

FREIGHT CARS

• HISTORY • MODELING • NEWS

JOURNAL



JULY 1986

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- Cover Photo -

Western Pacific #668, rebuilt in 1943 from boxcar # 15015 was finally retired in 1976. This caboose is one of the many cabooses rebuilt from boxcars during World War II by Western Pacific's Sacramento Shops. These and other cabooses are covered in our feature article on the subject beginning on Page 10 of this issue. P. Allen Copeland Collection

CLASS 1 & 2
RAILROAD NEWS

Atchison, Topeka, and Santa Fe - modified 40 flat cars late last year for use in carrying wrecked freight cars. Thirty-one are classe FT-47 and are numbered ATSF 88900-88930. These are 88'7" special service flat cars (AAR:FMS). The second class are FT-51's now numbered ATSF 88931-88939 (9 cars). The FT-51's are 89' FMS flats. Both series have 10" shock control cushioning.

The articulated "Ten-Pack" piggyback trailer cars of the series ATSF 298946-298997 are being modified to accept 102" wide track trailers by adding 4" to each side of the platforms. It appears that Santa Fe will modify all of these in the series.

An additional six FT-107 class single-trailer flat cars were rebuilt early this year with numbers ATSF 299595-299600 (note that 299599 and 299600 are indeed FT-107's).

Santa Fe also has acquired quite a few new stack container cars - see the "Stacks & Racks" column for more details.

Santa Fe has been known to use their gondolas for container carrying....however, recently an entire train of Railgon GONX gondolas was seen with containers....an interesting variation to the intermodal world! -David G. Casdorff

Burlington Northern - has placed in their lettering and numbers two series of piggyback trailers. The first, BNZ 230000 series are ex Transamerica's, still in full Trans-american logo and livery. The second group is the BNZ 250301 series from Availco. These too are still in full Availco logo and livery. - David G. Casdorff

Chicago, Central and Pacific - continues to receive a number of used cars. Some of their covered hoppers are coming from the Illinois Central 56000 series cars. CC has acquired at least 22 of these and has retained the IC numbers. - Carl W. Shaver

Chicago & North Western - Their new group of single-trailer intermodal flat car conversions are now showing up in standard CNW yellow livery. The latest conversion date on these so far is March, 1986. These are being done by a private car rebuilding company. - Carl W. Shaver

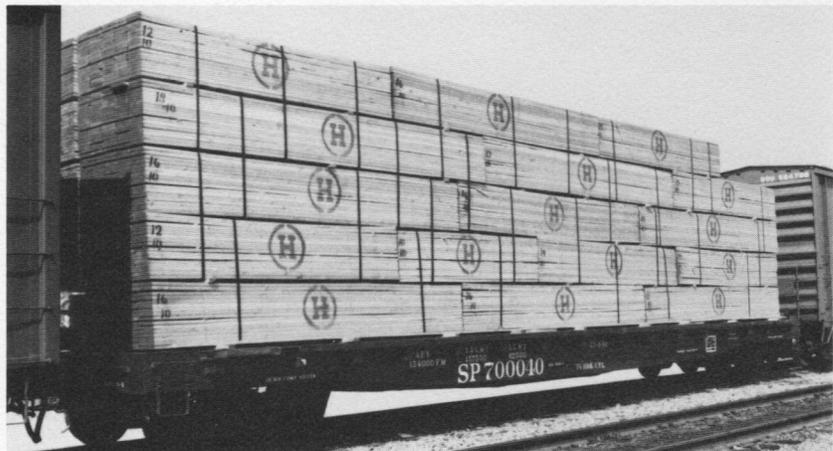
Chicago, South Shore & South Bend - recently acquired ten 52'6" gondolas that were originally lettered for the Rock Island. These are covered gondolas (with roofs) that were part of the series of 50 cars in the Rock Island series 3820-3869. (Chicago Rail Link - LSBC may have been an intermediate operator). - Carl W. Shaver

Denver & Rio Grande Western - has received 125 used 55'3" Trinity built covered hoppers numbered DRGW 10546-10670. These are from the Trinity Industries series TILX 1555-1709. - Carl W. Shaver

Seaboard System - cars in the series SBD 140930-140971 are ex- Pittsburgh, Allegheny and Mc Kees Rocks RR 50'6" 70-ton boxcars built by JJ Finigan in 1980. - Al Tuner

Soo Line - has acquired a number of rotary ended hopper cars numbered in the 62300's, 62400's and 62500's from at least three different sources. So far, these are ex- Western Pacific, Upper Merion and Plymouth, and PLM Financial Services cars (ex- WP,UMP and PLMX). Cars were built in 1979 by both Greenville and Bethlehem Steel. - Robert L. Elliott Jr. / Carl W. Shaver

Southern Pacific - is expected to receive 300 new built center-beam flat cars in July this year. SP has been using an increasing number of "foreign" flat cars for lumber service due to a shortage of this type car on the SP. As a result, The SP has received two new classes of rebuilt general-service flat cars from Gunderson. The first class, F-70-92G has a drop-center side sill. These were built in 1966 and rebuilt by Gunderson in May 1986. The second class are the F-70-93G's with a straight side sill. These were also built in 1966 and rebuilt



(ABOVE) Southern Pacific 700040, part of a series of newly acquired rebuilt general-service flats for lumber service. Built in 1966 and rebuilt in May 1986 by Gunderson, the car is a General Steel Industries design. SP has assigned a new class to this series of cars; F-70-92-G. David G. Casdorff photo

FREIGHT CARS OF THE STEPHENVILLE NORTH AND SOUTH TEXAS by Cyril Durrenberger

The Stephenville North and South Texas was a short line in north Texas built from Stephenville to Gatesville and Comanche with a total of 105 miles of track. Initial construction was in 1908 from Stephenville to Hamilton. It was expanded in 1911 and 1912, then leased in 1913 by the Cotton Belt. Parts of the line were abandoned in 1934 and all the remaining track was removed by 1942. The line had two ex- Pennsy 4-6-0s for power.

In 1907, twenty (20) box cars were built by ACF. A builders photo shows a distinctive herald with an outline of the state of Texas. The "Official Equipment Registers" show that all but one of these were relettered for the Cotton Belt. The Model Die Casting old time box car could be used for modeling this car, with some modifications to the car to make it look nicer. These could include removing the bolts on the ends, removing the buffer and replacing with a more prototypical buffer, replacing the roof walk, reworking the brake staff and equipment, replacing the grab irons with wire ones, and adding turnbuckles on the truss rods. I wish someone would make a decal for that herald on this car!

Roster of SN&ST Freight Cars

Numbers	Type	Lngh	Wdth	Hght	Notes
500-519	Box	36'4"	8'7½"	8'5½"	1
216	Flat	34'0"	9'8"		2

Notes: Both cars had a 30 ton (60,000 pound) capacity. The box cars had a 6' x 7'8" door.

1. These cars were renumbered SSW numbers 90000-90038 (even nos only) by 1915. The number in service for each year are listed below:

	1915	1921	1923	1925	1927
SN&ST	19	1	1	0	0
SSW	0	13	13	1	0

2. This car was renumbered SSW no. 90001 in 1915, and was not listed by 1921.



Stephenville North & South Texas number 515, built in November 1907 by American Car & Foundry's St Charles, Missouri plant. Note the interesting herald. These cars were renumbered by the Cotton Belt in 1915 to SSW 90000-90038 (even numbers only) Courtesy Al Westerfield from the ACF Collection.

(Continued from Page 2)

in June 1986 by Gunderson.

Southern Pacific is also supposed to be getting some 48' containers for domestic intermodal service.

.....Late news.....after putting together the "Stacks & Racks" column, FCJ found out that the SP has acquired yet another group of Trailer Train DTTX Gunderson built stack container cars. These are numbered DTTX 63201 to 63234. First delivery/new date is July 1986. These are Trailer Train class GWG50F and the cars have full SP logo and "Versa-tainer" markings as the earlier cars being operated by the SP. - Pat A. Holden / Dave Casdorff

SHORTLINE NEWS

Apalachicola Northern - recently acquired fifteen 50'6" Pullman-Standard built boxcars previously lettered New Orleans Public Belt (NOPB). New numbers are AN 5800-5814 from the NOPB 3500-3774 series.

Gulf and Mississippi - RR acquired forty 60'10" 1978 ACF built box cars. The cars are being repainted and repaired by Maryland Railcar from April to June of 1986. - Jim Stanitz

Iowa Interstate RR - is operating some used 50'6" boxcars formerly lettered MNS 49001-49100. IAIS numbers remain the same as the MNS numbers.

IAIS has also picked up some 89'4" piggyback flat cars built by Pullman-Standard as lot 1016 in 1979. IAIS has numbered these in the 902100s (902108 sighted). - David G. Casdorff

J and J Railroad - of Kentucky has acquired some 50'6" box cars built in 1976 by Golden Tye. These were acquired used and appear to be originally from an NRCU railroad. JJRD numbers them in the 7000's (7047 sighted). - David G. Casdorff

Kanakee, Beaverville & Southern - is operating a new series of 500 used forty-foot piggyback trailers (KBSZ 601500-601999). Many of this series are former Conrail Trailvans.

In addition, KBS is getting a new series of new built piggyback trailers built by Fruehauf and numbered in the KBSZ 231000 series. - Dave Casdorff

Kyle Railroad - has been getting a bunch of new covered hoppers lately.

This includes 200 FMC built 100 ton 53'6" cars from Brae Transportation built in 1980. Another thirty-nine covered hoppers from PLM Financial Services (from the PLMX 10151-11000 series) built by Trinity. And lastly, 132 covered hoppers built by Trinity (some probably ex-TILX built as late as 1984). - David G. Casdorff

Mc Cloud River RR - has added a number of box car series to their roster recently. This includes the following:

MR 7136-7176 (ex-City of Prineville Rwy) FMC built 1977; MR 7177-7186 (from the Camino, Placerville and Lake Tahoe 7700-7749 series); MR 7187-7225 (from the Camino, Placerville and Lake Tahoe series 7750-7849) built by ACF in December 1978; MR 7226-7275 (also ex-CPLT but originally Mc Cloud River!).

Lastly, Mc Cloud River RR just picked up the Arcata and Mad River series 1000-1099 built in 1978 by ACF. Mc Cloud River has numbered these MR 3000-3099. - Carl W. Shaver

Nevada Northern Rwy - recently added eighty-three 52'6", 100-ton general-service gondolas to their roster. These are possibly ex-Illinois Terminal cars. - Carl W. Shaver

Peoria & Pekin Union Rwy - acquired twenty used cars from the Pittsburgh and Lake Erie series 51000-51599 52'6" 100-ton gondolas (random numbers acquired - numbers the same for PPU). - Pat A. Holden

San Luis Central RR - acquired 140 used ex-Southern Pacific / Pacific Fruit Express (SPFE) mechanical refrigerator cars of the R-70-19 class. SLC numbers 351002-351141 (same numbers as SPFE).

Also, SLC placed into service 90 special-products box cars numbered SLC 552000-552089 built by Berwick in 1979. (former operator presently unknown). - David G. Casdorff

Wisconsin & Southern RR - added 100 former Bangor & Aroostook 50' mechanical refrigerator cars to its fleet. These come from two series - BAR 11100-11149 and 11200-11249. WSOR numbers remain the same. - Paul Wilshaw / Carl Shaver

PRIVATE OWNERS & LESSEES NEWS

Note - There have been quite a few sightings of private owner and lessee cars lately. With this issue we'll use the following condensed format. Notice that these will be listed in alpha order by private owner or lessee. Numbers for private cars often take longer to ascertain. Therefore actual sighted numbers will be used to give some idea of the numbers. These will be listed in parenthesis with the plus/minus sign (+). Confirmed numbers will be listed without parenthesis.

American Gypsum (Celotex logo) placed in service a new series of Thrall built 100-ton centerbeam bulkhead flatcars beginning in April 1986 (TCAX 700004-700012).....**Amerigas, Inc** has some new 20,000 gallon 100-ton June 1986 Union Tank Car built tank cars (UTLX 900070+).

.....**Arco Petroleum Products Co.** recently acquired 79 used 100-ton hoppers from AGRI Fincial Services. ARPX 2001-2079 from ALEX 1100-1299 series (Pullman-Standard lot 1122).....**Air Products and Chemicals** acquired 23 new built glacial acetic acid tank cars built in December 1985 and January 1986 by Union Tank Car. ARPX number 6001-6023.....**Borden Chemical** is leasing thirty-five 26,800 gallon tank cars from Shippers Car Line (ACF). Numbers are ACFX 71195-71229 built January 1986 by ACF.....**Borg-Warner Chemical** is leasing a number of new built ACF Center Flow covered hoppers built in mid-1985. (ACFX 38935+).....

Carpenter Chemical received ten new built 23,500 gallon propylene glycol tank cars not previously reported in FCJ. These are 100-ton tanks built by Union Tank in July 1984. Numbers CERX 20050-20059.....**Consumers' Power Co.** recently acquired some (if not all) of the rotary end gondolas from Detroit Edison's series 101-284. CPOX numbers are the same. These are 48'7" painted black with red rotary ends.....**Coors Biotech Products Co.** is leasing some new 17375 gallon tank cars built by Trinity (GATX 17371+).

Corn Products Co. has recently started leasing 100 new ACF pressure differential Center Flow covered hoppers from Shippers Car Line (ACF). These are numbers ACFX 51041-51140 (build dates of July, September, October 1985, January and February 1986).....**Denka Chemical** is leasing some new Maleic Anhydride tank cars built by Union Tank Car in March 1985 (UTLX 650050+).....

E.I. Dupont de Nemours acquired 37 23,700 gallon hydrogen flouride tank cars built August to October 1985 by Union Tank Car. These cars have white tanks with a centered vertical red band. DUPX 25030-25066.....and is also leasing some new formaldehyde solution tank cars from Shippers Car Line (ACF) built in August 1985 (ACFX 76984+).....

Ethyl Corporation received six new built 10,250 gallon methyl bromide tank cars from Union Tank Car in February 1984. EBAX 10001-10006.....**El Paso Products** is leasing a new group of ACF Center Flows from Shippers Car Line (ACF) built in April 1986 by ACF. (ACFX 40535+).....**Genstar** is the lessee on those rebuilt/reengineered two bay covered hoppers from Pullman Leasing Company. PLCX 102-148 were rebuilt in mid-1985 from an earlier three-bay Pullman-Standard design.....**Gloucester, N.A., Inc.** number 999 (initials GNAX)

is a car that was missed on the FCJ issue 11 survey of the Thrall Front Runner single-trailer intermodal flat cars. This was built in September 1984 by Thrall Car.....**W.R. Grace & Co.**

has leased some new built hydrocyanic acid 20,500 gallon tank cars from Shippers Car Line (ACF) built in May 1986 by ACF. These cars have full center sills and are painted white with vertical and horizontal red lines. (ACFX 77280, 77268 +).....**ICI Americas** has leased some new built 21,500 gallon tank cars from Union Tank Car. (UTLX 650118, 650127+). Built June and July 1985 by Union Tank Car.....

Ingomar Packing acquired six North American built "Asepti Car" covered hoppers not previously listed in FCJ. These are the '2785' cube design built in June 1983.....

Kaiser Aluminum & Chemical began leasing a group of new built cars last year from Shippers Car Line (ACF). These are 16,375 gallon Sodium Aluminate tank cars built in May 1985 by ACF (ACFX 76910, 76911 +).....**Manville Products Corp.** is leasing a group of new built ACF Center Flow covered hoppers built in February and March 1986 (ACFX 39582-39595+).....

Miller Brewing Co. is leasing 50 cars not previously listed in FCJ that were built new in August 1983 for liquid sugar service. ACF builder, Crystal Car Line is the lessor. CCLX 1545-1594.....

Monsanto recently began leasing a group of new built tank cars from Union Tank. (UTLX 200506+).....**Trailer Train** has introduced a new reporting mark and a new series of centerbeam bulkhead flat cars to their fleet. These are 60'8" cars built by Gunderson in July 1986 and classed by TT as GSH 64's. Reporting mark for this new type of car (for Trailer Train) is TTZX. (TTZX 83502+).

.....**A.E. Staley** is leasing a new series of ACF pressure differential Center Flow covered hoppers from Shippers Car Line (ACF) built in August 1985. (ACFX 51020+).....

Tennessee Eastman acquired a number of new built ACF Center Flow covered hoppers built April 1986 by ACF. These are of the new 5800 cuft design. (ACFX 58090-58105+)

.....also is leasing a new design high cube covered hopper from Trinity

Industries (TILX 6213±). This car has a cubic capacity of 6150 cuft and was built by Trinity's Pullman-Standard Bessmer, ALA plant in March 1986....Trinity Industries, meanwhile, has acquired a large number of its own built 100-ton 4750 cuft covered hoppers from Agri Financial Services early this year. These are various numbers from the ALEX 1450 and up. Trinity retains same numbers on these cars....Tranfax, Division of Fresh Intermodal, has acquired the Trans Ocean Ltd 520000 series of refrigerated piggyback trailers. Numbers remain the same. The former TOLZ initials are now PIGZ....Union Carbide, in addition to introducing their attractive new blue livery has also acquired several series of leased tank cars to their fleet. This includes two series of 20,000 gallon Ethylene Oxide tankers built by ACF in June 1985 (ACFX 77231± and ACFX 77212±). Then some 21,000 gallon tank cars built by ACF in June 1985 (ACFX 76954±). And lastly, ten tank cars built by ACF during September 1985 in the ACFX 71131-71140....U.S. Industrial Chemical acquired seventy cars leased from Shipper's Car Line (ACF). These are ACFX 76827-76896, ACF Center Flow covered hoppers built in May 1985....

Vulcan Materials Co. acquired nine Caustic Soda tank cars last year. These 100-ton, 16,350 gallon tankers were built by Union Tank Car in August 1985 (UCLX 16319 to 16327)....In addition, Vulcan Materials received a number (about 36) former Milwaukee Road 59'6" wood chip cars with end doors. These are from the MILW series 276000-276149 built in 1969. Vulcan Materials has numbered these VMMX 6000-6141 (random numbers)....Westvaco Corp. acquired 80 former Southern Pacific 60'3" plate F high-cube gondolas (AAR: GTS) via Greenbrier Leasing. Westvaco's numbers are WVCX 2000-2079.....Wisconsin Electric Power Co. added 253 brand new built 47'9" rotary end gondolas built by Ortner June, 1985 to October, 1985. Cars are black with gold rotary ends and white data. 4200 cuft. Numbers WEPX 1056-1308....XTRA, Inc. has received a number of former Pittsburgh & Lake Erie 50'6" general-service boxcars. These are from the series PLE 39500-39999. XTRA numbers are unchanged. Quantity unknown....also, XTRA has added 25 General American built Airslide covered hoppers. These are ex North American (NAHX) and originally Rock Island. Numbers XTRX 8955-8979. These are GATX's 4180 cuft design.

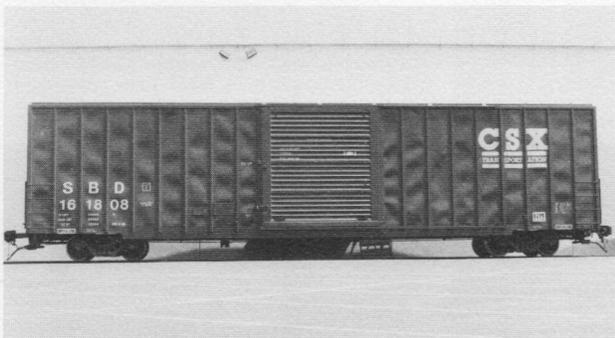
Please note: "Center Flow" is a registered trademark of ACF Industries.

FCJ thanks the following freight car historians for their actual sightings of these cars that made this column possible. They are: Carl W. Shaver, William B. Kelly, Pat A. Holden, Eric A. Neubauer and Dave Casdorff.

LATE NEWS.....

Amtrak received its new express package cars recently. Looking and acting much like an express boxcar they were built by Thrall Car. The cars are "smoothside" with a large modern plug door with square corrugated (like those on modern boxcars) ends. Numbers are in the low 1400s.

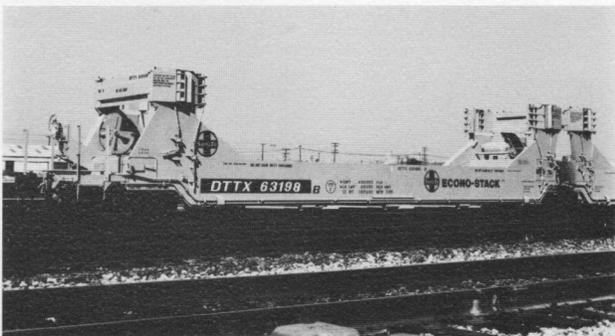
....Southern Pacific's 48' containers are built by Neptune (like APL's were) and are numbered in the SPLU 480000's. The containers are owned by Flexi-van which also acts as lessor to the Southern Pacific.



SBD 161808, displaying the new CSX Transportation logo and livery. Dark blue with yellow lettering and logo. Ed Flaughter photo (above left and right)



TCAX 700012, built by Thrall Car in April 1986 and leased to American Gypsum is one of several new Center-beam bulkhead flatcar orders for American operators in 1986.



DTTX 63198, a Gunderson built five-well articulated container stack car in Santa Fe "Econo-Stack" Trailer Train livery. Standard yellow car with black markings. David G. Casdorff photo



SFLC 254006, another Gunderson stack car for the Santa Fe....this series bearing full Santa Fe red and white livery. David G. Casdorff photo

STACKS

RACKS

by DAVE CASDORPH

Let's start this column off with a brief explanation of its goals and purpose... Primarily, this column will act as a focal point for news and history on two types of freight car designs that are presently on an upswing. The one half I'll call "stacks" deals with the current trend of double stacked container cars. Currently these are most common in the form of a five well (or unit) articulated freight car. However there have also been one and three well designs too.

The other half of the column deals with automobile racks. These have been around quite a while (at least since the fifties). Many of these racks are "owned" (in the colors of) the operating railroad and placed on flatcars leased from Trailer Train. There are also many railroads that "own" both the flat and the rack. (Please note I use the term owned rather loosely, because of course, most equipment like locomotives etc. are actually owned by a bank or trust company).

** Stacks **

For this first column there has been quite a few major newsworthy items. The biggest of course being the delivery of the 48' well stack container cars to American President Lines. Previously, APL (and other operators) have been operating designs that can only handle 40' containers on the bottom position in the well. Then along came cars capable of taking 45' containers in the bottom position of the well. APL has taken delivery of 40 cars so far. These are lettered and numbered in the Trailer Train series DTTX 62200-62239. Again each of these cars consists of 5 wells for a total length of 304 feet. These were built by Thrall Car in June 1986 as job 898. Trailer Train class is TWG50E. I also understand APL will be getting their own 48' well cars (meaning in their reporting marks). Apparently there will be 28 of these numbered APLX 4800-4827.

Just two months before the delivery of APL's new 48' well cars, they received their first "solid" set of 45' well stack cars. Previously, APL operated five-well sets with only the middle three wells being capable of carrying 45' containers on the bottom position. This most recent delivery of twenty 45' well stack cars has all five wells capable of carrying 45' containers in the bottom position. These are again Trailer Train cars, numbered DTTX 62180-62199 and classed by TT as TWG50D. They were built by Thrall Car in April and May of 1986 as job 896. Total length is 287'8".

In addition, APL placed in service a group of the 262'8" design stack cars - again with Trailer Train numbered in the low DTTX 62100s. These are classed as TWG50A and were built by Thrall as job 872.

FCJ readers will recall a few issues back (Vol.3#2 p.11) the conversion of some stack cars in the APLX 2000/2100 series to "red & blue" mate cars to the solid red generator cars. Some if not all of these are being renumbered into the APLX 5000's.

Next on the "biggie news list" was the Delivery of three groups of stack cars to the Santa Fe. The first was briefly mentioned last issue. These are Trailer Train DTTX 63179-63198 (20 cars - 100 wells) with full Santa Fe logo and Econo-Stack slogans. These are Gunderson built cars delivered in February and March of 1986. Following that, Santa Fe chose to acquire some cars in Santa Fe reporting marks (actually their "leasing marks" - SFLC). These again are Gunderson cars and are owned by Greenbrier Intermodal. They are red cars with the white lettering and white Santa Fe logos etc. The numbers I've seen so far are SFLC 254000-254009 (if this is all - that would be 10 cars or 50 wells). The last group and providing an interesting twist are a group of Thrall built cars in Santa Fe logos under Trailer Train reporting marks. Not presently certain of the quantity or series limits....however, so far I've seen numbers in the DTTX 62170's (the highest number of course would be 62179). Anyway, these are built by Thrall Car as job 400 (note the new "start" for Thrall job numbers) in June 1986. They too have full Santa Fe logos and Econo-Stack slogans in black on the Trailer Train yellow cars.



(Above) DTTX 63107 and 63112 showing the new style "streamliner" bulkheads on Southern Pacific's Gunderson built stack container cars. Ed Flaughter photo

K-Line, a Japanese ocean carrier has received a group of stack container cars in their logo on Trailer Train yellow. These cars are numbered in the DTTX 62140's and 62150's (as far as I know now) and were built by Thrall Car as job 879 in February, 1986. These are Trailer Train class TWG50B. The K-Line "logo" appears on the side of the cars in red.

A group of cars I'm not quite sure where they have been all of this time is the Sea Land's 6700 series built in April and May of 1985 (earlier last year). These are lettered like the earlier series for the New York Susquehanna & Western (NYSW reporting marks). These too are Gundersons like the earlier 6600 series. In May of this year (1986) another series of NYSW lettered Sea Land stack cars were delivered - the 6800's. These too, are Gunderson built cars. Then approximately the first of July, the cars were being relettered to Greenbrier Intermodal reporting marks (GBRX)....

...And speaking of Greenbrier Intermodal, they too have added some new built cars numbered GBRX 2020 and above (build date of 5-86 so far).

Southern Pacific's "Versa-Tainer" Gunderson built stack cars had some early cars with experimental "bulkheads" for streamlining. A few months ago the

the SP cut all the bulkheads off (apparently because they didn't work). Then just in July or so, the cars began showing up with new bulkheads of a different style. That raps it for "stacks" this time...

** Racks **

Quite a bit going on here too. On the top...the Whitehead & Kales serial numbers (now Thrall built) have surpassed the 80,000 mark!

Chessie's 1986 program is to include 97 new bi-levels, 242 tri-levels, the purchase of 40 used "shielded" bi-levels, to rebuild 59 enclosed tri-levels to enclosed bi-levels and a program to rebuild the 550 Railpac racks into enclosed tri-levels (about 60% to be done in '86). Some of the Tri-levels are new Pullman Standard Manufacturing (Trinity) built auto racks on ETTX initialed Trailer Train flat cars.

Chicago, South Shore and South Bend received nine open auto racks that were from the Soo Line series 54601-54630. Presently they are being used for carrying light military vehicles. All cars are also named.

Conrail has recently added its fifth group of bi-level racks to their growing fleet. These racks were built by Thrall Car (job 405) in May, 1986. They are mounted on TTGX initialed flats and are classed as ML2E's by Conrail. Quantity presently unknown.

Norfolk & Western and the Southern have started a common numbering system, class designation and paint scheme for their Trailer Train mounted auto racks. In addition, the N&W and Southern have been very active in new rack purchases as can be seen by the following new classes:

Class	Railroad	New Date	Bldr
FB-68	Southern	12-85	TCC
FB-500	Southern	3-86	TCC
FB-501	Southern	3-86	GV
FB-502	Southern	4-86	GV
FT-57	N&W	11-12-85	TC
FT-200	N&W	6-86	GV
FT-201	N&W	6-86	TCW
FT-600	Southern	5-86	GV
FT-601	Southern	2-3-86	TC
FT-602	Southern	5-86	TCW
FT-603	Southern	6-86	GV

Please note that all FB's are bi-levels mounted on TTGX flats and all FT's are tri-levels mounted on ETTX flats. Builders codes are: GV-Greenville; TC-Thrall, Chicago Hts.; TCC-Thrall Car, Cartersville, GA; TCW-Thrall Car, Winder, GA.

Southern Pacific recently added 150 new bi-level auto racks mounted on TTGX initialed flat cars to its fleet. These are the first bi-levels the SP has acquired for many years. These were built by Thrall Car (job 894) in March and April, 1986. Southern Pacific classes these as F-70-91's. By the way SP uses the Thrall builder's numbers as SP's fleet number for these racks. So far, I can account for 145 numbers (80975-81120). Would appreciate it if anyone knows the other five numbers to let me know....

I would like to thank Ed Flaughter, Carl Shaver and Pat Holden for their invaluable time and assistance in the actual sightings of these cars that help make this column possible. Thank you!

STOP PRESS

Santa Fe's Thrall built DTTX initialed stack cars are numbered DTTX 62160 to 62179, for a total of 20 cars or 100 wells.

READING CLASS XAP_A AUTO PARTS BOXCARS

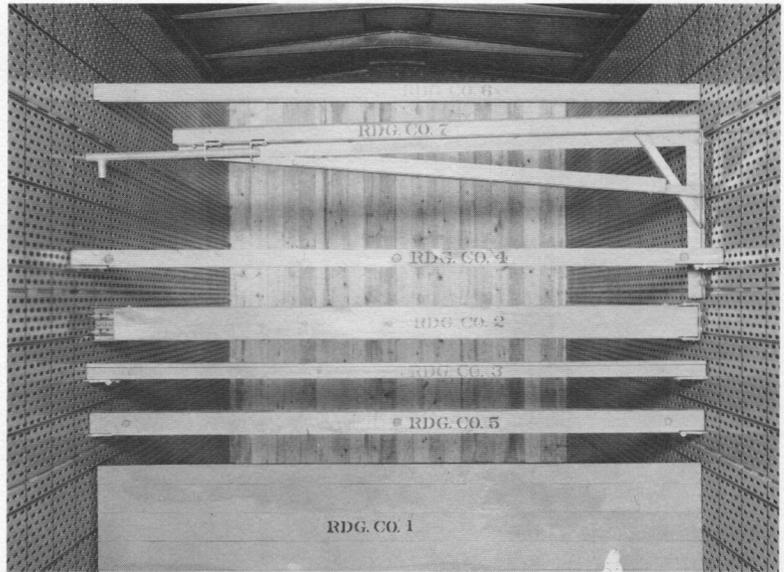
by Eric A. Neubauer

From 1937 to 1940, the Reading built 600 boxcars at their shops in Reading, PA. All five classes were variations on the same general design.

All had a flat roof. This AAR standard was used by the PRR on some of their cars. The Stanray improved roof was also a standard at the same time, and it was more commonly used. Many Reading cars had Stanray replacement roofs applied later on, but not any of the cars in class XAP_A. All cars also had a Duryea cushion underframe. Two 10" channels were used in the centersill.

Class XAf and XAP_A were identical except that the later had perforated steel linings and one of each pair of doors permanently closed. Only 19400 to 19439 were originally to have been XAP_A, but apparently 19440-19444 were also XAP_A when built. 19445-19459 were changed to XAP_A from XAf in 1949, and 19478 received the same treatment in 1952. All the original XAP_A were built in 12-39 and possibly 1-40. All XAf were built 10-39.

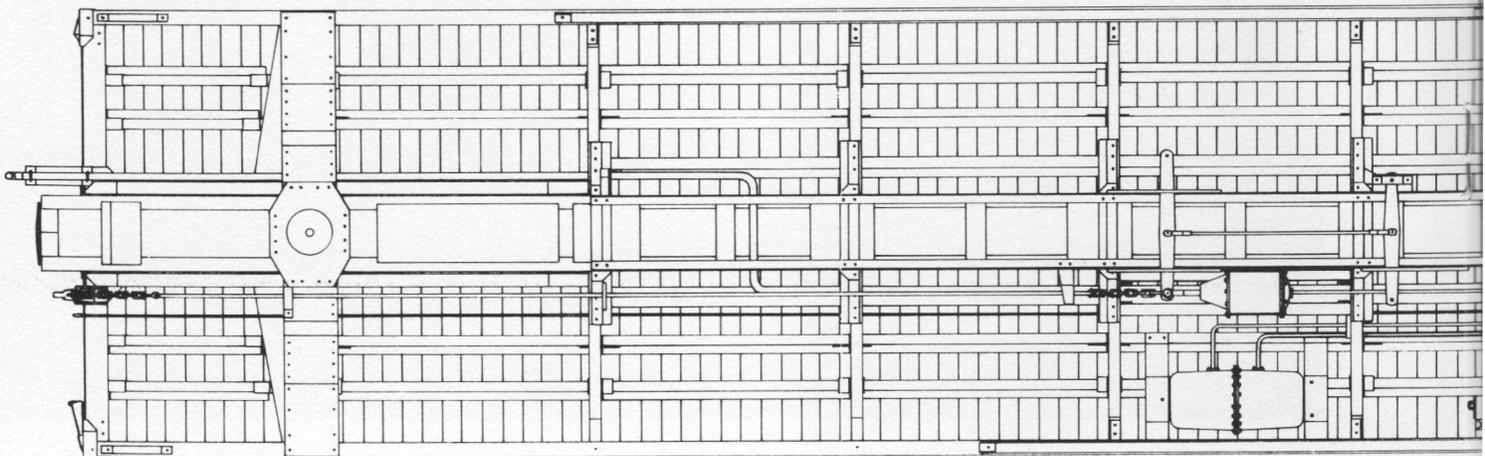
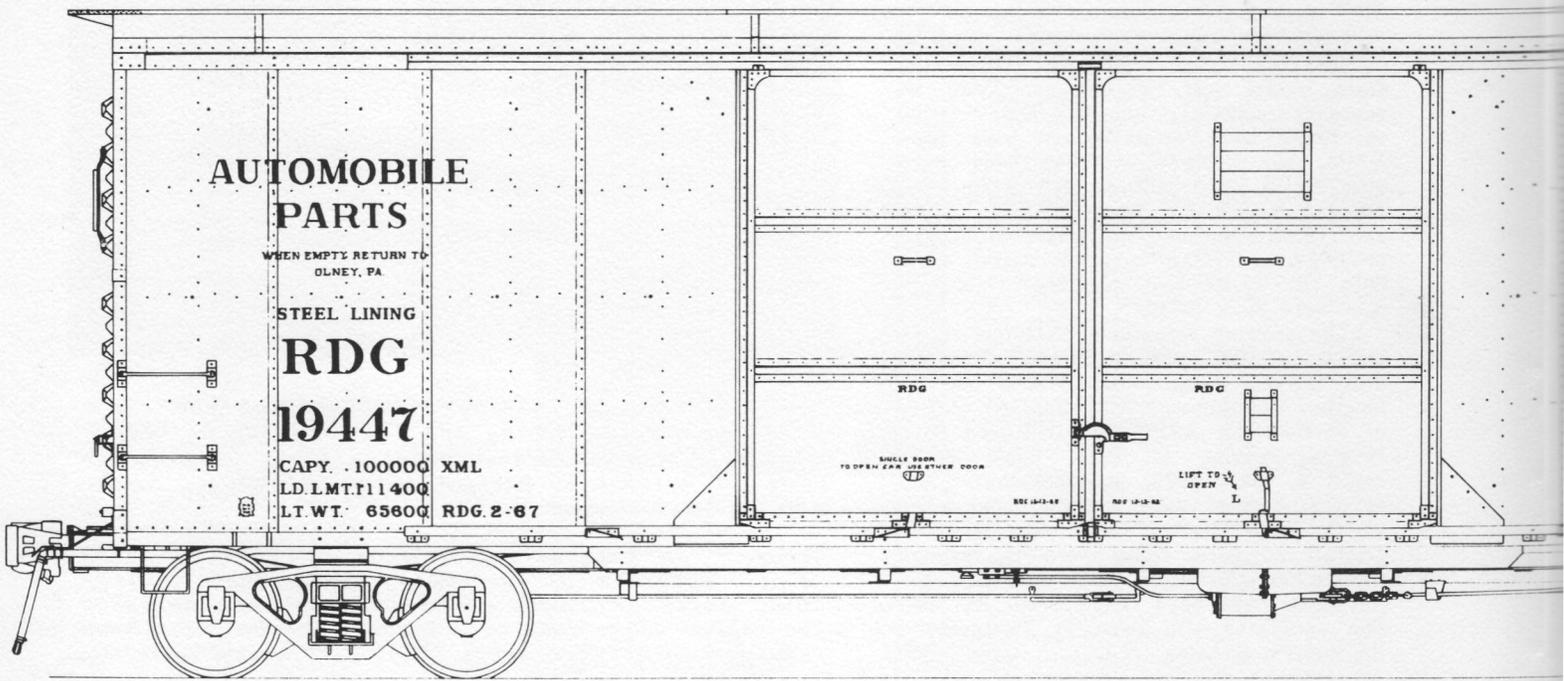
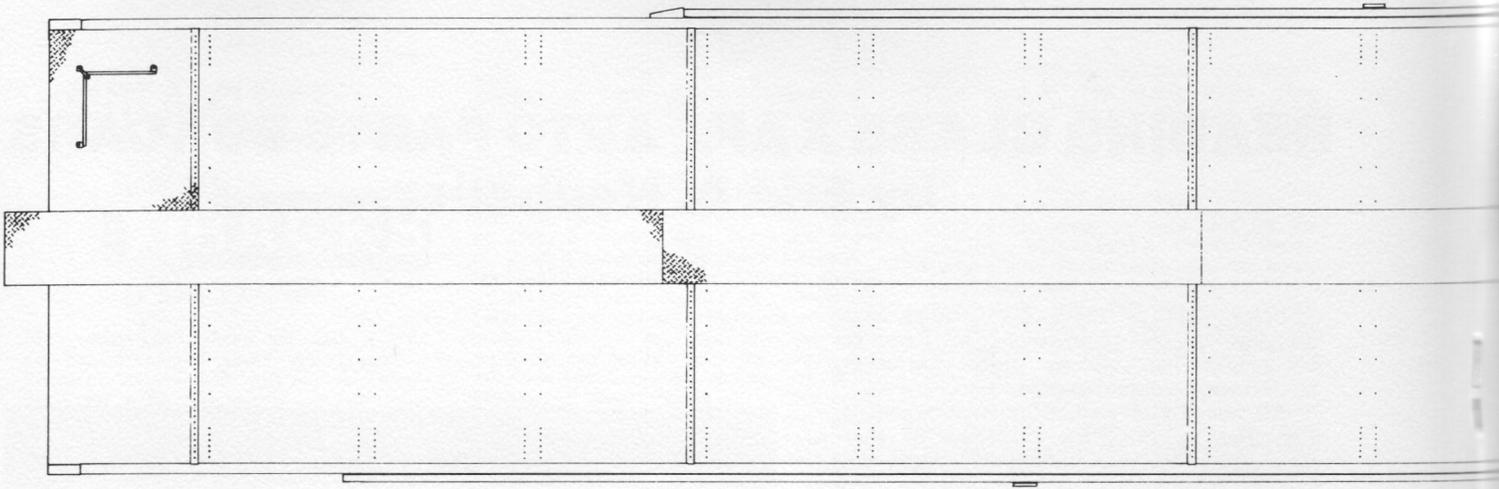
The drawing represents 19447 as refurbished in 1962 with additional stringers. The Duryea cushion underframe had an inherent weakness. All similar classes of cars except XAP_A were removed from revenue service in 1971. Class XAP_A remained until 1975, probably in on line service. Several were on the books when Conrail was formed and were assigned Conrail numbers. None were in revenue service at this time, and none are believed to have been renumbered. At least two cars may still exist at Montgomery, PA and Pt. Reading, N.J.



Interior view of Reading 19401 showing the car's perforated metal lining and installation of cross-members for load securement. These cars were used for automobile parts transportation. C.T. Bossler Collection

BELOW - An external side view of Reading 19401 as it appeared in December 1939 shortly after being built. A total of 61 numbers were assigned the XAP_A class on the Reading. Some of these remained in service until 1975. C.T. Bossler Collection





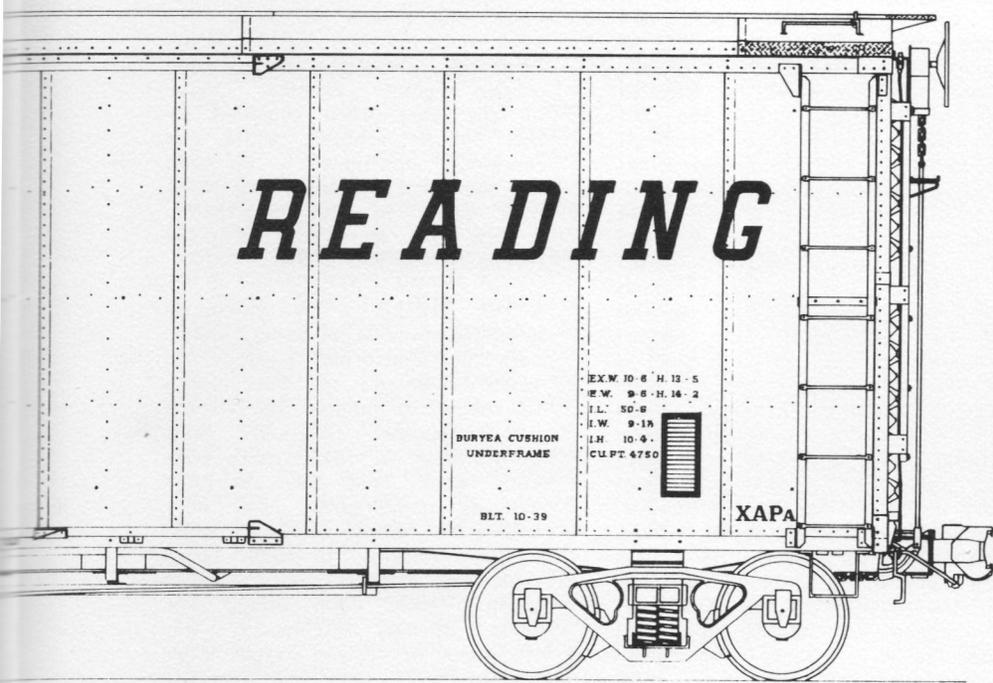
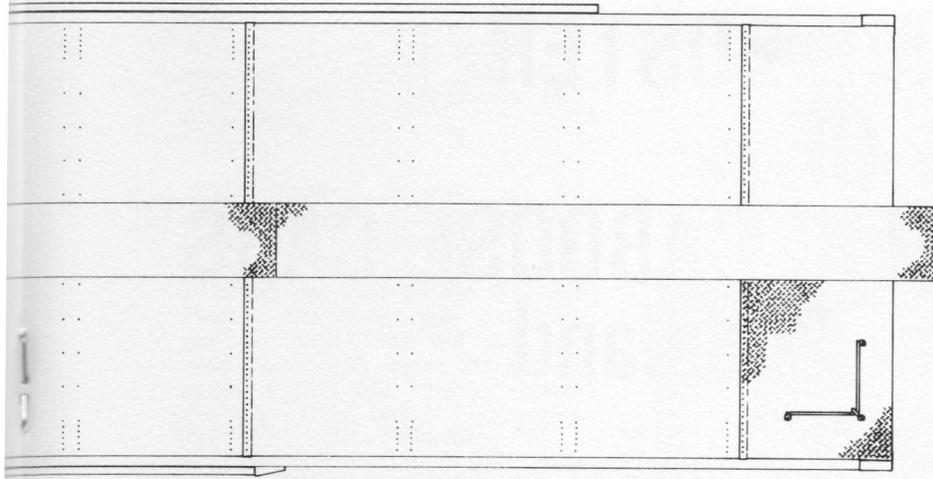
LENGTH-

Truck Centers: 40-8 1/2
over end sills: 50-8 1/4
over strikers: 52-8 3/4
coupled: 55-0 1/4

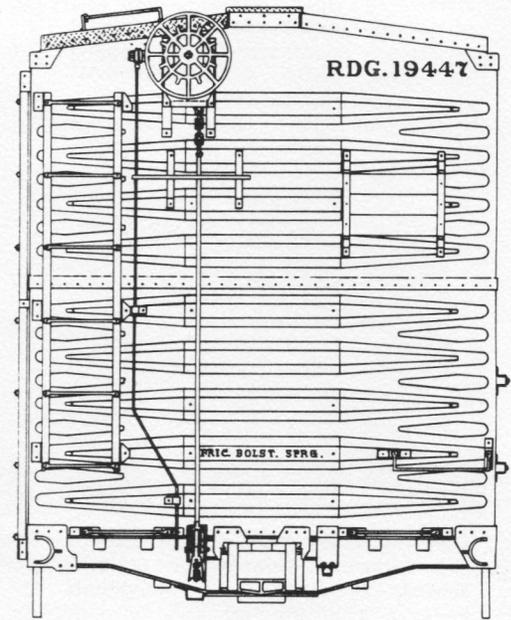
Width over side sills: 9-9 5/8

HEIGHT-

to side sill: 2-10 7/8
lower eaves: 13-9 1/8
upper eaves: 14-1 1/8
over running board: 14-8 1/16

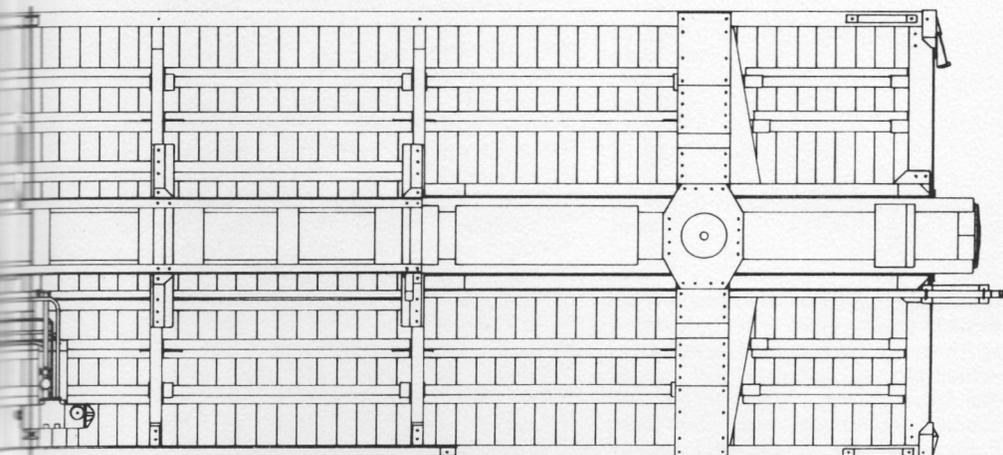


© E. A. NEUBAUER 11-85



RDG. 19447

FRIC. BOLST. SPRB.



O SCALE

ALL TIME ROSTER OF WESTERN PACIFIC CABOOSE CARS

P. Allen Copeland

The Caboose fleet of the Western Pacific was not as complex as those of much older and longer railroads. Since the road was one of the very last major railroads to be built, this is not surprising. The designs used consisted of four types, and two of those types were comprised of two variations. The company did not purchase an all-steel car until 1955, although steel underframe cars had been on the roster since the early 1920's. The conservative evolution of the caboose on the WP is not unexpected because of the roads severe and complicated financial condition. Nevertheless, the WP operated a fleet of very interesting cars that were similar to those operated by connections and competitors but were different enough to be easily recognizable on their own. Many questions remain on the caboose fleet of the WP and its subsidiaries, the Sacramento Northern and Tidewater Southern, but in the hope of shedding some light on the subject the following information is presented. A number of individuals have helped me on this project for which I am very grateful, but would like to thank in particular Mr. Joe Strapac and Mr. Guy Dunscomb, both of whom furnished considerable assistance. The type classifications are my own, and not WP practice. WP did not use a classification system for their cabooses.

TYPE ONE - The first caboose cars on the WP were likely acquired at a good price from builder American Car & Foundry, possibly a cancelled order for some other road. These wooden cars were used in construction and limited revenue service until the road was completed in 1910. Originally numbered in the 20000 series, the cars were changed to 701-707, probably in the late 'teens. The cars as built were equipped with unique curved cupola roofs (with a center hump), similar to Santa Fe or Colorado Midland practice. The cars were downgraded to local service after

the acquisition of more modern cars. No. 706 was sold to the TS in 1928, and the rest were off the roster by the end of 1937.

TYPE TWO - As the Denver and Rio Grande paid for most of the construction costs and equipment on the new WP, it was logical that a Rio Grande caboose design would be adopted by the road. In 1910 the WP acquired 50 cars from Haskell & Barker which were identical to Rio Grande cars in the 0950-0959 series, which had been built by H & B in 1909. In need of more cars, the WP turned to their Sacramento Shops, which built six cars in 1917 to the Rio Grande design, and reconstructed in the same year a former Boca & Loyaltan car to the same plans. These cars were also numbered in the 20000-series, later changed to 731-779 and 708-714. Five additional cars were built in 1921 to replace damaged or destroyed cars. Nos. 716-721 were the first new cars to be assigned numbers in the 700-series as built. A real need for more substantial cars led to 10 cars being constructed at Sacramento in 1924 with steel underframes. The cars were successful and additional cars with this improvement were built from 1926 through 1931. The newer cars were numbered below and above the Haskell & Barker cars (including a few vacant numbers opened up by cars that were destroyed), but when nos. 701-800 were filled, the last four cars were assigned to nos. 601-604. A few older cars were reconstructed with steel underframes. The WP kept their "Rio Grande" cabs in mainline service long after such cars had been downgraded by other roads (including the D&RGW). The all-wood cars were downgraded or disposed of first, as they proved especially vulnerable to collapse and wreck damage. After one series of caboose accidents, the California Public Utilities Commission direc-

ted the road to replace all wooden cars in mainline service. The boxcar conversion program was the result of this mandate. Some steel underframed cars continued to be used in mainline service on the Eastern reaches of the road in Nevada and Utah, and a few of these cars even recieved the CALIFORNIA ZEPHYR inspired silver and orange paint scheme. Many of the cars were replaced by the boxcar rebuilds while the remainder continued to be used for menial tasks until the steel cars came in the mid-1950's. A few cars were sold or transferred to the SN or TS.

TYPE THREE - A mandated need for more steel underframed cars in California caused the Jeffery Shops in Sacramento to rebuild a number of boxcars into cabooses. Originally built by Pullman in 1916, these boxcars were used for all later caboose conversions. Nos. 605-616 were rebuilt in 1937, while 617-628 followed in 1938. These cars has cupolas, but differed slightly from each other. The most obvious difference was the use of tender type steps in the 1937 cars and the use of passenger car type steps on the 1938 cars. Increasing traffic levels caused by World War Two led to additional conversions in the 1942-1945 period. Most of these later cars had bay-windows instead of cupolas. The cars were numbered upward from 629 (but not in Chronological order) up to 703. These boxcar conversions allowed the replacement of all wooden underframe cars in mainline service. Some cars of both the cupola and bay window versions were repainted to the silver and orange scheme, but most remained in boxcar red. A few cars were formally transferred to the SN and TS and renumbered, but all of these cars were off the roster by the early 1970's. A few cars, most of them of the bay-window version, were sold

off to individuals and can be seen at various sites in the west. A plan of the bay window car appeared in MODEL RAILROAD CRAFTSMAN for December, 1973 (page 34).

TYPE FOUR - In 1955 the WP took delivery of 35 steel bay window cabs from the International Car Co. The cars were similar to those operated by the Southern Pacific. The design was successful, but not until 1969 did the road order additional cars. More were added in 1973 and 1974 to replace the last of the boxcar conversions. The cars were delivered in a boxcar red scheme, but later were repainted in a brighter caboose red. Most of these cars were taken over by the Union Pacific, but UP classification and numbering scheme is not presently known by this author.

MODELING WP CABOOSES

Considering that the WP was a smaller road, a remarkable number of brass models have been imported over the years of WP cabooses. One brass offering is even sold in kit form, and cost is about the same as that of a contemporary plastic kit.

Type Two. In 1970 and 1974 Lambert imported a number of D&RGW wooden cabs which can be modified to represent WP prototypes. The models are plentiful and are often offered for sale at swap meets and in ads in the modeling periodicals. Lambert advertised the model as a Rio Grande 1100-series, but except for a lack of truss rods and other changes, the car is more representative of the D&RGW 950-series. Some modifications are required, including the addition of truss rods to make the model more representative of a WP car. Pacific Fast Mail imported from Korea a model of the D&RGW 1100-series car, which is similar to the WP wooden caboose equipped with steel underframe. Again, Some modifications are required, but the reader should be advised that the model was imported in limited numbers (keeping the price high) and the quality and assembly are quite variable.

Type Three. Balboa imported a model of the outside braced bay window car. After taking over much of Balboa's production facilities and designs, Westside also produced a later run of this car, as well as the cupola version. Precision Scale has been offering in recent years a brass kit of the bay window boxcar caboose, which is made from the same stampings used for the Westside kit.

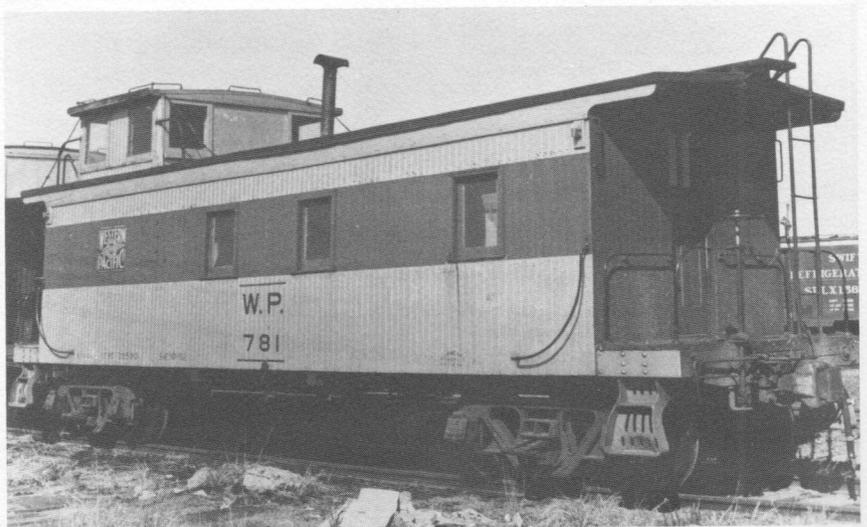
Type Four. Overland imported models of the all-steel bay window caboose.



*W.P. 726, the author's Type II was built in 1926 by the Western Pacific. Seen here in Wendover, Utah on July 4, 1941. This group of wood bodied cupola cabooses had steel underframes.
Arthur B. Johnson photo, P.A. Copeland Collection*



W.P. 748, built in 1910 by Haskell & Barker is shown here in 1952 not too long before being dismantled. Strapac Collection.



*W.P. 781 built in 1924 by the Western Pacific is shown here in one of its later liveries (weigh date is 10-52).
John J. Ryczkowski*

ROSTER OF WESTERN PACIFIC CABOOSES

Road Numbers	Builder	WP AFE or Lot No.	Date	Remarks
701-705, 707	AC&F	?	1906	Wood, cupola. Curved (humped) roof. 20001-20006
706	?	?	1917	Rebuilt 1917 from B&L #4. Ex- 20057
708-713	WP-Sac	RR-39	5-17	Wood, cupola, Ex 20058-20063
714-715	?	?		Ex-20064 (from A&SJ RY), Ex-B&L #10 rebilt. 12-17
716-721	WP-Sac	10-20	1-21	Wood, cupola.
722-729	WP-Sac	19-26	1926	Wood, cupola. Steel Underframe
730	WP-Sac	24-29	7-29	Wood, cupola, steel underframe
731-779	Haske11 & Barker		1910	Wood, cupola. Ex 20007-20056
742 (2nd)	WP-Sac	97-28	9-28	Wood, cupola, steel underframe (wreck replacement)
755 (2nd)	WP-Sac	3-27	10-27	Wood, cupola, steel underframe (wreck replacement)
780-789	WP-Sac	?	1924	Wood, cupola, steel underframe
790-796	WP-Sac	97-28	9-28	Wood, cupola, steel underframe
797-800	WP-Sac	24-29	7-29	Wood, cupola, steel underframe
601-604	WP-Sac	80-31	10-31	Wood, cupola, steel underframe
605-616	WP-Sac	122-37	1937	Wood, cupola, steel underframe, boxcar rebuilds
617-628	WP-Sac	114-38	1938	Wood, cupola, steel underframe, boxcar rebuilds
619 (2nd)	WP-Sac	169-37	10-37	Wood, cupola, Steel underframe, Ex-Bagg./Pass. Cab #403
629	WP-Sac	3-42	7-42	1st bay window caboose, boxcar rebuild.
630-638	WP-Sac	3-42	5-42	Outside-braced cupola (tender-style steps), box reblds
639-641	WP-Sac	9-42	5-42	Outside-braced cupola (caboose-style steps) box reblds
642	WP-Sac	49-42	5-42	Outside-braced cupola (caboose-style steps) box reblds
643	WP-Sac	255-42	9-42	2nd bay-window built, boxcar rebuild
644-668	WP-Sac	91-43	1943	Wood, bay-window, steel u/f, boxcar rebuilds
669-680	WP-Sac	41-44	1944	Wood, bay-window, steel u/f, boxcar rebuilds. 680 renumbered to 693 6-19-44
680-689	WP-Sac	198-42	1942	Wood, bay-window, steel u/f, boxcar rebuilds.
690-692	WP-Sac	199-42	1942	Wood, bay-window, steel u/f, boxcar rebuilds.
693	WP-Sac	41-44	1944	Ex- #680
694-703	WP-Sac	84-45	1945	Wood, bay-window, steel u/f, boxcar rebuilds.
426-460	ICC	?	10-55=2-56	Steel, bay-window
461-465	ICC	?	10-69	Steel, bay-window.
466-475	ICC	?	1973	Steel, bay-window.
476-480	ICC	?	5-74	Steel, bay-window.
481-486	ICC	?	3-80	Steel, bay-window.
401	?	?	?	Wood, combination-baggage-passenger. Ex Boca & Loyalton #2, SP 1701. Retired 11-5-37
402	Pullman	?	1888	Wood, combination baggage-passenger. Ex- D&RG #550.
403	WP-Sac	169-37	10-37	Wood, baggage-passenger caboose. Steel u/f. Ex-Boxcar #15716. Renumbered (2nd) 619.
20057	?	?	?	Wood, coach B&L #4. Rebuilt 1917. Old # 20057, later became # 706.

RENUMBERING TABLE FOR BOXCAR REBUILDS

These cabooses were rebuilt from retired boxcars originally built by Pullman in 1916 as series 15001-16000

NEW#	OLD#	NEW#	OLD#	NEW#	OLD#	NEW#	OLD#
605	15284	630	15067	655	15540	680i	15690
606	15300	631	15198	656	15062	680ii	15933
607	15303	632	15207	657	15637	681	15763
608	15451	633	15362	658	15001	682	15843
609	15557	634	15370	659	15664	683	15917
610	15618	635	15375	660	15220	684	15666
611	15629	636	15546	661	15858	685	15450
612	15696	637	15672	662	15223	686	15115
613	15776	638	15888	663	15512	687	15207
614	15823	639	15158	664	15599	688	15889
615	15873	640	15183	665	15652	689	15013
616	15906	641	15318	666	15379	690	15216
617	15012	642	15827	667	15729	691	15215
618	15045	643	15210	668	15015	692	15081
619	15063	644	15803	669	15383	694	15902
620	15211	645	15752	670	15567	695	0569-T
621	15245	646	15520	671	15628	696	15506
622	15352	647	15525	672	15875	697	15214
623	15458	648	15922	673	15529	698	15527
624	15539	649	15271	674	15813	699	15795
625	15712	650	15825	675	15185	700	15790
626	15723	651	15805	676	15264	701	15181
627	15867	652	15447	677	15640	702	15590
628	15972	653	15266	678	15885	703	15809
629	15018	654	15467	679	15794		

APPENDIX 1 : Western Pacific Caboose Disposition Notes

© 1986 John J. Ryczkowski (except as noted)
Circa 1981

403 Renumbered in 1952 to 619 and retired 1961 to Purdy.	670 Retired 1967 Purdy	749 Dismantled 1956
458 Retired 1974	671 Sold 10-61 to SN 1640 (*PAC)	750 Dismantled Sacramento 1954
466 Destroyed M.P. 868 1979	672 Destroyed at Calneva 5-10-45	751 Dismantled 1955
601 Retired 1954	673 Gutted by fire S. Sacramento 1970	752 No Information
602 Retired 1956	674 Retired 1965 Sold to Harry Botsford Destroyed by fire in Stockton 3/21/66	753 Sold 6-53 to SN 1627 (*PAC)
603 Retired 1956	675 Retired Purdy 1966	754 Retired 1956 Donated to Travel Town, Los Angeles
604 Retired 1951	676 Retired 1973 to Johngeline Petty	755 Retired 1948 renumbered WP 0801 MofW for relief telegraphers at Portola. Retired 1951
605 Destroyed at Herlong 1950	677 Retired 1971 Purdy	756 Destroyed Barro, UT 10-23-43
606 Retired 1958 Purdy Metals	678 Retired 1973 Sold to Sierra Railroad	757 Sold 7-53 to SN 1628
607 Sold 6-28-56 to Sacramento Northern (became SN 1632) (*PAC)	679 Retired 1973 On display at Portola	758 Retired 1948
608 Retired 1958 National Iron & Metal	680 Retired 1973 Sold to Washoe Fuel Co., Reno, in use on V&T RR Virginia City, Nevada	759 Retired 1954
609 Retired 1956, Sold to Weyerhaeuser	681 Sold 3-4-70 to SN 1643 (*PAC)	760 Sold 1949 to SN 1622
610 Retired 1958 Purdy Metals	682 Converted to outfit car 0736-E 1947	761 Sold 7-27-54 to SN 1629 (*PAC)
611 Destroyed at Westwood 1-25-38	682 (reno fr.702 in '67) Retired 1972	762 Dismantled Sacramento 1950
612 Destroyed at MP 266 2-10-42	683 Converted to outfit car 0734-C 1947	763 Dismantled Sacramento 1952
613 Retired 1961 National	683 (reno fr. 703 in '67) Retired 1975	764 Renumbered to 748 in 1952
614 Retired 1961 Purdy	690 Temporarily converted to box car caboose. Reno to outfit car number 0732-B	765 Destroyed at Spring Garden 8/29/44
615 Retired 1957 National	691 Temp. converted to box car caboose. Reno to outfit car 0749-H	766 Dismantled 1956
616 Retired 1957 National	694 Retired 1971 Purdy	767 Destroyed at Knolls 6-16-48
617 Sold 6-28-56 to Sacramento Northern (became SN 1633) (*PAC)	695 Retired 1973 Sold to Sierra Railroad	768 Dismantled 1956
618 Sold 8-58 to Sacramento Northern (became SN 1639) (*PAC)	696 Retired 1966 Sold to Jim Dobbas	769 Sold 12-48 to SN 1623
619 Destroyed at Pulga 3-15-43	697 Retired 1972 Sold to Ross Posch	770 Retired 7-22-52 for living quarters
619 Renumbered from 403 in 1952. Retired 1961	698 Sold 12-62 to SN 1641 (*PAC)	771 Retired 1950 Dismantled
620 Sold 7-26-57 to SN 1635 (*PAC)	699 Retired 1966 Purdy	772 Retired 1956
621 Sold 8-58 to SN 1638 (*PAC)	700 Retired 1966 Sold to Harry Botsford Destroyed by fire 3-21-66 Stockton.	773 Sold to CCT 1-23-53
622 Retired 1957 National	701-703 Destroyed 12/30/37 United Commercial Co. Stockton (*PAC)	774 Destroyed at Doyle 1-12-40
623 Sold 6-58 to Tidewater Southern (became TS 308) (*PAC)	704 Destroyed at Radum 9-18-34	775 Retired 1956
624 Sold 6-7-56 to SN 1630 (*PAC)	705 Destroyed at Elko 7-31-37	776 Retired 1955
625 Retired 1961 National	706 Sold 5-18-28 to Tidewater Southern	777 Retired 1948
626 Destroyed at Pulga 3-15-43	707 Destroyed 9-17-34 at San Jose	778 Destroyed at Carbona 11-11-45
627 Sold 7-26-57 to SN 1634 (*PAC)	708-710 Destroyed 1937 United Commercial Co. Stockton	779 Sold to Clover Valley Lumber 2/28/47
628 Retired 1961 National	711 Destroyed at Elko 7-31-37	780 Sold 2-14-49 to SN 1625
629 Retired 1961 Purdy	712-713 Destroyed 1937 by United Commercial Co. Stockton	781 Retired 1956
630 Sold 6-7-56 to SN 1631 (*PAC)	714 Sold 5-31-29 to Tidewater Southern	782 Sold 12-48 to SN 1625 (*PAC)
631 Retired 1958 Purdy	715 Destroyed 12-28-36 at Portola	783 Retired 1954
632 Retired 1957 National	716-718 Destroyed 1937 by United Commercial Co., Stockton (*PAC)	784 Retired 1956
633 Retired 1957 National	719 Destroyed at Keddie 10-15-36	785 Destroyed 11-5-42
634 Retired 1957 National	720 Destroyed at San Jose 9-8-34	786 Retired 1956
635 Retired 1958 Purdy	721 Destroyed 12-30-37 United Commercial Co. (*PAC)	787 Sold 5-53 to SN 1626
636 No Information	722 Retired 1956 Dismantled	788 Retired 1954
637 Sold 8-58 to SN 1637	723 Retired 1948	789 Destroyed at MP 67 12-1-41
638 Retired 1958 Purdy	724 Retired 1956	790 Dismantled 1956
639 Sold 6-58 to Tidewater Southern (became TS 307) (*PAC)	725 Dismantled Stockton 1955	791 Dismantled Sacramento 1950
640 Sold 6-58 to TS 306 (*PAC)	726 Dismantled Stockton 1956	792 Retired 1948
641 Retired 1968 Purdy	727 Dismantled Stockton 1956	793 Retired 1950
642 Sold 7-58 to SN 1636 (*PAC)	728 Dismantled Sacramento 1950	794 Destroyed at Two Rivers 1-8-44
643 Retired 1975	729 Dismantled Sacramento 1950	795 Retired 1956
644 Retired 1961 Purdy	730 Dismantled 1956	796 Destroyed at Portola 12-14-44
645 Retired 1973 to Norman Holmes	731 Retired 1948	797 Retired 1948
646 Retired 1968 Purdy	732 Retired 1948	798 Destroyed at MP 338 12-1-41
647 Retired 1965 to Harry Botsford S.F.	733 Dismantled Stockton 1955	799 Dismantled 1956
648 Sold 7-24-63 to SN 1642 (*PAC)	734 Dismantled 1956	800 Blown apart at Silver Zone 3/20/36 when super heater blew on WP 19. Destroyed by fire at Wendover 4-16-40
649 Retired 1974 Donated to KQED for auction.	735 Dismantled 1956	
650 Destroyed Fremont 2-15-72	736 Dismantled 1956	
651 Retired 1972	737 Dismantled 1956	
652 Retired 1973 to Sierra Railroad	738 Wrecked 1-15-42 (*PAC)	
653 Destroyed Fremont 2-15-72	739 Retired when damaged when Arcade trestle gave way 7-24-51. Dismantled	
654 Retired 1972 Purdy	740 Dismantled 1956	
655 Destroyed Hammer Lane near Lodi on 12-1-47.	741 Sold to Central California Traction 4-23-48	
656 Retired 1971 Purdy	742 Destroyed 11-4-27 (*PAC)	
657 Retired 1972 Sold to Jim Williams	743 Retired 1956	
658 Retired 1977	744 Retired 1955 Dismantled Stockton	
659 Retired 1973 Tracy Railcar	745 Retired 1948 Renumbered WP 0800 MofW for relief telegraphers at Portola Retired 1951	
660 Retired 1972	746 Retired 1956	
661 Destroyed on SP at Ben Ali 11/23/50	747 Retired 1955	
662 Destroyed in Oakland by fire 2/17/72	748 Dismantled 1952	
663 Destroyed Carbona 12-14-44	748 Reno from 764 in 1952 Later Sold to CCT in 1953	
664 Retired 6-76		
665 Retired 1972 Sold to Firemaster, Berkeley, California		
666 Sold 4-6-70 to SN 1644		
667 Retired 1972 Purdy		
668 Retired 1976		
669 Retired 1971. Sold to Elmer F. Williams, Tracy, CA		

Note: Some cabs were retired but did not leave the property or local use on sidings for many years before being sold or destroyed.

(*PAC) Indicates data provided by P.Allen Copeland.

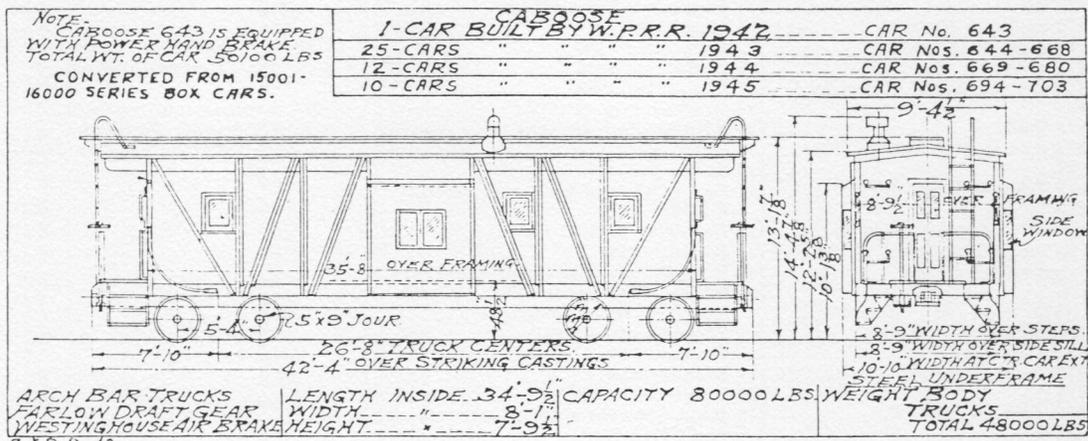
SN = Sacramento Northern
TS = Tidewater Southern
CCT = Central California Traction

APPENDIX 2 : Western Pacific Caboose Roster March 30, 1986

- 426 Stored @ Pocatello, ID. Awaiting repairs since 9-25-85
- 427 Retired 8-28-84
- 428 Retired 3-30-84 Donated to Feather River Rail Society @ Portola, CA
- 429 Work train service Stockton, CA
- 430 Stored @ Omaha, NE since 2/21/86
- 431 Stockton. Restricted to yard service.
- 432 Stored @ Snowline, MT since 3/25/86
- 433 Stored @ Pocatello, ID since 2/27/86
- 434 Retired 6/29/84
- 435 North Platte, NE (2CBNP-28)
- 436 Retired ??/??/??
- 437 Retired 3/30/84 Donated to City of Elko, NV
- 438 Stored @ NOP since 3/10/86
- 439 Stored @ Omaha since 12/17/85
- 440 Stored @ Glens Ferry, ID since 1/24/86
- 441 Stored @ Omaha, NE since 5/14/85
- 442 North Platte, NE service
- 443 Portola, CA on work train service
- 444 Stored @ Pocatello, ID since 9/3/84
- 445 Retired ??/??/86 Donated to Sacramento Valley Live Steamers @ Mills
- 446 Armstrong, KS (TC3-30)
- 447 Retired 3/30/84
- 448 Marysville, KS (TC3-30)
- 449 Retired ??/??/?? Stored at Stockton since 8/21/84.
- 450 Stored @ Stockton since 9/9/84
- 451 In service North Platte, NE
- 452 Retired ??/??/?? stored Council Bluffs, IA since 3/6/84
- 453 In service Stockton, CA
- 454 Stored @ Tuttle, ID since 11/3/85
- 455 Stored Council Bluffs, IA since 5/14/85
- 456 Retired 7/15/85
- 457 No Record
- 458 No Record
- 459 In service Provo, UT
- 460 Oakland, CA (Long Street Cab)
- 461 Stored @ Council Bluffs, IA since 5/14/85
- 462 In service Elko, NV work train
- 463 Stored @ Stockton since 8/2/84
- 464 Stored @ Pocatello, ID since 11/3/85
- 465 Retired 3/6/84 Sold to Rocklin, CA scrap dealer & used as an office.
- 466 No record
- 467 Stored @ Omaha, NE since 8/1/85
- 468 Stored @ Pocatello, ID since 9/25/85
- 469 Stored @ Omaha, NE since 2/2/84
- 470 Stored @ Rupert, ID since 11/3/85
- 471 In service Columbus, NE
- 472 Retired 7/15/85
- 473 Stored @ Omaha, NE since 6/12/85
- 474 Stored @ Pocatello, ID since 4/12/85
- 475 Stored @ Stockton since 9/23/85
- 476 Stored @ Pocatello, ID since 3/20/85
- 477 Stored @ Snowline, MT since 3/25/86 out-of-service since 1/18/86
- 478 Stored @ Stockton since 8/21/84
- 479 Stored @ Pocatello, ID since 4/13/85
- 480 In service Avondale, LA
- 481 In service Alexandria, LA
- 482 Wrecked at Pittsburg, CA on 7/8/84 Stored @ Pocatello, ID
- 483 In Service, Salt Lake City, UT
- 484 In service Laramie, WY
- 485 In service Batesville, AR (on MoPac L558 since 6/8/85)
- 486 In service Nampa, ID

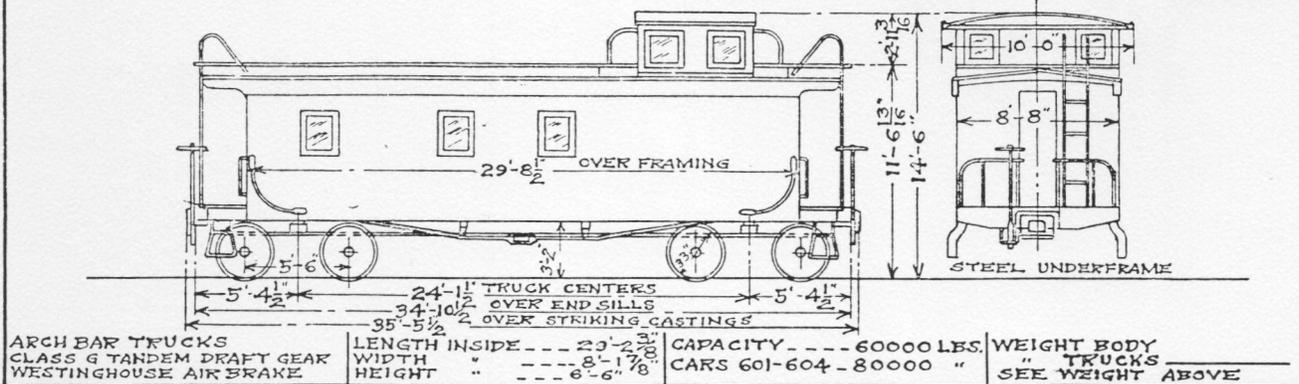
NOTES:

There are 61 cabooses listed on this March 30, 1986 roster. Of the 61 listed, 14 or 22% are retired ; 27 or 47% are stored at various locations and only 20 or 31% are in service.



CABOOSES BUILT BY W.P.R.R.

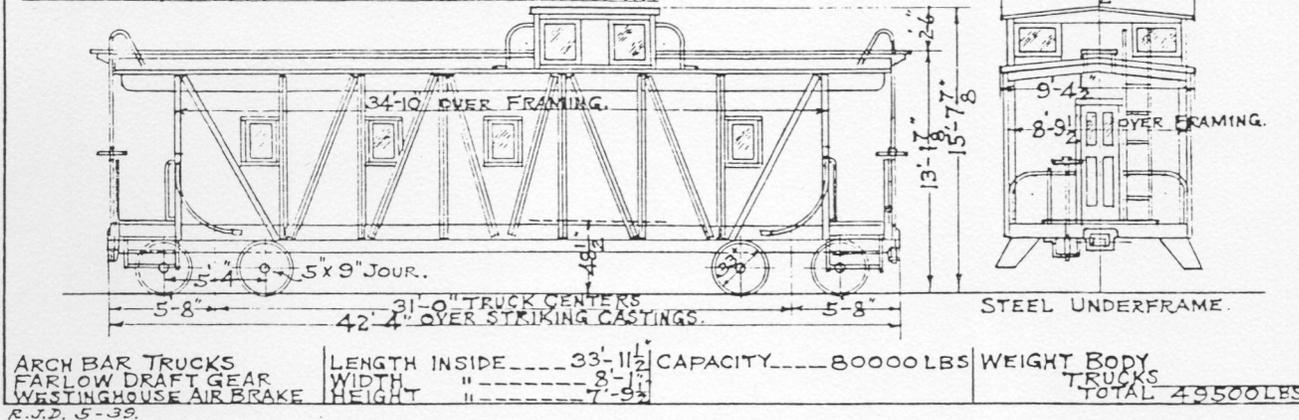
10 CARS BUILT 1924	LT. WT. 34500 LBS.	No's. 780-789
8 " " 1926	" " " "	722-729
8 " " 1928	" " " "	742, 790-796
5 " " 1929	" " 35600	730, 797-800
4 " " 1931	" " 35000	601-604



CABOOSE
12 CARS BUILT BY W.P.R.R. 1938
4 " " " " " " 1942

CAR Nos. 617-628
No. OF CARS 12
CAR Nos. 639-642
No. OF CARS 4

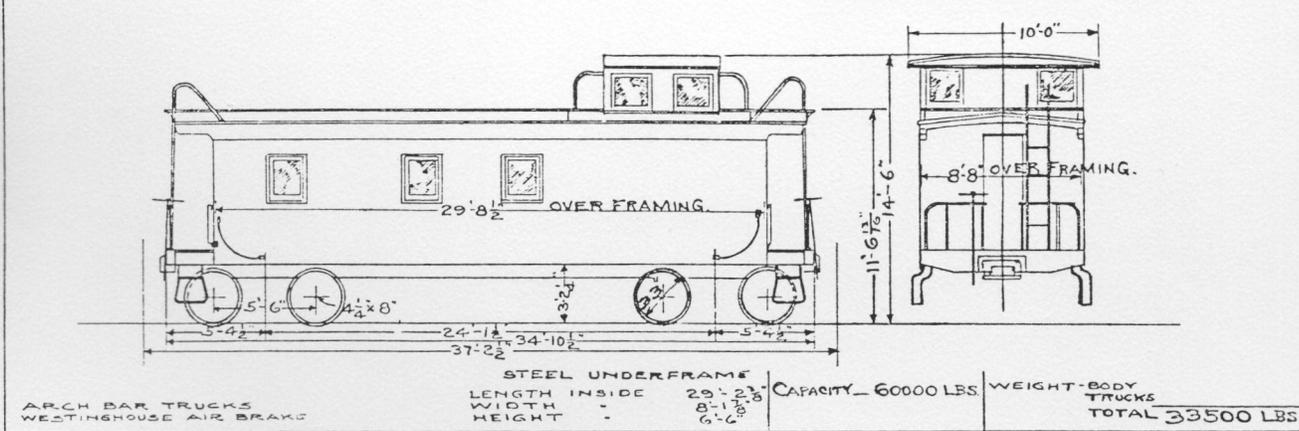
CONVERTED FROM 15001-16000 SERIES BOX CARS



CABOOSE
BUILT BY HASKELL & BARKER
1910

CAR Nos. 731-779* INCL.
ORIG. No. OF CARS 49
(OLD Nos. 20007-20056)

*SEE NOTE BELOW.





Western Pacific 634 as repainted in the silver and orange scheme.
John J. Ryczkowski



Western Pacific 440 is one of the early built bay window cabooses. This one built in the mid-fifties. John J. Ryczkowski



Western Pacific 433 photographed in Salt Lake City, Utah on August 7, 1965. This bay window caboose illustrates yet another paint scheme used by WP for their cabooses.
P. Allen Copeland Collection; Arthur B Johnson

