

Notes on CB&Q Hopper Fleet 1925 – 1960
 By Jerry Hamsmith

Paint and Lettering:

The Q used a standard railroad roman lettering style and a mineral red paint scheme for the vast majority of its freight cars. It adopted the Everywhere West and Way of the Zephyr slogans in 1937 and, with few exceptions, continued to use the script version of these until about 1960. At that time, freight equipment began to receive a new paint color (Chinese Red - 1958) and a new lettering font (Gothic). During the mid-Sixties, coal hoppers were painted black when shopped.

Composition of the coal hauling fleet:

Classes HT-1 through HT-5 were two-bay 34 foot, 3 inch, 55-ton capacity steel cars.

Class	Numbers	Blt.	Trucks
HT-1	190000-190499	1926 AC&F	51 – Dalman
HT-2	190500-190999	1927-28 Galesburg	48 – Andrews cast steel
HT-3	191000-191499	1928 Galesburg	48 – Andrews cast steel
HT-4	191500-191749	1929 Galesburg	48 – Andrews cast steel
HT-5	192000-193049 193100-193199 188000-189999	Galesburg Havelock Havelock	See separate table for all HT-5s

An experimental group of 5 cars were built in early 1935 as triple hoppers. These cars were 50-ton capacity steel cars. They were designated HT-6.

HT-6	191995-191999	1935 Pressed Steel Car	64 - ASF cast steel
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During World War II, as new hopper cars were needed, they were built as composite wood/steel cars. Two classes of these composite two-bay, 55-ton capacity cars were built in 1943 and 1944. The initial group of 250 cars was initially planned to be another set of HT-5 all steel cars.

HT-7	193500-193749	1943 Havelock	65A – ASF spring-plankless, self-aligning cast steel
HT-8	194000-194999	1944 Havelock	90 – ASF cast steel (000-399 and 700-999) 91 – National Type B-1 (400-699)

An individual car, initially leased from Rustless Iron & Steel from 1935 to 1942 and lettered RICX 11, was acquired in 1944 and renumbered to 191944. This Chromsteel (low carbon stainless steel), two-bay, 35 foot, steel, 55-ton capacity car became the sole occupant of the HT-9 class.

HT-9	191944	1935	Proprietary
			Rustless Iron and Steel Co.

Beginning in 1948, newly built cars were three-bay, 40 foot, 8 inch, steel, 70-ton capacity cars.

HT-10	170000-170499	1948-49 Havelock	73 – Unit double truss plankless cast steel (000-489) [Roller Bearing Journals (490-499) Painted Orange]
HT-10A	170500-171099	1951 Havelock	73B – Unit double truss plankless cast steel
HT-10A	171100-171849	1953 Havelock	83 – National Type C-1
HT-10B	172000-172499	1960 Havelock	97 – AAR cast steel Timken roller bearing journals

The first three batches of these HT-10s were given the standard Q white railroad roman lettering style and a mineral red paint scheme (including the trucks). The railroad's Everywhere West slogan was applied to both sides of the cars as was the Burlington Route Herald. The heralds on these cars did not get a black background.

The 1960 built cars were painted Chinese Red for the carbody, black for the trucks, and lettered in Gothic block. Everywhere West and Way of the Zephyrs slogans were also applied in block lettering, rather than the former script style. The heralds were now also in red, black, and white tricolors.

In 1962, 1963, and 1964, the HT-10A cars were overhauled at Havelock and also repainted. These cars became all black – the new standard for Q hoppers. In 1966, 1967, and 1968, many (a total of 742) HT-10A cars were extensively overhauled at Havelock. Due to rusting problems on the car sides, they were given new outside vertical ribs and new inside steel sheathing, thus becoming outside braced cars. These cars were also painted black and given new numbers and a new designation, HT-10D. The new numbers were 172500-173241.

Sub-class HT-10C consisted of 150 cars built for the subsidiary Colorado and Southern in 1961. These cars were the same as the earlier sub-classes except that they had heavier gauge steel ribs and sheathing applied to allow for iron ore loading.

As additional information, here is some data on classes not included in presentation:

Beginning in 1963, the Q began to acquire four-bay 47 foot, 11 inch, steel, 100-ton capacity cars. In a significant departure from the norm, these cars were not built by the railroad, but rather purchased from Bethlehem Steel Corporation. The cars were painted black and carried no slogans. A large gothic "Burlington" was on each side of the cars in place of the slogans, but the herald was retained. These cars were of a standard outside-ribbed, 12-panel design that was sold to many railroads at the time.

HT-11	160000-160199	1963	? – Timken roller bearing journals Bethlehem Steel Corp.
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In 1964, the railroad built two experimental prototype cars. They were described as rapid discharge, quick dump aluminum hoppers. The cars were equipped with four per side air-operated dump doors. They were designed to be used in unit coal train service. The first car, designated class HT-12, was built at Havelock in January or 1964 and had an IL of 49'4" and a capacity of 200,000 pounds. The car measured 3,885 cubic feet.

After months of testing with 163000, a second car, 163001, was built later in 1964 at Havelock and designated class HT-12A. This car had an IL of 46'0" and a capacity of 200,000 pounds. This car measured 3,746 cubic feet.

Once testing was complete and the railroad was satisfied with the performance of the cars, an additional 139 cars were turned out to the same specifications as 163001 in late 1965 by the Havelock shops. These cars were given the designation of class HT-12B. All the aluminum cars were unpainted but did get red lettering and a full color Burlington Route herald. The additional cars, along with 163001, became two 70-car trainsets and initially ran between Old Ben No. 24 mine in North Benton, Illinois and the TVA power plant at Chiles, Kentucky.

HT-12	163000	1964 Havelock	? – Timken roller bearing journals
HT-12A	163001	1964 Havelock	? – Timken roller bearing journals
HT-12B	163002-163140	1965 Havelock	? – Timken roller bearing journals

Also in 1964, the railroad also purchased another 200 quad hoppers from Bethlehem Steel. These were nearly identical to the cars purchased in 1963. However, the sides of the cars purchased in 1964 were 7" taller. Thus, while the 1963 cars were 3,209 cubic feet, the 1964 cars were larger at 3,483 cubic feet. The 1964 cars were designated as class HT-13.

HT-13	160200-160399	1964	? – Timken roller bearing journals Bethlehem Steel Corp.
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CB&Q HT 5 Hoppers

<u>Class</u>	<u>Number</u>	<u>Built</u>	<u>Shops</u>	<u>Comments</u>
HT 5	192000-192099	1936	Galesburg	No "Everywhere West" slogan as built National Type B trucks #56A 192025 had special panel sheets applied 5/53
HT 5	192100-192249	1936-37	Galesburg	No "Everywhere West" slogan as built Bettendorf style trucks #55A 192102 and 192118 had special panel sheets applied 5/53
HT 5	192250-192349	1937	Galesburg	National Type B trucks #56A
HT 5	192350-192499	1937	Galesburg	Bettendorf style trucks #55A 192420 and 192429 had special panel sheets applied 5/53
HT 5	192500-192599	1938	Galesburg	Bettendorf style trucks #58B
HT 5A	192600-192749	1940	Galesburg	National Type B trucks #56C
HT 5A	192750-192849	1940	Galesburg	Bettendorf style trucks #58B
HT 5A	192850-193049	1941	Galesburg	National Type B trucks #56D 192969 had Nylon covering applied 3/58
HT 5A	193100-193199	1945	Havelock	ASF cast steel trucks #90
HT 5B	189000-189649	1945	Havelock	ASF cast steel trucks #90
HT 5B	189650-189999	1946	Havelock	ASF cast steel trucks #90
HT 5C	188000-188999	1947-48	Havelock	Bettendorf style trucks #67 188130, 188309, 188395, 188962, 188149 renumbered as 212160, 212161, 212162, 212163, 212164 in 10/49 and Given Chrysler FR-5D trucks

At some point, groups of cars from the 189000-189999 series (still 54 cars at 1/1/60) and the 192600-193049 series (still 8 cars at 1/1/60) were equipped with temporary roofs and discharge nozzles for handling silica sand.