

# FREIGHT

# CARS

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JOURNAL



# FREIGHT CARS JOURNAL

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— Cover Photo —

*BIGX 1020 was built in 1985 for argon refrigerated liquid. It is part of an interesting small private fleet of tank cars of Big Three Industries, the subject of our feature article beginning on page 17*

# FREIGHT CAR NEWS

## CLASS I and II RAILROADS

**ATCHISON, TOPEKA AND SANTA FE.** The Santa Fe has begun receiving its largest order of freight cars since the beginning of the Eighties. One-hundred Thrall double-stack articulated container cars numbered SFLC 254100-254199 were being delivered beginning in March 1988. The cars are the new 125-ton capacity cars (identical to the new APL order). This is also the first time a railroad class has been stenciled on Santa Fe double-stacks. These are class DS-6. Delivery dates so far are 3=4-88 and are part of the Thrall Job 474. (FK/DGC)

**BC RAIL** has taken delivery of 100 additional Thrall built center-beam flatcars numbered in the BCIT 873000-873099 series built 3-88. (CWS)

**BURLINGTON NORTHERN.** Thirty more double-stack container cars from Gunderson were recently added to the fleet. These are numbers 63935-63964. These cars are capable of carrying 20-, 40-, 45- and 48-foot containers.

New auto racks (the first for BN in several years) built by Thrall Car Winder in 3-88 were recently delivered. These are enclosed bi-level racks mounted on TTGX flats. Doors are of the "clamshell" type. BN also numbers their racks and these are numbered in the 20000's (e.g. 20062-20124 sighted).

BN is beginning a major refurbishing and renumbering program on the former SLSF 42000-42499 series 70-ton 50'6" general service boxcars. The cars are being repaired, painted and renumbered into the BN 214200-214699 series. In addition the doors are being replaced with doors from a new manufacturer, Pick Ind. Inc., Annadale, MN. The new doors are a "panel" design similar to Superior and Equipco designs. Shop dates on the series so far are 1=5-88. (DGC)

**CHICAGO AND NORTH WESTERN** is converting a number of former grain hoppers into the new 3148 cuft cement hoppers (covered hoppers). These are being numbered in the CNW 438000-series. Dates of conversion by the Clinton shops so far are 11-87=3-88. (CWS/DGC)

**CONRAIL** has renumbered 155 former PCA 166000-series, class X-71 "50-foot" single-door boxcars into a new series now CR 208015-208169. There were originally 1000 cars built for the Penn Central by ACF in 1971. The remainder of the class are numbered in the CR 166000-166999 series. (DGC)

**CSX TRANSPORTATION.** In what is the BIGGEST news so far of this decade. . . . CSX has ordered 2000 grain hoppers to be built by Trinity Greenville beginning in September this year. AND 2000 coal gondolas are to be built by Bethlehem Steel also beginning later this year. This marks THE largest orders of freight cars for an American railroad since the late Seventies.

CSX has also acquired 120 open hoppers (2100 cuft, built by NSC in 1974) from the AC 8201-8500 series.

# FREIGHT CAR NEWS

A number of boxcars being numbered into the CSXT 507600's are being refurbished/painted by Rail Car Services in Gordon, GA. The refurbishing dates for these so far are 3=4-88.

CSX has also received its first 48-foot containers. These are numbered in the CSXU 680000-series. The containers are of the "smoothside" variety and are 9'6" high and 102" wide. The containers are being built by Monon (an American company). (CWS/DGC/DMcQ)

**GRAND TRUNK WESTERN** has recently begun refurbishing its former ROCK 1979-built CNCF food-service boxcars (XF) at the railroad's shops. The refurbishing includes relining the cars, replacement of defective parts and new cushioning gear installed. The numbers remain in the GTW 598000-598190 series. (DGC)

**ILLINOIS CENTRAL** acquired what is probably the first new series of used cars since the official name change. IC 504000-504039 (40 cars) come from the P&LE 39500-39999 series of boxcars.

In addition, the IC shops are now painting refurbished cars in the new Gray with white lettering scheme. This began in early 1988. (CWS/DGC)

**KANSAS CITY SOUTHERN** is adding more piggyback trailers to its fleet. These have the new 110" inside height specification. (DGC)

**NORFOLK SOUTHERN** has acquired those 500 covered hoppers ordered last year. They are numbered in the NW 182500-182999 series and were built by Bethlehem Steel Car 12-87=3-88. The cars are 100-ton, 2-bay, 3000 cuft capacity.

NW's Roanoke Shops are refurbishing a number of 52'0" gondola cars from their NW 189250-189749 series class G-72B. Refurbishing dates so far are 2=3-88. The cars were originally built by the N&W in 1974 and 1975.

Southern has acquired some Gunderson built Center-Partition flat cars. These were built in 2-88 and numbered in the SOU 118300's. Quantity presently unknown.

In addition the Southern is fitting numerous LP (pulpwood flats) with side stakes for pole loading and AAR classed 154FBS. Numbers seen so far are random from SOU 140857-140916. Southern has classed these FS-251. The work was apparently being done by the Norfolk & Western shops in 2-88. (EAN/DGC)

**SOO LINE** is acquiring more of the Pullman Leasing rebuilt 2-bay cement hoppers (e.g. SOO 100145 rebuilt 3-88 PLC). These were former 3-bay grain hoppers. Cubic foot capacity is 3148.

For the FIRST time, the Soo Line has purchased some new enclosed auto racks. These are bi-level, enclosed auto racks with no end doors and mounted on TTNX initialed Trailer Train flat cars. The racks were built by Thrall Car Winder in 5-88. Soo Line rack numbers are in the 40000-series. The racks are Soo Line red. The logo panel has a red background with white Soo Line logo and "Soo Line Railroad Company" beneath also in white. (DGC)

**SOUTHERN PACIFIC.** A new series of used piggyback trailers numbered in the SPLZ 657000's have entered service. The 45-foot trailers are assigned to "SP Paper Loading Only" and were formerly operated by the Seaboard System. Trailmobile is the builder of most of those sighted so far.

Southern Pacific's Houston Shops are refurbishing a number of the F-70-87 tri-level racks mounted on Trailer Train (ETTX) flat cars. Refurbishing dates are SP HO 2=4-88 so far. (DS)

## SHORTLINES

**ATLANTIC AND WESTERN (NC)**, in addition to its recently acquired former GACX Airlides ATW has now acquired 20 ex PLMX 5000 cuft covered hoppers. The new numbers are ATW 2000-2019 that came from the PLMX 20018-20039 series. (TH)

**BRITISH COLUMBIA HYDRO (BC)**. More details on the center-beam cars mentioned in FCJ 26. There are seventy of these cars numbered BCH 1000-1069. They were built by National Steel Car in 12-87 and are 73'0" IL. (EAN)

**CEDAR RAPIDS & IOWA CITY (IA)**. In 1987 acquired the other five gondolas from the WP 9051-9065 series (the other ten went to the CNW 370000-370009 series). CIC's numbers for these are 6001-6005. (CWS)

**COPPER BASIN RAILWAY (AZ)** has received 50 new-built Centerbeam flat cars built by Thrall in 3-88 (job 477B). Numbers are CBRY 1700-1749. (CWS)

**FERDINAND & HUNTINGBURG (IN)** is a new name for the combined former FRDN and LNAC reporting marks. The new reporting marks for this company are "FHRR".

**MERIDAN & BIGBEE RR CO. (MS)** recently acquired 100 former Apalachicola Northern ACF built boxcars from the series AN 5000-5399. Meridan & Bigbee's numbers are MB 4200-4299. (CWS/DGC)

**MIDSOUTH RAIL CORP. (MS)**. A new series of new built Gunderson Center-Partition flat cars have been delivered to the MSRC. The cars are red with black ends and white lettering. They have a IL of 73'0" and were built by Gunderson in April 1988. Numbers are in the MSRC 6000-series. Quantity presently unknown. (DGC)

**MISSISSIPPI DELTA RR (MS)**, has acquired 100 new built centerbeam flat cars numbered MSDR 20000-20099. The cars were built in 2-88. Builder presently unknown. (TH)

**MINNESOTA, DAKOTA AND WESTERN RY (MN)**. 1500 new 45-foot piggyback trailers are being built by Stoughton beginning in 3-88 for Bay Cities Leasing Co. and are being operated by the MDW. The numbers are BMDZ 630000-631499. These have the new 110" inside height specification now being introduced by railroads and truck companies. (DGC)

**PADUCAH AND LOUISVILLE (KY)** has acquired 85 quad coal hopper cars from the Union Pacific 41400-41499 series. These cars were originally operated by the Rock Island as numbers RI 102100-102199. The new PAL numbers are 66100-66184. (CWS)

**WASHINGTON CENTRAL (WA)** is getting some rebuilt 100-ton bulkhead flat cars from Gunderson. These are former GM&O cars built in 1964 and 1965 (GM&O 74700's). The cars are red with black ends. Rebuild dates so far sighted are 2-88. New numbers are in the WCRC 1100-series. (CWS/DGC)

**WILLAMINA AND GRANDE RONDE (OR)** is back under new reporting marks "WGR" (formerly WGRR). They have also re-acquired the 6000-6049 series 60' bulkhead flats from the FRDN (nee-WGRR).

## PRIVATE OWNERS AND LESSORS

**ACF INDUSTRIES, INCORPORATED** is the new name for the former Shippers Car Line Division, ACF Industries Inc.

**ALLIED FIBERS & PLASTICS** is leasing three new groups of hi-cube covered hoppers. Two of the groups are being leased from ACF Industries (e.g. ACFX 65265 built 12-87 and ACFX 65282-65328 built 3-88). The other group of cars are being leased from Union Tank Car (e.g. UTXC 46117 built 12-87 Thrall Car Job 463-F). Both cars are of each manufacturer's 5800 cuft designs. (CWS/TH/DGC)

**AMERICAN PRESIDENT COMPANIES (APC)** is the new name and abbreviation that will appear on new equipment. APC began receiving its 60 Trailer Train DTTX 125-ton double-stack Thrall built container cars in 3-88. These are classed by Trailer Train as TWG-52. So far the cars have been built by Thrall Car's Chicago Heights plant in 3=4-88 as job 474 (same as the Santa Fe's). Later cars (still in the same series) have been built 5-88 as job 501. The first few cars still displayed the older "APL" logo, but later ones now have the "APC" logo. Numbers for this series are DTTX 72000-72059.

APC has also received the first production 53-foot containers. These are 53' x 102" wide x 9'6" high. They are external post aluminum construction with the ISO posts on the 40-foot and 53-foot intervals only. They weigh 10,280 lbs. ISO type for these is US 9510. Builder is Neptune. They also carry the new initials "APCU" and are numbered in the 530000-series (which by the way does NOT conform to ISO numbering policy). APC will receive 600 of these this year.

In addition, APC is adding several thousand more 45- and 48-foot containers to its fleet. (DGC/JB/GAS)

**BORDEN CHEMICALS** has received a small number of 100-ton methanol tank cars leased from General American Transportation (e.g. GATX 30435-30447 built by Trinity Longview in 3-88). (CWS)

**DOW CHEMICAL** has been placing new-built tank cars into their fleet. The cars are 100-ton insulated and coiled 20,500 gallon tankers built by Trinity Longview in 12-87 = 1-88 (e.g. DOWX 70138-70152).

In addition a small group of isocyanates-transport tank cars are being leased from General American Transportation. These too are insulated and coiled 20,500 gallon 100-ton tankers. The cars have two-domes and a full length walkway. (e.g. GATX 38540 built 3-88 by Trinity Longview). (DGC/TH)

**E.I. DUPONT** placed in service a new-built series of 9 tank cars (DUPX 14739-14747) built by Union Tank Car in 2-88. The cars are DOT class 111A60W7 and have a full center sill. In addition, Dupont is leasing some of the new PLCX 224500-series tank cars from Pullman Leasing. Dupont is using these for waste water transport (e.g. PLCX 224570 and 224572 built 2-88 by Trinity Longview). (TH/DGC)

**EL PASO PRODUCTS.** Additional information on the GATX 57900-series cars mentioned in FCJ 26:4. These are 25,700 gallon insulated and coiled 100-ton tank cars. Build dates have now been sighted of 12-87 and 1-88 giving the series build dates of 11-87 = 1-88. Highest number seen so far is GATX 57979. (DGC)

**EVANS CLAY CO.** is leasing additional Trinity built tank cars from General American Transportation (e.g. GATX 30107 built 9-87). (CWS)

**EXXON CHEMICAL AMERICAS** added some more covered hoppers later last year to its fleet. ECUX 857050-857149, 100 cars built by Thrall Car. We have only a 1-88 date on this series so far. Additional dates are very probable. Also, Exxon is leasing some Thrall built cars (identical to the ECUX 857050-series) from Union Tank Car (e.g. numbers UTCX 46216-46239 built 11-87 as job 463-A). (CWS/TH/EAN)

**B.F. GOODRICH** is leasing two new-built series of tank cars. One group consists of some 10,000 gallon tank cars from ACF Industries (e.g. ACFX 72233-72251 built by ACF MILT 11 = 12-87).

The second group is being leased from Union Tank Car. These are 20,600 gallon, 100-ton tank cars built by Union Tank Car in 12-87 (e.g. UTLX 650621-650625). (EAN)

**HIMONT** is leasing new-built ACF Center Flows from ACF Industries. There appears to be two separate lots built 1 = 2-88 by ACF's Milton, PA Plant. The cars are "conventional" 5800 cubic capacity covered hoppers (e.g. ACFX 64850-64949). (EAN)

**INDUSTRIAL ASPHALT** has begun leasing a new-built series of 23,750 gallon 100-ton coiled insulated tank cars from General American Transportation (e.g. GATX 28902 built 12-87 by Trinity). (DGC)

**K-LINE**, a Japanese ocean carrier, has added more double-stack container cars to its U.S. freight car fleet leased from Trailer Train.

Approximately a dozen Trinity built double stack cars were delivered to Trailer Train with full K-Line markings (examples of these latest cars are DTTX 64045-64052 built by PSM BESS lot 2032 in 3-88).

Also, Trailer Train has acquired some of the earlier Thrall built APLX double stack cars and has rebuilt them to accept 20-foot containers. This is a new series for Trailer Train — DTTX 61500-61507 sighted so far. Trailer Train class is TWG-53. Rebuilding is apparently being done at Thrall's MFC facility in 1-88. The cars have full K-Line markings. (CWS/DGC)

**MAERSK LINE**, a Danish ocean carrier, is adding 3,550 new 45-foot hi-cube containers to its fleet, thus adding to the growing list of 45-foot container operators in the U.S. (MAEU 450000-series). Maersk has also changed their logo and livery on newly delivered containers. The new livery shows the Maersk "star" emblem larger in blue on the side towards the front of the container and a very large black "MAERSK" centered on the sides. (DGC)

**MITSUI-OSK**, a Japanese ocean carrier, is another company adding 45-foot containers to their fleet. These are non-vented (type 9500) containers built in 2-88 by Neptune. Numbers are in the MOLU 100000's. (DGC)

**MOBIL OIL** has added a small number of 24,000 gallon tank cars built by ACF MILT in 12-87 to its fleet (e.g. MOBX 26649). (TH)

**MONSANTO** is leasing several ACF PD5000 Center Flow covered hoppers from ACF Industries for Nitroacetic Trisodium Salt Monohydrate transport. ACFX 51571-51572 were built 10-87 by ACF's Milton, PA plant.

In addition Monsanto is leasing some new-built 30,000 gallon 100-ton tank cars from Union Tank Car (e.g. UTLX 200337 built 12-87 by Union Tank Car). (EAN/DGC)

**OCCIDENTAL CHEMICALS.** OCPX 70201-70305. In FCJ 26 we mentioned this as an entirely new-built series. It seems that at least one is not (and there may be others). OCPX 70280 was built by PSM BESS in 9-86 and is ex TILX 6230. The new lessor is Pullman Leasing. Both the new cars and the renumbered cars are Trinity 6150 cuft designs.

**PENNWALT CORP.** is leasing a small number of hydrogen flouride tank cars. These are DOT class 112S400W with a 23,600 gallon capacity (e.g. ACFX 77359 built 12-87 by ACF MILT). (DGC)

**PROCOR** has received some 25,600 gallon general-service tank cars built by Union Tank Car in November, 1987 (e.g. PROX 23004).

**PROCTER AND GAMBLE MFG. CO.** is leasing a small number of ACF built PD5000 Center Flow covered hoppers from ACF Industries (e.g. ACFX 51604-51608 built 11-87 by ACF's Milton, PA plant). (TH/EAN)

**PULLMAN LEASING** added 100 new-built 23,600 gallon, insulated, coiled, general-service tank cars to their fleet. The cars are numbered PLCX 224527-224626 and were built 1 = 3-88 by Trinity Longview.

Pullman Leasing has also acquired the entire Evans tank car fleet (some 4000 cars) and some of their covered hoppers. And has acquired WFIX Partners small fleet of 130 tank cars.

**QUANTUM CHEMICAL CORP., U.S.I. DIVISION.** is leasing some new-built 5800 cuft capacity covered hoppers from Union Tank Car (e.g. UTCX 46709 built 2-88 by Thrall Car as job 466-D). (TH)

**ROHM & HAAS** is leasing 45 new-built 23,600 heater coiled tank cars from Union Tank Car. UTLX 640000-640044 built 1 = 2-87 by Union Tank Car, East Chicago, IN. (EAN/DGC)

**SHINTECH** has acquired fifty 5800 cuft ACF conventional Center Flow covered hoppers. ROIX 57258-57307 were built 9-87 by ACF MILTON. (TH)

**STAUFFER CHEMICAL** received a small number of new-built sulphuric acid tank cars being leased from General American Transportation (e.g. GATX 21438-21439 built 4-88 by Trinity). These 14,000 gallon cars are apparently being built at the Saginaw, TX plant—the first cars known to FCJ that have been built at this location. (DGC)

**STRICK LEASE** placed 1000 48' x 102" piggyback trailers in service last year in the series SKRZ 220000-220999. Late last year/early this year Strick Lease began operating a new 221000-series piggyback trailer. These later trailers are 48' x 102" wide x 110" inside height. They also have a new addition to the Strick Lease logo the word "Intermodal" placed below it. (DGC)

**TENNESSEE EASTMAN CO.** continues adding new-built covered hoppers to its leased fleet. The latest being a group leased from ACF Industries (e.g. ACFX 65347 built 11-87 by ACF's Milton, PA plant). Another group are being leased from Union Tank Car (e.g. UTCX 58994 built 11-87 by Thrall Car Chicago Heights as part of job 463-D). Both groups of cars are of the 5800 cuft capacity designs. (TH)

**TOPGALLANT GROUP INC.** Add this company to the list of operators acquiring former United States Lines 100000-series containers. TopGallant received 2,200 and retained the former numbers and only changing the reporting mark to TGZU. (JS)

**TRAILER TRAIN** (see also American President Companies and K-Lines entries this issue). 200 Impack articulated TOFC cars are being delivered from Bethlehem in 3 = 5-88. These have "TTLX" (means assigned service intermodal cars) reporting marks and are numbered 60200-399. Trailer Train has assigned these cars class BLF-50.

Trailer Train has also received some more Thrall built double stack container cars (in addition to the new 125-ton cars). These are more of the 100-ton TWG50K class cars. These last ones, sighted numbers from DTTX 62710 up to 62724 so far, have no logos. Build date is 4-88. (TH/DGC)

**TRANSAMERICA TRANSPORTATION SERVICES INC.** continues to add new-built piggyback trailers to its fleet. The latest being in the REAZ 238000-series built by Dorsey and Miller. These too are the new 110" inside height trailers (45' long x 102" wide). (DGC)

**UNICHEMA** is leasing some 23,800 gallon tank cars built by Trinity Longview in 11-87 (e.g. GATX 28842).

**UNION CARBIDE** is leasing some new-built tank cars from Union Tank Car (e.g. UTLX 640382 built 2-88 by Union Tank Car).

And a group of 23,550 gallon tank cars are being leased from ACF Industries (e.g. ACFX 72421-72438 built 2-88 by ACF MILT) (TH/DGC)

**UNOCAL** is leasing a small number of tank cars from Union Tank Car (e.g. UTLX 200353 built 1-88 by Union Tank Car). (EAN)

**VULCAN MATERIALS CO. CHEMICALS DIVISION.** has acquired a small number caustic soda tank cars from Union Tank Car in 2-88. These are numbered in the UCLX 16402-series (16407 highest seen so far).

## GENERAL NEWS AND COMMENTS

Freight car orders are definitely on the rise. After nearly six years of depression the industry is showing signs of recovery. Probably the healthiest sign was from CSXT in their recent grain car and coal hopper orders. Rebuilding and refurbishing programs still predominate the industry as railroads try to conserve on new purchases in light of future intermodal trends.

New double stack cars continue to be ordered and placed in service. New heavier designs from both Thrall and Gunderson are now entering service. Recent Trailer Train orders for TOFC cars and railroad rebuilds indicate the continued need for TOFC cars. The newest trend of the 110" inside height piggyback trailer designs have caused quite a few fleet changes and new orders. And we have entered the 53-foot container era.

Trinity continues to predominate with 6 operating plants including the Ortnor, PSM and Greenville divisions. This is followed by Thrall Car with 4 plants (Chicago Heights, Cartersville, Winder and Clinton). Gunderson, Bethlehem Steel and Union Tank Car third place with one plant each. ACF trails in fourth place but this may be changing with the opening of the Berwick plant.

The forecast says there is supposed to be some 17,000 cars new for 1988 and some 21,000 for 1989. But so far the industry hasn't even come close.

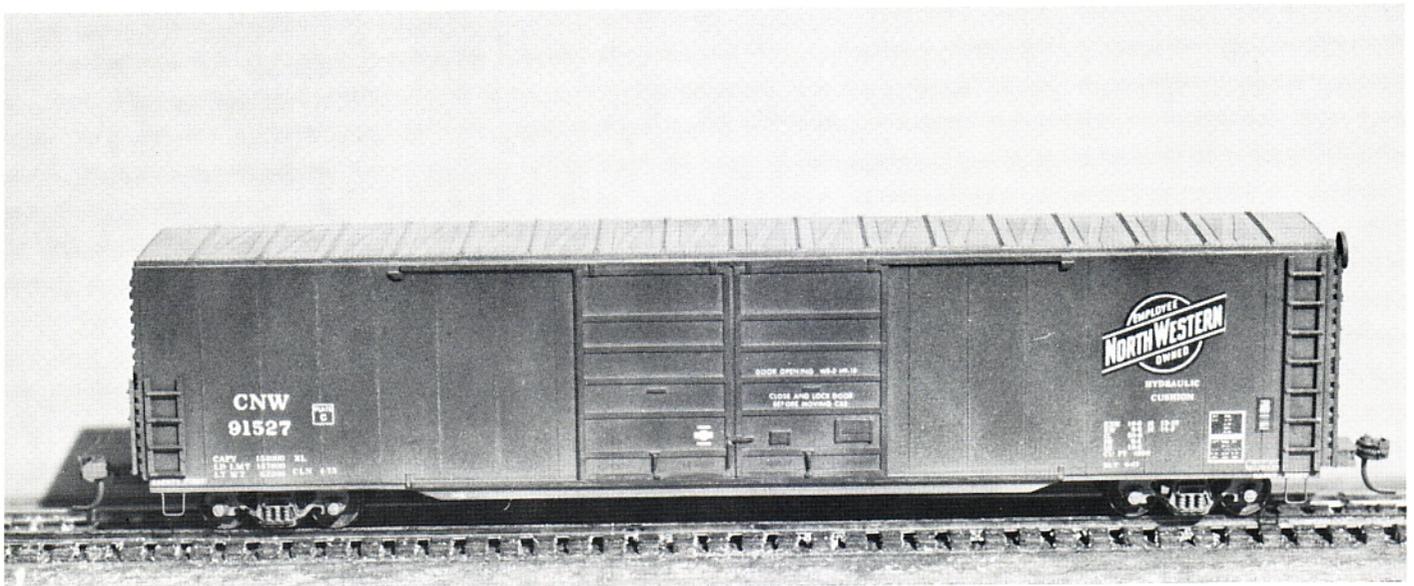
We've also seen a number of recent acquisitions and closures in recent months. Pullman Leasing acquiring most of the Evans tank car fleet. GERSCO's acquisition of the former Richmond Leasing's remaining RTMX cars. ITEL's acquisition of other Evans cars etc.

In the paint scheme world . . . railroads continue to reduce lettering and logos. The most recent being the loss of the AAR mechanical and designation stencils on the cars along with the nominal capacity. Only the reporting mark, car number, load limit, light weight and railroad symbol and month/year of light weight remain on the left side.

We're also probably going to see more of what CSXT is doing with their 507600-series cars. Going outside the railroad's shops for refurbishing as more private railcar repair, painting and lining shops open up. Another case was earlier last year when a series of ACF built tank cars for Union Carbide were sent to competitors Union Tank Car for painting and lining.

. . . The fascinating world of freight cars seems to have no end . . . DGC

## MODELER'S SHOWCASE



CNW 91527 began with the Robins Rail 60' boxcar. The wheelbase was extended and side sills replaced. The rivets were removed and side smoothed and scribed to simulate welded construction. The doors were replaced with scratch built doors and door guides. Model by Mark Ala.

# SANTA FE 50-FOOT 100-TON DOUBLE-DOOR PLATE F BOXCARS OF THE 1970's

## An Ectomorphological Study

by David G. Casdorph

Between 1972 and 1976, the Santa Fe purchased 515 double door plate F boxcars in three different designs and five series. All three designs of cars appear generally similar in external morphology. However, close examination of the different cars brings an interesting host of design variances. These differences may be of importance to both the prototype modeler attempting to simulate a particular car and to the freightcarologist attempting to study the evolution and development of freight car designs.

Most of the cars were AAR classed "XM" or general-service boxcar with the exception of 21 cars designated for appliance service in the Bx-181 class. Some cars were assigned and marked "when empty return to" ATSF Holbrook, AZ; ATSF Silsbee, TX; ATSF Antioch; and BN Vancouver, WA.

In the photos that follow I will attempt to point out some of the design differences that occur between the three designs. In all cases I will label each by its manufacturer and cubic foot capacity as such — "ACF 6100".

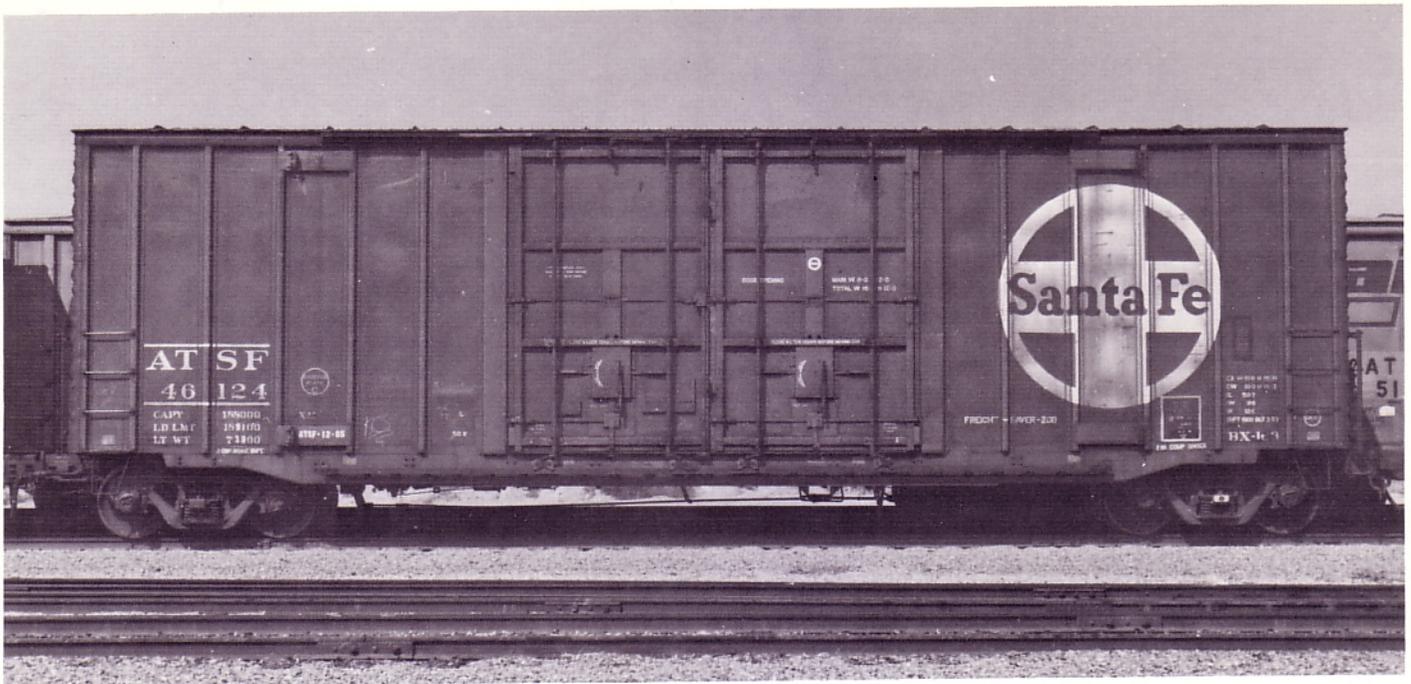
Series	Builder	Cuft	Dates	Type	Class	End	Side	Sill	Note
45685-45784	Berwick Forge & Foundry	6196	4 = 5-76	184XM	Bx-181	PS	10	BFF	1
45785-45899	Pullman-Standard	6196	6-75	184XM	Bx-178	PS	8	PS	2
45900-45999	Pullman-Standard	6196	10-74	184XM	Bx-170	PS	8	PS	3
46000-46099	American Car & Foundry	6100	4-72	188XM	Bx-154	I/D	10	ACF	4
46100-46199	American Car & Foundry	6100	3 = 4-73	188XM	Bx-163	I/D	10	ACF	5

Notes:

1. Cars numbered 45744-45764 were assigned to appliance service and AAR mechanical designation is "XP".
2. Builders lot number 9887.
3. Builders lot number 9747. Most cars assigned to either ATSF Holbrook, AZ or ATSF Silsbee, TX.
4. Most cars assigned to either ATSF Antioch, CA or BN Vancouver, WA.
5. Some cars assigned to ATSF Silsbee, TX.



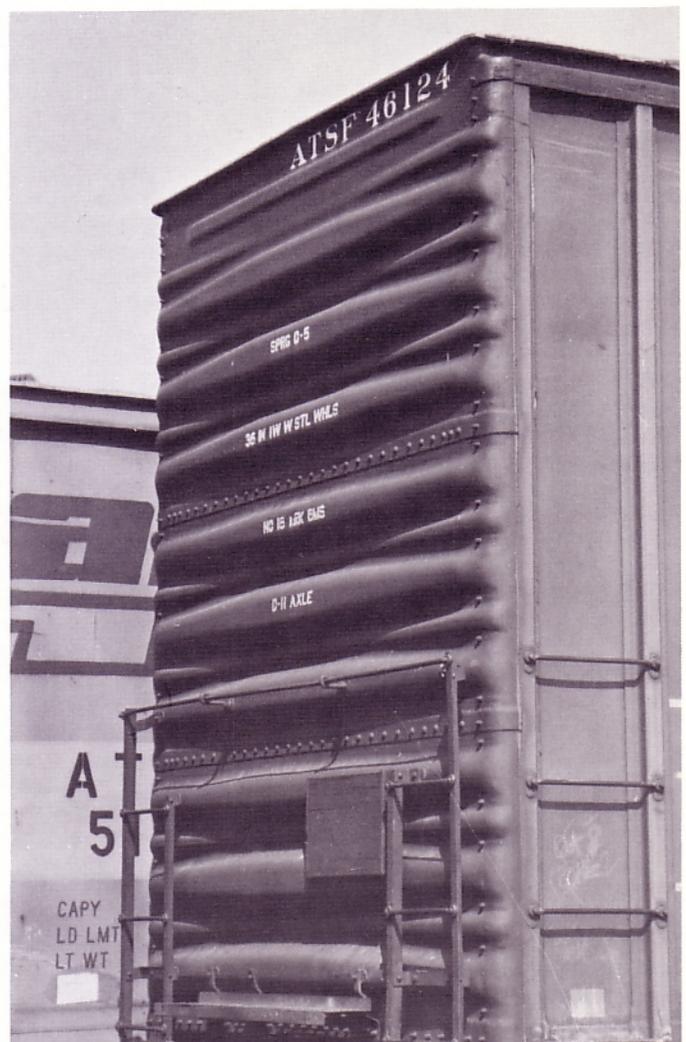
*PS 6196. ATSF 45792 as it appears in the latest livery. Note the 8-post (referred to in the table under sides) welded construction.*



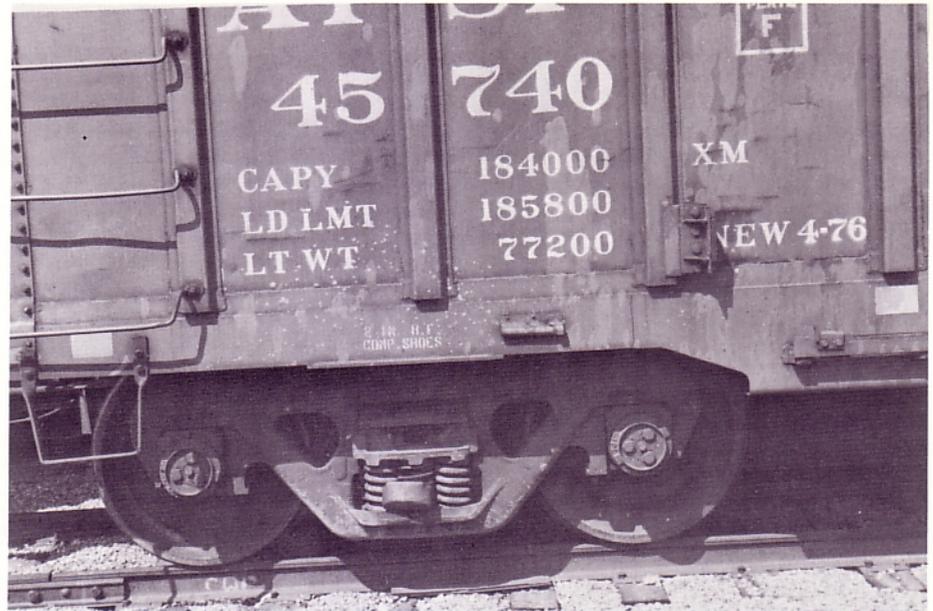
ACF 6100. ATSF 46124 as it appears in its delivery paint scheme. This car exhibits the 10-post welded construction.



Looking now at the Pullman-Standard design end featured on both the BFF 6196 and PS 6196 designs. Note the "rolled" appearance of this design end. Also note welded seams in panels.



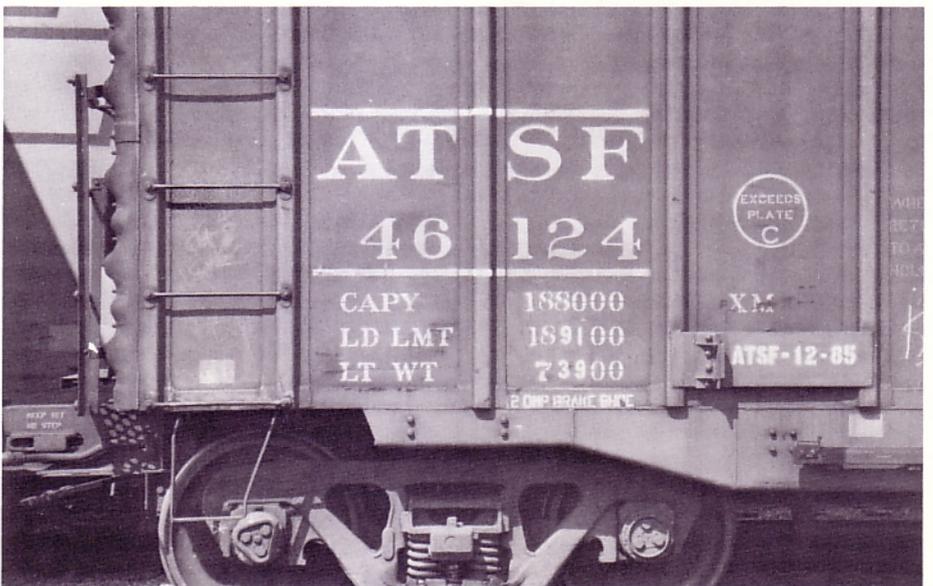
The Improved Dreadnaught end found on the ACF 6100 design series. Note the riveted seams in these panels.



Side sill architecture of the **BFF 6196** design. Note how it comes straight back from the end to almost the third post before making a sharp downward angle and drop.



Side sill architecture of the **PS 6196** design. Note just the short line to almost the first post and then angled and dropped.



Side sill architecture of the **ACF 6100** design. Note this style is very characteristic of ACF cars. In this case the first drop occurs in between the first and second post followed by a second drop in between the second and third posts.



End-to-side joint of the **BFF 6196** design shows the riveted construction. Also note the shape of the posts.



End-to-side joint of the **PS 6196** design showing the welded construction. Note the design of these posts compared to the Berwick design (more similar) and the ACF design (less similar).



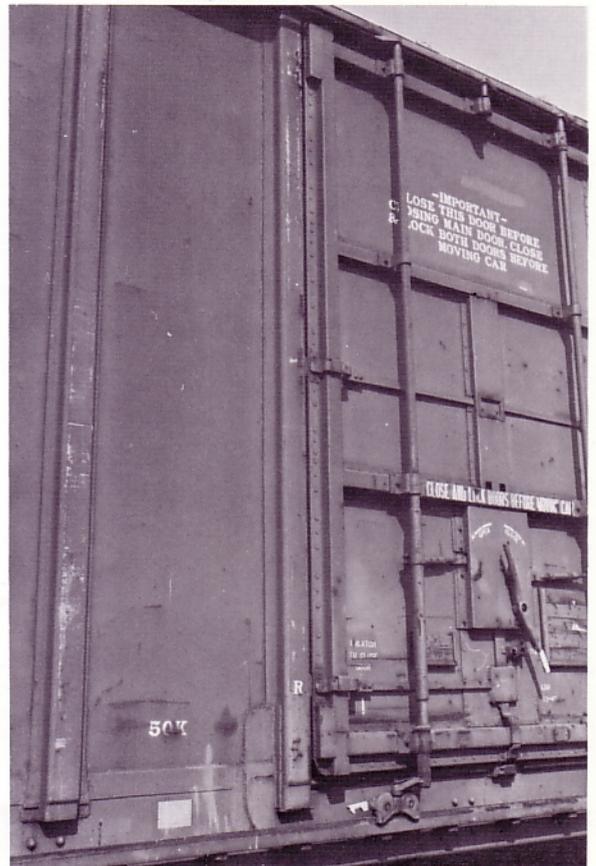
End-to-side joint of the **ACF 6100** design showing the welded wrap-around construction. Note the thinner posts and wide flanges on this design versus the other two.



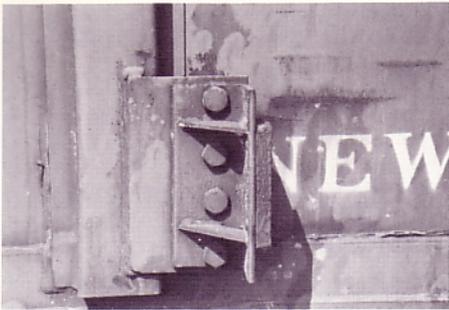
Door post of the PS 6196 design. Note how it's similar to the other posts on the sides and narrower than the Berwick style.



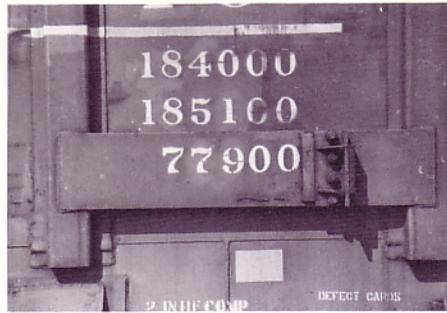
Door post (the post adjacent to the door) of the BFF 6196 design. Note the wider design and the oval opening at the bottom.



Door post of the ACF 6100 design. Note how it is similar in width to the Berwick design but lacks the oval opening at the bottom.



A minor but interesting detail is the door stops. This one is on the BFF 6196 design.



Door stop on the PS 6196 design.

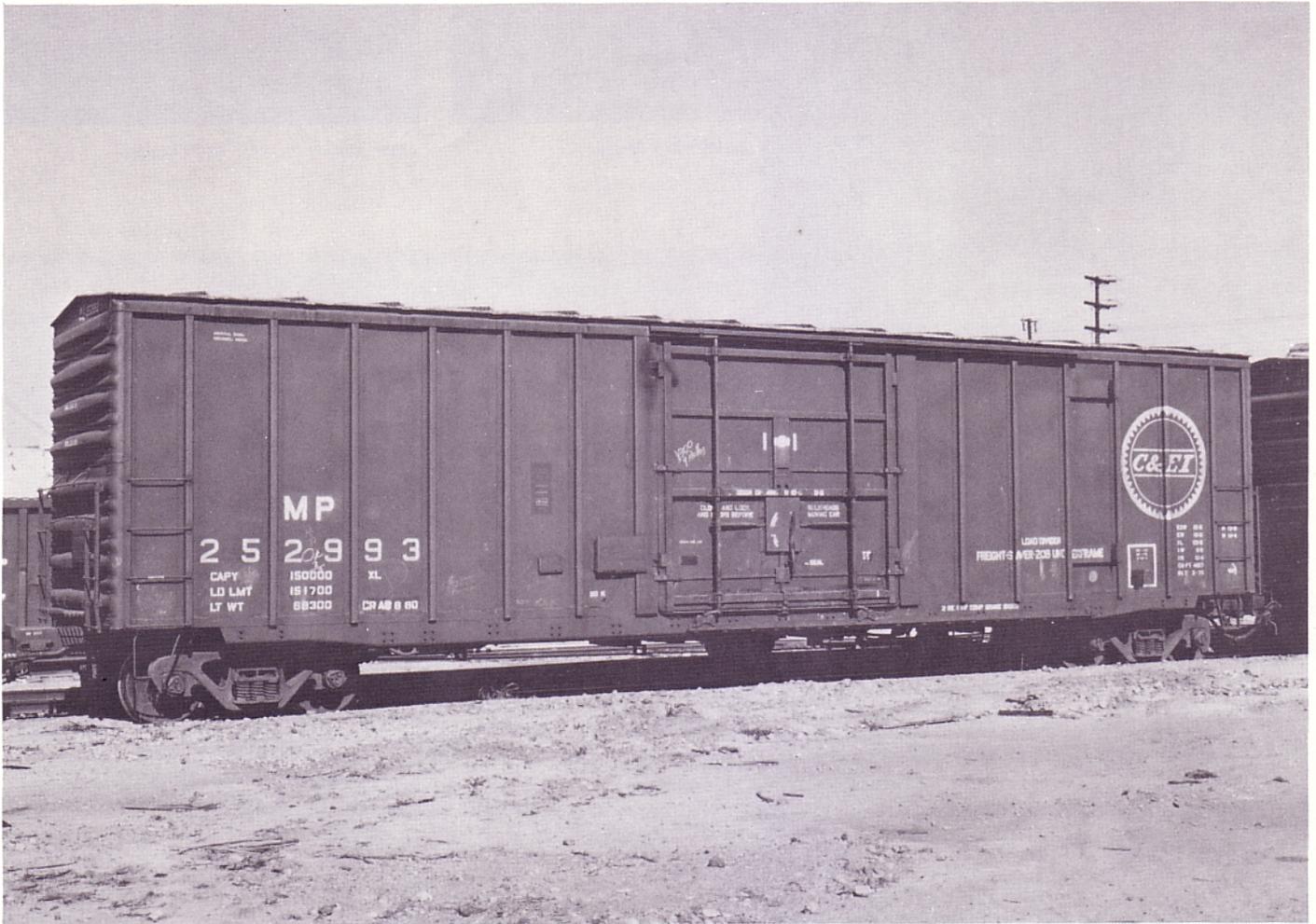


Door stop on the ACF 6100 design.



An additional view of the BFF 6196 design showing the 5 posts on one side of the door and the "X" style roof panels.

# McKEAN H.O. SCALE 50-FOOT ACF EXTERIOR-POST BOXCAR



The photo of MP 252993 shows a prototype that is close for the new McKean 50-foot ACF Boxcar released in 1988 in H.O. Scale. The kit is easy to assemble and well detailed. The closest car I could find is shown in the photo. If we compare:

Feature	McKEAN KIT	MP 252993
Number of side posts:	12	12
Construction:	Welded	Welded
Side Sill:	ACF	ACF
Ends:	Wrap-Around	Wrap-Around
Door:	Imp. Drdngt	Imp. Drdngt
Roof Panels:	10-0 plug	10-6 plug
Roof-to-side joint:	Diagonal	Diagonal
Peaked or Flat Roof:	Rivet-flush	Overhanging
Sets on rivets on sill:	Peaked	Peaked
Special design features:	11	18
	ACF Panels on either side of door	

Overall the model-to-prototype accuracy is very good. The biggest objection is the model's flush-roof joint versus the prototype's overhanging roof-joint (but then maybe there is a car series out there that this IS correct for). The discrepancies are minor in my opinion and not something the average prototype modeler will want to worry about.

# THE FREIGHTCAROLOGIST

Last year we surveyed the articles that appeared in Freight Cars Journal in 1987. The article that was the most popular was the Denver and Rio Grande Roster followed by the C&WC drawing/article. By far the most popular column was the NEWS. In fact news was so far ahead one almost has to disregard its votes to see which of the columns other than the news was most popular. The following are the results:

## ARTICLES:

D&RGW ROSTER (46)  
C&WS DRAWING/ARTICLE (28)  
SP OPEN HOPPERS (27)  
READING CO NUMBERS LIST (20)  
H.O. BOXCARS OF MARK ALA (17)  
RF&P ROSTER (15)  
SP SECIY CONSIST (6)  
WP&Y (4)

## COLUMNS:

NEWS (60)  
BASIC FREIGHTCAROLOGY (20)  
THE PAPER TRAIN (19)  
THE "LO" COLUMN (17)  
STACKS & FLATS (16)  
LOGOS & LIVERIES (15)  
RAILBORNE (4)  
RACKS (1)

There has been some rumors going around that I am "doing" Motive Power Review. Let me clear that up right here. The editing, data collecting, etc. is being done by the staff listed in MPR. My only connection to it is paying the bills and receiving the money.

Back to Freight Cars Journal. As many may have noticed, we have changed to a new printer and a slightly different format. The change, we feel, has made a significant improvement in the quality of layout, typesetting and photo/half-tone reproduction. In the past we have had between an eighty and ninety percent renewal rate. Renewals for 1988 were just as good and the result has been the 20-page issues. If we continue to grow and renewals follow tradition we should be able to hit 24 page issues in 1989. The increased number of pages allows us not only to increase our information and photos but also to increase the diversity of topics and eras.

Going to this new printer means several other changes. First the deadline for news items and articles is moved up as follows: October 1st for the following January issue, January 1st for the April issue, April 1st for the July issue and July 1st for the October issue. Next, there will be a limited number of copies printed of each issue and only a marginal overrun of the numbers necessary to fulfill subscriptions. This MAY also mean we'll have to go back to a rotating four issue subscription basis which I would prefer not to have to do.

One other thing, note the "by-lines" in this issue. Yes, they're all by David G. Casdorff. Not because I want it to be, but because there are no completed articles on hand here by anyone else. Please, we need YOUR input, too.

Only one comment so far to the first Freight-carologist, so I want to go on to my next topic.

When I began Freight Cars Journal almost five years ago I had a goal I wanted to accomplish. My primary drive was to make aware to railroad modelers, historians and railfans the importance, diver-

sity and especially the abundance of unique designs that occur in our freight car fleets. It has become obvious to me that I have not accomplished this goal. In fact I have failed . . . failed miserably. Over the years in talking to railfans and modelers . . . even the most serious of them . . . it became clear to me that most people still regard freight cars as "accessories" and references to designs are highly generalized. No more Mr. Subtle. Let's try the direct approach.

Let's use contemporary boxcars as an example. To refer to a FMC 5347 single-door boxcar as simply a 50-foot, ribside, single-door boxcar would be like calling a EMD GP9 simply a diesel locomotive. Freight cars have specific designs just like airplanes, automobiles, and locomotives. They display designer's characters just like airplanes, automobiles, and locomotives. Today in North America, there are only a mere handful of diesel locomotive designs in existence. Count 'em . . . look in Kalmbach's "Diesel Rosters" or the "Spotter's Guides". Now compare this to many thousands of different freight car designs still in service. Locomotives pale to insignificance in comparison. The diversity of freight car designs alone leads to an almost endless adventure of new never-before-seen railroad equipment. Add to this the plethora of different paint schemes and constant changes in ownership.

So why in view of this diversity are the noisy, smelly, smoke spewing, polluting locomotives of greater interest to railfans and modelers alike. Much of the answer is probably the "action" that is associated with locomotives . . . but part may also be just the thing I'm trying to get across about freight cars . . . diversity. In fact maybe freight cars are too diverse. Locomotives on the other hand not being as diverse may be more "comprehensible".

Well, if freight cars are so diverse that it's hard to comprehend. How can we handle this . . . how can we make freight cars more comprehensible in the midst of literally thousands of designs?

The biggest problem, in my opinion, is what I started out in an example. What do we call specific freight car designs. Obviously we can range anywhere from a 50-foot boxcar to a full-length page of technical descriptions. There must be a "happy" medium. There are three "terminologies" that I think will prove to be the most useful. Two of these terminologies are fairly common in the commercial modeling press (we just need to make sure their used more).

1) Call a car design by its railroad CLASS. But since not all railroads have CLASS . . . oops I mean use a class system (I couldn't resist) . . . this cannot be applicable all the time.

2) Call a car design by its SERIES numbers. For those not used to numbers this can be cumbersome. In addition, sometimes (actually many times) cars of identical design can fall into more than one series . . . making it even more cumbersome.

3) Call the car design by its builder and its design capacity (cuft for boxcars, gondolas, hoppers, covered hoppers; IL for flatcars; gallons for tank cars, etc.). Though probably the most accurate and informative of all three . . . it can be the most difficult to ascertain. Sometimes design capacities will differ but externally the car is the same (this may be further complicated by loading equipment and/or special commodities).

Though there are problems with each method listed above. I suggest that at LEAST one of the three always be used and if possible we should attempt to choose the best one or combination of ones to best suit the situation.

The importance of this gets into modeling and especially its relevance to the kit manufacturers. Freight cars, fortunately are very interchangeable. Locomotives not so much so. So if we model a specific railroad . . . we're very likely to see a number of other railroads' cars on our system that we model. What I'm getting at is kit manufacturers have been notorious in coming out with oddball kits. Cars that very few were built or rather restricted in use. Kit manufacturers claim they want to make a kit that is both numerous and have a variety of railroads that used it. The end result usually comes in the form of the "generic car".

My suggestion is that kit manufacturers NOT be trying to satisfy a numerous and diverse ownership design of car. Rather, I suggest that a kit of a car be made specifically to a particular design . . . no more generic. Further, I'm suggesting with a little bit of research that cars that are commonly seen on many roads (even though they maybe only owned or in the markings of one railroad) will be far more important and useful to modelers than a generic one. And if the kit manufacturers want to put different paint schemes on them to sell to the hoi polloi then fine . . . as long as the design and structure of the CAR is correct . . . who cares about the paint scheme (speaking for the serious modelers here).

Case-in-point, Southern Pacific's fleet of double door boxcars . . . let's say the FMC/Gunderson cars . . . pick from the larger series. Here is a bunch of cars that no other railroad other than the SP has . . . but I'll guess that even a mildly active railfan/modeler just about anywhere in the country has seen these . . . the cars get around that much. So the kit manufacturer makes a specific car like this that can be used by practically any modeler modeling a contemporary North American road and if the manufacturer wants he can still fantasize with other paint schemes . . . just as well as the CAR is correct.

— David G. Casdorff.

## RESPONSE TO THE FREIGHTCAROLOGIST, FCJ 26

Dear Dave:

*I would like to comment on your recent "The Freightcarologist" column in Freight Cars Journal #26.*

*First, it is obvious to me that you put a lot of thought and work into that column. I can see that it is meant to generate response and help to start a dialogue. OK, I'll buy that. I do not agree with everything you say, and I would like to offer some thoughts as to why I think our hobby is like it is.*

*First and foremost, we are talking about a hobby not a religion. Most people in model railroading treat it as a hobby, no more, no less. And to clump together for common interests is not going to happen in any human endeavor. It all started with the cave-man: Standard Rock Throwers (SRTers) on one side of the cave and the newer slingshot guys, the Revised Propelled Missiles (RPMers) advocates on the other. To say that we all should be just as interested in*

# THE FREIGHTCAROLOGIST

Southern Pacific Auto Racks as Boston & Main 4-4-2's is not going to work.

I too, have gone to IPMS events and seen the high quality of work. It is too bad that a hobby has become a religion. They are missing out on the fun that a hobby is supposed to offer. They also have what I consider a prime disadvantage when it comes to building a correct prototype: a P-40 is a P-40 whether it is in South Carolina or Oregon. How boring . . . No wonder they've turned nit picking into a true art form. I have also seen their publications, which need some good graphics help. This is sort of surprising for a hobby area that demands such high modeling standards.

OK, what is the "state" of model railroading today? To find out, let's look at the circulation of the major magazines. This information is not some dark secret, but was taken out of the annual publisher's statement. As of the December 1987 issues (in descending order):

**Model Railroader** — 178,842

**Railroad Model Craftsman** — 71,733

**Narrow Gauge & Short Line Gazette** — 15,688

**Prototype Modeler** — 15,658

**Mainline Modeler** — 13,679

There are a few interesting points to make here. First, these figures are factual. A publisher cannot lie, as it can and is monitored by the postal service. The USPS is real serious about taxpayer dollars going to subsidize second class postal rates.

Note the **wide** disparity between the figures. With all the bad-mouthing we've heard from "hard-core" model railroaders in recent years about how bad MR is, they still lead the circulation parade year in and year out. Why? The average guy (not the great "unwashed" but "semi-washed") doesn't care whether the prototype is six inches too long or too short — he just wants to enjoy his hobby. He generally subscribes to MR and buys RMC at the hobby store (according to all my new subscriber letters). When MR's circulation goes up, everyone else's goes up too. Why do you think I advertise there?

Then there's the **NG&SLG**. Hey wait a minute! How can those slimy, low-life narrow gaugers have more subscriptions than the wide gaugers? I mean, after all, get real — how many models can you build of a Denver & Sandy K-whatever the number is? And, wasn't **Mainline Modeler** going to save us all from modeling mediocrity? Why do they still have under 14,000? How can that be? Can it be, perish the thought, that people just plain aren't interested in becoming better modelers? **MM** has been publishing for eight years now (and setting new records for plans in each issue). you'd think everyone would have seen the light. Boy, somebody should turn us into fire truck modelers or something. . . . Of course, I'm sure the brass importers love **MM** as they can rip off the plans for their next brass model. No respect. Even **Prototype Modeler** has a larger circulation than **MM**. And, they (like me) are having a tough time staying on their bi-monthly schedule.

You know, I've been thinking about starting a magazine called **Mediocre Modeler**® — whataya think? The motto could be something like, "Attainable cheapness for you!" Some have suggested that should be the name of my magazine now, but that's a whole 'nuther letter.

OK, you want "serious" like in the plastics field?

Let's talk serious. I've heard this hue and cry for years. Well, it finally happened a few years back. You may have missed it — **The Gould Company**. Bill Gould did in fact, produce spiffy, state of the art models. What happened? For one thing, he was underwhelmed by the response from all us dastardly slugs out here in model railroad land. The distributors didn't order, which meant the dealers weren't ordering which must have meant us modelers weren't ordering. Why? Were the kits overpriced? The reason is so simple, it almost escapes us. The interest simply wasn't there. Most guys are happy with their \$2.50 Athearn tank car. You cannot force people to enjoy the hobby a different way. If you think back a little further, remember E&B Valley in the mid to late '70's? They produced some nice, flat-side mold type standard gauge cars. Who can ever forget a "to scale" '52 Mill Gondola (there's a common prototype for ya). They too have gone the way of the Westside Model Company and Troller Power Packs.

Tichy now has the Gould line — I hope they can generate more interest in better models. I really do. If Don Tichy ever figures out the secret, I hope he lets me in on it.

And the fact that the plastic modelers look down on us. So what? Since when did we start competing with other hobbies? If they want to look down on us, that's their problem, not ours. The condescending attitude (I've seen it too) some IPMS folks have shown towards model railroading indicates basic personality disorders. They will never know the true joy of getting Kadee couplers properly mounted (on **both** ends of the car) and watch it roll down the track for three feet without derailling.

The bottom line is that this is a hobby that many people enjoy. Its diversity is what gives it strength and character. If we didn't have Malcolm Furlow, who would we pick on? Maybe we could trade him to the IPMS for a module and a player to be named later . . . They could get to know the joy of "Dirt-Dip" Weathering ala Malcolm . . . I like all the different things we have. I also think it is wonderful to do things properly, such as being toilet trained and eating with a knife and fork. But, I don't let it get in the way of enjoying the hobby. We're probably lucky we don't have all the "rules" and regulations of the plastic modelers applied to us. Although I'm generally a very serious person, I wouldn't want to be all that serious.

Well, if you'll excuse me, I just heard my Tyco engine fall off the ping-pong table. Third time this week. There seems to be all sorts of stuff rattling around in here, but that little sucker still hums along at 400 smph.

Sincerely,

Frank A. Pearsall

Editor & Publisher, **The Scale Coupler**

W O W . . . it's all so clear now. Actually I agree with what Mr. Pearsall has to say as an overview of the entire model railroad hobby — it should be an enjoyable hobby in whatever way those that participate feel comfortable. But, my comments in FCJ 26 were addressed primarily to scale prototype modelers (i.e. the 20,000 or so that do read Mainline Modeler or Prototype Modeler). Again, (I guess I better quit trying to be subtle) my goal is to unify prototype modelers before more fragmentation

occurs. I don't expect a person to be interested in Southern Pacific auto racks and B&M 4-4-2s (though that's not impossible) . . . but, what I do ask is that those that are prototype modelers be SUPPORTIVE of all prototype modeling. Mr. Pearsall's mention of the narrow gaugers is a prime example . . . they're apparently more unified than the "wide gaugers".

Next, what happened to *Model Railroading* in that survey? MRG has consistently promoted scale prototype modeling and their circulation is quite high (though I don't have the figures right here).

What Frank has really missed here was that there ARE people that ENJOY trying to build a scale model as accurately as possible, that do care about lettering accuracy, that do ENJOY the challenges that prototype scale modeling has to offer . . . and these people are part of the diversity ("strength and character") that this (the larger overall) hobby offers too . . . it is these people that I was addressing. . . .

— David G. Casdorff

## ANNOTATED LIST OF FREIGHT CAR ARTICLES APPEARING IN NON-COMMERCIAL PERIODICALS IN 1987 (Partial List)

- Anderson, Gerhard H. 1987. LP The Self-Cleaning Pulpwood Cars. GM&OHS NEWS #49. pp. 3-7. 11 photos. 1 diagram. Text. Biblio.
- Anthony, Kenneth L. 1987. Building An N-Scale Santa Fe Freight Car Fleet. Part II. SANTA FE MODELER. 10(4). pp. 7-11. 5 photos. 3 excellent comparison charts showing ectomorphological differences in design.
- Bolton, Lawrence R. 1987. Waycars of the Michigan Central and Canada Southern. CENTRAL HEADLIGHT XVII (3). pp. 32-38. 10 photos. 1 diagram. Roster. Text.
- Brown, C.A. 1987. Modeling the New Haven. Milk Cars on the New Haven. SHORELINER. 1987. 18 (1). p. 5.
- Cone, Rufus. 1987a. The NP's Stock Cars. THE MAINSTREETER Spring 1987. pp. 17-25. 9 photos. 4 tables. 3 diagrams. Text.
- Cone, Rufus. 1987b. Spotting Northern Pacific Freight Cars in Service — 1987. THE MAINSTREETER. Summer 1987. pp. 11. Gives four useful methods of identifying former NP freight cars that can still be seen on the Burlington Northern today.
- Dean, Charles. 1987. L&N Rolling Stock Review-1. Pullman-Standard 50-ton Twin Hopper. DIXIE LINE. 4(4). pp. 16-17. 2 photos. One diagram.
- Ehnbom, Staffan. 1987. Great Northern Stock Cars Series 55200-56469. GNRHS REFERENCE SHEET No. 125. 9 photos. 9 diagrams. 1 HO Scale drawing. Text. Modeling notes.
- Hale, Dean. 1987. Bx-21 Box Car Was One of a Kind. SANTA FE MODELER 10(3). pp. 23-24. 4 photos. One table. A comparison of some early experimental boxcars on the ATSF, IC and PRR all built in 1917. This marks a nice departure from the usual policy of the SFM to include an almost pure prototype study.

# THE FREIGHTCAROLOGIST

- Hendrickson, Richard. 1987. Custom-detailing P.R.B. Brass Santa Fe Tank Cars. *SANTA FE MODELER*. 1987. 10(2). pp. 12-14. 6 photos. Super detailing the recent Pecos River Brass H.O. scale tank cars.
- Kaelin, Bob. 1987. Long Island Rail Road Class N52 Cabin Cars. *THE KEYSTONE*. Summer 1987. pp. 31-45. 13 B&W photos, 2 color photos. Roster. Interior arrng drawings. Diagram. Text.
- Keyser, Lloyd. 1987. The Phoenix Flats. *NORTH WESTERN LINES*. Summer 1987. pp. 12-22. 16 photos. diagram. Story of the converted ex-boxcar piggy-back flats of the CNW 780500-series. These were the first group of cars the CNW received converted by TG Railway. Includes photos of the steps in the conversion process.
- Kimsey, Oscar W. 1987. Southern Railway 40'6" PS-1 Box Cars: A Pictorial Summary. *SOUTHERN RAILS*. Summer 1987. pp. 3-15. 25 4x7" photos with detailed captions. Mr. Kimsey has presented a very nice photo survey of these cars that were until a few years ago, common in many parts of the U.S.
- Metzger, William. 1987. Roster of UP Steel Box & Autocars. *THE STREAMLINER*. January 1987. pp. 39-41. Excellent roster with extensive notes on the design and morphology of the cars. It probably should have been subtitled 1934-1965 as it does not include modern cars. Nevertheless this roster format has set a new standard of detail and data for freight car historians.
- Peacock, Frank. 1987. Box and Autocar Nomenclature. *THE STREAMLINER*. January 1987. pp. 33-38. Probably THE most important article to come out in many years. The subject of nomenclature is something that has been most needed for modelers and freight car historians alike. Dr. Peacock has presented an EXCELLENT paradigm of boxcar nomenclature. I only hope that researchers and modelers won't let it stop with Dr. Peacock's presentation . . . as I would like to see other nomenclatural systems presented from others' point of view. This is tied in with Mr. Metzger roster that follows. It should be noted that Dr. Peacock has NOT included nomenclature for modern cars.
- Porzig, Jack. 1987. Great Northern Caboose Cars Nos. X-136 to X-155. *GNRHS REFERENCE SHEET NO. 123*. 5 photos. One diagram. Roster. Text.
- Sapp, Dave. 1987. Modeling The Mopac: Horizontal Wood-Sheathed Caboose. *THE EAGLE*. Fall 1987. pp. 14-19. 2 photos. 1 diagram. 8 figures. Text.
- Slater, Charles. 1987. Rr-54 Class Mechanical Refrigerators. *SANTA FE MODELER* 1987 10(2). pp. 18-19. 4 photos. Early Fifties cars.
- Wilson, Craig. 1987. The Pullman-Standard Boxcar. *THE HOT BOX*. Spring 1987. pp. 13-15. 10 diagrams. A very interesting article on Ann Arbor's 40-foot PS-1 boxcars with emphasis on their changing liveries. (Thank you, Bob Warren, for sending this one in).

## MISSOURI PACIFIC PIGGYBACK TRAILERS A Roster of Major Series 1986 by David G. Casdorff

Series	Type:	Quantity	Cuft	Length	Notes
TPZ 200537-200609	Closed Van	62	2560	40-0	1
TPZ 200710-100734	Closed Van	22	2700	40-0	
MPZ 201121-201262	Closed Van	121	2566	40-0	2
MPZ 201263-201305	Closed Van	34	2560	40-0	3
MPZ 201306-201335	Closed Van	24	2680	40-0	4
MPZ 201337-201407	Closed Van	58	2560	40-0	5
MPZ 201444-201588	Closed Van	133	2680	40-0	6
MPZ 201889-201898	Closed Van	10	2700	40-0	7
TPZ 205500-205516	Closed Van	16	3100	45-0	
TPZ 205517-205546	Closed Van	26	3013	45-0	8
MPZ 205550-205602	Closed Van	51	3100	45-0	
MPZ 250000-250499	Closed Van	494	3068	45-0	9
MPZ 252101-252601	Closed Van	492	2998	45-0	10
MPZ 253000-253499	Closed Van	491	3027	45-0	11
TPZ 300000-300042	Flatbed	27	----	40-0	12
MPZ 300043-300050	Flatbed	8	----	41-0	13
RCEZ 301250-301299	Flatbed	50	----	41-0	14

### NOTES:

1. Logistic posts. Side doors.
2. Side doors.
3. Logistic posts. Numbers 201294-201305 with pintel hooks.
4. Logistic posts.
5. Built by Fruehauf.
6. Logistic posts.
7. Pintel hooks.
8. Built by Trailmobile
9. Built by Trailmobile in 1982. Model 011Z-ICAW. Logistic posts. This is the only series delivered to the MP originally as 45-foot vans.
10. Originally MPZ 202101-202601, 40-foot, built by Fruehauf in 1978. Model FBZ9-F2-40. The series was stretched in 1984 = 1985 to 45-foot. Equipped with logistic posts.
11. Originally MPZ 20300-203499, 40-foot, built by Strick in 1980 = 1981. The series was stretched to 45-foot and renumbered 253000-253499 after 1984.
12. With chains and binders, cross bows and one tarp.
13. With chains and binders.
14. Container twistlocks for either one 40-foot or two 40-foot containers.

MPZ 201351. An excellent model for this is the Mile Post 501 Fruehauf Z-Van in HO Scale with the corrugated sides (the kit just released). Note the old buzzsaw logo.



MPZ 250110. Trailmobile's 45-foot piggyback van. Note the use of two sets of reporting marks and numbers on the sides of the vans, an unusual practice for modern pig vans but common to later MP piggyback trailer liveries.



MPZ 253008. The Strick version. These have been stretched from 40-foot vans to this 45-foot length.



# BIG THREE INDUSTRIES INC. TANK CAR PHOTOROSTER

by David G. Casdorph



*(RIGHT) BIGX 1001. Built in 1-69 has a 25,471 gallon capacity. All of the BIGX cars are used for refrigerated liquid argon. This top view shows the lack of typical tank car inlets. Only a small manway is barely visible near the center of the car on top.*



*(LEFT) A down-to-earth view of the same car. Note the interesting pipes on the ends.*



*(RIGHT) BIGX 1006-1011. Built 8-9-62, 11-63. This series has a 16,293 gallon capacity. These 100-ton cars are the oldest still on the fleet.*



Detail of BIGX 1006. The logo is red (3), green (outline) and white background, "Big Three Industries" is white with a red background. The car is white with black data.



A 3/4 view of #1006.



**BIGX 1012-1014.** Built in 11-80 by Process Engineering, Inc. in Plaistow, NH (abbrev: PEI NH). This series has a 25,840 gallon per car capacity.



*Additional views of the 1012-1014 series.*



***BIGX 1015-1016.** The frames were built in 9-84 by American Car & Foundry's Milton, PA plant. The tanks were built and assembled to the cars in 1-85 by Process Engineering Inc. These cars have a 16,530 gallon capacity.*



*BIGX 1017-1018. Built in 10 = 11-84 by Richmond Lox Equipment Co., Livermore, CA (abbrev: RLECLIV). The tank cars of this series have a 16,555 gallon capacity.*



*BIGX 1019-1024. Built 3 = 5-85 by Richmond Tank Car, Houston, TX. These are probably one of the last tank cars built by RTC. These cars have a 16,555 gallon capacity.*