

FREIGHT CARS

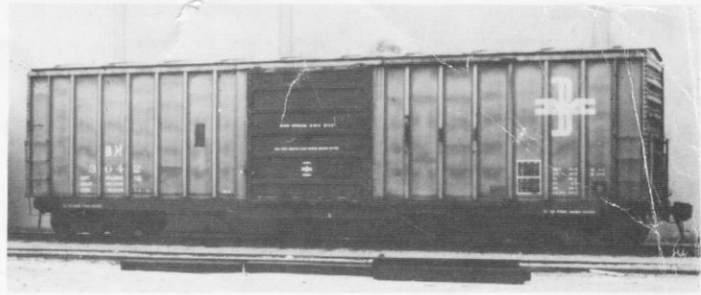
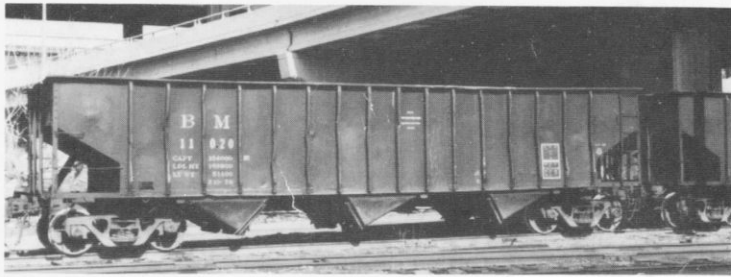
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Article and data donations are always welcome. Please send items for publication to David G. Casdorph, P.O. Box 1458, Monrovia, CA 91016. Items of value should be sent insured. Slides, prints etc. will be returned after use.

Please send individual freight car sightings to Eric Neubauer, 268 Russell Road, Princeton, New Jersey 08540

FRONT COVER:

New Haven #69505. This car was built in 1910 and rebuilt in 1928. Notice the extent of rebuilding including the installation of dreadnought ends, metal doors and cast steel 40 ton trucks. This car was photographed on July 12, 1942. Compare this car to the car on the center pages of this issue.

(Richard Burg Collection)

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Topics to be covered by this publication include:

- Freight car design and technical evolution
- Manufacturers history and production
- MODELING
- Data collection & exchange
- Logos and Liveries
- Rosters
- Operations
- ANY ROAD ALL ERAS

F M C 30-TON HI-CUBE PROTOTYPE BOXCAR

By R.J. Landregan PE

FMLX 7500 is a new 30-ton hi-cube prototype boxcar designed and built by FMC, Portland in 1982. The car was designed to handle light weight tissue products (about six pounds per cubic foot). The total lading weight is to be 60,000 pounds, so it is called a 30-ton car. Notice both the load limit and the capacity are starred (*) per AAR rules. It really has 50-ton trucks, but since they are the smallest in general use, FMC did not want to get a special truck and therefore cause maintenance problems. Because of the surplus box car market, no great interest in purchasing the design has yet been generated.

General Specifications:

Inside Length:	61'0"	Cubic Capacity:	7533 cu ft
Inside Width:	9'6"	Capacity:	60,000 lbs
Inside Height:	13'0"	Load Limit:	60,000 lbs
Door, Width:	10'0"	Light Weight of Car	57,000 lbs
Total Wheel Base:	51'9"		

BM/DH/MEC PHOTO PLATE CAPTIONS-INSIDE FRONT COVER (all photos by J.R.Quinn)

TOP ROW:

(Left) BM 11020, 70-ton coal hopper blt by Pullman-Standard in 1957
(Right) BM 3042, SIECO ATL 1974. Lt.Blue car/Black door/White lettering

SECOND ROW:

(Left) BM 5408, Evans built in 1979. Lt Blue and White livery
(Right) DHNY 50144 built by Pullman-Standard in 1966 and rebuilt in 1982.

THIRD ROW:

(Left) DH 15119 built by Bethlehem Steel in 1980. Black with white lettering
(Right) DH 24248, ex-Erie Lackawanna in 1976. Built by GATC in 1964.

BOTTOM ROW:

(Left) DH 108 built by Bethlehem Steel in 1965. Yellow car with blue herald.
(Right) MEC 20041 built by FMC in 1979. Yellow-Gold with green lettering.

NOTICE

Issue numbers 1 and 2 of Freight Cars Journal have been completely sold out. If possible, in the future we will reprint these for those that did not get them.

BM·DH·MEC

Freight Car Roster

by ERIC A. NEUBAUER

The following is a current freight car roster of the Guilford group consisting of the Boston & Maine, the Delaware & Hudson and the Maine Central railroads. Most of this data is based on personal sightings and various data collected over the years. There are some omissions of details, especially in the Maine Central roster. However, we do hope to be able to fill in some of these data in a future issue.

BM FREIGHT EQUIPMENT ROSTER-JANUARY 1984

NUMBERS	QUAN	TYPE	CUFT	BUILDER	DATE	NOTES
20-27	8	110XP	4840	PS	5-7-56	BAGGED CEMENT/RENO 1962-69
42-49	3	110XF	4840	PS	5-7-56	RENO 3-78
105-119	15	135RBL	5100	EP	9-12-69	ACQUIRED 8-70
150-159	10	136RBL	4577	FGE	5-64	ACQUIRED 3-79
700-718	13	110XM	4840	PS	5-7-56	RENO 1967-69
720-723	2	110XP	4840	PS	5-7-56	WOOD FLOUR/RENO 1979
800-883	171	154XL	4980	EP	10-11-68	
900-999		154XL	4980	EP	7-8-68	INCLUDED WITH 800-883
3000-3049	48	154XL	5077	SIECO ATL	3-4-74	
3100-3149	48	154XL	5077	SIECO ATL	5-74	
3200-3299	99	156XM	5241	PCF RN	8-79	
3300-3349	50	156XL	5241	PCF RN	8-79	STENCILLED XM AS BLT
3350-3399	50	156XM	5241	PCF RN	8-9-79	STENCILLED XL AS BLT
4000-4041	40	110XP	4840	PS	5-7-56	PACKAGED FLOUR/RENO 1979-80
4500-4507	8	110XP	4840	PS	5-7-56	SPENT GRAIN/RENO 1979
4510-4518	9	110XP	4840	PS	5-7-56	WOOD FLOUR/RENO 1980
4520	1	110XP	4840	PS	5-7-56	MEAT REFUSE/RENO 1982 OR 83
4530-4535	5	110XP	4840	PS	5-7-56	ALUMINUM SCRAP/RENO 1980
4550-4557	8	110XP	4840	PS	5-7-56	FOOD PRODUCTS/RENO 1980
5200-5299	100	LO		PORTEC	9-10-80	
5320-5339	15	FBS		PS	-57	GYP SUM BOARD/BLT AS 34000'S
5400-5419	20	200LO	4780	EP	1-79	
5520-5545	19	154LO	2003	PS	5-56	
5700-5719	20	199LO	4427	PS	4-66	
5750-5754	5	200LO	3560	ACF	-67	
5802-5814	3	140LO	2600	GATC	6-57=8-60	RENO FROM GACX 11-77
5820-5829	9	192LO	4180	GATC	12-78	
5830-5849	20	LO	4180	GATC	-80	
5900-5909	9	LO	2785	BUT MPLS	5-77	LOT BM 3-22/LEASED FROM NA
5910-5917	8	205LO	2785	BUT MURF	3-78	LEASED FROM NA
5918	1	LO	2785			1982 OR 1983
9000-9099	100	200GB	2244	SIECO ATL	1-76	
10000-10299	168	154HT	2750	PS	2-57	
11000-11024	24	154HT	2750	PS	2-57	RENO 7-78=10-78 FROM 10000'S

Boston & Maine (Cont'd)

34000-34089	69	110FM		PS	3-4-57	
34060+34069	3	FMS		PS	3-57	GENERATOR ROTORS
34063	1	FMS		PS	3-57	
70000-70049	49	XP		ACF	10-66	AUTO PARTS/EX-RT 5-6-79
76000-76538	329	110XM	3882	PS	2-3-57	EX DRGW 63300-63499
76016+76531	11	110XF	3882	PS	2-3-57	Lot 11-06134
77000-77999	518	110XM	4840	PS	5-7-56	
78000-78599	581	154XM	5077	SIECO ATL	10-73=4-74	
79000-79099	100	154XM	5344	PS BESS	3-79	LOT 1018
80000-80024	24	188XP	5272	FMC P	10-79	NEWSPRINT
300800-300999	198	154XM	5250	USEX BI	11-78=2-79	EX ROCK 1980

NOTE-ALL BOXCARS BLT BY PS 5-7-57 WERE NUMBERED IN 77000'S AS BLT

D&H FREIGHT EQUIPMENT ROSTER-JANUARY 1984

NUMBERS	QUAN	TYPE	CUFT	BUILDER	DATE	NOTES
101-240	122	HM	1947	BSC	-65	
241-365	118	200HM	1844	BSC	3-66	
1001-1200	187	HT	3027	BSC	-68	
1300-1399	100	HT	3430	TRIN		
2900-2924	12	LO	1958	PS	-53	
3000-3149	14	154LO	2003	GSC	8-47= -49	
3150-3199	1	LO	2040	ACF	-42	
3301-3325	24	LO	4500	GATC	-64	EX EL 20025-20049 IN 4-76
3350-3374	23	LO	4462	BSC JTN	-65	EX EL 20050-20074 IN 4-76
3401-3451	48	LO	4460	ACF HTG	-66	EX EL 21400+21454 IN 4-76
3452	1	LO	4460	ACF HTG	-66	EX EL 21403 IN 4-76
3453-3454	2	LO	4460	ACF HTG	-66	EX EL 21421+21442 IN 4-76
3600-3632	33	154LO	2006	ACF BER	6-57	EX RDG 79850+79899 IN 4-76
3633-3649	17	154LO	2006	ACF BER	6-57	EX RDG 79850+79899 IN 4-76
4701-6100	4110	HM	1860	VARIOUS	1939=44	
6101-7600	4	110HM	2145	BSC	1951=52	
8201-8204	4	FMS		TC	-65	
8205-8210	6	FMS		TC	-66	
9000-9199	3	HT	1700	BSC	-57? 4-58	
9201-9323	122	HT	2880	BSC	5-67	ex EL 32750-32799
9472-9630	4	110HM	2145			REBLT?
9701-9775	74	200HT	3433	BSC JTN	8-71	EX RDG 41775-41849 IN 4-76
12000-12099	86	140LO	2003	PS	-55	
12101-12200	94	LO	3300	PS	-67	
12301-12360	58	LO	4750	PS	3-74	
12401	1	LO	5200	NACC?		
12501	1	154LO	2600	GATC	-66	
12601-12605	5	LO	3200	ACF HTG	-66	
12701-12712	10	199LO	3915	NACC MURF	6-82	LEASED FROM NORTH AMERICAN
12801-12815	14	100LO	2600	GATC		EX EL 45580-45602 IN 4-76
12901-12903	3	100LO	2600	GATC	3-57	EX LV 42803-42805 IN 4-76
12904-12910	6	140LO	2600	GATC		EX LV 42997-43004 IN 4-76
12925-12934	10	140LO	2600	GATC	7-57	EX LV 55000-55009 IN 4-76
12940-12947	8	110LO	2600	GATC	-63	EX LV 55010-55019 IN 4-76
3500-3518-3549	50	200 LO	4750	PS	11-72	
12503	1	LO	2800	GATC	(7-64) 11-75	

Delaware & Hudson (Cont'd)

12950	1	154LD	2600	GATC		EX LV 55020 IN 4-76
13255	1	GB	1325	D&H	1948=49	
13300-13624	8	110GB	1325	BSC	7-47	
13625-13699	23	GB	1325	BSC	-47	
13700-13899	78	GB	1647	PS	-51	
13901-13903	3	GB	2000			
14101-14249	142	GB	1995	BSC JTH	-67	EX EL 9850-9999 IN 4-76
14300-14349	50	GB	1776	GSC GV	-65	EX EL 14700-14749 IN 4-76
14401-14449	48	GB	1776	GSC GV	4-64	EX EL 15600-15649 IN 4-76
14501-14596	96	GBR	1807	BSC JTH	-70	EX LV 40000-40099 IN 4-76
14601-14610	4	GBS	1745	BSC JTH	7=9-51	EX RDG 33051+33992 IN 4-76
14650	1	GBS	1745	BSC JTH	-51	EX RDG 37139 IN 4-76
14700-14799	97	GBS	3125	GSC GV	11=12-67	EX EL 17900-17999 IN 4-76
15000-15149	150	GB	2494	BSC JTH	4-80	
15200-15249	50	190GBS	2494	BSC JTH	4=5-80	INGOT MOULD
15409-15530	2	GB		ACF	-42	
15956-15959	2	GB		ACF	4-42	BLT AS LG
16141-16144	4	FM		BSC	-70	
16153	1	FM		D&H /6SC	-50	
16154	1	FM		D&H /6SC	-52	
16155-16156	2	FM		D&H /6SC	-58	
16157	1	FM				
16159	1	FD		D&H /6SC	-58	
16160-16162	2	FW		D&H /6SC	6-41	
16163-16164	2	FW		D&H /6SC	-41	
16165-16167	2	FW		D&H /6SC	-58	
16301	1	FC				
17601-17666	61	XM				EX EL 57000-57065 IN 4-76
17976	1	88XM	3715	D&H	1-49	
18158	1	XM		D&H	-49	
18900-19899	18	110XM	3900	PS	1951=52	
20000-20249	53	XM		PS	8-56	
22000-22249	60	XM		PS	-56	
23001-23088	86	110XM	4865	PS	-52	REBLT BFF
23501-23600	100	XM				
24001-24150	149	157XL	5061	PS BESS	1=2-74	LOT 9702
24201-24297	77	XL	4940	GATC	7-64	EX EL 68600-68699 IN 4-76
24301-24330	29	XL		GATC	-68	EX EL 69150-69179 IN 4-76
24401-24546	142	154XL	4998	RDG RDG	6=7-71	EX RDG 18600-18749 IN 4-76
24547-24596	49	XL	4998	RDG RDG	7-71	EX RDG 18749-18799 IN 4-76
24597-24626	29	XL	4998	RDG RDG	-71	EX RDG 18800-18829 IN 4-76
24627-24656	30	144XL	4998	RDG RDG	9-71	EX RDG 18830-18859 IN 4-76
24657-24696	40	150XL	4998	RDG RDG	9-71	EX RDG 18860-18899 IN 4-76
25019-25021	2	XL				REBLT
25022	1	XL				REBLT
25023	1	XL				
25025-25036	12	XL				
25050-25083	22	XL				
25500-25634	135	154XM	5277	BFF RV	4=5-79	EX HOSC 250065-250199 8=9-80
25700-25774	75	154XM	5277	SIECO AC	5=6-79	EX PT 205057-205131 3-81
26001-26040	38	XL	4932	PS	-64	
26041-26060	20	147XL	4932	PS	4-65	
26061-26080	20	150XL	4932	PS MC	12-66	LOT 9159A
26081-26130	48	XL	4932	PS	-69	
26200-26249	50	154XF	5277	SIECO AC	5-79	EX NSL 155410+155609 7=9-80
27001-27075	67	XM	4932	PS	4-64	
16501-16552		FM		RDG (6SC)	-54	EX - RDG 9300-9356
16601-16605		Fms				

Delaware & Hudson (Cont'd)

27076-27110	34	XM	4932	PS	4-64	
27200-27347	148	154XM	5344	PS BESS	6-81	LOT1044D/BLT FOR UMP
28061-28062	2	RBL				
28070-28071	2	154LU	4397	TC CH	5-74	
28101-28153	51	RBL		GATC	7-64	EX EL 68300-68359 IN 4-76
28200-28232	32	RBL		GATC	-68	EX EL 69200+69249 IN 4-76
28233-28248	16	RBL		GATC	-68	EX EL 69200+69249 IN 4-76
28300-28336	35	148RBL	4375	RDG RDG	10-67=3-68	EX RDG 17200+17299 IN 4-76
28400-28448	49	148RBL	4375	RDG RDG	10-67=3-68	EX RDG 17200+17299 IN 4-76
28450	1	139RPL	3842	RDG RDG	10-67	EX RDG 17264 IN 4-76
29001-29130	268	XL	4932	PS	4-65	
29131-29330		XL	4932	PS MC	3-66	LOT 9071/INCLUDED WITH 29001
29331-29510	167	XL	4932	PS	12-66	
29511-29660	144	XL	4932	PS	9-69	
50000-50049	50	150XP	4932	PS MC	3=4-65	DHNY/REBLT 2=4-82
50050-50199	150	150XM	4932	PS MC	3-65=12-66	DHNY/REBLT 4=10-82

MEC FREIGHT EQUIPMENT ROSTER-JANUARY 1984

NUMBERS	QUAN	TYPE	CUFT	BUILDER	DATE	NOTES
1-2	2	RPL				
100-149	39	XM		MAGOR	5-64?	
401-403	2	FM				
1100-1174	75	GB	2244			
1400-1599	199	LP		MAGOR	11-64	
1700-1789	87	LP				
1900-1914	11	LP				
2100-2109	5	XPI				
2117-2118	2	XP				
2119-2124	6	XP				
2125-2145	7	XPI				
2150-2175	9	XPI				
2300	1	LO				
2301	1	LO				
2302	1	LO				
2303	1	LO				
2430-2444	6	LO				
2445-2459	10	LO				
2460-2474	12	LO				
2475-2509	33	LO				
3153-3167	1	GS				
3701-3949	57	HM				
4249-4498	6	XM		MAGOR	-39	
4502-4998	2	XM		MAGOR	-37	
6300-6349	48	XM				REBLT 9-71=1-72
6350-6384	32	XM				REBLT 11-72
6385-6434	50	XM		PS		REBLT 4=9-73
7450-7451	2	FMS		CFC	12-59	
7452-7454	2	FMS				
7455-7459	5	FMS				
7460-7464	5	LP FB				
7550-7589	39	LP				

Maine Central (Cont'd)

7600-7649	48	LP				
7660-7677	18	LP				
7680-7699	18	LP				
7700-7724	25	LP				
8250-8254	5	XM				
8300-8356	57	XM				
8400-8599	11	110XM	3952	ACF	10-57	
9100-9349	180	110XM	4840	ACF	3-56	
9350-9549	141	110XM	4933	PS MC	6-61	
9600-9749	142	154XM	4932	MAGOR	1=2-64	
9800-9899	100	110XM	4925		5-51	REBLT 8-74=11-75
10000-10099	94	150XM	4926	GATC	2=3-65	
10100-10199	92	XM		GATC	4-65	
10200-10399	187	XM		ACF	2=3-67	
12100-12122	23	154GB	1745		11-57	
14000-14242	3	XM		MAGOR	-37	RENO FROM 4501-4999
14500-14619	3	XM		MAGOR	-39	RENO FROM 4248-4499
16000-16283	2	XM		MAGOR	2=3-42	RENO FROM 6100-6499
17000-17149	15	GB				
20000-20149	150	188XM	5272	FMC P	9=10-79	
20150-20349	199	188XM	5317	FMC P	10-80	
27100-27119	20	XL		ACF STL	8-70	
28000-28004	4	XM		PCF		
29000-29229	225	154XM	5280	ACF STL	8-70	
30000-30249	242	150XM	5308	BFF BWK	1=3-73	
31000-31249	249	150XM	5283	FMC P	9-74	
31250-31749	495	150XM	5272	FMC P	11=12-76	
31750-31899	150	150XM	5347	FMC P	11-78	
31900-32149	250	154XM	5347	FMC P	5=6-80	
35000-35199	200	154XM	5277	BFF RV	6=7-81	
57100-57107	8	LG				Ex NSL
57108-57111	4	LG				RENO FROM 57000'S
57112-57116	5	LG				RENO FROM 57000'S
105001-105050	29	FC		ACF	9-78	RENO FROM 57000'S
105051-105075	25	149FC		PS BESS	1-79	EX-PW, TO DTRWG
105076-105125	50	149FC		PS BESS	12-78=2-79	LOT 1016
						LOT 1016/EX SP 9-82

Freight Car Classification in Brazil

BY CID JOSE BERALDO

This new system of classification is being adopted by the three major Brazilian railroads: FEPASA, RFFSA and EFVM. Based on AAR and approved by ABNT (Associação Brasileira de Normas Técnicas-Brazilian Association of Technical Standards), it's formed by three letters, six numbers and an additional seventh number known as a "check digit". Example:

T C D - 3 3 6 2 7 5 - 2
[↑] [↑] [↑] [↑] [↑] [↑] [↑] [↑] [↑] [↑]
X¹ X² X³ X⁴ X⁵ X⁶ X⁷ X⁸ X⁹ X¹⁰

Code X¹ to X¹⁰ represents:

X¹: Type of freight car, with the letter used accordingly to the specific type of car as follows:

F - Box	P - Platform
I - Isothermic	T - Tank
G - Gondola	C - Caboose
H - Hopper	Q - Others
A - Livestock Carrier	

X²: Used to denote particular details of the cars belonging to the same category defined by X¹. In the example above (TCD-336275-2): T= Tank and C= Conventional.

If X¹ = F (box), X² can be:

- R - Conventional, metal body with coating
- S - Conventional, metal body without coating
- M - Conventional, wooden body or mixed
- E - With Portholes (hatches)
- H - With portholes and bottom discharge
- L - With sliding sides (all door)
- P - With portholes, tipping doors, camelback bottom and anti-rust treatment
- V - Ventilated
- B - With portholes, tipping doors and camelback bottom
- Q - Others

If X¹ = I (Isothermic), X² can be:

- C - Conventional
- F - Reefer
- Q - Others

If X¹ = G (Gondola), X² can be:

- D - For discharge in car dumper
- P - Fixed edges and side doors
- F - Fixed edges and drop bottom
- M - Fixed edges and sliding cover
- T - With dropping edges
- S - With semi-dropping edges
- H - With tipping edges or semi-dropping, camelback bottom
- C - With tipping edges or semi-dropping, camelback bottom and sliding cover
- B - Tipping
- Q - Others

If X¹ = H (hopper), X² can be:

- F - Closed conventional
- P - Closed with anti-rust treatment
- T - Tank (center flow), with anti-rust treatment
- A - Open
- Q - Others

If X¹ = A (Livestock), X² can be:

- C - Covered, with metallic frame and structure
- M - Wooden cover
- R - For breed animals
- V - For birds
- D - Open (no cover)
- Q - Others

If X¹ = P (Platform), X² can be:

- M - Conventional with wooden floor
- E - Conventional with metal floor
- D - Conventional with container-carrying devices
- C - Container carrier
- R - Low bed
- T - Truck carrier
- G - Piggyback carrier
- P - With bulkhead
- B - Reel carrier
- A - Double-deck car carrier
- Q - Others

If X¹ = T (Tank), X² can be:

- C - Conventional
- S - With heating coils
- P - For dusty products
- F - For fertilizers
- A - For acids and other corrosive liquids
- G - For LPG
- Q - Others

If X¹ = C (Caboose), X² can be:

- C - Conventional
- B - With baggage compartment
- Q - Others

If X¹ = Q (Others), X² can be:

- Q - Others

X³: Used to denote maximum permissible weight of car and gauge. Letters A-H are meter gauge with 30, 47, 64.5, 80, 100, 119.5, 143 and >143 tons max. weights resp. Letters P-U are 1.6 meter gauge with 47, 64.5, 80, 100, 119.5 and 143 ton max. weights respectively.

X⁴ to X⁹: Denotes the owner and the number of car in sequential order, as follows: Private, 000001-099999; E.F.V.M., 100000-299999; FEPASA, 300000-599999 and R.F.F.S.A., 600000-999999.

X¹⁰: Computer check digit

NOTE: RFFSA adopts another letter, after the check-digit, which is used to identify the sector of which the car belongs. --Cid Beraldo

NEW HAVEN

STEEL UNDERFRAME WOODEN BOXCARS

by RICHARD BURG

In the 1920's many railroads were well along in their conversion from steel underframe wood box cars to all steel cars, or at least steel frame cars. Typically the older wood box cars had an interior length of 36' while the newer steel cars had the modern 40' 6" length. Wooden cars were rated at a 60,000 or 80,000 lb. capacity, while the all steel cars often carried a 100,000 pound capacity.

On the NYNH&H RR these changes seem to have been ignored by the mechanical department. The New Haven had registered in September 1929's Official Railway Equipment Register (ORER) 16,058 box cars. Of this total only two were all steel cars, and not one had a 40' 6" interior length.

The backbone of the New Haven fleet was several number series of 36' long steel underframe wooden box cars of about 1910 vintage. They were equipped with arch bar trucks that provided a 60,000 lb. capacity. The railroad had 16,056 of these cars in 1929. A few of the cars had end doors for automobile loading, but otherwise nearly all of them were very similar in design.

Beginning in the late 1920's these cars were rebuilt to various degrees, and the tracing of which cars belong

to which groups of numbers is very difficult since each group of overhauled cars was placed in a new number series. Neither of the number series pictured in this issue even existed in the June 1924 ORER, and only the 164200-164999 series had yet been established by July 1929.

New Haven #164414 is probably typical of the appearance of the New Haven's wood box cars. Despite its renumbering in the late 1920's it still retains its wood ends, and doors. This car was photographed by Austrian immigrant Fredrick Weber in August of 1931 at Bay Ridge Yard on the Long Island railroad. The notable change in this car from its original form was the addition of a steel roof which increased the cubic capacity somewhat.

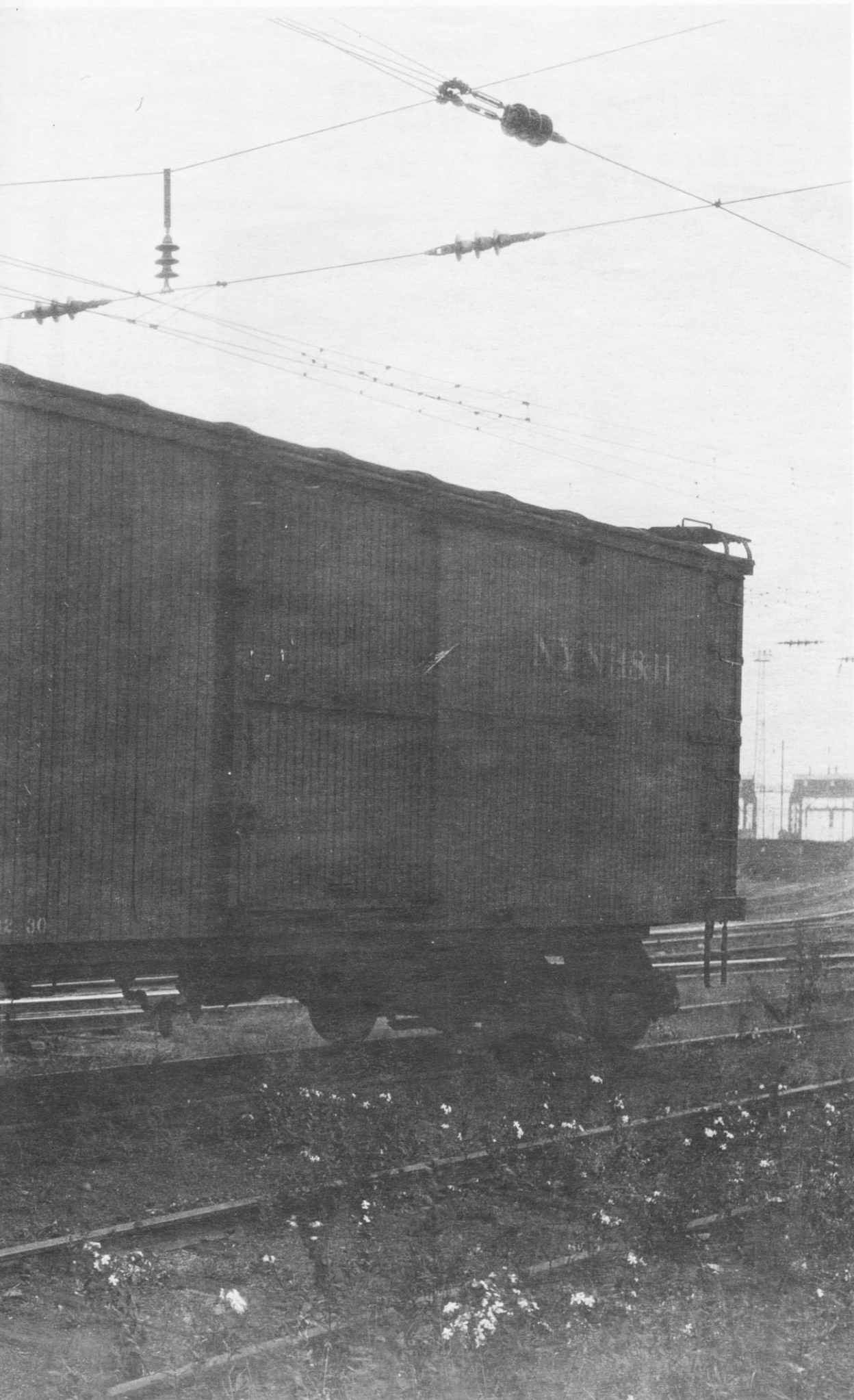
With #69505 (on the cover) we see how this style of car looked after a more extensive rebuilding which included the installation of dreadnaught ends, metal doors, and cast steel 40 ton trucks. Mr. Weber took this photo on July 12, 1942 at the PRR's Greenville Yard. The car was built in 1910; rebuilt in 1928. Approximately 5000 of these wood cars lasted through WWII, but all had been replaced with steel cars by the 1950's.

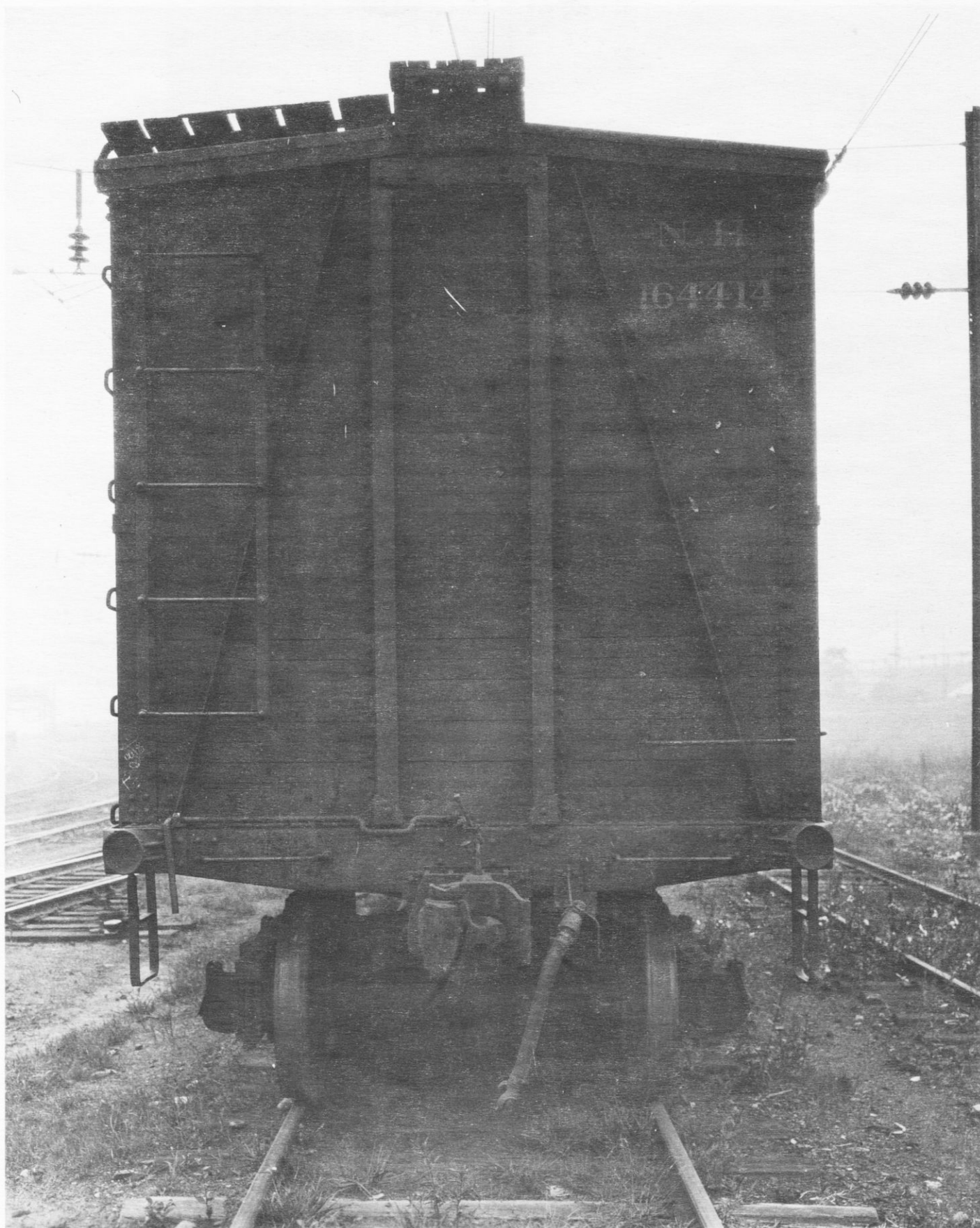
C E N T E R P A G E S

New Haven 164414, a typical wooden boxcar of this railroad during the late Twenties and early Thirties. This is one of New Haven's 36' cars having a capacity of 2560 cubic feet and equipped with 6' doors. Compare this car shown prior to a rebuilt version shown on the front cover (#69505) ➡

-Richard Burg Collection-







FROM THE EDITOR.....

First of all, Eric and I would like to thank those many contributors who helped make this third issue of FCJ possible. Membership in FCJ is growing....maybe a little faster than I expected as FCJ issues numbers 1 and 2 are now sold out completely. Our immediate goals, as membership grows, are to improve the quality and number of photos in each issue. Eventually we desire to have an "all glossy paper photo-feature and information journal." However, we feel it is important, if FCJ is to survive, that we take these "growing steps" slowly and not try to overdo too much too soon.

Next, let us welcome two new Associate Editors, Jim Eager and Al Tuner. Both of these men are very knowledgeable on the subject of freight cars and we sincerely hope they will enjoy their status as editors with FCJ as we will enjoy the knowledge they share with us.

Regarding this issue's Freightcarology column.... there are (hopefully for the better) a few more changes in the sections. As of this issue we will have the following sections:

1. News & Notes
2. Intermodal
3. Logos & Liveries
4. Builder's Production
5. Modeling
6. RFCHL (Recent Freight Car History Literature)
7. Freight Car Sightings
 - a. New Sightings 1982+ built cars
 - b. Ex & Reno
 - c. Lessees
 - d. Car Pools
8. Additions & Corrections
9. Special Projects
10. Principles of Freightcarology (Limited series)

Sections may or may not appear in each issue depending on the amount of information and space available.

Regarding content of FCJ...I think its important that more modeling items should be included in each issue of FCJ. One of the things we'll be doing regarding modeling will be to have an "entry" discuss a particular model kit as to what prototype series match or come close to matching the model. Also if possible some tidbits of history regarding the scale model's prototype will be included in some cases. We have several in progress and we hope to make this an important feature of FCJ. Additionally, articles in the regular section will include more scale modeling notes as well as separate modeling articles.

Again many thanks for the letters of support and the suggestions. If you have anything to share either prototype and/or modeling please drop me a line.

- David G. Casdorff

NEWS & NOTES

0044. NEW & RECENT COVERED HOPPER DESIGNS

Several interesting newly designed covered hoppers have been introduced recently by several manufacturers. Five of these are noted briefly as follows:

- a) FMC, Portland, Oregon introduced a new Plate B, 4750 cube car in 1981. The prototype for this car is FMLX 45201. The car is a 100 ton car similar to the Pullman-Standard, Trinity, Portec etc. '4750' designs. As of the end of 1983 no orders are known to have been placed for this design.
- b) ACF or Amcar in cooperation with Cargill and the SP built the prototype "Glasshopper I" in 1981. More recently in 1983 was the new "Glasshopper II", also built in conjunction with Cargill and the SP. Both cars are constructed of fiberglass.
- c) NSC of Canada, has introduced the "Pellethopper", a cylindrical design, four compartment car with a 5801 cubic inch capacity for haulage of plastics. Prototype cars are NSCX 2002-2003.
- d) Richmond Tank (RTC) of Houston, TX introduced a radical new design in 1982. The design is somewhat cylindrical, but the hopper bays are much more exposed...a very noticeable car! There are a 124 of these so far in the series RTMX 580001-580124. The car's capacity is 5800 cubes and has four compartments in a 1650-1250-1250-1650 arrangement.
- e) Thrall Car has just introduced in late 1983 their version of cylindrical covered hopper design very similar to ACF's traditional cylindrical covered hoppers. The car is a large '5800' cube design with four hopper bays arranged in a 1602-1298-1298-1602 fashion. This car has already had several orders including TCAX and UTCX. Very similar to the ACF cars in a line up so don't be surprised if you see a black and white Thrall logo on the side.

0045. WHITEHEAD & KALES and THRALL CAR. As noted by recent builder's plates on auto-racks, Whitehead & Kales is now a division of Thrall Car. W&K has long been a notable producer of auto racks and recently entered the intermodal flat business as well.

0046. GATX CEASES TO BE A CARBUILDER. General American Transportation a long time builder of freight cars announced they would no longer be a car builder. GATX has built nearly every type of car at one time or another and more recently has been known for its production of tank cars and airslide covered hoppers. They also announced that the GATX leasing fleet will purchase cars from Trinity (remember them and Pullman Standard from FCJ 2). Since 1970, GATX has focused their production on tank cars and many of the tank cars seen today are GATX built. With the loss of GATX as a tank car builder this only leaves 5 tank car builders left: ACF, Union Tank Car, Richmond Tank, Evans and of course Trinity.

0047. IDENTIFICATION OF SULFURIC ACID TANK CARS. One of the most important identifying features of cars used in sulfuric acid service is the lack of bottom openings. In addition the warning placards now required to be displayed on the sides and ends of the car may be used to I.D. cars in this service. The numbers these placards display are the key. Sulfuric acid numbers are 1760, 1830, 1831 and 1832 depending on strength and other factors. (Carl W. Shaver)

0048. BOXCARS WITH WELDED PLUG DOORS. Recently spotted was a MoPac combination sliding/plug door boxcar which had the plug door welded shut. On the one side, the bottom track was even removed. There are apparently quite a few of these conversions according to the ORER. Those plug doors have long been a nuisance and now with a very large portion of grain cargoes going into covered hoppers, plug doors are becoming less of a necessity. (C.T. Bossler)

0049. ATSE. SLRX REBUILT XF's. Series 55600-56147. Rebuilt cars on the Santa Fe are certainly not uncommon, but most have been rebuilt by the Santa Fe at one of their shops. This series has at least some and possibly all the cars rebuilt by St. Louis Refrigerator Car Co, St. Louis (SLRX STL) in 1979.

0050. BN. DETERMINING FORMER OWNERS FROM CARS. One way to find the former owner of BN freight cars is by looking for the former reporting marks stencilled on the center sill underneath the car located towards the right end.

0051. C&O. Series 192000-192749 COAL HOPPERS. This series of 100 ton coal hoppers was built by the C&O, Raceland shops between 9-82 and 2-83. (Al Tuner)

0052. DODX. Series 40101-40244. This group of 68', 150 ton special-purpose flatcars was built by Thrall Car, Chicago Heights primarily for transporting M-1 and M-60 tanks. The series was done under job # 811 built between January and April 1983. The cars weigh approximately 46 tons light and are equipped with Keystone EC 15 cushioning. In addition there are 48- 1/2" x 10' alloy chains of 13,750 lb. test strength. The cars are painted olive green with white lettering and yellow handholds and steps. Each car has two three-axle trucks. (D.G. Casdorff)

0053. GLCX. CURRENT COVERED HOPPER ROSTER. Great Lakes Carbon Corp. currently has two series of covered hoppers in their roster. Series 7000-7099, a group of 100 cars were built by Thrall (TC CH) in May, 1979. Series 8000-8229, a group of 130 cars were built by Trinity (at their QC FW and

TRN LGVW locations) in May and June of 1980. Both series are of each builder's 4750 cube design. (D.G. Casdorff)

0054. KCS. Kansas City Southern's NUMBERING SYSTEM. Ever wonder why 100 cars take nearly a 1000 numbers? Cars of the KCS with six-digit numbers are numbered in an unusual system in which the sixth digit is a random numeral used as a check for the first five digits. The first five digits when taken without the sixth digit, indicate consecutive numbers. The method for obtaining the 6th digit is as follows:
Multiply the first digit by 6
Multiply the second digit by 5
Multiply the third digit by 4
Multiply the fourth digit by 3
Multiply the fifth digit by 2
Divide the sum by 11. The sixth digit is the difference between the sum and the multiple of 11 greater than the sum. If the difference is 10, the sixth digit is 0; if the sum is divisible by 11, it is considered as having a difference of eleven and the sixth digit is 1. (Carl W. Shaver)

0055. L&N. CAR POOLS. Including both L&N cars and foreign cars assigned to L&N pools. The following are a few:

Designation and Pool Location	Reporting Marks
AA L&N, Appliance Park, KY	L&N 12123
AA L&N, Appliance Park, KY	L&N 410009
AZ L&N, Nashville, TN	L&N 13026
AS PCN RR, Marion, Ohio	L&N 11589
CA L&N, Chatanooga, TN	L&N 112375
CF L&N, Flomaton, Ala.	L&N 101812
CJ L&N, Brewton, Ala.	L&N 104788
CQ L&N, Birmingham, Ala.	L&N 101711
CQ L&N, Birmingham, Ala.	L&N 101716
EZ L&N, Clermont, Ky.	L&N 400529
FJ LA Ry, Gramercy, LA	L&N 102867
JY L&N, Brookley, Ala.	L&N 102425
JP L&N, Decatur, Ala.	L&N 402076
-- L&N, Birmingham, Ala.	L&N 22370
-- L&N, Obannon, Ky	L&N 104500
-- L&N, Nashville, TN	L&N 105643
-- L&N, Alcoa, TN	L&N 403078
-- L&N, Peterman, Ala.	AR 1572
-- L&N, Mobile, Ala.(Scott)	ATW 4182
-- L&N, Decatur, Ala	SCL 95544
-- L&N, Louisville, Ky	SP 659529
-- L&N, Louisville, Ky	UP 560027
-- L&N, Louisville, Ky	UP 560047
-- L&N, Mobile, Ala.(Scott)	WCTR 100512

0056. LPN. Series 60000-60199, 187 XM & XL's. This group of 200 cars was built by Whittaker (Berwick Forge & Fabricating Division), Berwick, Pennsylvania in 6 and 7-80 (and possibly 8-80). Tare weight of the 60'9" cars is approximately 37.5 tons. The cars are equipped with recessed lading anchors and Freightmaster MF 15" cushioning. Physical description goes as follows:

Sides- Full waffle, 32 (4 rows of 8 across) on each side of door; total 64/side.
Ends- "square" non terminating, 2 panels of five corrugations each, welded seams
Roof- "X-panel"
Door- YSD 12' 6/6/6 sliding.
Floor- Nailable Steel Floor (NSF)
Trucks- 100 ton

It appears this series was originally delivered as XM's, but many were converted to XL's. (D.G.C.)

0057. North American Car Corporation is now General Electric Railcar Services Corporation.
(Changed with the 1/84 ORER)

0058. PW. PROVIDENCE & WORCESTER ALL-TIME ROSTER.

Numbers	QUAN	Type	CuFT	BLDR	DATE	Note
101-300	200	154XM	5347	FMC P	2=3-77	1
301-400	100	154XM	5077	FMC P	5-77	1
401-403	3	XM	5347	FMC P		
404-553	150	154XM	5347	FMC P	12-77	2
554-703	150	154XM	5347	FMC P	3-78	3
1001-1004	4	RBL			-74	
1005-1012	8	RBL			-74	
1013-1021	9	RBL			-77/-78	
1022-1024	3	RBL			-77/-78	
1025-1036	12	RBL			1979	
1037-1044	8	RBL			1981	
1401-1402	2	RBL			-77/-78	
1403-1408	6	RBL			-77/-78	
1409-1417	9	RBL			-77/-78	
1418-1420	3	RBL			-77/-78	
6445-6546	6	200HT	3570		-82/-83	
10023-10092	70	HM	2160		8=10-64	4
10093-10095	3	HM	2160			5
50001-50002	2	LO	2785	NACC?	-78	
50050-50099	50	LO	4000		-79	
60001-60300	300	188XM	6385	ACFSTL	10=11-78	6
60301-60600	300	XM	6385	ACFSTL	4=5-79	7
105001-105400	400	FC		ACFSTL	9-78	8
105401-105600	200	149FC		PSBESS	12-78	9
105701-105800	100	149FC		PSBESS	2-79	10

NOTES:

- SSI Lessor
- SSI Lessor, to TAD 78601-78700 and GBW 8000/8197 in 1981.
- Itel Lessor, to GBW 8000/8197
- Ex P&S in 1976-78
- Ex P&S ? in 1981
- Itel lessor, to WRWK in 1980
- ACF Lot 11-06661, to EACH 4151-4250 in 1982
- to APLX 17001-17080 in 1980
- Itel lessor, P-S lot 1016, to SP 105401-105600 in 1981.
- Itel lessor, P-S lot 1016, to SP 105701-105800 in 1981

(E.A. Neubauer)

0059. RI/ROCK DISPOSITIONS/ NEW REPORTING MARKS.

Here are a few RI/ROCK series dispositions:

- RI 132250-132749, 479 cars to CNW 752500-752978. These are PS BUT lot #9662, 4750 cube 200LO built in 1973.
- ROCK 300500-300699, 199 cars to CNW 717000-717198, 154 XF, USEX BI b1t 1978.
- ROCK 300700-300999, 100 cars to CNW 717200-717299, 154 XM, USEX BI b1t 1978.
- ROCK 301000-301799, 191 cars to GTW 598200-598390, 154 XF, CNCF b1t 1979.
- ROCK 300000-800199, 200 cars to MILW 800000-800199, 190 LO, ACF HTG b1t 1978, serial numbers 58886-59085, type 4600-4C
- ROCK 800200-800499, unk# cars to SSW 800200-800499, 199 LO, ACF HTG b1t 4-78, serial numbers 58586-58885.
- ROCK 800500-800999, 498 cars to CNW 752000-752497, 200 LO, PS BUT lot # 9985 b1t 1978.

(D.G. Casdorff, E.A. Neubauer, C.W. Shaver)

0060. UMP/ UMPX. 100 TON OPEN HOPPERS (see also 1-0017 and 2-0033) Series 7433-7557: cars in this series are not lettered like other UMP hoppers; they appear to have been obtained secondhand. I strongly suspect they came from the Missouri Public Service Company (MPSX 2001-2025) in which case they were built by the C&O Raceland Shops in late 1979.

Series 7433-7532 believed to be vacant at present time. Probably reserved for 100 cars leased by UMP to Pecos Valley Southern RR.

Lastly, 200 cars from UMP 6000-6599 and 6600-7432 series sold or leased to Tradewater Railway in late Summer 1982--relattered TWRY without being repainted or renumbered. (C.W. Shaver)

0061. UP. Union Pacific 125 ton Covered Hopper Classes.

Class	Series	Bldr	CuFt	New
CH-125-1	221000-221023	ACF HTG	3700	1964
CH-125-2	23600-23849	PS BUT	5250	1969
CH-125-3	221100-221399	PS BUT	5250	1970

(D.G. Casdorff)

0062. UP. TRIPLE BULKHEAD FLATCARS. Series 54100-54101.

These two unique cars used for aircraft parts actually have three bulkheads; one full-width bulkhead on one end, a second 1/2-width bulkhead on the other end with an IL of 81-1, and finally the third bulkhead (the other 1/2-width) located about 2/3's of the way from the full-width bulkhead. The IL of this third bulkhead is 60-2. The cars are used today for DC-10 parts and are assigned to the UPRR, Lakewood, Calif. pool for the McDonnell Douglas plant. The cars were originally from the series 54100-54103, built by Thrall Car as FA's with tri-level auto racks in December 1963. The cars were apparently converted to present status in 1973. The cars have Keystone 20" cushioned underframe and are rated as 110 FMS's. (David G. Casdorff)

0063. USBX. Series 488809-489140. GERSC (NACC) owned and leased to U.S. Borate were built by ING PAS 3 to 7-82. The cars are 100 ton, 4750-cuft covered hoppers with polyclutch lining. Light weight of the cars is approximately 30 tons. GERSC/NACC serial numbers are 488809-489140.
(D.G. Casdorff)

0064. WRWK. WARWICK RAILWAY FREIGHT EQUIPMENT ROSTER.

The following is an all-time roster of the Warwick Rwy. Please note that cars marked WRWK are now listed under Providence & Worcester.

Numbers	QUAN	Type	CuFT	Bldr	Date	Note
5001-5150	150	154XM	5347	FMC P	12-79=1-80	1
5151-5300	150	154XM	5347	FMC P	1-80	2
10017-10018	2	HT	?	?	?	3
10023-10095	56+	HM	2160		8=10-64	4
10096-10116	21	HT	?	?	?	5
10117-10118	2	HT	?	?	?	6
10119-10123	5	HT	?	?	?	7
20001-20036	36	193GB	2494	GSC GV	10-80	
20037-20061	25	197GB	2494	TC CH	6=7-80	8
50001	1	LO	?	?	?	9
60001-60300	300	188XM	6385	ACF STL	10=11-78	10
160050-160099	50	154XM	5277	BFF RV	9-79	11

0064. (Continued)

Notes:

1. Ex-NHIR 5001-5100 in 1980. To RF&P 5001-5150 in 1982. Carl Shaver reports via the RF&P that the RF&P owns this series and the series below and leases them to other railroads. Cars 5101-5150 delivered directly to WRWK. All cars then to RF&P in 1982.
2. Intended for NHIR. To RF&P 5151-5199 and 200-300 in 1982.
3. Ex- ? in 1980
4. Ex- PW 10023-10095 in 1982/83
5. Ex- ? in 1980
6. Renumbered from 10017-10018 in 1981
7. Ex- ? in 1981
8. Job 782/ Ex- UMP in 1981
9. Ex- PW 50001 in 1980
10. Ex- PW 60001-60300 in 1980
11. Ex- NSL 160050-160099 in 1980

0065. ZIPX. TYPE T-106 TANK CAR ROSTER 1-84. Zip Transportation has a single series of type T-106 tankers, numbers 2330-2339. The 32.5 ton light weight tankers were built by ACF MILT in March, 1973. The 23,500 gallon cars have 100 ton trucks and are equipped with heater coils. (D.G. Casdorff)

INTERMODAL

0066. ATSF. TWO NEW MONO-NUMERIC TOFC FLAT SERIES. The Santa Fe has introduced two new single-number series for single trailer transport. Series 293500, originally built in 5-60 is now outshopped as a platform type of single van TOFC. The car has Santa Fe 10" Shock Control and is ATSF classed Ft-106. The car was outshopped in 8-83 and is 26 ton tare. Another platform type of TOFC flat is series 293999. Originally built in 7-57 and outshopped as an FC in 12-83. This car has a 19 ton tare weight and is classed Ft-105. This car too has a single van capacity. Both cars were outshopped by the Santa Fe at their Topeka Shops. (D.G. Casdorff)

0067. ATSF. GEN'L SERVICE GONDOLAS IN COFC SERVICE. Leave it to the Santa Fe for variety in those long intermodal trains. Seen regular in Container service at Santa Fe's Hobart Yard and outgoing trains are a few gondola cars from several series. Usually there are only a few attached to a regular intermodal flat train. Each gondola carries 2 twenty-foot containers-one at each end of the car. The following lists a few of those cars:

70020, from series 70000-70031, 42-6 IL GB's, class Ga 163

0067. (Continued)

#'s 70037 & 70045, from series 70035-70079, 51'IL GB's.
#70082, from series 70080-70099, 51'IL GB's.
#168054, from series 168030-168099, 65'IL GB's, class Ga 145.
#'s 168119 & 168129, from series 168100-168149, 65'6" IL GB's, class Ga 154.
#'s 64728 & 64806, from series 64625-64824, 53'6" IL GS's, class Ga 144.
(D.G. Casdorff)

0068. BN. NEW ARTICULATED TOFC FLAT SETS FROM ACF. The Burlington Northern has recently received two sets of the new ACF built "Versa-Deck II" articulated intermodal flatcars. The first set is a 10-unit car series, numbers BN 637100-637107. There are eight of these 10-unit cars. The second set is a 5-unit car series, numbers 637500-637503. There are four of these 5-unit cars. (D.G. Casdorff)

0069. LNAZ. Z-VAN ROSTER EFFECTIVE 8-83. The Louisville, New Albany and Corydon RR Co. has one series of Z-vans. This is series 650100-650299, all Evans/Monon built in 1982. These are all model FA 70, 45' vans with a 3070 cube capacity. Builder's serial numbers are DMO68001-DMO68300. (David G. Casdorff)

0070. MILZ. A FEW MILWAUKEE ROAD Z-VAN SERIES.

MILZ NUMBERS	BUILDER	MODEL	DATE
203200-203499	Fruehauf	FBZ9-F2-40	1978
250200-250399	Dorsey	SS01-454-T-S	1982
250800-250899	Fruehauf	FBZ9-F2-40 ¹	1977
251300-251499	Fruehauf	FBZ9-F2-45	1983
630000-630599	Fruehauf	FCZ9-F2-45	1983

Note 1- this series stretched to 45' in 1982

0071. SOU. SERIES 151000-151502 TOFC FLATS. This is the group of single-trailer TOFC flatcars being converted from boxcars. Apparently Orther is the carbuilder redoing this series. (C.W. Shaver)

0072. UPZ. SERIES 202450-202499. This small series of 40' Z-Vans were built by a relative newcomer to the Z-Van building business, Road Systems of Fontana, Calif. These are all model UP40FRP built in 1979. Builder's serial numbers are RLS794001-RLS794050. (David G. Casdorff)

0073. WP. SERIES 8801-9000 INTERMODAL FLAT CARS. This series appears to be built in 1980 by Pullman-Standard, Bessemer, ALA. The PS lot is 1144.

LOGOS & LIVERIES

0074. SIGNS OF THE MP AND UP MERGER. Noted on new auto racks on TT flats are Missouri Pacific numbers with Union Pacific herald and livery. (ex: MP 3661 on TTGX 963890 built by W&K/TC 11-83) (D.G. Casdorff)

0075. Ex-RAILBOX FINALLY BEGINNING TO BE REPAINTED
So far, have noted only two railroads that have repainted their ex-Railbox cars. The first I've seen was the RF&P with their #19353. The car was painted in their relatively new blue and white "simple" scheme.
The other road, the Southern Pacific, repainted #13009 in a slightly unexpected fashion; the car was repainted Railbox yellow and even the "next road- any load" logo and lettering were reapplied. The car was painted 1-84 and does not have the large black "Railbox" logo. The only identity to the SP is the reporting marks. (D.G.C.)
0076. SP. NEW OLYMPIC SUPPORTER LOGO ON SP Z-VANS.
New official 1984 L.A. Olympic supporter logos were applied to at least one series of SP Z-vans late last year. The series is the new SPLZ 936000-936299. The logo is a vertical rectangle that measures 38.25 inches wide by 55.25 inches tall.
0077. SOU. NEW SIMPLE SLOGANLESS LIVERY INTRODUCED.
Around the early part of 1983, the Southern Railway started repainting their cars in a new sloganless paint scheme. The new livery is an overall dark brown with white lettering. A large painted on "Southern" appears above the reporting marks. A note, most of the rest of the lettering and marks appear on the car in the form of pressure sensitive labels that have brown backgrounds with white lettering in square shapes. (D.G. Casdorph)

SCALE MODELS

0078. MODEL NEWS.
• Walthers is due to release TMI-developed 48' double GATX Airslide LO in HO •RAMAX is working on a 4650 cube, 49', three bay center flo LO with the top chord beading •A company is interested in the older 9' door, PCF built PFE (BN,NP,GN,SOO,MEC,BAR) 57'RPL in O and HO Brass •An established company is planning a 60' Greenville XAP in HO plastic •Another company has located the dies for the old AHM 41' three bay PS2 LO •A manufacturer is interested in a standard 1950s-1960s 50'6" PS1 XM in HO plastic with several door options •Weaver is planning an ACF Centerflo LO in O scale plastic, don't know whether 2 or 3 bay •McKean is working on a plug/sliding door version of his 40'XAP •What ever happened to Gould's USRA XM? •Will Athearn do another freight car? •MDC? •Would any one be interested in very limited production models of modern freight cars using Westerfield's technology? (Jim Eager)
0079. REVIEW IN BRIEF.
Life Like has released two excellent cars Todd Sullivan/Proto Research helped them with 3 years ago. One is the Evans built PC (only) X72/X72A plate C XL with flat X panel roof, improved dreadnaught ends and Evans cushioned underframe. The other is a 100 ton, 45', triple, twelve panel, riveted hopper. The "standard" Eastern coal hopper of the NW, B&O, C&O, WM, PRR, PC,CR and many other roads as well. Also similar to the Greenville and PS cars. In some ways, this car is better than McKean's welded Greenville cars. Both cars feature one-piece bodies with "throw-away" trucks and couplers. (Jim Eager)

RFCHL*

* Recent Freight Car History Literature 0080.

- Car Department, C & O Historical Newsletter.
Nearly every issue of this monthly Newsletter had a "Car Department" section in it for 1983. Some of the topics covered in 1983 were; Private coal car companies on the Chessie; Former Railbox renumbering; Symington XL high-speed trucks; and Chessie's new 100-ton Coal Gondolas. Chesapeake and Ohio Historical Newsletter XV: various pages.
- Eisfeller, Dick 1983. Great Northern Lines East Freight Operations. GNRHS Reference Sheet #79: 1-12. 10 photos, schedule and advertising reprints, text.
- Ehnbom, Staffan 1983. Great Northern 52 Ft. Flat Cars Series 66000. GNRHS Reference Sheet #76:1-4. 5 photos, 4 diagrams, text.
- Ellington, Frank, John Berry and Loren Martens 1983. Santa Fe's SK-Z Class Stock Cars. Santa Fe Modeler 6:3 pp 18-19. 2 photos, 1 drawing, text.
- Flick, Michael W 1983. Express Refrigerator Cars. Santa Fe Modeler 6:3 pp6-8. 5 photos, 2 drawings, text.
- Flick, Michael W. 1983. FE-24 Class Express Box Cars. Santa Fe Modeler 6:3, pp 20-22. 4 photos, 1 drawing, text.
- Fischer, Ian S. 1983. Pennsylvania's Light Weight Box Cars. The Keystone XVI:3, pp 4-11. 9 photos, 8 diagrams, roster/numerical summary, text.
- Fischer, Ian S. 1983. PRR Covered Hoppers of the 1960's. The Keystone XVI:4, pp 8-18. 11 photos, 9 diagrams, detailed text.
- Grinnell, Hugh 1983. Great Northern Piggyback Operations, 1954-1970. GNRHS Reference Sheet # 81: 1-8. 9 photos, 1 diagram, rosters, tables, advertising reprint, text, bibliography.
- Harris, John F Sr. 1983. Car Inspecting In The Thorndale Area. The Keystone XVI:4, pp 24-33. 21 photos, map, text.
- Hendrickson, R.H. 1983. Santa Fe Steam Era "Billboard" Freight Car Slogans. Santa Fe Modeler 6:1, pp 4-8 and 22-24. 15 photos of slogans, detailed table listing the assignment of slogans, text.
- Hendrickson, R.H. 1983. Modeling Santa Fe's FE-26 40-Foot Auto Cars. Santa Fe Modeler 6:5, pp 7-9. 6 photos, text.
- Kieckhefer, Guy N. 1983. Outside Braced 40' Boxcars Pt.1 The Soo 5:2, pp 16-19. 4 photos, Rosters, Identification guide, text.
- Slater, Charles 1983. Santa Fe's 86 Foot 8 Door Hi-Cube Auto Parts Cars. Santa Fe Modeler 6:4, pp 18-19. 1 photo, 1 diagram, specs, text.
- Smith, Charles M. 1983. 70-Ton Hopper Cars of the New York Central. Central Headlight XIII:3, pp 8-26. 26 photos, 16 diagrams, detailed roster, text.

FCJ SPOTTER'S LOG

0081. NEW AND RECENT DELIVERY SIGHTINGS

Reporting Marks	Date Built	Capy & Type	Builder	Notes	Spotter
ACFX 27646	9-82	--- LO	ACF HTG	nos.27601-28100 all leased to Tenneco	CWS
ACFX 75710	8-82	196 T	ACF MILT	30,085 gal, Union Chemical Div.Union Oil CA	DGC
ACFX 79759	2-82	191 T	ACF MILT		EAN
ADMX 80180	1-82	191 LO	ACF HTG	s/n 74262, 5700 cube, 5021 outlets	DGC
ADMX 25141	5-82	184 T	ACF MILT		DGC
BCDX 5040	12-82	194 LO	ACF HTG	s/n 75794, 5135 outlets, polyclutch lined	DGC
BSCX 3062	3-82	200 GT	BSC JTN	For Coke Loading Only	EAN
BSCX 3336	4-82	200 GT	BSC JTN	For Coke Loading Only	EAN
CELX 23329	10-82	192 T	UTC ECH	30428 gal., Gray tank	DGC
CELX 23510	8-82	194 T	UTC ECH	UTC lot 3214-N, 30384 gal.	DGC
D&H 12704	6-82	199 LO	NACC MURF	3915 cube, pressure differential	EAN
ERLX 6100	6-82	193 LO	USEX?	5750 cube, #'s 6100-6248	CWS
GATX 26763	3-82	166T	GATX SHN	33636 gal.	DGC
GATX 36045	8-82	191 T	GATX SHN	30754 gal. Union Chemical lessee	DGC
GATX 50530	7-82	166 T	GATX SHN	33610 gal. LPG, Union Oil lessee	DGC
GATX 52433	1-82	178 T	GATX SHN	B.F. Goodrich lessee, Vinyl Chloride	DGC
ICG 978742	3-82	185 FBS	GRO WGA	Bulkhead flat	DGC
LSIX 113	3-82	196 T	ACF MILT	17694 gal., PL 7133 lined	DGC
NAHX 94671	7-82	205 LO	NACC MURF	2785 cube, Press. Diff. Filtrol Lessee	DGC
NAHX 550229	2-82	192 LO	NACC BUT	5150 cube, W.R.Grace Davidson Chem Div.	DGC
NdeM 105820	1-82	XM	CNCF SAHAGUN	69500 Kgs. Capy	DGC
NdeM 117938	10-82	GB	CNCF SAHAGUN	88000 Kgs. Capy., 70.28 meters cube	DGC
NPCX 7477	3-82	201 LO	ACF MILT	5251 cube, 5135 outlets, Bioline 1060 lined	DGC
NPCX 7375	2-82	200 LO	ACF MILT	as above	DGC
OILX 30682	6-82	193 T	RTC HO	30561 gal.	DGC
PGMX 21003	6-82	T	TRN LGVW	21015 gal.	DGC
PLWX 44379	4-82	194 LO	PS BUT	lot 1136, E.I. DuPont lessee	DGC
RTMX 1870	3-82	195 T	RTC HO	17504 gal., Hubinger logo, Corn Syrup	DGC
RTMX 2904	4-82	191 T	RTC HO	20677 gal. I.C.I. America's lessee	DGC
RTMX 2913	3-82	191 T	RTC HO	20657 gal. I.C.I. America's lessee	DGC
RTMX 13622	8-82	189 T	RTC HO	23652 gal. Agrandi lessee	DGC
RTMX 13630	9-82	188 T	RTC HO	23633 gal.	DGC
RTMX 20365	4-82	149 T	RTC HO	33512 gal. Olympia Petroleum lessee, LPG	DGC
RTMX 20387	7-82	150 T	RTC HO	33618 gal.	DGC
RTMX 20444	9-82	151 T	RTC HO	33615 gal. Mobil Oil lessee	DGC
RTMX 580109	5-82	194 LO	RTC HO	5800 cube E.I. DuPont lessee	DGC
SCMX 4300	2-82	194 T	TRN LGVW	26494 gal.	DGC
TILX 260308	12-82	186 T	TRN LGVW		DGC
UTLX 40853	8-82	195 T	UTC ECH	30556 gal. Union Chemical	DGC
UTLX 40845	11-82	194 T	UTC ECH	30068 gal., Getty Refining & Marketing lessee	DGC
UTLX 67258	8-82	195 T	UTC ECH	20587 gal. Proctor & Gamble lessee, Soy Bean Oil	DGC
UTLX 67320	2-82	189 T	UTC ECH		EAN
WFIX 204	8-82	189 T	ACF MILT	21052 gal.	DGC
ACFX 36249	11-83	194 LO	ACF HTG	s/n 75962, Borden Chemical lessee	DGC
ACFX 59729	6-83	192 LO	ACF MILT	5000 cube, Press. Diff., W.R. Grace Davidson	DGC
ACFX 75841	2-83	T	ACF MILT	J.M. Huber Corp. Clay Slurry, 13862 gal.	CWS
BCDX 5123	9-83	194 LO	ACF HTG	s/n 75877, 5700 cube, PL 7122	DGC
CPWX 607362	10-83	200 LO	MIL MIL	4550 cube	RY
GAPX 6070	10-83	194 T	UTC CLV	20682 gal. Phenol	DGC
GATX 18202	8-83	196 T	GATX SHN	20590 gal. Emery lessee	DGC
GBW 5506	10-83	196 GB	CNCF SAHAGUN		CWS
KCT 7002	3-83	195 GB	CNCF SAHAGUN	2500 cube	DGC
MP 643686	5-83	196 GB	CNCF SAHAGUN	2500 cube	DGC
MP 643754	6-83	196 GB	CNCF SAHAGUN	2500 cube	DGC
NdeM 106918	8-83	XM	CNCF SAHAGUN	69500 Kgs Capy., 141.60 meters cube	DGC
NdeM 130205	3-83	GB	CNCF SAHAGUN	88500 Kgs Capy	DGC
PLMX 17003	8-83	199 LO	FMC P	4700 cube	DGC
RLSX 1003	7-83	198 T	GATX SHN		DGC
TCAX 65069	11-83	196 LO	TC CH	Job 816-C, 5800 cube, Union Carbide lessee	DGC

0081. NEW AND RECENT DELIVERY SIGHTINGS (Continued)

Reporting Marks	Date Built	Copy & Type	Builder	Notes	Spotter
TILX 300761	5-83	149 T	TRN LGVW		EAN
UTCX 58040	12-83	196 LO	TC CH	5800 cube, Job 816-D, Exxon Chemicals	DGC
UTLX 41138	8-83	193 T	UTC ECH	30061 gal., Charter Intern.Oil, Solvents	DGC
UTLX 66836	12-83	199 T	UTC CLV	Staley logo, Corn Syrup	DGC
UTLX 65668	4-83	154 T	UTC ECH	10301 gal. I.C.I. America's lessee	DGC
UTTX 60114	12-83	65 (ea) FCA	FMC P	5-unit articulated car	DGC

ADMX 53172	3-84	LO	GATX EC	4566 cube Airslide	CWS
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THANK YOU VERY MUCH to the contributors of this section: Carl W. Shaver (CWS); Eric A. Neubauer (EAN); Richard Yaremko (RY) and David G. Casdorph (DGC). Also congratulations to Carl Shaver for being the first person to spot a 1984 built car!

0082. EX AND RENO

Former to New Reporting Marks	Date Built	Copy & Type	Builder	Notes
ACFX 77966 → UELX 77966	2-77	200 T	ACF MILT	ADM lessee
HN 1032 → ATW 61032	11-77	160 XF	USEX BI	
HN 3034 → ATW 63034	4-54	154 XF	na	REbuilt 3-79 USEX WA
NSL 160103 → ICG 501886	9-79		BFF RV	
NSL 100876 → CNW 719002	7-77	154 XM	GT PICK	
NSL 155760 → ICG 501860	9-79	154 XM	SIECO AC	
NSL 151115 → CTML 1024	5-78	154 XM	GT PICK	
NSL 151152 → CTML 1025	6-78	154 XM	GT PICK	
NATX 33986 → TCSX 237	4-66	T	n.a.	LPG
NATX 34230 → TCSX 202	11-67	T	n.a.	LPG
RACN 64224 → NAHX 64224	1-81	200 LO	ING PAS	NACC s/n 64224
RUSX 2631 → CHVX 280972	8-80	186 T	RTC HO	
RUSX 2692 → CHVX 280975	9-80	186 T	RTC HO	
SCL 23785 → SBD 125044	11-71			EAN
TIMX 21000 → PGMX 21000	6-82	189 T	TRN LGVW	Proctor & Gamble owner
WRTX 2001 → TRTX 206	5-74	200 LO	Prob. PS	

0083. LESSEES by AI Tuner

Private Companies

Amoco Oil: UTLX 89708, 90016, 94040, 94145, 94390, 94634, 97441, 97472, 97725 and 97767.

Anglo American Clay: ACFX 76157 (Black bottom, gray bottom, blue logo)

Continental Oil: RTMX 2742, 2753 and 2754 (stencilled)

Crown Central Petroleum: UTLX 89770, 90434, 90525, 90737, 91168, 94229, 94534, 94539, 95012, 95166, 95285, 95465, 95641, 95963 and 96766

Goodyear Tire & Rubber: PLCX 43528, 43560, 43596

LCP Transportation: UTLX 66386, 66391, 66392, 66400, 66484, 66584 (Stencilled name) (Caustic Soda)

Mobay Chemical: ACFX 44731

SCM Glidden Pigments: ACFX 11966, 11981; UTLX 24866, 24872, 24964 and 43183 (Black bottom, White top, SCM Glidden logo)

Standard Chlorine of Delaware: GATX 38752 (White tank, green lettering)

Stauffer Chemicals: ACFX 60833

U.S. Steel: TIMX 300494

Union Carbide: GATX 41879

Railroad Auto Racks/ Trailer Train

ATSF: TTGX 965920

BN: ETTX 907040

B&O: TTKX 909127, 909149
TTBX 911882, 911885

CNW: TTGX 910352
CTTX 907025
TTKX 909112, 909115, 909121

C&O TTKX 909130
ETTX 907363
CTTX 700454

CR CTTX 901171, 901237, 901596, 904408 and 908936

DRGW: ETTX 854073

L&N: TTBX 941571

MP: ETTX 820440, 902251, 907656
CTTX 802796
TTGX 942323, 942427
TTKX 909128, 909157

NW: ETTX 900716, 901771
TTBX 911868, 912396

PC: TTKX 909186, 909211, 909226

FCJ CORRECTIONS

CORRECT #2-0021: Under Class Ft-32; this should read originally from series 95800-95999. (D.G. Casdorff)

CORRECT #2-0039: Last line should read as follows; ROCK 300980+ BM 300980. (C.W.Shaver)

etc...

Just in....the Union Pacific announced its 1984 equipment acquisitions: 350 covered hoppers for cement, 325 FA's and 150 refrigerated trailers.
(Al Tuner)

and from CRAIG BOSSLER... for those readers who may be interested in what has happened to the EL ancedried 60' mechanical reefers, there are about a dozen of them stored just beyond the north end of the yard in Reading photographable best in afternoon light. Also a few more in the yard at Rutherford but obscured.

Another item about 4 or 5 of the old NH Clejan flats can be found in the station yard, W of 8th and N of Walnut in Reading. Some years back they were being rebuilt into container cars for CCKX at Modena, PA. These last ones have not been rebuilt as such.

MEMBERS EXCHANGE

Jim EAGER, 7 Lappin Ave., Toronto, Ontario M6H 1Y3 would like to correspond with others interested in D&RGW, WP and Rock Island freight cars. Will trade/buy slides, dupes, B&W prints, diagrams etc. Also interested in modern (1960s to present) freight cars in general.

Eric Neubauer, 268 Russell Rd, Princeton, N.J. 08540 needs serial numbers and data on the following ACF HTG built center flo covered hoppers:

AMCX 7775-7864	WAR 16100-16499	GPIX 101-200
EBAX 57001-57042	CONX 45710-45774	45775-45922
FLIX 2600-2699 and 3400-3499	ATSF 316150-316899	
B&O 606440-606739	C&O 607000-607449	GELX 8101-8150
BRAX 7000-7199 and 260426-260544	SOO 76400-76599	
DAKR 100-259		

Serials on located on side sill above step on left hand side of car (almost at the end on the side)

Q & A

QSTN 0001: In the early 1960s the C & O sold 100 85-foot flats to Trailer Train. These apparently are numbered somewhere in the TTX 470000s. Can anybody identify which TTX numbers are the ex C&O's? (CWS)

QSTN 0002: What is the object of the long center sill overhang on UTLX et al 14119 as illustrated on P. 19 of FCJ #2 ? (CTB)

PRINCIPLES of FREIGHTCAROLOGY

PART II

This section will be a little shorter this time around, but I did want to mention a few things brought about from last issue's discussion.

A 4th BUILDER'S I.D. METHOD. Another way of identifying the builder on a cars, especially older cars is by the builder's PATENT PLATE or stencil. This may be located on the side sill, end, center sill or other places usually on the lower part of the car. This of course won't tell you WHERE it was built and maybe not even WHO built it...but it should I.D. the designer... which brings me to the next subject.

DESIGNER vs BUILDER. In most cases the designer of the car is also the builder. However in some cases (most notably occuring with railroad built cars, and some car builders such as Berwick and NRUC) the "company" and place built are not the same as the "company" that designed the car.

Next, a few variables on the "NEW" date versus "BLT" dates. Eric Neubauer sent in a couple of interesting items and since I've seen some similar occurrences. First, ERLX 6175 blt USEX WA shows as NEW 8-83 but built 5-82. The "8-" and the "3" were painted over the "5" and the "2" on the NEW date. Next, is GTW 309386 a BFF BWK 152 XL built 10-74, but in place of "NEW" is E P CO with a date of 12-74. Apparently the cars are reweighed after being sent to Evans for installation of loading equipment. Eric and I have also seen this on RDG, SP UP and CR auto parts and appliance cars.

Also a little more common than previously suspected is seeing a NEW date one month earlier than the built date on many tank cars.

LASTLY....we'll have a updated and corrected list of builder's abbreviations in about 3 or 4 issues; in the meantime here are some additions etc. listed below. Please remember that these are "official" abbreviations used by the RRs, builders etc. and not something we made up. Also note these are mostly 1970+ builders.

EPCO FLY	Evans Products
ITEL CRTS	
LVRR S	Lehigh Valley RR
MI WILM	Mectron Industries, Wilmington, Delaware
NACC MPLS	North American Car
OFC COV	Ortner, Covington, Kentucky
TRN MNTG	Trinity Industries
UTC CLV	Union Tank Car, Cleveland, Texas

REAR COVER PHOTOGRAPH CAPTIONS

Inside/Top: RTMX 580109, built in 1982 but having a NEW date of 9-83. The car was built by Richmond Tank of Houston TX and is leased to E.I. DuPont. (D.G.Casdorff photo)

Inside/Middle: TCAX 65059, a new design built by THRALL CAR appearing very similar to the ACF center flo design. This car was built in 11-83 and is leased to Union Carbide (DGC)

Inside/Bottom: UPZ 202458, from a series of 50 made by Road Systems of Fontana, CA built in April, 1979. (D.G. Casdorff photo)

OUTSIDE: FMC's prototype 30-ton 7500 cube boxcar designed to transport light weight tissue products (6 lbs/cu.ft.) built 1982. (FMC/Ackroyd Photography photo)

