

# FREIGHT CARS

## JOURNAL Nº 65



THE  
**PULLMAN-STANDARD**  
BUILDERS PHOTO COLLECTION  
*PART ONE—Cars of the D&RGW, SP and SSW*  
by James Kinkaid

The Cotton Belt, more properly named as the St. Louis Southwestern Railway, was in the fortunate position to have ordered a group of PS-1 40' boxcars that included Pullman-Standard's 75,000th PS-1. Here, SSW 75000 is shown at Pullman, apparently prior to a demonstration tour. This car was a part of a four car fleet, all of which were specially marked cars. SSW 75000 was specially renumbered for this exercise, as the "real" 75000 was a 52' gondola, built in 1941 by the Cotton Belt. Based on Pullman and Cotton Belt records, it is surmised that this car is out of lot 8299 from Bessemer. This was an order for 350 cars, in the series 34800-35149.

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Editors: D G Casdorff, E A Neubauer, and J A Kinkaid. Please address all correspondence to Freight Cars Journal P O Box 2480 Monrovia CA 91017. Whilst every effort is made to ensure the accuracy of the information and data forming the content of this publication, the authors, editors and publishers cannot be held responsible for errors or omission, or for any loss or damage occasioned by any person using the information contained in this publication.

## PREFACE

This will be the first part of an upcoming series that we hope will be of substantial importance to freight car historians for some time to come. During my talks with some of our readers, it has been brought to my attention that many of you dear folks would like *Freight Cars Journal* to provide more historical coverage. By that, I mean that many people would like to also see items about equipment of the past, particularly in the mid-fifties and on.

To help address this issue, we are going to undertake a multipart series presenting many of the Pullman-Standard and Evans builder's photos that we currently have on file. For those of you who also read *Mainline Modeler*, perhaps you have noticed that the *Freight Cars Journal* byline has appeared on many photos that accompany articles by myself and others. These are coming out of the collection that I currently reside over.

To provide some background, please let me describe what has happened, and also provide some information on the collection. To start with, this collection was provided via the generosity of Mr. Jim Faoro. Jim was the technical services manager at ITEL Rail when they owned the Pullman-Standard leasing assets. When ITEL decided to divest the Pullman line, they also decided to dispose of the extensive filmwork. However, Jim, who had helped me out with several *FCJ* projects, knew of our lasting commitment to the recordation of freight car data, and donated the entire collection to ensure its continued existence.

To begin with, this is probably the only complete set of these builders photographs in existence. While the Smithsonian does have many of the earlier Pullman and Haskel and Barker items, our collection pretty much starts where theirs stops. I have been in extensive contact with Trinity industries, who acquired the manufacturing rights to the Pullman-Standard line, and to General Electric Railcar Services, who took over the leasing end of the deal. In neither case have we uncovered so much as a single negative, nor any filmwork. It would appear that Pullman needed room some years back, and issued instructions to burn most of the negatives then on file. Fortunately, this single set of prints survived.

## FILMWORK PARTICULARS

The quality varies. At the time that the filmwork starts, in the mid to late fifties, the quality is generally good: most of it is 8 x 10", and what is not are good quality 4 x 5" contact negatives. Going into the 60's, the size generally gets smaller, but the quality pretty much stays the same. By the 80's though, many prints, while small, are in color and B&W. And to top it off, by then, some industrious soul had marked thru the middle of some prints with a blue magic marker, noting the negative number. However, it must be said that regardless of the discrepancies on the actual piece of filmwork, **ALL** of it is historically important. In most cases, I doubt that another builders view exists.

We are going to present these builders views "as-

is". However, it is my hope that finances and time will allow me to acquire both a copy stand/camera and an electronic scanner/software within the next year or two. The filmwork that is acceptable as is will be merely copied onto negatives. Those views that have had marks made thru the cars themselves will be digitally remade to eliminate the marks, then printed.

Up to this time, we have published several of the smaller views within *FCJ* and also *Mainline Modeler*. In all cases, the results seemed to be more than acceptable. However, with this series, I may be pushing the boundaries a bit, but we will try and only publish items that we can be reasonably certain of getting good results from. Also, items that will replicate those that I am aware of that have been previously published in the modeling press, or which will be used for upcoming articles will generally not be presented here, though there will be exceptions.

## CONTENTS OF ISSUES

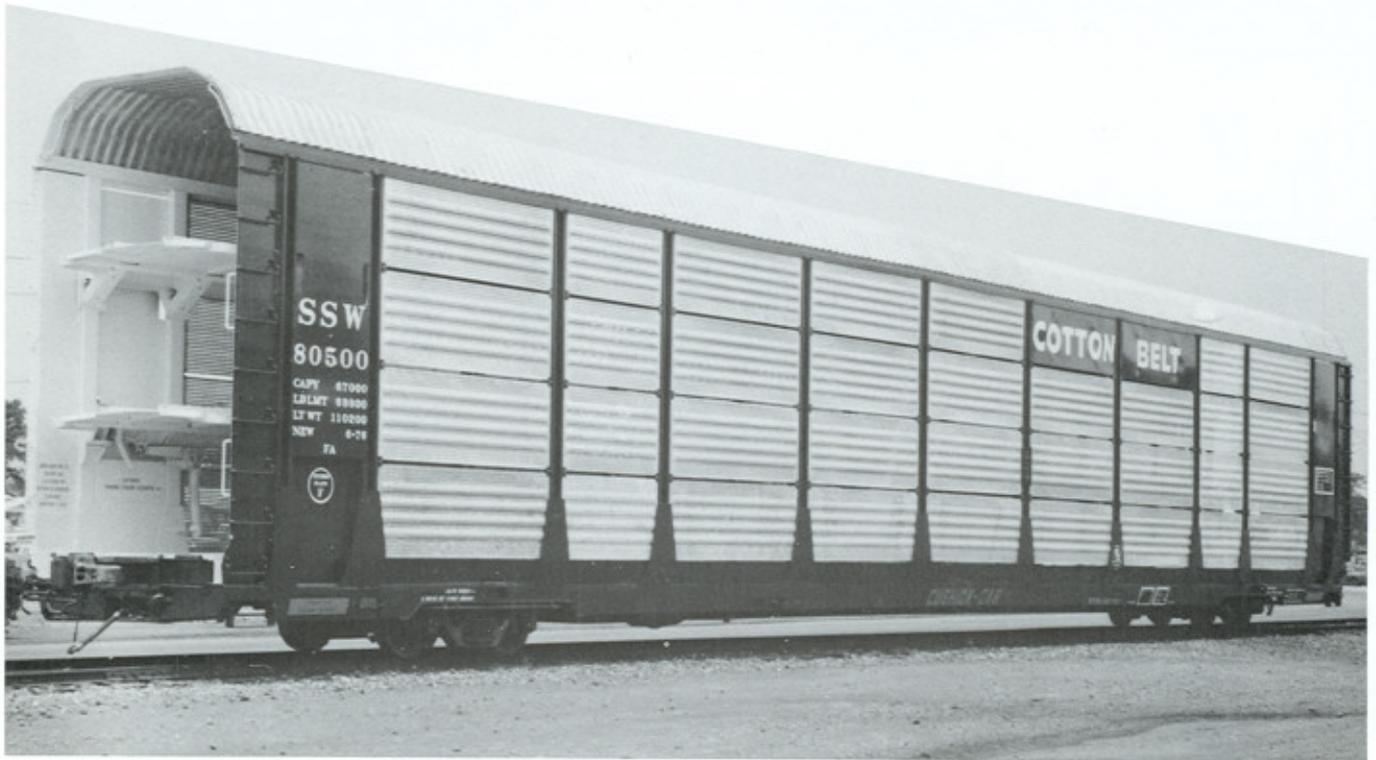
After much thought, we have decided to publish the photos in a "theme" format. We will select photos around a common point of interest, most generally a railroad, or several. Some issues will be a bit broader in scope. Because some railroads purchased numerous cars from Pullman, we may visit a railroad several times, though this will be spaced out. This issue, for example, covers the Southern Pacific, Cotton Belt and the Rio Grande. None of these railroads really purchased a great deal from Pullman, but by combining the three, a full issue was possible.

Each issue will have its own *Freight Cars Journal* issue number, as it has in the past. However, each part of the series of the builders photos will have its own number, in the format of "part one", "part two" and so on. Each will also be titled as to its area of interest.

There are lots of photos, both from Pullman and from Evans. The two collections will not be intermixed within an issue, but we will skip between them during the course of this series.

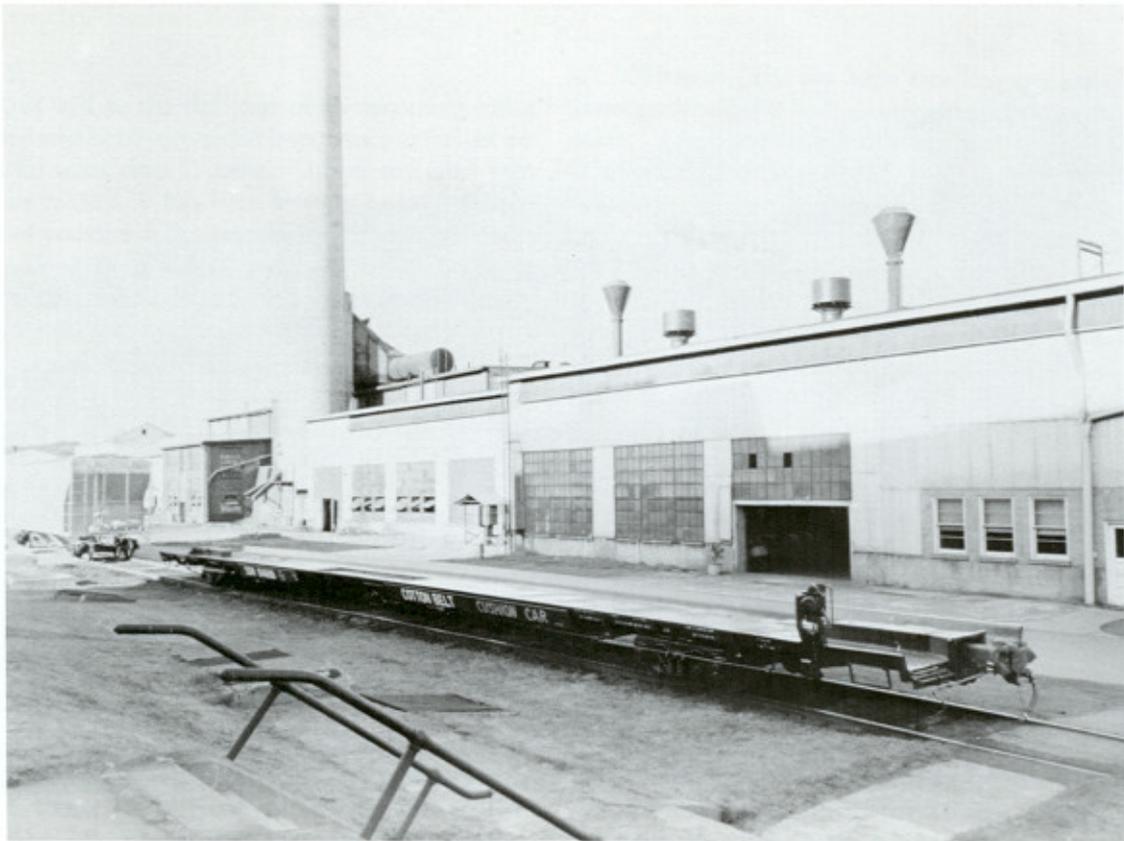
One last thing. This will be the only issue with introductory text: all of the rest of the builders series issues will be photographs only. Basic caption data will be provided for all photos, and other details as we know them.

Enough! Lets take a look at some of what Pullman built for the SP, SSW and D&RGW.



**ABOVE** From Bessemer in June 1976 comes this 89'9" tri-level autorack for the Cotton Belt. The lead car in the 300 car series 80500-80799, this series of cars featured the Pullman design rack, easily identified by the insets within the rack uprights. For this order, the cars themselves were from lot 9911, and the rack installation was identified as lot 9911A. **BELOW** Pullman was not a particularly large builder of 50' boxcars for the Southern Pacific: for those, the SP chose to go to PACCAR as a general rule. However, in 1979, Bessemer did produce seven hundred 52'8" PS-1's as the series 247915-248614 and given the SP class B-70-84. Here, SP 248229 illustrates the design, which was made under lot 1023. A Freightmaster 10" end of car cushioning system was utilized, along with twin 8' Camel doors.





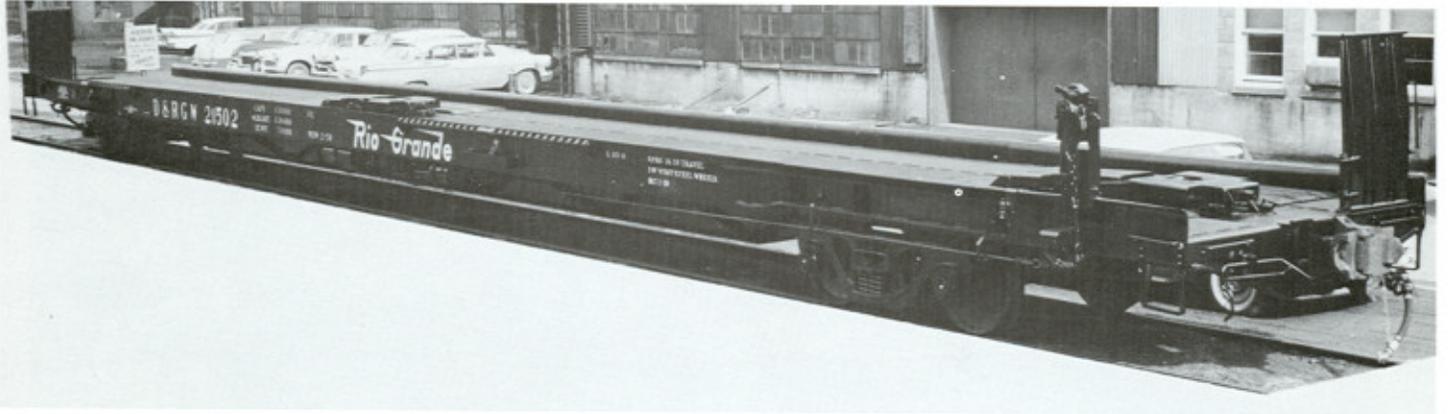
**TOP** In August 1966, Butler produced 50 Lo-Dek flat cars for the Cotton Belt, under lot 9160. Numbered into the 84684-84733 series, they were 89'0" long and were built for autorack service. Here, 84698 shows the design, and illustrates just how hard it is to properly photograph one of these long cars. It is a tough job, and almost impossible to get done right. **BOTTOM** Another long car, Rio Grande 63930 proves to be an easier target. This car was one of nine 86'6" hi-cubes manufactured under lot 8950F, from Bessemer in February 1965. In auto parts service, these cars featured the Pullman Hydroframe-40 cushioning system and were placed into the series 63925-63933. This car was assigned to the Pennsylvania at Indianapolis IN.





**TOP** Southern Pacific class H-100-9 included this car, 493014, one of 200 from Butler in January 1963. Assigned the series 493000–493199, these cars were rated at 3920 cuft, and were lined for foodstuff or chemical loading. This car is from lot 8775. **BELOW** When the SP ordered cars, from Pullman at least, it was typical for the Cotton Belt to also place an order. Here, lot 8775A shows one result of that practice. SSW 79121 is one of 100 PS-2 cars built in February 1963, and like the SP car above, was rated at 3920 cuft. Other than the trucks, there doesn't appear to be any difference between the two orders.





**TOP** The Rio Grande was an early purchaser of trailer on flatcar equipment from Pullman. D&RGW 21502 is an add-on to the very first 85'0" flat car production order, lot 8458, from Butler. This car, from lot 8458B, was one of nine cars, numbered 21500-21508. These cars, built in February 1959, illustrate the classic early Pullman design: a fishbelly side sill. **BOTTOM** Another order to Pullman later in 1959, resulted in 15 more "lo-dek" cars being built at Butler, and delivered in June of that year. These cars were virtual carbon copies of the first ones, with both sets rated at 70 tons. This particular car was placed into the 21509-21523 series.



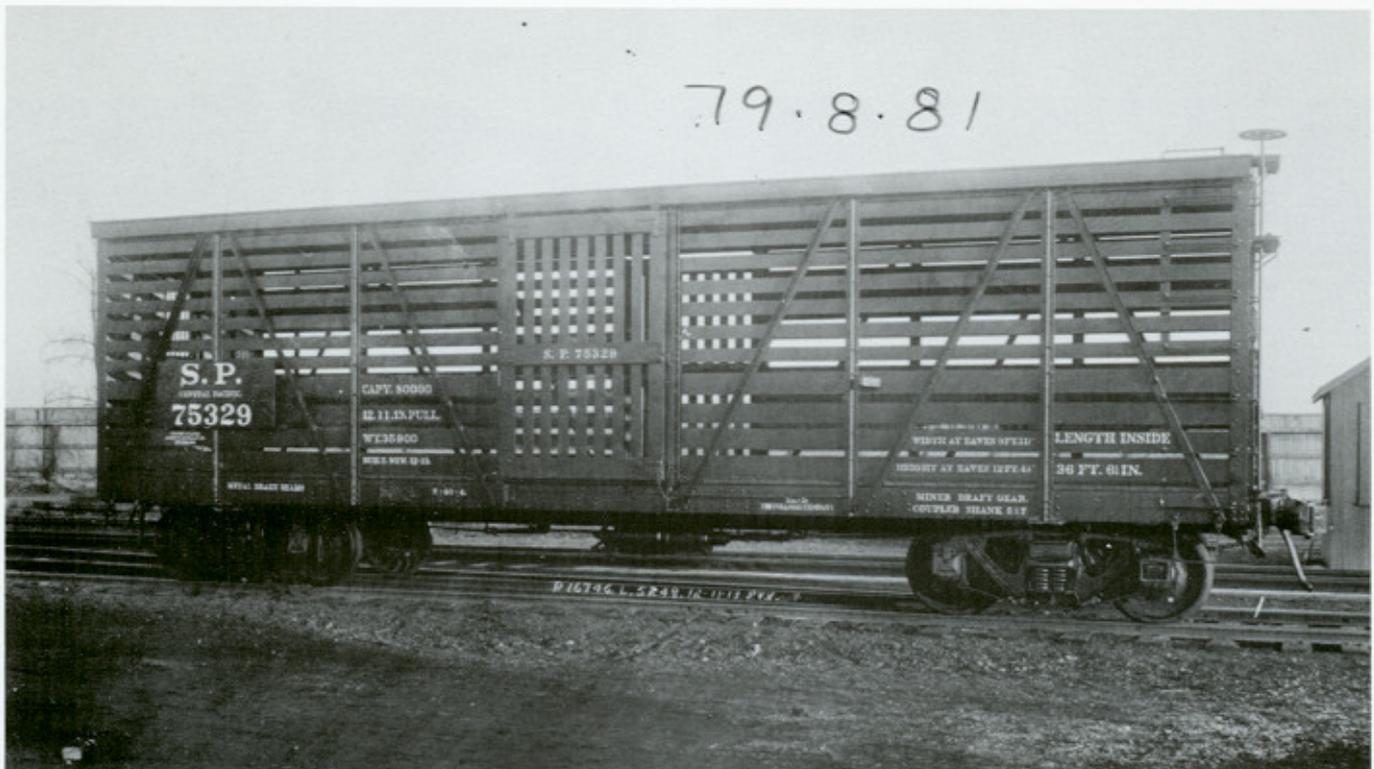


**TOP** Like many other railroads, the Southern Pacific found a real need for the 2003 cuft. covered hopper design. Pullman obliged with the manufacture of 500 cars in early 1957, and assigned the SP class H-70-16. Here, SP 401211, built in March of '57 shows off her lines for us. This group of cars was built under lot 8346 by Butler. Some cars were diverted to the T&NO, as numbers 3425-3674. **BOTTOM** A vastly different hopper design was made under lot 9008 at Bessemer in August 1965. SP 354176 illustrates a very uncommon car design for Pullman, the rib-sided woodchip gondola. Classified by Pullman as a PS-5, and the SP as their G-100-11, the cars were all-steel. The 200 cars in this order were numbered 354000-354199. This cars photograph was taken at Bessemer on August 20, 1965.





**TOP** Lot 8264A from Butler in October of 1955 resulted in 75 PS-2's going to the Cotton Belt. SSW 76079 is one example from this series, which comprised the cars 76075-76149. These cars were rated at 70 tons, or 2893 cuft., which was another one of Pullman's standardized designs of the time. **BOTTOM** One of the real surprises from the collection is the fact that some of Pullman's very early equipment was included as historical material. From this, we can take a look at SP 75329. This stock car was built in December 1913, and is classified by the SP as S-40-4. Pullman's production records only go back to 1923, but Official Railway Equipment Register information shows that there were 50 cars in the series 75280-75329. This car was part of lot 5248, and sub-assigned to the Central Pacific.



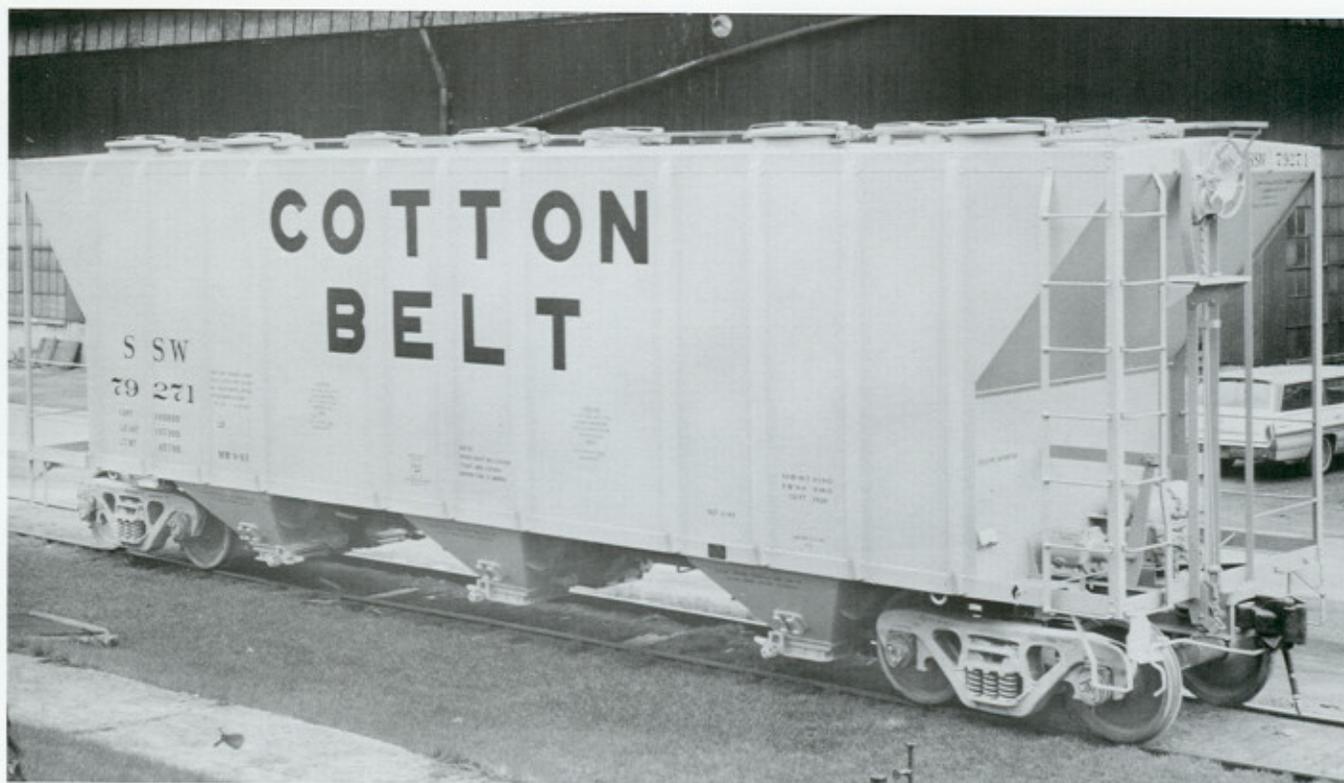


**TOP** D&RGW 18325 is another one of those invaluable 2003 cuft. PS-2's that moved large quantities of cement and other commodities. This car was part of lot 8331D from Butler in December 1956. Part of a large order split into numerous receiving roads, this particular car was numbered into the 18325-18349 series, 25 strong. **BOTTOM** Built one year prior to those above, SP 400833 is one of 350 such cars, numbered as 400750-401099. Built at Butler in July of 1955, it is SP classified as H-70-14. These PS-2 cars came from lot 8249 and were rated at 2893 cuft.





Here again, both the SP and the SSW placed orders together from Pullman. **TOP** Southern Pacific 493210 sits at Butler in March 1963. Road classified as H-100-9, this car was part of the group 473200-473399. Butler built this series of 200 cars as lot 8790. By now, the paint scheme deleted the SP logo in favor of a larger billboard layout. **BOTTOM** The Cotton Belt also acquired 100 cars in an add-on to the SP order above, that being 8790A. The road also moved to the billboard layout, and the monogram is not to be seen. This car, rated at 3920 cuft., is from the series 79200-79299, built in April 1963.





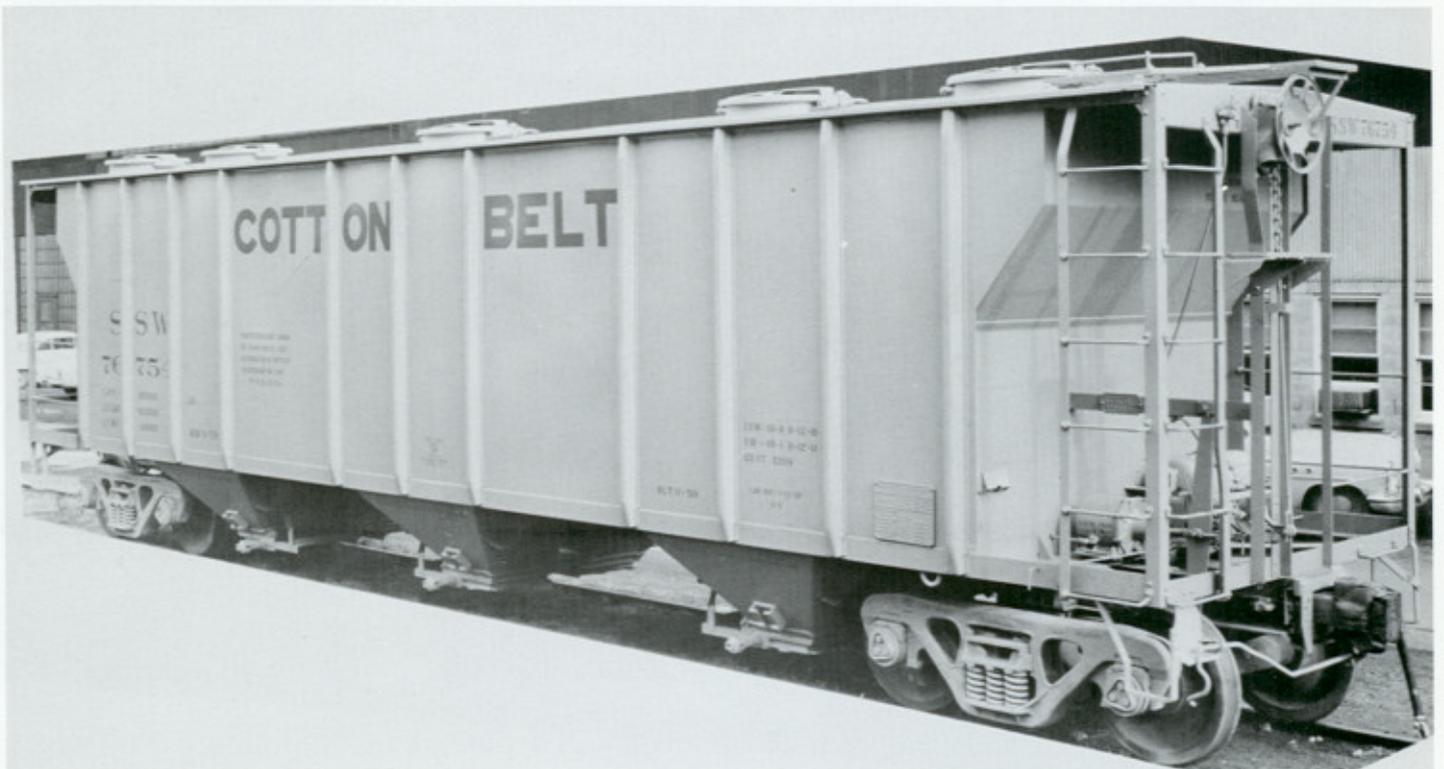
**TOP** This is not really a builders view, but it was in the Pullman files. Here, SP 695060 has been loaded at a Hills Brothers plant with coffee. This car was photographed as part of a case history showing how well its Pullman load dividers worked. This car was built in March 1957, and classed as B-50-43. **BOTTOM** The Rio Grande also utilized numerous Pullman covered hoppers. Here, D&RGW 18197 sits at Butler in March 1959. Produced under lot 8436C, this car was one of 28 such cars, and numbered 18197-18224. These cars were of the then-standard 2895 cuft. PS-2 design.





**TOP** Both the Cotton Belt and the SP went to Pullman generally for covered hoppers. As another example, here SSW 77167 is shown. This car is from lot 8405, one of 100 cars that were numbered as 77100-77199. Built at Butler in October 1957, they are of the 2003 cuft. design. Note the "B end" marked just above the coupler. **BOTTOM** Here is another Cotton Belt PS-2, SSW 76754. This car is a 3219 cuft. car, and built in November 1959. Notice the loading instruction placard on the lower right corner of the car side. A representation is presented at right. Several cars in this issue feature these loading instruction placards.

LOADING INSTRUCTIONS SSW 76700-76799		
COMMODITY	DISTANCE FROM TOP OF HATCHWAY FRAME AT SIDE TO TOP OF LOAD	
SOYBEANS, WHEAT AND RICE	FULL	
HYDRAULIC LIME	11	INCHES
BAUXITE	26	INCHES
CEMENT	44	INCHES
PHOSPHATE ROCK	45	INCHES
SULPHUR	47	INCHES





**TOP** Rio Grande 63835 is from lot 9104B, a two car order from Michigan City in 1966. This car, along with 63836, was tacked onto a C&NW order. These 5231 cuft. cars were 60'8" inside length, and this car was assigned to the SP at Lathrop CA. **BOTTOM** Yet another order for PS-2 covered hoppers was SP 401472, from lot 8420 in March 1958. Placed into the SP class H-70-18, these Butler-built cars were numbered 401350-401549. Once again, the monogram is lost, but the "Southern Pacific" fills out the car side nicely. Notice the roller bearing-equipped trucks, an early usage.





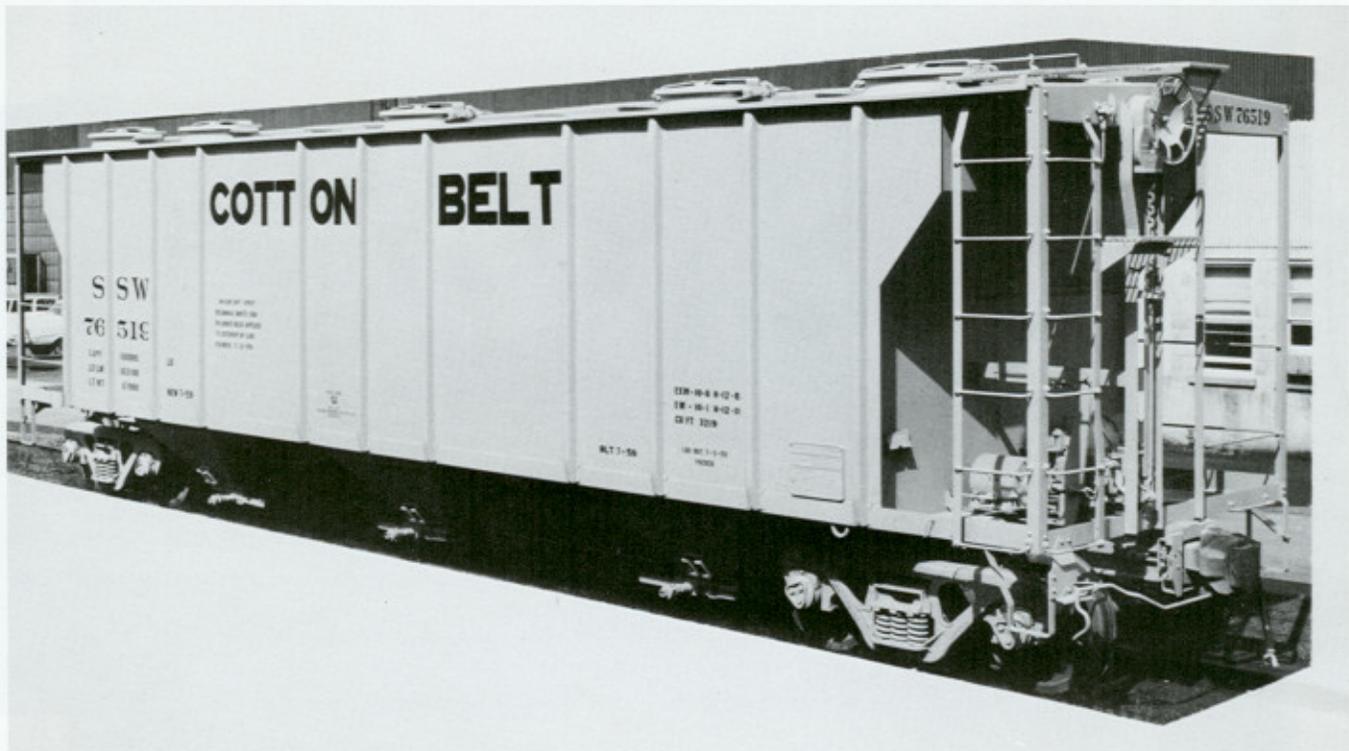
**TOP** Denver and Rio Grande 15101 and 15044 are shown in this view in potash service at a Texas Gulf Sulphur plant. These two cars were part of a 150 car order in 1964 from Butler. Numbered 15000-15149, these PS-2CD's were rated at 4427 cuft. **BOTTOM** Here we see yet another SP covered hopper from a series built at Butler in 1959. This car is classified as H-100-1, the first in the lineage of one hundred ton covered hoppers, (though this honor was shared by 200 cars from the SSW too). SP 490072 is from lot 8509, and part of the series 490000-490099. These cars were rated at 3219 cuft, and were lined for foodstuffs.





**TOP** D&RGW 63899 is a 60'8" auto parts car assigned to the NYC at Collinwood Ohio. It was from lot 8974 out of Bessemer in 1965, and featured the Pullman Hydroframe-40 cushion underframe system. This car was part of the series 63888-63899, twelve cars. **BOTTOM** From a very much earlier time, boxcar #10185 was built in 1901. Part of the Southern Pacific system, this car was assigned to the Galveston Harrisburg & San Antonio. While the GH&SA did order cars under their own auspices, in this instance, they did receive these cars from Pullman out of lot 5010, a general order to the Southern Pacific. Based on our best available information, this car is part of the series 10137-10231, though we do not know the full extent of the lot order.





**TOP** Here, Cotton Belt 76519 is displayed. This car was rated at 3219 cuft., and was one of 200 from Butler in 1959. These cars were numbered into the 76500-76699 series, and like others from that era, have the cast steel commodity placard attached to the car side. **BOTTOM** As our parting view, we show a fairly rare car, a North American car leased to the Southern Pacific. NAXH 36521 is from lot 8451A out of Butler in 1958. It was one of 25 cars placed into the number series 36500-36524, though the photographic evidence shows that not all of these cars went into SP leased service.

