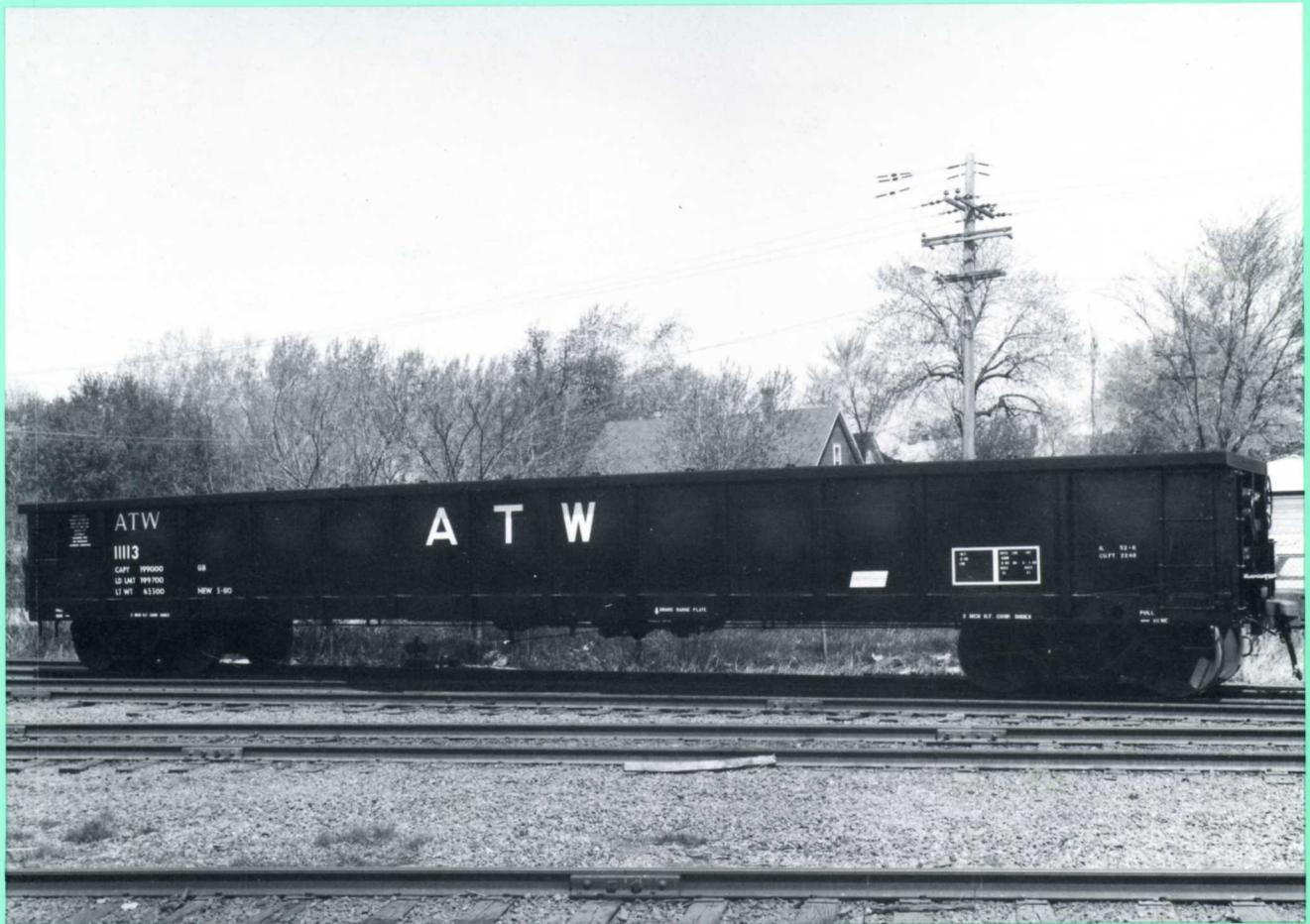


# EVANS GONDOLAS

THE 2240/2244-CU.FT. DESIGNS



by *James Kinkaid*

**May 1992**

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**FREIGHT CARS JOURNAL**

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**COVER PHOTO**

**ATW 11113** was built in May 1980 at the Blue Island plant. James Kinkaid collection.

**CHANGES OF ADDRESS**

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**NOTICE**

During the changeover to the new layout and electronic processing, I failed to include the volume numbers on *Freight Cars Journal* issues 41-44. These should all be volume 9, numbers 1-4. This issue is volume 9, number 5. Volume 9 will cover all issues published during 1992.

**RESEARCH REQUESTS**

*Mark T. Evans, 4007 Old Salem, Hutchison, KS, 67502* needs slides or prints of the following coil steel cars in original paint schemes: EL 9000-9049, 9050-9099, 9100-9174. DTI 1050-1084, 1100-1199. GTW 675095-675099. NYC 752000-752099.

*William K. Viekman, President of Pike Peak Historical Street Railway Foundation, 1785 Old Stage Road, Colorado Springs, CO 80906, (719) 471-1795,* is seeking information on CB&Q series BREX 74400-74697, wood-side/steel-end reefer cars, all said to be scrapped by 1971. But did any cars (or even car bodies) actually survive? Reward for information leading to purchase of one.

# THE EVANS 2244-CUFT GONDOLA

by *James Kinkaid*

Drawings by James Kinkaid

Roster by Eric A. Neubauer

The Evans Company, while perhaps not quite as well known as Pullman-Standard, ACF or Thrall, nonetheless accounted for many unique designs of their own in the field of railway equipment manufacture. Among the items produced by them were coil cars, flats, and bulkhead flats, tank cars, box cars, covered hoppers, (i.e. the 4780 design, *see* FCJ #41) and perhaps their most notable effort, the 5100 cuft RBL, (or "Blue Island Reefer"), made ever so much more popular due to the wide diversity of paint schemes applied. Evans also produced a 52-foot, 100 ton mill gondola .... the subject of this article and drawings.

In the the mid-Seventies, the Southern Iron and Equipment Company of Atlanta, GA, (SIECO ATL), started the manufacture of this gondola design. By the 1980's, SIECO was under the control of the Evans Company, who then produced these cars, under their specification number 8200. This series of cars has several important spotting features which distinguish it from all other gondolas: An all welded construction; large 6" x 6" square lower side sill made up of a 13" x 20.7# channel, flanges turned in, and trapezoidal shaped gussets attached to the posts at the top of the 13" channels. The use of this channel as a lower side sill member is certainly not unique to Evans: Berwick/Whittaker, for example made gondolas with these features also. Gondolas with side post gussets are fairly rare, but also not an Evans exclusive, as witnessed by the Thrall-built DRGW 6029. However, the combination of these two design elements clearly comprises the best spotting feature of an Evans-built 2244 gondola. The Evans cars are listed in their equipment diagrams as being 2244 cuft., as are the *Official Railway Equipment Register* listings. There is no dimensional change from one marked 2244 versus another that might be marked as 2240. No cars were known to be equipped with either cushion underframes or roofs. There is evidence that some cars were equipped with a "heavy-duty" version standard of underframe, but no details are available at the present time.

When production first started at SIECO in 1975, the first order went to the Maine Central, for 75 cars. Production continued at that facility on through 1981, although not as a continuous run.

As noted above, about 1980, SIECO came under the control of Evans, and one of their other subsidiaries, the United States Equipment Company (USEX), began making this style of car also, both at the Blue Island, IL facility (USEX BI), and at their Washington, IN plant (USEX WA). As far as can be ascertained, the USEX BI production run of these gondolas only existed in 1980 and only a small number of USEX WA cars were built, all in 1981. The approximate total production run from all three facilities was about 2125 cars.

While all of the 2240/2244 cuft cars were built to the same general plans and specifications, there are several important distinctions to be made between the SIECO ATL cars and those made at the the USEX plants. All SIECO cars had 7" wide ribs at the body bolster centerlines, with 5" ribs elsewhere. All USEX cars had 5" ribs the entire length of the car side. This would presumably be done as a cost saving measure, it being cheaper to make and stock one size instead of two. In addition, the early (pre-1978), SIECO cars lacked the large towing holes and attendant reinforcement plates near each corner of the car. All post 1978 SIECO and all of the USEX cars had these items. The 1978 SIECO cars, for Amtrak, were slightly different than either the pre or post 1978 cars in that the tow rings were provided on the car sides. Either these cars were some sort of a transitional design, or Amtrak, who uses these cars for online trackwork, (and therefore not too concerned about these cars winding up all over the country in scrap yards and mills .... with the consequent tow induced damages to the car sides and steps), decided that two rings would suffice.

A third variation on the SIECO-USEX gondola design exists: The CNW cars. These cars, built by SIECO ATL in 1980 had higher sides than the regular production run cars, and are listed as having a capacity of 2493 cuft. Cars 130000-130039 were modified early in their careers with end bulkheads by the CNW. The first Equipment Register listing of cars with bulkheads occurred in the October 1981 issue, at a full 40 cars, and the AAR mechanical designation changed from GB to GBS. Thirty-nine cars were still listed in the April 1991 issue of the ORER. Most of these bulkhead equipped cars, if not all, have since had their bulkheads removed. Some cars were also equipped with a continuous tie down rodding along the top chords; whether this is related to the bulkhead installation is not known.

This car design is very simply built indeed, and is noteworthy in that it utilizes an absolute minimum of pressed/formed parts and virtually no rivets; these only being used at the ladders, handgrabs and so forth. About the only pressed parts to be found are the hat section side posts, with just about everything else being standard structural steel shapes. The top chords are 6" x 6" square tube sections; the side sills are 13" channels and the center sill is a 13" x 41.2# zee section. The ends are also manufactured from standardized items: Starting with 4" x 7.7# "I" beams laid sideways, with 1/2" thick sheet steel stiffener straps welded over them. Note that on the pre-1978 cars, these stiffener straps did not extend the full width of the car end (also note that the CNW high-sided cars had the centerlines of the beam/stiffener groups spread slightly). All cars manufactured, irrespective of build dates or location, had

the 3/8" thick stiffeners bent in at the bottoms. The car bolsters are of fabricated steel plate, 1/2" thick, and the car crossbearers are 5/16" thick. Of note is the fact that the 3" x 5.7# "I" beam floor stringers are cut to fit up between the bolsters and crossbearers. The stringers between the bolsters and the first crossbearers inboard are heavier - 3" x 7.5#. The interior of the car is of unpainted steel plate, with 1/4" thick sides and 3/8" ends. The floor is made up of five 3/8" thick steel plates, butt welded, with the welds laid crosswise to the car centerline. The center three floor plates are 11'1-1/2" long, and the two floor plates at the ends are 9'5-7/16" long. Although different lots of cars were equipped with different items, all cars that I inspected were equipped with Ajax® handbrakes, American SAB double-acting slack adjusters, and Barber S2 100-ton trucks. Truck springing is via the D-5 arrangement, with 28 outer and 36 inner coils.

Evans had the practice of building a production lot (or run), of a number of cars at one time, whether or not buyers were actually on hand (these lots, by the way, were not placarded or stamped on the car themselves, such as might be done by Pullman-Standard or ACF). The cars from the "stock lots" were generally kept on the property and sold/shipped as necessary. Not all cars from these stock lots were assigned reporting marks, and there are cases wherein cars were assigned marks (USLX being the only known marks, but there may have been others), but never placed in the Equipment Registers.

Itel Rail, who now controls the Evans assets, still leases many of these cars and they move around between lessees quite frequently. See the roster for more complete details.

The SIECO/EVANS/USEX 2240/2244 gondola is unusual in several respects. First, it is somewhat rare. While

advertised originally as a mill gondola, the general usage at present seems to be primarily in scrap service, especially the Boston and Maine and Maine Central cars. The chances of seeing one of these cars on any given train are fairly low, unless it has scrap service cars in it.

The other thing that this car was seemingly designed with the modeler in mind, what with it's all welded construction, lack of dreadnought end and overall easily duplicated features. Since the design has been around since 1975, a considerable time span for modeling exists. Amazingly enough, there exists at least three decal sets for this car in HO scale (I was unable to locate any in any of the other scales though), all Herald King brand:

Set #: G-620, Boston and Maine.

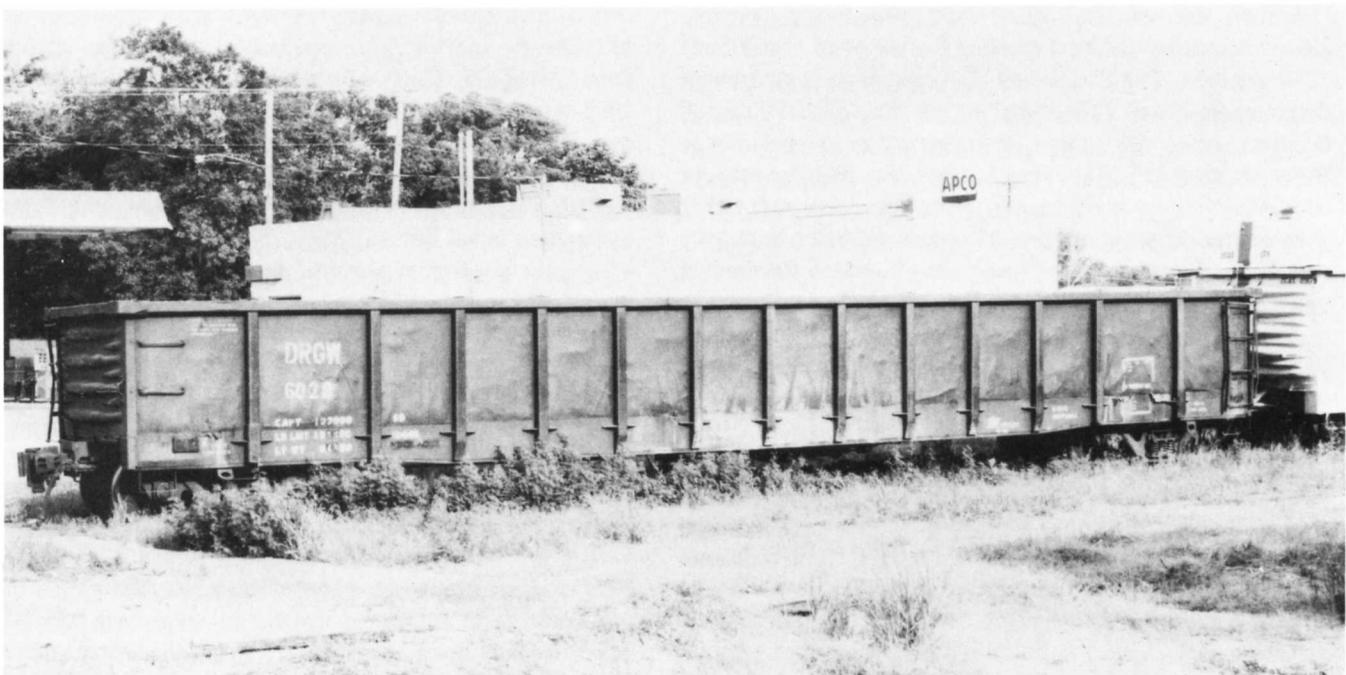
Set #: G-880, Maine Central.

Set #: G-22, Chicago and Northwestern.

The decal drawing for the BM cars is wrong, but the car numbering is correct. The CNW decals are for the 130000 series, which is the high-sided car type.

#### ACKNOWLEDGEMENTS

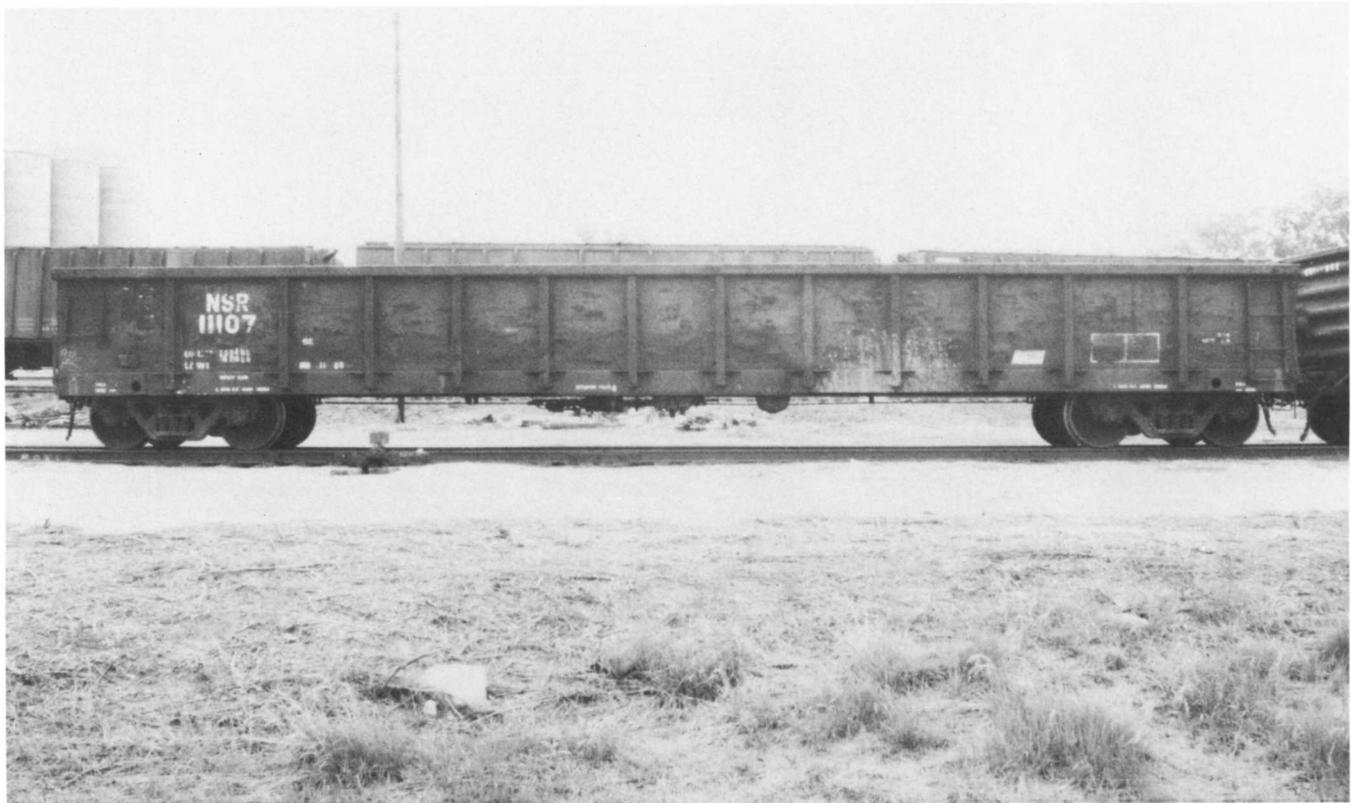
Two folks deserve special mention on this project: C.T. Bossler and Mr. Jim Faoro (of Itel Rail). Craig most graciously helped out with the numerous photographic items, and he had notes and sketches of the MEC cars. Jim was most helpful with background information, without which, the roster could not have come together. Thanks also go to Al Chione and Chuck Yungkurth (of Rail Data Services) for thier permissions to use some photo items. Thanks also to Eric Neubauer for the roster help.



(Above) DRGW 6029. This is *not* an Evans car - Don't let the gussets at the side posts fool you. This is in fact a Thrall product, built in 7-80, TC CH, job 782 #323. James Kinkaid photo.



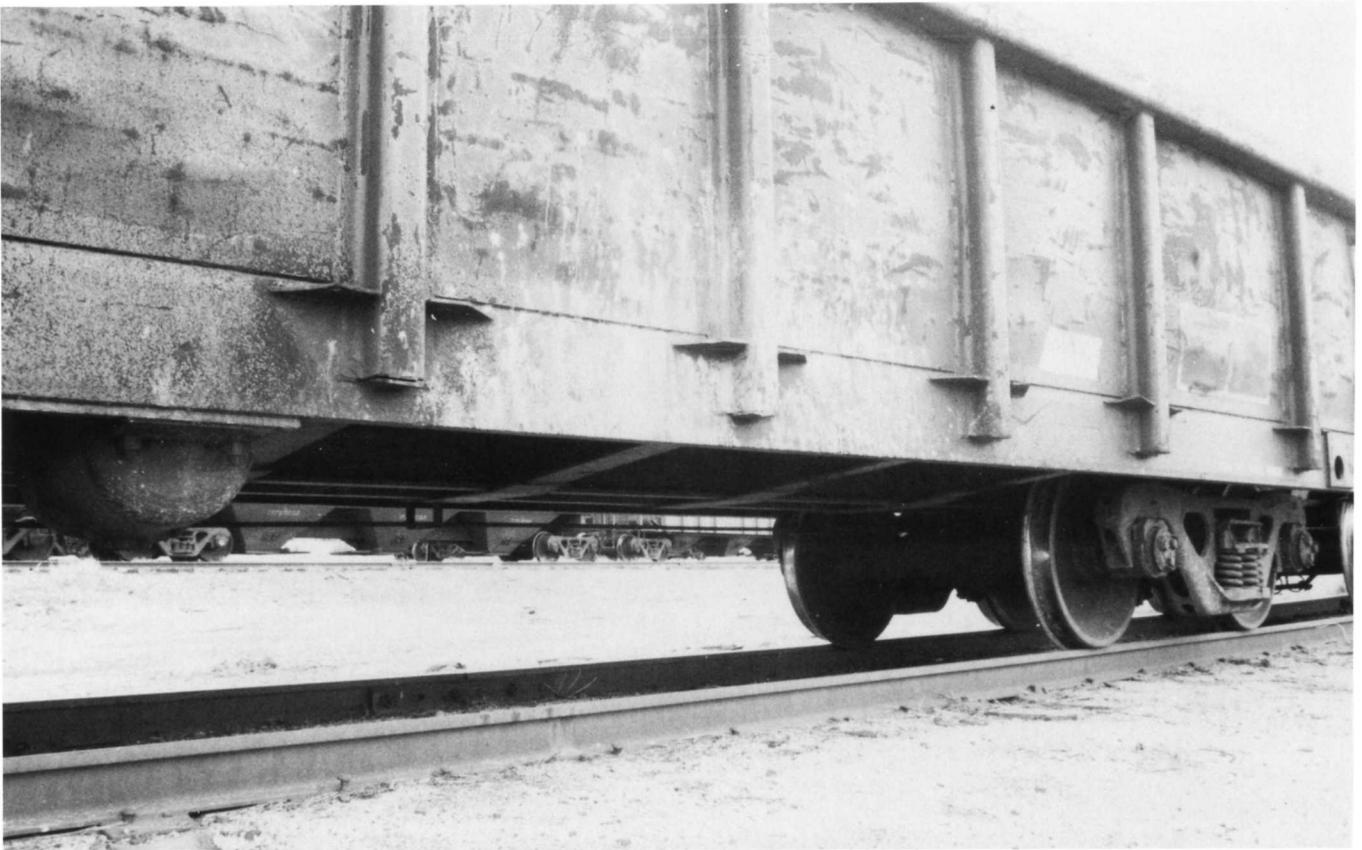
*(Above)* NSR 11107 was built at USEX BI, 1-80. Note the tow holes above the trucks. Painted black with white markings, currently in scrap service. James Kinkaid photo. *(Below)* Another view of NSR 11107. James Kinkaid photo.



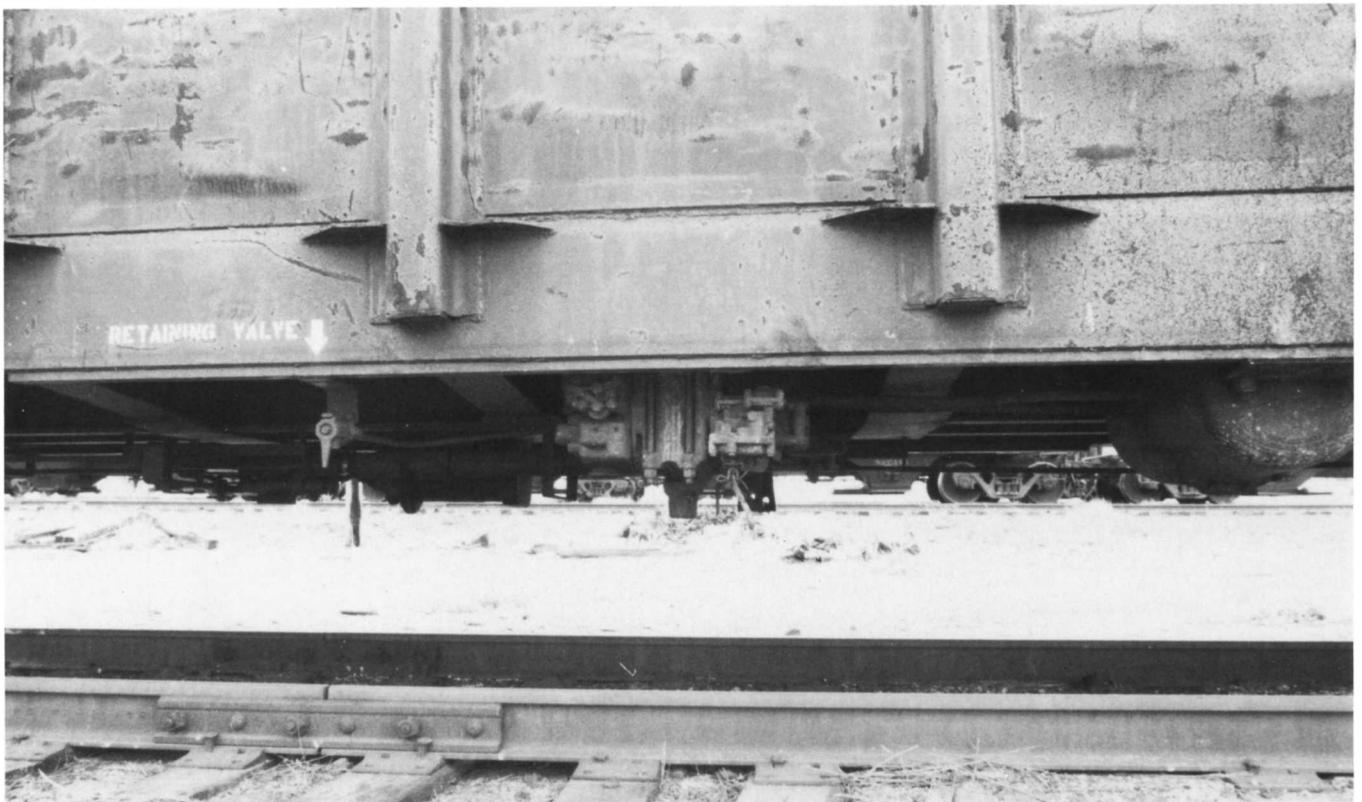


(Above) NSR 11107, "B" end view. Of particular note are the vertical stiffeners which are bent in at the bottom. Also note the heavy demarcation line between the car side and the lower side channel. (Below) NSR 11107, "A" end view. Of particular note here is how the 6"x6" top chords project out past the car ends. Note also the "2240" cuft capacity markings. Both photos by James Kinkaid.





*(Above)* NSR 11107, close up on side. *(Below)* A nice view showing the gussets and the underside of the car. Note how the side posts are capped on the bottoms. Both photos by James Kinkaid.



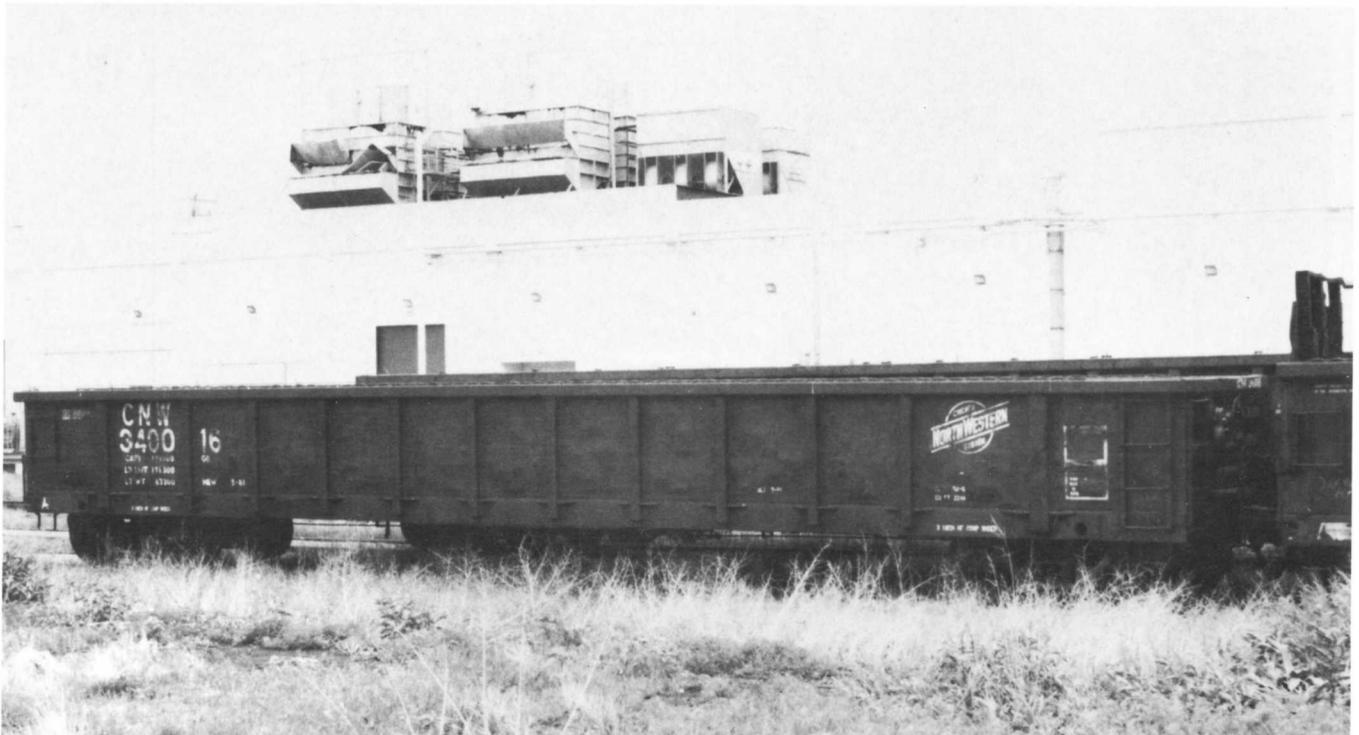


*(Above)* NSR 11107. This view was taken from the side ladder and looks across the car. The smooth side sheets and floor make for an exceptionally clean interior. *(Below)* This view should give you a better understanding of how the end beams were arranged with the stiffeners welded over them. The bases of the four-inch "I" beams are hidden by the stiffeners. Both photos by James Kinkaid.





(Above) CNW 130000, the class car of the 130000-130299 series (SIECO ATL, 5-80). What's left of one of the bulkheads can be seen at the left end of the car. Note that the last two "00" digits have a different style than the rest. This car also has a continuous tie down rod (not used very often in scrap service). May 1991. (Below) CNW 340016. This car illustrates the height difference between the 2244 and the 2493 cuft cars (note CNW 130000, on right). May 1991. Both photos by James Kinkaid.





(Above) BM 9061 in Reading, PA on April 26, 1976. (Below) ICG 246100 on June 26, 1988. Both photos by C.T. Bossler.





(Above) AMTK 13376 in Reading, PA on June 12, 1988. (Below) GTW 148011 in Reading, PA on July 23, 1987. Both photos by C.T. Bossler.



**EVANS GONDOLA CARS. Original Production 1975-1981**

<i>Init</i>	<i>Numbers</i>	<i>Quant</i>	<i>Cap/AAR</i>	<i>CuFt</i>	<i>Plant/Built</i>	<i>Notes</i>
MEC	1100-1174	75	200GB	2244	SIECO ATL 10 = 11-75	Green.
BM	9000-9099	100	200GB	2244	SIECO ATL 1-76	Orange.
AMTK	13031-13036	6	GB	2244	EP?	
AMTK	13200-13403	204	200GB	2244	SIECO ATL 4 = 6-78	Orange.
MKC	2000-2009	10	GB	2244	EP?	1978?
CHTT	653550-643649	100	199GB	2240	USEX BI 4-80	Itel.
AR	2000-2024	25	199GB	2240	USEX BI 4-80	Itel. Black
ATW	11050-11124	75	199GB	2240	USEX BI 4 = 5-80	Itel. Black
CIC	1300-1399	100	199GB	2240	USEX BI 5-80	Itel. Red
ICG	246100-246199	100	199GB	2240	USEX BI 6-80	Itel/Interail
OCTR	5500-5629	130	199GB	2240	USEX BI 8-80	Itel. Black
CNW	130000-130299	300	197GB	2493	SIECO ATL 5 = 6-80	Itel. Black. CNW 130000-130039 (40 cars) Bulkheads in 1981.
GTW	148000-148199	200	199GB	2244	SIECO ATL 6 = 8-80	Itel. Blue.
WSOR	5630-5829	200	199GB	2244	SIECO ATL 3 = 4-81	Itel. Black.
USLX	40200 + 40599?	200	199GB	2244	SIECO ATL 4 = 5-81	Itel. Black.
ICG	246850-246949	100	200GB	2240	USEX WA 10-81	Itel. Black.
NACR	100100-100299	200	200GB	2240	USEX WA 11 = 12-81	Itel. Black.

**EVANS GONDOLAS. Dispositions Roster through 1991.**

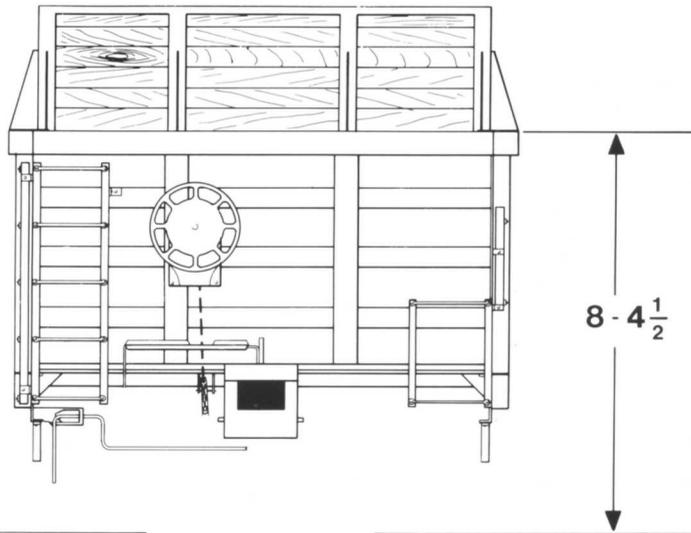
<i>Init</i>	<i>Numbers</i>	<i>Quan</i>	<i>Previous series/Disposition</i>
AR	2000-2024	75	new, no dispositions.
ATW	11050-11124	75	new, to IRRC (25) ETRY (10) FRDN (40).
BRG	40206 + 40594	(100)	ex USLX 40206 + 40594 in 1984 to CNW (100).
BJRY	643 + 649	(5)	ex PPU 643643 + 643649 in 1985 to CAGY (5).
BVRY	5500 + 5629	(90)	(30) ex OCTR 5500 + 5629 in 1983. (35) ex OCTR 5500 + 5629 in 1984. (25) ex PNER 5500 + 5598 in 1984. to UMP (15) ? (3).
BVRY	5700-5705	(6)	ex FRDN 100100 + 100296 in 1988.
BVRY	5706-5745	(40)	ex CNW 130300 + 130359 in 1989.
CAGY	1801-1825	(25)	(5) ex BJRY 643 + 649 in 1986 (2 directly from PPU?). (11) ex IAIS 11109 + 643647 in 1986. (4) ex IAIS 643554 + 643647 in 1986. (5) ex ? in 1986.
CHTT	643550-643649	100	new, to PPU (20) ETRY (20) IHRC (15) FRDN (20) IRRC (25).
CIC	1300-1399	100	new, to IANR (10) CNW (60) GMSR (10) retired (2).
CNW	130300-130359	(60)	ex CIC 1300-1399 in 1984 via MRCX 2 + 34? to NSR (10) BVRY (40) HS (?).
CNW	130360-130389	(30)	ex ? in 1988, nee (OCTR) to ? (2) NSR (15) ? (13).
CNW	340000-340099	(100)	ex BRG 40206 + 40594 in 1986.
CNW	340100-340299	(200)	ex WSOR 5630-5829 in 1986 via TSBY.
CNW	340300-340389	(90)	ex MKT 40227 + 40480 in 1988.
CNW	340390-340399	(10)	ex USLX 40200 + 40599? in 1988 via?
CSL	301-330	(30)	ex ICG 246850 + 246949 in 1988 to WGR (30).
CSS	41052 + 41200	(50)	ex FRDN 41052 + 41200 in 1988 to WICT (50).
CSXT	483104-483153	(50)	ex FRDN 41121 + 41192 in 1988.
CWP	300-399	(100)	ex NACR 100103 + 100299 in 1984 to IANR (5) WSOR (95).

**EVANS GONDOLAS. Dispositions Roster through 1991 (cont'd)**

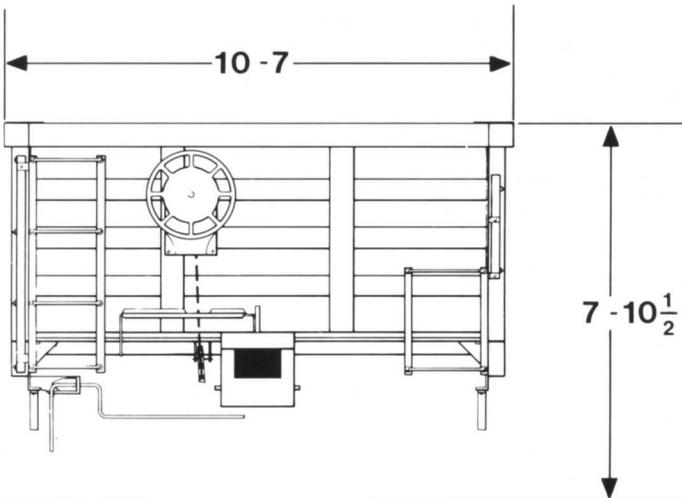
<i>Init</i>	<i>Numbers</i>	<i>Quan</i>	<i>Previous series/Dispositions</i>
ETRY	200-219	(20)	ex CHTT 643550 + 643649 in 1984.
ETRY	220-229	(10)	ex ATW 11055-11094 in 1984.
FRDN	41050 + 41099	(40)	ex ATW 11050 + 11094 in 1985.
FRDN	41100 + 41209	(110)	(95) ex WSOR 300 + 399 in 1985 (306,310 not reno?) 41105. (15) ex PPU 643573 + 643642 in 1985. to CSS (50) CSXT (50).
FRDN	41210-41283	(74)	(5) ex IANR 330 + 389 in 1987. (10) ex IANR 1304 + 1379 in 1987. (15) ex IHRC 3587 + 3647 in 1987. (44) ex IAIS 11109 + 643584 in 1987.
FRDN	100100 + 100296	(100)	ex USLX 100100 + 100296 in 1986 leased to SPT Co. to BVRV (6) WCRC (94).
FRDN	643554 + 643647	(20)	(10) ex CHTT 643554 + 643647 in 1982. (10) ex CHTT 643554 + 643647 in 1984 to IRRC (19).
GMSR	1305 + 1395	(10)	ex CIC 1305,24,35,39,55,75,76,78,89 in 1986.
HS	41210-41284	(75)	ex ? in 1989 nee CIC?
HS	41285-41299	(15)	(10?) ex CNW 130300 + 130359 in 1989.
IAIS	11100-11124	(25)	ex IRRC 11100-11124 in 1984 to CAGY, FRDN, NSR (10).
IAIS	643550 + 643584	(44)	(25) ex IRRC 643550 + 643584 in 1984. (19) ex FRDN 643554 + 643647 in 1985 to CAGY. FRDN.
IANR	330 + 389	(5)	ex CWP 330 + 389 in 1985 to FRDN (5).
IANR	1304 + 1379	(10)	ex CIC 1304,11,13,18,31,41,48,53,54,79 in 1985 to FRDN (10) excl 1341 to ? in 1990.
IC	245800-245849	(50)	ex ? in 1989 nee NACR? no dispositions.
ICG	246100-246199	100	new, retired (2).
ICG	246850-246949	100	new, to CSL (30) WGR (70) via?
IHRC	2101-2109	(9)	ex ? in 1989.
IHRC	3587 + 3647	(15)	(13) ex CHTT 643587 + 643600 in 1983. (2) ex CHTT 643587 + 643647 in 1985 to FRDN (15).

**EVANS GONDOLAS. Dispositions Roster through 1991 (cont'd)**

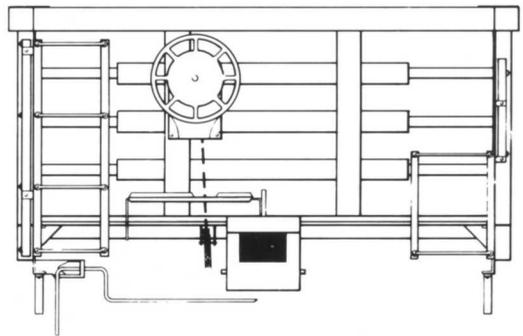
<i>Init</i>	<i>Numbers</i>	<i>Quan</i>	<i>Previous series/Dispositions</i>
IRRC	11100-11124	(25)	ex ATW 11100-11124 in 1982 to IAIS (25).
IRRC	643550 + 643584	(25)	ex CHTT 643550-643584 (via ATW?) in 1983 to IAIS (25).
MKT	40227 + 40480	(90)	ex USLX 40227 + 40480 in 1984 to CNW (90).
NACR	100100-100299	200	new, to FRDN (100) CWP (100).
NSR	11100 + 11110	(10)	ex IAIS? 11100 + 11110 in 1988.
NSR	130346 + 130358	(10)	ex CNW 130346,48,49,51-53,55-58 in 1989.
NSR	130360 + 130375	(15)	ex CNW 130360-71,73-75 in 1989.
OCTR	5500-5629	130	new, to PNER (25) UMP (40) BVRY (65).
PNER	5500 + 5599	(25)	ex OCTR 5500 + 5599 in 1983 to BVRY (25).
PPU	643573 + 643649	(20)	ex CHTT 643573 + 643649 in 1984 to BJRY (5) FRDN (15).
TSBY	5630-5820	(200)	ex WSOR 5630-5829 in 1984 to CNW (200) all 200?
UMP	5500 + 5620	(55)	(40) ex OCTR 5500 + 5598 in 1983. (15) ex BVRY 5500 + 5620 in 9-87 to ? (14) in 1988.
USLX	100100 + 100296	(100)	ex NACR 100100 + 100296 in 1984 to FRDN (100).
WC	6300-6393	(94)	ex FRDN 100100-100296? in 1988.
WICT	41052 + 41200	(50)	ex CSS 41052 + 41200 in 1991.
WGR	301-330	(30)	ex CSL 301-330 in 1990.
WGR	331-400	(70)	ex ICG 246850 + 246949 in 1990 via?
WSOR	300 + 399	(95)	ex CWP 300 + 399 in 1985 to FRDN (95) 306,310 excl.
WSOR	5630-5829	200	new, to TSBY (200).



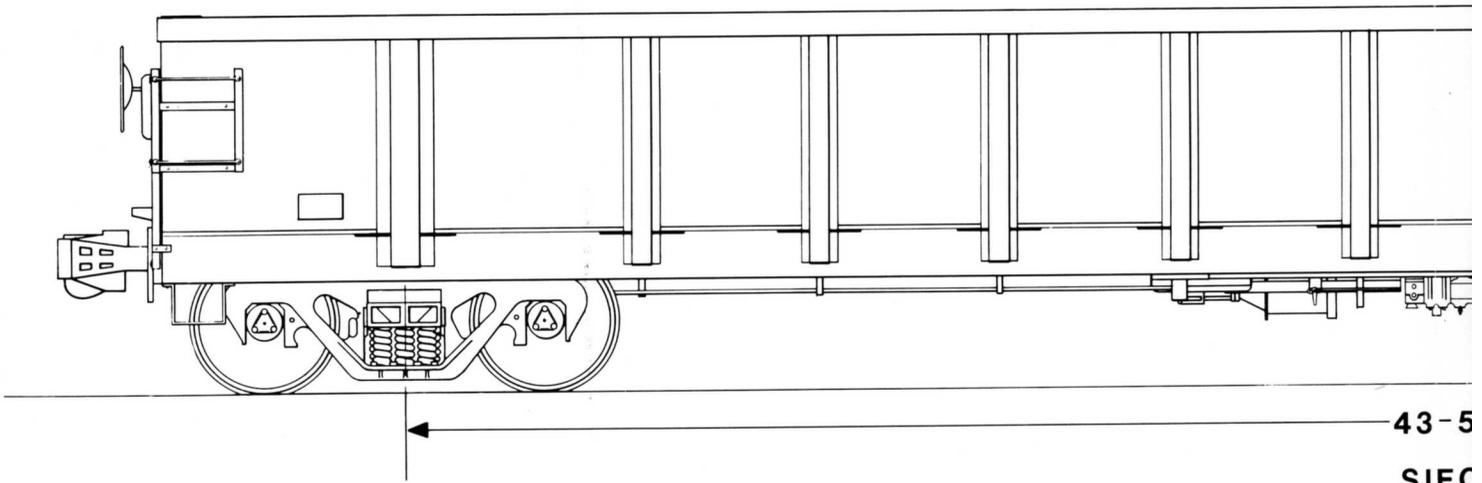
SIECO-CNW



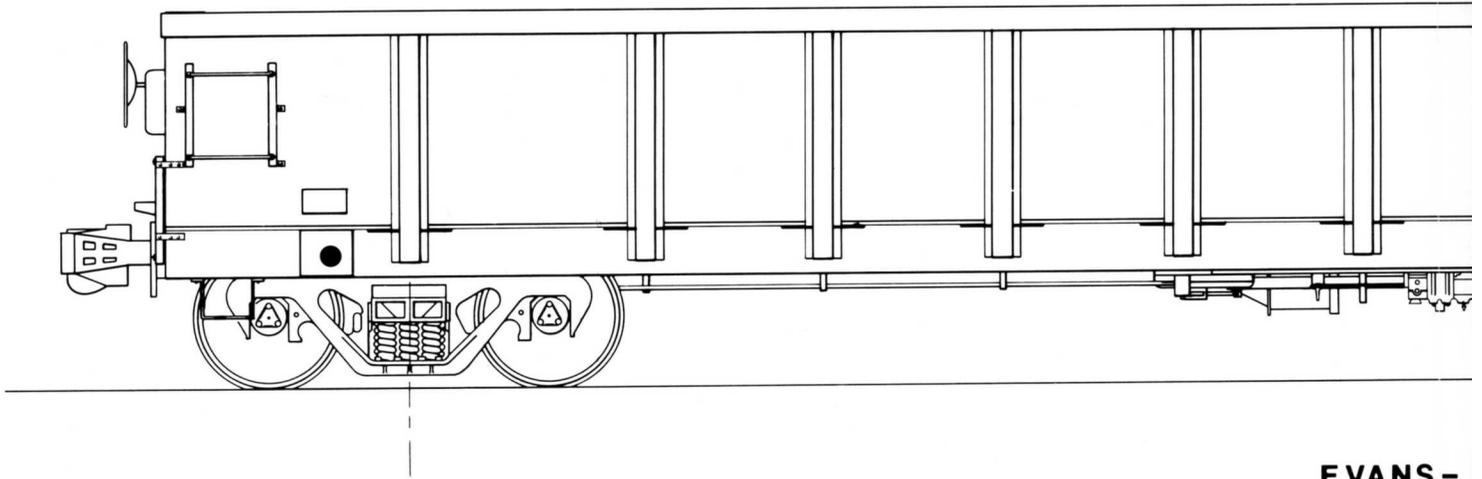
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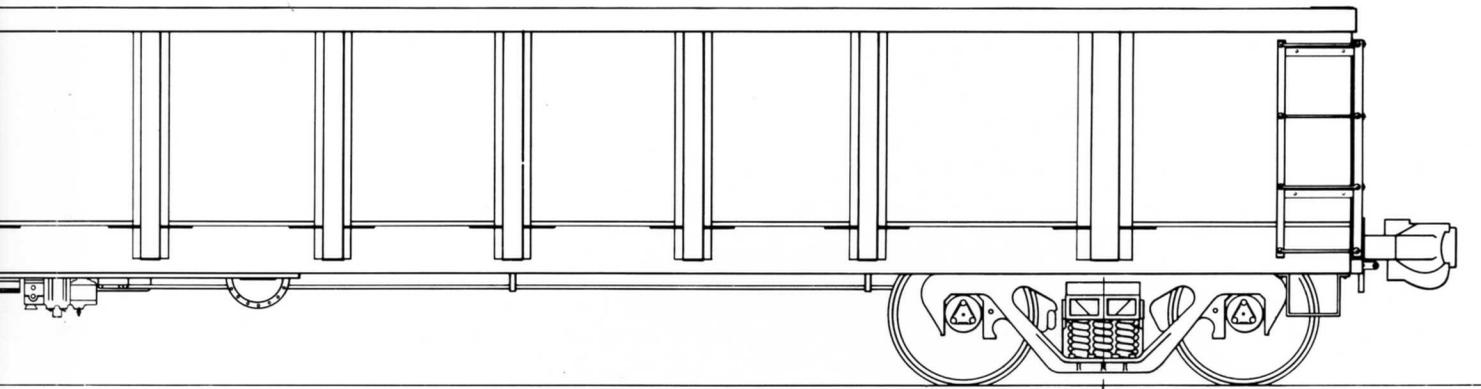
USEX



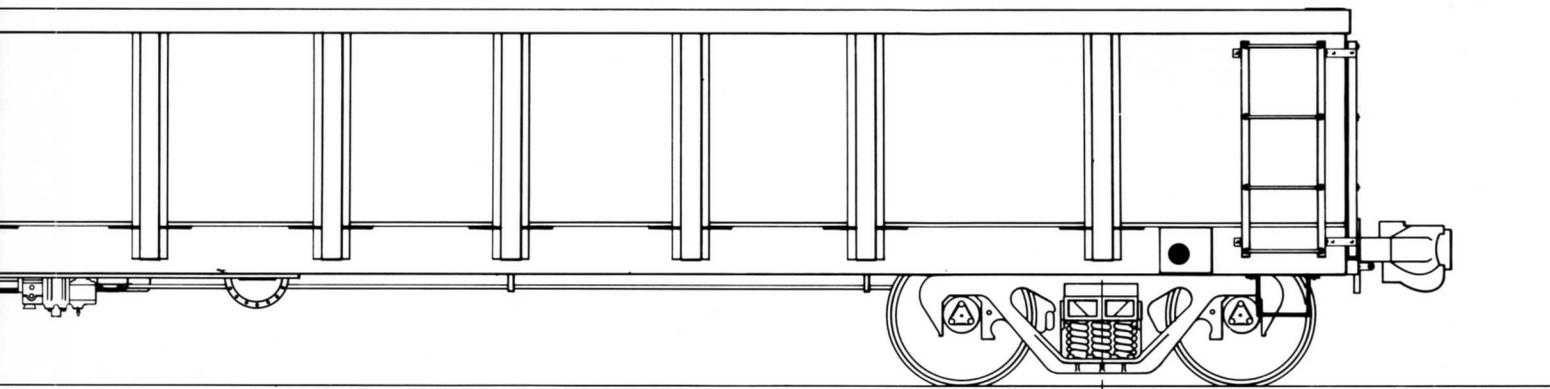
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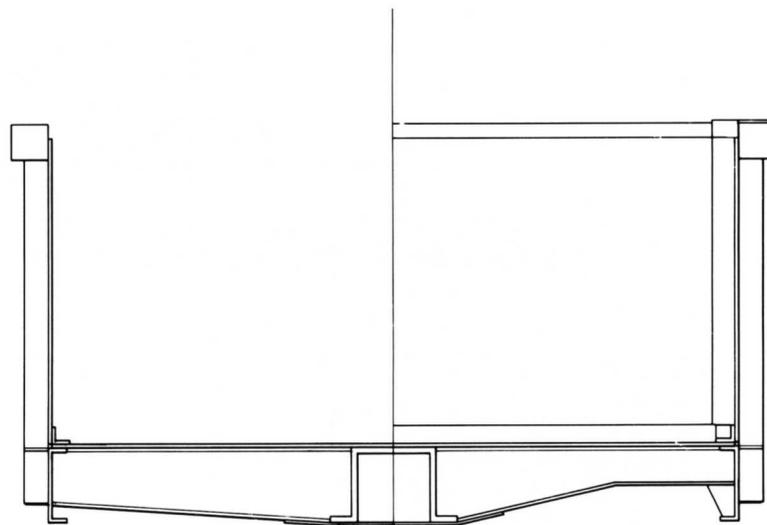
EVANS-



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SIECO

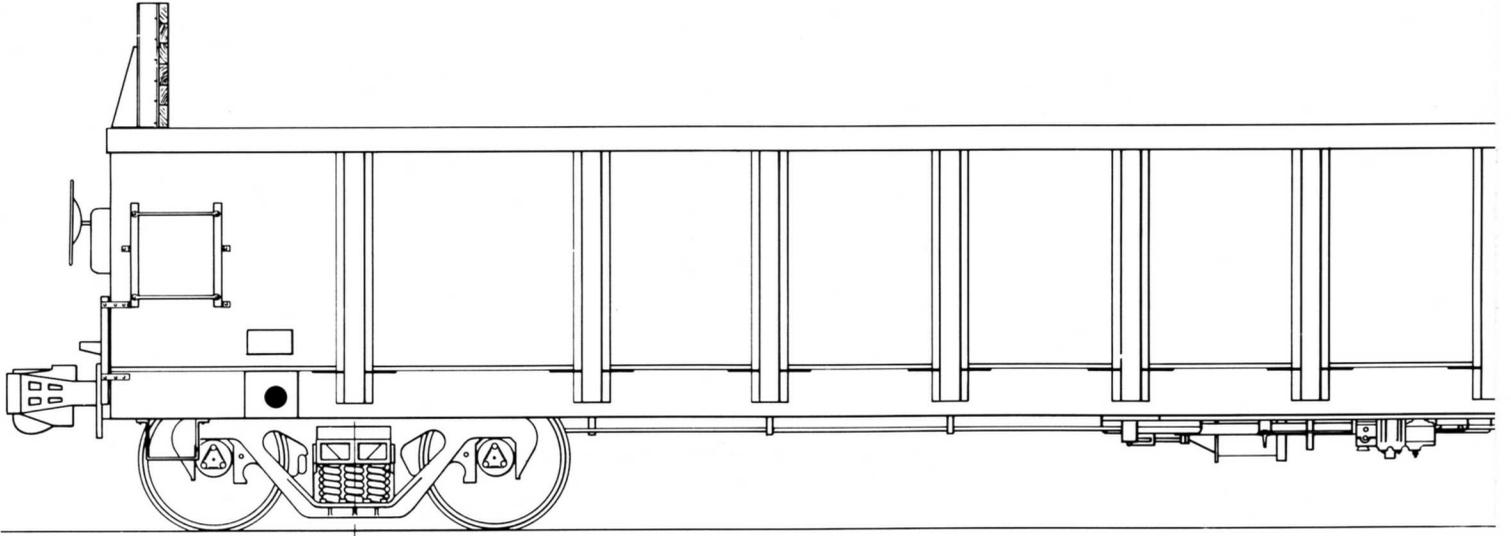


NS-USEX

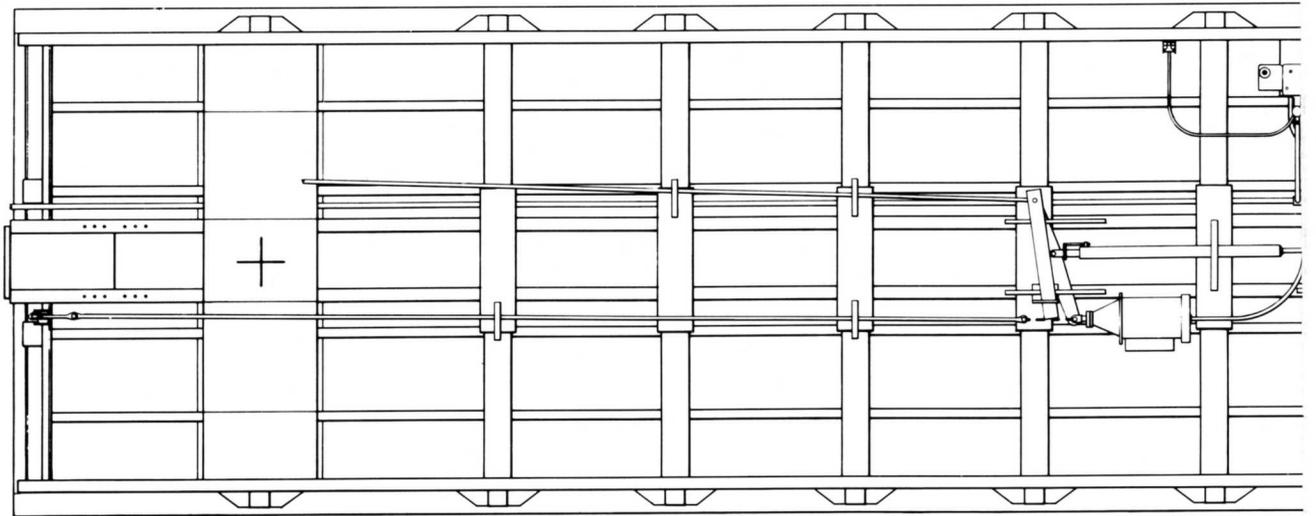


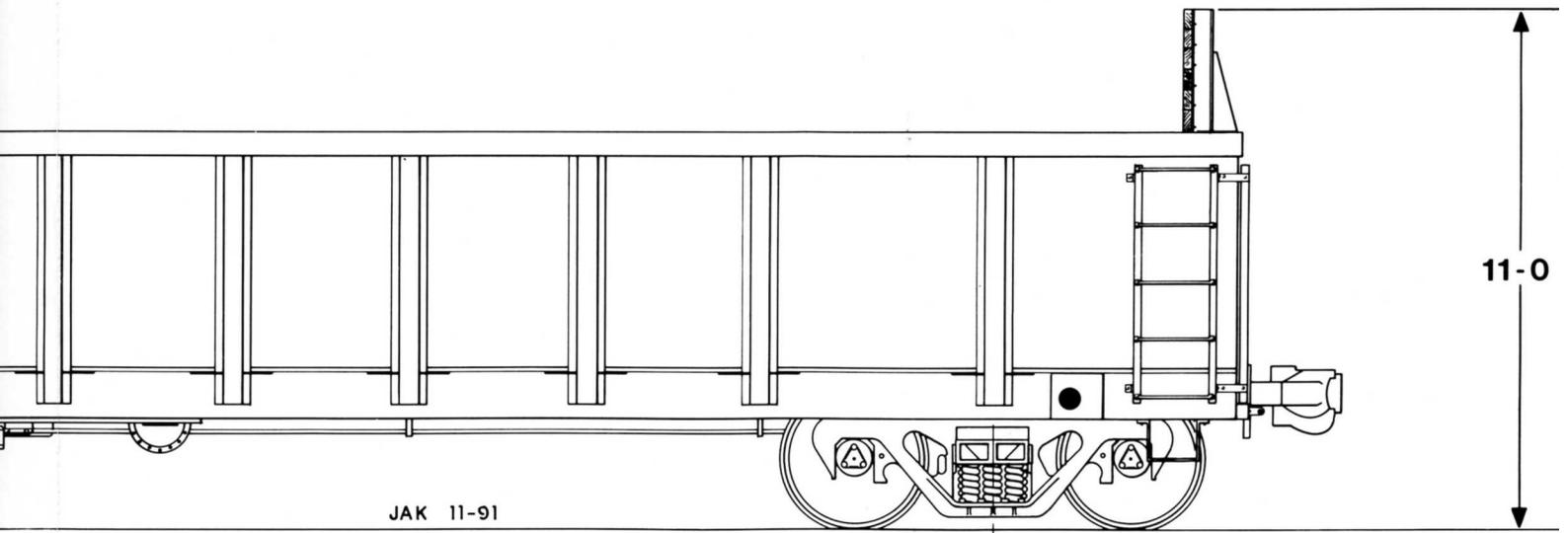
Crossbearer

Bolster

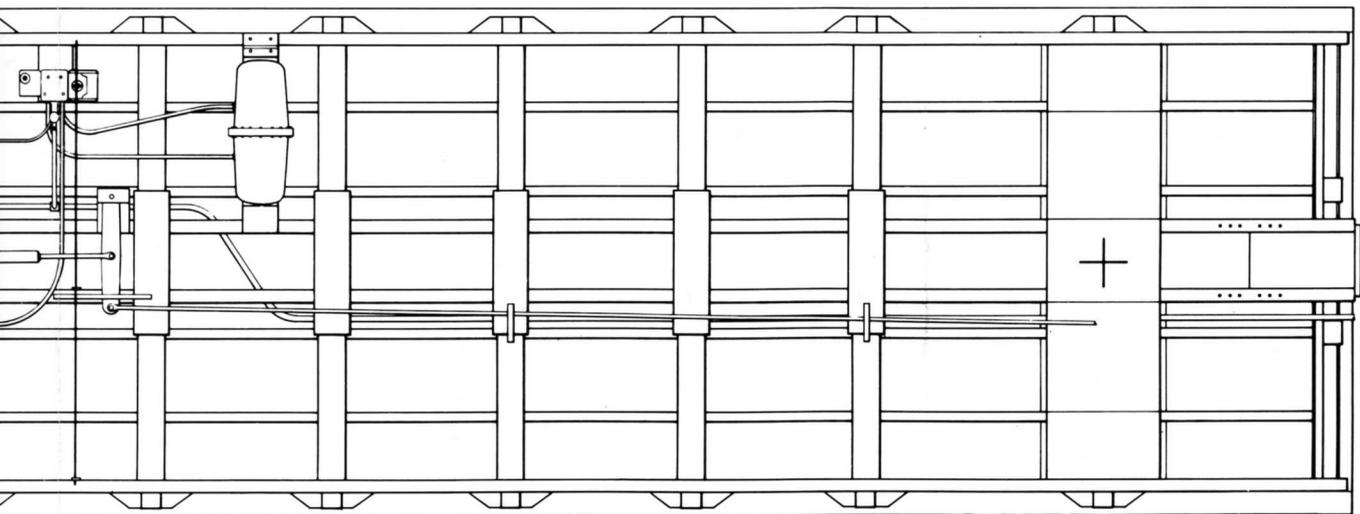


**SIECO - CN**





-CNW



## BACK ISSUES-FREIGHT CARS JOURNAL

10. Modeling SP 605550-605699 series box cars. Reading 8-wheel caboose. Utility Fuels Inc roster. SP train consists:CZLAT. \$4.00
12. Lehigh & New England freight car roster. News. \$2.00
- 13/14. Fishbelly Hopper Cars. Modeling Monon No.1. Stack car update. \$4.00
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