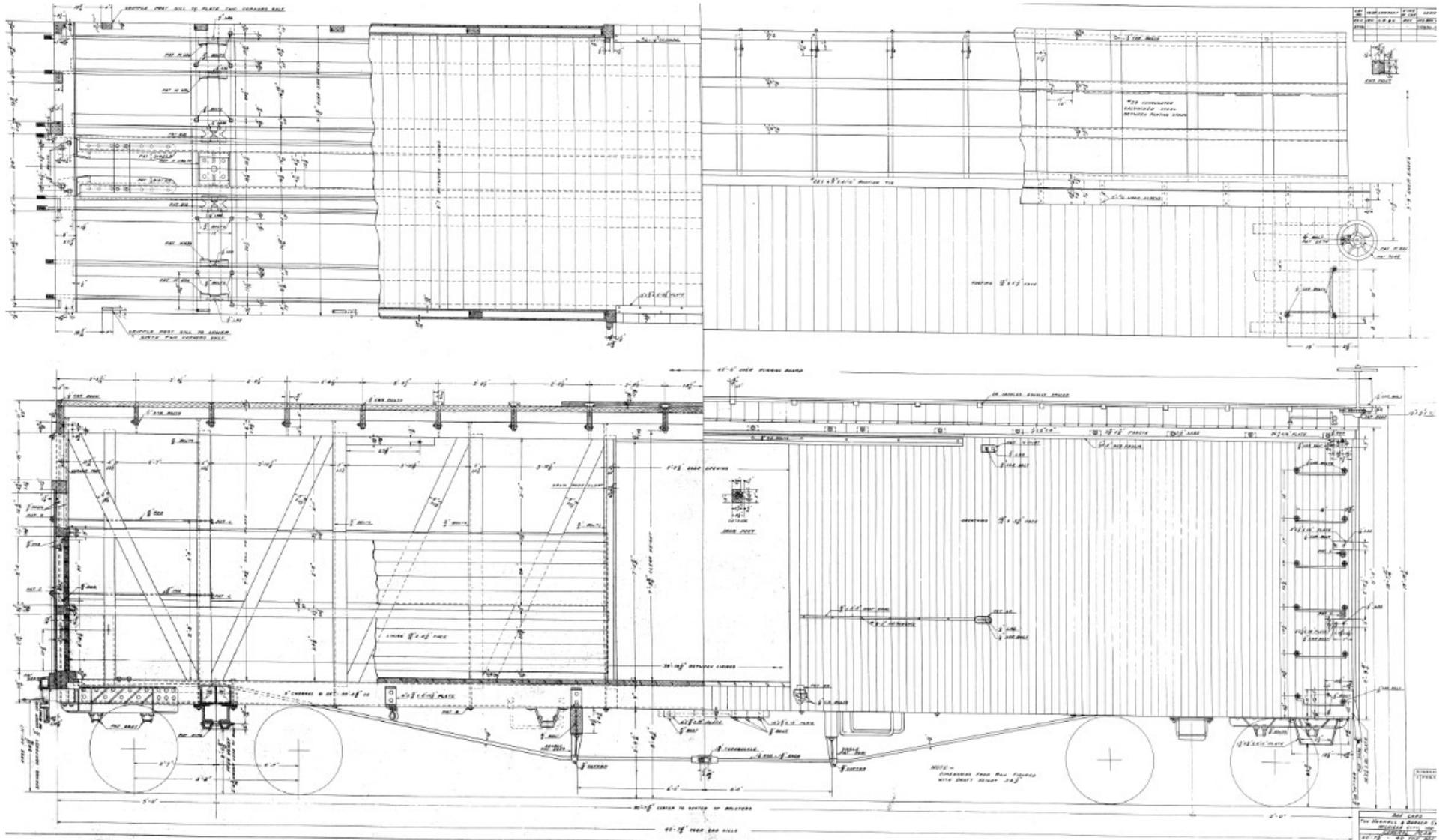


20th Century Freight Car Research using 21st Century Tools



Virtual RPM June 2020 Steve Hile

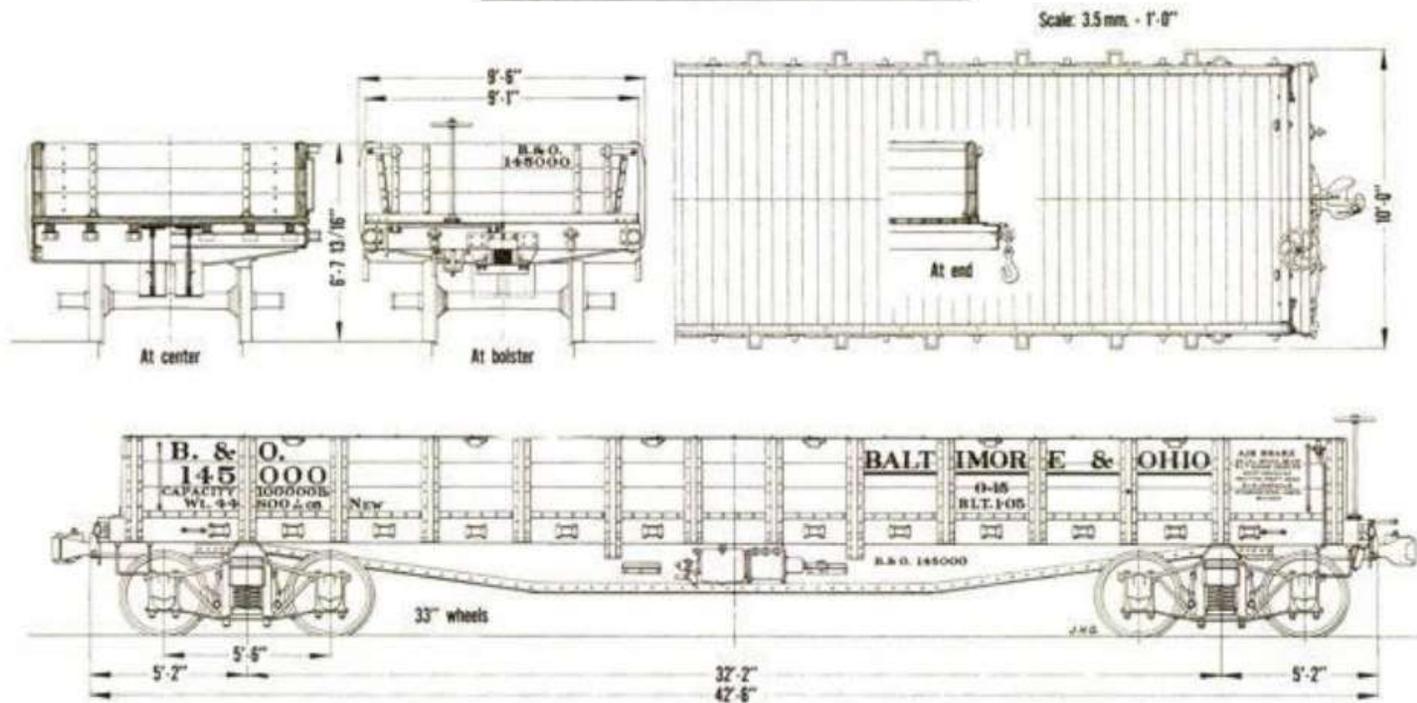
CB&Q Boxcar 1911 Haskell and Barker

When we started ...

B&O outside-braced drop-end gondola

Drawn for MODEL RAILROADER MAGAZINE by
J. H. GEISSEL

Plans in MODEL RAILROADER may be photo-
copied for noncommercial use only.



Or ...

Union Tank Line

6000-gallon tank car

Drawn for MODEL RAILROADER MAGAZINE by

DON RESCHENBERG

Plans in MODEL RAILROADER may be photocopied for noncommercial use only.

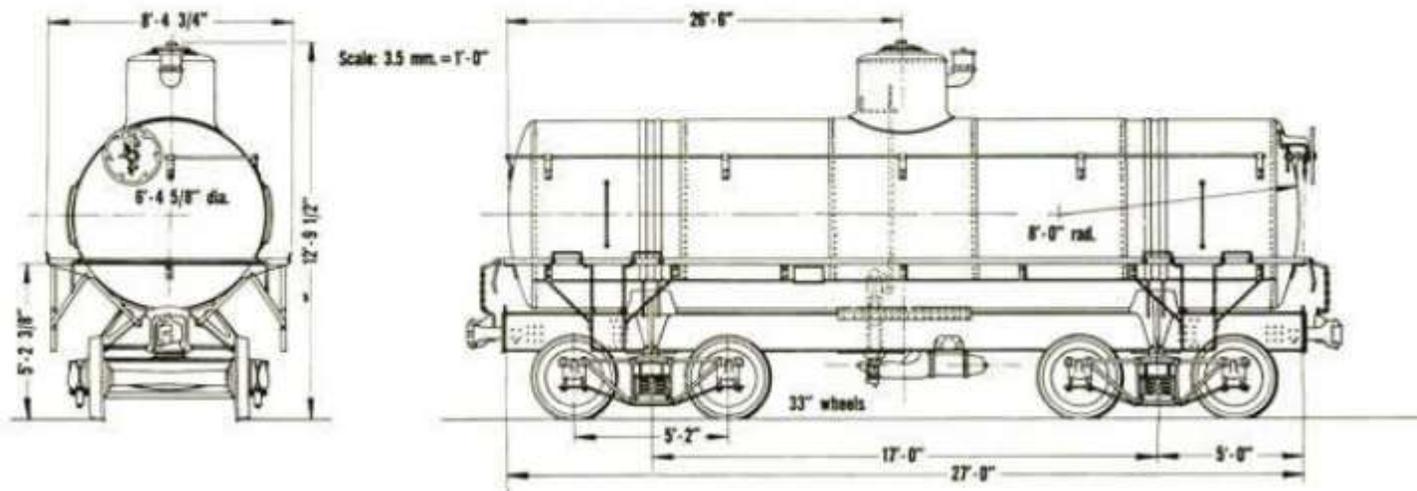
THE earliest shipments of petroleum were loaded into casks set up on flatcars. Later, in the 1870's, the casks were replaced by iron tanks laid horizontally on the flatcar, and the form of the tank car was established.

Tank cars have come a long way since those early beginnings. One of the major

advances in tank car construction was the introduction of structural steel components. The car shown in the plan was presented in the 1906 *Car Builders' Dictionary* and was probably built some years before. During the years 1901-1903 the use of steel for cars really came into its own, and many heated arguments and

proposals regarding its merits were published in the railroad chronicles.

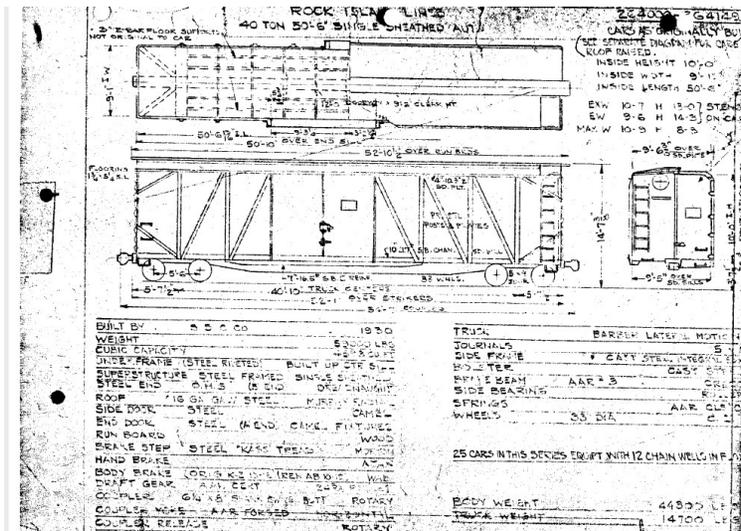
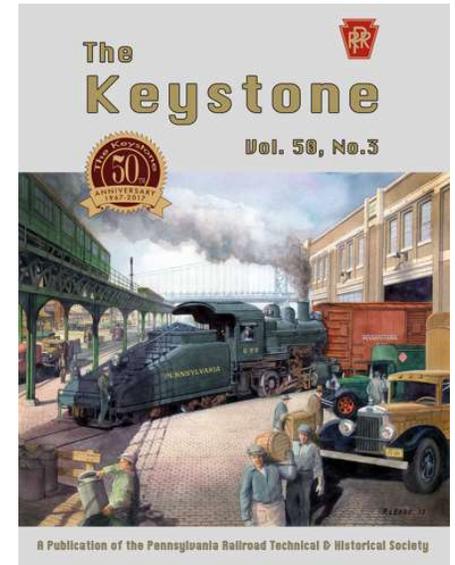
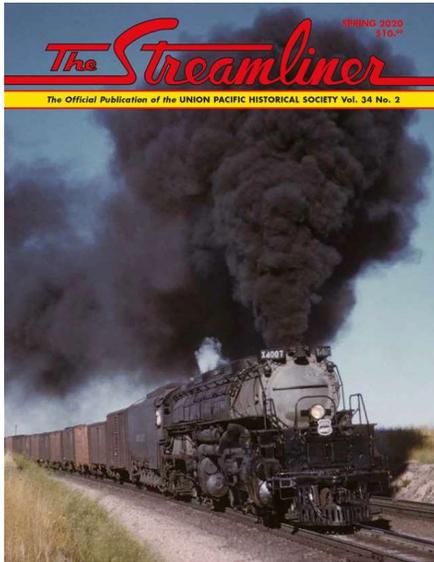
This Union Tank Line car was privately owned, as most tank cars are today. Its capacity was 6000 gallons, and it was built with two brake wheel arrangements — one as in the plan, the other as in Gordon Odegard's article (page 34).



Scaled from Rail Road Blue Prints ...

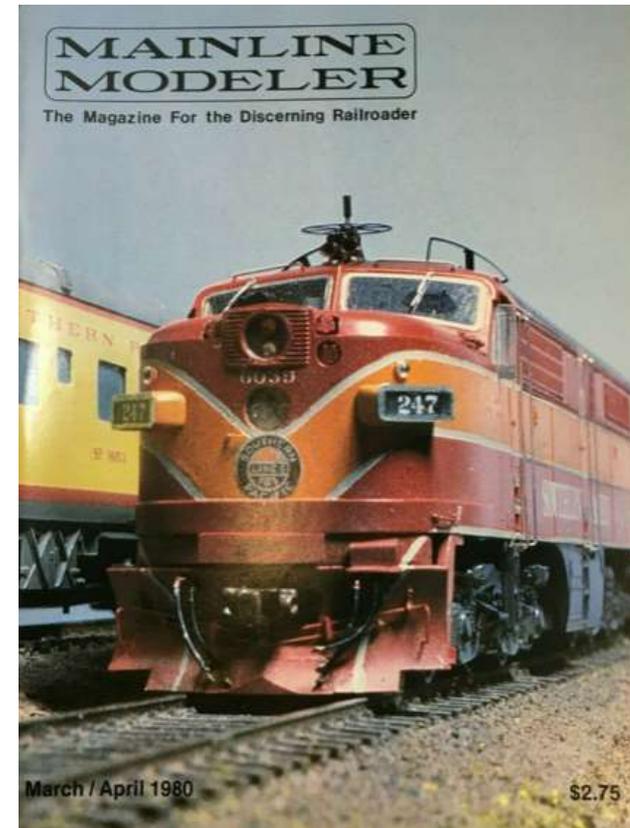
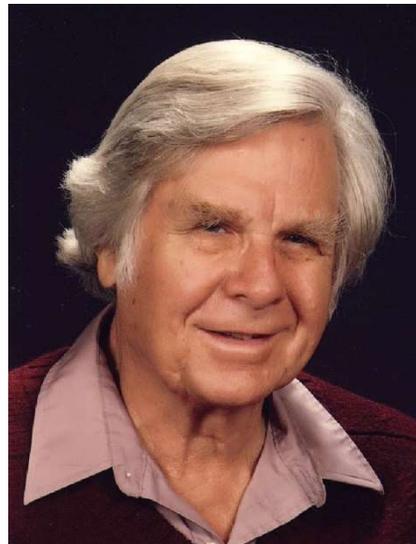
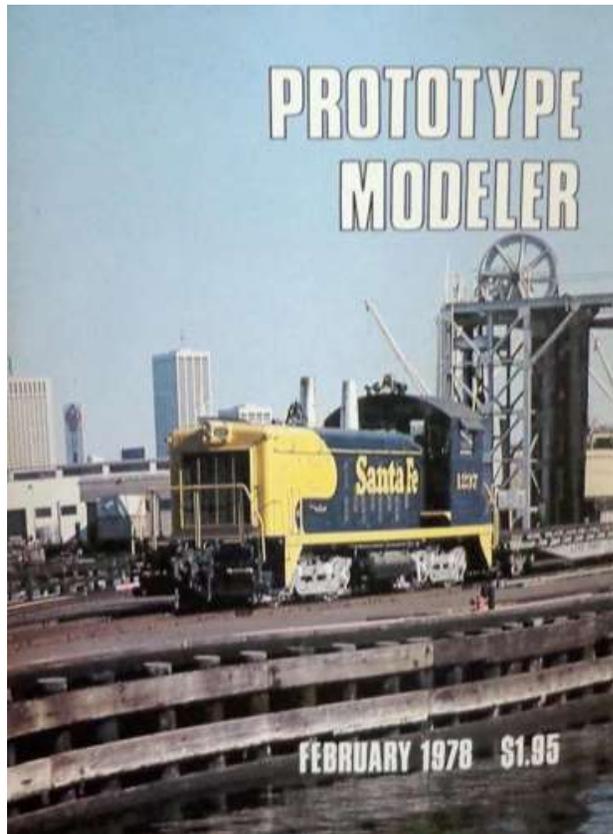


Growth and Development of Railroad Historical Societies



Standard Steel Car Builder's Photo – Keith Retterer Collection

Late 1970's the RPM movement begins



The Car Report

QUARTERLY NEWSLETTER OF THE FREIGHT CAR DATA EXCHANGE
VOLUME I, NUMBER 1 MARCH, 1986

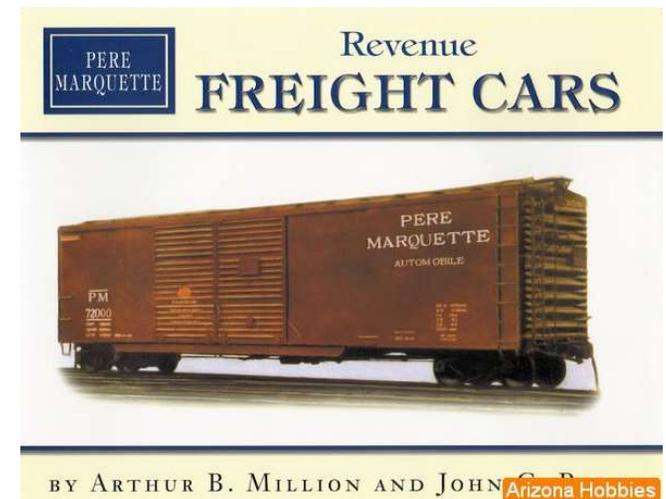
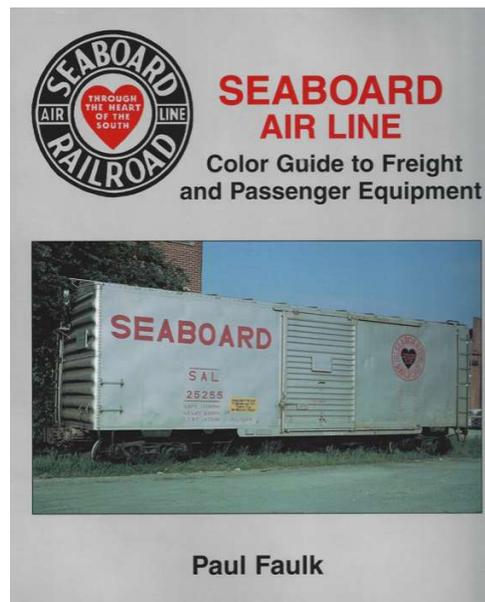
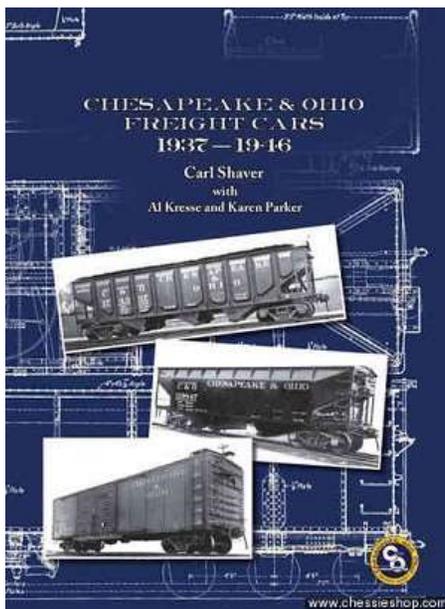
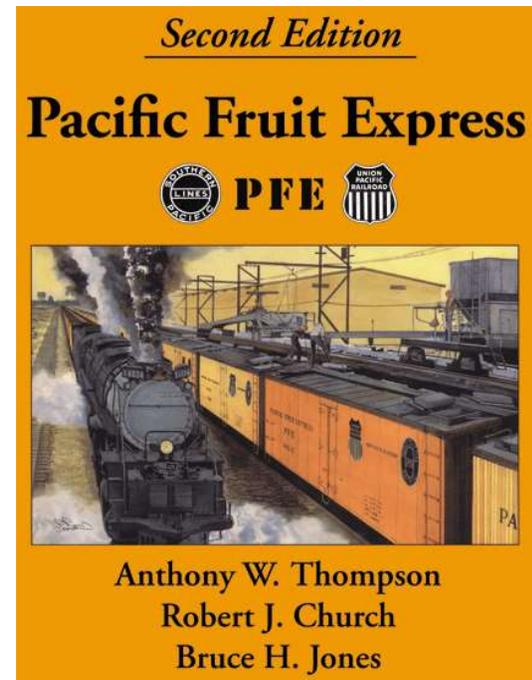
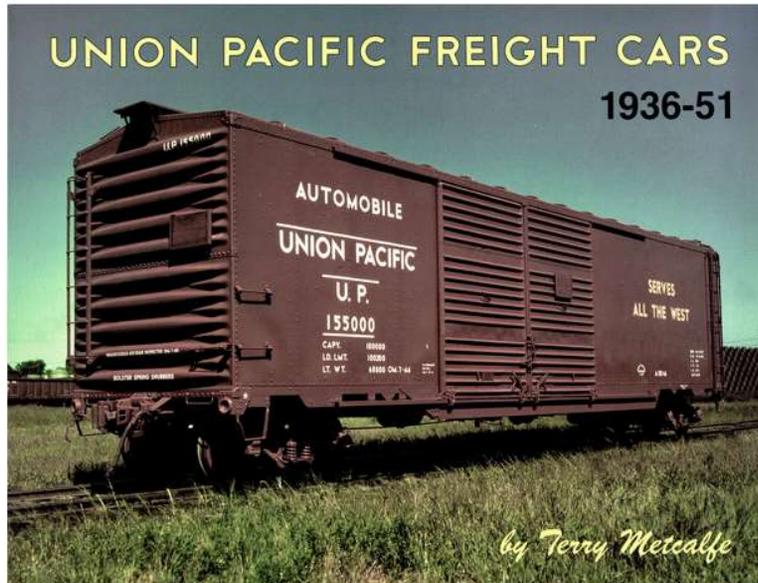
WELCOME

To Volume I, Number 1 of *The Car Report*, the quarterly newsletter of the Freight Car Data Exchange. FCDX, sometimes called the "freight car underground," is an informal group of hard-core freight car fanatics that was loosely organized a couple of years ago by Todd Sullivan for the purpose of exchanging prototype data and modeling information. This newsletter grew out of the recognition that FCDX needed a more effective and systematic form of communication in order to achieve its objectives. *The Car Report* will publish news of new

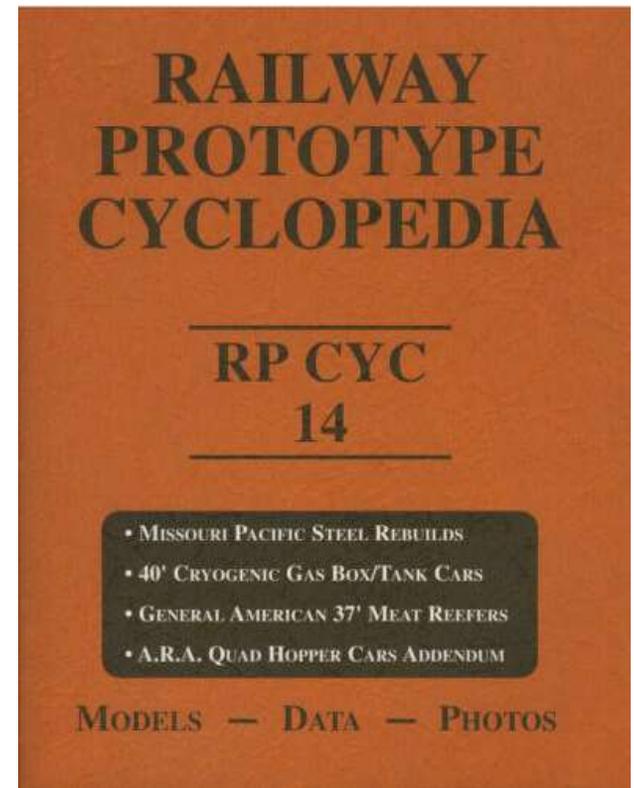
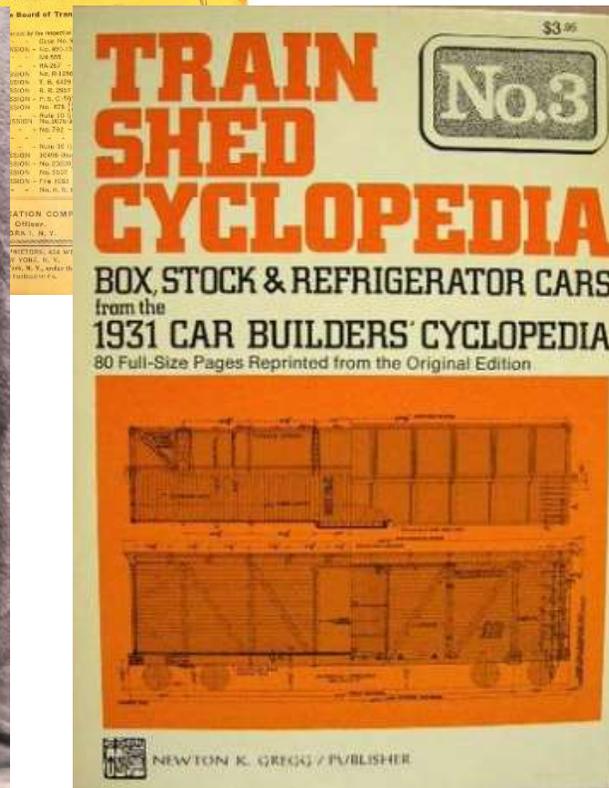
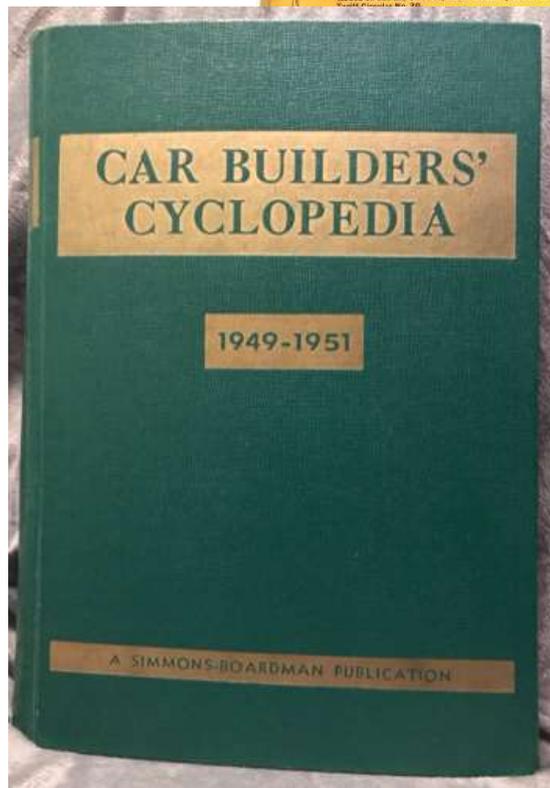
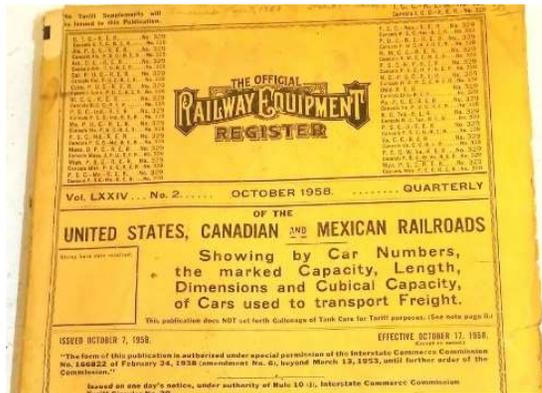
FCDX AND *FREIGHT CARS JOURNAL*

In the letter I circulated late last year proposing the resurrection of FCDX, I made some off-hand remarks about *Freight Cars Journal* that prompted dissenting opinions from several respondents and a long letter from FCJ editor Dave Casdorff. In retrospect, my first impressions obviously led me to some erroneous conclusions about FCJ, so let me hasten to make amends. First of all, as Dave Casdorff informs me, FCJ does *too* print material on older rolling stock; he cites a number of articles, both published and forthcoming, as examples. What's

Specialty Freight Car Books



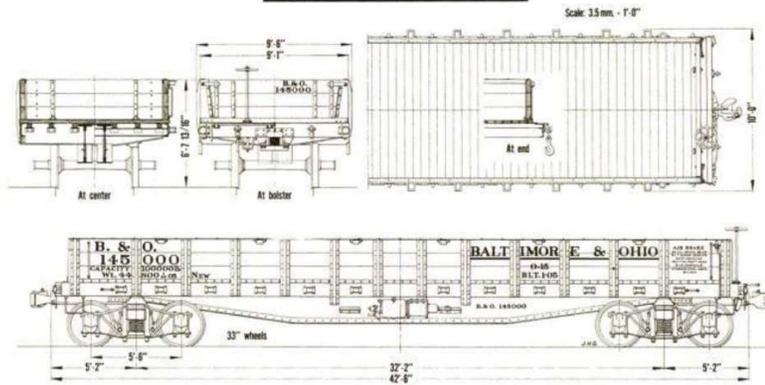
Official Railway Equipment Registers and Car Builder's Cyclopedias



So, where do we go to get more?
 What kinds of primary source data is still available?
 How can we go beyond where we have been? Consider ...

B&O outside-braced drop-end gondola

Drawn for MODEL RAILROADER MAGAZINE by
J. H. GEISSEL
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July 1962

31

Union Tank Line 6000-gallon tank car

Drawn for MODEL RAILROADER MAGAZINE by
DON RESCHENBERG
 Plans in MODEL RAILROADER may be photocopied for noncommercial use only.

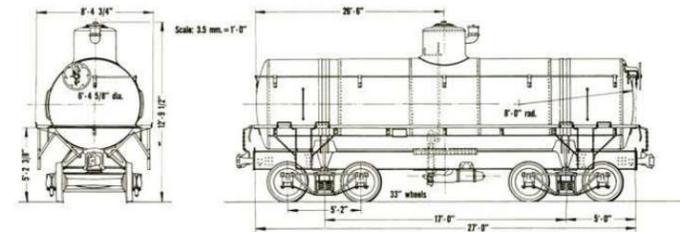
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Tank cars have come a long way since those early beginnings. One of the major

advances in tank car construction was the introduction of structural steel components. The car shown in the plan was presented in the 1906 *Car Builders' Dictionary* and was probably built some years before. During the years 1901-1903 the use of steel for cars really came into its own, and many heated arguments and

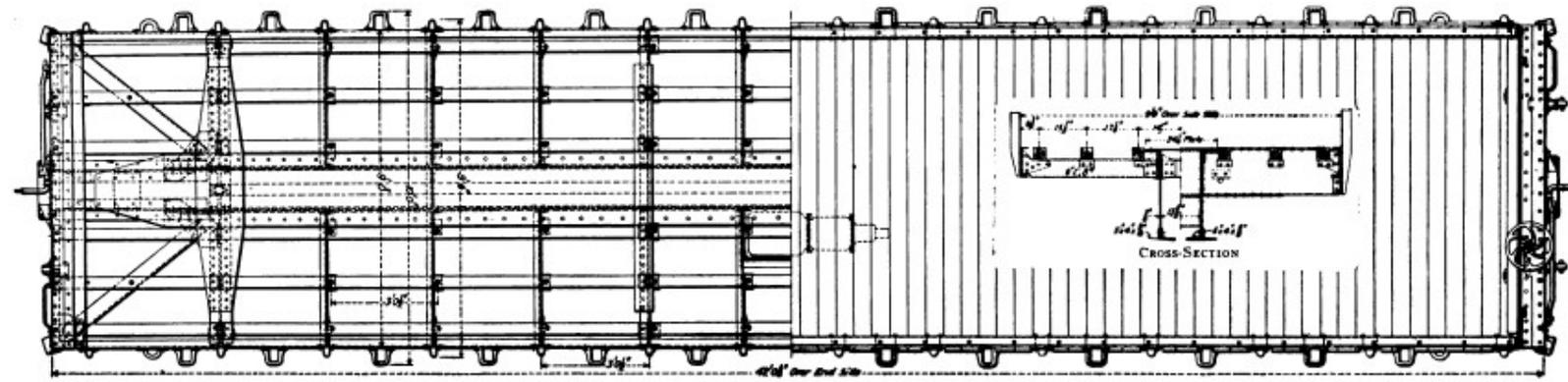
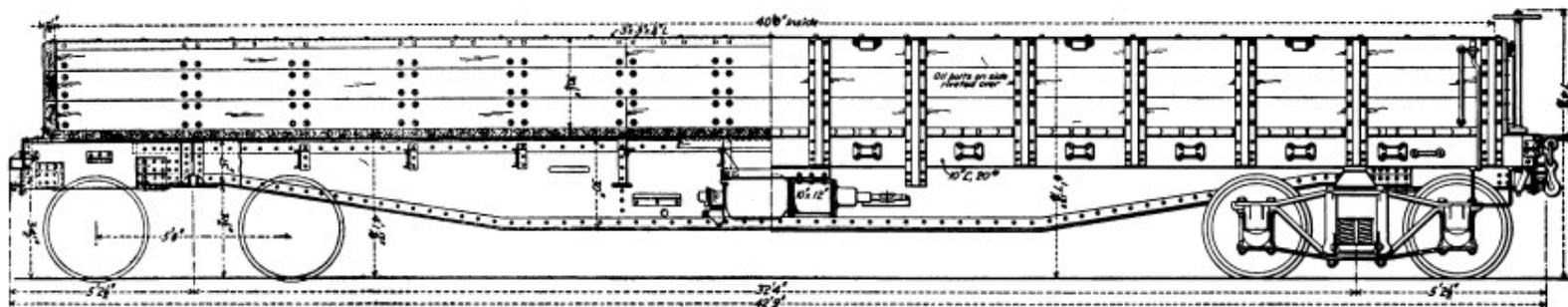
proposals regarding its merits were published in the railroad chronicles.

This Union Tank Line car was privately owned, as most tank cars are today. Its capacity was 6000 gallons, and it was built with two brake wheel arrangements—one as in the plan, the other as in Gordon Odgaard's article (page 34).



36

Model Railroader



Figs. 351-353. Plan, Side Elevation and Cross-Section of 40-ft. Gondola Car with Drop Ends. B. & O. Structural Steel Underframe. Capacity, 100,000 lbs.

Digitized by Google

O-15 and subclasses

547 cars, 3% of the gondola fleet



O-15 145381 sits near Pittsburgh Junction during clean up after a 1913 sewer explosion in Pittsburgh. (715.133873.CP Pittsburgh City Photographer collection)

Class	Car Series	Cubic Capacity	Number of Cars	Built	Notes
O-15	145000 - 146049	844	547	1905	Drop Ends

The O-15 gondolas were introduced in 1905. These gondolas had a straight side sill, fourteen side stakes, wooden sides, a steel fishbelly centersill, and drop end doors to handle hauling longer loads.

From Eric Hansmann's on-line blog on the B&O Freight Car fleet in 1926.

http://designbuildop.hansmanns.org/wp-content/uploads/2018/03/BO_1926_Fleet_gondolas.pdf

Pullman-Standard Freight Car Production

Including Predecessors

Researched and Compiled
by
Eric A. Neubauer

		C&NW 28001o28145 ex DMIR? in 1949 or 1950; C&NW 28147o28399 built by PSC									
B&O	145000-145999!	1000!	100!	GB	448!	844	40-0	But	1-05		sf de O-15 (-04/3892 9-04/A259) 000!*
ERIE	42000-42999	1000!	100!	HM	392!	1685	30-0	But	-05		stl (-04/4500 12-09/A261) 000!*
NYS&W	8000-8099	100!	100!	HM	394!	1685	30-0	But	-05		stl (-04,-05/4500 12-09/A265) 000!*
D&H	4320-4419?	100	80!	HM	369!	1491	32-0	But	4-05		sf 4 doors Russell (/4015 11-04/258)* 4320!
D&H 4320-4419? diverted to B&M 5900-5999											
B&O	146000-146049!	50!	100!	GB	448!	844	40-0	But	4-05	5558?	sf de O-15 (-05//261) 000!*
IACo	51+	50!	60!	TM	372!	8400!		But	5-05		stl Indian Asphalt (-04//264) 51!*

From Eric Neubauer's PS Freight Car Production listing. These cars were built by Standard Steel Car company at Butler, Pennsylvania in 1905. Many entries for SSC include a drawing reference, in this case the drawing is 3892.

PULLMAN LIBRARY at Illinois Railway Museum

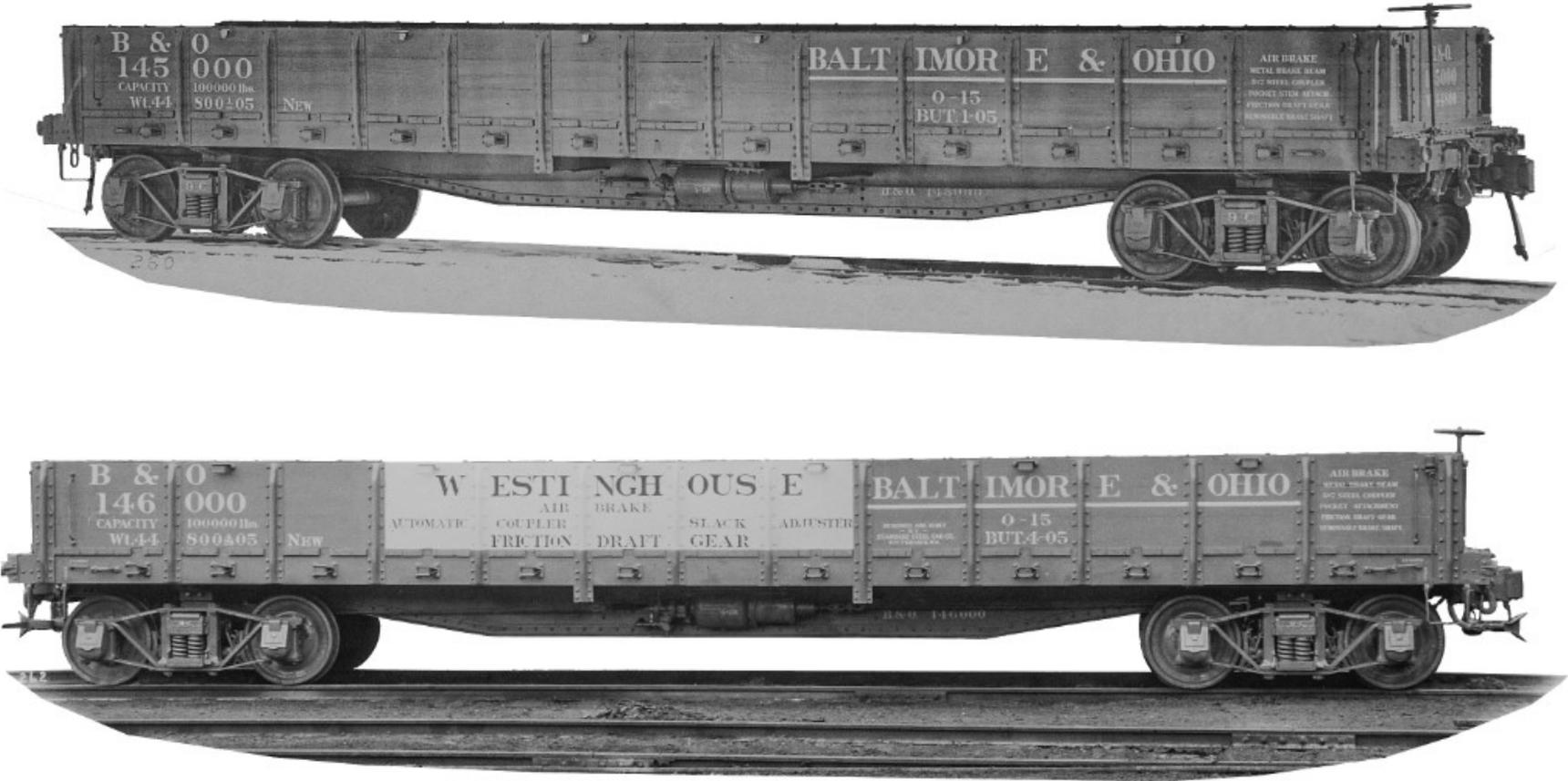


Library Policies	<ul style="list-style-type: none"> • Reproduction Rights
Pullman Library Access	<ul style="list-style-type: none"> • Order Process • Contact Form • Research Arrangements (TBD) • Visit Arrangements (TBD)
Pullman Library Collections	<ul style="list-style-type: none"> • Archive Description - Index • Collections Details • Collections Held by the Pullman Library (Graphic)
Pullman Library Information	<ul style="list-style-type: none"> • Official Pullman Library Home Page • Provides Index of Materials; Contact Information; Prices, etc. • Pullman Research Links
Standard Steel Drawings Freight & Passenger	<ul style="list-style-type: none"> • Excel Spreadsheet
Pullman Standard Accommodations	<ul style="list-style-type: none"> • HW Accommodations PDF Descriptions of Standard Accommodations in the Steel Heavyweight Era • LW Accommodations PDF Interleaving two sources to represent Accommodations in the Lightweight era
Pullman Diagrams	<ul style="list-style-type: none"> • Diagram Form Cards
Data Links Page	<ul style="list-style-type: none"> • Links to Data Files

Filename	Caption
SS-112	Brake arrangement for hopper car 100000 lbs. capacity
SS-181	Door construction for hopper car with drop door
SS-216	Brake arrangement for hopper car with drop doors 100000 lbs. capacity
SS-250	Center construction 100000 lbs. capacity hopper car
SS-263	underframe for box car 80000 lbs. capacity LV RR
SS-266	Center construction for 1000000 lbs. capacity flat bottom gondola car with drop door
SS-266-	Center construction for 1000000 lbs. capacity flat bottom gondola car with drop door
SS-268	Brake arrangement
SS-466	Stenciling - Hercules Portland Cement
SS-481	Center construction all steel frame stock car
SS-484A	Brake arrangement
SS-513	Brake arrangement LV Box car
SS-529	Side construction all steel frame stock car
SS-565	Bake arrangement for gondola car with DD
SS-635	Brake arrangement M&O C&A Flat
SS-698B	Brake arrangement for gondola car LV LS
SS-732	Brake arrangement
SS-810	Brake arrangement
SS-823A	Brake arrangement LV Produce
SS-843a	Brake arrangement gondola with twin hoppers
SS-867	Brake arrangement M&O C&A
SS-953	Brake arrangement twin hopper gondola
SS-998	Brake arrangement 100000 lbs. capacity hopper car P&CR
SS-1060	Brake arrangement NP Box
SS-1099	Brake arrangement
SS-1196	Brake arrangement for hopper car
SS-1677	Ceiling
SS-2386	Brake Arrangement for 80,000 Lbs. capacity Tank Car 1-15-04
SS-2391c	Center Construction For 80,000 Lbs. capacity Tank Car 1-19-04
SS-3228c	Brake Arrangement For 80,000 Lbs. capacity Tank Car 6-27-04
SS-3979	Brake Arrangement - 1904 -6 WCB WKS

IRM Pullman Library has more than 4400 Standard Steel Car company drawings scanned, but that does not, yet, include number 3892. (We have many unscanned drawings.)

But, Keith Retterer's photo collection includes two views of this lot.

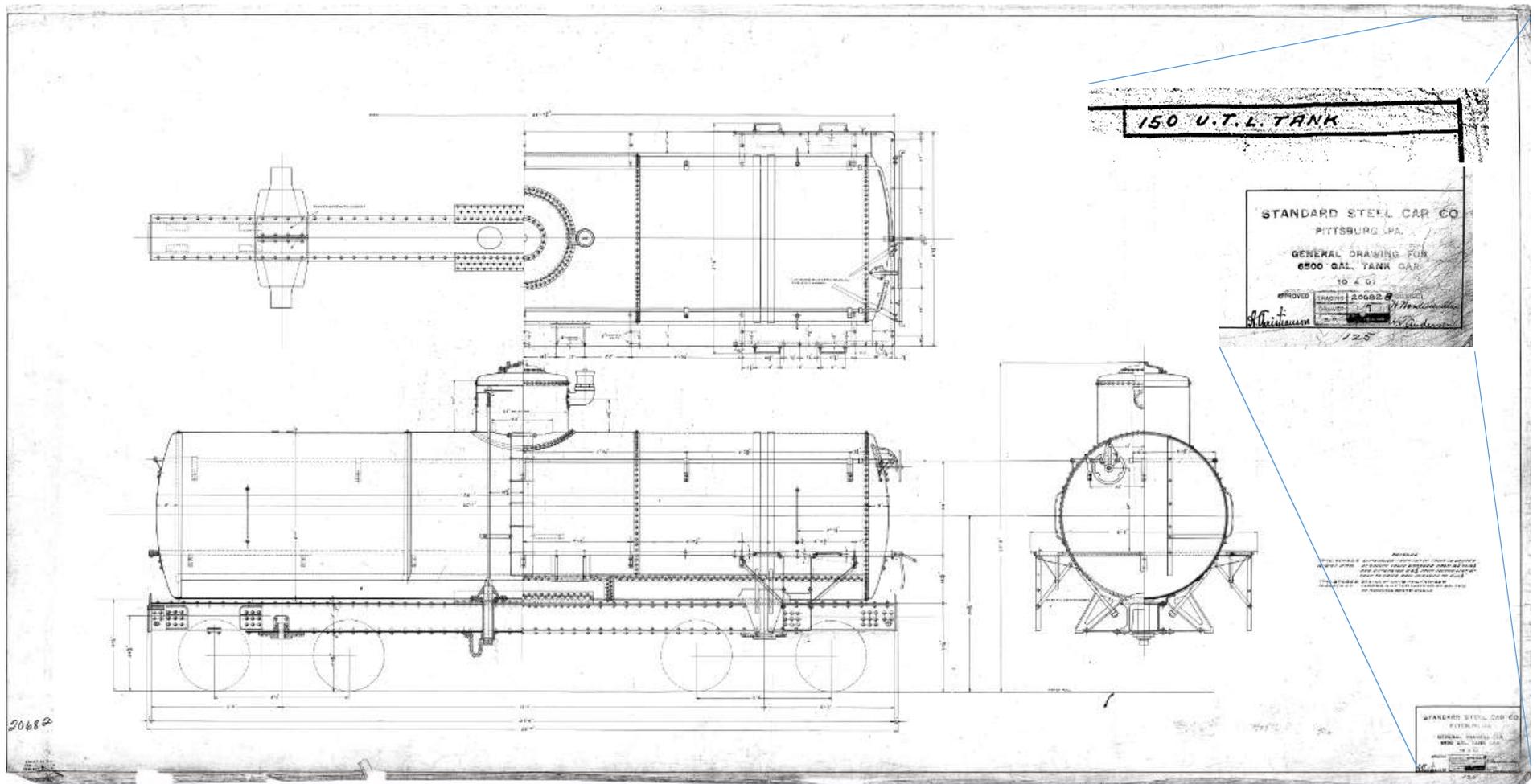


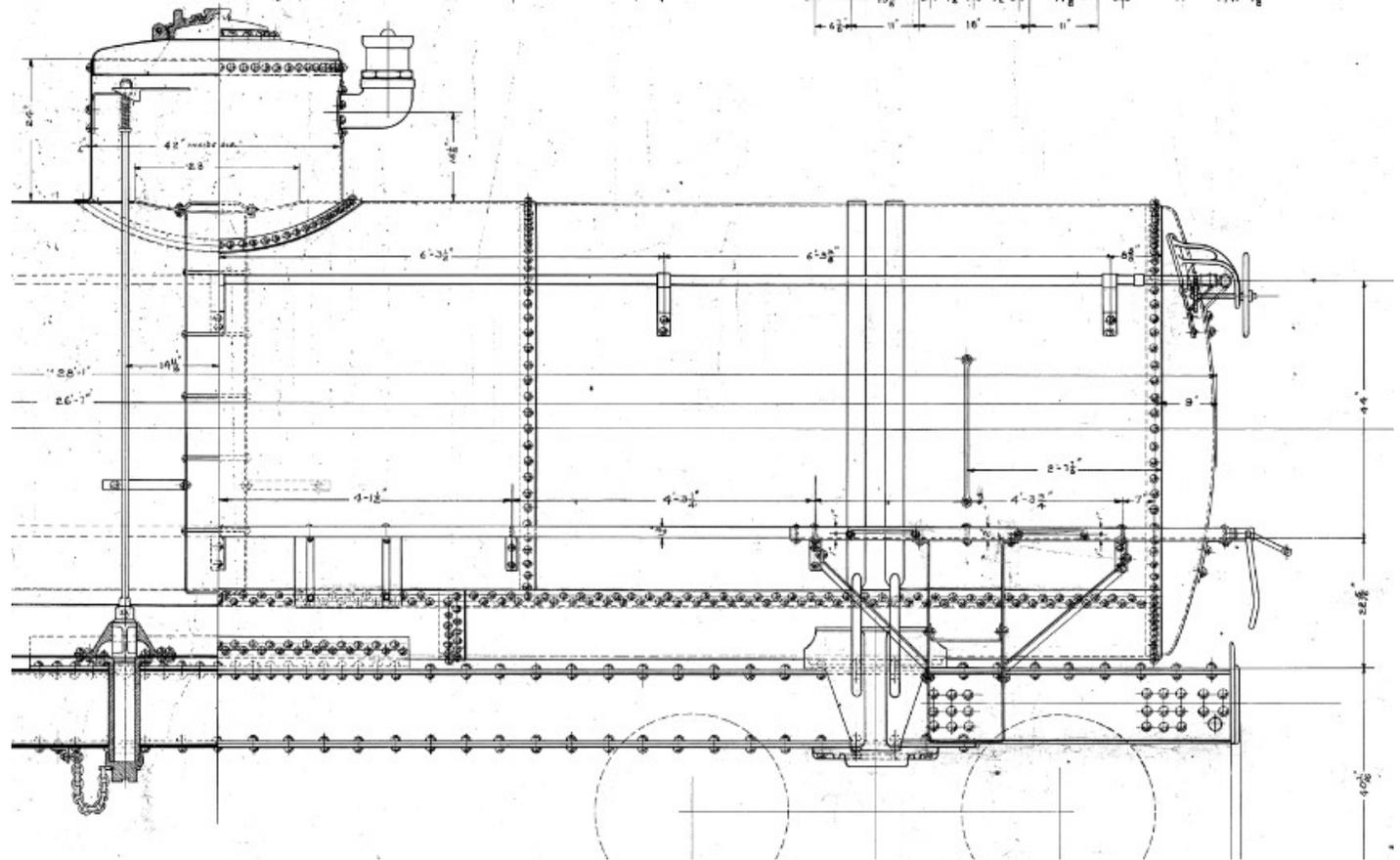
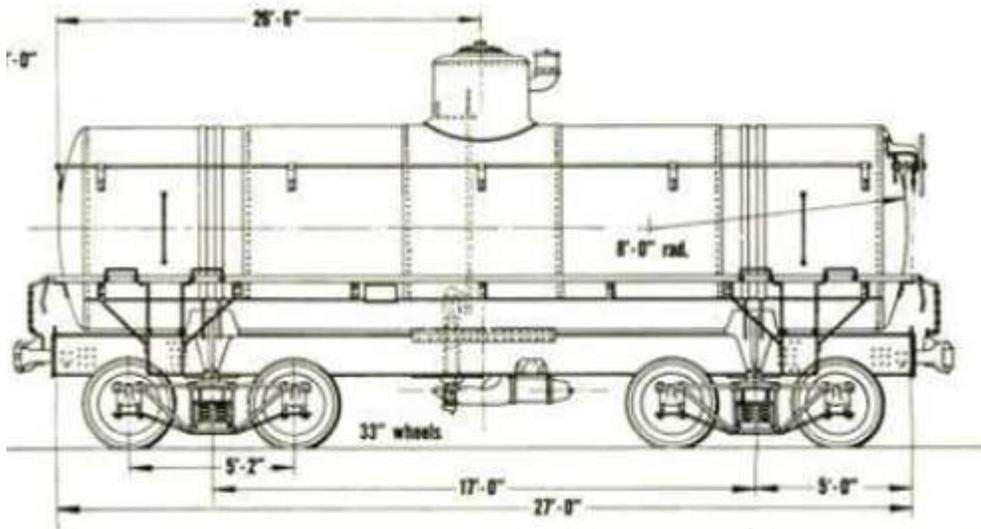
LV	26000-26999	1000!	100!	GA	425!	1788	40-0	But	2-08
SOC _o		500!	80	T					
UTLX	13000			T				But	2-08
URR	1101-1600!	500!	100!	HM	374!	1878	30-0	But	2-08
SSC	100	1!	100!	XM	369!	2720!	40-0!	But	2-08
C-QCMC _o		1!	100	FM			40-0		M-08?
PmK&Y	40000-40999	1000!	100	GA		1225	42-0	But	3-08
CI&S	183000-184999	2000!	100	GA		1680	40-0	But	3-08

CI&S 183000-184999 to NYC 338000-339999

stl twin hb (-/16183 11-07/410) 000!
 stl Standard Oil (-07//)
 stl (/411) 000!
 stl (-07/15675 10-11/412) 101! cf 1551?
 su 6" door sample (-/20677 10-07/413)
 su (-/21113 1-08/-)
 sf de 6 doors 211-G (-/17741 9-06/418),
 "P&LE 18000"! sample in 11-07 neg. 387
 stl hb 204-G (-06//417),

From the drawing and other research,
 the number series emerges as 12951 -
 13100.







Keith Retterer Collection Photo number 411

So, let's examine some of these newer sources....

I will post a listing of addresses and links to this meeting's group site.

Consider Eric Neubauer's Collection of eBooks

<http://eaneubauer.ipower.com/ericindex.htm>



Welcome to Eric's Railroad Car History!

This site belongs to Eric Neubauer and is under the Railroad Car History banner. The links above include the following:

- **Eric's Books** lists the books I have published.
- **Eric's Car of the Month** includes a series of articles on specific freight cars and car builders which can be downloaded for free.
- **Eric's Research Tools** includes research aids for looking up reporting marks, understanding car type codes, and reading ACI labels.

Pressed Steel Car Railcar Production (2014) includes 203 pages of production lists. The following contemporary builders are included: Austin-Western, Bettendorf, Illinois Car & Equipment, Koppel, Mt. Vernon Car & Manufacturing, Ralston Steel Car, Schoen Pressed Steel Car, United States Car, United States Rolling Stock, Western Steel Car & Foundry, and Western Wheeled Scraper. See Eric's Car of the Month page for free download.

Early Pullman Car Freight and Passenger Car Production (2010) is a detailed, 370 plus page listing of over 4,300 Pullman freight and passenger car orders from the 1860s until the end of 1911. A great amount of detail was added to the freight car information contained in *Pullman-Standard Freight Car Production Including Predecessors*. The passenger information is entirely new and includes cars built for Pullman service as well as those purchased by railroads and rapid transit lines. An excellent aid in constructing early rosters.

Pullman-Standard Freight Car Production Including Predecessors (2002) is a detailed, 164-page listing of about 10,000 freight car orders from the 19th and 20th centuries. Pullman-Standard was the largest freight car builder from about 1940 to 1980. One predecessor, Standard Steel Car, was an important pioneer in steel car construction and Pressed Steel Car's main rival. The earliest material in this book has been revised and included in *Early Pullman Car Freight and Passenger Car Production*.

Interested in any of these books? Please email me at: eaneubauer@ericrailroadcarhistory.com
All are currently available to researchers and historians.

Standard Steel Car Production List from 1902 to 1909

Standard Steel Car Co. was organized by John M. Hansen in 1902. The original plant was in Butler, Penna. Additional plants were opened at Hammond, Ind., in 1906 and New Castle, Penna., by 1913.

Standard Steel Car also acquired control over Middletown Car Works in Middletown, Penna., in 1909; over South Baltimore Car & Foundry in Baltimore, Md., by 1910; over Keith Car & Manufacturing Co. in Sagamore, Mass., by 1912; over Osgood Bradley Car Co. in Worcester, Mass., by 1913; over Richmond Car Works in Richmond, Va., by 1928; over Siems-Stembel Co. in St. Paul, Minn., by 1928; and over Canton Car Co. in Canton, Ill., in about 1934.

The principal manufacturing plants for freight cars were Butler and Hammond. Hammond was also responsible for many passenger cars. Middletown primarily built cars for export. Worcester built passenger cars almost exclusively.

Standard Steel Car was taken over by Pullman in 1929, but the operations were not merged until 1934. Only the Baltimore, Butler, Hammond, Richmond and Worcester Plants produced freight cars under Pullman-Standard.

Reporting marks	Qt'y	Cap'y	Type	Ltwt.	Cu.ft.	LL.	Bldr.	Date	O.O.	Notes
P&R 20000-20499!	500!	140!	GB	506?	1311!	46-0	Mid!	1=4-23!		stl de GMI (7-22/46869 8-22/1032)
CNJ	(300!)		H							stl repair (8-22)
MSW 201+	25!	150	GB			39-11	But	3-23		stl fe Pittsburgh Steel Co. (/47336 12-22/824) 201!
GRCX	200!		T		8000?					stl Gulf Refining (-22) (12-22 150!,2-23 100!)
GRCX 3050-3299		80	TM		8000		But	3-23		stl Gulf Refining (-//823) 3200!
GRCX 3525-3574	50!	100	TM		12000		But	3-23		stl Gulf Refining (-22//825) 3525!
GRCX 5000-5199	200!	100	TMI		10000		But	5-23		stl Gulf Refining (-23 150+50//829) 5000!
AT&SF 118500-118999?	500!	80	XM	460?	2926	40-6		-23		sf ds 6' door Murphy end Bx-3 (10-22//)
MEC 3010-3059!	50!	100	GS		1639	40-0	But	4-23		stl fe 12 door (10-22/46982 11-22/826)
MEC 35301-35650	350!	80	XM		2926	40-6	?	-23?		sf 6' door (10-22 KC&M//) 418-645!
MEC 7001-7100!	100!	80	LP		2997	40-6	Mid	3-23		sf rack (10-22 KC&M/47191 11-22/1038)
MEC 1526-1535	10!	80	BR		2652	40-1	Mid	5-23		sf ss comp end dairy products,

Sample from the Haskell and Barker portion of the list, includes Lot numbers

5000	CTH&SE	11684-12683!	1000!	100	GA	1600	39-7	H&B	-11	scs (-11/371)
5001	MD&W	2001-2100!	100!	80	FL	-	41-0	H&B	-11	wd (-11/348)
5002	CI&L	20000-20199!	200!	80	FM	-	40-8	H&B	-11	su (-11/369)
5003	CI&L	19000-19099!	100!	80	XA	2720	40-0	H&B	6-11?	su (-11/376)
5004	Mather		100!		S			H&B	-11	body Miller Co. (-)
5005	Mather	2550-2584!	100!		R			H&B	-11	heater Miller Co. (-/463) 2500-2599? express
5006	Mather	100-114!	15!		R			H&B	6-11?	beef New Louisville Packing Co./Miller Co. (-/384)
5007	CB&Q	108800-109799!	1000!	80	XM	2982	40-0	H&B	7-11?	scs (-11/392)
5008	TCT	115-124!	10!	80	FM	-	40-0	H&B	8-11?	wd (-11/427)
5009	GN	105000e106998!	1000!	80	XM	2689	40-0	H&B	8-11?	wd 5'5" door (-11/429)

GN 105000e106998 to 16289-17276

	A	B	C	D	E	F	G	H	I	J	K
1	Lot	Road	Qty	Number	Range	Typ	Blk	Date	Gen'l D	Ord	Notes
139	281	AT&SF	1500	27030	27529	XM	But	1905	15139		Bx-O
153		AT&SF	100			T		1906			
232	358	AT&SF	2500	33101	35600	XM	But	1907	15139		Bx-O
542	H-63	AT&SF	1000	47701	48700	XM	Ham	1912	32197		Bx-X
1088	H-206	AT&SF	500	118000	118499	XM	Ham	7-23	46619	13534	Bx-3
1100	H206?	AT&SF	500	118500	118999	XM	Ham	1923	46619	13470	Bx-3
1175	H-238	AT&SF	500	50000	50499	SD	Ham	10-24	49071		Sk-P
1283	H-287	AT&SF	500	122500	122999	XM	Ham	5-27	51980	A-10005	Bx-9
1352	H-338	AT&SF	250	170600	170849	GH	Ham	6-29	53960		Ga-20
1395	H-363	AT&SF	200	169000	169199	GH	Ham	4-30	55182		Ga-26
1438											

Keith's list does not include a reference to a General Arrangement drawing, but one exists in the IRM Pullman Library Collection



Keith Retterer Collection

250 - 8000 gallon cars



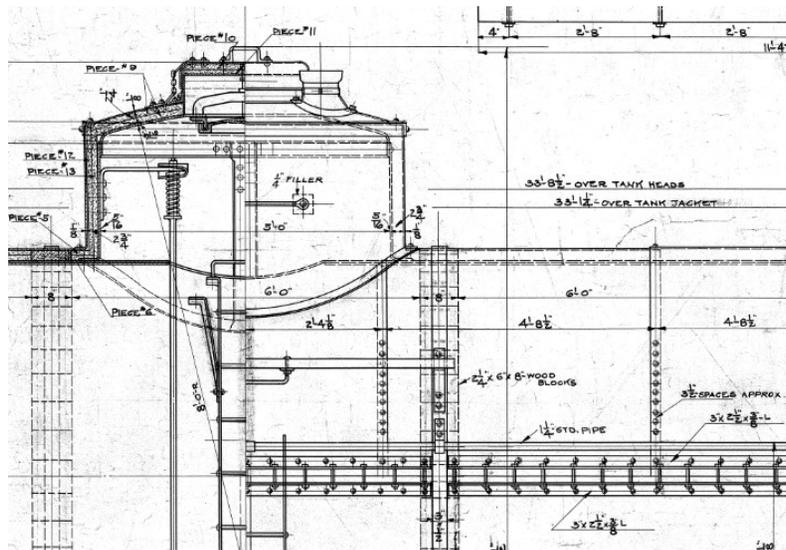
Both photos from the Keith Retterer Collection numbers 823 and 825

50 - 12000 gallon cars

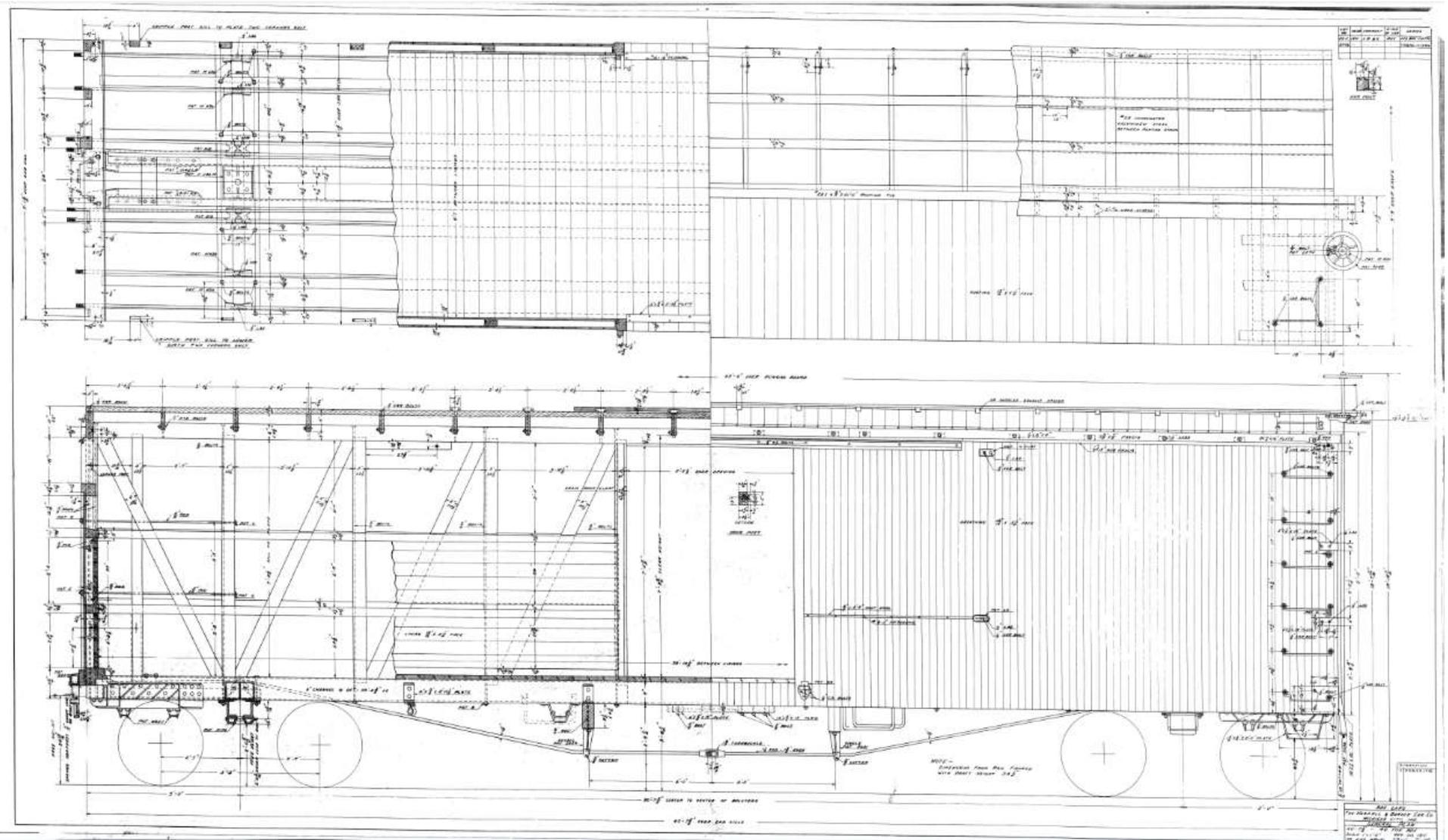




Keith Retterer Collection - 829



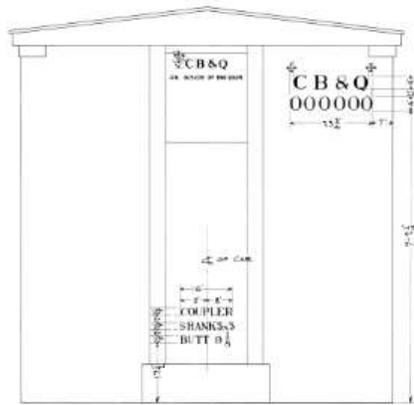
Portion of Standard Steel Car Company Drawing 47807 – IRM Pullman Library Collection



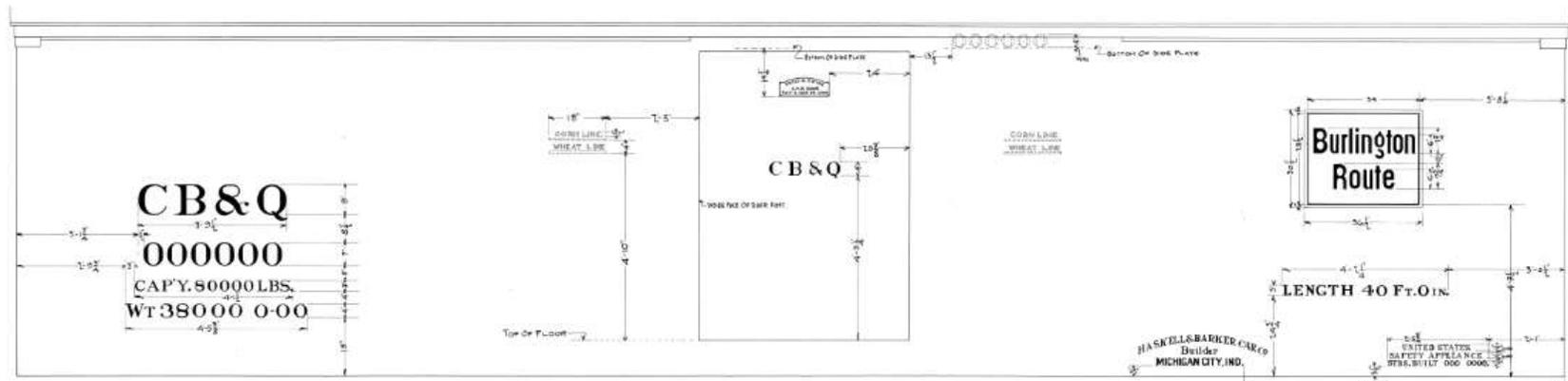
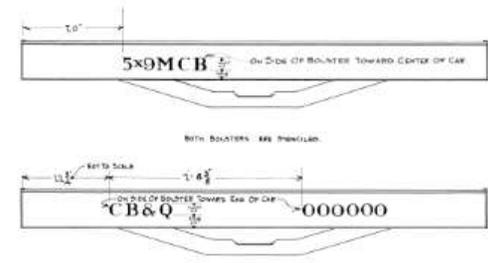
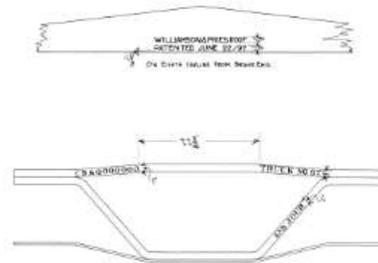
CB&Q XM-17 and XM-18 Boxcars
108800 – 109799 and 109800-110799
Built in 1911

Haskell and Barker drawing 1347-3-10
IRM Pullman Library Collection

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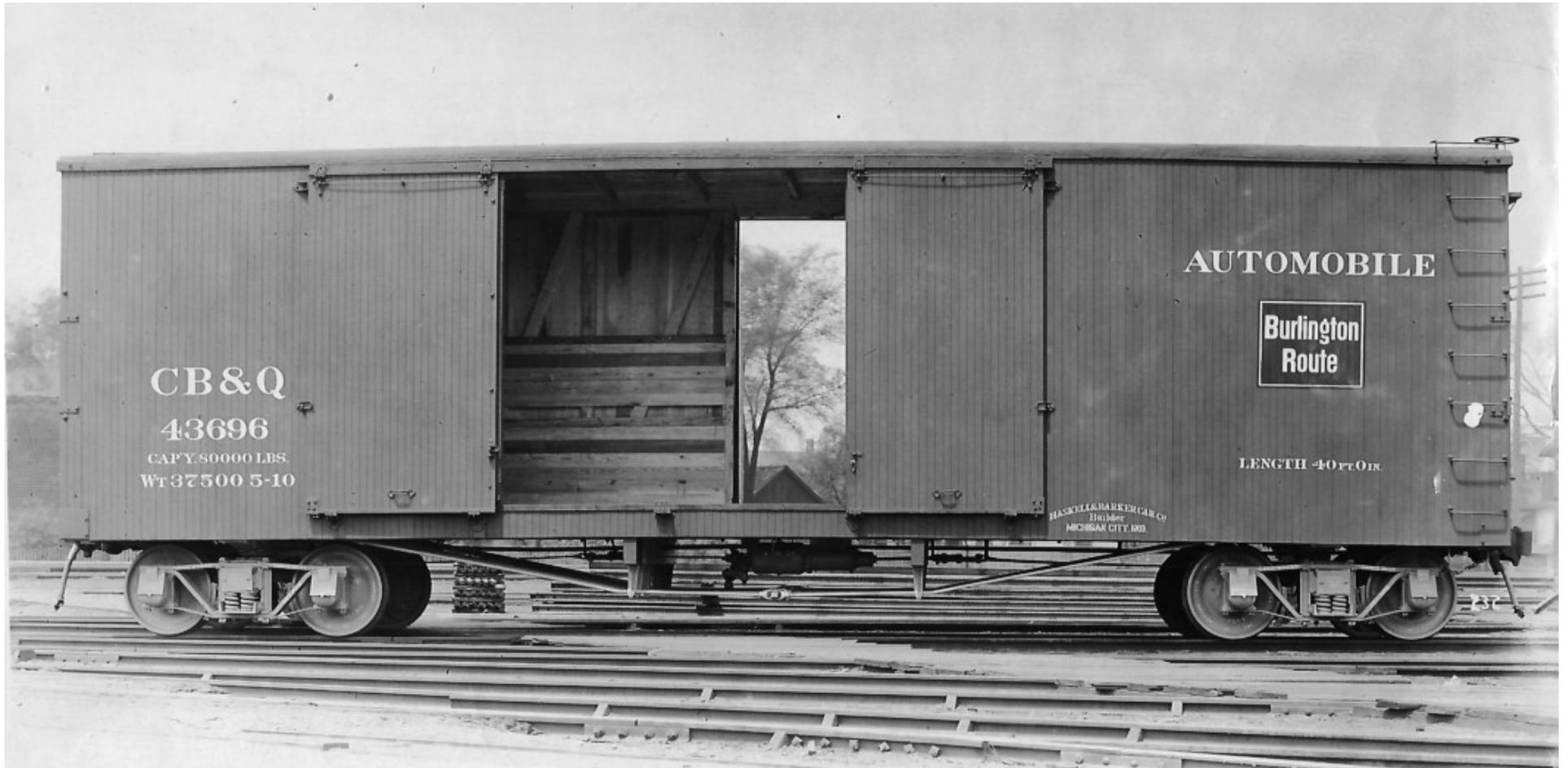
Both Ends Of Car Have Identical End Doors



STENCIL PLAN
 HASKELL & BARKER CAR CO.
 MICHIGAN CITY, IND.
 1668-3-39

CB&Q XM-17 and XM-18 Boxcars
 108800 – 109799 and 109800-110799,
 110900 – 111399, 111400 – 113999
 Built in 1911

Haskell and Barker drawing 1668-3-39
 IRM Pullman Library Collection



CB&Q 43500 – 43999 built 1910
Class XA-3

Haskell and Barker Builder's Photo
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WESTERFIELD MODELS, LLC. GOLDEN AGE LINE

Official Railway Equipment Registers (ORER) on CD are copies of specific issue years. They give data on every freight car for active Railroad Companies used in interchange in the United States, Canada and Mexico. Data include car series and type, physical dimensions, capacity and number of cars.

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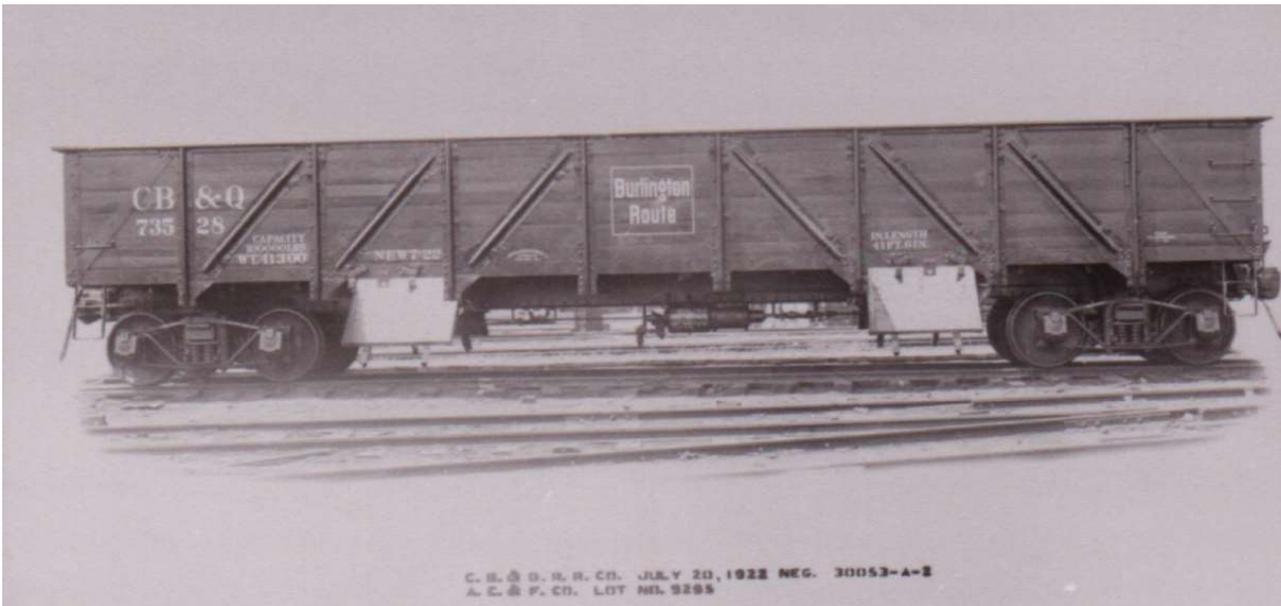
Displaying 1 to 22 (of 22 products)

Result Pages: 1

AC&F PHOTOS AND DATA DISK

\$98.99

The AC&F DVD disk contains 1,960 American Car & Foundry builders photos of Freight Cars from 1899 to 1928. These are jpeg files identified by lot number. The accompanying lot list allows the researcher to determine the company placing the order, order date, the number and type of car and the plant location. As a bonus, the lot list extends into 1957, containing approximately 11,000 lot listings, on 320 pages, from 1899 to 1957 from the American Car and Foundry archives. There is also a column on most pages indicating whether or not a photo exists. Photographs not contained on the disk can be identified and ordered from other sources. Data base listing included on PDF file allows searching by roadname and car type. Please note that this disk does not cover Passenger Equipment. Here is a summary of the photos marked with the year from Eric Hansmann. 1899=5 images, 1900=6 images, 1901=7 images, 1902=14 images, 1903=21 images, 1904=18 images, 1905=24 images, 1906=12 images, 1907=19 images, 1908=14 images, 1909=12 images, 1910=44 images. The total marked images for 1899-1910 are 196 images. The total images for 1911-1928 are 841 images. The total images with the year unknown are 902 images. The total number of images on the disk are 1939.



BURLINGTON ROUTE-CONTINUED.

FREIGHT EQUIPMENT-CONTINUED.

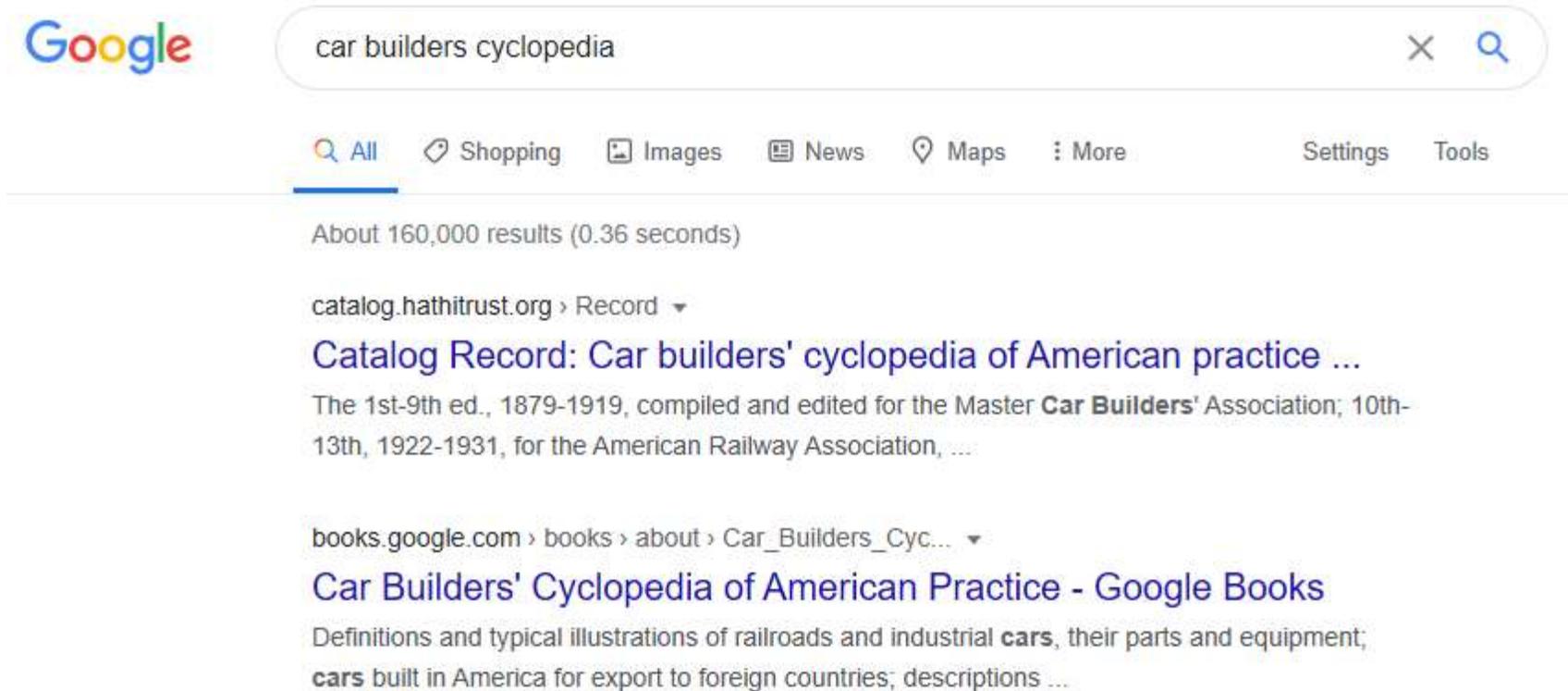
KARIDOR AND KIND OF CAR	NUMBER	DIMENSIONS										CAPACITY
		Length		Width		Height		Depth		Area		
		ft.	in.	ft.	in.	ft.	in.	ft.	in.	sq. ft.	sq. in.	
Bought for												
12. -	130900	30	0	8	0	0	0	0	0	0	0	0
13. -	20881 to 20889	30	0	8	0	0	0	0	0	0	0	0
14. -	40000 to 40100	30	0	8	0	0	0	0	0	0	0	0
15. -	40200 to 40300	30	0	8	0	0	0	0	0	0	0	0
16. -	40500 to 41400	30	0	8	0	0	0	0	0	0	0	0
17. -	41300 to 43900	30	0	8	0	0	0	0	0	0	0	0
18. -	44000 to 44400	30	0	8	0	0	0	0	0	0	0	0
19. -	44500 to 44900	30	0	8	0	0	0	0	0	0	0	0
20. -	45000 to 45900	30	0	8	0	0	0	0	0	0	0	0
21. -	46000 to 46400	30	0	8	0	0	0	0	0	0	0	0
22. -	46500 to 46900	30	0	8	0	0	0	0	0	0	0	0
23. -	47000 to 47400	30	0	8	0	0	0	0	0	0	0	0
24. -	47500 to 47900	30	0	8	0	0	0	0	0	0	0	0
25. -	48000 to 48400	30	0	8	0	0	0	0	0	0	0	0
26. -	48500 to 48900	30	0	8	0	0	0	0	0	0	0	0
27. -	49000 to 49400	30	0	8	0	0	0	0	0	0	0	0
28. -	49500 to 49900	30	0	8	0	0	0	0	0	0	0	0
29. -	50000 to 50400	30	0	8	0	0	0	0	0	0	0	0
30. -	50500 to 50900	30	0	8	0	0	0	0	0	0	0	0
31. -	51000 to 51400	30	0	8	0	0	0	0	0	0	0	0
32. -	51500 to 51900	30	0	8	0	0	0	0	0	0	0	0
33. -	52000 to 52400	30	0	8	0	0	0	0	0	0	0	0
34. -	52500 to 52900	30	0	8	0	0	0	0	0	0	0	0
35. -	53000 to 53400	30	0	8	0	0	0	0	0	0	0	0
36. -	53500 to 53900	30	0	8	0	0	0	0	0	0	0	0
37. -	54000 to 54400	30	0	8	0	0	0	0	0	0	0	0
38. -	54500 to 54900	30	0	8	0	0	0	0	0	0	0	0
39. -	55000 to 55400	30	0	8	0	0	0	0	0	0	0	0
40. -	55500 to 55900	30	0	8	0	0	0	0	0	0	0	0
41. -	56000 to 56400	30	0	8	0	0	0	0	0	0	0	0
42. -	56500 to 56900	30	0	8	0	0	0	0	0	0	0	0
43. -	57000 to 57400	30	0	8	0	0	0	0	0	0	0	0
44. -	57500 to 57900	30	0	8	0	0	0	0	0	0	0	0
45. -	58000 to 58400	30	0	8	0	0	0	0	0	0	0	0
46. -	58500 to 58900	30	0	8	0	0	0	0	0	0	0	0
47. -	59000 to 59400	30	0	8	0	0	0	0	0	0	0	0
48. -	59500 to 59900	30	0	8	0	0	0	0	0	0	0	0
49. -	60000 to 60400	30	0	8	0	0	0	0	0	0	0	0
50. -	60500 to 60900	30	0	8	0	0	0	0	0	0	0	0
51. -	61000 to 61400	30	0	8	0	0	0	0	0	0	0	0
52. -	61500 to 61900	30	0	8	0	0	0	0	0	0	0	0
53. -	62000 to 62400	30	0	8	0	0	0	0	0	0	0	0
54. -	62500 to 62900	30	0	8	0	0	0	0	0	0	0	0
55. -	63000 to 63400	30	0	8	0	0	0	0	0	0	0	0
56. -	63500 to 63900	30	0	8	0	0	0	0	0	0	0	0
57. -	64000 to 64400	30	0	8	0	0	0	0	0	0	0	0
58. -	64500 to 64900	30	0	8	0	0	0	0	0	0	0	0
59. -	65000 to 65400	30	0	8	0	0	0	0	0	0	0	0
60. -	65500 to 65900	30	0	8	0	0	0	0	0	0	0	0
61. -	66000 to 66400	30	0	8	0	0	0	0	0	0	0	0
62. -	66500 to 66900	30	0	8	0	0	0	0	0	0	0	0
63. -	67000 to 67400	30	0	8	0	0	0	0	0	0	0	0
64. -	67500 to 67900	30	0	8	0	0	0	0	0	0	0	0
65. -	68000 to 68400	30	0	8	0	0	0	0	0	0	0	0
66. -	68500 to 68900	30	0	8	0	0	0	0	0	0	0	0
67. -	69000 to 69400	30	0	8	0	0	0	0	0	0	0	0
68. -	69500 to 69900	30	0	8	0	0	0	0	0	0	0	0
69. -	70000 to 70400	30	0	8	0	0	0	0	0	0	0	0
70. -	70500 to 70900	30	0	8	0	0	0	0	0	0	0	0
71. -	71000 to 71400	30	0	8	0	0	0	0	0	0	0	0
72. -	71500 to 71900	30	0	8	0	0	0	0	0	0	0	0
73. -	72000 to 72400	30	0	8	0	0	0	0	0	0	0	0
74. -	72500 to 72900	30	0	8	0	0	0	0	0	0	0	0
75. -	73000 to 73400	30	0	8	0	0	0	0	0	0	0	0
76. -	73500 to 73900	30	0	8	0	0	0	0	0	0	0	0
77. -	74000 to 74400	30	0	8	0	0	0	0	0	0	0	0
78. -	74500 to 74900	30	0	8	0	0	0	0	0	0	0	0
79. -	75000 to 75400	30	0	8	0	0	0	0	0	0	0	0
80. -	75500 to 75900	30	0	8	0	0	0	0	0	0	0	0
81. -	76000 to 76400	30	0	8	0	0	0	0	0	0	0	0
82. -	76500 to 76900	30	0	8	0	0	0	0	0	0	0	0
83. -	77000 to 77400	30	0	8	0	0	0	0	0	0	0	0
84. -	77500 to 77900	30	0	8	0	0	0	0	0	0	0	0
85. -	78000 to 78400	30	0	8	0	0	0	0	0	0	0	0
86. -	78500 to 78900	30	0	8	0	0	0	0	0	0	0	0
87. -	79000 to 79400	30	0	8	0	0	0	0	0	0	0	0
88. -	79500 to 79900	30	0	8	0	0	0	0	0	0	0	0
89. -	80000 to 80400	30	0	8	0	0	0	0	0	0	0	0
90. -	80500 to 80900	30	0	8	0	0	0	0	0	0	0	0
91. -	81000 to 81400	30	0	8	0	0	0	0	0	0	0	0
92. -	81500 to 81900	30	0	8	0	0	0	0	0	0	0	0
93. -	82000 to 82400	30	0	8	0	0	0	0	0	0	0	0
94. -	82500 to 82900	30	0	8	0	0	0	0	0	0	0	0
95. -	83000 to 83400	30	0	8	0	0	0	0	0	0	0	0
96. -	83500 to 83900	30	0	8	0	0	0	0	0	0	0	0
97. -	84000 to 84400	30	0	8	0	0	0	0	0	0	0	0
98. -	84500 to 84900	30	0	8	0	0	0	0	0	0	0	0
99. -	85000 to 85400	30	0	8	0	0	0	0	0	0	0	0
100. -	85500 to 85900	30	0	8	0	0	0	0	0	0	0	0

Photos and Lot List snip from the Westerfield ACF Photos and Data Disk

✓ 9287	International Rep. Co. of America.	2/9/22 35' S. G. Combs Prop. mail Huntington
✓ 9288	500 Chicago Burlington & Quincy H.R.	1922 30-T. S. G. Prop. mail Huntington
✓ 9289	1 NEW ORLEANS REFINING CO.	1922 with 40-T. Truck Madison
✓ 9290	3 NEW ORLEANS REFINING CO.	2-16-22 40 Ton 8000 GAL. S. TANK Box
✓ 9291	500 PHILA. & READING RY CO. CLASS H, T, L.	2-16-22 50 Ton 10,000 GAL. S. TANK Box
9292	25 Vaccaro Bros. & Co.	2-17-22 70 Ton STEEL HOPPER CLASS Bwk.
✓ 9293	20 BEACON OIL CO.	1922 20-T. Prop. Flat Car Memphis
✓ 9294	15 Newark Lumber Co	2-25-22 50 Ton 10,000 GAL. S. TANK Bwk
✓ 9295	500 Chicago Burlington & Quincy H.R.	2-27-22 35' S. G. Prop. Huntington
✓ 9296	20 THE CENTRAL RAILROAD OF NEW JERSEY	1922 Gondola Chicago
✓ 9297	10 THE CENTRAL RAILROAD OF NEW JERSEY	2-28-22 63' ST. PASS COACHES Bwk.
9298	70 IRON WORK FOR 20 Cars (B&O)	2-28-22 63' ST. PASS & BAGG

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Car Builder's Cyclopedias



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Fig. 43—Pressed Steel Frame 30-Ton Capacity Automobile Car. Weight, 45,100 lb. Inside Length, 40 ft. 5 in.; Inside Width, 9 ft. 10 in.; Double Height, 9 ft. 2 in. Pennsylvania Railroad.

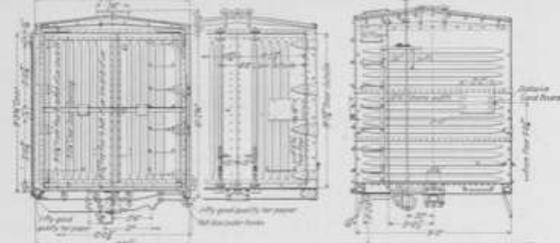


Fig. 44—End Elevations. Automobile Car Shown in Figs. 43 and 45.



Fig. 45—Steel Frame 30-Ton Capacity Automobile Car. Weight, 46,400 lb. Inside Length, 40 ft. 4 in. Builder, Baltimore Steel Car Company. (See Fig. 44 and 46.)

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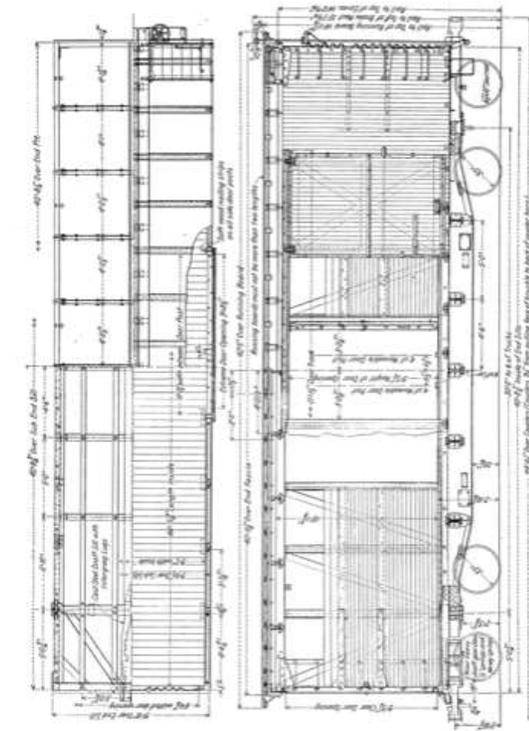


Fig. 46—Steel Frame 30-Ton Capacity Automobile Car. Builder, Baltimore Steel Car Company.

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The Car Builders' Dictionary

An Illustrated Vocabulary of Terms which Designate American Railroad Cars, Their Parts, Attachments, and Details of Construction, with Definitions and Illustrations of Typical British Practice in Car Construction. Six Thousand Three Hundred and Forty-four Illustrations. 1906 Ed. Comp. for the Master Car Builders' Association

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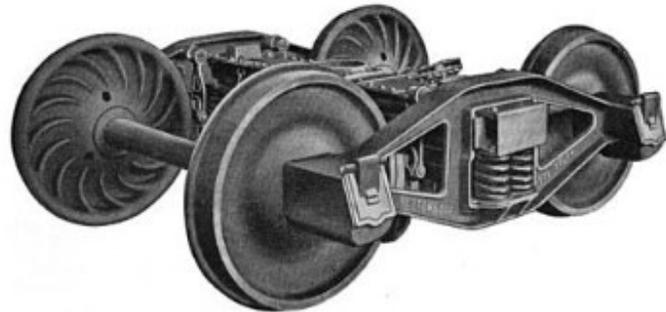
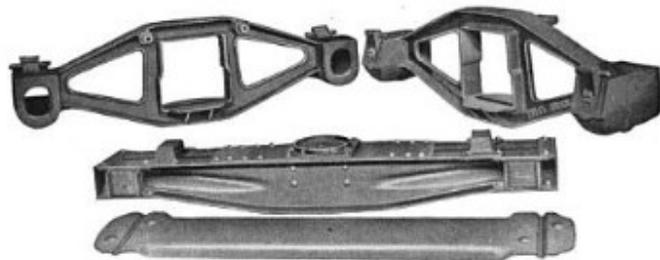
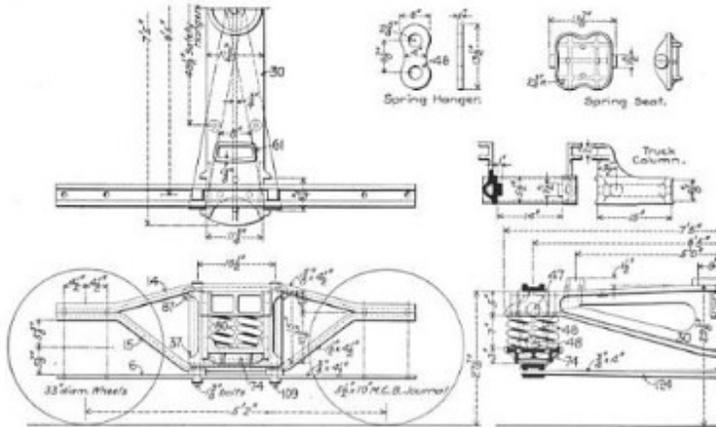


Fig. 4356. Bettendorf Truck with Cast Steel Side Frames. Bettendorf Axle Co.



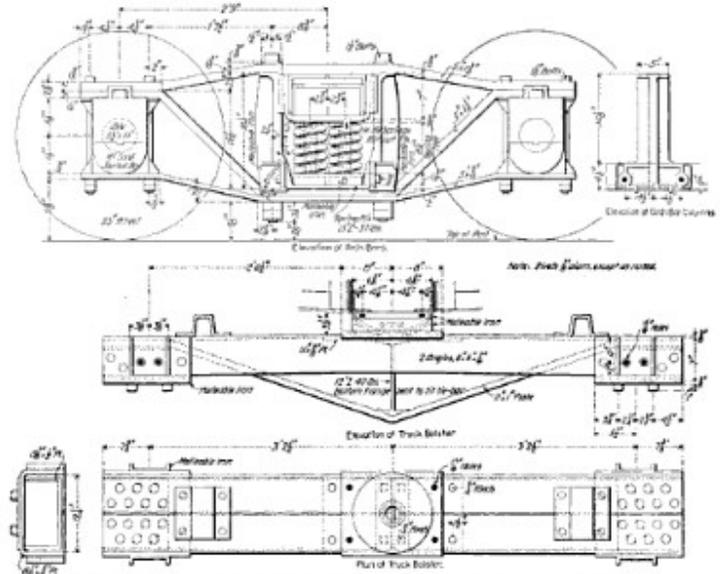
Figs. 4357-4360. Side Frames, Bolster and Spring Plank of Bettendorf Truck. Bettendorf Axle Co.

Numbers Refer to List of Names with Figs. 4336-4340.

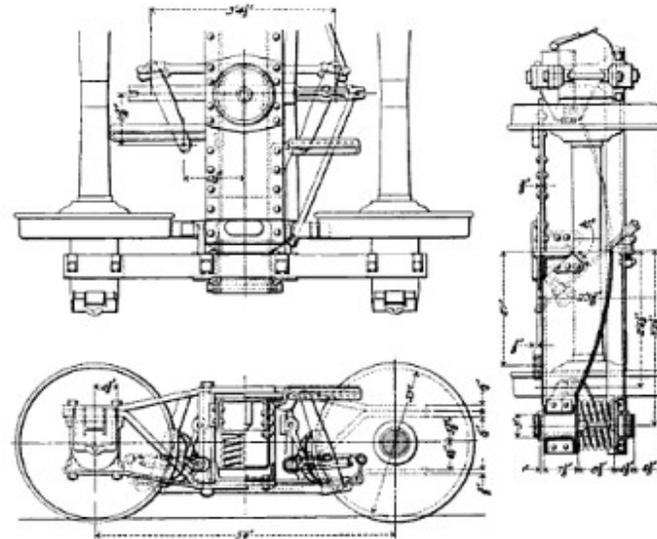


Figs. 4361-4369. Swing Motion Diamond Arch Bar Truck; 100,000 lbs. Capacity. Commonwealth Steel Co.

(402)



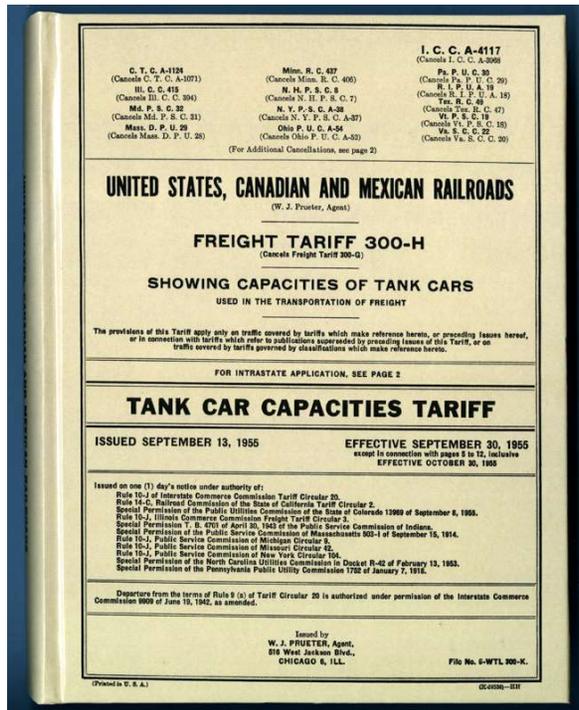
Figs. 4370-4374. 100,000 lbs. Capacity Diamond Arch Bar Truck. Cambria Steel Co.



Figs. 4375-4377. 100,000 lbs. Capacity Diamond Arch Bar Truck with Pressed Steel Bolster. Pressed Steel Car Co.

(403)

Tank Car Tariffs – Ian Cranstone (1936 and 1955)



FREIGHT TARIFF No. 300-A.

UNION TANK CAR COMPANY, THE

Cars marked: U. T. L. X., D. W. O. X., S. K. Y. X. and P. O. X. (See Note.) Address: 228 North La Salle Street, Chicago, Ill.

Note.—(a) Cars of **The Pure Oil Company** bearing P. fl. X. reporting marks and appearing on pages 418 and 419 have been absorbed by the Union Tank Car Company and will be considered as a part of the equipment owned by the Union Tank Car Company.

(b) Cars of the **Skelly Oil Company** bearing S. K. Y. X. reporting marks, and appearing on page 483, have been absorbed by the Union Tank Car Company and will be considered as a part of the equipment owned by the Union Tank Car Company.

(c) Cars of **The Deepwater Oil Refineries, Inc.**, bearing D. W. O. X. reporting marks and appearing on page 107, have been absorbed by the Union Tank Car Company and will be considered as a part of the equipment owned by the Union Tank Car Company.

In reporting such equipment, same should be reported direct to **The Union Tank Car Company, 228 North La Salle St., Chicago, Ill.**

Used for transporting Petroleum or its Products.

CAR No.	FULL CAPACITY										
	of Shell Gallons	of Dome Gallons		of Shell Gallons	of Dome Gallons		of Shell Gallons	of Dome Gallons		of Shell Gallons	of Dome Gallons
1100	A-2518	83	1602	A-6566	322	1619	A-6566	322	1639	A-6556	322
	B-2515	83		B-3298	125		B-3298	125		B-3292	125
	C-2570	83		9864	447		9864	447		9848	447
1101	7603	249	1603	A-6559	322	1621	A-6563	322	1640	A-6559	322
	A-2529	83		B-3295	125		B-3298	125		B-3292	125
	B-2527	83		9854	447		9861	447		9851	447
	C-2574	83		A-6557	322		A-6566	322		A-6550	322
1104	7630	249	1604	B-3292	125	1623	B-3293	125	1641	B-3292	125
	A-2662	198		9849	447		9850	447		9842	447
	B-2497	198		A-6486	339		A-6557	322		A-6556	322
	C-2658	198		B-3330	132		B-3298	125		B-3318	125
1142	7817	594	1605	9816	471	1624	9855	447	1642	9874	447
	A-3008	100		A-6490	342		A-6550	322		A-6553	322
	B-3010	101		B-3321	135		B-3298	125		B-3292	125
	6018	201		9811	477		9848	447		9845	447
1150	A-2979	42	1606	A-6560	322	1625	A-6553	322	1643	A-6556	322
	B-2979	41		B-3298	125		B-3292	125		B-3295	125
	5958	83									

Plus a great website of US and Canadian railroad information including Reporting Marks listings for multiple time periods.

Note: A 1919 Tank Car Capacities Tariff has been digitized by Google Books.

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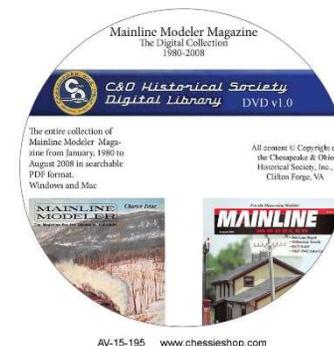
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AMERICAN REFRIGERATOR TRANSIT LINES EARLY STEEL REFRIGERATOR CARS FROM INTERMOUNTAIN KITS

By Richard H. Hendrickson

A limited run of these HO scale reefer kits is being produced by InterMountain for the Amarillo Railroad Museum and the Missouri Pacific Railroad Historical Society. There's an index of all previous articles on modeling Freight Cars of the Fifties on our website at www.railmodeljournal.com/



Originally a 1941 car in the 24200-24349 series, ART 32117 was renumbered in the early 1950s when equipped with electric air-circulating fans. Its shown here as repainted in the mid-1960s with placard boards lowered and all stenciling in black. Norfolk & Western heralds replaced the Wabash flags after the N&W acquired the Wabash in 1964. —Tom Martorano collection

by the Southern Pacific and Union Pacific railroads) and the Santa Fe refrigerator department, began building or rebuilding refrigerator cars with all-steel body framing and sheathing. ART officials closely followed these developments, and in 1936 when PFE ordered thousands of R-40-10-class steel reefers from several different car builders, ART requested American Car & Foundry to build 500 nearly identical cars for its own reefer fleet.

Numbered ART 62000-62499, these steel reefers were delivered in late 1936. They closely followed the PFE R-40-10 design in all respects except for such details as door hinges and ART's unique ice

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 - Standard Steel Car Company Builder's Photos
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- Barriger Railroad Library - ACF Builder's Photos on Flickr
- Pullman Historic Site via State of Illinois
 - Pullman Standard Builder's Photos
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Example of SSC builder's photo from
Keith Retterer's collection



4600 photos that can be downloaded thanks to curator, Nick Fry and his team.



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main@RealSTMFC.groups.io on behalf of
Bob Chaparro via groups.io <chiefbobb=verizon.net@groups.io>
[RealSTMFC] Photo: Buckeye Steel Transfer Gondola

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Photo: Buckeye Steel Transfer Gondola

An undated photo from the Columbus Metropolitan Library:

<https://digital-collections.columbuslibrary.org/digital/collection/memory/id/71933/rec/2728>

This is a very clear photo and can be enlarged quite a bit.

My thanks to Bill West on the PRR Group for the link tip.

Bob Chaparro

Hemet, CA

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Buckeye Steel train car



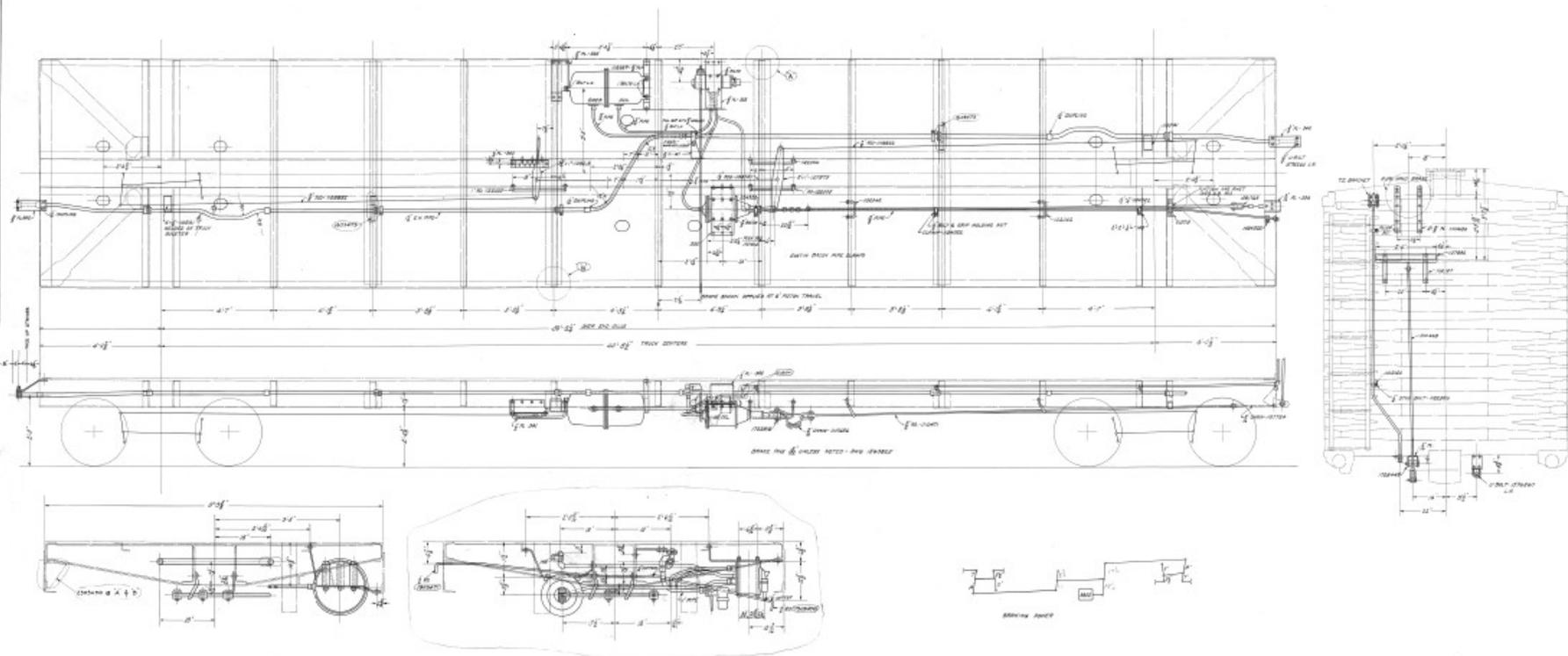
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John W. Barriger III National Railroad Library – St. Louis, Missouri Mercantile Library, University of Missouri at St. Louis

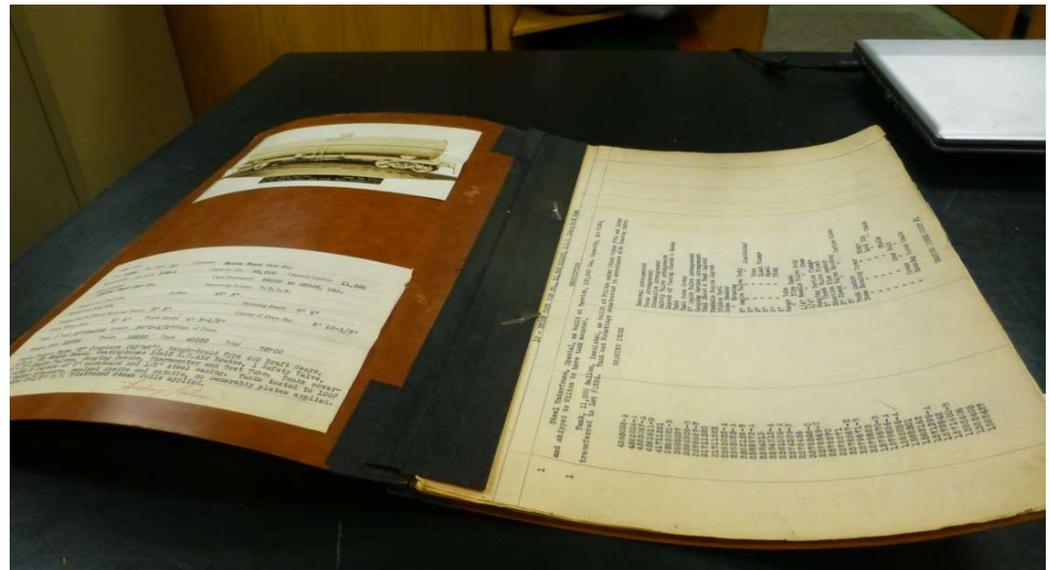


- Nicholas Fry, Curator
- Public Access, but appointment needed to view most ACF material
 - Bills of Material
 - Photos
- Photos are being posted on Flickr
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Mogul 9671 is pulling a freight train and pushing a tank car between two gondolas. The reason for this odd consist is unknown, but the place is just east of Kerr station and about a mile and a half west of Woodsfield. (Ed Bond Collection)

A 1920s automobile approaches a road crossing near Jerusalem. (Ed Bond Collection)



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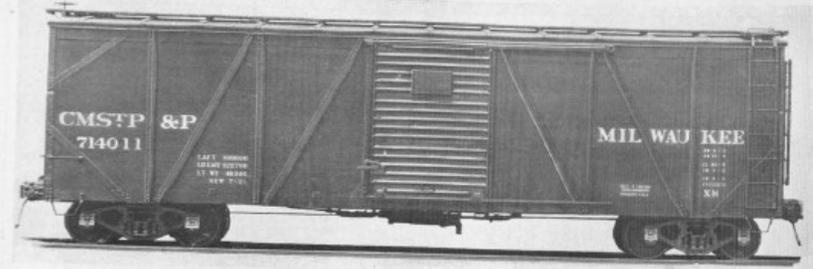


Fig. 28—Chicago, Milwaukee, St. Paul & Pacific 50-Ton Single Wood-Sheathed Box Car. Inside, Length 40 ft. 6 in., Width 8 ft. 9 in., Height 9 ft. 3 in. Capacity 3,276 cu. ft. Weight, 46,300 lb., Load Limit, 122,700 lb. Builder, The Bettendorf Company.

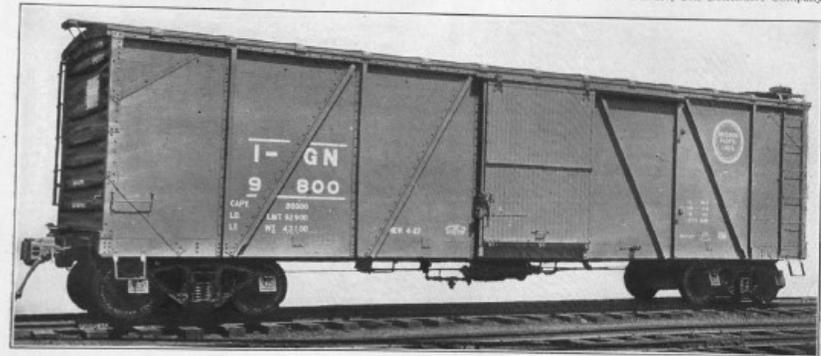


Fig. 29—Missouri Pacific 40-Ton Single Wood-Sheathed Box Car. Inside, Length 40 ft. 7 $\frac{1}{4}$ in., Width 8 ft. 6 in., Height, 8 ft. 6 in. Capacity 2,935 cu. ft. Weight 43,100 lb. Builder, American Car & Foundry Company.

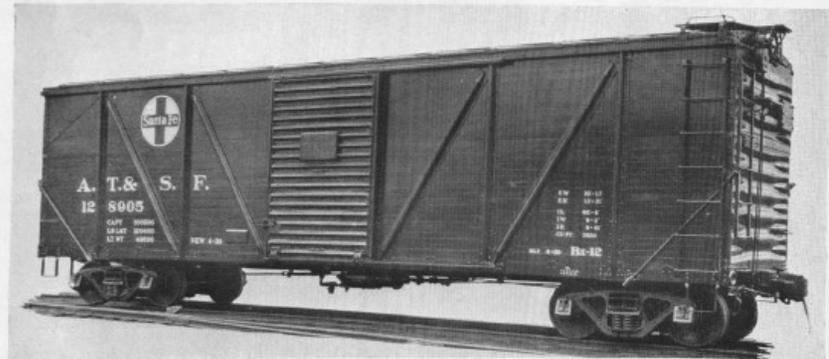


Fig. 30—Atchison, Topeka & Santa Fé 50-Ton Steel Frame Single Wood-Sheathed Box Car. Inside, Length 40 ft. 6 in., Width 9 ft. 2 in., Height 9 ft. 6 $\frac{1}{4}$ in., Capacity 3,550 cu. ft. Weight 48,700 lb. Builders, American Car & Foundry Company and General American Car Company.

(See also Fig. 27)

Lake States Railway Historical Association – Baraboo, Wisconsin



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2012.012.00034	3884-G	CRIP	AIR BRAKE INSTRUCTION CAR OF BURLINGTON, CEDAR RAPIDS AND NORTHERN R.R.	1891	
2012.012.00043	2148-G	CRIP	BRAKE RIGGING 40'-3" FURNITURE CAR CLASS S SERIES 60300 TO 60499	1901	
2012.012.00047	2150-G	CRIP	BRAKE RIGGING FLAT CARS 80,000 CAPACITY CLASS PH SERIES 90200 TO 90299	1902	
2012.012.00050	6025-G	CRIP	AIR BRAKE INSTRUCTION CAR	1900	
2012.012.00053	2136-G	CRIP	BRAKE RIGGING FOR 50 FT FURNITURE CARS	1898	1923



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Jim Neubauer Collection

Smug Mug Photo Site



2018.18.GP.077--philip weibler collection 5x7 glass plate neg--CRIP--newly shopped steam locomotives at company sh...

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Freight Cars

B&W (and some color) photographs of freight cars, c.1960s (search by car type)

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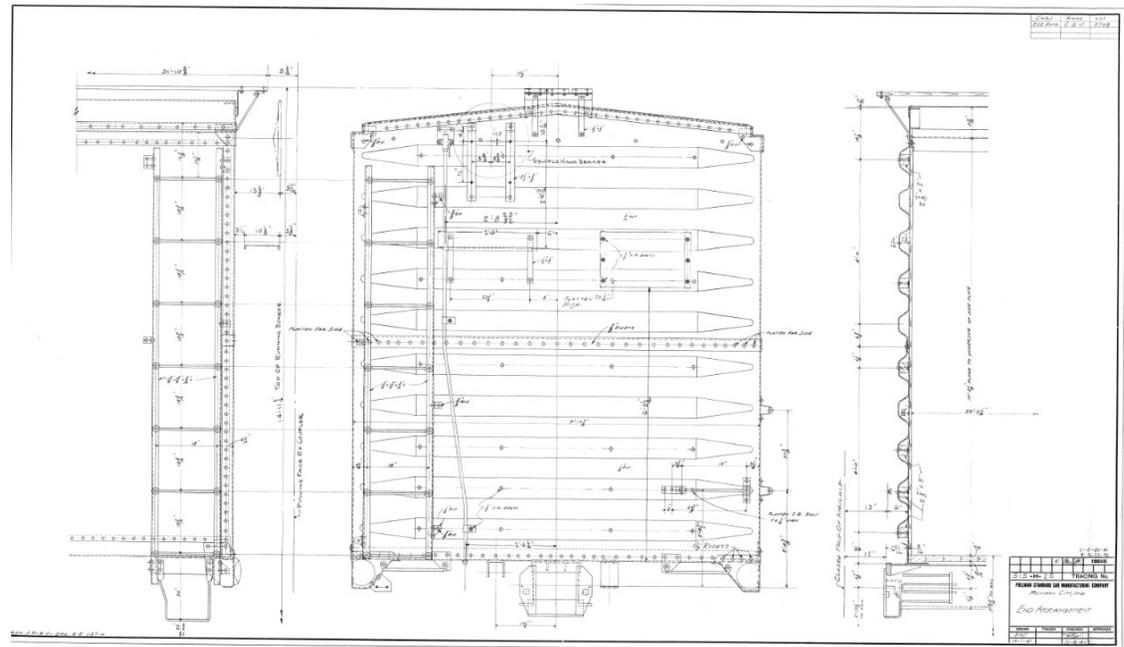




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Thank You!

These are the good days, in many ways.

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