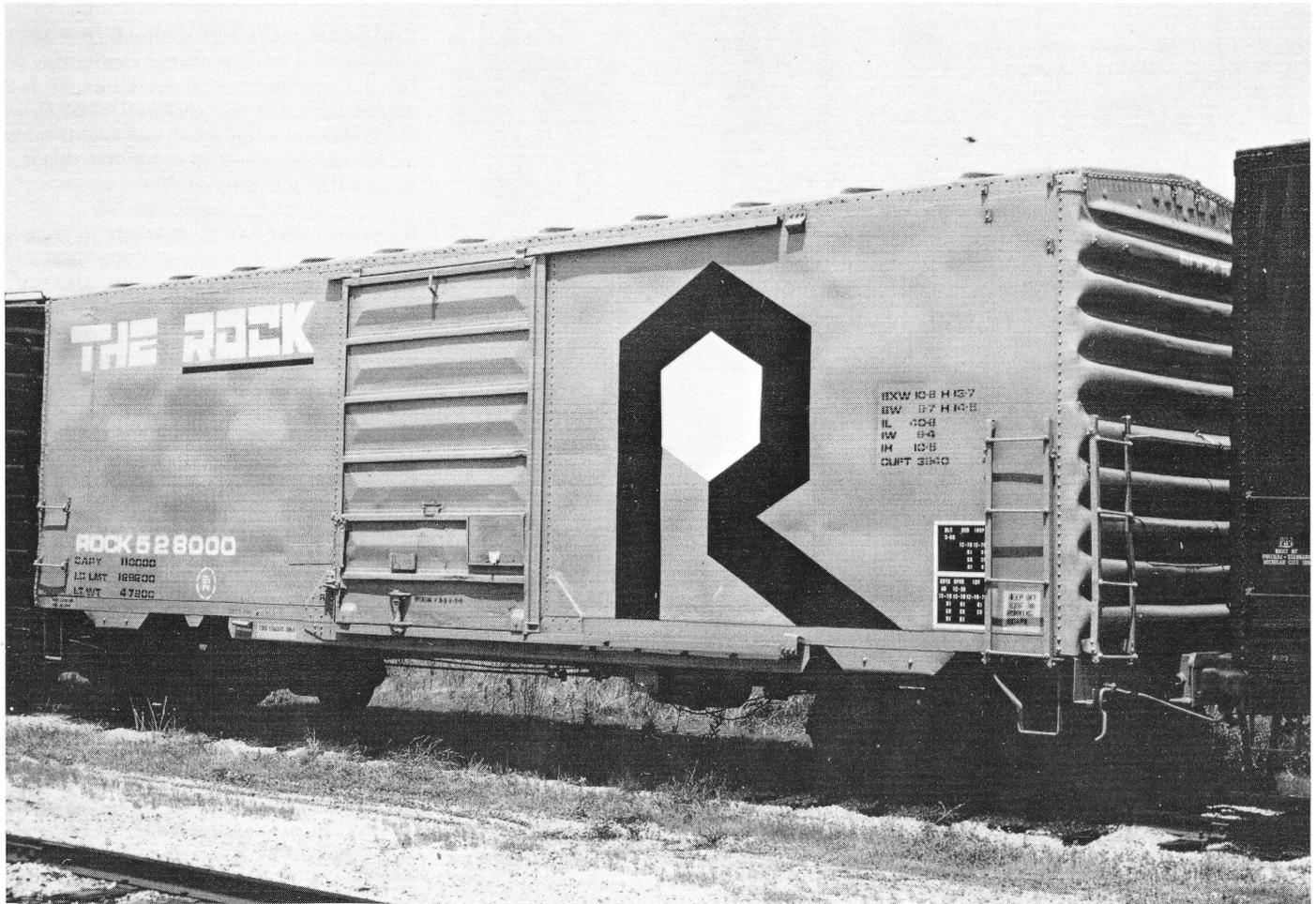


# FREIGHT CARS

• HISTORY • MODELING • NEWS

JOURNAL



**EL RENO'S BOXES  
READING FREIGHT EQUIPMENT 1901-1938**

# FREIGHT CARS JOURNAL

Volume 6 #1

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**EDITORS:** David G. Casdorff  
Eric A. Neubauer

**STAFF:** John L. Becker            Ed McCaslin  
          Jim Eager                 Al Tuner  
          Tony Hodun                Richard Yaremko

Duane L. Karam Jr.

**NEWS/SIGHTINGS/CONTRIBUTORS:**

Carl W. Shaver, Mark Kindrachuk, Mike B. Foley, P. Allen Copeland, C. T. Bossler, Pete Arnold and Gary A. Smith.

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DAVID G. CASDORPH  
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— Cover Photo —

*ROCK 528000 was built in 2-65 as part of Pullman-Standard lot number 9003.*

*The original series was the RI 27840-28349. (Pete Arnold photo)*

# FREIGHT CAR NEWS

## RAILROADS

**ATLANTIC AND WESTERN (NC)** has acquired 22 new built Airslides from Trinity in 7=8-88. These are apparently being leased from GATX as they have GATX numbers. ATW 56539-56560. (DGC)

## CHICAGO HEIGHTS TERMINAL TRANSFER

(Missouri Pacific/Union Pacific systems) has acquired a small number of new Gunderson built 125-ton double stack cars. Build date 7-88 is known so far. These are painted powdered blue and have the big Maersk lettering and logos. Numbers sighted so far are CHTT 1005-1015. (CWS)

## ILLINOIS CENTRAL RAILROAD

has acquired 300 used boxcars from Conrail. These were originally Penn Central class X75 single door 50'6" boxcars built by Pullman-Standard in 1972 as PC 168000-168499. Illinois Central has renumbered these into their IC 504100-504399 series. (CWS)

## MINNESOTA, DAKOTA, & WESTERN (MN)

has acquired at least a 100 former GTW 60' auto parts cars. The cars were originally built by Pullman-Standard in 1976 as lot 9834 and numbered GTW 375400-375499. These are being numbered in the MDW 1800-1915 series. (DGC)

## MONTANA RAIL LINK

has become the first railroad to receive new built boxcars this year (as far as we know). MRL is getting 100 double plug, external-post, 50'6" Plate F high cube boxcars from Gunderson. Build date so far is 10-88. The cars have a 6156 cuft capacity and are equipped with Keystone E15GR end-of-car cushioning. Numbers are MRL 10001-10100.

In addition, among some of the used car acquisitions, MRL is getting 99 former BN 218600-series waffled high cube paper products boxcars. These were originally built in 1971 by ACF for the SLSF. MRL series is 15001-15099. (DGC)

## SOO LINE

has acquired 25 new built Airslide covered hoppers from Trinity. Build date 8-88. These along with the ATW cars are the latest Airslides to be built after a several months hiatus in production. Soo Line numbers are SOO 109800-109824. (TH)

## SOUTHERN PACIFIC

has been acquiring both new and used double stack container cars. The new cars come from Gunderson and were built in 10-88. SP class FC-320-1. These are the new "125 Service" cars with 48-foot wells. The cars are red with white lettering.

In addition, SP has acquired a number of Greenbrier Leasing cars both former GBRX and NYSW (Sea-Land) initialed. This includes 40 cars, numbers 2101-2106, 2202-2212 and 2344-2376. (DGC)

# FREIGHT CAR NEWS

**WISCONSIN CENTRAL (WI).** Recent acquisitions include the following:

1. Two hundred 100-ton open hoppers. Formerly CNW 63200-63399, nee MKT 10000's. WC numbers are 3200-3399. Stenciled leased from Itel Railcar Leasing.
2. Sixty-four ex GBW 9000-9099 (and possibly some from the USLX 1700-series) covered hoppers. WC numbers are 6100-6163.
3. Seven former MILW 50'6" Pullman-Standard '5344' boxcars built in 6-79. These are considered XM by Wisconsin Central. Numbers: 25000-25006.
4. One-hundred former MILW cars (same as the WC 25000- series above). These are classed "XF". Food loading. Numbers: WC 46000-46099. (CWS/DGC)

## PRIVATE OWNERS AND LESSEES

**DOW CHEMICAL** continues to add new built cars to their owned and leased fleet. New acquisitions for 1988 include:

1. A new series of owner initialed 5800 cuft covered hoppers being made by American Car and Foundry. (sightings — DOWX 020356 to 020366 built 9-88)
2. A new series of leased high capacity 29,900 gallon styrene monomer non-insulated, uncoiled 100-ton tank cars. These are being leased from GATX (e.g. are being painted with black tanks and white lettering contrary to recent practice of white tanks and black lettering).
3. A new series of vinyl chloride tank cars being leased from GATX (e.g. GATX 26428-26420 built 6-87 by Trinity Tulsa). These are 90-ton, 25,800 gallon pressured, insulated tank cars.
4. A new series of 26,400 gallon aromatic hydrocarbon non-insulated tank cars being leased from GATX. (e.g. GATX 57050-57062 built 9 = 10-88 by Trinity. (TH/DGC)



*ICLU 942253-4 is shown here in the Union Pacific's recently introduced Bulktainer service. This container is owned by International Container Leasing of England. Registration however is in Switzerland. (David G. Casdorff photo)*



*SCXU 871875-0 in Union Pacific Bulktainer logo. This container is owned by Sea Containers of England and is registered in Bermuda. (Neill Herring photo)*

(Below)

*NW 56667 sports its new Norfolk Southern logo. This is the first year that the N&W/Southern began placing NS logos on their freight cars. (David G. Casdorff photo)*



## FREIGHT CAR NEWS

**TRAILER TRAIN'S** new cars for 1988 include more spine cars and additional double stack container cars.

Trinity's Ortner Division recently began deliveries of a number of new NTTX initialed "spine" cars (articulated single level container cars). These are numbered NTTX 66060+ and are classed RSF50A. Build date so far is 8-88.

Bethlehem Steel Car is also building more spine cars. Many of these are getting Santa Fe logos on the sills. Number here are NTTX 67090-67113+ built in 10-88. Class BSF50C.

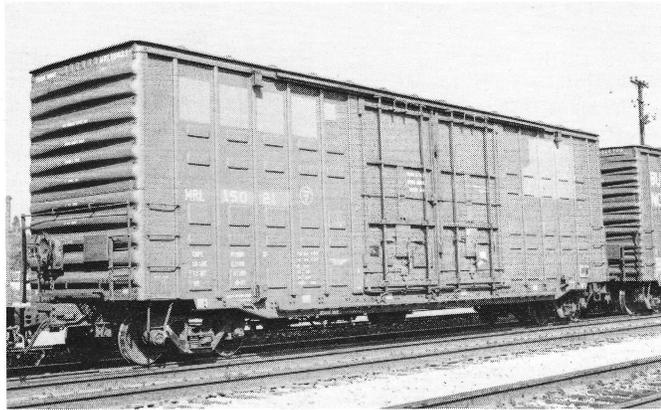
Double stack cars include a number of both the new 100-ton and 125-ton version of Trinity's design.

DTTX 64055-64069 are 100-ton versions with all 40' wells and all wells with 20'er capacity. Operator marks are the new K-Line/Railbridge logo. Built 8=10-88 by Trinity's PSM BESS. Length 264-7. Class RWG50C.

DTTX 74000-74074 are 125-ton versions and have APC "stack train" logos. These have mid-three 48' wells and are 288-8 length. Class RWG52. Built by Trinity's PSM BESS.

DTTX 74076-74080 (what happened to 74075?) are also 125-ton version Trinity built cars. These have all 40' wells and 20'er capacity in all wells. Built 8=9-88. No operator marks yet. Class RWG52A.

Bethlehem Steel Car has also become involved in converting cars into the double 89' articulated TTEX "Long Runner" cars. At least an additional fifty have been converted numbers TTEX 161100-161149. Conversion date 8-88. (DGC/CWS/GAS)



MRL 15021, ex BN 218600-218949 series, nee SLSF 11000's built by ACF in 1971. MRL has obtained 99 of these cars. (David G. Casdorff)



GATX 57056 is part of a new series of 26,500 gallon tank cars being leased by Dow Chemical. This car was built by Trinity in 9-88. The non insulated cars are being used for Aromatic hydrocarbon and styrene service. (David G. Casdorff)

(Below)

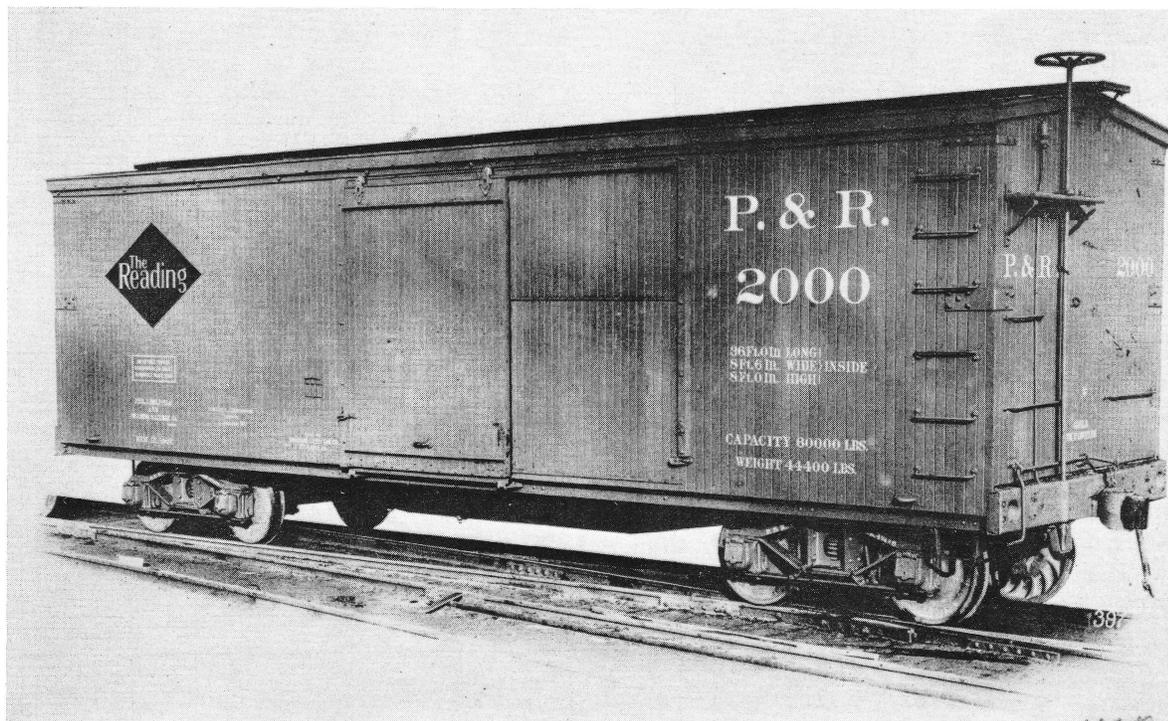
MRL 45027. A Pullman-Standard '4427' shows the new Montana Rail Link paint scheme. The cars are being painted at the shops in Livingston. This one was painted in July 1988. (Richard Yaremko photo)



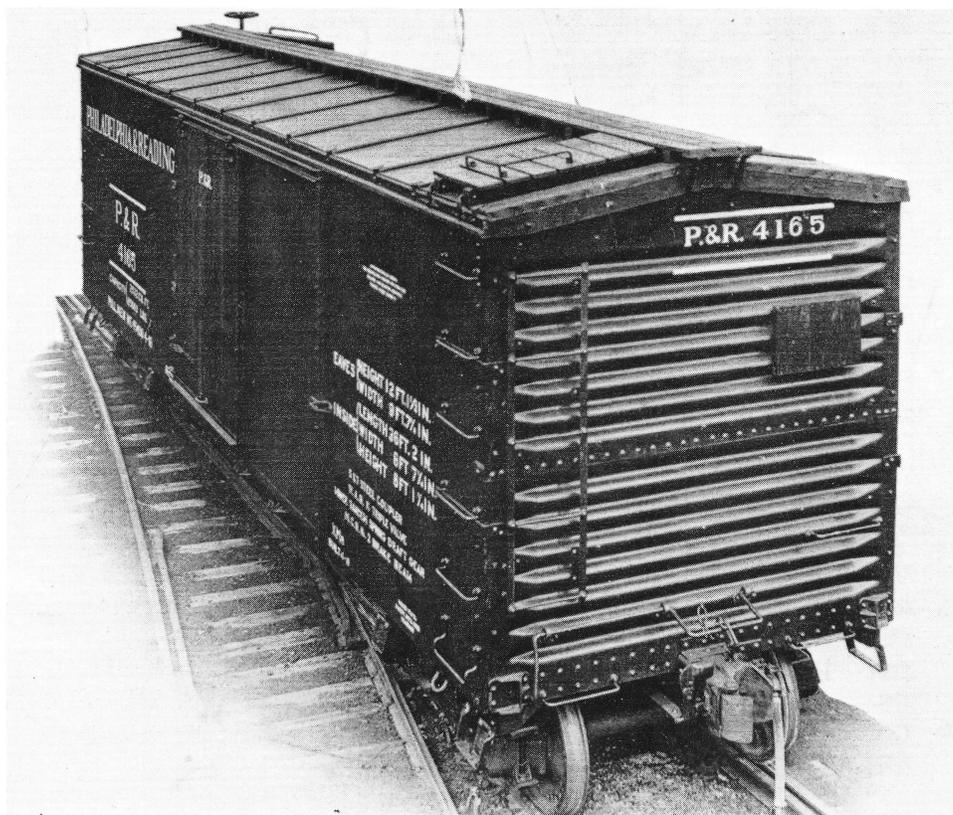
# READING FREIGHT EQUIPMENT NUMERICAL LIST 1902-1938

Roster © 1989 Eric A. Neubauer

Photos © 1989 C. T. Bossler



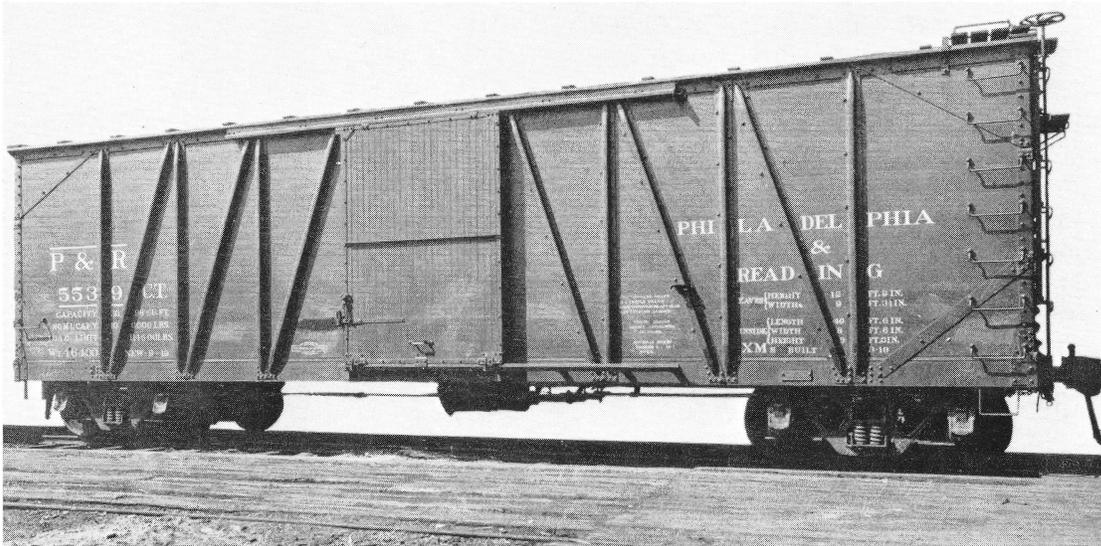
*P&R 2000 is part of a series of 1000 cars built 1907-08 by the Standard Steel Car Co.*



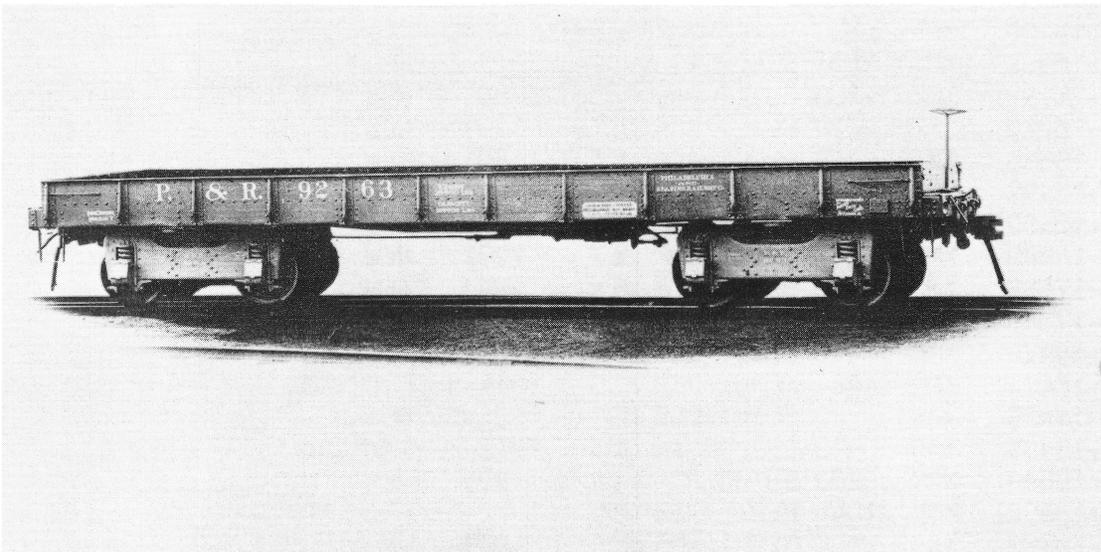
*P&R 4165, class XMR was built by Pullman in 1918. Loading length is 36'2" and loading height is 8'1-1/4".*

READING CO. FREIGHT EQUIPMENT-NUMERICAL LIST 1901-1938

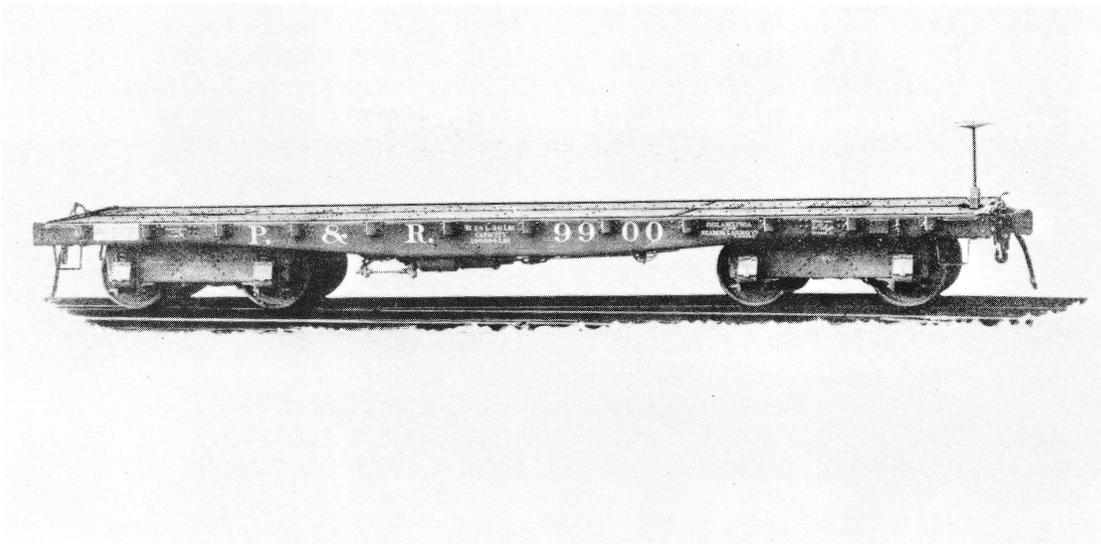
NUMBERS	CLASS	QUAN	SOURCE	DATE	PREVIOUS SERIES	NOTE
01-0251	GM*		REBLT	1887-89	FROM 01-0251(TM*)	
1501-4764	GM*		UNKNOWN	BEF1887		
2000-2999	XMK	1000	BUILT SSC BUT	1907-08	NEW	
3000-3999	XMK	1000	BUILT ACF BER	1907	NEW	
2007+3986	XML	660+	REBLT P&R RDG	1912-35	FROM XMK	
3679&3971	XMN	2	BUILT P&R RDG	1909	NEW	
2666&3311	XMP	2	BUILT P&R RDG	1911	NEW	
2299+3488	XMP	7	RENO	1913-22	FROM VARIOUS XMP	
4000-4499	XMR	500	BUILT PULL PULL	1918	NEW	
4500-4999	XMR	500	BUILT ACF BER	1918	NEW	
4168+4911	XMP	10	RENO	BEF1932	FROM VARIOUS XMP	
4765-5264	GMA	500	BUILT	1892	NEW	
5000-5299	XMS	300	BUILT BETT BETT	1919	NEW	
5300-5749	XMS	450	BUILT PULL PULL	1919	NEW	
5750-5999	XMS	250	BUILT SLC STL	1919	NEW	
5000+5994	XMP	8	RENO	1924-30	FROM VARIOUS XMP OR XMR	
5265-5514	GMB	250	BUILT CARL CARL	1896	NEW	
5515-5714	GMB	200	BUILT MP DET	1897	NEW	
5715	FG*	1	RENO	1900	FROM 2119	
5716	GM*	1	RENO	1900	FROM 3902	
5717-6050	GM*	321+	RENO	1901	FROM W&N 233+900?	
6050-6449	GMH	400	BUILT MID MID	1907	NEW	
6085	GMJ	1	BUILT P&R RDG	1911	NEW	
6450-6949	GMJ	500	BUILT CAMB JTN	1910	NEW	
6950-7449	GMK	500	BUILT SSC BUT	1919-20	NEW	
7500-7999	GMC	500	BUILT MP DET	1899	NEW	
8001-8222	HS*	213+	RENO	1885/89	FROM 4966+6654	
8350+9349	GMF	895	BUILT PSC PGH	1901	NEW	
8350+9349	GMG	105	BUILT PSC PGH	1901	NEW	
9200-9249	FME	50	BUILT RDG RDG	1937	NEW	
9350+9599	GMD	228	BUILT PSC PGH	1899-00	NEW	
9350+9599	GME	22	BUILT PSC PGH	1899-00	NEW	
9556-9599	FMD	44	REBLT RDG RDG	1933	FROM VARIOUS GML	
9600-9699	FMB	100	BUILT SSC BUT	1906	NEW	
9699	GM*	1	RENO	1900	FROM 4090	
9700-9799	FM*	100	BUILT MP DET	1898	NEW	
9700-9749	FMC	50	REBLT RDG RDG	1925-26	FROM 6050+6449(GMH)	
9750-9774	FMC	25	REBLT RDG RDG	1930-31	FROM 6050+6449(GMH)	
9800-9899	FMB	100	BUILT SSC BUT	1906	NEW	
9900-9999	FMA	100	BUILT PSC PGH	1901	NEW	
9900+9999	TMB	50	REBLT	BEF1912	FROM FMA	
10000	GM*	1	RENO	1905	FROM 9699	
10001-10700	XMA	700	BUILT PULL PULL	1891	NEW	
10701-10800	XMA	100	BUILT PULL PULL	1892	NEW	
10801-11200	XMA	400	BUILT PULL PULL	1892	NEW	
10164&10778	XMB	2	REBLT	BEF1912	FROM XMA	
10550-11549	XMR	1000	BUILT ACF BER	1916	NEW	
10785+11502	XMP	14	RENO	BEF1933	FROM VARIOUS XMP	
11201-11450	XMB	250	BUILT	1896	NEW	
11451-11550	XMB	100	BUILT	1897	NEW	



*P&R 5539, class XMS was built by Pullman in 1919. The car has a 40'6" loading length and 9'0" loading height.*

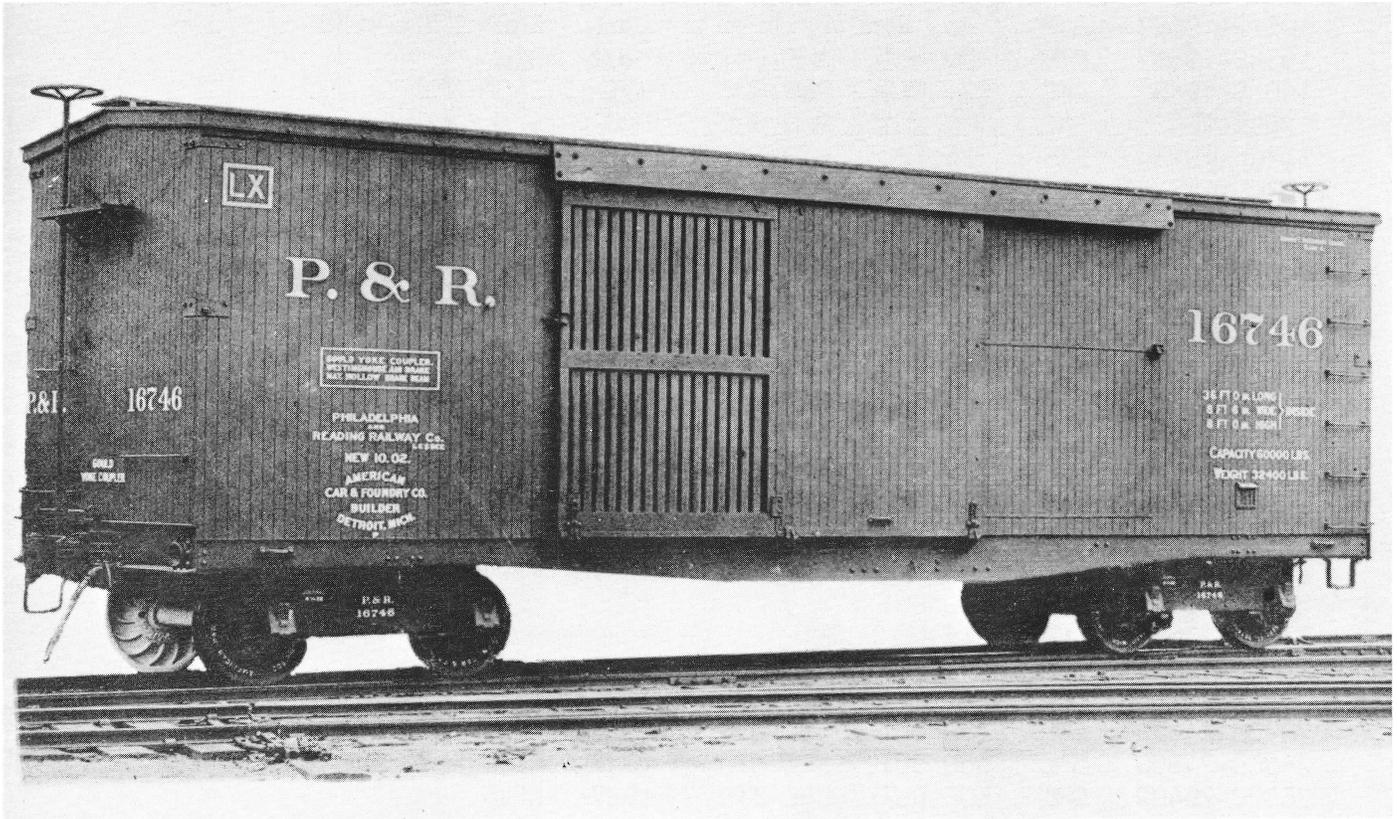


*P&R 9263. Built in 1901 by Pressed Steel Car, Pittsburgh, PA.*

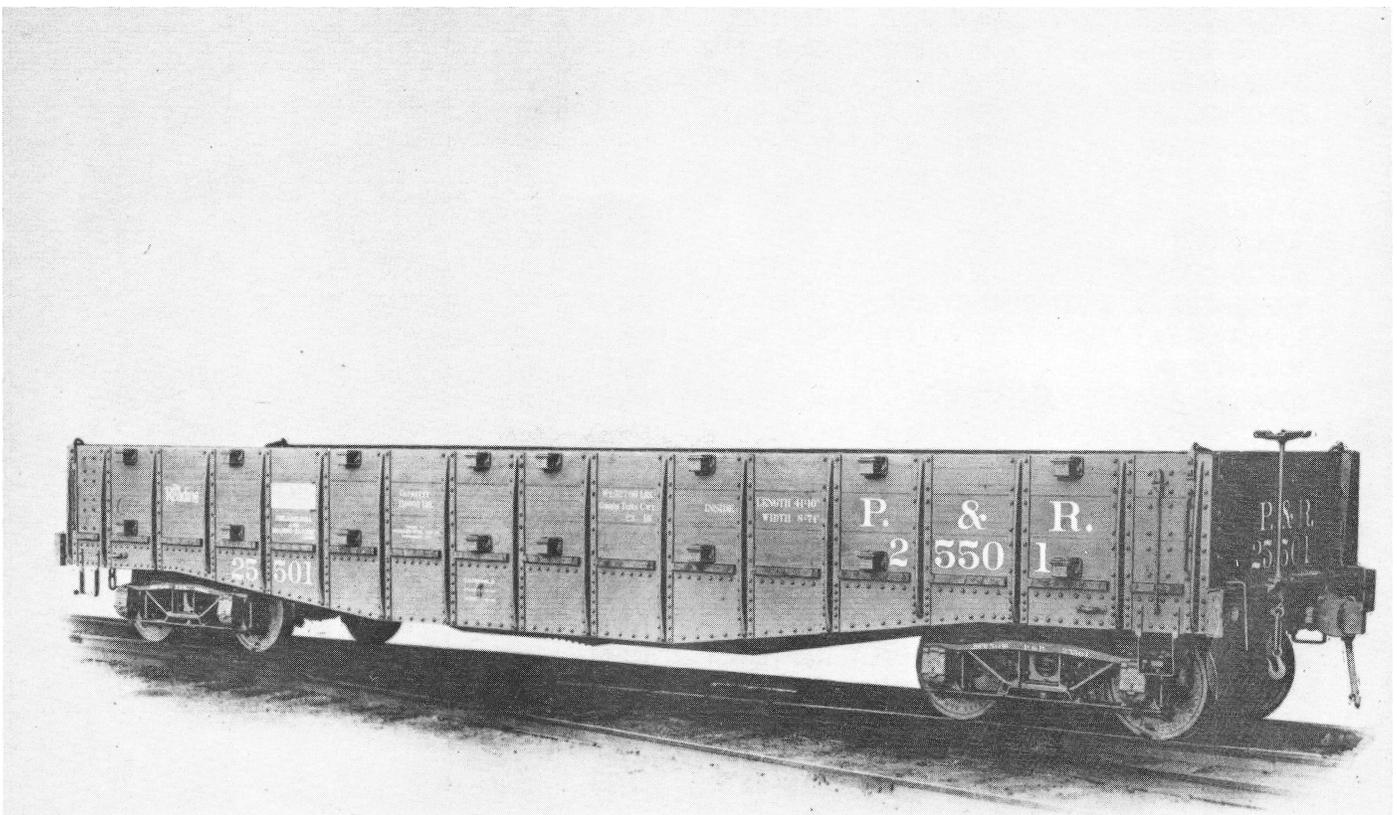


*P&R 9900, class FMA built 1901.*

11550-12349	XMP	800	BUILT	ACF	BER	1910	NEW	
12350-12999	XMP	650	BUILT	ACF	BER	1912-13	NEW	
13000-13199	XMP	200	BUILT	ACF	BER	1910	NEW	2
13200-13549	XMP	350	BUILT	ACF	BER	1913	NEW	
12260	XML	1	RENO			BEF1943	FROM ?	
11551-11575	XM*	14	RENO			1901	FROM 6000-6024	3
11576-11624	XM*	32	RENO			1901	FROM 6200-6250	4
11625-11725	XM*	76	RENO			1901	FROM 6251-6349	4
11726-11750	XM*	18+	RENO			1901	FROM 9601-9625	5
11751-11874	XM*	37+	RENO			1901	FROM 9800-9924	3
11876-11994	XM*	89	RENO			1901	FROM 24001-24153	6
12000-12049	XM*	25	UNKNOWN			1885/89		5
12050-12124	XM*	75	UNKNOWN			1890/95		5
12125-12553	XM*	310	RENO			1901	FROM 1+8550	
12554-13137	XM*	509	RENO			1901	FROM 1+8550	
13139-13203	XM*	59+	RENO			1901	FROM 50001-50100	7
13204-13910	XMA	690+	RENO			1901	FROM 50101-50800	8
13911-13969	XMB	58+	RENO			1901	FROM 50101-50800	8
14000-14500	XMC	500	BUILT	PSC	PGH	1900-01	NEW	
14000+14500	XMD	200	EQUIP			BEF1914	FROM XMC	9
14500-14999	XMK	500	BUILT	ACF	BER	1906	NEW	
14500+14999	XML	253+	REBLT	P&R	RDG	1912-35	FROM XMK	
15000-15199	XME	200	BUILT	P&R	RDG	1901	NEW	
15200-15219	XMF	20	BUILT	ACF	DET	1901	NEW	
15220-15699	XMG	480	BUILT	ACF	DET	1901	NEW	
15700-15999	XMK	300	BUILT	ACF	BER	1906	NEW	
15700+15999	XML	162+	REBLT	P&R	RDG	1912-35	FROM XMK	
16000-16999	XMH	1000	BUILT	ACF	DET	1902	NEW	
17000-17499	XMJ	500	BUILT	ACF	BER	1903	NEW	
17500-17649	XML	150	BUILT	SSC	BUT	1905	NEW	
17650-18479	XMK	830	BUILT	SSC	BUT	1905	NEW	
17650+18479	XML	446+	REBLT	P&R	RDG	1912-35	FROM XMK	
18480-18499	XAB	20	BUILT	SSC	BUT	1905-06	NEW	
18480+18499	XAC	3	BUILT	P&R	RDG	1912-30	NEW XAB	
18500-18699	XMK	200	BUILT	ACF	BER	1906	NEW	
18500+18699	XML	104+	REBLT	P&R	RDG	1912-35	FROM XMK	
18700-18799	XARA	100	REBLT	RDG	RDG	1935	FROM 5000-5999(XMS)	
18800-18999	XAD	200	REBLT	RDG	RDG	1937	FROM 5000-5999(XMS)	
18922-18957	XVA	36	REBLT			1910-15	FROM 19885-19924(XVA)	10
18958-18962	XVA	5	RENO			1909-10	FROM 14000+14499(XMC)	10
18963-18965	XVA	3	RENO			1922	FROM 19885-19924	10
18963-18999	XV*	37	RENO			1901	FROM VARIOUS XMA	10
18991-18999	XBAU	9	RENO			1932-33	FROM 1702+1714(BAU)	11
19000-19005	SMB	6	RENO			1901	FROM 14501-14506	12
19006-19098	SM*	?	RENO			1901	FROM 14507+14799	
19006-19055	SMC	50	BUILT	SSC	MID	1924	NEW	
19099-19163	SM*	?	RENO			1901	FROM 14507+14799	
19164-19212	SM*	49	RENO			1901	FROM 14800-14849	
19213-19262	SMA	50	BUILT	ACF	BLMB	1902	NEW	
19300-19399	RMG	100	BUILT	P&R	RDG	1910	NEW	
19400-19499	RMD	100	BUILT	ACF	BER	1904	NEW	
19400+19499	RME	89+	REBLT	P&R	RDG	1910-22	FROM RMD	
19418	RMH	1	REBLT	P&R	RDG	1917	FROM RMD	
19500-19502	R**	2	RENO			1901	FROM 1301-1312	13
19503-19511	R**	8	RENO			1901	FROM 7467-7478	13



P&R 16746. Builder ACF Detroit, Mich (as the bold logo says). This series of 1000 cars were built in 1902. Loading length 36'0". Loading height 8'0".



P&R 25501, a 41'10" composite gondola was built by Standard Steel car in 1909.

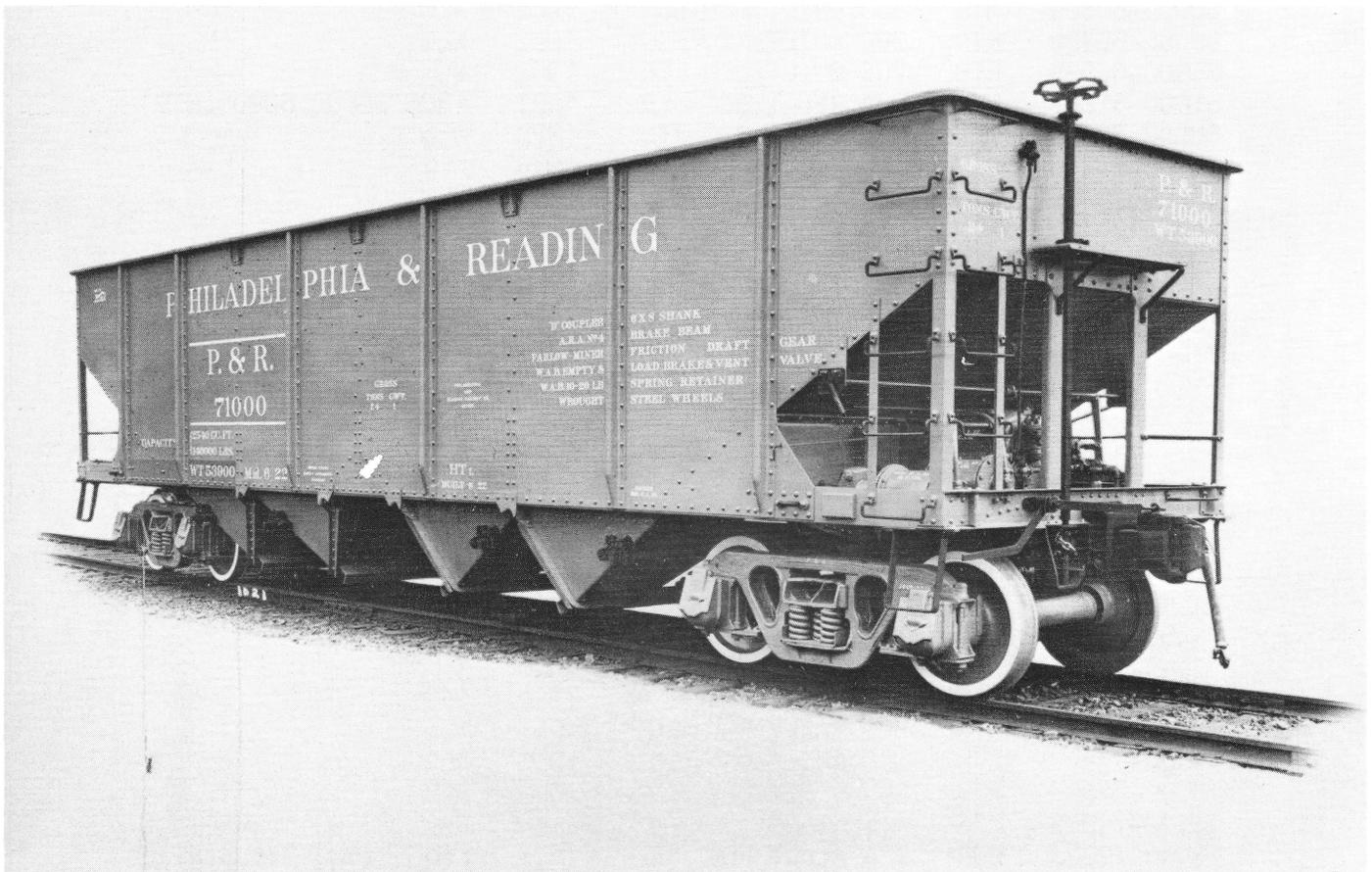
19512-19557	RM*	45	RENO	1901	FROM 8701-8750
19558-19657	RMB	100	BUILT ACF CHI	1902	NEW
19558+19657	RMC	92+	REBLT P&R RDG	1908-15	FROM RMB
19595+19656	RMF	3	BUILT P&R RDG	1909	NEW
19700-19724	RMA	25	RENO	1901	FROM 8751-8775
19700+19724	RMC	23+	REBLT P&R RDG	1908-15	FROM RMA
19725-19884	RMB	160	BUILT ACF CHI	1900	NEW
19725+19884	RMC	132+	REBLT P&R RDG	1908-22	FROM RMB
19732	RMG	1	BUILT P&R RDG	1910	NEW
19885-19924	XVA	40	BUILT PSC PGH	1901	NEW
19885-19984	RMJ	100	BUILT ACF BER	1923	NEW
19991-19999	XBAU	9	RENO	1937	FROM 18991-18999
20000-21999	GHA	1986	RENO	1901-02	FROM 70001-72000
20000-20499	GML	500	BUILT SSC MID	1923	NEW
20500-20999	GML	500	BUILT PSC MCKR	1923	NEW
21000-21499	GML	500	BUILT PSC MCKR	1925	NEW
21500-21999	GML	500	BUILT BSC JTN	1925	NEW
22000-22442	GH*	386	RENO	1898-01	FROM PP&B 2101+2700
22443-23442	GAB	1000	BUILT PSC PGH	1900	NEW
23000-23014	LC*	15	UNKNOWN	1930	
23500-23749	GML	250	BUILT PSC MCKR	1926	NEW
23750-24249	GML	500	BUILT BSC JTN	1926	NEW
24250-24499	GML	250	BUILT SSC MID	1926	NEW
24500-24999	GML	500	BUILT SSC MID	1927	NEW
25000-25499	GML	500	BUILT BSC JTN	1927	NEW
24000-24499	GAC	500	BUILT CAMB JTN	1901	NEW
24500-24999	GAC	500	BUILT CAMB JTN	1902	NEW
25000-25499	GAC	500	BUILT ACF	1902	NEW
25500	GHB	1	BUILT MID MID	1907	NEW
25501-26000	GHB	1000	BUILT SSC BUT	1909	NEW
26001-27499	GAD	1498	REBLT P&R RDG	1909-17	FROM GAC
27500-27999	GHC	500	BUILT CAMB JTN	1912-13	NEW
28000-28499	GHC	500	BUILT ACF BER	1913	NEW
28500-28999	GHD	500	BUILT SSC BUT	1916	NEW
29000-29499	GHD	500	BUILT PSC MCKR	1918	NEW
29500-29999	GHD	500	BUILT SSC BUT	1918	NEW
28585&29433	GHC	2	RENO	BEF1933	FROM 27500-28499
30000-30199	GHF	200	BUILT BSC JTN	1929	NEW
30200-30399	GHG	200	BUILT RDG RDG	1937	NEW
30215-30248	GHE	34	REBLT MID MID	1916-17	FROM 9900+9999(TMB)
30249-30448	HKA	200	BUILT P&R RDG	1900-01	NEW
30449-30648	HKA	200	BUILT P&R RDG	1900	NEW
30649-31648	HKA	1000	BUILT ACF BUF	1900	NEW
31649-31848	HKA	200	BUILT LEB LEB	1900	NEW
31849-32848	HKA	1000	BUILT ACF MILT	1899-00	NEW
32849-33148	HKA	300	BUILT MID MID	1900	NEW
33149-33348	HKA	200	BUILT P&R RDG	1900	NEW
33349-33698	HKA	350	BUILT P&R RDG	1899-00	NEW
33699-33998	HKA	300	BUILT ACF DET	1899	NEW
33999-34298	HKA	300	BUILT UCC DPW	1899	NEW
34299-34498	HKA	200	BUILT ACF MILT	1899	NEW
34499-34598	HKA	100	BUILT MID MID	1899	NEW
34599-34698	HKA	100	BUILT LEB LEB	1899	NEW
34699-34948	HKA	250	BUILT P&R RDG	1899	NEW
34949-35148	HKA	200	BUILT LEB LEB	1898	NEW

11

14



*P&R 61171 was part of 864 cars rebuilt by ACF Berwick in 1921 from the class HTB 60000's series.*

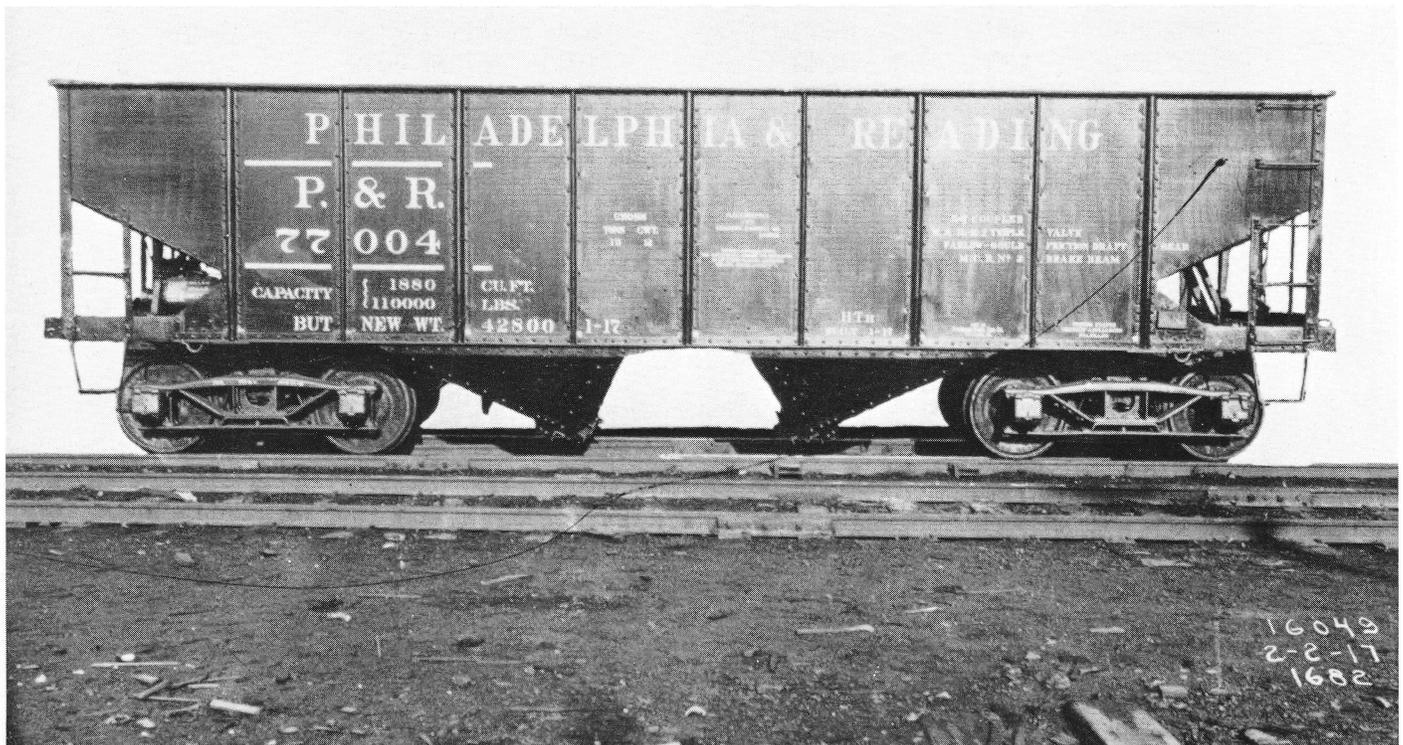


*P&R 71000 was built in 1922 by Standard Steel Car.*

35149-35348	HKA	200	BUILT J&W BER	1898	NEW
35349-35848	HKA	500	BUILT UCC DPW	1898	NEW
35849-35948	HKA	100	BUILT MID MID	1898	NEW
35949-36748	HKA	800	BUILT P&R RDG	1898	NEW
36749-37348	HKA	600	BUILT P&R RDG	1897	NEW
37349-37848	HKA	500	BUILT UCC DPW	1896	NEW
37849-38348	HKA	500	BUILT LEB LEB	1896	NEW
38349-38848	HKA	500	BUILT UCC DPW	1896	NEW
38849-38999	HKA	151	BUILT P&R RDG	1896	NEW
39000-39999	HKA	1000	BUILT PULL	1895	NEW
40001-40100	HS*	100	BUILT P&R RDG	1883	NEW
40101-41620	HSA	1520	BUILT HCC HBG	1887-88	NEW
40532&40862	HPA	2	BUILT P&R RDG	1887	NEW
40171+41532	HPA	6	RENO	BEF1911	FROM VARIOUS HPA
40101+41620	HSB	149+	REBLT P&R RDG	1901-04	FROM HSA
41621-41716	HS*	93+	RENO	1899	FROM PP&B 2001-2100
42001-44000	HPA	2000	BUILT PULL PULL	1891	NEW
44001-44750	HPA	750	BUILT VARIOUS	1889	NEW
44751-47750	HPA	3000	BUILT PULL PULL	1890	NEW
47751-48750	HPA	1000	BUILT PULL PULL	1890-91	NEW
48751-48950	HPA	200	BUILT MD MILT	1891	NEW
48951-49999	HPA	1049	BUILT PULL PULL	1891	NEW
42001+49999	HSB	507+	REBLT P&R RDG	1901-04	FROM HSA
57000-57450	HPA	451	BUILT PULL PULL	1891	NEW
57451-59950	HPA	2500	BUILT PULL PULL	1892	NEW
57000+59950	HSB	145+	REBLT P&R RDG	1901-04	FROM HPA
59994-59999	HT*	6	UNKNOWN	1902	
60000-60599	HTB	600	BUILT ACF BUF	1902	NEW
60600-60799	HTB	200	BUILT MID MID	1902	NEW
60800-60999	HTB	200	BUILT LEB LEB	1902	NEW
61000-61863	HTK	864	REBLT ACF BER	1921	FROM 60000-60999(HTB)
68500-69499	HTN	1000	BUILT BSC JTN	1925	NEW
69500-69899	HTN	400	BUILT PSC MCKR	1924	NEW
69900-70099	HTN	200	BUILT SSC MID	1924	NEW
70100-70299	HTN	200	BUILT BSC JTN	1924	NEW
70300-70499	HTN	200	BUILT ACF BER	1924	NEW
69196+69493	HTL	4	RENO	BEF1943	FROM 70500-72499
70500-70999	HTL	500	BUILT PSC MCKR	1922	NEW
71000-71499	HTL	500	BUILT SSC MID	1922	NEW
71500-71999	HTL	500	BUILT MIDV JTN	1922	NEW
72000-72499	HTL	500	BUILT ACF BER	1922	NEW
70917&71661	HTH	2	RENO	1928	FROM 75683+75740
72500-73499	HTJ	1000	BUILT SSC BUT	1919	NEW
73500-74499	HTJ	1000	BUILT RSC COL	1919	NEW
73216	HTF	1	RENO	ABT1925	FROM 86000-87999
74493	HTH	1	RENO	1928	FROM 75683+75740
74500-75499	HTH	1000	BUILT CAMB JTN	1917	NEW
75500-75999	HTH	500	BUILT SSC BUT	1917	NEW
76000-76499	HTH	500	BUILT PSC MCKR	1917	NEW
76500-76999	HTH	500	BUILT PSC MCKR	1916	NEW
77000-77499	HTH	500	BUILT SSC BUT	1916	NEW
77500-77999	HTH	500	BUILT SSC BUT	1916	NEW
78000-78999	HTH	1000	BUILT PSC MCKR	1916	NEW
74724+78965	HTF	15	RENO	BEF1933	FROM 86000-89999
79000-79003	LOA	4	REBLT RDG RDG	1931	FROM 72500-74499(HTJ)



P&R 73790, class HTJ was built 8-12-19 by the Ralston Steel Car Co. at Columbus, Ohio. Note the cubic capacity is the same (1880 cuft) as the Standard Steel built P&R 77004.



P&R 77004 is part of a series of 500 twin bay open hoppers built by the Standard Steel Car Co. 1916-1917. Note the 9 post construction of this car versus the 7 posts on the later Ralston Steel built car (see P&R 73790).

79004-79018	LOA	15	REBLT	RDG	RDG	1932	FROM	72568+74470(HTJ)
79019-79033	LOA	15	REBLT	RDG	RDG	1933	FROM	72571+74456(HTJ)
79034-79083	LOA	50	REBLT	RDG	RDG	1934	FROM	72500-74499(HTJ)
79084-79133	LOA	50	REBLT	RDG	RDG	1937	FROM	72500-74499(HTJ)
79590-79899	HTA	310	REBLT	P&R	RDG	1917-21	FROM	80000-80999
79900-79999	HTG	100	BUILT	ACF		1916-17	NEW	
80000-80999	HTA	1000	BUILT	PSC	PGH	1901	NEW	
81000-81499	HTC	500	BUILT	SSC	BUT	1903	NEW	
81500-83499	HTD	2000	BUILT	SSC	BUT	1905-06	NEW	
83500-85499	HTD	2000	BUILT	CAMB	JTN	1907	NEW	
84319	HTE	1	BUILT	P&R	RDG	1909	NEW	
83788&84873	HTF	2	BUILT	P&R	RDG	1909-11	NEW	
85500-85599	HTG	100	BUILT	ACF		1916-17	NEW	
85600-85999	HTG	400	BUILT	ACF		1915	NEW	
86000-86999	HTF	1000	BUILT	ACF	BER	1913	NEW	
87000-87999	HTF	1000	BUILT	CAMB	CAMB	1913	NEW	
88000-88999	HTF	1000	BUILT	SSC	MID	1910-11	NEW	
89000-89999	HTF	1000	BUILT	ACF	BER	1910	NEW	
90700-90719	TMA	20	BUILT	ACF	MILT	1902	NEW	
99000-99004	FWA	5	BUILT	P&R	RDG	1913	NEW	
99005-99007	FWB	3	BUILT	P&R	RDG	1918	NEW	
99008-99012	FWA	5	BUILT	RDG	RDG	1924	NEW	
99015-99034	TMA	20	RENO			1925	FROM	90700-90719
99045-99049	FWD	5	BUILT	RDG	RDG	1928	NEW	
100000-100499	XMT	500	BUILT	ACF	BER	1925	NEW	
100500-100999	XMT	500	BUILT	SSC	MID	1925	NEW	
100009+100789	XMR	4	RENO			1929-30	FROM	4000+4999
100337	XMS	1	RENO			1936/37	FROM	5331?
101000-101399	XMU	400	BUILT	PSC	MCKR	1930	NEW	
101400-101799	XMU	400	BUILT	SSC	BUT	1930	NEW	
101800-102399	XMU	600	BUILT	ACF	BER	1930	NEW	
102400-102999	XMU	600	BUILT	BSC	JTN	1930	NEW	
102083	XMP	1	RENO			1934/35	FROM	?
102880	XMR	1	RENO			1931	FROM	4572
101150	XMS	1	RENO			1936/37	FROM	5000-5999
103000-103299	XMV	300	BUILT	RDG	RDG	1937	NEW	

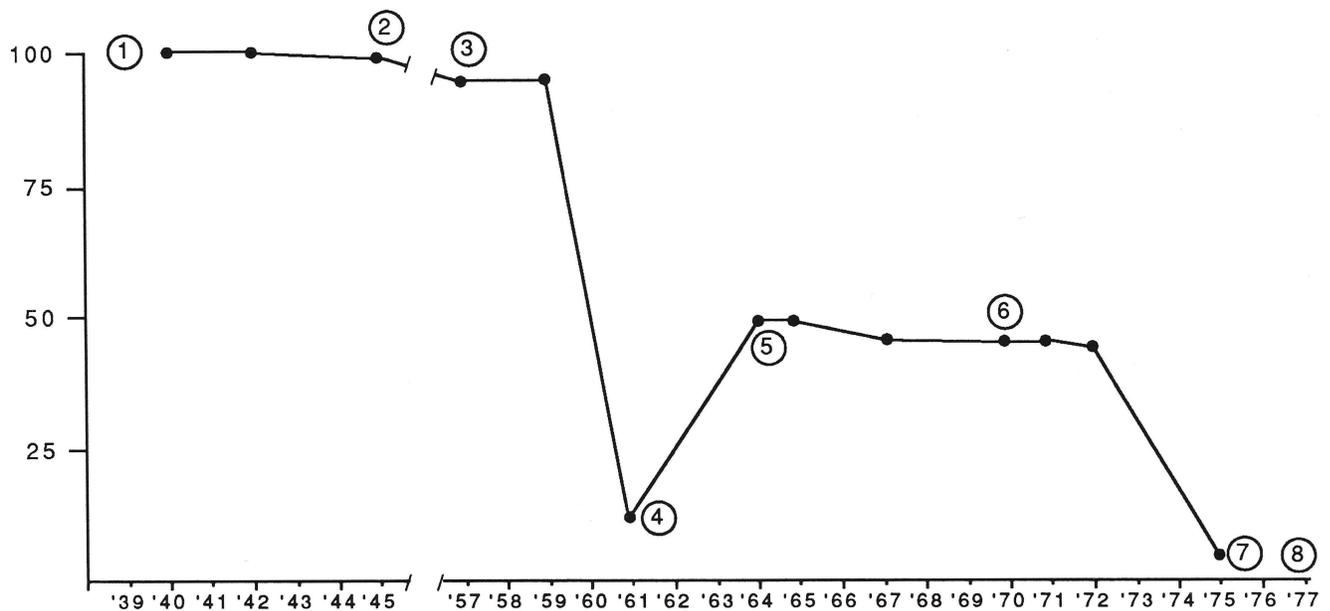
- NOTES: 1. P&R C.S. DESPATCH  
2. C&F SERIES  
3. RED LINE  
4. BLUE LINE  
5. WHITE LINE  
6. NICKEL PLATE LINE  
7. P&R DESPATCH  
8. P&R FAST FREIGHT  
9. ICE  
10. PROVISION EXPRESS  
11. FAST FREIGHT  
12. CLINE PATENT HORSE  
13. RIDGEWAY REFRIGERATOR  
14. MAY BE BUILT BY CAMB JTN

# UNION PACIFIC EXPRESS BOXCARS B-50-25

P. Allen Copeland

Graph by D. G. Casdorff





1. 100 cars built by the Union Pacific Omaha Shops in 1939 as Class B-50-25. Cuft Capy 3180. Ninety cars were equipped with Symington Gould high speed trucks giving the car a total light weight of 44,200 lbs. (9100-9189). Ten cars were fitted with Timken Roller Bearing trucks giving a light weight of 44,400 lbs. Inside length was 40'6-3/16".
2. A note in the Official Railway Equipment Register says these cars will be listed in the Passenger Equipment Register. By 1946 this series ceased to be listed in the ORER.
3. The series reappears in the ORER. Eighty-seven of these are listed as XM's (1957).
4. The series now shows as 9100-9150. Some of these are being converted at this time to XME's with lading strap anchors. Why the series is listed as only 9100-9150 is not apparent, but obviously only part of the original 9100-series cars were being shown at this time (1961).
5. The remaining cars of the 9100-series now appear to have been renumbered to the 24100-24150 series with 49 cars listed (9100-series not listed). All are now designated as XME's (1964).
6. With 44 cars remaining, the series now shows as XM's. In addition, the series 24151-24229 is listed. Some of these cars probably come from the similar B-50-31 class (originally 9200-9229). Since 71 cars are listed in this 24151-series, it seems very likely that other cars from the original 9100-series are also included in this total. The chart from this point on tracks only those of the 24100-24150 series (1970).
7. Only six cars remaining and these are listed as being for "stores department loading" (1975).
8. Series is no longer listed (1977).

\* All photos from the P. A. Copeland collection.

# CHICAGO & NORTH WESTERN AND THE RALSTON PURINA RBL'S

by Carl W. Shaver

Among the 1,150 refrigerator cars ordered by the United States Railway Equipment Company during 1973 (to be built by its own shops) were 250 cars to be assigned to service for the Ralston Purina Company. These cars would be typical U.S. Railway refrigerator cars — double plug doors, 5100-cubic-foot capacity, "Air-Pak" bulkheads, and red paint on the outside. However, they would not carry the USLX reporting marks sported by most of the other 900 such cars. In early 1974, two series of these cars began to show up: an MRS (Manufacturers Railway Company) 25000 series of plain red cars (no markings), and the RPCX 100 series — red cars, with large white "Ralston Purina Company" lettering, and a bold three-by-three checkerboard trademark. The April 1974 *Official Railway Equipment Register* did not show the MRS series, but it did show the RPCX series — 250 cars, numbered 100-350.

Also shown in the April 1974 ORER was a third series of 5100-cubic-foot RBLs: CNW 600500-600609. This was being done somewhat ahead of the fact — the CNW cars were built in June. These cars were reportedly leased to the CNW by Ralston Purina, which had leased them from U.S. Railway Equipment. They were delivered in U.S.R.E.'s red livery, with a black and white CNW herald applied.

By July 1975, all three of these series were listed: RPCX 101-350 (250 cars), CNW 600500-600609 (110 cars), and MRS 25000-25139 (140 numbers, but only 43 cars in the series).

One year later, though (July 1976) things had changed. The CNW's 110 cars were still intact, but the Ralston Purina fleet had decreased to 139 cars (series 101-171 and 173-240), and the Manufacturers Railway fleet had disappeared altogether. What had

happened?

First of all, there was the matter of RPCX cars 241-350. Did they ever exist? Probably not — note that these numbers would account for 110 cars — the same quantity that the Chicago & North Western was using in Ralston Purina service. It seems likely, then, that CNW 600500-600609 had at least been envisioned at one time as becoming RPCX 241-350.

The case of the MRS cars was a little harder to crack. Eventually, though, the answer became apparent: The higher-numbered RPCX cars, mostly in the 200 series, did not have the bold markings and lettering of the lower-numbered cars — in fact, a lot of them appeared to have been relettered and re-numbered. The one 200-series car seen with Ralston Purina logo appeared to have had a poorly-applied imitation of the original paint scheme.



RPCX 234 was built in 6-74. This is one of the newer RPCX cars that came from the MRS 25000s. (Mike B. Foley photo)

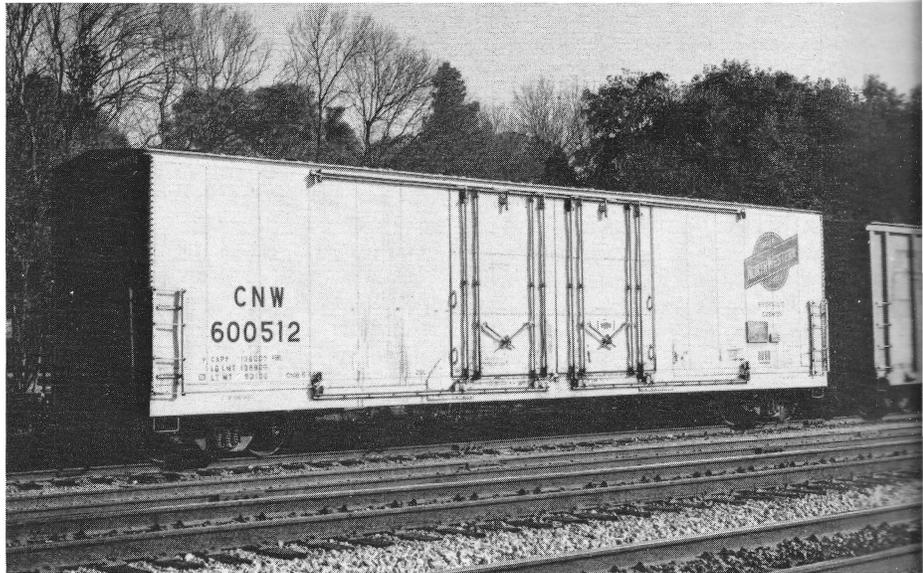


CNW 600580 is part of the series originally built for the CNW in 1974. It's shown here in its recent yellow and black scheme as painted by the CNW in 3-84. (David G. Casdorff)

A close examination of a couple of the 200-series cars, with the light hitting them just right, provided the answer. Under the number of RPCX 230, one could easily read "MRS 25000!" RPCX 239 was later found to be ex-MRS 25015. From the listing in the July 1975 *Equipment Register* showing MRS to have had 43 cars in the series, it was able to be concluded that the last 43 RPCX cars (i.e., RPCX 198-240) had originally been MRS 25000-25042. This was later borne out by observation: RPCX 198 was the lowest number observed on a car without the Ralston Purina logo and lettering.

The interesting thing to observe here is that RPCX 101-240 and MRS 25000-25139 both indicate quantities of 140 cars. Where the RPCX cars all supposed to have been originally lettered MRS? Or did the MRS cars in fact come after the RPCX cars, as an after-though (much as the CNW cars apparently had?). We never have found out. But from the experience with the CNW cars, the quantities involved, and the actual renumbering observed, it's safe to assume that the listing of RPCX 101-240 and MRS 25000-25139 referred to the same 140 cars.

The final chapter to this story came in late 1988, when the RPCX cars were transferred by their owner (now the Ite! Railcar Company, which had taken over the Evans Railcar Leasing Company, successor to U.S. Railway Equipment Company) to the Chicago & North Western Transportation Company. Through October and November of 1988, the RPCX cars had the colorful markings painted out as needed (many had been deprived of these markings in earlier repaintings), and were relettered and renumbered into CNW series 540300-540436. Thus, 137 cars from the 140 cars in the RPCX fleet have joined the 110 cars in CNW series 600500-600609 (all are still in existence, though their Ralston Purina assignments are now history), and the entire fleet, as it now stands, is together — for the first time!



## RAIL BORNE

by John L. Becker

### New 40'Fruehauf Dry Piggyback Trailer (HO scale)

Milepost 501 Hobbies has once again come to the rescue of prototype intermodal modelers with their new #501-2 HO scale 40' Fruehauf Dry (as opposed to a refrigerated type) piggyback trailer.

The prototype for this model was built between 1965 and 1977 and a lot of them are still in use today, both in intermodal service and the private trucking industry. The company I work for presently operates three of these trailers — all are ex VTRZ. These trailers — Fruehauf model number FBZ-9-F2-40 have proven to be real workhorses in the past and will continue to do the same well into the future.

The Model. First off, let me describe what the buyer will be getting when they purchase this kit.

The kit itself is comprised of injection-molded parts that will build two complete trailers. An advanced modeler will be able to kitbash these into a 45' van and a 28' pup with no trouble at all just by cutting off the parts of one trailer and assembling them with the remaining parts of the second trailer.

The buyer will be getting two sides, a roof panel, a floor section, a nose section, a rear door section, landing gear, bogie assembly, two metal axles, eight tires, four rims (two Budd rims and two five-spoke Fruehauf rims), mud flaps and four door rods for each trailer in the kit.

Tools are basically kept to a minimum for the construction of this kit. A hobby knife, small paint brush, small flat file, pair of tweezers, a couple of rubber bands, and of course, styrene cement (I use Plastruct's Plastic Weld cement and find this does an excellent job). Also a pair of rail nippers will come in handy.

Be extremely careful when removing the parts from the sprue as some of the parts can get damaged. A special case in point is the roof panel. Cut off the roof panel leaving some of the sprue attached. Next, take your rail nippers and CAREFULLY start nipping away the remaining sprue, then use your small flat (needle) file to touch up.

Another good area to point out here is the ability to interchange the parts between Milepost 501's two current trailer models (501-1 and 501-2). I.e., the modeler can put a two-rod door panel (MP 501-1) on the 501-2 kit and vice-versa. This can also be done with the nose panel to create an interesting change.

The rims and tires are simply beautiful with two different styles of rims offered — two-hole Budd rims and the ubiquitous Fruehauf five-spoke rims. The tires are molded with two different profiles — a Michelin profile on one side and a Goodyear profile on the other.

My only criticism of this kit is the way the landing gear location position is molded into the floor. But

this is easily corrected by chiseling off the three ribs on each outer side of the two slots and cementing the legs a scale 1/2-foot in from the edge of the floor panel. You'll notice you can't use the triangular landing gear brace so throw this part in your spare parts box. You'll have to cut a .015" x .030" styrene strip to fit between the two legs (about 5-1/4 feet to 4-3/4 feet HO scale). By using this method of attaching the landing gear, it will definitely improve this model's appearance and can also be used to correct the MP 501-1 model.

A painting list and appropriate decal list is included with the Kit — I have several already in UPS service on my layout. For the suggested retail price of \$9.95, I think this kit is well worth the money and most absolutely recommend it to anyone modeling the mid-Sixties to present era.

MilePost 501 does accept direct orders, although you must add \$2.50 postage and handling. The address is:

MILEPOST 501 HOBBIES  
16124 E. OLD VALLEY BLVD.  
LA PUENTE, CA 91744

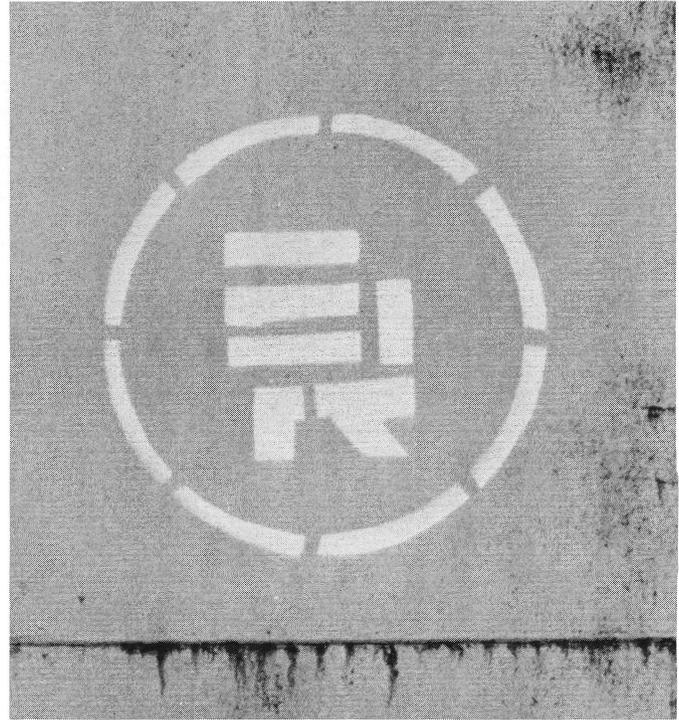
Looking to a future column now. I am conducting a survey. What is your favorite piggyback trailer livery. Please write me (postcard is great) and let me know . . . I'll publish the results in a future Rail-borne. — John L. Becker, Box 307, 54-4th Street, Biglerville, PA 17307.

# EL RENO'S BOXES

by David G. Casdorff



The Rock Island's El Reno shop's logo as it appeared in 1977. There are three other known versions of the "square" logo. This one is in all white. Another version has the "El Reno" (at the bottom) in black and the rest of the logo white. The third version has it in all white again but has no "El Reno" at the bottom. (Richard Yaremko photo).



The "circle" version of the El Reno shop logo as it appeared in 1978. At least two versions of this exist. This one has the dashed lines. The other known version has solid lines. These are also all white. (Richard Yaremko)



ROCK 505434 was originally delivered as part of RI 5425-5439. Note that when the ROCK refurbished or rebuilt these cars they added a "50" to four-digit number series. This is true with all the other cars shown here as well (a "5" was added if it was a five-digit numbered series). (Pete Arnold photo)



*ROCK 505361 was originally built in 1956 and is part of the ROCK 505360-505384 series. Formerly RI 5360-5384. (Pete Arnold photo)*



*ROCK 536031, makes a good prototype for the recently released McKean 50-foot outside braced ACF boxcar model in H.O. scale. The car comes from a series originally built in 1972 by ACF STL as RI 36000-36299. These were 70-ton loader equipped cars with a cubic foot capacity of 5285. (Pete Arnold photo)*