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EDITORS

DAVID G. CASDORPH
ERIC A. NEUBAUER

ASSOCIATE EDITORS

JIM EAGER
PAT HOLDEN
AL TUNER
RICHARD YAREMKO

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DAVID G. CASDORPH
P.O. BOX 1458
MONROVIA, CA 91016

FRONT AND REAR COVER PHOTOGRAPHS

FRONT COVER: This Pittsburgh, McKeesport & Youghiogheny Ry. (Pittsburgh & Lake Erie) boxcar was photographed in 1937 in Clarksburg, W.Va. The car was originally built in November 1910. The car pictured here had a 40 ton capacity and weighed only 22 tons. Many of this series were later rebuilt with steel ends. Inside length is 36 feet with a cubic capacity of 2601.

(Courtesy of the Howard W. Ameling Collection)

INSIDE FRONT COVER: Providence and Worcester's number 428 from the series 404-553 built 12-77 by FMC-Portland. This is one of FMC's standard designs, the 5347 cube boxcar. The P & W leased this series from SSI. Colors are Orange-Red box with white lettering and white doors.

Below, is ANR 600 part of series 600-649. (Angelina & Neches River RR) This is a 60' general service box (IL=60'10") with a cubic capacity of 6589. Car is black with white lettering. (Both of these builder's photos are courtesy Robert Landregan, FMC/Ackroyd Photography)

INSIDE REAR COVER: On the top is HSCX-1 photographed in Edmonton, Alberta in April, 1968. The car was built by Hawker Siddeley, Canada. This car was the forerunner to the "bath tub" gondola which would be purchased later by the Canadian Pacific for coal train service.

(Richard Yaremko photo)

INSIDE REAR COVER: The lower photo shows Canadian National 540778, a 40' general-service boxcar. Canada has the largest collection of "extant" 40' boxcar fleets in North America. This one is from a series that still had 2800 in service in 1984. The car was reconditioned in June, 1981 and weighs in at 45100 pounds light. Cubic capacity is 3900 cuft. Many of the Canadian cars (as this one) come into the USA mostly on newsprint service. CDS Lettering offers a dry transfer for this car in all four major modeling scales. Photographed on the U.P. in Industry, CA December 1984 by D.G. Casdorff.

REAR COVER: Missouri Pacific's 720993 a quasi-articulated Airslide covered hopper. Details of this appear in the article on page 4 of this issue. The insets show the "B" unit on the left and the "A" unit on the right. Color is a hopper gray (appears slightly bluish) with black data, lettering and herald. Note especially the placement of markings on each individual unit. The car set was photographed on a sunny morning in December 1984 at the public team tracks in Vernon, California by David G. Casdorff.

**MISSOURI PACIFIC'S
QUASI-ARTICULATED
AIRSLIDE COVERED HOPPERS
WITH NOTES ON MODELING IN H.O. SCALE**

by David G. Casdorff

In November, 1984 the Missouri Pacific introduced into service what I call a quasi- or semi-articulated two car set of "Airslide" design covered hoppers. Simply speaking, this was done by coupling two General American single (2600 cuft.) Airslides together and assigning one number.

So far, there have been 12 of these "conversions" assigned numbers MP 720985 A&B through MP 720996 A&B. From my sightings, it appears that most of the original Airslides used were built in 1958, but a few have been spotted as being built in 1957 and 1962. A list of the old and new numbers is as follows:

Old Number:	New Number:
MP 720042	MP 720985-A
MP 720104	MP 720985-B
MP 720145	MP 720986-A
MP 720115	MP 720986-B
MP 720118	MP 720987-A
MP 720060	MP 720987-B
MP 720069	MP 720988-A
MP 720234	MP 720988-B
MP 720212	MP 720989-A
MP 720010	MP 720989-B
MP 720162	MP 720990-A
MP 720094	MP 720990-B
MP 720004	MP 720991-A
MP 720002	MP 720991-B
MP 720091	MP 720992-A
MP 720116	MP 720992-B
MP 720206	MP 720993-A
MP 720025	MP 720993-B
MP 720037	MP 720994-A
MP 720050	MP 720994-B
MP 720045	MP 720995-A
MP 720064	MP 720995-B
MP 720152	MP 720996-A
MP 720208	MP 720996-B

A possible reason for this "conversion" might be to offer the larger cubic foot capacity for transporting flour in a "single-unit" that uses the air-actuated unloading principle. The other two major designs available used for flour transport is the ACF 5250 cube covered hopper and

General American's 4566 cube car (which I assume is offered by Trinity now). So, the conversion will provide a "quick-fix" for an enlarged capacity flour transporter offering 5200 cubic feet.

The newly paired cars now measure an overall length of 84'-0" and are being lined with PPG UC 44813 (a thin interior coating used to keep the product from contamination of the interior metal).

NOTES FOR THE MODELER

E&B Valley's kit of the GATC Airslide covered hopper in H.O. scale is ideal for making this interesting car. There doesn't appear to be any permanent coupling device on the prototype so just putting two of the E&B Valley kits together should work. Make sure that the "B" or brake ends of both cars face the same way. The car that has the brake exposed (that is not between the cars) from an end view is the "B" unit.

Lettering and herald is black on what appears to be a slightly bluish-gray hopper. As has become somewhat standard in the U.S., the Reporting marks, car number and capacity, load limit and light weight appear on the left side. However in this case the reporting mark/car number appears only on the left CAR when viewed from the side. Likewise, the MP herald appears on the right CAR when viewed from the side. Thus if viewed from the top the car number and herald are at cross-opposites on the sides of the whole two-car set. The "B" unit having the number on the right SIDE and the herald on the left SIDE (when viewed from the brake end) and the "A" unit has the number on the left SIDE and the herald on the right SIDE (as viewed from the brake end).

Lastly, a good set of roller-bearing trucks should complete the model.

ANOTHER STORY

I first spotted these things at the team tracks in Vernon, CA where FLOUR TRANSPORT Co. trucks transfer the flour and distribute to various buyers in the Los Angeles area. The car set was MP 720993 which showed up two days later in the L.A. Junction yard. Then a few days after that the "A" unit ALONE was spotted on the U.P. in Colton...without its "B" mate! A few more days passed when I ran into the yardman at the L.A. Junction and inquired about what happened. He explained that the U.P. "accidentally" took off with the one half one way and the other half another way! The last he heard was they were trying to get the two "halves" back together again.

ACKNOWLEDGEMENTS

I would like to thank Gene L. Semon for the list of the old to new numbers and to that L.A.J.Rwy yardman who kindly answers my queries.

FCJ'S 1985 FORTY-FOOT BOXCAR SURVEY

In issue #4 of FREIGHT CARS JOURNAL we presented an article noting a few of the new and/or rebuilt 40-foot boxcars of the Seventies and Eighties. The response was good with many readers expressing an interest in this formerly standard size boxcar.

With that in mind, we thought it would be interesting to see just how many 40-footers were still running around today and what owners possess how many. First it should be noted that the survey reflects approximate numbers, as it would be nearly impossible to have all of the owners totals tabulated on the same date. Secondly, we need to "define" what we're including in the survey.

A forty-foot boxcar is defined here as any boxcar or refrigerator car having an inside length between 39 and 41 feet and not exceeding Plate "C" size (this leaves out all "hi-cube" cars). This includes AAR types XM (general-service box) XL (loader-equipped box); XP (special products box); XT (box w/ tank inside); XF (special for food-products box); RB/RBL (heavy insulated box or reefer with and without loaders); and RP/RPL (mechanical reefers).

TOP FIVE NORTH AMERICAN OWNERS

Without a doubt, if you want to see forty-foot boxcars.....go North young man! With nearly 48,000 cars being owned by the two major systems alone. Most are XM's but there are still a few reefers and quite a few XMI's (light insulated boxes) and LC's (boxes with roof hatches for bulk loading grain etc).

TABLE 1: Top five North American owners.

Canadian National.....	24,600
Canadian Pacific.....	22,750
Nacionales de Mexico.....	9,600
Burlington Northern.....	3,300
Chicago & North Western.....	3,250

Many of the Canadian cars can be seen in regular newsprint service in the United States. The next single largest owner is Nacionales de Mexico with about 9600 cars. With the other Mexican railroads included...Mexico can probably boast 12,000+ forty-footers. The closest a U.S. owner comes is the Burlington Northern "collection."

TOP 10 U.S. RAILROADS

As can be seen in tables 1 and 2, the Burlington Northern (BN) leads the U.S. railroads. The BN cars come from many former mergers, most still lettered for them. In this collection are nearly 170+ XF's and 60 cars used for hide service.

The Chicago & North Western places number two in the U.S. top 10. The C&NW apparently has

the largest single-series of 40-foot boxcars. CNW 701000-702499 still has 800+ general-service boxcars and nearly 225 boxes for mill products (XP's) in service. The CNW also has little over 200 of their 40-foot boxes in XF service.

Table 2. Top 10 U.S. railroad owners.

1. Burlington Northern.....	3,300
2. Chicago & Northwestern.....	3,250
3. Seaboard System.....	3,200
4. Southern.....	2,000
5. Norfolk & Western.....	1,300
6. Soo Line.....	1,200
7. Southern Pacific.....	650
8. Missouri Pacific.....	600
9. Milwaukee Road.....	550
10. Esquimalt and Nanaimo Rwy.....	450

The Seaboard is another collection of former roads and has the second-largest single-series of 40-footers in the U.S. This is SCL 10000-10549, a series of loader-equipped cars. Following in fourth and fifth place are the Southern and the Norfolk & Western systems (presently separated in this survey). Both of these railroads have quite a few large series of 40-footers.

Winding it up are the Soo, Southern Pacific, Missouri Pacific, Milwaukee and the Esquimalt and Nanaimo Rwy. in sixth through tenth places. By the way, number 10, the EN is the only short-line to place in the top ten U.S. This is also the EN's entire roster.

SHORTLINES AND PRIVATE OWNERS

Not to be forgotten is the interesting variety of shortline railroad and private car owners. The largest of these, as mentioned above, is the Esquimalt and Nanaimo Rwy with its entire roster (450+). Following up is the Louisville, New Albany and Corydon RR (230±); the Maryland and Pennsylvania RR (210); the North Stratford RR Corp. with their entire roster (100) and the Green Mountain RR Corp. with a fifth of their roster (99).

On the private owner scene there are only a few. General Electric Railcar Services (formerly North American Car) leads with a variety of reefer series (135-RB/RBL). American Colloid is next in line (LOVX and ONYX reporting marks) with about 125 RBL's. This is followed by a single series of XP paper boxes of the Consolidated Papers, Inc. (115). Next is the Merchants Despatch Transp. Co. with a little over 75 RB/RBL's (reporting marks ERDX, NRBX and PVYX). Lastly, Union Carbide leases a couple of XT boxes from General American and Shipper's Car Line (LAPX/SERX).

GENERAL NEWS & RECENT DELIVERIES AND ACQUISITIONS

CLASS I & II RAILROADS

The AT & SF has added some Z-vans with the SFTZ 630375 series (SFTZ 630381, rebuilt 2-84 by Pines)and has continued to add more TL-10 class triple level auto racks mounted on Trailer Train ETTX flats (ATSF 1903, blt 5-84 by Thrall Car) [DGC].....the B & O continues to add more bi-level auto racks with the new RAVE doors (B646 to B752, 5 numbers sighted built 5-7-84 by Portec) [DGC].....the BANGOR AND AROOSTOCK RR acquired some ex-Central Vermont boxcars from the 600125 series. The cars are now numbered in the BAR's 5300s (BAR 5340 ex-CV 600218, blt 9-79) [EAN] BURLINGTON NORTHERN finished receiving a group of auto racks in 1-84 that began delivery in late 1983 (BN 7204, blt 1-84, bi-level by Portec) All mounted on TTGX flats. [DGC].....and added a series of 500 Z-vans with special floor rails numbered BNZ 931000-931499 built by BRAE, model GSVW-Z-454T-S in early 1984. [DGC].....CANADIAN NATIONAL has acquired 1600 ex-Railbox boxcars as follows:

CNA 419000s from RBOX 37750-38749 (XFF 20)
CNA 419100s from RBOX 36750-37749 (XPF 20B)
CNA 419300s from RBOX 35700-36249 (XAF 20C)
CNA 553000s from ABOX 50400-52449 (XFF 30,30C)
ABOX 50000-50399 (XCF 30)[CWS]

.....in addition the CN has placed in service two new series of auto racks (CNA 704206, 704250 built by Thrall Car 9-,10-84 respectively and CNA 711852 built by Portec 1-85 sighted) placed on rebuilt CN flat cars.[DGC].....the C & O continued getting delivery of a series of Portec built bi-level auto racks (C1661 and C1686 built 2-,4-84 resp.) [DGC].....the CHICAGO & NORTH WESTERN has also added more tri-level auto racks as part of job 822 built by Thrall in early 1984 (Thrall s/n 75291 on ETTX 902947, 3-84 sighted) [DGC].....CONRAIL added some new 45' Z-vans built by Fruehauf and numbered in the CRZ 235000s (CRZ 235016 built 2-84 sighted).[DGC].....MISSOURI PACIFIC continues getting its new delivery of an additional 112 bi-level auto racks numbered 1427-1538 built by Portec 11-19-84 to 12-20-84. [GLS].....and modifying 20 GATC Airslides to 10 "semi-articulated" double airslides [DGC]NACIONALES de MEXICO continues receiving new built boxcars from CNCF (a Mexican carbuilder) (NdeM 107963 built 5-84 sighted) [DGC]..... the SEABOARD is probably the most active railroad in new acquisitions and deliveries today. They have picked up quite a few boxcars from various leasing companies/shortline railroads. Some of

these include the following sightings:

SBD 135639 ex-LNAC 301 blt 4-79 USEX BI
SBD 135650 ex-LEF 1436 blt 12-79 USEX BI
SBD 140602 ex-NSL 151248 blt 8-79 GT PICK
SBD 140619 ex-ADN 9202 blt 11-78 PCF RN
SBD 161935 ex-GWF 1132 blt 8-79 FMC P
SBD 162028 ex-ESLJ 7744 blt 8-79 FMC P
SBD 162040 ex-POVA 35066 blt 12-80 PS BESS

.....the Seaboard has also received quite a few new Z-vans. Included are apparently (at least) two series of refrigerated trailers for the Orange Blossom Special piggyback service (sighted: RDSZ 540090 built by Great Dane 12-83 with Thermo-King reefer unit and RDSZ 540537 built by Utility in 4-84 with a Carrier reefer unit).....and nearly 3000 new dry vans for piggyback service including the 230000 series (SBDZ 230153 rebuilt 1-84 by Miller); 230600 series (SBDZ 23788 blt 6-84 by Theurer); 231000 series (SBDZ 231077 blt 3-84 by BUDD); 231350 series (231844 blt 6-84 by Trailmobile); 232000 series (232128 blt 7-84 and 232142 blt 8-84 by Theurer); 232600 series (232720 blt 4-84 by VANCO) and the 233200 series (SBDZ 233544 rebuilt 3-84 by Miller).....lastly, recently sighted was SBD 600105, rebuilt by Thrall in 8-84 from a Whitehead & Kales rack and flat built 3-75. [EAN/DGC].....the SOO LINE, another "hot" pick-er-upper of second hand equipment including some ex-Pullman Leasing covered hoppers (such as SOO 23160, ex-PLWX 23160 and SOO 34500, ex-PTLX 34500), as well as a number of ex Green Bay & Western boxcars (SOO 178907 ex- GBW 7320) and a group of boxes from the Waterloo RR (SOO 31200-31249 ex WLO 531200-531249) [CWS/DGC]..... the SOUTHERN is the latest purchaser of new built bi-level auto racks mounted on TTGX flats (class FB-44, rack # SOU 15007 blt 12-84 by Thrall Car) The new racks are a change in color from the previous green - now sporting that beautiful Southern "brown" [CWS/DGC].....the SOUTHERN PACIFIC added a 100 new Z-van trailers in late 1983/early 1984 built by BUDD.....and continues to outshop their B-70-43 paper boxcars (built in 1968) with the latest shop/repaint date of 1-1985. Also, the SP continues to alter former auto rack flat cars into container cars, the latest group are classed F-70-48B (SP 910167 blt 12-66, outshopped 1-85).....lastly, those 150 auto racks mentioned in FCJ 5 purchased by the SP are built by Thrall in 10- and 11-1984 and have SP class F-70-90. The SP numbers on these racks are also the Thrall serial numbers for the racks. All racks are mounted on ETTX prefixed flats.[DGC].....UNION PACIFIC also got a few new tri-level auto racks (sighted: UP 1801 blt 10-84 by Portec) [DGC].....

SHORTLINE RAILROADS

ATLANTIC AND WESTERN RR picked up some ex-Shippers Car Line ACF built pressure-differential (PD5000) covered hoppers (ATW 59891, blt 6-84 ACF MILT leased to Pillsbury, ex-ACFX 59891) [EAN/CTB]..... The CORINTH AND COUNCE RR joined the piggyback game by adding some new Z-vans to its fleet (RCCZ 258760, blt 7-84 by BRAE, model GSV-Z-454T-S) [DGC].....INDIANA HI-RAIL CORP. has acquired third-hand some boxcars from the Indiana and Ohio RR, which were originally St. Lawrence cars. (IHRC 15008, ex INOH 15008, ex-NSL 100595 blt 1-77 SIECO ATL) [DGC].....the MARINETTE, TOMAHAWK & WESTERN RR acquired a series of special-products (XP) boxcars from the Cadiz RR in 1984 (MTW 1100-1149 from CAD 1100-1149) [CWS].....another railroad picking up a bit of second-hand equipment is the MARYLAND MIDLAND RR including some ex Eastern Shore RR boxes (MMID 1093, ex-ESHR 1093, originally ?); some originally Virginia Central boxes (MMID 2036, ex-?, orig. VC 9182 blt 12.76 by Berwick); and some ex-St. Lawrence boxcars (MMID 5452, ex NSL 155452 blt 3-79) [EAN].....NASHVILLE AND ASHLAND CITY acquired some second-hand boxcars that were originally Louisville and Wadley RR's (NACR 755047, ex-?, orig. LW 1047) [CWS].....OHI-RAIL CORP. picked up some boxcars from Indiana Hi-Rail which were originally Pittsburgh, Allegheny & McKees Rock RR cars (OHIC 1000, ex-IHRC 1000, ex-PAM 1000 blt 11.79) [CWS].....ROCKDALE, SANDOW & SOUTHERN RR acquired some ex-Delaware & Hudson 52'-6" gondolas (RSS 15148, ex D&H 15148 blt 4-80) [EAN].....

PRIVATE OWNERS

ADM TRANSPORTION CO. purchased apparently 300 new corn syrup tank cars numbered ADMX 15551-15850 built by Trinity, Longview 7=11-84. ADM is to also receive 25 of the new "Uni-Temp" heated tank cars for the series ADMX 18001-18025.[DGC/AT]AMOCO MINERALS added a few more tanks cars to their fleet (sighted: AMMX 14237 blt 4-84 by Trinity, Longview)[DGC].....CGTX INC. added some new tank cars built by Hawker Siddeley of Canada (CGTX 26150 blt 4-84) [DGC].....CARGILL previously just leased tank cars for corn syrup has now acquired two new series in their own reporting marks and lettering. There are two builders involved - Trinity, Longview and the Union Tank Car Co. (CRGX 4032 blt 5-84 by Trinity and CRGX 4103 blt 8-84 and CRGX 4227 blt 10-84 by Union Tank) [DGC].....CONSUMERS POWER CO. picked up series 4500-4574 rotary-gondolas from the Lake Erie, Franklin and Clarion RR (CPOX 4500-4574, ex LEF 4500-4574) [CWS].....CORNUCOPIA TRANSPORTATION running Z-van reefers in the San

Joaquin Valley has acquired the reefer trailers from many sources, the latest being some former Seaboard reefer-vans (CRAZ 540090 ex RDSZ 540090 and CRAZ 540537 ex RDSZ 540537) (see Seaboard news this issue for details on the reefer-vans) [DGC].....DOW CHEMICAL CO. has added so far about 100 of those strange looking Richmond Tank Car built covered hoppers for plastic granules service to their fleet (sighted DOWX 20005 blt 7-84, DOWX 20054 blt 6-84, and DOWX 20078 blt 10-84) [DGC].....E.I. DUPONT DE NEMOURS & CO. has placed in service a new series of ACF "Center Flow" covered hoppers (sighted: DUPX 37332 blt 8-84, DUPX 37449 blt 9-84 and DUPX 37484 blt 10-84) [DGC/CWS].....EVERGREEN MARINE a large user of the Trans-continental piggyback trains has added nearly 30,000 containers to their fleet including standard 20' and 40' dry boxes, hi-cubes and open-top containers. [DGC].....JOSEPH LAND of Lake Wales, FL is a private owner entering the piggyback business. Their attractive "Billboard" type livery in yellow and brown on their new Z-van reefers is reminiscent of the old private owner refrigerated freight cars. (JLIZ 555043, a Utility VS2RS built 8-84 with a Thermo-King reefer) [DGC].....LEASEWAY known quite well in the truck/trailer leasing business has "officially" entered the piggyback game with at least two series of reefer Z-vans. The 530000 series built by Strick (LICZ 530073 blt 4-84 and LICZ 530190 blt 5-84) and the 533300 series built by Trailmobile (LICZ 533332 blt 5-84, 533351 blt 6-84 and 533386 blt 7-84) all with Carrier reefer units [DGC].....GENERAL AMERICAN TRANSP.CO. placed in service what must have been nearly the last Airslide hopper to be built by GATC in 5-84 (GACX 56332) and continued to acquire new tank cars from Trinity (GATX 16791, 21090 gallon tank car built 7-84 sighted) [CWS/DGC].....GENERAL ELECTRIC RAILCAR SERVICES CORP. added some more pressure-differential covered hoppers in the NAHX 550350± series (NAHX 550374 blt 8-1984, see also FCJ Spotter's Log, FCJ 5) [DGC].....MINNESOTA CORN PROCESSORS is a new reporting mark on freight cars. They have started with at least one series of tank cars (sighted MNCX 1015 blt 9-84, bldr n/a).[CWS].....PROCOR LTD. acquired more of the 5820 cube covered hoppers built by Procor in the 123000 series (UNPX 123013 blt 5-84 and 123053 blt 6-84) [EAN/DGC].....SHINTECH INC. acquired some new built ACF "Center Flows" (sighted ROIX 12342 blt 10-84, 5701 cuft) [EAN].....SHIPERS CAR LINE, DIVISION ACF, has added a considerable number of ACF built "Center Flow" covered hoppers and tank cars to their fleet. These include several series of standard

(non-pressurized) hoppers of the 5700, 5701 and 5251 cuft designs (examples: ACFX 36273 blt 1-1984; 36738 blt 8-84 5701 design; 36785 blt 3-1984; 37162 blt 4-84; 37265 blt 6-84; 37464 blt 8-84 5701 design; 37841 blt 6-84; 37863 blt 9-1984 5251 design; and 38205 blt 7-84) and several new deliveries of the Pressure-differential 5000 cuft "Center Flows" (ACFX 59780 blt 3-84). In addition there has been quite a few new tank car deliveries (sightings include ACFX 76307 blt 1-84, 13875± gals.; 76385 blt 10-84, 13875± gals.; 76548 blt 8-84, 21000± gals.; 76564 blt 8-84, 30100± gals.; and 76688 blt 11-84 19750± gals.).....TRAILER TRAIN CO. has added quite a few new intermodal flats in 1984. In addition to those mentioned in previous FCJ Spotter's Log, TTX has added two more series of the single-axle, single-van flats including class CLF 10 (TTUX 140020 blt 8-84, 140188 blt 9-84 and 140247 blt 10-84 by Pacific Car & Foundry-the first from PCF for a couple years) and class RLF 10 (TTUX 145064 blt 10-84 by Pullman Standard Manufacturing (Trinity), Bessemer, ALA - its been a while since this shop has built new cars too). In addition TTX has acquired some more of the five-unit articulated "Impack" intermodal flats that are being built at FMC's Portland facility. This later group is classed ILF 50B (UTTX 60187 blt 9-84 and UTTX 60192 blt 10-84) [DGC].....TRANSAMERICA now includes Transamerica Transportation Services (mostly REAZ report marks), Transamerica Distribution Services (TDSZ) and

now Transamerica Freight Services (TFSZ). There have been quite a few new purchases including a REAZ 240605 series (240932 blt 8-84 by Dorsey, model SIDT-84-PB); a REAZ 258300 series (258383 blt 5-84 by BRAE, model GSV-Z-454T-S); a 258615 series (258693 blt 7-84 by BRAE, model GSVW-Z-454T-S); and a 300600 series of flat trailers (REAZ 300661 blt 8-84 by Evans-Monon, model F-21-6-75). Transamerica also acquired at least one series of reefer trailers built by Great Dane (TDSZ 540688 blt 3-84) [DGC/GAS].....EVANS RAILCAR LEASING has placed those ex-ARMH (MoPac) reefers (RBLs) in USLX reporting marks (USLX 13562 and 13597 sighted) [CWS/PAH].....UNION TANK CAR CO. recently added more tank cars and covered hoppers to their freight car fleet. Included are some 20500 gal. phenol tankers blt by their East Chicago Shops (UTLX 67084 blt 9-1984 and 67088 blt 8-84). In addition there has been a number of new Thrall design 5800 cuft covered hoppers placed in service in the 58000+ series. The new covered hoppers have been sighted with build dates of 9-84 to 11-84 so far. Thrall Car's lot numbers are 832 A to 832 D.[WBK/EAN/DGC].....XTRA, INC. relettered the WSOR 100000-100099 series of boxcars into XTRA 100000-100099. The cars were originally St. Lawrence. [CWS].....and not to be left out XTRA has bought some new piggy-back trailers including XTRA 638050-638999 (XTRA 638233 blt 3-84 and 638933 blt 9-84) built by Fruehauf as model FCZ9-F2-45.[DGC]

FREIGHT CAR LOCATER

EDITED BY RICHARD YAREMKO

The purpose of this column is to identify those locations where freight cars are currently being stored waiting to be scrapped or placed back in service. Focus will be on those cars that can either be classified as "fallen flags" or those cars whose age is a determining factor in their return to service. We hope that you JOURNAL readers will be able to use this information to get out and photograph these cars before they disappear. This would prove valuable to those planning railfan trips or vacations. Information is good only when current so we ask that you make contributions and send them to Richard Yaremko, 116 Deercross SE, Calgary, Alberta, Canada T2J 6G7. Format should be by railroad and include the yard and city location along with a main road or highway point of reference. A brief description of what can be spotted is also required.

BN- Great Falls, Montana Yard. Site of a scrapping operation. Constant cycle of old BN,GN,NP,CBQ, SP&S and FRISCO cars being moved to Great Falls, stored in a holding yard just off I-15 and then cut up along the south side of the main yard by RR crews. Both holding yard and the scrapping operation are accessible by public roads.

Hauser Yard near Rathdrum, Idaho. Follow Trent Ave. east of Spokane along BN mainline about 20 miles. This yard was being used to store large numbers of insulated boxcars, some in the old GN-WFE paint.

CNW- Oelwein, Iowa. Besides locomotives, this yard is also storing large numbers of surplus CNW freight cars. Many CGW 50' boxcars also spotted. On the west side of the yard is a small private freight car repair facility containing many old cars including an EVERGREEN 50' box.

Fulton, ILL. Across the river from Clinton, Iowa along Hwy 84 this yard is used for holding damaged cars. Some MSTL original flat cars were spotted.

FROM THE EDITOR

The response of going to 8 issues per year has been very favorable. Please note that issue #5 counted as "two" issues, thus making only seven numbers in Volume 2. Our goal is to publish 112 pages per year which will ideally mean that four numbers will have 12 pages and four number will have 16 pages. When we went to press with issue 6 last time, the printer and I came up with a method that we thought would about halve the cover/photo price. It didn't quite turn out that way so until we get more members we will have to project only 6 numbers out of the 8 will have photos (all will have glossy covers).

Several members suggested we raise the dues to as high as \$15.00 per year (postage will go up this year and printing costs have gone up). However, we're going to try it at only a \$2.00 per year increase. I have to get this publication on a budget that will not dip into my personal funds. These steps still mean that there is an increase in text pages, photo pages and frequency per year over the first year of publication.

Also, I'm sure you have noticed the reduced number of "frills" in title lettering, reduced text size etc. This again is an effort to maximize the information we can present.

Next, FCJ Spotter's Log is no longer part of FCJ....due to suggestions aimed at lessening abbreviations etc. it appears in this issue in a news-like format. FCJ Spotter's Log will be sent free on an irregular basis to those that contribute 10 or more significant sightings per month (write me for details if your not already sending in sightings).

Lastly, we are in dire need of articles on modeling freight cars (how-to-do, scratchbuilt, conversions, lettering and model kit to prototype correlations), as well as articles on pre-1960s freight cars especially of the 1930-1959 period. Please keep those comments, criticisms and suggestions coming in.... -David G. Casdorff

QUESTIONS & ANSWERS

ANSR 0001 (FCJ 3): Referring to the question asking which TTX piggyback flats were bought from the C & O. They are as follows:

TTX 650290-650339: Fifty from C&O 81300-81349 and C&O 81350-81399 series built by ACF in 1959. Went to TTX class F85A in 1963.

TTX 479142-479191: From C&O 81400-81499 built by Pullman-Standard in 1959. Went to TTX class F85B in 1963.

(Ian S. Fischer/ Carl W. Shaver)

"THE TIME OF THE PIGGY"

Well railfans, I guess we may as well face it the piggyback is here to stay. Slowly creeping into the railscene it finally blossomed in the Eighties. The last two years in the U.S. we've seen some pretty strange designs entering the scene. For years we called those 85' and 89' flat cars simply "pigs". This "disgusting" term has even spread to the newer designs. We now have "piglets" for those single-axle single-van flats and linked-pig or sausage links for those articulated things. Our friends up North must be running Canadian bacon. An Intermodal terminal might be a "pig-pen" and of course an arriving dedicated pig train would be "bringing home the bacon!" There's container pedestals and "pigs feet," collapsible hitches and "flap-jacks" and the beat goes on....with a cut of pig flats being a "chop of porkers." Will this madness ever stop? Let us know if you have any other applicable terms. (David G. Casdorff/ Carl W. Shaver)

FCJ ADDITIONS & CORRECTIONS

#0145 TYPO Correction on the CNW 753800-753904 series should read CNW 753700-753904.

#0146 CORR The last paragraph of this article says the E&B Valley kit is based on the design LIKE the SP gondolas mentioned in the article. My deepest apologies for this poor use of words. I used "like" to mean "similar to" As Craig Bossler points out the E&B Valley kit is built to the PRR class G-26 gondola. The prototype SP gon differs from the model in side ribs and end post design. The general profile of the model and the SP gons are nearly identical though.

RECENT FREIGHT CAR HISTORY LITERATURE

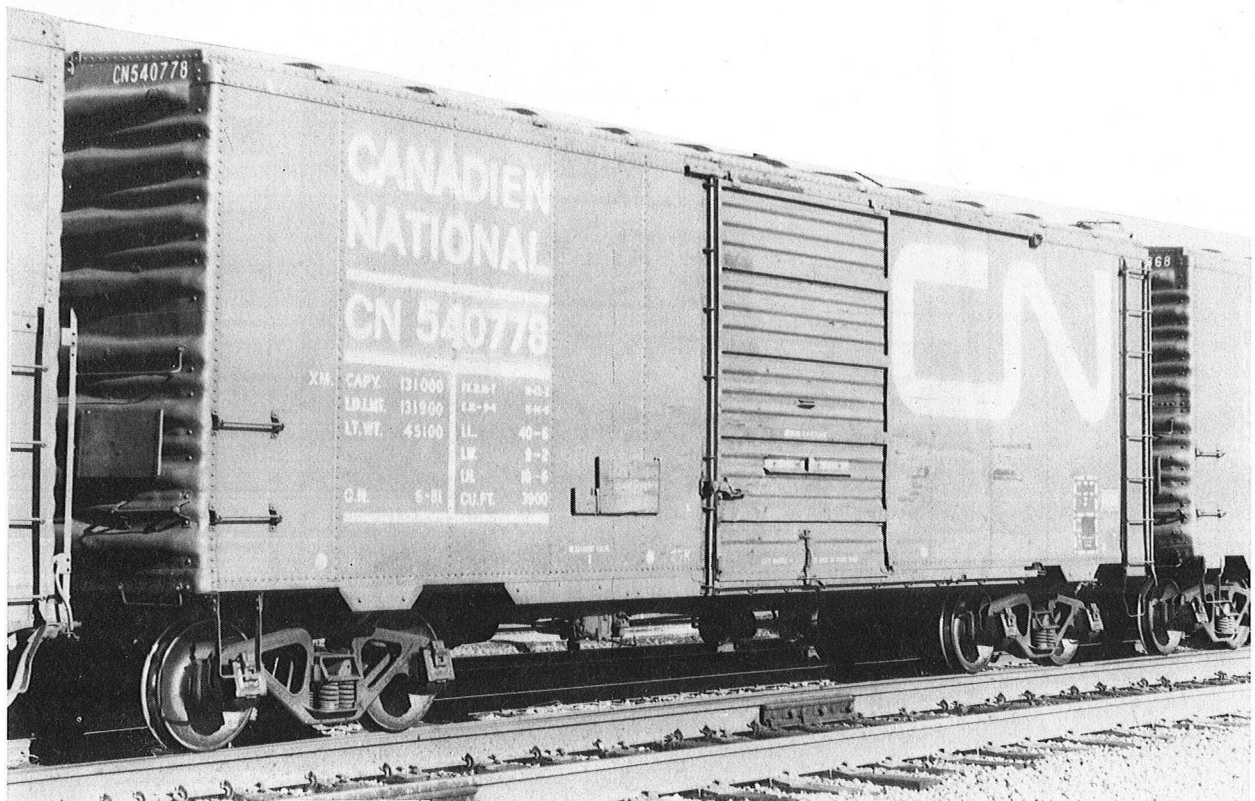
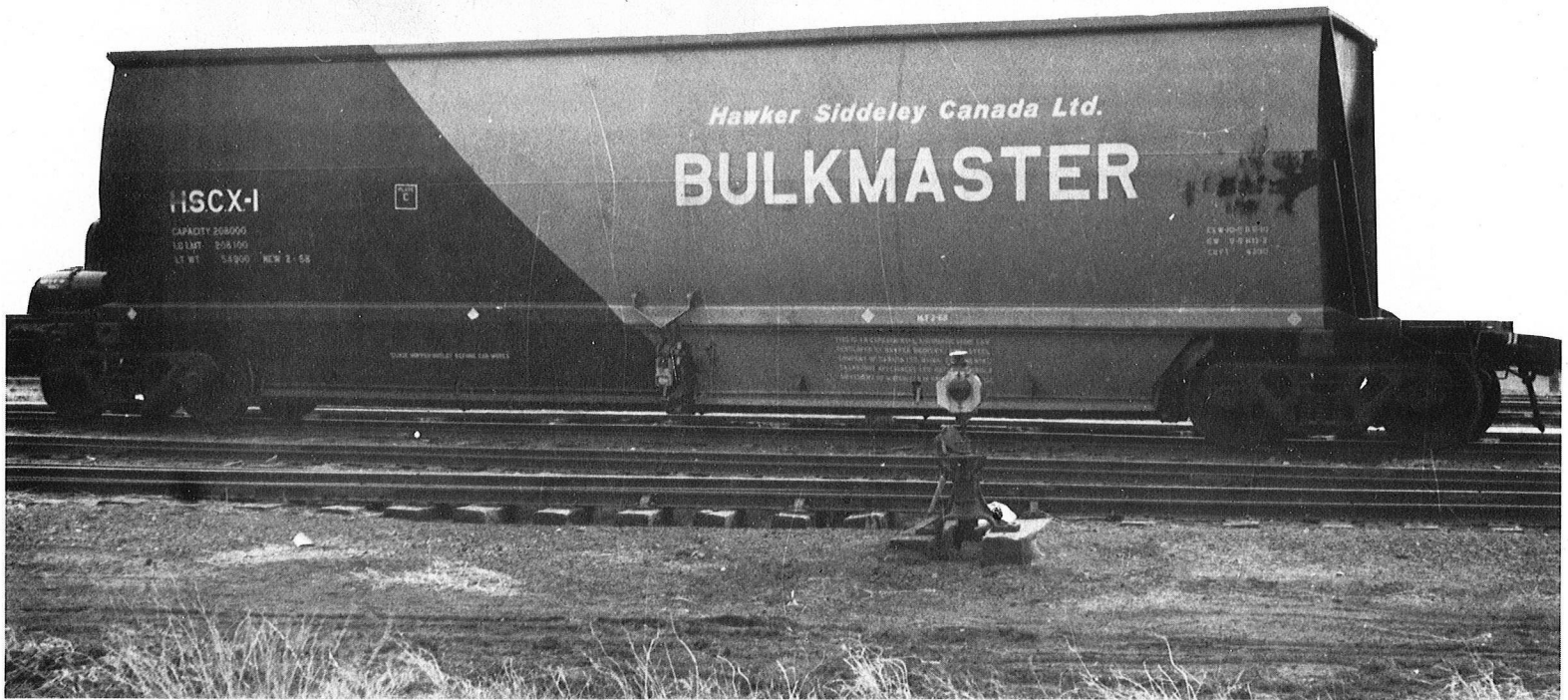
If you belong to a railroad historical-technical society and the publication has a freight car article in it...we would appreciate it if you sent us a brief summary on a 3x5 card!

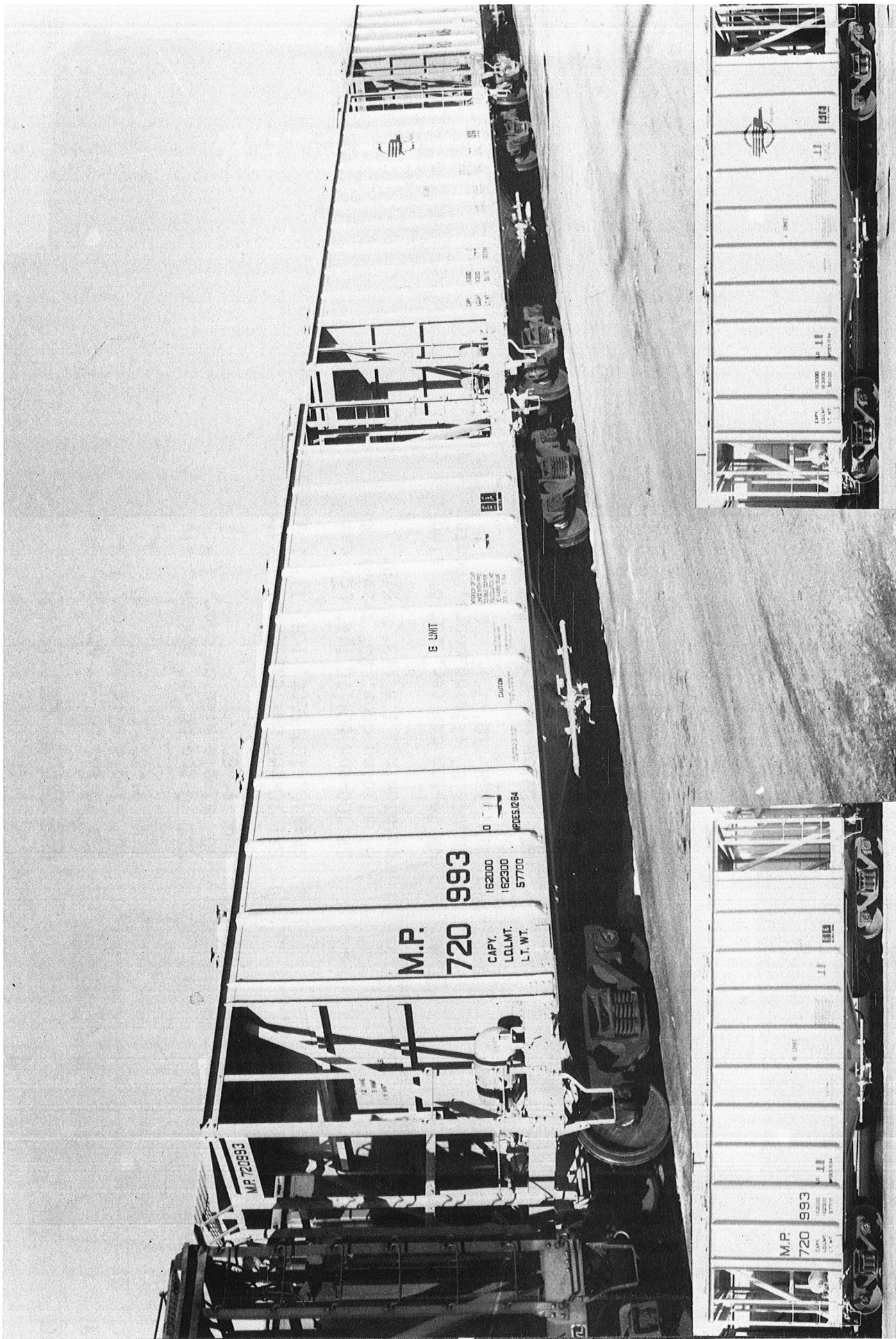
Randolph, W. Bernard 1984. Hey, Sam, you put the wheels on backward! Light & Industrial Railway Quarterly 2:2 pp 3-6. An interesting account of some narrow-gauge industrial "freight cars." 7 photos, drawings, text.

F M C - PORTLAND PRODUCTION LIST pt. 4

<u>JOB NO.</u>	<u>P.O.</u>	<u>BUILT IN YEAR</u>	<u>QUANT.</u>	<u>CUSTOMER AND DESCRIPTION</u>	<u>CAR NUMBER (SERIES)</u>
17838	FL	1977	100	SSI 70-ton 50'-6" box car, single sheath, 10" EOCC, 10' single sliding door, I.H. 11' 2 9/32", I.W. 9'-6"	*VSO 6200 - 6299
17839	FL	1977	100	SSI 70-ton 50'-6" box car, single sheath, 10" EOCC, 10' single sliding door, I.H. 11' 2 9/32", I.W. 9'-6"	*SRN 5200 - 5299
17840	FF	1977	50	SSI 70-ton box cars, 10' sliding door, 50'-6" single sheath, 10" EOCC, I.H. 11' 1 3/4"	*PW 251 - 300
17843	FM	1977	100	SP 100-ton 60' 10 1/4" box car, double sheath, double 8' sliding door, 20" travel, ACF Freight saver cushioning, I.H. 13' 1 5/8"	SSW 62625 - 62724
17844	FN	1977	25	WP 70-ton box car, 50'-6" single sheath, 10" EOCC, double 8' sliding doors, centered on centerline of car, I.H. 10'-7"	*WP 38001 - 38025
17845	FP	1977	3	SSI 70-ton box cars, 50'-6" single sheath, 10" EOCC, 10' single sliding door, I.H. 11' 2 9/32", I.W. 9'-6"	*PW 401 - 403
17851	FQ	1977	200	SSI 70-ton box cars, 50'-6" single sheath, 10" EOCC, double 8' sliding doors, doors offset, I.H. 10'-7",	*COP 7001 - 7200

- * City of Prineville
- * Valdosta Southern Railroad Company
- * Sabine River and Northern Railroad Company
- * Providence and Worcester Company
- * Western Pacific Railroad Company

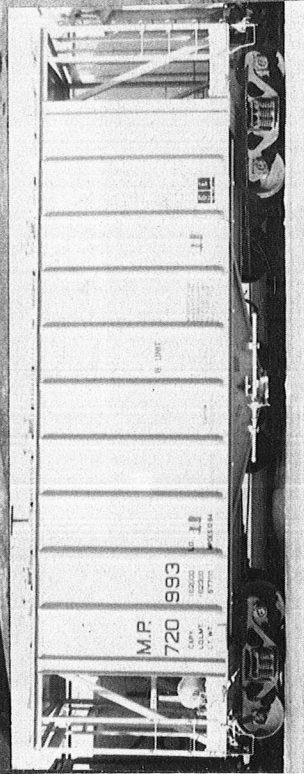




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L.T. WT. 57700

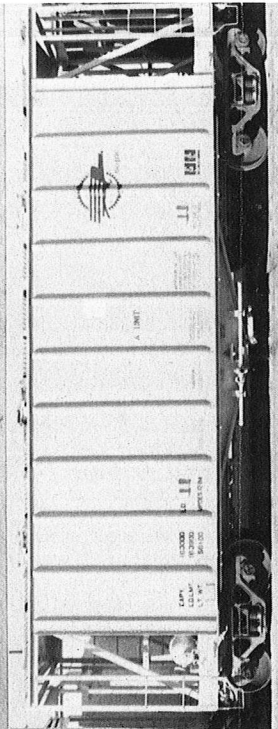
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