

FREIGHT CARS

AUGUST 1991

JOURNAL



- **Santa Fe Paint Schemes of the 1980's**
- **Plastics Transport Covered Hoppers**
- **B&O 475400-475409**
- **NW 164000-164999**

40

FREIGHT CARS JOURNAL

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COVER PHOTO

ATSF 178556 was delivered new in January 1980 from Greenville Car. The paint scheme continues the format used on high-sided Ga-classes from the Seventies. Roman lettering and billboard Santa Fe.

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OBJECTIVES

Freight Cars Journal began publication in 1983 to promote and disseminate the study of railway freight cars and related industries. We are interested in all eras of railroad history and especially welcome contributions on steam-era freight cars. Articles on steam-era revenue freight equipment will be given priority over articles on contemporary equipment. However, if there is insufficient steam-era material, we feel a need to preserve history as it occurs today before it is lost and avoid the shortsightedness of our progenitors. Thus, a special ongoing project of *Freight Cars Journal* has been to document those freight cars built since the cessation of the annual reviews presented by *Railway Age* in 1982.

Freight Cars Journal continues to document tens of thousands of freight cars that have been built since the early 1800s. The Editors welcome new historical information, reviews and corrections including roster information, modeling suggestions, technical evolution, logos and liveries, etc.

RAILROADS

BANGOR AND AROOSTOOK RR has acquired fifteen (15) new-built 73-foot center beam flat cars. BAR 700-715 were built in 2-91 by Thrall's Clinton, IL, shops. [E. A. Neubauer]

BURLINGTON NORTHERN has added 73 used gondola cars to its fleet numbered BN 560900-560972. These were originally from the D&H 15000-15149 series. Owner-lessor is Chrysler Rail Transportation Corporation. [C. W. Shaver]

CONRAIL acquired a number of ex Illinois Central woodchip hoppers. Examples are: CR 470017 (ex ICG 825189, 12-72); 470018 (ex IC 83646, 12-72); 470032 (ex IC 83572, 6-69); 470040 (ex IC 83596, 6-69); 470042 (ex ICG 865084); 470050 (ex ICG 865284); 470077 (ex ICG 865143, 11-72); 470079 (ex ICG 865146, 10-72); and 470133 (ex ICG 865209, 1-73). All of these are classed by Conrail as HG7B.

Conrail has rebuilt a number of former HT coal hoppers from various H43 subclasses into GTS coal cars. The newly rebuilt cars look very similar to Bethlehem's "Coalporter" design. There are two classes. The G52H's were rebuilt in 5-90 and have a 3560 cu. ft. capacity (numbers sighted range from CR 503144 + 503242). The G52L's were rebuilt in 4-91 by CR SR and have a 3956 cu. ft. capacity (numbers sighted range from CR 503301 + 503859). A color photo of CR 503377 appears on p. 8 of the May 1991 issue of *Railpace Newsmagazine*.

Auto rack class ML2M are the newest bi-levels in the Conrail fleet. These are mounted on TTGX initialed flat cars (e.g. CR rack #9027, blt 3-91 and #9046, blt 4-91). These were built by Thrall Car's Winder, GA plant (job 670). They are fully enclosed with "clam-shell" doors. [E. A. Neubauer, C. T. Bossler, D. G. Casdorff.]

DELTA VALLEY & SOUTHERN is leasing 24 used box cars numbered in the 719000's. Eighteen of these are ex MISS 719000's. Six are ex NSL 719000's. All are ex CNW 719000-series that were originally from the NSL 100874-100938 and 155036-155054 series. Owner-lessor: Chrysler Rail Transportation Corporation. [C. W. Shaver]

GALVESTON RAILWAY, INC. is now operating freight cars under its own reporting marks (GVSR). The first reported are former SP/SSW box cars. These are double-door to single-door conversions like the WCTR and CRLE cars (see FCJ 34:3-5 and FCJ 35:3, FCJ 38 resp.) Examples GVSR 763001 and 764008 were converted 4-91. 5283 cu. ft. capacity. The cars are dark blue (close to "Chessie" blue) and have multicolored "Golden West Service" logos.

McCORMICK, ASHLAND CITY & NASHVILLE RAILROAD has added more used freight cars to its fleet. The latest (e.g. MACO 138) are former Southern Railway "50-foot" single sliding door box cars from the SOU 527000-527848 series (ACF, 10-71). The cars were acquired in 1990. [D. G. Casdorff]

MIDLOUISIANA RAIL CORPORATION has acquired a number of box cars that were originally from the VSO 6000-6199 series built in 6-76 (e.g. MDR 8270). [C. W. Shaver]

UNION PACIFIC. Additional information on the rebuilt UPFE 461789-series (see FCJ 38). Rebuild dates now range from 10-90 = 4-91 with a high number of 462093. [D. G. Casdorff]

WILLAMINA & GRAND RONDE RAILWAY. A number of former ICG 246850-246949 series gondola cars (USEX BI, 1981) were relettered and renumbered into the WGR 301-400 series sometime in 1990. [D. G. Casdorff]

PRIVATE OWNERS AND LESSEES

ADM TRANSPORTATION continues to expand its freight car fleet. The latest additions are new-built corn syrup tank cars. Number range reported so far is ADMX 17431-17592 with a build date of 4-91 (additional dates very probable). These are 17,500 gallon, DOT 111A100W3, insulated, coiled, tank cars built by Trinity Longview. This new group also marks the end of the distinctive "Corn Sweeteners" logo — the cars have a blue ADM logo (which looks oversize on these smaller cars), with the white-outlined blue lettering underneath reading "Corn Processing Division." [C. W. Shaver]

ALABAMA RIVER WOODLANDS, INC. has acquired (ca. April/May 1991) a number of former Southern Pacific woodchip hoppers (cf. Westvaco FCJ 38). Examples are ARWX 6001 (blt 5-71, class G-100-15); 6008 (6-71, G-100-15); 6044 (1-72, G-100-17); 6045 (12-71, G-100-17); 6049 (12-71, G-100-17). All 7452 cu. ft. [D. G. Casdorff]

ARCO CHEMICAL is leasing a number of 26,400 gallon, DOT 105J300W, insulated, non-coiled tank cars from ACF Industries (e.g. ACFX 94362-94389, built 4-91 ACF MILT).

Arco is also leasing more 23,600 gallon tank cars for styrene transport (cf. FCJ 38 and 39 for cars leased from GATX). These are being leased from Union Tank Car (e.g. ULTX 642516 built 12-90, lined 1-91 with PL 3066, DOT 111A100W3, insulated, coiled). Both series mentioned above have been painted concrete gray with black lettering, a new variation for Arco's leased cars. [T. Hodun, D. G. Casdorff]

CALIFORNIA CEDAR PRODUCTS COMPANY. Additional information to the tank cars noted in FCJ 39. The series now appears to be UTLX 640255-640274 (20 cars) built 1-88 by Union Tank Car. These are insulated and coiled 23,500 gallon tank cars. DOT 111A100W3.

California Cedar is also leasing tank cars from General American Transportation (e.g. GATX 3820 and 3823, built 6-89 by Trinity Longview. ca. 23,600 gallon. DOT 111A100W1. Insulated and coiled). [D. G. Casdorff]

FREIGHT CAR NEWS

CASTROL, INC. Previously unreported. Castrol began leasing about a dozen 25,800 gallon tank cars from Union Tank Car Co. in late 1988 (e.g. UTLX 640588 built 11-88 by UTC ECH). [D. G. Casdorph]

CRYO-TRANS, INC. has added another 100 cryogenic refrigerator cars to its fleet numbered CRYX 1223-1322. These have no geographic name on the door and instead of having the "Protecting Today's Perishables For Tomorrow" lettering on the right half of the side there is a "Carnation" trademark lettering. [C. W. Shaver]

ENRON GAS LIQUIDS, INC. is leasing about two dozen high-pressure tank cars for LPG transport from General American Transportation. GATX 66154-66176 were built 1 = 2-91 by Trinity Longview. These are 33700 gallon, DOT 105J300W tank cars. [D. G. Casdorph]

GENERAL AMERICAN TRANSPORTATION can be added to the growing list of cryogenic refrigerator car operators. GARX 68000 is (so far) a one-of-a-kind mono-numeric series. The car was built in 9-90 by Gunderson.

Livery is white with blue data and markings. It also has a logo consisting of a penguin and "GATX Arcticar." This car has a 67'4" interior length. Cubic capacity: 6854. Plate F clearance. Plans are apparently to acquire another eighty in 1991, but at press time no reports of any others have surfaced. A photo of this car appears on p. 72 of the May 1991 *Railway Age*. [C. W. Shaver]

ICI AMERICAS, INC. is leasing a number of 16,000 gallon, DOT 111A100W5, insulated, coiled tank cars from ACF Industries (e.g. ACFX 94430-94439 built 4-91 ACF MILT). [T. Hodun]

JOHNSON & JOHNSON, CONSUMER PRODUCTS DIVISION is leasing another small group of ACF PD5000 Center Flows from ACF Industries (e.g. ACFX 45424-45426 built 4-91 ACF BWK). [T. Hodun]

MONSANTO COMPANY is leasing a number of 29,500 gallon, DOT 111A100W1, non-insulated, non-coiled tank cars from ACF Industries (e.g. ACFX 94418-94428 built 4-91 ACF MILT) (cf. similar cars, different numbers in FCJ 39). [T. Hodun]

NATIONAL BY-PRODUCTS is leasing a number of 25,600 gallon, insulated, coiled, DOT 111A100W3, tank cars from Union Tank Car (e.g. UTLX 641816 built 1-90 by UTC ECH). [G. R. Cockle]

NATIONAL CARBONIC, INC. Additional information. See entry FCJ 28:9. Known number range for the 1-88 built carbon dioxide cars is now UTLX 900109-900113. DOT 105A500W. [G. R. Cockle]

NORTH AMERICAN CHEMICAL CO. has acquired a number of ACF "Center Flow" covered hoppers from Kerr-McGee Chemical. NACX 101 + 290 are ex KMCX 101-290. [D. G. Casdorph]

OCCIDENTAL CHEMICAL. Previously unreported to FCJ. Occidental began leasing eight 13,800 gallon tank cars for phosphorus transport in 1985 from Shippers Car Line Division, ACF Industries (now ACF Industries). ACFX 71187-71194 were built in 11-85 at ACF Milton. [T. Hodun]

OCCIDENTAL CHEMICAL, ALATHON DIVISION (formerly Oxy Petrochemicals, Inc.) has several hundred new-built 6200-cu. ft. covered hoppers for plastics service. ALAX 62001-series were built 10 = 11-90 by ACF HTG. These huge four-bay covered hoppers are equipped with 5235 outlets and lined with AM 320 HS.

Another one-hundred fifty 6100 cu. ft. covered hoppers were delivered in mid 1990. ALAX 41401-61550 were built 6-90 by Thrall's Cartersville, GA plant (job 634). [E. A. Neubauer, D. G. Casdorph]

OCCIDENTAL CHEMICAL CORPORATION, PVC RESINS. Additional information on the OCPX 80000's series 24,000 gallon, DOT 105J300W tank cars noted in FCJ 39. There are three-hundred (300) in the series numbered OCPX 80001-80300 built 10 = 12-90 at Trinity Longview and Tulsa plants. [E. A. Neubauer, D. G. Casdorph]

PLM INTERNATIONAL has acquired a number of former Detroit Edison coal cars from the DEEX 6000-6593 series (e.g. PLEX 6178 and PLEX 6238). [C. W. Shaver]

QUIMICA FLUOR SA de C.Y. began leasing a small number of hydrogen fluoride tank cars from Union Tank Car in early 1990 (e.g. UTLX 970027 built 3-90 by UTC ECH). Cars of this group have 22,000 gallon, DOT 112S400W tanks. [J. Kinkaid]

RACON. Previously unreported are a couple of groups of tank cars being leased from Union Tank Car Co. Examples are as follows:

UTLX 950011	2-88	112S400W	24,048	Hydrogen Fluoride
UTLX 980000	4-85	114A400W	21,315	
UTLX 980004	9-86	114A400W	20,253	
UTLX 980005	9-86	114A400W	20,277	Refrigerant Gas

[J. Kinkaid]

TENNSV, INC. has acquired fifty (50) box cars for hauling garbage from New York to Iowa. Those sighted so far come from various Union Pacific/Missouri Pacific series. (e.g. TSVX 140, 182 XM, 60-08 IL, 6350 cu. ft., built 1-73, double door plug. class BF-100-43). These have 2 small (approx. 1' square) vents on sides (each side of door). [M. B. Foley]

TRAILER TRAIN. Additional class TWG52Bs continue to be delivered to Trailer Train (previous last deliveries were in 4-90). The new series is DTTX 72582-72781 with build dates of 3 = 4-91 so far reported. These were built by Thrall Car (job 666) at their Chicago Heights plant.

Gunderson delivered more class GWG52B double stack container cars in 1 = 3-91. The new series is DTTX 73559-73708. [J. L. Becker, C. W. Shaver, M. B. Foley, D. G. Casdorph]

FREIGHT CAR NEWS

UNITED CLAYS, INC. acquired 46 tank cars from the AMMX 14000-14274 series (ex Kentucky-Tennessee Clay Corporation, nee Cyprus Industrial Minerals). The original numbers were retained, only the reporting marks changed to UCMX. [C. W. Shaver]

U.S. RAIL SERVICES. Additional information on the TQEX 58001-58500 series (see FCJ 34:8; 32:25). This series was built at both the Bessemer and Fort Worth plants. It is now believed that the order was split ²⁵⁰/₂₅₀ between the two plants. TQEX 58001-58250 appear to have been built at Fort Worth and TQEX 58251-58500 appear to have been built at Bessemer. Build dates for the entire series now range from 7-89=12-89. [E. A. Neubauer]



CR 470018 was IC 83646 built in 12-72. This is one of several hundred former IC/ICG woodchip hoppers acquired recently. E. A. Neubauer photo.

FREIGHT CAR NEWS



OCPX 80092. Built in 12-90 by Trinity for vinyl chloride transport. Note the full length top walkway. Photographed in May 1991 at Allentown, PA. E. A. Neubauer photo.



GYSR 764008 one of the former SP/SSW box cars going to the Galveston Railway with the new "Golden West Service" logos. Photographed May 1991. D. G. Casdorff photo.

A CHECKLIST OF COVERED HOPPERS COMMONLY FOUND IN PLASTICS TRANSPORT SERVICE

by D. G. Casdorph

American Car & Foundry

ACF 3510 cuft.

ACF 4460 cuft.

ACF 4650 cuft.

ACF 5250 cuft.

ACF 5400 cuft.

ACF 5700 cuft.

ACF 5701 cuft.

ACF 5800 cuft.

ACF 6200 cuft.

Constructora National

CNCF 5750 cuft.

Evans Products

EP 5750 cuft.

General American Transportation

GATX 3500 cuft.

GATX 4000 cuft.

Gulf Railcar

GRI 5800 cuft.

National Steel Car

NSC 5810 cuft.

North American Car Corp.

NACC 5250 cuft.

NACC 5750 cuft.

NACC 5852 cuft.

Procor

P75 5820 cuft.

P75 5840 cuft.

Pullman-Standard

PS 5400 cuft.

PS 5650 cuft.

PS 5820 cuft.

Richmond Tank Car

RTC 5800 cuft.

Thrall Car

TC 5800 cuft.

TC 6100 cuft.

Trinity Industries

TRN 5850 cuft.

TRN 5851 cuft.

TRN 6150 cuft.

Union Tank Car

UTC 5820 cuft.

NOTES:

- A. Cars are listed by their *stencilled* cubic foot capacity under each builder.
- B. North American Car Co., Evans Products and Constructors National 5750's all appear to be based on the same design.
- C. Richmond Tank Car and Gulf Railcar 5800's are the same design.



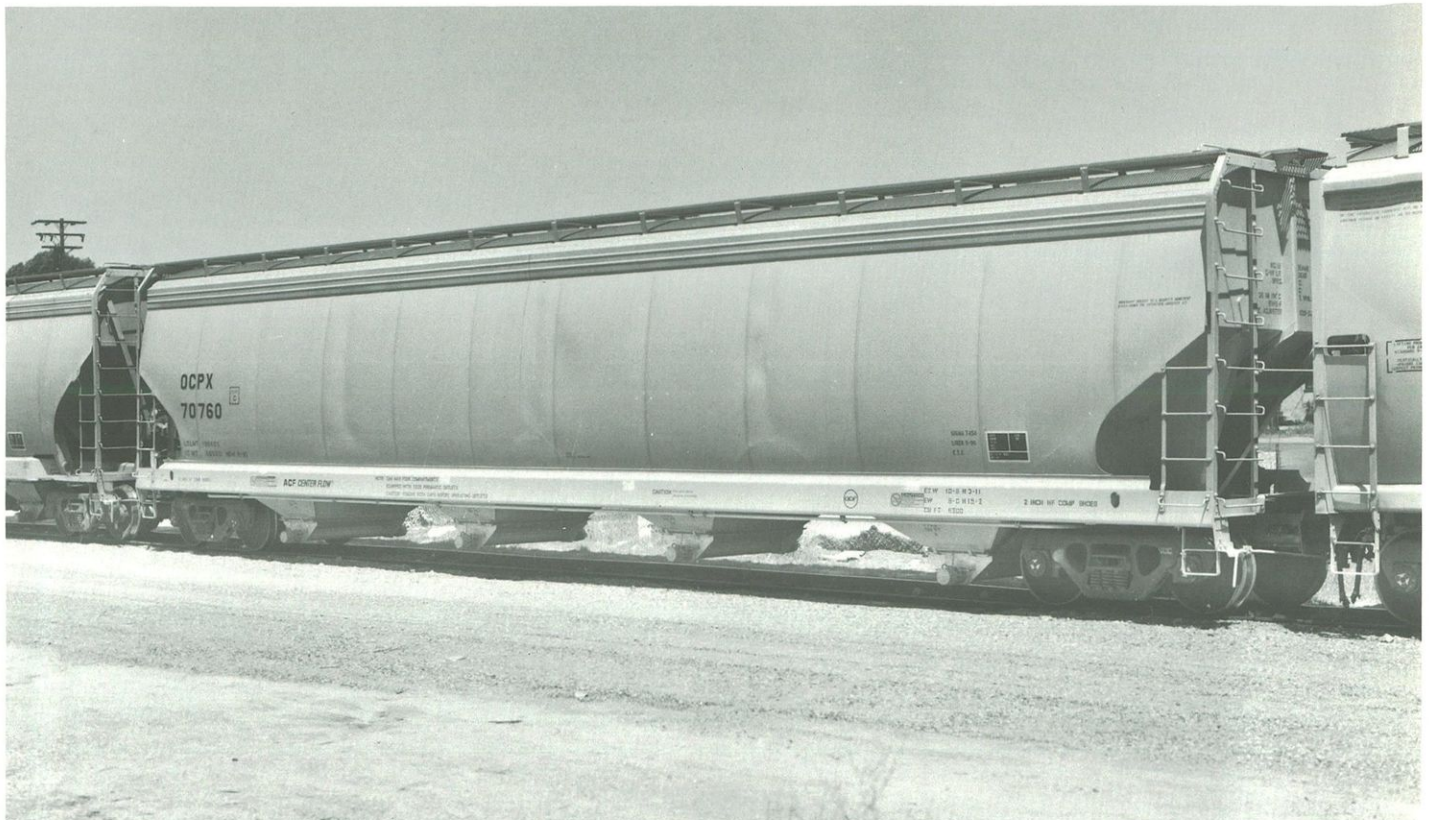
ALAX 61064 is Thrall's 6100 cu. ft. design. This car was built in 8-89.



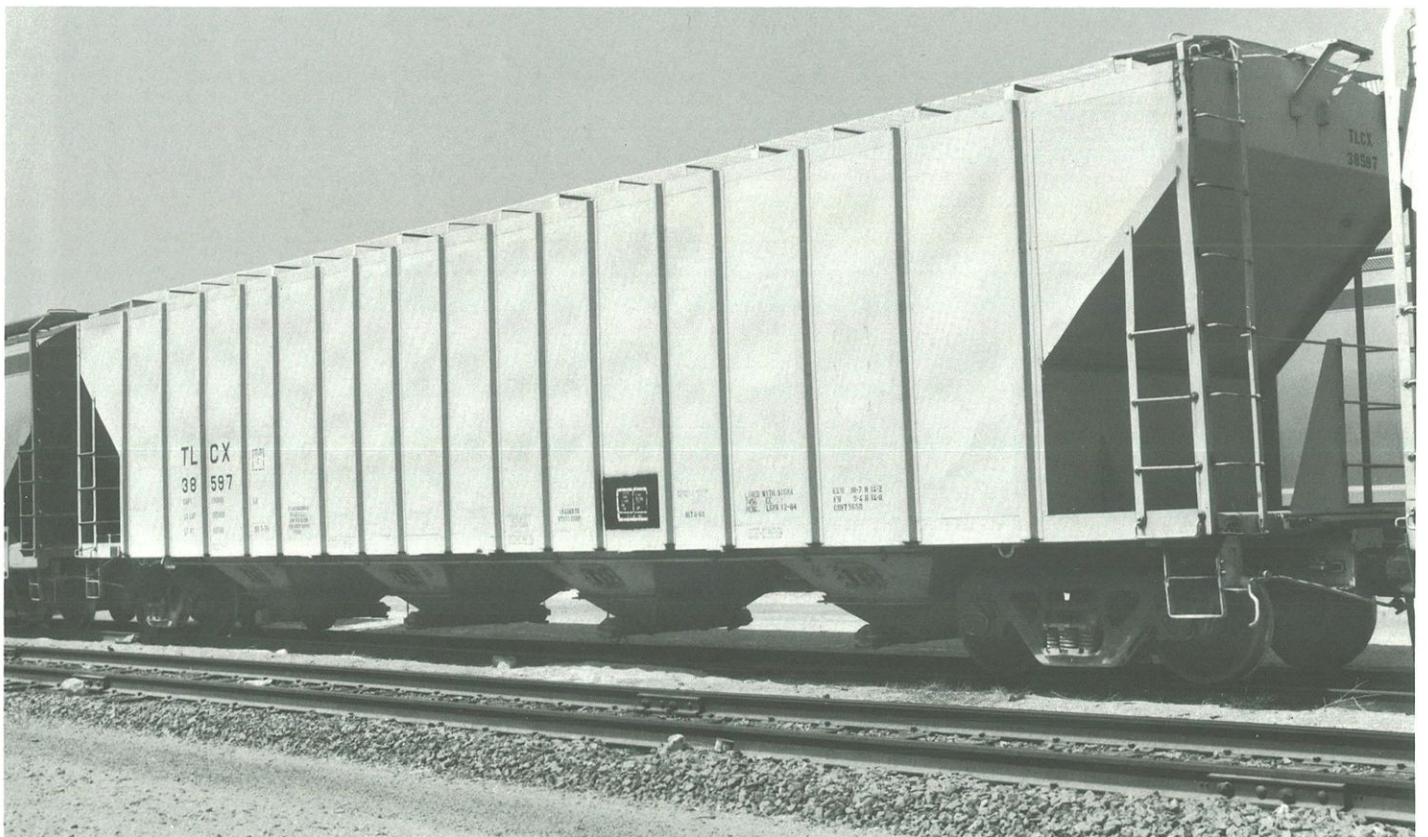
WSOX 5822 was built in 12-88 by Gulf Railcar. Its the same design as the Richmond Tank Car design introduced in the early 1980s. Note the massive exterior frame, rounded sides and exposed hoppers.



OCPX 70482 is Trinity's 6150 design. Note the height of the hopper area on the ends compared to the PS 5820 and TRN 5850 designs.



OCPX 70760 is the largest production plastics service covered hopper to date. Built by ACF 8-90, this car boasts a whopping 6,200 cubic foot capacity.



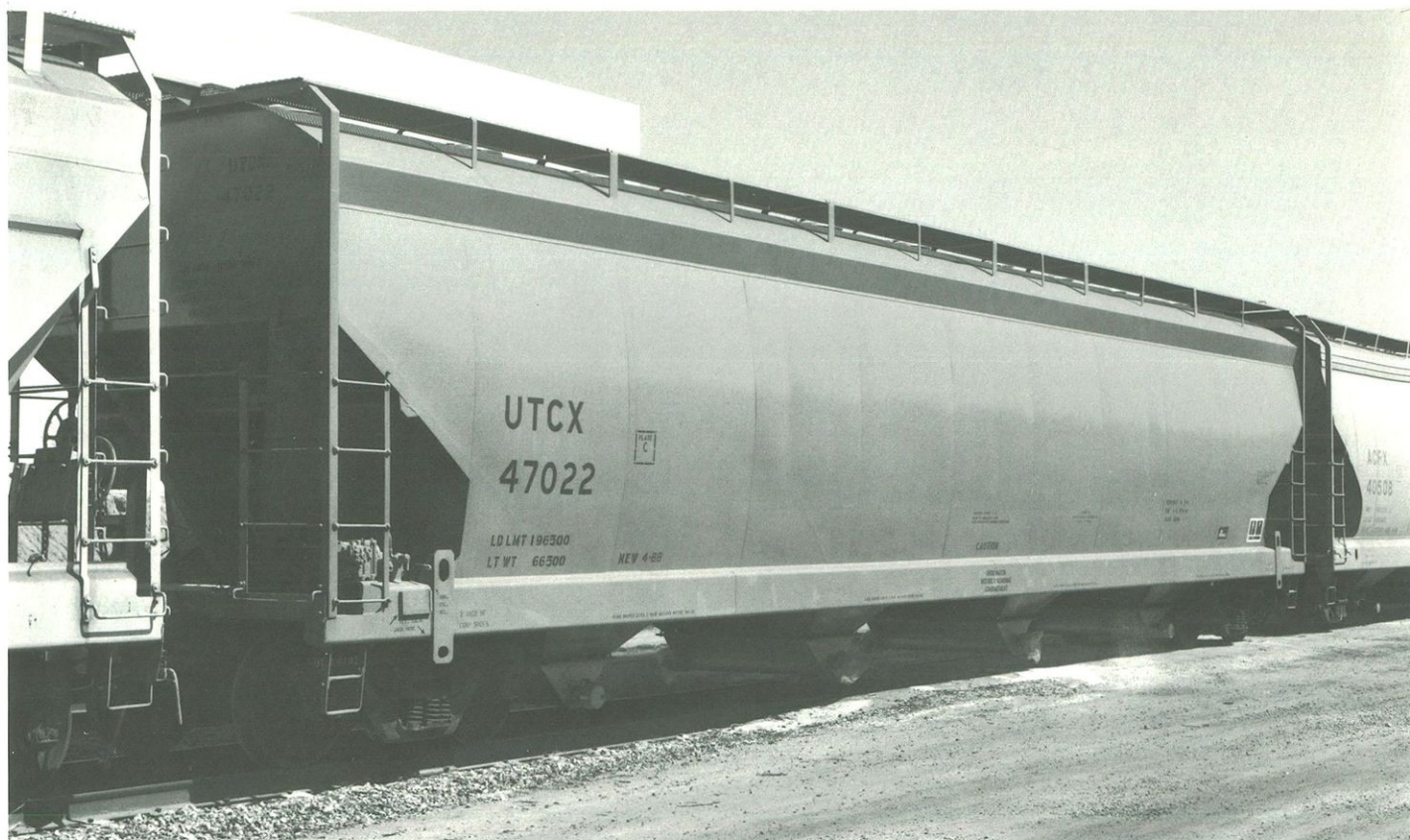
TLCX 38597 is a Pullman-Standard 5650 design.



PTLX 41519. Built in 10-72. This is Pullman-Standard's 5820 design with rectangular body, exterior ribs etc.



FPAX 890017 is a Trinity 5850 design. It evolved from the earlier PS 5820 (see PTLX 41519). This car was built in 6-89.



UTCX 47022. Thrall's 5800 cu. ft. design is at first glance similar to the ACF "Center Flow." But, there are numerous differences that distinguish this design. The quickest way to recognize these are by the four vertical rectangular plates on each corner used for lifting the body off of its trucks.

ABBREVIATIONS COMMONLY USED IN FREIGHT CARS JOURNAL

The **equal sign** or "=" is used in month/year dates to indicate through and inclusive; the **addition sign** or "+" is used to indicate not inclusive; **abt** = about; **ACF MILT** = American Car & Foundry Milton PA (builder); **BSC JTN** = Bethlehem Steel Car Johnstown PA (builder); **ca** = circa; **cf** = see also or compare to; **cu. ft.** = Cubic foot capacity; **DOT** = Dept. of Transportation (usually followed by a tank car class); **e.g.** = for example; **ex** = previous operator; **exx** = before the previous operator; **FA** = auto rack on flat car; **FB** = bulkhead flat car; **FBC** = center-divided bulkhead flat car; **FM** = general-service flat car; **gal.** = gallon(s); **GB** = gondola car; **GSC GV** = Trinity Greenville PA (builder); **GT** = high-sided gondola car; **GTS** = special

purpose high-sided gondola car; **GUX P** = Gunderson Portland OR (builder); **HM** = Hopper car with two hoppers; **HT** = Hopper car with three or more hoppers; **IL** = Interior length; **Job** = builder's job number follows; **Lot** = builder's lot number follows; **MFC CLIL** = Thrall Car Clinton IL (builder); **nee** = original operator and/or owner; **Plate** = clearance diagram "plates" (B,C,E,F and F+ are the most common); **PSM BESS** = Trinity Bessemer, AL (builder); **RBL** = Isothermic refrigerator car; **RC** = cryogenic refrigerator car; **RPL** = mechanical refrigerator car; **TC CH** = Thrall Car Chicago Heights (builder); **TRN LGV** = Trinity Longview, TX (builder); **TRN OKC** = Trinity Oklahoma City OK (builder); **UTC ECH** = Union Tank Car East Chicago (builder); **XL** = loader equipped box car; **XM** = general-service box car; **XP** = special-products box car.

SANTA FE FREIGHT CAR PAINT SCHEMES AND LETTERING OF THE 1980s

by David G. Casdorph

INTRODUCTION

In 1990, Richard H. Hendrickson compiled the excellent and highly recommended *Santa Fe Painting & Lettering Guide for Model Railroaders Volume 1 Rolling Stock*. The book is an extremely well researched and detailed work. It covers both freight cars and passenger cars from 1910 to 1980. This article is not intended to be a continuance of that work. Rather, it is meant to be an introduction to the paint schemes and lettering used by the Santa Fe during the 1980s. It should only be regarded as a supplemental resource.

I've followed the same color (Mineral Brown and Indian Red) and lettering style terms (Roman and Gothic) used in Dr. Hendrickson's compilation to avoid confusion.

1980-1981

During the early part of the Eighties, the Santa Fe continued the paint schemes from the previous decade. This was distinguished by reporting marks and car numbers with Roman lettering (without the "&" or periods following each letter).

Those cars painted Indian Red were cushioned. Cars painted red without "Shock Control" (SC) or "Super Shock Control" (SSC) lettering have other types of cushioning devices. Cars painted red displaying the SC or SSC lettering have underframes generally with 10" (SC) or 18"-20" (SSC) cushioning of Santa Fe design or equivalent manufacture.

Non-cushioned cars were painted mineral brown. This included most of the "Ga" classes; open and covered hoppers, gondola cars et al, as well as many "Bx" class cars. Generally, low-sided gondola cars (often referred to as "mill" gons) had reporting marks and data only — no herald or billboard "Santa Fe." High side gondola cars, open hoppers, and covered hoppers usually had the billboard "Santa Fe" lettering and no herald. An exception was covered hoppers that were repainted at the San Bernardino Shops which displayed both the billboard "Santa Fe" and a modified square herald.

Intermodal (COFC/TOFC) cars in most cases continued to be painted white with black lettering and data. This appears to have been introduced with the new "10-pack Fuel Foilers" in 1977 or 1978. There were exceptions. Some cars were repainted an "orange-red" with black lettering. This scheme appears to have been introduced in the mid-Seventies on intermodal cars. [Note: This is not the orange that was applied to Santa Fe's mechanical refrigerator cars. This color is a red with an orange tint.]

1981-1983

The major change during this period was the switch from the Roman style lettering to the Gothic (or Sans Serif) lettering for the reporting marks and car numbers. There does appear to be some overlap but, by mid 1981, most cars being repainted (there was a new delivery in 1-81 with the Gothic Style) by the Santa Fe shops were getting Gothic lettering without stencil breaks (to distinguish from later schemes).

Car colors continued the same from the 1980-81 period mentioned above.

1984-1985

As early as 2-84, Santa Fe's Topeka Shops introduced a slightly modified Gothic style lettering. This new style was essentially the same as the 1981-83 period lettering except for the introduction of what I call "stencil breaks." These are distinguished by noting the small breaks in the painted letters and numbers on the car. This occurs because there is a piece of reinforcement material in the stencil.

Other shops, notably Clebourne, continued to use the Gothic lettering without stencil breaks well into 1987.

Red, brown and white colors continued on repaints as noted in the 1980-81 period above. However, 1985 was the last year that the Santa Fe used red or white for repainted cars.

1986-1987

As 1986 rolled in, the Santa Fe made major changes in its freight car paint schemes. First, red and white were dropped as an option. All cars were painted brown regardless of type or equipment. At the same time, the railroad dropped all heralds, billboard "Santa Fe," and "Shock Control"/"Super Shock Control" lettering. The plain brown freight car emerged. This scheme lasted until about the Fall of 1987.

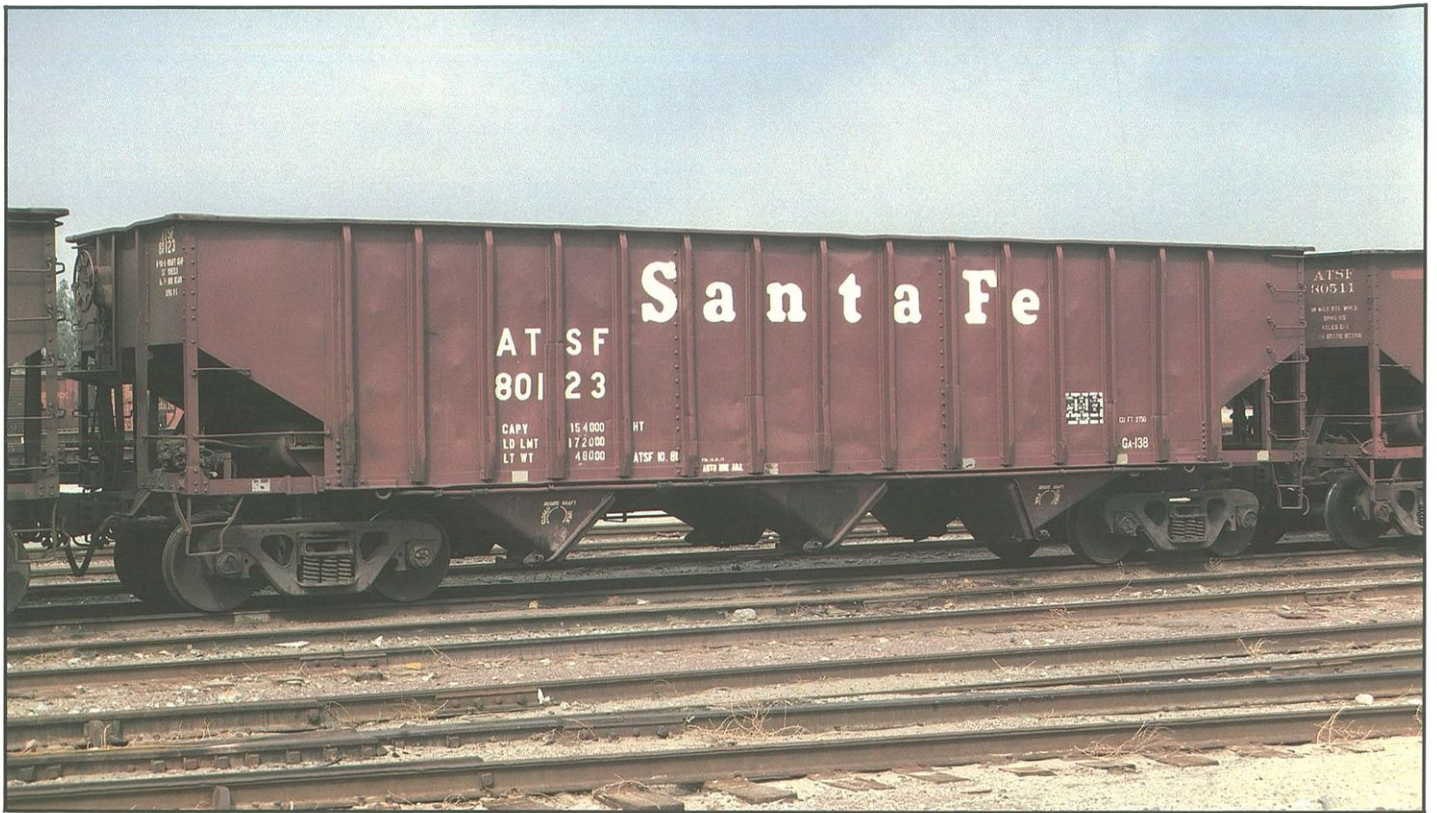
1987-1988

In Fall 1987, the Santa Fe took the "Spartan" scheme another step. The "CAPY" line including the AAR mechanical designation was no longer applied to new repaints. In fact, in many cases this line was actually deleted from existing cars. All cars continued to be painted brown.

1988-1990

In the Fall of 1988, the Santa Fe re-introduced its herald. The "new" smaller herald was painted in white and placed on box cars, covered hoppers and other high sided cars in the upper left corner of the sides. Other characteristics from the previous 1987-88 scheme continued including the brown cars and deleted CAPY line.

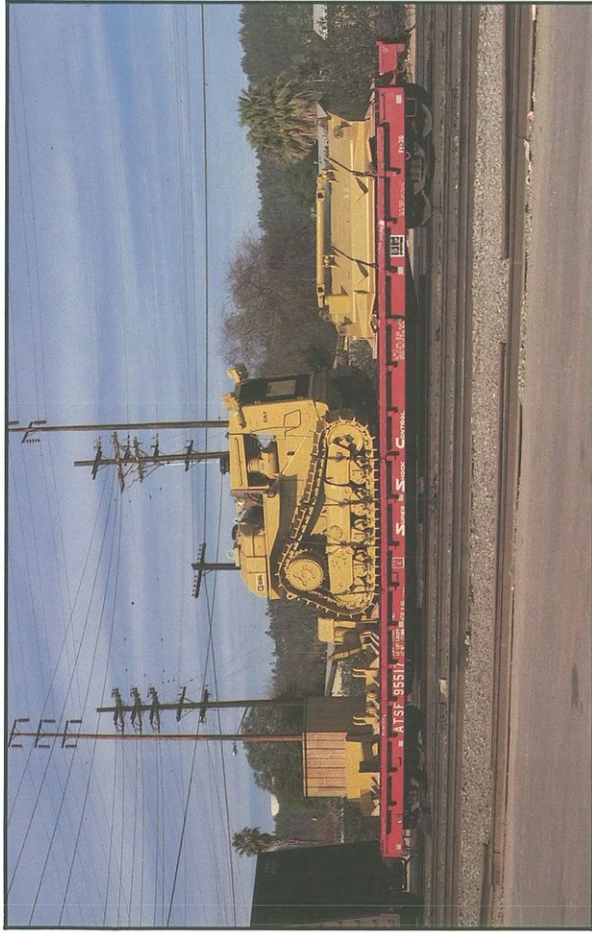




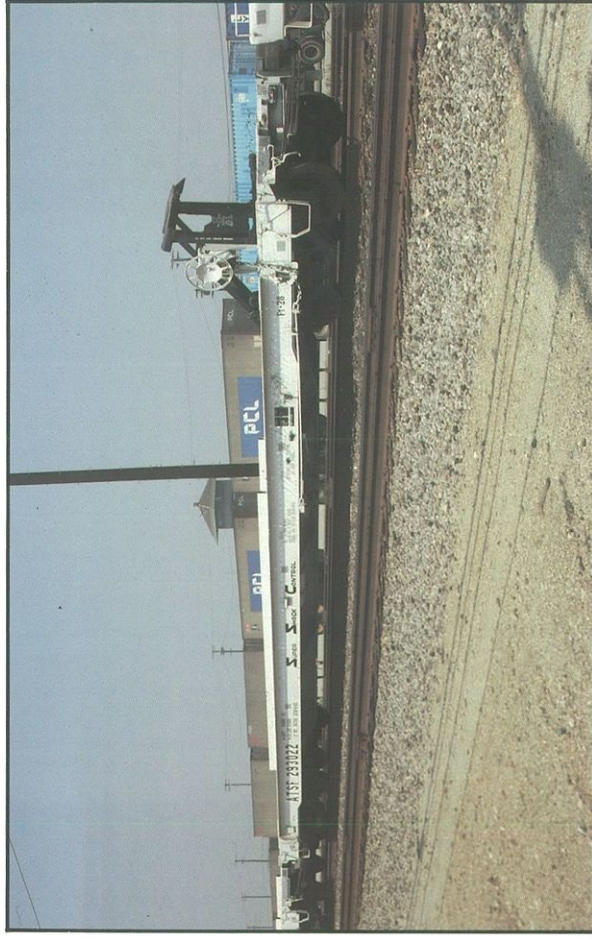
ATSF 80123. Class Ga-138. This hopper was painted in 10-81 at the Clebourne Shops. It features the billboard Santa Fe scheme typical of high-sided Ga classes of the period.



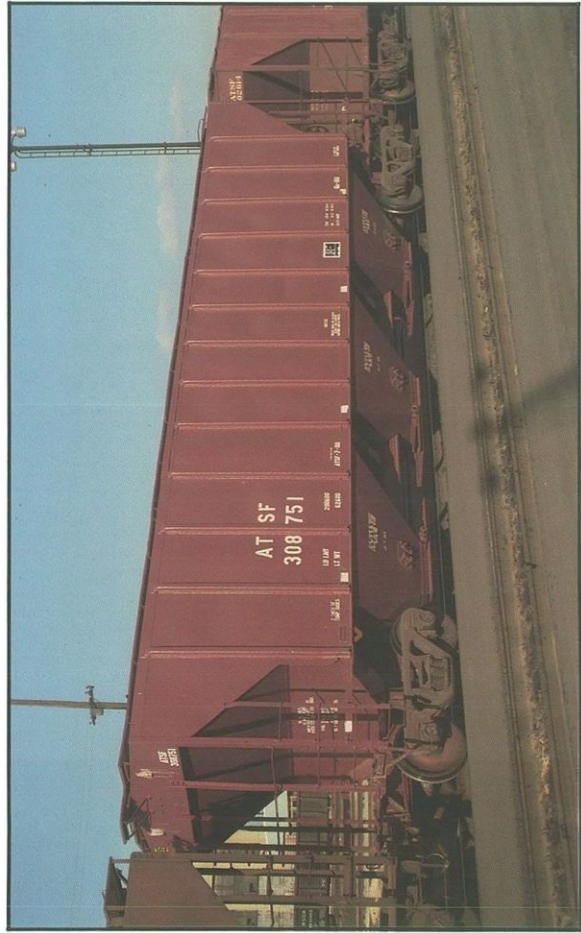
ATSF 501822 was painted in 12-82. Note the yellow "Super" and "A Smoother Ride" lettering. These options were later discarded on repainted cars.



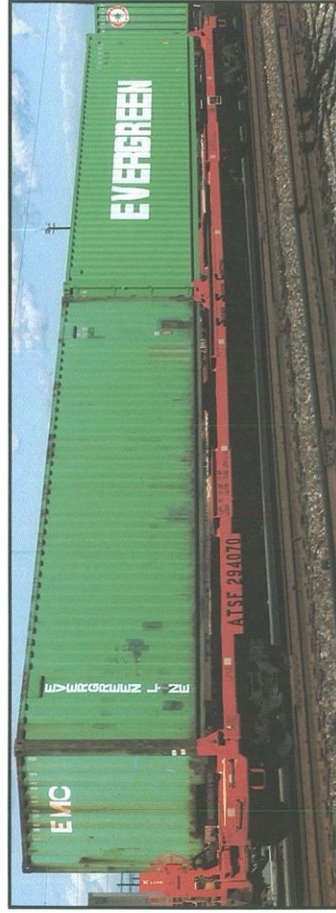
ATSF 95517 was painted in 8-85 at the Topeka Shops. It has the "Super Shock Control" logo.



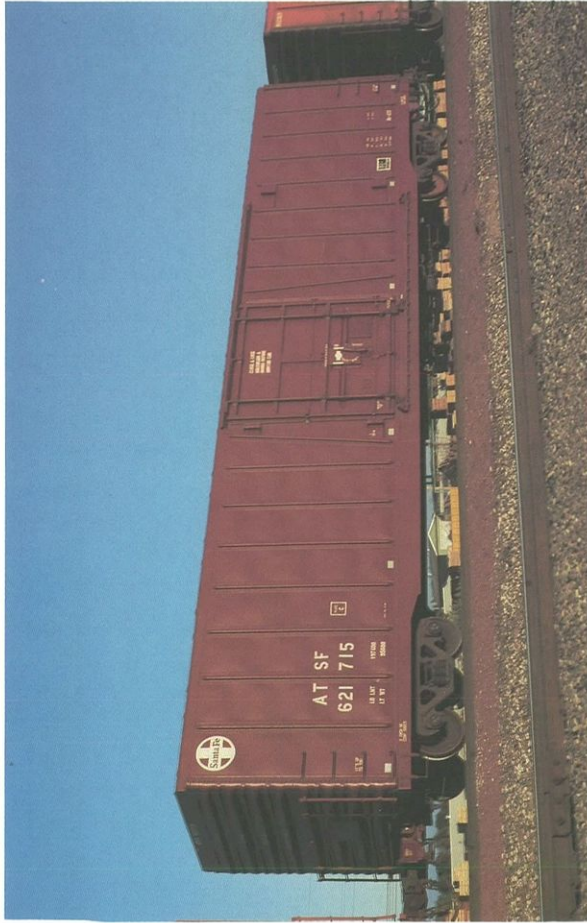
ATSF 293022. This is the white car with black lettering scheme. Note it also has the "Super Shock Control" lettering. Painted and rebuilt in 8-83.



ATSF 308751 was painted in 7-88 at the Topeka Shops. This is the "plain Jane" or logoless scheme. Note also lack of the "CAPY" line on the left side of the car.



ATSF 294070 was painted in 12-84. Note the orange-red color and black lettering including the "Super Shock Control."



ATSF 621715 displays the newest paint scheme with the re-introduced herald in the left corner.



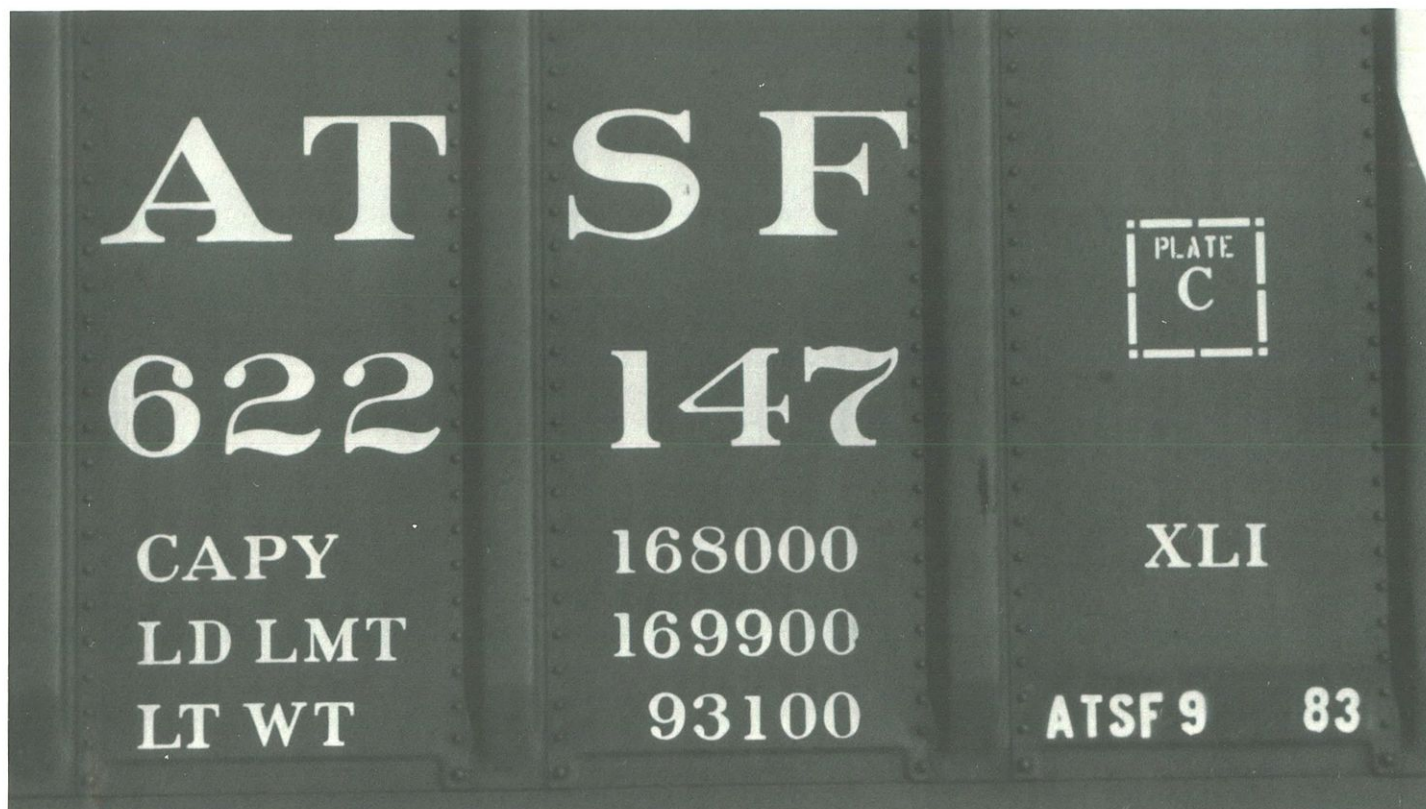
ATSF 36716 was painted in 1-84. Notice the car is red and has no "Shock Control" or "Super Shock Control" lettering. The car is equipped with Pullman-Standard's Hydroframe cushioning.



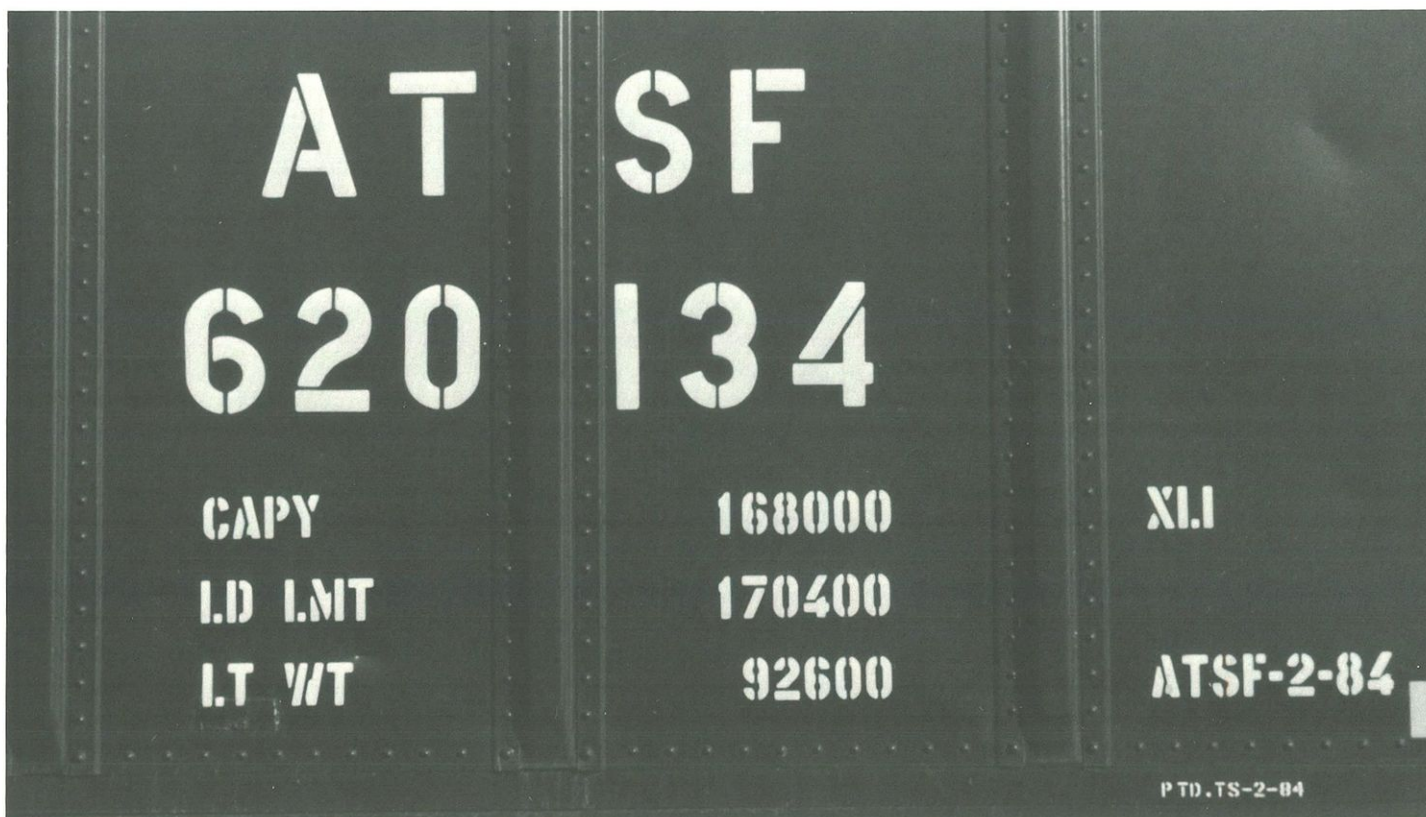
ATSF 525641 was painted 9-85. This car is equipped with Super Shock Control cushioning. Note the Shock Control lettering (and lack of the "Super").



ATSF 47284 was painted in 4-84 at the Topeka Shops. It is equipped with FreightSaver cushioning but has no "Shock Control" or "Super Shock Control" lettering.



An example of ATSF Roman lettering used on new and repainted cars into 1981.



An example of ATSF Gothic lettering used from 1981 to present. There are two versions of this — without stencil breaks and with stencil breaks.

PERIOD ⁽¹⁾	CAR COLOR	LETTERING STYLE ⁽²⁾	HERALD/LOGO? ⁽³⁾	AAR/CAPY LINE?
1980-81	RED (Cushioned) BROWN (Non-Cushioned) WHITE (Intermodal)	ROMAN	PRESENT	PRESENT
1981-83	RED (Cushioned) BROWN (Non-Cushioned) WHITE (Intermodal)	GOTHIC (w/o Stencil Breaks)	PRESENT	PRESENT
1984-85	RED (Cushioned) BROWN (Non-Cushioned) WHITE (Intermodal)	GOTHIC (w/Stencil Breaks-TS) (w/o Stencil Breaks-CY et al)	PRESENT	PRESENT
1986-87	BROWN (All Types)	GOTHIC (w/Stencil Breaks-TS) (w/o Stencil Breaks-CY et al)	ABSENT	PRESENT
1987-88	BROWN (All Types)	GOTHIC (w/Stencil Breaks-TS) (w/o Stencil Breaks-CY et al)	ABSENT	ABSENT
1988-90	BROWN (All Types)	GOTHIC (w/Stencil Breaks)	PRESENT ⁽⁵⁾	ABSENT

NOTES

- 1). Time periods are approximate. There are usually overlaps in beginning and ending dates.
- 2). Reporting marks and car numbers only. TS = Topeka Shops, CY = Clebourne.
- 3). Herald (logo) and/or billboard "Santa Fe" lettering. See text for specific application.
- 4). Some orange-red repaints. Reason unknown. Most intermodal conversions and repaints were white with black lettering at this time.
- 5). "New" smaller herald located in upper left corner on sides.



ATSF 152467 was painted 12-87 at Topeka, KS. Notice the lack of the CAPY/AAR line. Brown with white lettering.



ATSF 169037. With the exception of the lettering style and reduced data stenciling, not a whole lot has changed on the livery of low-sided gondola cars on the Santa Fe. This car was painted in 11-88 by the ATSF Topeka Shops.

'BLUE ISLAND' REEFERS 3

by David G. Casdorph



USLX 11478 was built in 1-74. Painted in 6-87. Car is brown with white lettering.



USLX 17002 was built in 11-70. Painted in 7-87. Car is brown with white lettering.



USLX 9991. Originally built for the Grand Trunk Western in 9-69. It was painted at the Port Huron Shops in 6-77. Relettered sometime in 1988 into USLX reporting mark and number.



LNAC 5414 was built in 5-71 as part of the Roscoe, Snyder & Pacific 2000-series. Note the slightly different doors. Also, look at how sharp the original lettering (logos, etc.) is compared to the repainted reporting mark and number.

B&O 475400-475409

by David G. Casdorph

HISTORY

In November 1965 the B&O built ten insulated box cars from Thrall Car supplied kits and placed them in the B&O 475400-475409 series. The cars were classed B-65 by the B&O (B&O 475300-475354, its sister series, also classed B-65, are similar but differ in loading equipment).

B&O 575400-475409 are 70-ton, 50'1" IL box cars that were originally delivered as AAR mechanical designation XMLI. The cars have a cushion travel underframe. Loading equipment includes Transco bulkheads and two-position side wall fillers.

The cars were delivered just before the changes in the AAR mechanical designation specifying the insulation thickness to qualify for "RBL" designation (which took effect in 1966). At least one car, 475403, had its loading equipment removed and mechanical designation changed to "RB." By 1991, only two cars remained in the series.

There is a bit of a mystery to the door width of the cars. The cars were delivered with 10'6" doors. However, the 1978 *Chessie System Equipment Guide* shows the series as having a 12'6" door opening. And by 1983 the *Official Railway Equipment Registers* show the series with a 12'0" door (ORER's still show 10'6" doors in the 7-82 issue). The accompanying photos, taken in 1986 (and painted in 1979), show the car as being stenciled with a 10'6" door opening.

DESCRIPTION

The cars are of an interior post (double sheathed) design, and all steel construction. The sides are composed of twelve welded panels with six on either side of the door opening. The door

section and roof are welded to the sides. The improved Dreadnought ends consist of two panels each with four major corrugations and are riveted (bolted) to the sides. The side sills are straight with a 90-degree angle cut on each end to allow for the lower stirrup.

The cars are equipped with Freight Saver 20" cushioned underframes.

SPECIFICATIONS

B&O 475400-475409

AAR MECH DESIG: RBL. BUILDER: B&O Railroad. BUILD DATE: 11-65. INTERIOR LENGTH: 50'1". COUPLED LENGTH: 57'10". INTERIOR WIDTH: 9'2". EXTREME WIDTH: 10'6". INTERIOR HEIGHT: 9'10". EXTREME HEIGHT: 15'1". PLATE: B. CUBIC FOOT CAPY: 4593. LOAD LIMIT: 141000 lbs. (70-tons). LIGHT WEIGHT: 79000. DOOR OPENING: 10'6" x 9'3". CUSHIONING: Freight Saver 20". SPECIAL EQUIPMENT: Transco 1-6546-A bulkheads and SF-201070 two-position side wall fillers.

SCALE MODELS

There are no known scale models that replicate this prototype.

PAINT SCHEMES

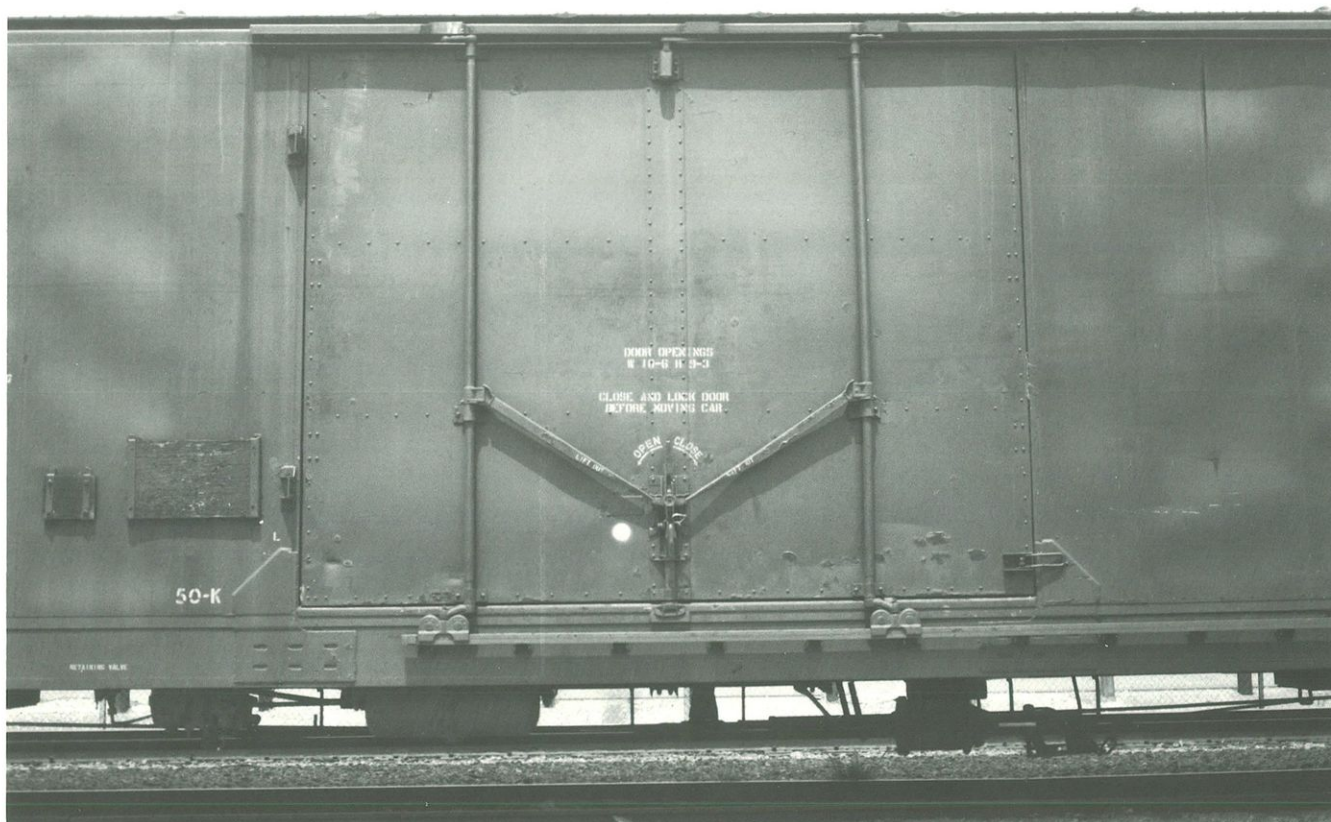
This series has been painted in two major paint schemes so far. The original paint scheme was the B&O "Capitol blue" scheme. This was followed by the Chessie scheme. None of these cars are presently known to have been painted into the CSX scheme at the time of this writing.



B&O 475404 full 3/4-roster. The car was painted in August 1979.



B&O 475404 left side. Note the Chessie "keep safety rolling" ball and slogan. Note that the ladders have been cut off about halfway on this end.



B&O 475404 door area.



B&O 475404 right side. Note the original full height ladders, high mounted handbrake wheel and stenciled warning to keep on roof.

THE OHIO VALLEY COAL SHUTTLE

by John R. Oberle

Conrail operates a shuttle train between the Ohio Valley Coal Co. mine in Alledonia, OH (State Route 148) and a blending/barge loading plant at Powhatan Point, OH. The train is made up of Conrail and IGTX HK-hopper cars.

The Conrail cars are class HK43 and are former B&LE HK hoppers from the series 98000-98201 or 98202-99024. The Conrail numbers are in the 498200-498400 series and are leased from United Leasing International.

The IGTX cars are numbered in the 9100 series and are former Dow Chemical (DOWX) aluminum hopper cars — also HK's. These are from the DOWX 84001-84200 series.

CONSIST 14 March 1991:

CR 8251 (GP38-2), CR 8240 (GP38-2), CR 498208, 498317, 498226, 498250, 498260, 498374, 498209, 498382, 498325, 498335, 498258, 498308, 498332, 498240, 498282, BLE 98415, CR 498264, IGTX 9159, 9147, 9153, 9152, 9148, 9143, 9128, 9127, 9125, 9123, 9122, 9126, 9151, 9140, 9136, 9134, 9130, 9131, 9132, 9133, 9137, 9138, 9157, 9121, 9158, 9154, 9129, 9156, 9135, 9141, 9149, 9155, 9145, 9142, 9120, and CR 24045 (Caboose).

Total: 52 cars.

NW 164000-164999

by David G. Casdorph

Pullman-Standard delivered the 1000 cars of this series to the Norfolk & Western in October 1967 through January 1968. The series was given the Norfolk & Western class designation Bx-114. The cars were built in an era of increasing box car design specialization. Many new box car types were being introduced at this time including 60- and 86-foot, and 100-ton capacity cars. The NW 164000-164999 series were 70-ton, 50'6" box cars, a size and capacity that dated back to the fifties.

This series was also delivered on the eve of a major transformation from interior post design to exterior post design steel box cars. The cars were delivered in three distinct subseries (see data summary below for differences). In recent years the cars were often assigned to General Motors auto parts pools.

Between 1979 and 1981, the Norfolk & Western shops began a major reconditioning program on the series. Most cars were repainted into the new black 'NW' scheme.

Beginning in 1989, a number of cars were re-stencilled from XL to XM. Many times this indicates removal of loader equipment. However, the DF-2 belts remained in this case, and therefore the change may have been made for greater car utilization and reduced mileage rates. By 1991, over 130 cars had been re-stencilled 'XM.'

In 1990, a dozen cars from this class were transferred to the new Wheeling & Lake Erie Railway Co. and relettered "WE." The twelve cars retained the same numbers. These are they: WE 164115, 164190, 164257, 164280, 164420, 164426, 164429, 164466, 164488, 164522, 164537 and 164775.

DESCRIPTION

The cars are of an interior post design, all steel construction, with staggered door openings. The sides are composed of twelve welded panels with five to the left and seven to the right of the door opening. The door section, roof and improved Dreadnought ends are riveted (bolted) to the sides. The roof is composed of fifteen corrugated panels.

The cars are equipped with cushioned underframes from two different manufacturers, Pullman-Standard's own Hydroframe 40 and Keystone units. Both are 20" sliding sill designs. Youngstown was selected as the supplier for the interior post design double plug doors for the series.

SPECIFICATIONS

NW 164000-164499

AAR MECH DESIGN: XL. BUILDER and LOT: Pullman-Standard 9254. BUILD DATES: 10 = 12-67. INTERIOR LENGTH: 50'6". COUPLED LENGTH: 58'4". INTERIOR WIDTH: 9'4". EXTREME WIDTH: 10'6". INTERIOR HEIGHT: 10'6". EXTREME HEIGHT: 14'11". PLATE: B. CUBIC FOOT CAPY: 4958. LOAD LIMIT: 146900 lbs. (73-tons). LIGHT WEIGHT: 73100. DOOR OPENING: 16'0" x 9'9". CUSHIONING: Hydroframe 40. TRUCKS: Barber 70-ton. SPECIAL EQUIPMENT: Nine DF-2 belt rails.

NW 164500-164799 (same as 164000-164499 except:)

BUILDER and LOT: Pullman-Standard 9254-A. LOAD LIMIT: 146400 lbs. (73-tons). LIGHT WEIGHT: 73600. CUSHIONING: Keystone. TRUCKS: ASF 70-ton.

NW 164800-164999 (same as 164000-164499 except:)

BUILDER and LOT: Pullman-Standard 9254-B. BUILD DATES: 12-67 = 1-68. INTERIOR HEIGHT: 10'4". CUBIC FOOT CAPY: 4887. LOAD LIMIT: 147000 lbs. (73-tons). LIGHT WEIGHT: 73000. CUSHIONING: Keystone. TRUCKS: ASF 70-ton. SPECIAL EQUIPMENT: Two moveable bulkheads. NW 164917, 164927 and 164931 are equipped with Evans six-position side fillers.

SCALE MODELS

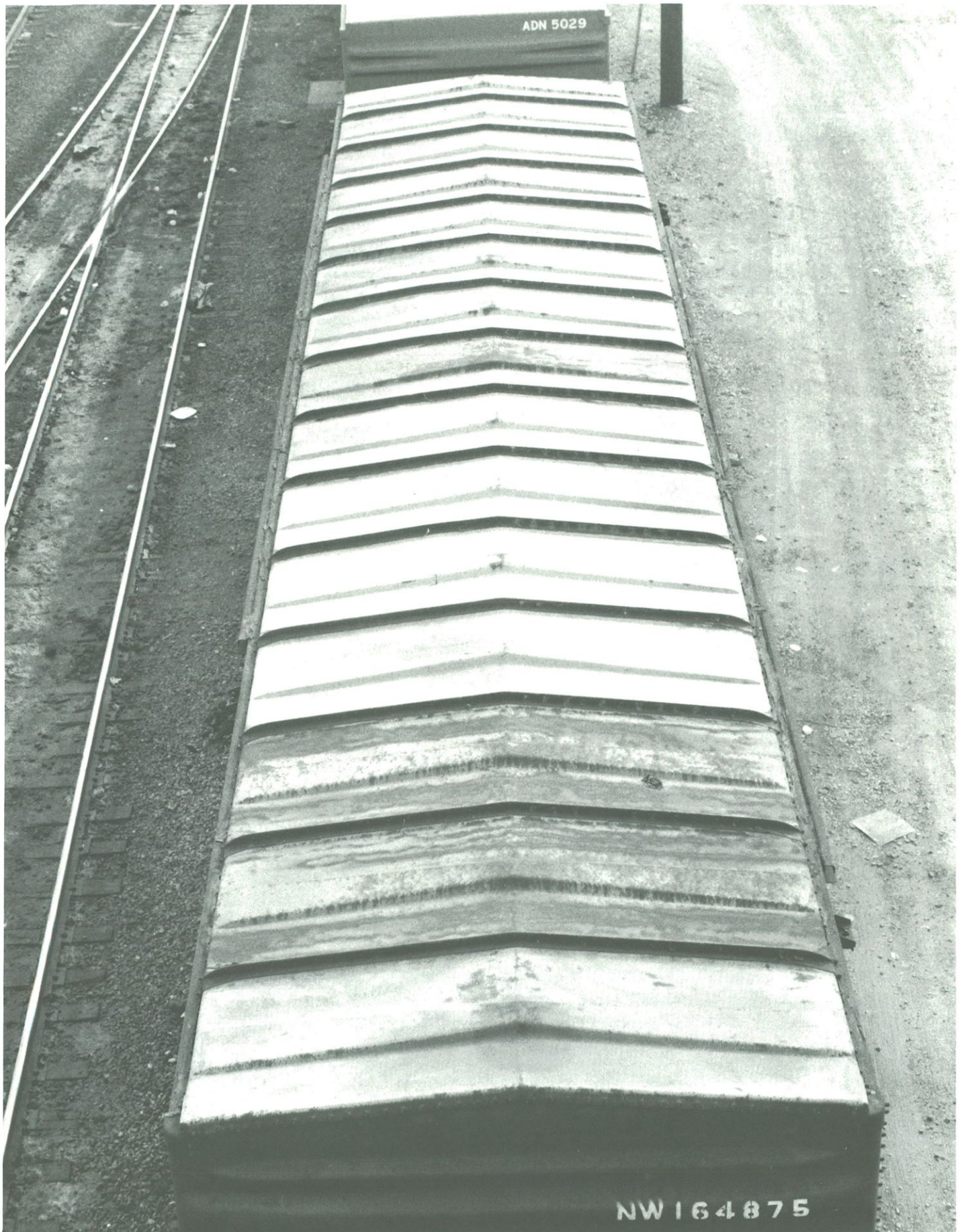
There are no known scale models that replicate this prototype.

PAINT SCHEMES

The series has been painted in three major paint schemes so far. The original paint scheme was the "blue" with N&W logo. Followed by the reconditioning program that put many of the cars in to the black with NW logo. A number of cars have been painted in the "interim" Norfolk Southern scheme of brown with "Norfolk & Western" billboard lettering. So far no cars have been sighted in the true Norfolk Southern scheme. However, I'm sure some will make it into this version as well.

ADDITIONAL REFERENCES

None.



NW 164875. Roof view.



NW 164325. Painted I-84 NW PO. Note the GM “quality check” below the large logo “N” and above the small reporting mark “N.”



NW 164227. Painted 9-79 NW PO. Notice how large white lettering often has the tendency to “wash-out” down the side of the car.



NW 164856. "B" end view.