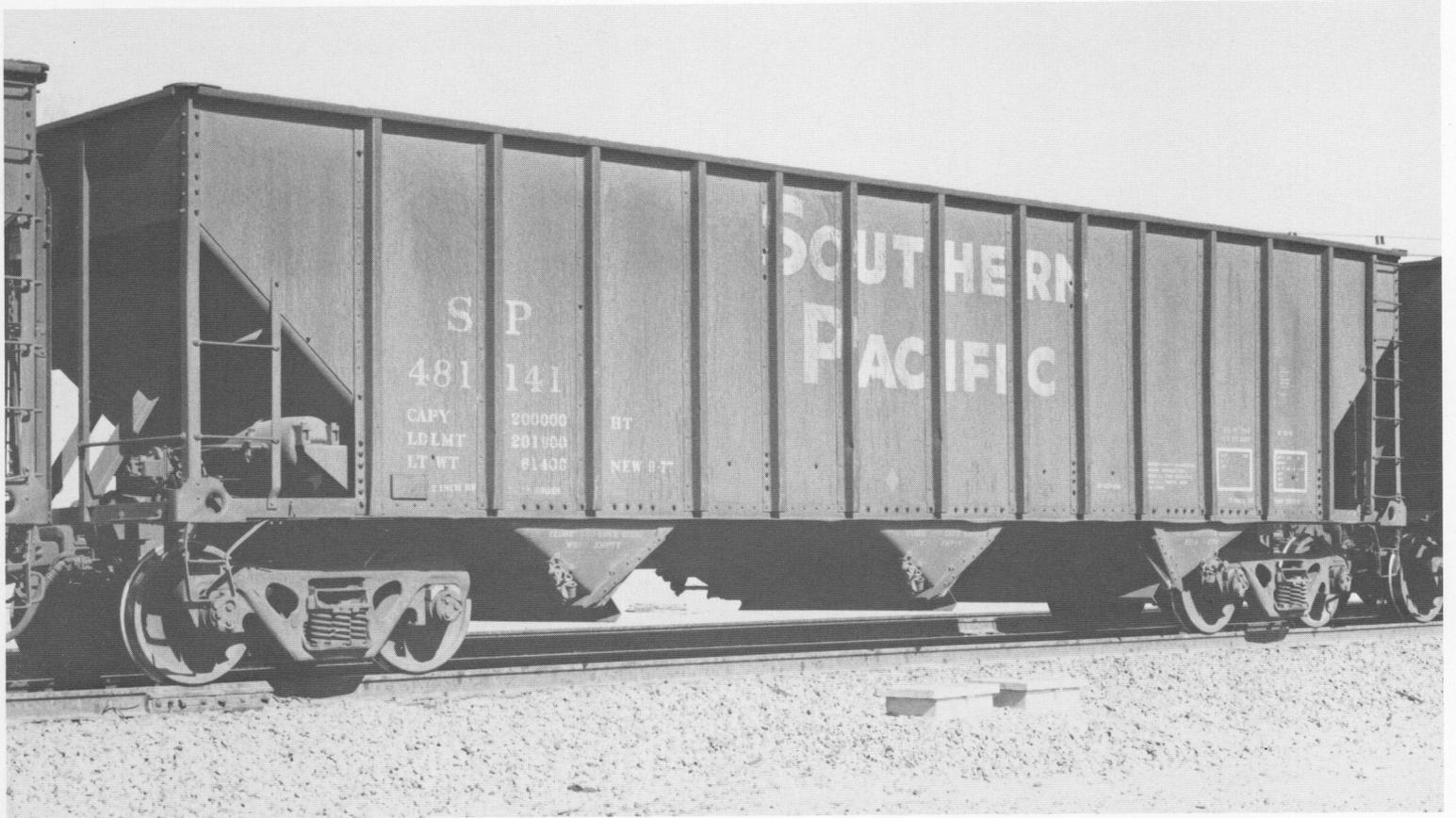


FREIGHT CARS

• HISTORY • MODELING • NEWS

JOURNAL



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- COVER PHOTO -

SP 481141, one of 150 coal hoppers built in 1977 by American Car & Foundry for the Southern Pacific as class H-100-34. This 13-post steel triple hopper has an exterior length of 48'9" and 3,433 cubic foot capacity. This car is from the series 481000-481149. More Southern Pacific open hopper information can be found in the article beginning on page six of this issue. Photographed at Mojave, California in 1986.
David G. Casdorff

FREIGHT CAR NEWS

CLASS I & II NEWS

BURLINGTON NORTHERN has been acquiring a number of second-hand covered hoppers formerly lettered for Lincoln Grain (LGIX) in recent months. Included are nearly 100 "rectangular" 100-ton grain hoppers and approximately 35 ACF Center Flow cars (BN 449700-series and 475040-series respectively). In addition BN has also joined GACX and MP with quasi-articulated Airslide covered hoppers. These consist of two 2600 cuft single Airslides semi-permanently coupled together and assigned one car number with A and B units. So far, BN is known to have modified 16 of these numbered BN 413405 to 413415.(MBF/EAN). CANADIAN NATIONAL acquired 50 used woodchip cars that were formerly CIRR 5100-5149. CN has numbered these 873700-873749. (DLK).....CHICAGO AND NORTH WESTERN series 780501-780699 single-trailer piggyback flats have a last known conversion date of 2-87 (780670). The CNW has also added two series of used gondolas from a presently unknown source. These are numbered in the 350000-series and the 370000-series. (CWS).....CP RAIL acquired a number of Lake Erie and Franklin (LEF) 1100-series 50'6" single-door boxcars built in 4-5-78 by USEX BI. CP Rail has numbered these CAAA 208775+ (up to 208873 so far). (TH).....CSX TRANSPORTATION (Chessie System) has placed in service a small number of appliance cars that are being leased from GERSCO. The cars were originally from the Rock Island 32550-32564 series built by Berwick in 1973. The unusual note about these cars is its livery - overall boxcar red (brown) with no Chessie or CSX logos, only reporting marks and data. CSX acquired these in March 1987 and are numbered C&O 166622-166629. (DGC). CSX TRANSPORTATION (Seaboard System) has acquired an unknown number of 1980 Trinity built 100-ton covered hoppers of their 4750 cuft design. Numbers are SBD 253435+ (sighted up to number 253522 so far). (DGC).....ILLINOIS CENTRAL GULF has acquired a small number of RBL-insulated boxcars (Evans 5100 cuft design) that are probably ex-USLX, nee-ARMH. (ICG 151532 built 8-75 sighted). (CWS).....MISSOURI-KANSAS-TEXAS has very recently acquired a number of covered hoppers. This includes 30 cars leased from Chicago Freight Car Leasing and are numbered MKT 6664-6693. These are two-bay ACF Center Flows originally built in 1975. The Katy has also acquired a number of ex-UP CH-100-26 class Pullman-Standard 4750 cuft covered hoppers (73000-series) and ex-MP 711630-series Pullman-Standard 4427 cuft covered hoppers. The MKT has retained the respective UP/MP numbers but has assigned their MKTT (the old MKT of Texas) reporting marks to these cars. (MBF).....NACIONALES de MEXICO placed in service a number of new two-bay covered hoppers built by CNCF 5-8-86. The 84 cubic metre cars are numbered in the NdeM 122000-series. (DGC).....SOO LINE began receiving 75 ex-MEC 105051-105125 (nee P&W) 89'4" piggyback flats in June 1987. The Soo has numbered these (consecutively) SOO 54895 to 54969. (LL). In addition, 100 former Delray Connecting RR (DC 6000-6099) 100-ton Brae owned open hoppers (HT) have been placed in service as SOO 121200-121299. (CWS).....UNION PACIFIC acquired two 6-unit aluminum rotary gondolas built by Trinity's Fort Worth plant in 8-86. The car is a 1,336,000 GT (nominal capacity), weighs 241,800 lbs tare, is 315'2" long, has 12 axles and a cubic capacity of 25,980 cuft! UP class is G-600-1. (MBF). UP has also started a "Bulk-tainer" service with Sea Containers owned 20' containers. The orange framed, white tank container has UP shields on ends and sides (example: SCPU 871484-0 HK 2276). UP has also placed in service a number of new 73' Gunderson built center-partition flatcars. Dates of 5-6-87 so far. Numbers are in the new 273000 series. (JD).

SHORTLINE NEWS

With this issue we begin placing the State abbreviation for the location of the Shortline.....

AT&L RR (OK) acquired 26 new built 52'6" gondolas built by CNCF in 7-86 (XTRA owner-lessor). Numbers are 96000-96025. The cars are being used for gravel transport. (MBF).....COPPER BASIN Rwy (AZ) has acquired a number of ex Western Pacific 1451-series 61'1" bulkhead flatcars. Copper Basin Rwy has retained the former WP numbers. (CWS).....FERDINAND RAILROAD (IN) has acquired a number of former CIRR 91200 series (154XP, 2-3-80 SIECO AC, 5183 cuft) 50'6" single-door boxcars in May 1987. (MBF).....GLOSTER SOUTHERN (AR) recieved fifty 52'6" boxcars built by SIECO ATL in 1979 for the ADN 9400-series (these are former ADN 9500-9549). (circa 1986 via another [unknown] operator. (HAL).....

Shortline News (Cont'd)

INDIANA HARBOR BELT (IN) has added a number of ex-P&LE gondolas from the PLE 50000-50799 series (built 4-8-80 by Greenville), IHB retains the same numbers for their new series, (CWS).....LAMOILLE VALLEY RR acquired some 50'6" boxcars from the BMS 201-350 series (e.g. 5004,5017 etc.) and some 52'6" ex-ADN boxcars (e.g. LVRC 5064) (CWS).....MARYLAND MIDLAND RWY has received a number of former WCTR 50'7" boxcars from the 100500-series and the 101250-series (both PCF built 1975 and 1976 respectively). The MMID retains the same numbers for its roster. (DGC).....MIDSOUTH RAIL CORP. recently added an unknown number of RBL reefers (heavy insulated boxcars) that appear to be of USLX origin (e.g. MSRC 11972 is probably ex USLX 11972). In addition, Midsouth has added a number of 60' 1979 ACF built boxcars formerly of the PW 60301-60600 series. These are renumbered into Midsouth's MSRC 4000-series, (CWS).....MISSISSIPPI DELTA RR acquired 175 boxcars that were originally built for the NSL 151485-151721 series in 1979 by Golden Tye. The new numbers for these cars are MSDR 194000-194174, (CWS).....NORTH LOUISIANA & GULF (LA) acquired 48 50'6" FMC 1978 built 70-ton boxcars from the GMRC 750 to 799 series (772 and 795 were not relettered and renumbered to NLG). The new NLG series is 5951-5998 renumbered consecutively. (LL).....PADUCAH & LOUISVILLE RWY recently acquired a number of cars from the ICG 245500-245549 series. These retain the same numbers and are Greenville 52'2" gondolas, (DGC).....SAN LUIS CENTRAL RR (CO) received sixty 50'1" mechanical refrigerator cars formerly of the MILW 9800-series. New numbers for San Louis Central are SLC 140-199, (CWS).....SYDNEY & LOWE (NE) now has 30 ex-GWR 50'6" boxcars (random numbers between 10002-11559), (CWS).....UNION RR CO. (PA) recently acquired a number of 70-ton 52'6" 1967 built gondolas (1926 cuft) possibly ex-EJ&E 82000-series. The Union RR numbers are in the URR 3000's (e.g. 3051-3149 so far), (CWS).....WASHINGTON CENTRAL RR CO. (WA) now has "MAXI-CUBE" 86' high cube boxcars. These were rebuilt by Gunderson in 4-87. There are both 4- and 8- door versions. The cars were originally built in 1966 and 1967. In addition to the Maxi-cube logo these are also lettered for Superior Transportation Systems, Inc. Each car is named with only a first name. Cars are numbered in the WCRC 8600's (e.g. 8616, built 8-67, 4-door named "Jack" and 8626, built 9-66, an 8-door named "Steve"), (DGC). Also, WCRC has acquired a number of ex-ONW 2000-series and LRWN 9000-series (PCF built 1980) bulkhead flat cars. WCRC numbers these in their 1000-series along with some MSV (BSC JTN built) bulkheads flats, (CWS).....WATERLOO RWY (MS) just received an unknown number of used Marine Industries built covered hoppers that are probably former Rex Leasing cars (maybe still owned by Rex Leasing though). These are the first covered hoppers for the Waterloo fleet (e.g. WLO 768193). (CWS)

PRIVATE OWNER/LESSEE NEWS

AMERICAN DRY ICE is leasing a small number of new (5-87 Union Tank Car built) 20,100 gallon carbon dioxide tank cars from Union Tank Car Co. (e.g. UTLX 900075-900078), (CWS).....AMERICAN MAIZE PRODUCTS (Amaizo logo) is now leasing at least 80 covered hoppers from PLM. These are newly rebuilt cars. Numbers are PLMX 20001-20080 (so far) with rebuilt dates of 7, 12-86 and 4-87. The cars were originally 4750 cuft grain cars. The rebuilding increased the cubic foot capacity to 5000. (DGC).....AMOCO CHEMICAL CO. is now leasing a number of the new Trinity 6150 cuft covered hoppers built by PSM BESS in 3-4-87 (lot 2018). The cars are leased from Trinity Industries. (e.g. TILX 6270, built 3-87 and 6294, built 4-87). (DGC).....CHRYSLER CAPITAL TRANSPORTATION SERVICES (CAMX) acquired a number (possibly all) of the NPPX 101-1120 series unit rotary coal hoppers (BSC built). (CWS).....MHC, INC. (Conagra) has re-acquired some of its own 4750 cuft covered hoppers from Chicago Central and Pacific (e.g. CAGX 255, ex-CC 255, nee-CAGX 255). (CWS).....CPC INTERNATIONAL is leasing a number of new built Airslide covered hoppers from General American Transportation (GACX). These are the new 4895 cuft design built by Trinity's Fort Worth plant in 3-86 (e.g. GACX 56424-56435). (DGC).....E.I. DUPONT de NEMOURS & Co. is leasing a small number of tank cars leased from Shippers Car Line (Ti-Pure logo) and built by ACF MILT in 1-87 (e.g. ACFX 71601, 71624). Also, the numbers for the GATX cars mentioned in FCJ #22 on page 8 is now known to extend from GATX 21853-21878. (CWS).....ELECTRIC FUELS Corp. acquired 82 Ortner RD II rapid discharge cars in 1986 (ELFX 86001-86082) and another 95 of the same in 1987 (ELFX 87001-87095). These are aluminum 4000 cuft rapid discharge hoppers. (EAN).....

E.C.C. ANGLO AMERICAN is leasing some new built ACF Centerflow cars from Shipper's Car Line (e.g. ACFX 41066-41075 built in 1-87 by ACF's Huntington, W.VA plant - one of the last built there before closure). (EAN).....EVANS CLAY is leasing a small number of ACF built PD5000 Centerflow covered hoppers from Shippers Car Line (e.g. ACFX 51438, 51449 built 2,3-87). (EAN).....FLUOREX S.A. de CV is leasing a few hydrogen fluoride tank cars from General American Transportation (e.g. GATX 44798, built 2-87 by Trinity Tulsa plant) (DGC).....FRUIT GROWERS EXPRESS "Real Cold" mechanical refrigerator cars now total 450. The latest built date was 6-87. (see FCJ 22:8 for more details) (DGC).....GENERAL AMERICAN TRANSPORTATION continues to purchase new built Airslide covered hoppers being built by Trinity's Fort Worth plant. The latest noted is GACX 56500 built in 4-87. (MBF).....HELM FINANCIAL CORP. Sometime in late 1985 acquired 25 aluminum 4750 cuft covered hoppers that at one time or another were WP 11851 or 11876 series cars (those observed were built in 4-67). (MBF).....GENERAL ELECTRIC RAILCAR SERVICES CORP (GERSCO) has not built any of the former North American design covered hoppers for several years. Early this year GERSCO purchased a number of ACF Chem-King Centerflow covered hoppers for its fleet (e.g. NAHX 57055-57083 built in 4-87 by ACF's Milton plant). GERSCO has also been getting a large number of former Monsanto (MOHX initialed) covered hoppers (various numbers NAHX 525399 to 525456 have been observed. These come from MOHX 15312-15330, 5295-5346 and 5397-5431 series). (CWS).....GREENBRIER LEASING CORP. has added a 2200-series of Gunderson built stack cars to their roster (e.g. GBRX 2218 built 5-87) (EAN).....GWI LEASING's GWIX 97500-97695 series Pullman Standard covered hoppers recently acquired are ex MILW 97500-97695 cars (TH).....HONEYMEAD PRODUCTS recently began leasing new built 20550 gallon tank cars from General American Transportation (e.g. GATX 34316, 34322 built 3-4-87 by Trinity's Longview plant). (DGC).....JONES-HAMILTON CO. is leasing some 1986 built hydrochloric Acid tank cars from Shippers Car Line (e.g. ACFX 71325 built in 4-86 by ACF MILT). (DGC).....KERLEY INDUSTRIES INC. is leasing a small number of 20,537 gallon tank cars from General American Transportation (e.g. GATX 34255 built by Trinity Longview in 11-86). (DGC).....L&S CHEMICALS is leasing some 30,125 gallon tank cars from Union Tank Car (e.g. UTLX 200213 built 3-87 by UTC ECH). (DGC).....MELWIRE, INC. has added to its 100+ ex BN cement covered hoppers a number of ex SP and SSW cement cars (from the 401100, 402048 and 77100 series respectively). Its not known when these cars were acquired (and they may have had them for some time). Cars retain the same numbers of the former owners. (DGC).....NOVACOR CHEMICALS Ltd. is leasing a number of the new National Steel Car (NSC) design 5810 cuft covered hoppers from General Electric Railcar Services (e.g. NCHX 580084 built in 10-86). (DGC).....PROCTER & GAMBLE MFG. CO. started their own roster of covered hoppers in late 1983 with the acquisition of 35 North American built PD 3913 100-ton 5 bay cars built in 11-83. Numbers are PGDX 101-135. (MBF).....RICHMOND LEASING CO. purchased the 100 red tank cars formerly initialed OILX from General Electric Railcar Services in 1986. These are series RTMX 30600-30699 former OILX 30600-30699. (CWS/DGC).....TENNESSEE EASTMAN continues to acquire new 5800 cuft capacity covered hoppers. The latest are of the new ACF Chem-King Centerflow design. Series is ETCX 58109+ (numbers observed up to 58162 so far, all built in 3-87 by ACF). These are equipped with 5135 outlets. (DGC).....TRAILER TRAIN CO. has been very active in the new acquisitions department. Numbers for non-bulkhead Thrall stack container cars are up to DTTX 62563± (classes TWG 50J and TWG 50H added with these). The big surprise is the new Thrall "bulkhead" stack cars. The first observed was DTTX 62568 a 462 FCA, 264'1" long built in 6-87 by Thrall (part of job 450). The new class for these is TWG 51. Trailer Train has also added more Trinity (PSM BESS built) stack container cars. Numbers are up to DTTX 64015 now (e.g. 64010-64015 built 5-6-87, PSM lot 2017A). (CWS). The next big news is the delivery of NTTX 66000-66059. These are the full operational series of the NTTX cars mentioned in FCJ 22. Built by PSM BESS 4-6-87 (lot 2019). They are 5-unit articulated single-level container cars that are 249'0" long and weigh 130800 lbs. TT class is RSF 50. They are capable of carrying up to six 20' and two 40' or five 40' containers. TT has apparently also started rebuilding more 60' flatcars for container only service. However, the one observed was initialed "TTCX" (as opposed to "VTTX" like the other previous rebuilds). The only difference would be that the new rebuilds would not be in assigned participant railroad service. See FCJ 12 for details of earlier rebuilds. TT is also having Bethlehem Steel (BSC) rebuild/refurbish a number of TTPX bulkhead flatcars. Rebuild dates are 3-5-87 so far (classes F68AH thru DH) (DGC).....

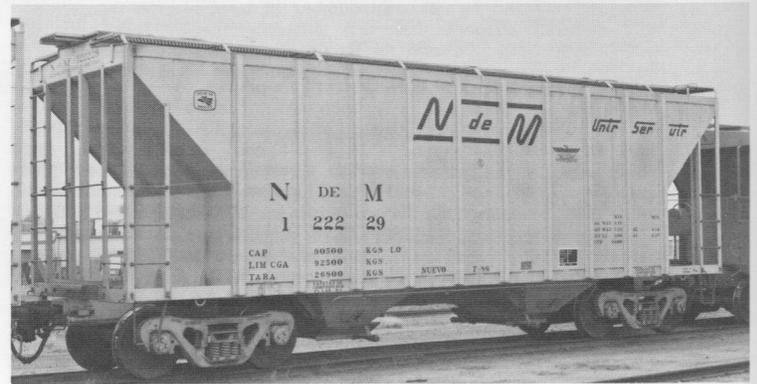
CN 873703, an ex-Chattahoochee Industrial RR FMC built woodchip hopper was acquired during 1986. Vancouver, B.C. May 1987.
Duane Karam Jr.



C&O 166628, an appliance box car leased from General Electric Railcar Services Corp. (GERSCO). Livery is brown with white lettering (note no CSX logo!).
David G. Casdorff



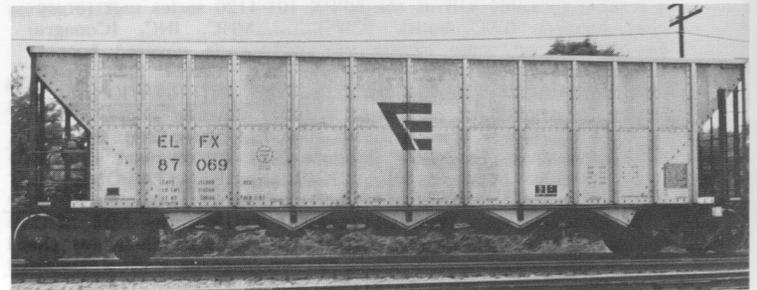
(Above) GATX 34255 was built in 11-86 by Trinity Industries Phoenix, AZ. David G. Casdorff



N de M 122229, a two-bay cement car was built in 7-86 by CNCF, Mexico. Phoenix, AZ David G. Casdorff



WCRC 8626 with "Maxi-Cube" logo was rebuilt by Gunderson in April 1987. Livery is red with white data and logos. This series of cars has names. This one is "Steve".
Hal Brown Jr.



ELFX 87069, an aluminum rapid discharge car was made by Ortner in 1-87 and is probably one of the last cars made by Ortner before Trinity's acquisition.
Eric A. Neubauer

UNION CARBIDE. Two compartment tank cars continue to be built as evidenced by a new series of leased cars from Shippers Car Line (e.g. ACFX 71677 built 12-86 by ACF MILT). These are 20,100 gallon cars (12,050 and 8,050 gallons resp.) with 100-ton trucks. In addition, Union Carbide started a new lease on some new built 26,200 gallon single-compartment tank cars (e.g. ACFX 71753 built 2-87 by ACF MILT). Both groups of cars appear with the Union Carbide blue and white livery. (DGC).....**U.S. INDUSTRIAL CHEMICALS** is leasing a number of 30,100 gallon ethyl alcohol tank cars (e.g. UTLX 200180 and 200181 built 2-87 by Union Tank Car). (DGC).....**UNOCAL CHEMICALS** is leasing a number of new built 26,674 gallon tank cars from General American Transportation (e.g. GATX 66375 built 6-87 by Trinity Longview). (DGC).....**WITCO CHEMICAL** recently began leasing some new built 100-ton 26,600 gallon tank cars from Shippers Car Line (e.g. ACFX 71432 built 8-86 by ACF MILT) (See also FCJ 19/20:3. (MBF)

GENERAL NEWS & COMMENTARY

Recently, ACF Industries closed their Huntington, West Virginia plant. This facility has produced over 80,000 ACF designed Center Flow covered hoppers since the early sixties. This leaves only ACF's Milton, PA plant open for construction of tank cars and covered hoppers.

Presently, there are only six builders of freight cars in the United States (there were seven, but Greenville and Ortner were just recently acquired by Trinity). These are ACF, Bethlehem Steel, Gunderson, Thrall, Trinity, and Union Tank. ACF was mentioned above. Bethlehem's Johnstown, PA plant continues making coal cars and is also presently engaged in shopping bulkhead flat cars for Trailer Train.

Gunderson's Portland, Oregon plant continues building their double-stack articulated container car and its new design center-partition flat cars. In addition Gunderson has been active in several rebuilding projects for various roads.

Thrall Car's Chicago Heights, IL plant is presently producing their double-stack articulated container car as well as center-beam flat cars. Thrall's Cartersville and Winder, Georgia plants are currently making new auto racks.

Trinity Industries has several plants. Its Fort Worth plant is making the current version of the Airslide covered hopper as well as certain designs of tank cars (i.e. sulphuric acid cars). The Longview, Texas plant seems to produce the bulk of Trinity's tank cars (usually designs not produced elsewhere). The Tulsa, OK plant so far is most noted for production of Trinity's hydrogen peroxide tank cars. Lastly, the PSM Bessemer, Alabama plant is producing various covered hoppers and intermodal freight cars.

Union Tank Car's East Chicago, IN plant steadily continues making new tank cars of all designs available from UTC.

Looking now at the current railroad shop activity (from the major "western" roads at least - need help from the Eastern and Midwest people here). Santa Fe's Topeka Shops continue to be the major facility for their rebuild and upgrade projects. Just recently, after a time being closed, ATSF opened its Clebourne car shops for refurbishing additional covered hoppers (6-87 dates on Center Flows are only ones for 1987 so far observed).

Burlington Northern's Havelock, NE shops have during the past year been very active rebuilding, refurbishing and/or re-numbering BN's RBL-reefer fleet. More recently, Havelock has been refurbishing BN's covered hopper fleet.

Southern Pacific's (SSW) Pine Bluff, Arkansas shops most recent activity has been modifying SP's auto rack fleet with new "clam-shell" doors (replacing the old chain-mesh doors).

Union Pacific's Pocatello, ID shop remains open and is currently working on refurbishing part of the UP's huge covered hopper fleet. In addition, UP has apparently re-opened the former MP Desoto shops (after it was closed for a short while).

An interesting note is that 3 of the 4 major western railroads are working on refurbishing their covered hopper fleet.

As a final subject for comment, I want to address an issue that has recently come up dealing with company press releases and trade magazine reports on new freight cars. The problem is that we as historians could misinterpret the information given in the reports. Number one item is that the trade press reports the number of wells ordered on articulated cars. Thus an order of 100 double stacks becomes actually only 20 cars (i.e. 20 different car numbers). Secondly, the "purchaser" can be misleading as well. Example, SP claimed they would receive 300 center partition cars in 1986. However, they actually went to Trailer Train (i.e. TT reporting marks and numbers with no SP identity - though true they are assigned to the SP). The final word is that we simply need to observe and become familiar with freight car activity to insure a more accurate account. - David G. Casdorff

RAILBORNE

PIGGYBACK TRAILERS • CONTAINERS

by David Casdorff

This is the first in a series of columns to be presented by John Becker and I dealing with news and (hopefully) some history of railway borne freight containers and piggyback trailers. There are three subjects I want to address in this column; the news, some current container shipping terms, and a few notes on the three major styles of 48-foot containers in production.

NEWS

American President Lines has added a number of new and used containers this year. This includes 2,050 forty-five foot external-post dry containers numbered APLU 455025-457074. These are built by Neptune and Jindo. Another 5,500 forty-foot external-post dry containers were delivered during the first half of this year from three different builders (Neptune, Jindo and an unknown builder). These are numbered APLU 967355-972854. APL is also short-term leasing a number of new Neptune built 48' containers from XTRA (numbers in the XTRU 950500's). Lastly, APL has acquired an unknown number of ex- United States Lines containers. These are corrugated steel 40-foot containers (type 4310). APL retains the former USLU numbers and has placed a new blue on white APL logo on the gray containers.

Burlington Northern has been very active in piggyback trailer acquisitions during the past six months. A large number of used 45' vans are showing up in BNZ markings and are being leased from Transamerica (REAZ). I'm still working on sorting these out as to numbers and quantities. However, in addition to the older vans, BN has also been placing a number of new trailers in service. There are 500 medium-gray Fruehauf built wedge vans in the series BNZ 230800-231299, the BNZ 231400's white colored Stoughton built 45' by 102" wide and 110" inside height (that's something new - also are marked with "110" on sides), and the 231900's Dorsey built, leased from Transamerica 45/102 vans. In addition to the variety of used leased vans from Transamerica mentioned above, BN is also acquiring most of the Nashville and Ashland City RR (NACZ) trailer fleet. BNZ 251300's are ex- NACZ Evan-Monon built FRP vans and the BNZ 632100's etc are ex- NACZ Miller built trailers.

Tranfax (PIGZ initialed) has acquired a number of ex- UPZ Fruehauf Spacelite refrigerated trailers and is renumbering them in the PIGZ 534000's.

The collapse of United States Lines has led to the sale of its former 100000-144599 series steel containers to a number of other companies. So far, these include APL (see above), ICS-Transamerica (ICSU and renumbered into 148000's), Inter-Continental Equipment (YCEU, same numbers), Trans Ocean Ltd (TOLU, same numbers), and XTRA (XTRU, same numbers).

SOME TERMS....

At this point I'd like to introduce four acronyms - TEU, FEU, FFEU and FEEU. These refer to the "equivalent unit size" for standard ISO marine and domestic containers. They are as follows:

- TEU - Twenty-foot Equivalent Unit
- FEU - Forty-foot Equivalent Unit
- FFEU - Forty-Five foot Equivalent Unit
- FEEU - Forty-Eight foot Equivalent Unit

These are used in the trade for capacity and shipping purposes. "TEU" is most often used. A large modern container ship has about 3,000 TEU capacity. An average 20-car (100-well) "stack" train has about 400 TEU capacity.

48-FOOT CONTAINER TYPES

Presently, there are three major styles of 48' containers being produced for domestic service in the United States. The first is the "smoothside-aluminum" container weighing about 8,500 lbs. These are the most common. Next, the "Corrugated-steel" container weighing about 11,000 lbs. And lastly, the "Ribside-aluminum" weighing about 9,600 lbs.(the least common - only 100 with APL).

Presently, there are six major operators of 48' containers in the United States - American President Lines (APLU), Flexi-Van Leasing (FLXU, marked for NYK/Centex service), Southern Pacific (SPLU, owned by Flexi-Van), Sea Containers Ltd (SCVU), Santa Fe (SFTU, from Sea Containers), and XTRA (XTRU, for American President Lines and possibly others).

As of June 1987, there are approximately 2,200 forty-eight foot containers being used in domestic United States freight service.

SOUTHERN PACIFIC'S 1987 OPEN HOPPER FLEET

by David G. Casdorph

Number Series	Qty	Type	Build Dates	Builder	CuFt	Class	ExL	ExH	Description	Notes
464000-464999	1000	200HM	4=8-70	Greenville	2300	H-100-23	37-01	12-01	9-post stl twin hopper	
465000-465599	600	200HM	9=12-74	Greenville	2300	H-100-29	37-04	13-00	11-post stl twin hopper	
465600-465699	100	200HM	12-74=1-75	Greenville	2300	H-100-29	37-04	13-00	11-post stl twin hopper	1.
465700-466049	350	194HM	1=2-76	Pacific Car & Fdry	2300	H-100-32	37-11	13-01	11-post stl twin hopper	
466050-466549	500	200HM	9-78=1-79	Greenville	2300	H-100-36	37-11	13-00	11-post stl twin hopper	
466550-466989	440	200HM	8=10-79	Greenville	2300	H-100-37	37-11	13-01	11-post stl twin hopper	
467500-467549	50	200HMA	11=12-63	Thrall Car	1825	H-100-10	34-11	12-00	Ore car, stl, center dump	
480000-480193	194	208HTA	5=6-60	Amer. Car & Fdry	2500	H-100-2	46-08	11-07	12-post, aluminum super-structure, extended end platforms, center dump	2.
481000-481149	150	200HT	7=9-77	Amer. Car & Fdry	3433	H-100-34	48-09	12-03	13-post stl triple hopper	
481150-481399	250	199HTS	10-81	Ortner	2300	H-100-42	43-10	12-10	9-post stl triple hopper with extended end platforms, rapid discharge	

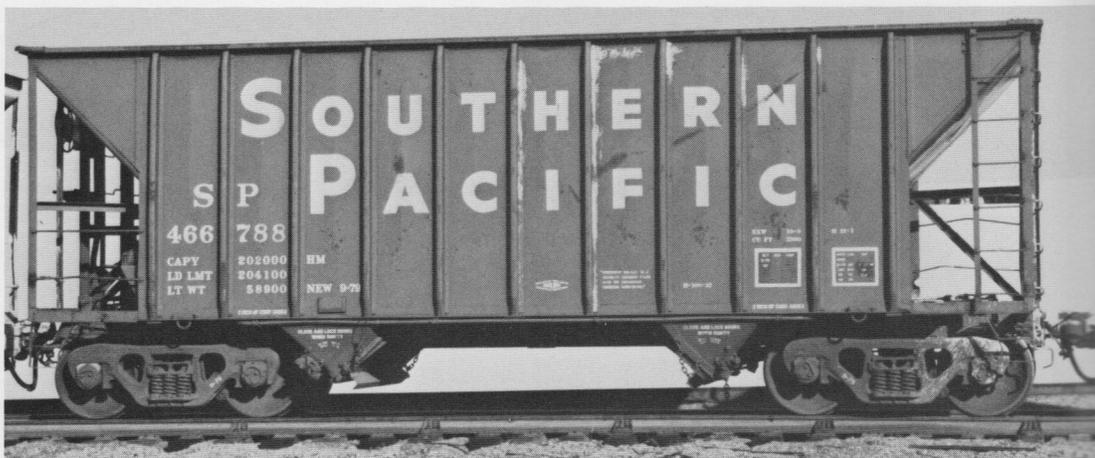
NOTES:

1. Specially lined with Debco 590 for salt loading.
2. Ex- TNO 8000-8199. 194 surviving cars were renumbered during 1963 and 1963.

Between 1960 and 1981 the Southern Pacific placed 3,634 open hoppers into its freight car fleet. This roughly equates to only 9% of the total car fleet. SP's open hopper fleet is primarily comprised of the "2300's" twin hoppers. These are used mostly for aggregates and more recently copper concentrate service. A small quantity is dedicated to salt transport. A rather unusual feature of the fleet is the small number of purpose-design coal hoppers. SP has the smallest quantity of coal hoppers of all the Western railroads.

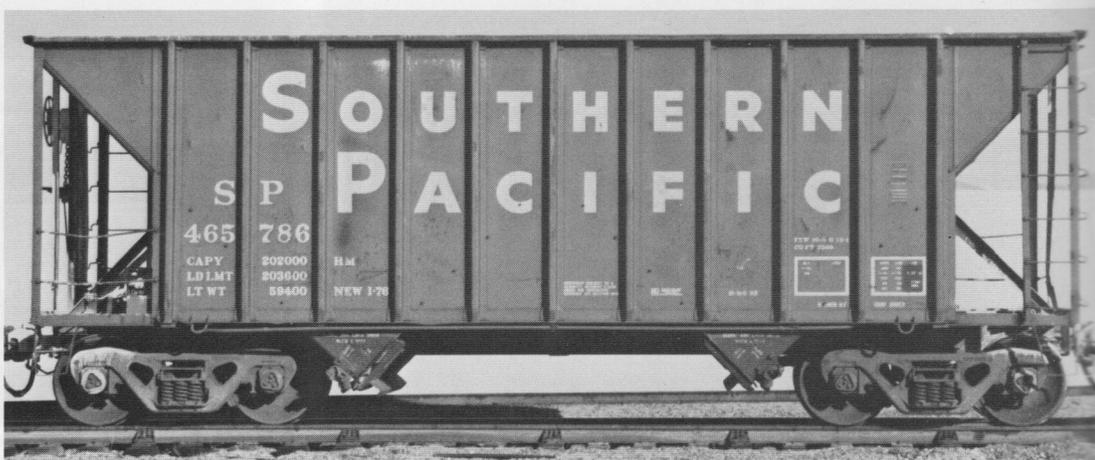
SP 466788, a car of the more common design of open hoppers in service with the Southern Pacific. Compare this car to the similar car below. This car was built by Greenville in 9-79. Though built to a common design standard - notice the subtle differences in end braces, body lift-rings, top-chord corner reinforcement, brake line placement, and rib design to name a few.....

David G. Casdorph



SP 465786, a Pacific Car & Foundry version of SP's open hopper cars. In addition to the subtle physical differences in these two designs, there are numerous lettering differences. Most of these differences seem to be in placement of some of the "minor" data such as the trust notice, 2 inch HF comp shoes, and ExH data. Both cars appear with markings as they were delivered.

David G. Casdorph





SP 466172 was built in 10-78 by Greenville.
David G. Casdorff



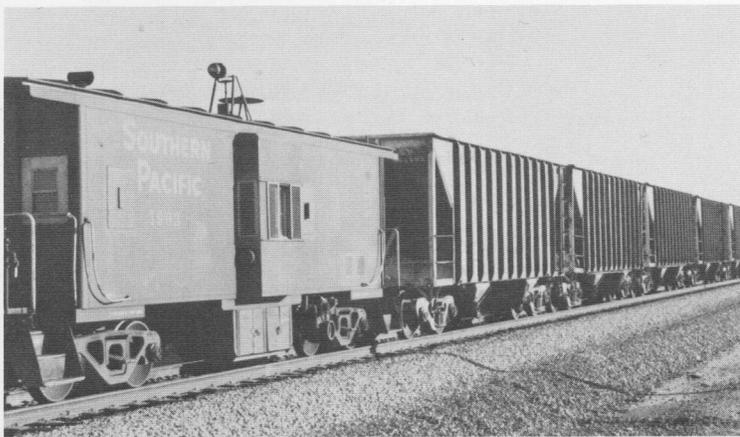
SP 464855, a 9-post twin hopper shown here in Industry, CA on July 14, 1983. David G. Casdorff



SP 480008 at Mojave, CA as repainted in a more recent livery style. July 27, 1985. Pat A. Holden



SP 481356, the newest acquisition to the SP's open hopper fleet was built by Ortner in 10-81. Pat A. Holden



Caboose 1903 brings up the rear of a copper concentrate train heading toward Industry, CA from the Port. Seen here at Whittier, CA in December 1986. David G. Casdorff



SP 467548 is a Thrall Car built hopper, one from the only series of ore cars in the fleet. Pat A. Holden

LOGO & LIVERIES: 1

SPOTTING NEW ENGLAND'S RAILROAD REPAINTS

by Tony Hodun

Without a doubt the biggest changes in Northeastern railroading over the last two decades were the decline of Penn Central, and the revival of what remains of the bankrupt systems in the Northeast under the Conrail logo. As these changes took place, several smaller Northeastern rail lines continued to add color and variety to the rail scene with their rolling stock as well as their motive power and operations. Let's focus on four that are located in the New England area: the Bangor and Aroostook and the three predecessors to GTI, the Boston and Maine, the Delaware and Hudson, and the Maine Central.

Each Guilford road maintained a carshop that did rebuilds and complete repaints right up to the early-mid 1980's and BAR's Derby Shops carry on the tradition. These four shops also did some contract work over the past 25 year or so. If you know where to look and what to look for, it is easy to identify repaints done by these shops, even from sharp slides or photos taken some time ago.

I am a big proponent of tracking repaint dates and schemes along with all the other usual data to be noted. Repaint dates often are valuable to tracking down cars that change hands or undergo major changes, and paint schemes often change with motive power schemes over time - all of this is useful to both the serious freightcarologist and rolling stock modeler.

DELAWARE and HUDSON

In recent years (early 60's to mid 1980's), the carshops at Oneonta, NY were the only shops on the D&H doing major rolling stock repairs and full repaints. For the record, locomotive repaints were done at Colonie Shops, and a few M of W cars were done at Colonie as well; several wood cabooses with steel underframes appear to have been repainted at Saratoga Springs or Whitehall circa 1979-1980. Everything else (lots of it!) was an Oneonta repaint.

Oneonta typically sandblasted before repainting cars and always reweighed cars that repainted. Besides the D&H's varied fleet of rolling stock, Oneonta is known to have done a number of 40' and 50' EL boxcars in the late 1960's and boxcars for a number of shortlines in the late 1970's (FJG, PAM, INOH at least). Oneonta repaints can be identified by looking at the carside where weight capacity information is stencilled:

CAPY 150000	(3" Gothic style)	COTS
LD LMT 150500		2-80
LT WT 69500	0-2-80	D&H
GLID 0-2-80	(1" Gothic style)	O
		D&H

The "O" in O-2-80 is for Oneonta, By 1982, a similar repaint would be stencilled as reweighed DH 10-82. The key stencil is the 1" line of characters. Even after reweighing and restencilling, this data usually survives, and is a confirmation that Oneonta did the work. "GLID" stands for Glidden Paint and is one of the several paint types used. Others include DB (Dutch Boy), DUP (Dupont), SW (Sherwin Williams, PC (Passonuo Corp. near Wateruliet, NY near the Colonie Shops), and PdT (unknown at present time). Other roads including E-L also stencilled paint types.

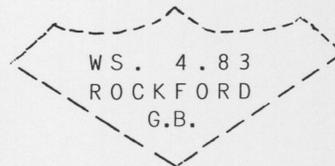
The location of the 1" stencilling is typically on the frame edge or sill edge below or near the weight data. Caboose paint data was often centered below the reporting marks. This stencilling has represented Oneonta since the early 1930's and probably even earlier. Oneonta last did repaints on a large scale with the DHNY boxcar rebuild program of 1982 and was then phased out by Guilford. The shops have since been reactivated to repaint GTI SD-26's, Geeps and other switchers, although the familiar O-X-XX stencils are absent on units I've seen.

MAINE CENTRAL

In recent years, Maine Central's primary shops for both locomotives and rolling stock were the Waterville Shops in Waterville, Maine. Waterville repaints can be identified as follows (Waterville typically reweighed all repaints, too):

CAPY 154000 XM	COTS
LD LMT 153600	4.83
LT WT 67400 W.S.4.83	MEC
	WS
	MEC

Waterville Shops also used a logo, typically located in the lower left corner of the carside when facing a car from the side.



Waterville continued to be an active carshop with GTI at least into 1983, and repainted a number of freight cars and cabooses in the new Guilford scheme. The above data is from Guilford repainted MEC 31695, a 50-6 boxcar.

The shops had been phased out of full repaints for a while as of mid 1987.

BOSTON and MAINE

The third road in the Guilford fold also had one major locomotive and rolling stock shop in recent years at Billerica, Mass. (pronounced Bill-Rick'-uh). Unlike Oneonta and Waterville, Billerica repaints can only be identified by reweigh stencils and consolidated stencils, both subject to restencilling over the life of a paint job. Billerica also consistently reweighed all repaints.

CAPY 150000	COTS	
LD LMT 151800	3-79	The "Z" in both
LT WT 68200 X 3-79	BM	cases stands for
	Z	Billerica Shops
	BM	

BANGOR and AROOSTOOK

The final road is the only one continuing to carry on the tradition with its small but full-service carshop. BAR's shops at Derby, Maine continue to refurbish and fully repaint cars in the variety of color schemes with the road's big "BAR" and stylish logo. BAR repaints can be identified as noted:

CAPY 152000	COTS
LD LMT 152500	3-78
LT WT 67500 BC 3-78	BAR
	BC
	BAR

The key spotting item is the wedge-shaped logo normally located at the corner of the carside. The logo normally survives reweighing and restencilling.



Now you should be well equipped to identify repaints from all four of these colorful New England roads. I'd be interested in hearing from any of you with unusual sightings of repaints for other roads or firms done past or recently by these shops.

Tony Hodun
34 Harford Ave.
Shavertown, PA 18708

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STACKS & FLATS: 2

INTERMODAL FREIGHT CARS

by David G. Casdorph

Right. NYSW 6855c, a Gunderson built articulated double stack container car. Livery is red with white data. As one can see here these cars can be run with only one level of containers. Note the unique bulkhead design and "smooth" vertical sides for identification of this design.
David G. Casdorph



Left. DTTX 62403c, a Thrall built articulated double stack container car. Livery is TT yellow, black data and blue and white APL panel. Note the absence of "bulkheads" and ribbed sides for identification of this design. Notice the ribbed 48-foot container on top (the rarer of the three styles of 48'ers in production).
David G. Casdorph

Right. What? Is this container filled with helium? Are the container securing brackets strong enough to hold a container (4+ tons if empty)?

NO...actually if you look close you can see the end bulkhead of the empty bulkhead-flat container on the bottom level!

The car is the ACF built for SP design. Note the different design bulkheads (from the top photo) and "ribbed" sides.

Hal Brown, Jr.



A KEY TO THE IDENTIFICATION OF CURRENT (JULY 1987) ARTICULATED DOUBLE-STACK CONTAINER CARS OPERATING IN THE UNITED STATES

As with any dichotomous key, the purpose is to separate major identifiable characters in "opposite" pairs. The following key is effective for current cars.

1. Cars with individual units having bulkhead or bulkhead-like structures on the ends of each unit.....2
Cars with individual units that lack any bulkheads.....3
2. Car's units have "ribbed" sides.....4
Car's units have "smooth" vertical sides.....The Gunderson cars
3. Sides of car's units "ribbed".....The Thrall cars
Sides of car's units "smooth".....The PSM or Trinity cars
4. Three solid ribs.....The ACF cars
More than 3 ribs.....The new Thrall bulkhead cars

DENVER AND RIO GRANDE WESTERN FREIGHT CAR ROSTER OF THE 70'S AND 80'S

Compiled by Jim Eager

Number Series	Type	I.L.	CuFt	Builder	Dates Built	Commodity	Livery	H.O. Kit	Design	Notes
2051-2095	180FBS	59-11	----			Wallboard				1
3900-3919			1350	DFC F	1=2-84				Difco side dump	2
4000-4072	140FMS	85-00	----		7-61	Pipe	FI	ATH*		3
5000-5128	2nd 200GT	46-11	4000	TC CH	5-78	Unit coal		MDC	Rotary gondola	4
5100-5150	1st 200LO	41-01	2929				LI*	(EBV*)	12 panel; round hatches	5
6000-6049	200GB	52-06	2494	TC CH	7-80	Gen.Serv.	GI*	(ATH+*)	13 rib, welded	6
8801-9000	140FC	89-04	----	PS BESS	8-80	TOFC				7
10000-10069	200LO	37-11	2970	ACF HTG	7-74	Cement	LII	(RMX+*)	Round Hatches	8
10070-10119	200LO	37-11	2980	ACF HTG	5-77	Cement	LIV	(RMX+*)	Round Hatches	9
10541-10670	200LO	55-03	4750	Trinity		Grain	LI*		Trough hatches	10
10671-10695	197LO	55-03	4750			Grain			Trough hatches	11
10696-10720	199LO	55-03	4750	TRN LGV	7-80	Grain			Trough hatches	12
10721-10779	198LO	55-03	4750			Grain			Trough hatches	13
10780-10849	200LO	55-03	4750	TRN OKC	3,6-81	Grain	LI*		Trough hatches	14
10850-10999	203LO	55-03	4750	PS	5-79	Grain	LIII		Trough hatches	15
12000-12499	200HT	47-11	3483	BSC JTN	7-79	Coal	HII	(MP)	Quad; 12 panel, rivet	16
12500-12849	200HT	47-11	3483	BSC JTN	5-82	Coal	HII	(MP)	Quad, 12 panel, rivet	17
14600-14799	154HT	39-10	2600	BSC JTN	6-66	Coal	HI	OR	Trip, 12 panel, rivet	18
14800-14999	154HT	39-10	2600	BSC JTN	1-66	Coal	HI	OR	Trip; 12 panel, rivet	19
15000-15149	199LO	49-06	4427	PS BUT	9-64	Potash	LI		Trough hatches	20
15150-15249	199LO	49-06	4427	PS BUT	6-67		LII		Trough hatches	21
15250-15399	199LO	49-06	4427	PS BUT	3-68		LII		Trough hatches	22
15400-15499	200LO	54-06	4740	PS BUT	7-71		LIII	ATH	Trough hatches	23
15500-15524	195LO	53-07	5250	ACF HTG	3-73		LIII	ATH*	Centerflow	24
15525-15599	195LO	53-07	5250	ACF HTG	3-73		LIII	ATH*	Centerflow, trough	25
15600-15669	198LO	53-06	4700	FMC P	10=11-73		LIII		Trough hatches	26
15670-15819	202LO	55-03	4750	PS BUT	11=12-74		LIII		Trough hatches	27
15925-15939	193LO	48-11	4180	GATX EC	6-72			WAL	Double Airslide	28
15940-15949	193LO	48-11	4180	GATX EC	11-71		LIII	WAL	Double Airslide	29
15950-15970	193LO	48-11	4180	GATX EC	1-68, 9-69		LII	WAL*	Double Airslide	30
15971-15987	193LO	48-11	4180	GATX EC	12-70, 3-71		LII	WAL	Double Airslide	31
15993-15999	200LO	34-09	2970	ACF HTG	4-68	Cement	LII	RMX*	Pres.Dif.; round hatc.	32
16000-16159	199HT	47-11	3483	BSC JTN	10-75	Coal	HII	(MP)	Quad; 12 panel, rivet	33
16160-16274	199HT	47-11	3483	BSC JTN	1974	Coal	HII	(MP)	Quad; 12 panel, rivet	34
16275-16374	199HT	47-11	3483	BSC JTN	2-72	Coal	HII	(MP)	Quad; 12 panel, rivet	35
16375-16624	199HT	47-11	3483	BSC JTN	7-71	Coal	HII	(MP)	Quad; 12 panel, rivet	36
16625-16774	199HT	47-11	3483	BSC JTN	1969	Coal	HII	(MP)	Quad; 12 panel, rivet	37
16775-16874	199HT	47-11	3483	BSC JTN	1968	Coal		(MP)	Quad; 12 panel, rivet	38
16875-16999	199HT	47-11	3483	BSC JTN	1964	Coal		(MP)	Quad; 12 panel, rivet	39
17000-17199	154HT	40-07	2700	BSC JTN	9-57	Coal/Gypsum	HI		Trip; 14 panel	40
17200-17499	154HT	40-07	2700	ACF HTG	2=3-58	Coal/Gypsum	HI		Trip; 14 panel	41
17500-17699	154HT	39-10	2603	BSC JTN	10-60	Coal	HI	OR	Trip; 12 panel, rivet	42
17700-17899	154HT	39-10	2603	BSC JTN	1962	Coal	HI	OR	Trip; 12 panel, rivet	43
18000-18019	154LO	29-03	2003	GSC GV	6-60	Cement	LI	MDC	2-bay	44
18020-18099	154LO	41-00	2893	GSC GV	7-61	Potash	LI	EBV*	3-bay	45
18100-18109	154LO	29-06	2600	GATX EC	9-60	Sugar	LI	EBV	Single Airslide	46
18110-18179	154LO	41-00	2893	GSC GV	1961	Potash	LI	(EBV)	3-bay	47
18180-18184	154LO	29-06	2600	GATX EC	4-63	Sugar	LI	EBV	Single Airslide	48
18197-18224	154LO	41-00	2893	PS BUT	1959	Potash	LI	EBV	3-bay	49
18225-18324	154LO	41-00	2927	ACF	12-57=2-58	Potash	LI	EBV*	3-bay	50
18325-18349	154LO	29-03	2003	PS BUT	12-56	Cement	LI	MDC	2-bay	51
18350-18374	140LO	29-03	1892	GATX	1946	Cement	LI		2-bay; square hatches	52
18375-18399	140LO	29-03	1892	PS BUT	5-49	Cement	LI	EBV	2-bay	53
18400-18424	140LO	29-03	1892	ACF	1951	Cement	LI	EBV	2-bay; square hatches	54
18425-18449	140LO	29-03	1892	PS BUT	1952	Cement	LI	MDC	2-bay	55
18450-18474	140LO	29-03	1892	PS BUT	1953	Cement	LI		2-bay	56
18475-18499	154LO	29-03	2003	PS BUT	2-56	Cement	LI	MDC	2-bay	57
18500-18999	154HT	42-08	2785	PSC	1952	Coal	HI	MDC	Trip; 9 panel, rivet	58
19000-19194	200HT	47-11	3483	BSC JTN	1975	Coal	HII		Quad, 12 panel, rivet	59
19195-19394	200HT	47-11	3483	BSC JTN	1977	Coal	HII	(MP)	Quad; 12 panel, rivet	60
19395-19644	200HT	47-11	3483	BSC JTN	12-77	Coal	HII	(MP)	Quad; 12 panel, rivet	61
19645-19944	200HT	47-11	3483	BSC JTN	12-78	Coal	HII	(MP)	Quad, 12 panel, rivet	62
20000-20006	110FM	53-06	----	MTV	1944	Gen.Serv.	FI			63
20007-20010	110FM	53-06	----	MTV/DRGW	1944/1951	Truck frames	FI			64
20026-20038	110FM	53-06	----	PSC			FI		15 pocket, riveted	65
20039	220FCA	107-0	----	PSC			FI		Articulated	66
20050-20056	209FB	48-06	----	GSI GC	1-66	Molybdenum	FI	QC	16 pocket, truss blkhd	67
21000-21099	110FM	53-06	----	BSC JTN	6-59		FI		14 pocket, welded	68
21500-21523	130FC	85-00	----	PS BUT	6, 9-59	see notes	FI	ATH		69
21524-21548	130FC	85-00	----	PS BUT	2-63	see notes	FI	ATH		70

Number Series	Type	I.L.	CuFt	Builder	Dates Built	Commodity	Livery	H.O. Kit	Design	Notes
21700-21759	130FMS	89-00	----	BSC JTN	8-63	Pipes	FI			71
21747	151FC	88-10	----				FI			72
22000-22199	110FM	53-06	----	MTV	2-44	Gen. Serv.	FI		AAR, 15 pocket, rivet	73
22200-22239	110FM	53-06	----	DRGW	1951	Gen. Serv.	FI		AAR, 15 pocket, rivet	74
22240-22329		S E E			N O T E	S				75
22330-22473	110FB	48-06	----	MTV/DRGW	1944/1951	Wallboard	FI		AAR, 13 pocket, rivet	76
22485-22661	110FB	48-06	----	BSC JTN	1960, 3-63	Wallboard	FI		13 pocket	77
22662-22761	140FBS	48-06	----	GSJ GC	3-65		FI	QC	Cast, 16 pocket	78
23000-23099	110FM	53-06	----	ACF	8-9-56	Gen. Serv.	FI		AAR, 15 pocket, rivet	79
24800-24999	154HK	40-05	2519	ACF	1946	Ballast	HI	(MDC)	AAR, 8 panel, rivet	80
25000-25099	1st 154HK	40-05	2519	Rodger	1937	Ballast	HI	(MDC)	AAR, 8 panel, rivet	81
25000-25099	2nd 154HK	29-03	1958	various	various	Ballast	LI	EBV/MDC	reblt 2-bay LOs	82
25100-25174	199HK	48-01	3650	GSC GV	7-73	Ballast	HII		14 panel, welded	83
30000-30049	154GB	65-00	1763	PSC	12-39	Co. Mat'l	GI		17 rib, riveted	84
30050-30099	154GB	65-06	1777	PSC	10-11-48	Steel Prdcts	GI	(NCC*)	AAR, 19 rib, riveted	85
30100-30149	154GB	65-06	1777	BSC JTN	12-49	Steel Prdcts	GI		25 rib, riveted	86
30150-30169	154GB	65-06	2063	BSC JTN	1-65	Steel Prdcts	GI		17 rib, riveted	87
30170-30219	154GB	65-06C	2063	BSC JTN	2-67	Steel Prdcts	GII		17 rib, riveted	88
30220-30244	154GB	65-06	2060	Darby	6-68	Steel Prdcts	GII		17 rib, welded	89
30800-30824	148GB	65-06	2950	TC CH	6-68	Steel Beams	GII		19 rib, welded	90
31000-31024	190GB	65-07C	3306	GSC GV	3-77	See notes	GIII*		23 rib	91
36000-36099	88SF	36-06	2800	DRGW	1939=40	Livestock	SI		7+7 Murphy ends	92
36100-36199	88SF	36-06	2800	DRGW	1940	Livestock	SI		7+7 Murphy ends	93
36400-36499	88SF	40-07	3526	DRGW	1955	Livestock	SI		Improved Dreadnht	94
39000-39090	88SM	39-01	2877	DRGW	1937	Livestock	SI		Composite ends	95
39100-39199	88SM	36-06	2800	DRGW	1940	Livestock	SI		7+7 recessed Murphy	96
39200-39399	88SM	36-06	2800	DRGW	1944=45	Livestock	SI		7+7 recessed Murphy	97
40000-40093	154XM	50-07C	5258	FMC P	11-72	Wood Prdcts	BV		Ext. Post, Waffled	98
40094-40099	154XP	50-07C	5258	FMC P	11-72	Aluminum	BV		Ext.Post, Waffled	99
46000-46499	100GS	42-09	2100	PSC	1947=48	Gen.Serv.	GI		7 rib	100
46500-46999	100GS	42-09	2100	PSC	1948	Gen.Serv.	GI		7 rib	101
47000-47499	100GS	42-09	2100	PSC	1949	Gen.Serv.	GI		7 rib	102
50150-50499	110XM	40-06	3903		11-47, 5-48	Gen.Serv.	BI	AHM/MCK	Reblt w/ PS components	103
50500-50599	175RBL	60-01	5572	NACC		Temp.Sen.Gds	BIII		Ext.Post car, plug dr.	104
50600-50674	1st RBL	50-00		NACC	1966	Temp.Sen.Gds	BIII		Ext.Post car	105
50600-50649	2nd 167RBL	60-01C	5750	PCF RN	4-72	Temp.Sen.Gds	BV		Ext.Post car	106
50650-50774	2nd 165RBL	60-00C	5978	FGE AX	2=3-74	Temp.Sen.Gds	BV		Riveted	107
50700-50705	1st RBL			NACC ?		Temp.Sen.Gds				108
50775-50799	165RBL	60-00C	5871	FGE AX	3-74	Temp.Sen.Gds	BV		Riveted	109
50800-50899	1st RBL	50-00		NACC		Temp.Sen.Gds	BIII		Riveted	110
50800-50899	2nd 167RBL	61-00C	5766	PCF RN	5-79	Temp.Sen.Gds	BV		Ext.Post car	111
51000-51149	140RBL	50-01	4604	NACC	1967	Temp.Sen.Gds	BIII		Ext.Post car	112
55000-55249	154GB	52-06	1745	PS	1948	Various	GI		13 rib, riveted	113
55250-55449	154GB	52-06	1745	PS	6-49	Various	GI		13 rib, riveted	114
55500-55544	154GB	52-06	1746	BSC JTN	2=3-68	Steel Prdcts	GII		13 rib, riveted	115
55545-55549	154GBSR	52-06	1746	BSC JTN	1968	Coil Steel	GII		13 rib, riveted	116
56000-56009	180GBSR	51-04	1780	GBEC P	1964	Galv.Sheet	GI		13 rib, welded	117
56100-56124	198GB	52-06	2750	TC CH	5-69	Steel Prdcts	GII		14 rib, welded	118
56125-56274	198GB	52-06	2750	TC CH	5=6-71	Steel Prdcts	GIII		14 rib, welded	119
56275-56334	200GB	52-06	2146	TC CH	1-73	Coil Steel	GIII		14 rib, welded	120
56335-56339	200GBS	52-06	2244	TC CH	3-73	Billets				121
56340-56374	197GBS	52-06	2244	TC CH	3-73	Coil Steel				122
56375-56424	200GB	52-06	2244	TC CH	1-77	Steel Prdcts	GIII		13 rib, welded	123
56425-56474	200GB	52-06	2244	ICC KTN	1-79	Steel Prdcts	GII		13 rib, welded	124
56995-56999	200GT	47-00	3850	TC CH	5-69	Unit Coal	HIII		Rotary gondola	125
60000-60074	110XM	40-00	2906	PSC	1940/41/42	Bakery Goods	BIa		6 panel riveted side	126
60200-60209	110XL	40-06	3961	PSC	1939	Gen.Serv.	BI/BII	(MCK)	Riveted sides	127
60250-60295	110XL	40-06	3961	PSC	1939	Gen.Serv.	BII		Riveted, double drs.	128
60296-60301	110XL	40-06	3961	PSC	1939	Gen.Serv.	BII		Riveted, double drs.	129
60302-60324	110XL	40-06	3961	PSC	1939	Gen.Serv.	BII		Riveted, double drs.	130
60500-60509	110XL	50-06	4884	PS	10-54	Gen.Serv.	BII	RR*	9' YSD	131
60600-60714	140RBL	50-01	4555	PCF RN	1960	Temp.Sen.Gds		MDC	Riveted, 8'2" YPD	132
60715-60814	140RBL	50-01	4573	PCF RN	7=8-62	Temp.Sen.Gds	BII	MDC	Riveted, 9' YPD	133
60820-60869	180RBL	50-01	4644	PCF RN	9-64	Coil Steel	BII	MDC	Riveted, 10' YPD	134
60870-60877	160RBL	60-00C	5158	CB&Q HV	7-67	Beer	BIV		Ext.Post, weld, 10' YPD	135
60900-60999	138RBL	50-01	4370	GATX EC	4-65	Temp.Sen.Gds	BII	(ATH)	Welded sides, 10' YPD	136
61000-61249	137RBL	50-06C	4741	PCF RN	7=9-69	Temp.Sen.Gds	BV		Ext.Post, 10'6" YPD	137
61250-61299	137RBL	50-06C	4970	FGE AX	7-71	Temp.Sen.Gds	BV	DW	Riveted, 10'6" YPD	138
61300-61499	137RBL	50-06C	4970	FGE AX	6=7-71	Temp.Sen.Gds	BV	DW	Riveted, 10'6" YPD	139
61500-61624	134RBL	51-06C	4752	PCF RN	2-72	Temp.Sen.Gds	BV		Ext.Post, 10'6" YPD	140
61625-61749	134RBL	51-06C	4850	PCF RN	8-72	Temp.Sen.Gds	BV		Ext.Post, 10'6" YPD	141
61750-61899	173RBL	52-06C	5145	FGE AX	4-74	Temp.Sen.Gds	BV		Riveted, 14' YPD	142
62000-62049	147XL	52-06F	6089	GI P	4-69	Gen.Serv.	BV		Ext.Post, 8+8 YPD	143
63000-63099	150XM	50-06	4960	GATX EC	4-68	Gen.Serv.	BV	FRP*	Comb. door 7+8 YPD/YSD	144
63100-63199	150XM	50-06	5009	EP PLY	3=4-68	Gen.Serv.	BV	FRP*	Comb. door 7+8 YPD/YSD	145
63200-63299	151XM	50-06	4960	GATX EC	6-67	Gen.Serv.	BIV	FRP*	Comb. door 7+8 YPD/YSD	146
63300-63499	145XM	50-06	4941	ACF STL	10-66	Gen.Serv.	BI/IV	(FRP*)	7+8 YSD double doors	147
63500-63699	110XML	50-06	4952	PS	5-57	Auto Parts	BI	RR*	7+8 YSD double doors	148
63700-63799	140XL	50-06	4928	ACF STL	6=8-63	Auto Parts	BI/BIII	FRP*	7+8 YSD double doors	149
63800-63830	176XP	60-09E	6013	TC CH	9-63	Auto Parts	BII/III	RR*	8+8 YPD double doors	150

Contributors: Jim Eager, Eric Neubauer, Carl Shaver, Craig Bossler, David Casdorff, Mark Ala, Richard Sprenger and Mike Foley.

Number Series	Type	I.L.	CuFt	Builder	Dates Built	Commodity	Livery	H.O. Kit	Design	Notes
63831-63832	176XL	60-08E	6529	ACF STL	1966	Auto Parts			10' door opening	151
63833-63834	177XL	60-08E	6475	ACF STL	1966	Auto Parts			16' door opening	152
63835-63836	174XL	60-08E	6302	PS	1966	Auto Parts	BI		8+8 centered YSD drs.	153
63837-63840	136XL	60-09E	6638	PS	1966	Auto Parts			10' door opening	154
63841-63842	136XL	60-09E	6426	PS	11-66	Paper	BI		10' YSD	155
63843-63847	140XL	60-09E	6450	Evans	1968	Auto Parts	BIV		6+10 offset YSD drs.	156
63848-63850	180XP	60-03E	6395	ACF	1970	Auto Parts			16' door opening	157
63851-63856	136XL	60-08E	6480	ACF STL	4-70	Auto Parts	BIV		8+8 centered YSD drs.	158
63880-63887	1st 137XL	60-08E	6440	ACF	1966	Auto Parts			10' door	159
63886-63894	2nd 164XP	60-09F+	7321	BFF	12-78	Auto Parts	BIV		8+8 YPDX, waffle	160
63888-63899	1st 140XL	60-08E	6344	PS	1965	Auto Parts			10' door opening	161
63895-63896	2nd 168XP	59-04F+	7167			Auto Parts			16' door opening	162
63900-63924	100XL	86-06F+	10000	TC CH	9-64	Auto Parts	BI	ATH*	10+10 YPDX	163
63925-63933	117XL	86-06F+	10000	PS	1965	Auto Parts			10+10 YPDX	164
63934-63939	99XL	86-06F+	10000	PS	1966	Auto Parts			10+10 YPDX	165
63940-63949	100XL	86-06F+	10000	TC CH	1966	Auto Parts	BI	ATH*	10+10 YPDX	166
63950-63956	144XP	86-06F+	10000	TC CH	5-67	Auto Parts	BIV	ATH*	10+10 YPDX	167
63957-63960	144XP	86-06F+	10000	PS BESS	12-67	Auto Parts	BIV			168
63961-63990	142XL	86-06F+	10000	GSC GV	11-69	Auto Parts	BV	ATH	Riveted, 10+10 YPDX	169
63991-63992	104XP	86-06F+	10000			Auto Parts			10+10 YPDX	170
64000-64099	110XM	50-06	4952	ACF	8-56	Auto Parts	BII	FRP*	8' YSD	171
64100-64149	195XM	50-06	5077	FGE AX	12-74	Gen.Serv.	BV		Ext.Post, waffle	172
64200-64239	200XL	86-06F+	10000	TC CH	11-73	Auto Parts	BI*	ATH*	10+10 YPDX	173
65100-65199	110XL	40-06		PSC	1939	Gen.Serv.	BI			174
65200-65299	184XL	50-06	4960	GATX EC	7-67	Gen.Serv.	BIV	FRP*	7+8 YSD drs.	175
65300-65349	195XL	50-06	5100	ACF STL	6=8-71		BV	(ATH*)	10' YSD, Waffle sides	176
67400-67419	110XL	40-06	3850	PSC	1946	Gen.Serv.	BI	AMBRD	10' YSD	177
67420-67430	150XL	40-06F	4730	PS	11-67	Appliances	BIV		10' PSD	178
67431-67450	220XP	81-00				Woodchips			Articulated boxcar	179
67500-67999	110XM	40-06	3850	PSC	3=4-46	Gen.Serv.	BI		6-panel, 6'YSD or SCD	180
68000-68399	110XM	40-06	3840	PSC	1939	Gen.Serv.	BI		6-panel, rivet, 6'YSD	181
68400-68899	110XM	40-06	3850	PSC	1940	Gen.Serv.	BI		Riveted panels	182
68900-69399	110XM	40-06	3850	PSC	4-41	Gen.Serv.	BI		6-panel, rivet, 6'YSD	183
69400-69899	110XM	40-06	3850	PSC	2-42	Gen.Serv.	BI		6-panel, rivet, 6'YSD	184
70002-70240	201HT	47-08	4000	GSC GV	1=2-79	Coal			Triple, 12-panel	185
71000-71999	154GS	46-00	2340	PSC	1943	Gen.Serv.	GI		7-rib w/ diag. panels	186
72000-73699	154GS	46-00	2410	GATX	see notes	see notes	GI		7-rib, 6 drs., riveted	187
80000	315FCA	107-00	----	----			FI		Articulated	188
105004-105049	150FC	89-04	----	ACF STL	9-78	TOFC				189

GENERAL NOTES

Number Series- This column indicates the range of assigned road numbers in the series. The difference plus one will, in most cases, indicate the quantity of cars originally delivered or acquired in each series. In some cases a "1st" or "2nd" follows the numbers. This indicates that there are some numbers used for an earlier and later series of different cars.

Type- The numbers indicate the nominal capacity times 1000. The letters following are the A.A.R. mechanical designation. **I.L.** - Interior length (also loading length). The numbers before the dash are length in feet. The numbers after the dash are inches. If a letter follows the "inches", this will indicate the equipment diagram plate size.

CuFt - Cubic foot capacity. A very important number, it indicates a specific design capacity. Those entries with "----" are flat cars. No entry indicates this number is not known.

Builder - This indicates a code for the builder(s) of a car series including a code for the plant if known. They are as follows: ACF, American Car & Foundry (plant in HTG-Huntington and STL, St. Louis); BFF, Berwick Forge & Fab.; CBQ, CB&Q Railroad shops at Havelock; DFC, Difco; DRGW, D&RGW Railroad shops; EP PLY, Evans Products at Plymouth; FGE AX, Fruit Growers Express at Alexandria; FMC P, the FMC Corp. at Portland; GATX, General American Transportation at East Chicago; GBEC and GI P, Gunderson Bros. and Gunderson Inc. at Portland; GSC GV, Greenville Steel Car at Greenville; GSI GC, General Steel Industries at Granite City; ICC KTN, International Car Co. at Kenton (part of PACCAR); MTV, Mount Vernon Car; NACC, North American Car Co.; PS BESS and PS BUT, Pullman-Standard at Bessemer and Butler; PSC, Pressed Steel Car; TC CH, Thrall Car at Chicago Heights; TRN LGV or TRN OKC, Trinity Industries at Longview or Oklahoma City.

Dates Built - This indicates the month(s) and year(s) the series was built if known. In most cases this is the date the DRGW acquired the series as well - but there are some series that were acquired used and this acquisition date, if known, can be found under specific notes. The "=" sign means "through" as in January through April 1979.

Commodity - In most cases self-explanatory. Where "see notes" is indicated see specific numbered note. Gen.Serv. is General Service. Prdcts is Products. Temp.Sen.Gds. are Temperature Sensitive Goods. TOFC is Trailer-on-Flat-Car. Though a non-specific commodity may be indicated most cars on the DRGW are assigned. More information is needed in this category.

Livery - The following codes are used. Dates are approximate. First color listed is the car color.

- BI - Oxide red, white flying Rio Grande; Until 1966.
- Bla - Silver, black flying Rio Grande ("Cookie Box") 1954-55.
- BII - Silver/yellow-orange, black flying Rio Grande, stripe and ends; 1956-1965.
- BIII - Orange, black flying Rio Grande, optional stripe; early mid 1960's.
- BIV - Dark oxide red, white staggered Rio Grande, black ends (XML only); 1967 to date.
- BV - Orange, black staggered Rio Grande, opt.ends; 1968 to date.
- FI - Black, white flying Rio Grande; 1940s to date.
- GI - Black, white flying Rio Grande. Until 1967.
- GII - Black, white staggered Rio Grande; 1967 to date.
- GIII - Orange, black staggered Rio Grande; 1971 to date.
- HI - Black, white flying Rio Grande. Until 1967/68.
- HII - Black, white staggered Rio Grande. 1969 to date.
- HIII - Black, orange staggered Rio Grande, white lettering.
- LI - Light gray, black flying Rio Grande. Optional herald plate. Until 1967.
- LII - Light gray, black staggered Rio Grande. 1968 to date.
- LIII - Orange, black staggered Rio Grande. 1971 to date.
- LIV - "ACF off-white", black staggered Rio Grande.

* indicates a similar or modified scheme.

H.O. Kit - This column indicates a code for a model available (or recently available) in H.O. scale. The * indicates model needs light modification. () indicate the model needs heavy modification. The following are the model codes: ATH, Athearn; DW, Details West; EBV, E&B Valley; FRP, Front Range Products; MDC, Model Die Casting; MCK, McKean; MP, Model Power; NCC, National Cast Car; OR, Oriental; RMX, Ramax/CM Shops; RR, Robins' Rails; QC, Quality Craft.

Design - This column will indicate some kind of design features of the cars in the series if known. For doors the following is used: YSD, Youngstown Sliding door; YPD, Youngstown Plug door, flush; YPDX, Youngstown plug door, exterior post; SPD, Superior plug door, flush, 4 rods; PSD Pullman sliding door. Other codes include: Riv, Rivet or Riveted construction. Weld or welded construction. Trip or Triple hoppers. Ext.Post is exterior post or rib side cars, etc.

Notes - See specific numbered notes following. This is also used as a line number for reference purposes.

SPECIFIC NOTES

- 001. Acquired 1982. Off Roster 1984.
- 002. No Notes
- 003. Ex-NACC. Acq. btwn 4-68 and 10-69.
- 004. Acquired 1981. Off roster 1984
- 005. Acquired 1973. Off roster 1980.
- 006. Ex-OCTR 5000-series. Acq. 1982.
- 007. Ex-WP 8801-series. Acq. 1985.
- 008. ACF b/n 42939-43008.
- 009. ACF b/n 55314-55363.
- 010. Ex-TILX 1555-1709. Acq. 1986.
- 011. Acquired 1984.
- 012. Acquired 1984.
- 013 - 014. Acquired 1983.
- 015. Leased from North American (NACC).
- 016 - 017. No Notes
- 018 - 019. PRR H-39 design.
- 020. Pullman-Standard lot 8923.
- 021 - 022. No notes.
- 023. Pullman-Standard lot 9521. Numbers 15400-15414 have gravity-pneumatic outlets. All lined.
- 024. ACF b/n 37047-37071. Gravity-pneumatic outlets. Trough hatches.
- 025. Gravity outlets.
- 026. No notes.
- 027. Leased from North American (NACC)
- 028 - 042. No notes.
- 043. PRR H-39 design.
- 044. Assigned to Portland, CO
- 045. No notes.
- 046. Some assigned to the CRI&P, SP
- 047 - 062. No notes.
- 063. Rebuilt in 1957.
- 064. Rebuilt in 1962.
- 065 - 066. No notes.
- 067. FreightMaster End-of-Car Cushioning.
- 068. No notes.
- 069 - 070. Pipes or container loading.
- 071. Ex- Bi and Trilevels.
- 072 - 074. No notes.
- 075. All rebuilt bulkhead flat cars. All off roster by 1972. Partial breakdown as follows: 22240-22246 (42-0 IL, MVC blt 1944/reblt 1952); 22247 (40-6 IL, DRGW blt 1951/reblt 1952); 22248-22250 (42-0 IL, MVC blt 1944/ reblt 1952); 22251-22281+ (42-0 IL, MVC blt 1944/ reblt 1952=54); 22299+ (42-0 IL, DRGW blt 1951/reblt 1954); 22317+ (42-0 IL, MVC blt 1944/reblt 1955).
- 076. Rebuilt 1951=59 from series 22000-22238 flat cars.
- 077 - 081. No notes.
- 082. Rebuilt 1980=81 from 18300-series covered hoppers.
- 083 - 090. No notes.
- 091. 31000-014 for Hot billets. 31015-31024 for steel products.
- 092 - 097. Off-roster by 1978.
- 098. "Wood Packer". Assigned to SP, Eugene, Oregon.
- 099. No notes.
- 100 - 102. Off-roster by 1978.
- 103. Rebuilt by USRE 7=8-66. USRE owner.
- 104. Leased from North American (NACC). Off-roster by 1974.
- 105. Leased from NACC. Acq 1966. Off-roster by 1971.
- 106. Acquired in 4-72. replaced leased cars (see note 105).
- 107. Dual air bags.
- 108. Acq. btwn 7-64 and 4-66. Off-roster in 1971
- 109. FGE owner-lessor. Double bulkheads, sidewall fillers.
- 110. Leased from NACC. acquired 1964. Off-roster 1971.
- 111. DRGW equipment trust series QQ, First National Bank of Denver.
- 112. Leased from NACC. Acq. btwn 1966 and 1968. 51100-149 off-roster 1971. 51000-099 off-roster in 1974=75.
- 113 - 114. Coil steel, copper bullion, plate glass (random numbers).
- 115 - 124. No notes.
- 125. "Coal Liner". UP Pool.

- 126. "Cookie Box". Rebuilt 1954=61. Assigned to bakery goods loading at Denver, Colorado.
- 127. Rebuilt in 1954. Ex- 65100-199 series.
- 128. Rebuilt in 1958. Ex 65100-series. DF2 loaders.
- 129. Rebuilt in 1960. Ex 65100-series. Sparton Tri-belt loaders.
- 130. Rebuilt in 1960=61. Ex- 65100's. Sparton Easy Loaders.
- 131. Evans "DF" loaders.
- 132. Waugh Cushion-Travel-Underframe (CTU). Car-Pac loaders.
- 133. DRGW Eq. Trust series AA, First National Bank of Denver. Car-Pac.
- 134. Hydra-Cushion 20" CTU. 9 belt Car-Pac loaders. Some in Radio-active transport service.
- 135. Coors pool.
- 136. 20" CTU, Movable bulkheads, sidewall fillers. Some cars equipped with pallets.
- 137. Movable bulkheads and sidewall fillers.
- 138. Single Air Bag bulkheads.
- 139. Double bulkheads, sidewall fillers.
- 140. Double bulkheads, sidewall fillers. DRGW Eq. Series KK, First National Bank of Denver.
- 141. Double Air Bag bulkheads.
- 142. Double Air Bag bulkheads.
- 143. Were originally "XM". Now have Air Brace bulkheads and are classed AAR "XL". Hydra-Cushion 20" CTU.
- 144 - 145. Nailable steel floor, 20" CTU.
- 146. Wood lined. Cushion-Travel-Underframe. Some converted to "XF" for food loading in 1970's.
- 147. Keystone 20" CTU. Wood lined and 50k nailable steel floor.
- 148. Series originally "XM". Later some modified to XL and equipped with Evans "DF" loaders. 180 cars of this series went to MPA 63500-699, which later became MPA 7200-379.
- 149. 63700 has rub rails for Chevrolet axles. 63702-708 have Evans "DF" loaders. 63748 is for Chevrolet transmissions. 63710 and 63711 are for auto parts. 63709, 63712-747 and 63749-799 are equipped with Sparton Easy Loaders for transporting Copper bullion from Kennecott Copper, Garfield, UT and from U.S. Smelting & Refining, Co., International, UT.
- 150. Ford Pool (originally).
- 151. To UP 960750-751 in 1972.
- 152. To UP 960752-753 in 1972.
- 153. 63835 to UP 960754 in 1972.
- 154. To UP 960755-758 in 1972.
- 155. Assigned to the GBW
- 156. To UP 960759-763 in 1972. Chevrolet pool.
- 157. 63848 & 63849 to UP 960 764-765 in 1972.
- 158. 63851-63854 to UP 960766-769 in 1972.
- 159. 63880-63881 and 63884-63887 to UP 960770-775 in 1972. Numbers 63882 and 63883 off-roster in 1974.
- 160. No notes.
- 161. To UP 960776-960786 in 1972, except for DRGW 63897 which is still on roster as of 4-87.
- 162. Acquired in 1978.
- 163. Ford pool. 50 auto parts containers.
- 164. To UP 980220-980228 in 1972.
- 165. To UP 980229-980234 in 1972.
- 166. Evans "DF", 2 movable bulkheads. Ford pool.
- 167. Special racks for use by Ford Motor.
- 168. No notes.
- 169. Ford pool. Movable bulkheads.
- 170. No notes.
- 171. 18 cars later converted to "XL" and equipped with Evans "DF" loaders.
- 173. Ex-R.I. 32860-32899. Acquired in 1977.

- 174. Off-roster by 1972. To DRGW 60200-60234 series.
- 175. Off-roster by 1-83. Wood lined, Cushion-Travel-Underframe (CTU), nailable steel floor. Some equipped with 30 pallets.
- 176. Belt rails, 50k wood floor.
- 177. Rebuilt by Transco 1965=66 from 67500-67999 series with nailable steel floors and walls.
- 178. Whirlpool appliances. Pullman-Standard lot 9256A. Hydroframe 40, PS-1.
- 179 - 184. No notes.
- 185. Ex- WP 70002-70240. Acquired in 1983 via the UP.
- 186. Off-roster by 1978.
- 187. Dump gondolas originally for coal service. Build dates of 12-51, 10-52, 9-53 and 1-2-54 observed.
- 188. No notes.
- 189. Ex-MEC, nee PW. acquired 1982.

ASSIGNED CARS
Some Examples

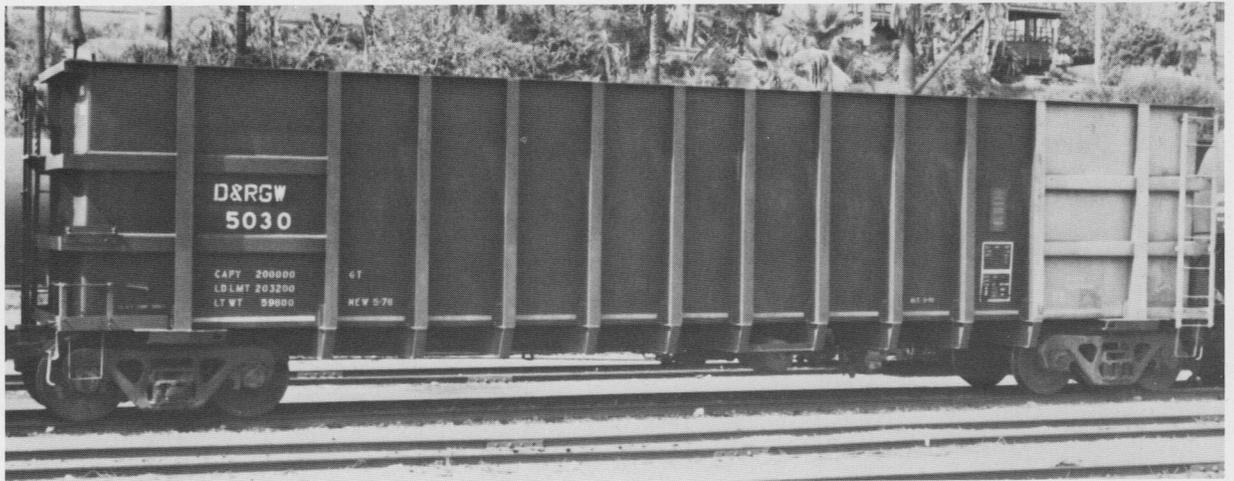
The D&RGW has quite a large percentage of its car fleet assigned to specific service. Many times these assignments are stencilled on the side of the car in the form of, "When empty, return to _____." The following are some examples of assigned cars:

- 17013, 17072: Rock loading Keigley only.
- 17216: Gypsum Rock loading, Pleasanton, CO
- 18234: CNW, Eagle Grove, IA
- 22677: DRGW, Geneva, UT
- 50626: R.I. RR, Clinton, IA
- 50789: MILW, Beaver Dam, Wis.
- 60989: PC, Trenton, N.J.
- 61119: CRI&P, Davenport, IA
- 61286: CRI&P, Chilton, IA.
- 72764: Beet Service Only
- 72874: Monarch Rock loading only.
- 73435: Monarch Rock loading only.

We at Freight Cars Journal would appreciate any additional assignment observations from its readers.

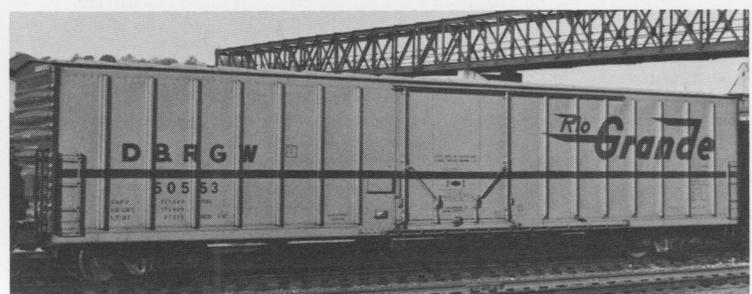
D&RGW ILLUSTRATED IN THE	FREIGHT IN THE	EQUIPMENT CBC and CLC
Compiled by Craig Bossler		
Series	Publication	Page
15500-15524	1	S3-128
15993-15999	2	232
16000-16999	3	168
18101-18109	3	223
	4	282
18020-18099	3	228
18500-18999	6	220
21000-21099	4	125
22317-22661	3	275
23000-23099	4	131
	5	127
25100-25174	1	S3- 75
30800-30824	1	S3- 49
	2	157
46000-47999	6	178
	7	179
50600-50649	1	S3-206
55500-55544	2	149
56125-56274	1	S3- 52
60000-60074	5	106
63800-63830	1	S4- 28
	2	357
	3	102
	3	373
63843-63847	2	114
64000-65099	5	92
67434-69899	7	92
71000-71999	6	179
1= 1974 CLC		
2= 1970 CLC	5= 1957 CBC	
3= 1966 CLC	6= 1953 CBC	
4= 1961 CBC	7= 1949-51 CBC	
Car Builders Cyclopedia (CBC)		
Car and Locomotive Cyclopedia (CLC)		

DRGW 5030, a 100-ton rotary gondola built by Thrall Car in 1978. 2-26-82, San Pedro, Calif. David G. Casdorff



DRGW 30215, a 1967 built Bethlehem Steel design 65' gondola seen here in Reading, PA October 10, 1968. Craig T. Bossler

DRGW 30240, a 70-ton 65'6" gondola. An unusual design note on this car is its lack of fish belly sides on a car of its length. Craig T. Bossler

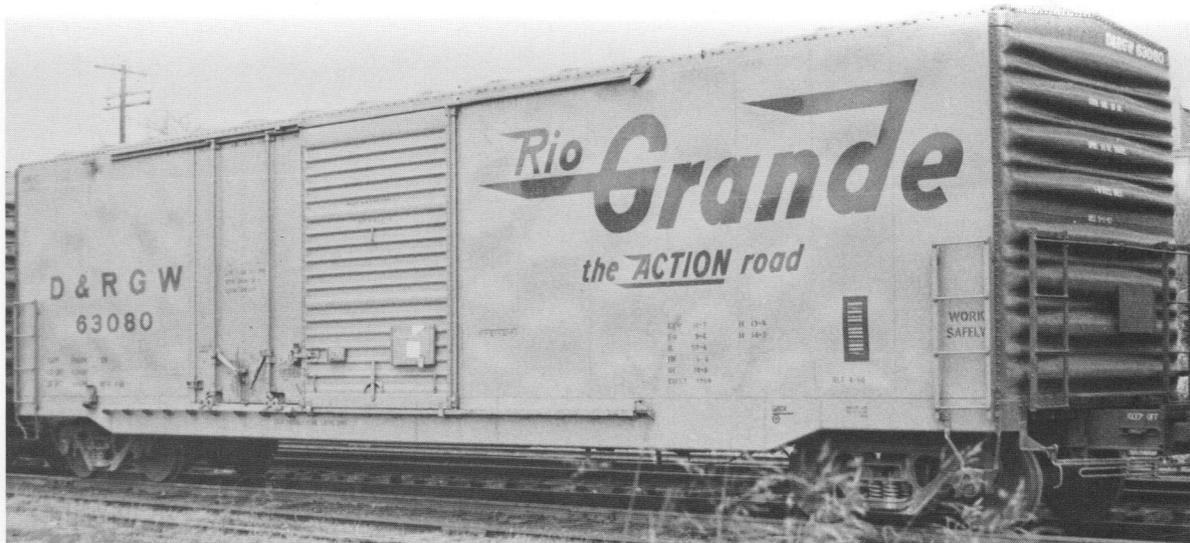


DRGW 50553, part of the 50500-series RBL reefers leased from North American Car 1967-1974. Craig T. Bossler



DRGW 56003, a specially covered gondola for transporting galvanized steel. October 13, 1984. Colton, CA Staff

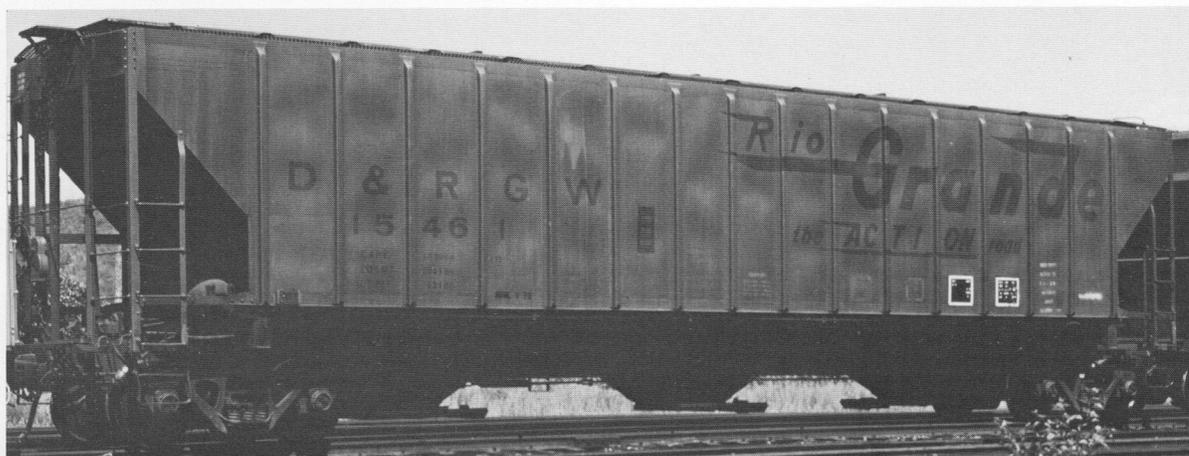
DRGW 63080 was built in 1968 by General American Transportation. Seen here in Reading, PA on April 6th 1969.
 Craig T. Bossler



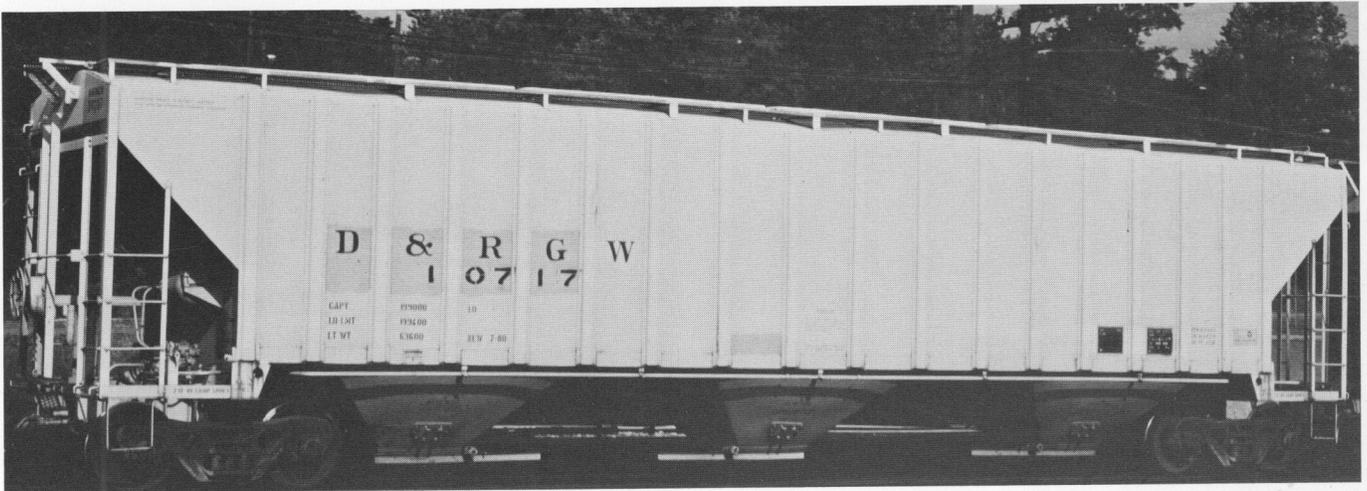
DRGW 63438, an ACF built double door box car with wood lining and nailable steel floor. Seen in this view at Reading, PA on November 17, 1968.
 Craig T. Bossler



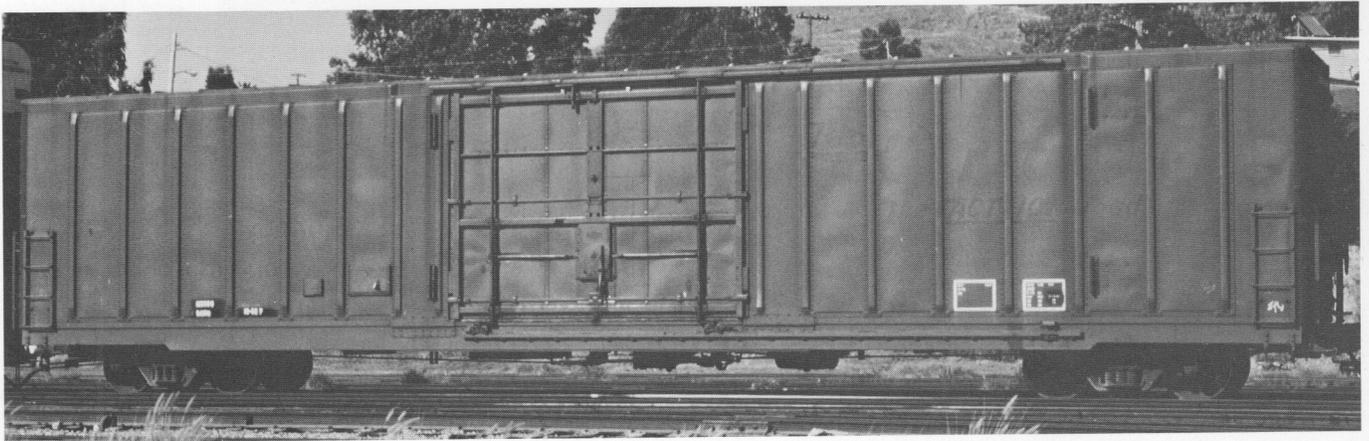
DRGW 63985, part of the Grande's small fleet of 86' high cube box cars for auto parts service. W. Toronto, June 1985
 Jim Eager



DRGW 15461 was built in 1971 by Pullman-Standard. June 1980. Jim Eager



DRGW 10717 was built in 1980 by Trinity Industries. The series that this car is a part of was acquired in 1984. July 22, 1985 at Conway, PA. J.R. Quinn



DRGW 50840 built in 1979 by Pacific Car and Foundry. This car is part of second series of cars bearing the 50800-50899 numbers (the first series using these numbers were leased from North American 1964-1971). August 1983 at San Luis Obispo, CA. Pat A. Holden



DRGW 60989, part of the series built in 1965 by General American Transportation. 1984 Salt Lake City, UT. David G. Casdorff