

FREIGHT CARS

JOURNAL N^o 75



50-FOOT HIGH-CUBE BOX CAR PICTORIAL

65-Foot Gondola Pictorial 1

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65-Foot Gondola Pictorial 1 (Continued on Page C3)



TNMR 2632 (Above). End view detail. shows the five large double tapered corrugations with minor ones in between. The strap in the middle helps reduce end bulge. Note extensive riveting along bottom and sides.

TNMR 2632 (Below). Roster view. This car was refurbished in May 1993. Riveting occurs along floor line, bottom, ends, and on side posts below the floor line. Series, TNMR 2600-2705 (106 cars). Each of the cars have a 66'0" loading length (IL) - just five inches longer than standard 65'6" gondola cars. Capacity is 3,290 cubic-foot.

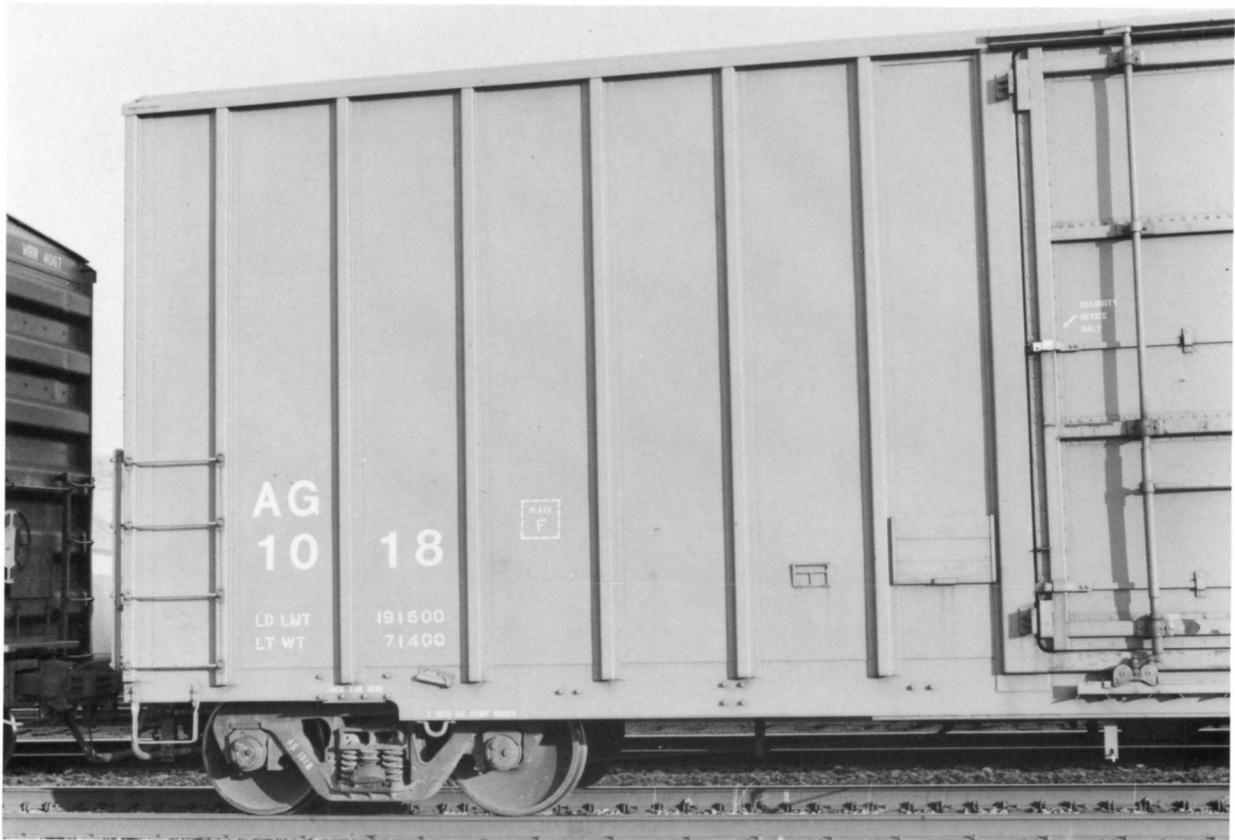


50-Foot High-Cube Box Car Pictorial



AG 1018. (Above) Gunderson built 50 of these for the A&G Railroad (Alabama) in 1990. Series, AG 1000-1049. Correct stencilled capacity is 5,757 cubic-foot (Registers show 5,505). Door opening, 12'0" x 12'0" (WxH). This car was built before Gunderson went to a wide side post. Note the 2/2/3 corrugated end, flat roof and twelve side posts.

AG 1018. (Below). Detail of the left side showing Gunderson style sill, bolster and cross member fasteners and pulling loop location. The cars were painted green and white. These are 50'6" IL Plate F box cars.





AG 1018. (Above). Detail of plug door and door area. This is a Youngstown (YSD) door. Note the frame surrounding the door goes just below the floor line. The bottom of the door itself is at the floor level.

AG 1018. (Below). Right side of car showing the graphic "Stone Container Corporation" lettering. This car was built in July 1990. Photographed in Montana in 1995.





ATSF 45932. (Above). Pullman-Standard built 100 of these in 1974. These are 50'6" IL Plate F box cars. Door opening, 16'0" x 12'0" (WxH). Santa Fe class, Bx-170. Series, ATSF 45900-45999. Note the four wide side posts (ribs) to either side of doors. Pullman-standard rolled 3/3/5 ends. Flat roof. Cubic-foot capacity, 6196.

ATSF 46036. (Below). ACF built 100 cars for the Santa Fe in 1972. These are 50'7" IL Plate F box cars. Door opening is 16'0" wide. Santa Fe class Bx-154. Series, ATSF 46000-46099. Another 100 were built in 1973 as class Bx-163. Note the "standard" ACF side sill, flat roof, and 3/3/3 stamped corrugated end. Cubic-foot capacity 6,100. Load limit, 188,200 lbs.





BAR 20041. (Above). Gunderson built this car in December 1994. Series, BAR 20000-20078 (79 cars). Livery is brown and white. These are 50'6" Plate F box cars. Door opening, 10'0" x 12'4" (WxH). Note the 2/2/3 end, fourteen side posts, and flat roof. Photographed in Colton, CA.

BAR 20041. (Below). Detail of left side of car. Note the wider side post.





BAR 20041. (Above). Detail of plug door and door area.

BAR 20041. (Below). Detail of the right side of car. This side has the door stops and a catch (just below the bottom door stop). A jack plate is located at the bolster.





BN 286157. (Above). National Steel Car (Canada) built 150 of these for the BN in 1994. These are 50'6" IL Plate F box cars. Note the relatively narrow 10'0" x 12'4" (WxH) plug door. Note the 1/2/2 corrugated end, flat roof and twelve post side.

BN 286157. (Below). Detail of left side. Note the car's body was designed for 286,000 GRL but is stencilled as having only a 263,000 GRL (189,500 load limit). This is the "class" car (the first car in the series because the numbers below it are Trenton built).





BN 286157. (Above). Detail of door area. Note how narrow the door looks especially with the massive door frame.

BN 286157. (Below). Right side detail of car. Note door stop location and half height ladders.





BN 287227. (Above). Gunderson built 300 of these in 1994 for BN. These are 50'6" IL Plate F box cars. Series is BN 287000-287299.

BN 287227. (Below). Detail of left side. Again note the wide rib (third in from end). The car's body was designed for 286,000 GRL. However, the stenciled load limit is 189,100 lbs (making it actually a 263,000 GRL car).





BN 287227. (Above). Detail of plug door and door area. This car has a 12'0" x 12'4" (WxH) plug door.

BN 287227. (Below) Right side detail showing standard design of Gunderson box cars for the Nineties.





MDW 1722. (Above). This is a 50'6" IL Plate F box car. Door opening is 16'0" x 12'0" (WxH). Series MDW 1700-1799. The correct stencilled cubic-foot capacity is 6,241 (Registers list it as 6,246). This car was built in July 1976. Note flat roof, 2/2/3 corrugated ends and twelve post sides.

MRL 15087. (Below). This former BN (originally SLSF) box car is being operated by the Montana Rail Link. Series, MRL 15001-15100. Built in 10-71 by ACF. This is a 50'6" IL Plate F box car. Door opening 16'0" x 12'0" (WxH). Waffle-sided 50-foot high-cubes are relatively uncommon.





MRL 15030 (Above) showing it in full MRL livery. Note the 2/4/5/ stamped corrugation end, flat roof and ten post side. These are only 70-ton cars so the load limit of this one is 152,700 lbs.

NS 453834. (Below). Norfolk Southern had DRS rebuild this car in 1995. It's a 286K GRL 50'6" IL Plate F box car. These were rebuilt from 70-ton 50'6" IL Plate C cars. Series is NS 453400-453904 (non-inclusive). NS class BS-32B. The raised roof extension is obvious where the horizontal angle is seen.





NS 453822 (Above). Left side detail. Note the 286K GRL stencil and the load limit is correctly matched at 204,700 lbs (the load limit plus the light weight will total 286,000 lbs).

NS 453822. (Below). Detail of plug door and door area. An unusual door design of an origin unknown at the present time.





NS 453822. (Above). Right side detail. Norfolk Southern stencils a class on their trucks, too. This car is riding on class T-11 trucks.

OAR 3405. (Below). Trinity Industries has built a few box cars since the freight car depression of 1983-84. This one was built in 1994 at their Greenville plant. Note the 5/4 corrugated end. The upper four end corrugations are spaced further apart. Series, OAR 3400-3499 (100 cars). Type 50'6" IL Plate F. Capacity 6,200 cubic-foot.

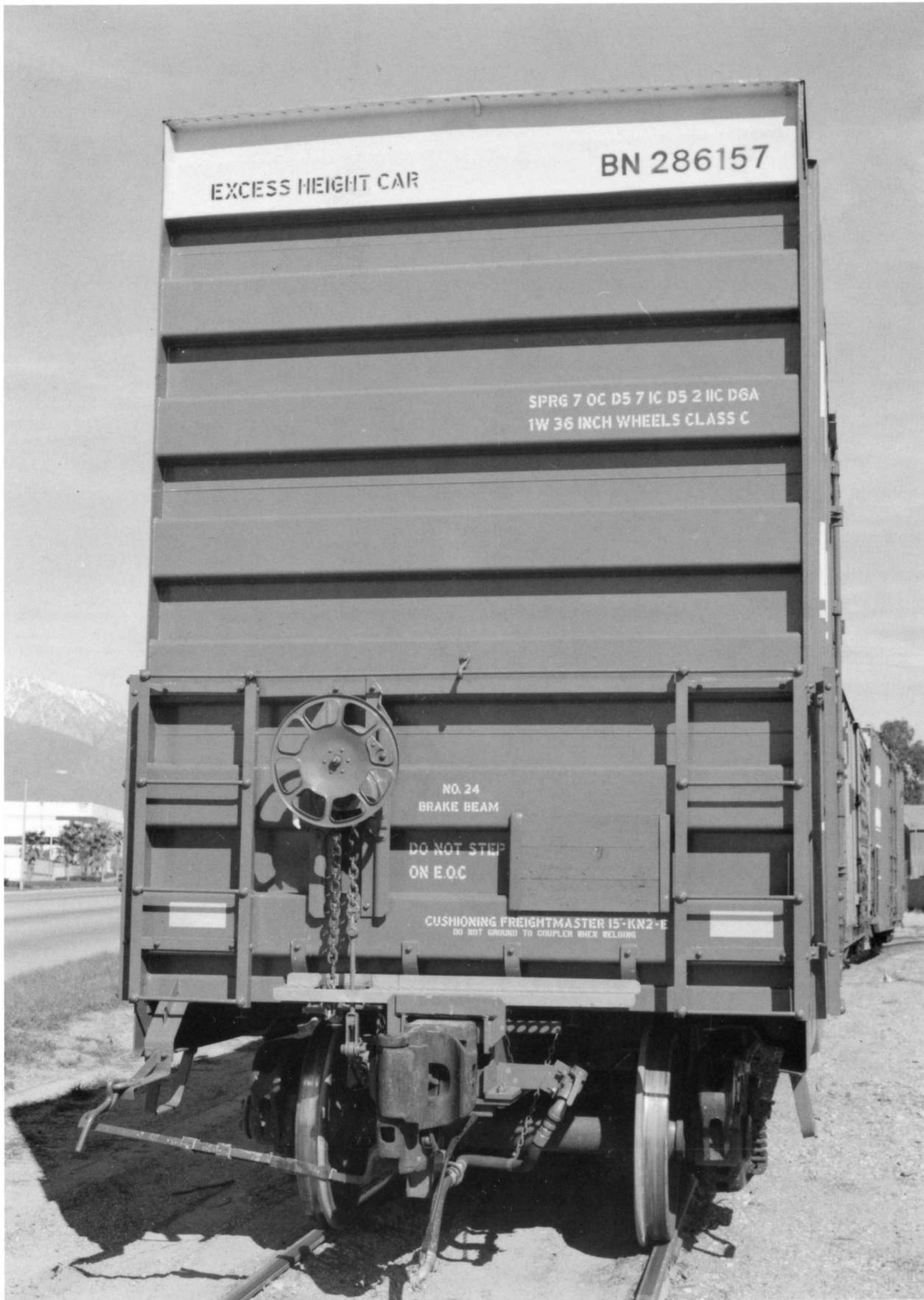




UP 355047. (Above). This is a 50'7" IL Plate F box car. FMC built 100 of these for the UP in 1974. Note the slightly recessed trucks, offset double plug doors, eleven post side, and 2/2/3 corrugated end. Capacity 6,189 cubic-foot. UP class BF-100-15. Series is UP 355000-355099.

VCY 143012. (Below) is a 50'7" IL Plate F box car. This was originally a 6,089 cubic-foot car. It was rebuilt by raising the roof to 6,289 cubic-foot. These were originally SP class B-70-43's built in 1969 by Gunderson Brothers Engineering.





BN 286157 (Above) shows the end view with a 1/2/2/2 corrugation arrangement. Note the E.O.C. type and warning notices.

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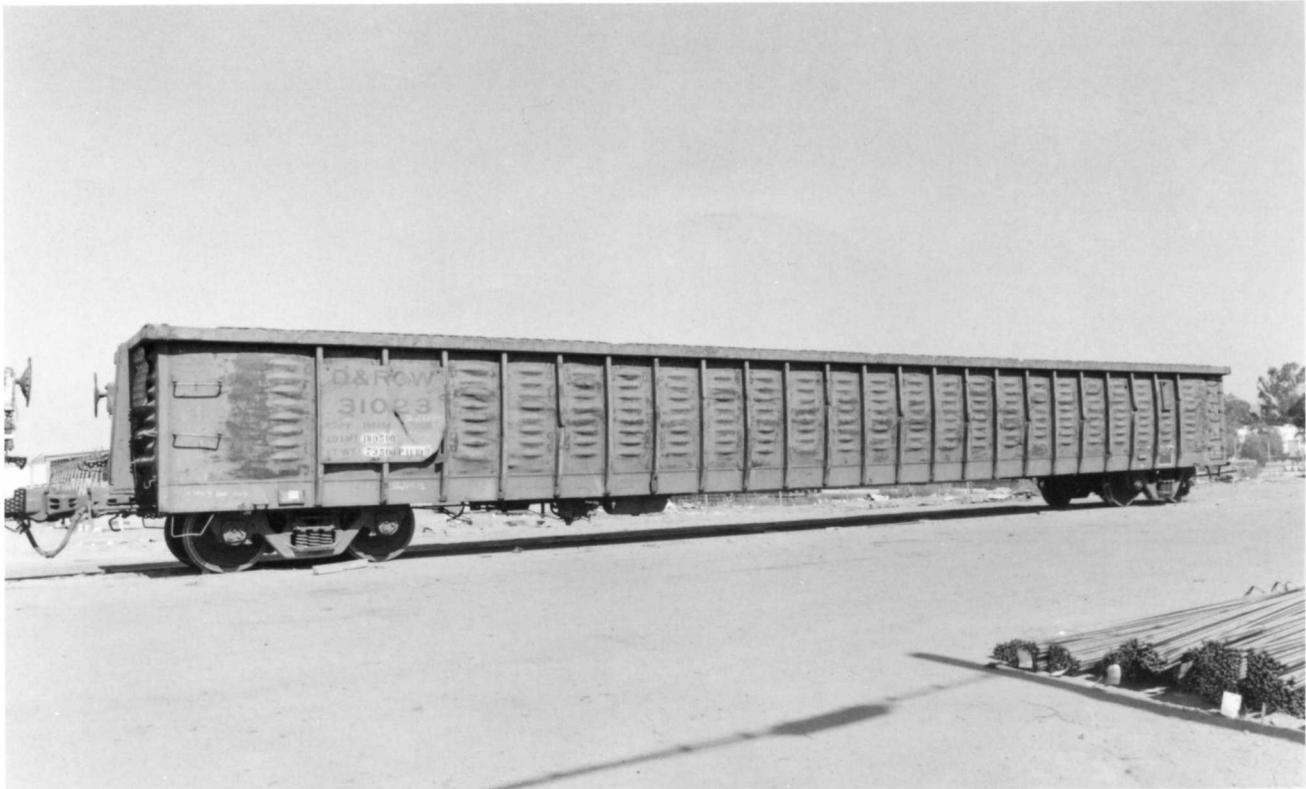


CC 294020 (Above) is the last car of the CC 294001-294020 series. The car has a 65'6" IL. Inside height is 5'0". Inside width is 8'11". Note the top reinforcement angle and nineteen side posts. The middle 15 side posts are tapered at the bottom. The outer two side posts on each end have squared bottoms. All welded design.

SPSX 15016. (Below). Originally from the P&LE 15000-15249 series. Progress Rail Services is currently operating about fifty of these 66'3" IL/5'6" IH gondola cars. These have 21 side posts and the five large double tapered ends. Photographed in Cartersville, GA during 1994.



65-Foot Gondola Pictorial 1 (Continued from Page C3)



DRGW 31023. (Above). Series is DRGW 31000-31024 (25 cars). Each car has a 65'7" IL with a 5'6" IH. Note the straight side sill and corrugated side sheet. Built in March 1977 by Greenville.

ATSF 169417 (Below) is another 65'7" IL gondola car with a 5'6" IH. Series, ATSF 169150-169499 (350 cars). Built in 1977 by Greenville. Essentially this car is identical to DRGW 31023.

