-62 with the Northern Pacific Terminal Co. of Oregon, Portland, Oregon.

\* All empty freight cars were pulled from on-line industries and checked for mechanical defects. Any cars needing repairs were switched to the rip track.  
\* All boxcars were switched to the rip track for inspection, repairs (if needed), clean-out, and classification for lading.  
\* Paper was the largest outbound commodity, so several of the classifications were in terms of paper and its packaging. The boxcar lading classifications were based on the cleanliness and condition of the car's interior; from best to worst, they were:

roll paper  
carton paper  
pulp paper

grain  
merchandise  
lumber  
rough freight

The top grade (roll paper) required very clean interior, smooth wood lined (no splinters) boxcars. An average grade (grain) car was one with good interior, but no holes in floor or side sheath. The low grade interiors, used for rough freight, had poor quality interior with splinters, holes and rough lining.

Boxcars used in green hide, feed, and lime service were "contaminated," and were not used in any other service except for the contaminated commodity. \* MTYS, as they were known were sorted by the Car Distributor (a yard clerk). Foreign road cars unsuitable for commodities loaded out by our customers were routed home forthwith, to avoid per diem charges. Projections were always made for cars needed -we usually kept a 3-day to 7-day supply on hand, depending on the outbound volumes. Home road cars were kept first, then foreign road cars, against prevailing demands. The cars held were moved to yards closest to the shipper(s) for commodities for which they were being held.

\* Cars were picked from the MTY lists for assignment to shippers' spurs as the shippers ordered in empties for loading. Foreign road cars were always supplied first (per diem, again), and then home road cars.

\* Unusual loads outbound could call for unusual equipment. Special Gondolas, flatcars etc. would be ordered from connecting roads if none were on hand.

\* Cars in assigned service were always returned via reverse route to their home point, empty. Foreign road empties also went home via reverse routes.

\* Foreign road cars were almost always loaded out in the direction of the home road, as an attempt to get them toward home.

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## QUESTIONS & ANSWERS

**ANSR. 0006:** Regarding original owners of cars from P-S lot 9988 (now ICG). As far as we know, the only thing in lot 9988 was VTR 11001-11300.  
(EAN/DGC)

**QSTN 0008:** Many Railroads had 65-foot gondolas built in the Thirties. Did they get them for any kind of special loads like telephone poles?  
(E.B. Mines)

**ANSR 0008:** A quick look through a 1941 ORER showed that most railroads that had these long gondolas were in the Northeast, or were owned by steel companies. That would lead one to believe that long steel beams were the loads intended for these cars. In addition to length, most had drop ends to accommodate even longer loads.

Generally cars for poles or pipes are usually wider and higher than "mill gondolas". (CWS/EAN)

**QSTN 0009:** What is the significance of the large diagonal stripe on certain CB&Q boxcars? My suspicions are it indicates load restraining devices. Can anyone confirm?  
(Craig T. Bossler)

**ANSR 0009:** My suspicions are that it does NOT indicate load restraining devices, as there were already several symbols in use industry-wide for various load restraints. My guess is that is similar in intent to that on a lot of SP 40' boxcars--it indicated a wide (and high?) single door opening.  
(CWS)

## MEMBER'S EXCHANGE

**Howard W. Ameling** has an extensive collection of black and white prints of freight cars, some dating back to the thirties available to members. His 60+ page Rail Photo Catalog is available for \$5.00. Address: 619 Ewing Street, Fremont, Ohio 43420.

**Jim Eager**, 111 Alberta Ave. Toronto, Ontario, M6H 2S1 Canada is looking for color slides (and or black and white prints) of RI 8547-8628 single Airslide LO, GATC built 4-66. Need originals for publication. Will pay and credit for use and return originals.

## FROM THE EDITOR...

Ya never know where the "From the Editor" is going to appear in this magazine! Some people read from back to front...so we'll catch them this time. I'd like to again thank those who helped with this issue; for their time and effort.

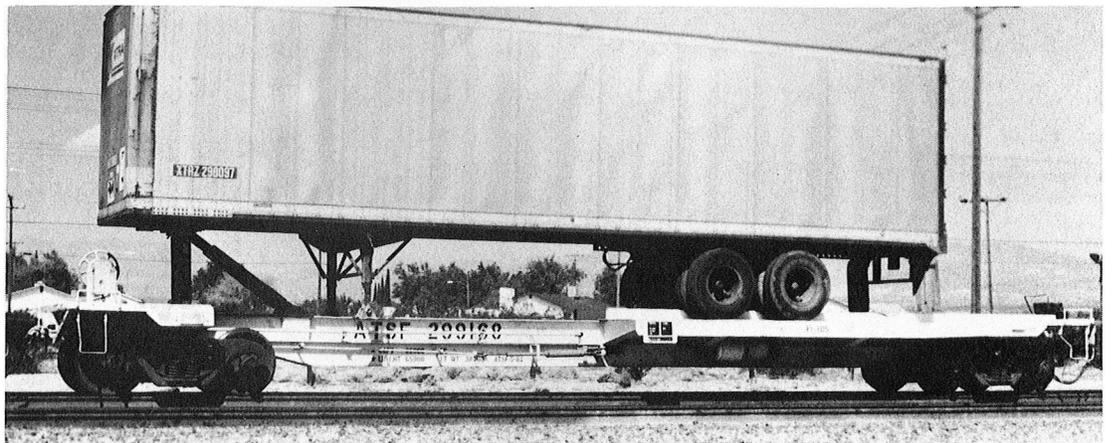
I do want to approach those other members though that can possibly help. We really need your help, your sightings, ideas, articles etc. Freight cars are believe it or not, very localized.... that is what I may see here in sunny southern California probably won't be the same as what you'll see....especially those that live in cities that are smaller than Los Angeles (which is most of ya..c'mon I have your addresses!) Seriously... please take a look around...we need Reporting marks, number, CAPY, Light weight/date weighed, built date and COTS abbreviations and date (these both from the "black box"), AAR type, builder, description etc., etc. Please, we would ALL appreciate it.

## REAR COVER PHOTO CAPTIONS

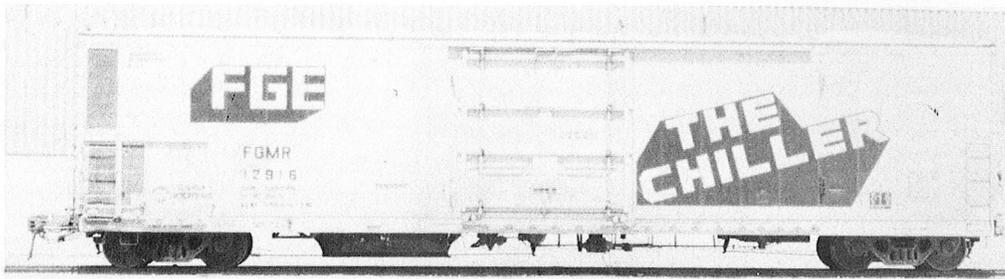
8. Union Pacific 218277, one of a series of 300 new covered cement hoppers built by Greenville. See Freightcarology 0115. (David G. Casdorff)
9. ATSF 299168, one of Santa Fe's newly converted single-trailer piggyback flat. The car is painted white with black markings. See Freightcarology 0101. (David G. Casdorff photo)
10. Fruit Growers Express mechanical refrigerator car with the first of two new paint schemes recently introduced. This car is in standard FGE "Yellow" with black logo and markings and displays the "THE CHILLER" slogan.(David G. Casdorff)
11. FGMR 12666, the second of FGE's new paint schemes to appear in the last year. This excels all previous for good looks. The car body is painted tan, while the logos and lettering is blue. The "SOLID COLD" scheme was introduced about 12-83. See Freightcarology 0128 for more details. (David G. Casdorff photo)
12. Illustrating an example of the type "L I" paint scheme of the D&RGW. This GATC built single Airslide has the optional herald plate. Salt Lake City, UT. (David G. Casdorff photo)
13. DRGW 67959, built by Pressed Steel Car in 4-46. This 40'6" boxcar has a type B I paint scheme with the flying Rio Grande logo. Salt Lake City, UT. (David G. Casdorff photo)
14. Ex Western Pacific, D&RGW 70128, built by Greenville in 1979. Colton, CA. (D.G. Casdorff)
15. One of the "Grande's" ACF Center Flo covered hopper cars. This car illustrates the type L II scheme with a black staggered "Rio Grande" logo on a light gray car. Salt Lake City, UT. (J.R. Quinn photo)



← 8



9 →



← 10



11 →



← 12



13 →



← 14

15 →

