SHORT BOXCARS AFTER WORLD WAR II

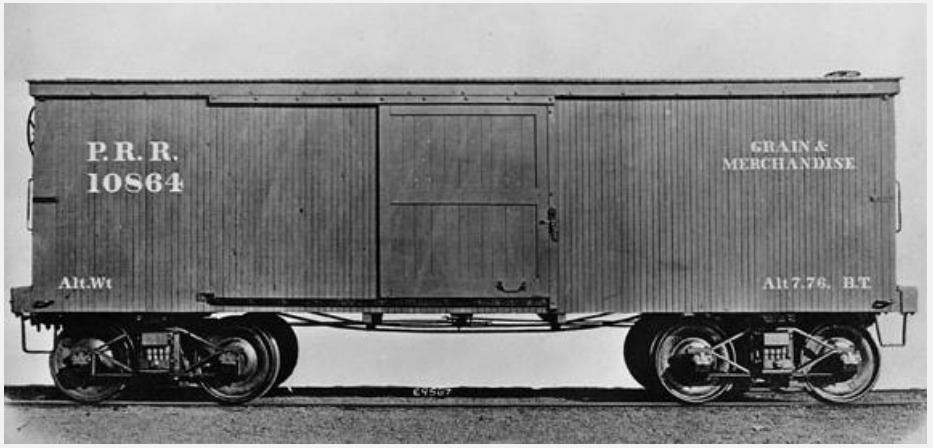
The End of the Short Boxcar Era

By Ray Breyer
Naperville RPM, October 2025

SHORT BOXCARS – THE BEGINNING

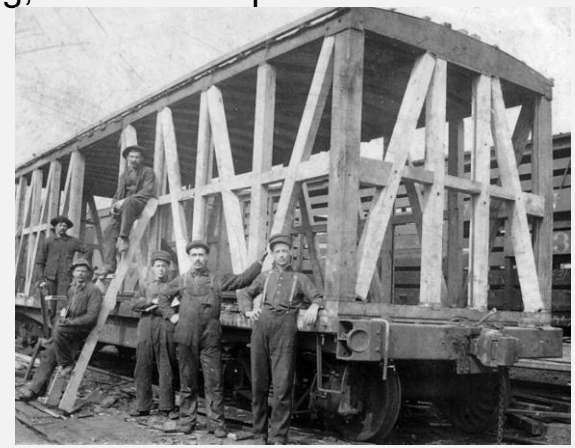
"House" cars, or rolling stock with a floor, four sides and a roof, have been a part of railroads since the 1830s. Originally individually hand built with no real plans to work from, railroads by the 1850s were beginning to build cars to specified plans to suit their own needs. Little thought was put into "industry standards".

USMRR standard boxcar ca.1864

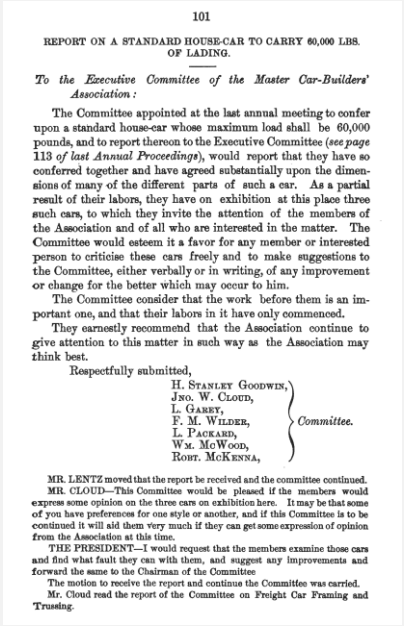


PRR boxcar, Altoona shops, July 1876

The Master Car-Builders' Association (MCBA) was created in 1867 to settle issues regarding the interchange of cars between railroads. That effort quickly snowballed into attempts at standardizing car wheels, axles, couplers, drawbars, safety appliances, and lettering, as well as repair cost tables.



By the 1880s the MCBA was attempting to standardize freight car design. In 1879 the first edition of the Car Builder's Dictionary was published to highlight and influence "progressive" car design, and in June 1894 the MCBA adopted recommended practices for house car interior dimensions.



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REPORT ON A STANDARD HOUSE-CAR TO CARRY 60,000 LBS. OF LADING.

To the Executive Committee of the Master Car-Builders' Association:

The Committee appointed at the last annual meeting to confer upon a standard house-car whose maximum load shall be 60,000 pounds, and to report thereon to the Executive Committee (*see page 113 of last Annual Proceedings*), would report that they have so conferred together and have agreed substantially upon the dimensions of many of the different parts of such a car. As a partial result of their labors, they have on exhibition at this place three such cars, to which they invite the attention of the members of the Association and of all who are interested in the matter. The Committee would esteem it a favor for any member or interested person to criticise these cars freely and to make suggestions to the Committee, either verbally or in writing, of any improvement or change for the better which may occur to him.

The Committee consider that the work before them is an important one, and that their labors in it have only commenced.

They earnestly recommend that the Association continue to give attention to this matter in such way as the Association may think best.

Respectfully submitted,

H. STANLEY GOODWIN,
JNO. W. CLOUD,
L. GAREY,
F. M. WILDER,
L. PACKARD,
WM. MCWOOD,
ROBT. MCKENNA,
} *Committee.*

MR. LENTZ moved that the report be received and the committee continued.

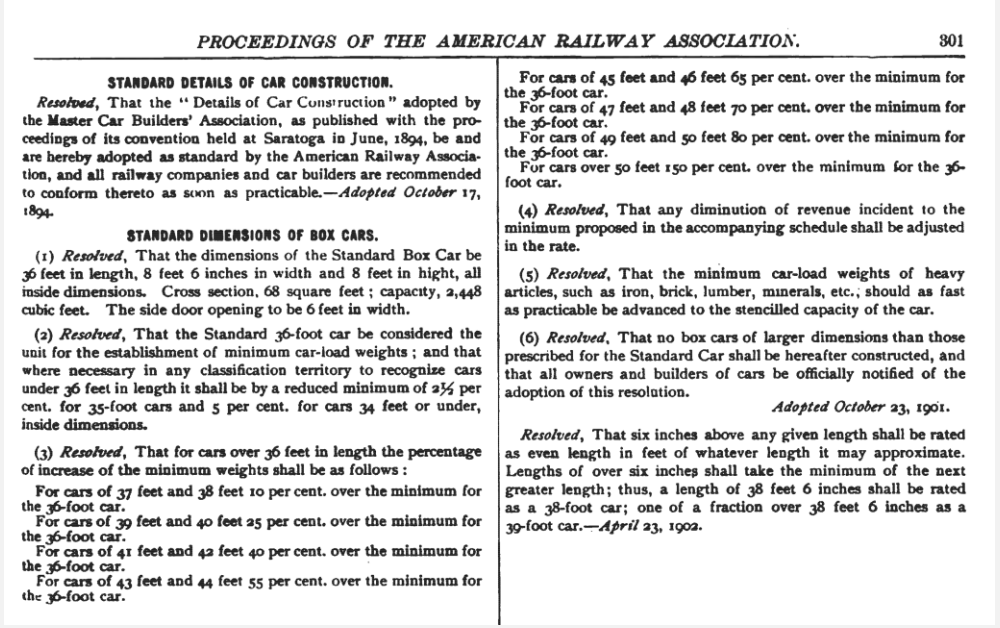
MR. CLOUD—This Committee would be pleased if the members would express some opinion on the three cars on exhibition here. It may be that some of you have preferences for one style or another, and if this Committee is to be continued it will aid them very much if they can get some expression of opinion from the Association at this time.

THE PRESIDENT—I would request that the members examine those cars and find what fault they can with them, and suggest any improvements and forward the same to the Chairman of the Committee

The motion to receive the report and continue the Committee was carried.

Mr. Cloud read the report of the Committee on Freight Car Framing and Trussing.

1894 MCBA Report



PROCEEDINGS OF THE AMERICAN RAILWAY ASSOCIATION. 301

STANDARD DETAILS OF CAR CONSTRUCTION.

Resolved, That the "Details of Car Construction" adopted by the Master Car Builders' Association, as published with the proceedings of its convention held at Saratoga in June, 1894, be and are hereby adopted as standard by the American Railway Association, and all railway companies and car builders are recommended to conform thereto as soon as practicable.—*Adopted October* 17, 1894.

STANDARD DIMENSIONS OF BOX CARS.

(1) *Resolved*, That the dimensions of the Standard Box Car be 36 feet in length, 8 feet 6 inches in width and 8 feet in hight, all inside dimensions. Cross section, 68 square feet; capacity, 2,448 cubic feet. The side door opening to be 6 feet in width.

(2) *Resolved*, That the Standard 36-foot car be considered the unit for the establishment of minimum car-load weights; and that where necessary in any classification territory to recognize cars under 36 feet in length it shall be by a reduced minimum of 2½ per cent. for 35-foot cars and 5 per cent. for cars 34 feet or under, inside dimensions.

(3) *Resolved*, That for cars over 36 feet in length the percentage of increase of the minimum weights shall be as follows:

For cars of 37 feet and 38 feet 10 per cent. over the minimum for the 36-foot car.
For cars of 39 feet and 40 feet 25 per cent. over the minimum for the 36-foot car.
For cars of 41 feet and 42 feet 40 per cent. over the minimum for the 36-foot car.
For cars of 43 feet and 44 feet 55 per cent. over the minimum for the 36-foot car.
For cars of 45 feet and 46 feet 65 per cent. over the minimum for the 36-foot car.
For cars of 47 feet and 48 feet 70 per cent. over the minimum for the 36-foot car.
For cars of 49 feet and 50 feet 80 per cent. over the minimum for the 36-foot car.
For cars over 50 feet 150 per cent. over the minimum for the 36-foot car.

(4) *Resolved*, That any diminution of revenue incident to the minimum proposed in the accompanying schedule shall be adjusted in the rate.

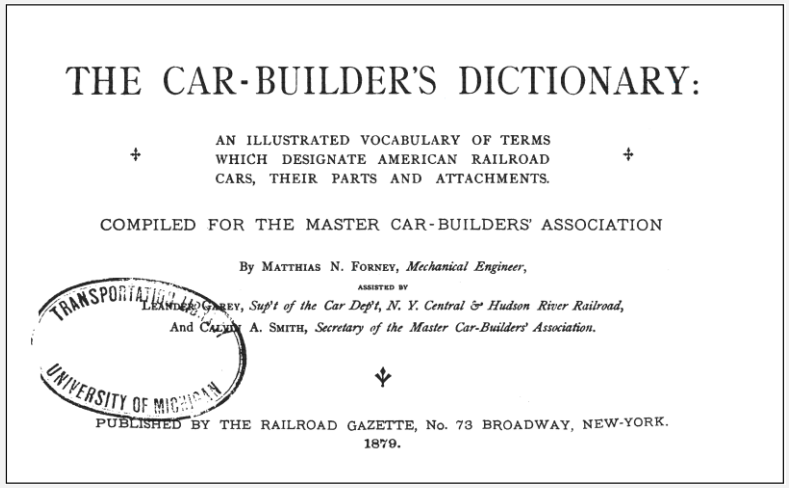
(5) *Resolved*, That the minimum car-load weights of heavy articles, such as iron, brick, lumber, minerals, etc., should as fast as practicable be advanced to the stencilled capacity of the car.

(6) *Resolved*, That no box cars of larger dimensions than those prescribed for the Standard Car shall be hereafter constructed, and that all owners and builders of cars be officially notified of the adoption of this resolution.

Adopted October 23, 1901.

Resolved, That six inches above any given length shall be rated as even length in feet of whatever length it may approximate. Lengths of over six inches shall take the minimum of the next greater length; thus, a length of 38 feet 6 inches shall be rated as a 38-foot car; one of a fraction over 38 feet 6 inches as a 39-foot car.—*April* 23, 1902.

1904 ARA Standards



THE CAR-BUILDER'S DICTIONARY:

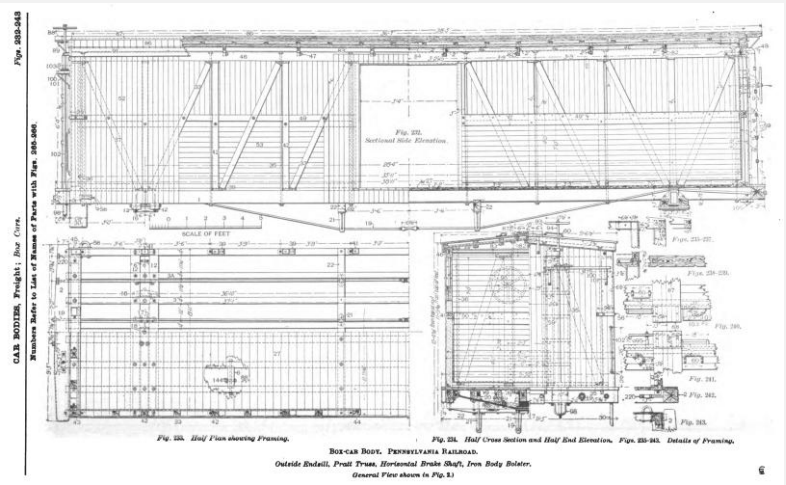
AN ILLUSTRATED VOCABULARY OF TERMS WHICH DESIGNATE AMERICAN RAILROAD CARS, THEIR PARTS AND ATTACHMENTS.

COMPILED FOR THE MASTER CAR-BUILDERS' ASSOCIATION

By MATTHIAS N. FORNEY, *Mechanical Engineer*,
ASSISTED BY
LEANDER GAREY, *Sup't of the Car Dep't, N. Y. Central & Hudson River Railroad*,
And CALVIN A. SMITH, *Secretary of the Master Car-Builders' Association.*

PUBLISHED BY THE RAILROAD GAZETTE, No. 73 BROADWAY, NEW-YORK.
1879.

1879 CBD



Figs. 233-243
CAR BODIES, Freight; *Box Cars.*
Numbers Refer to List of Names of Parts with Figs. 265-266.

Fig. 233. Sectional Side Elevation.

SCALE OF FEET

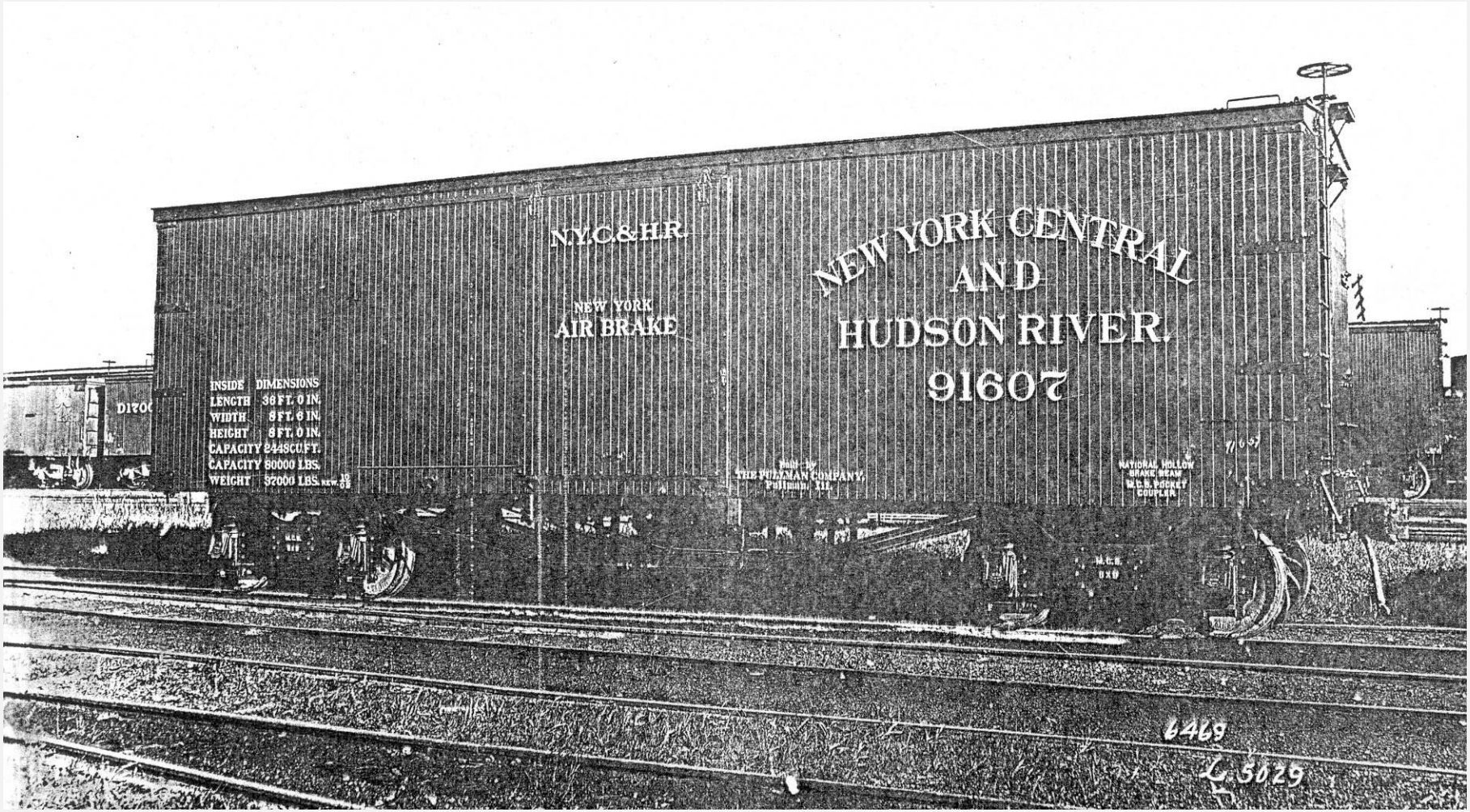
Fig. 235. *Half Plan showing Framing.*

Fig. 234. *Half Cross Section and Half End Elevation.* Figs. 236-243. *Details of Framing.*

BOX-CAR BODY. PENNSYLVANIA RAILROAD.
Outside Rudeill, Pratt Truss, Horizontal Brake Shaft, Iron Body Bolster.
General View shown in Fig. 1.

1895 standard plan for a 2448 cu.ft. boxcar

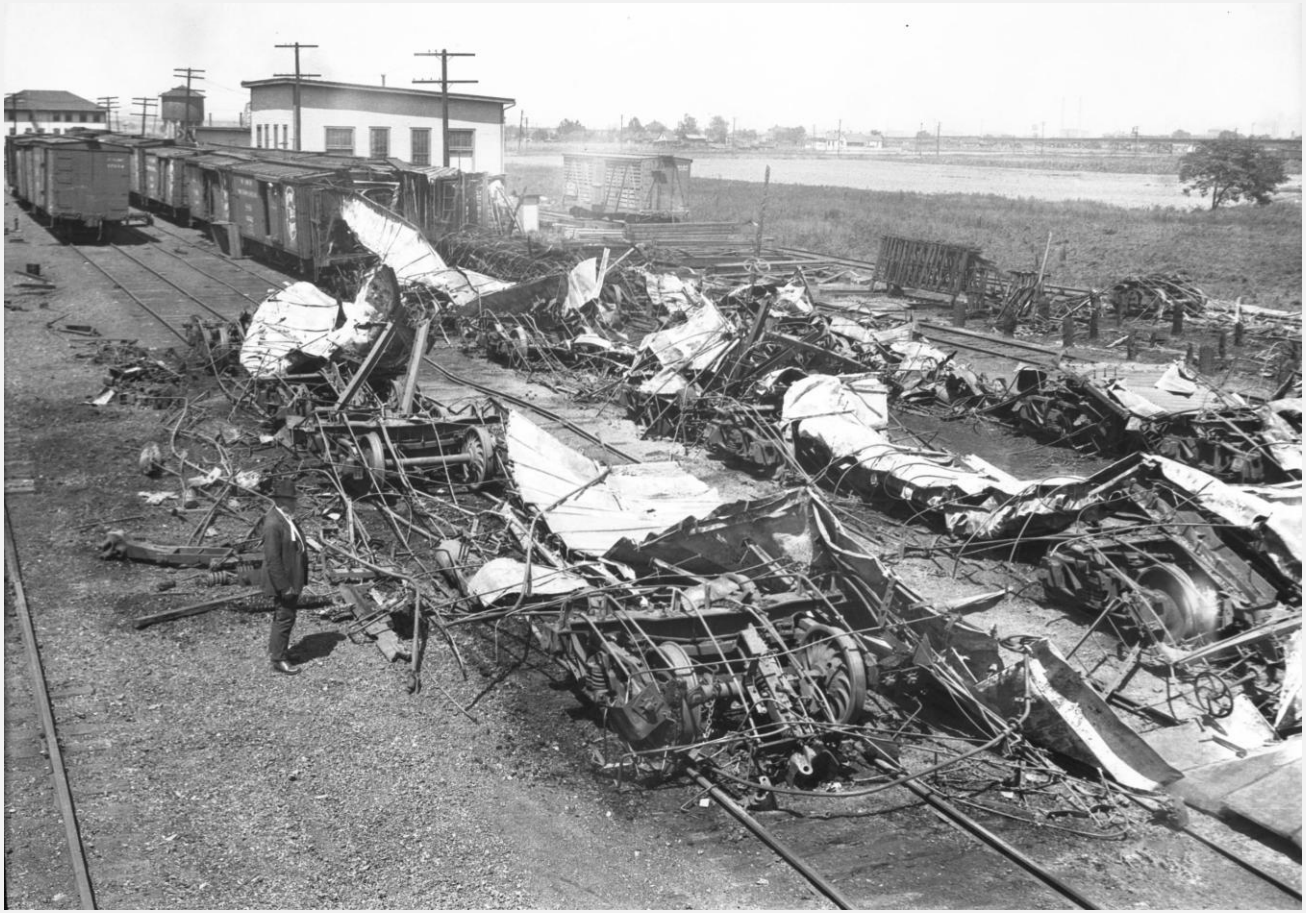
For nearly 25 years the industry “mostly” adopted the 36 foot IL, 8 foot IW, 8 foot 6 inch IH standard with a nominal capacity of 2448 cubic feet. Even after 1920, once Granger roads had built thousands of 40 foot cars, 80% of the US boxcar fleet were cars under 38 feet long that were at least influenced by this standard.



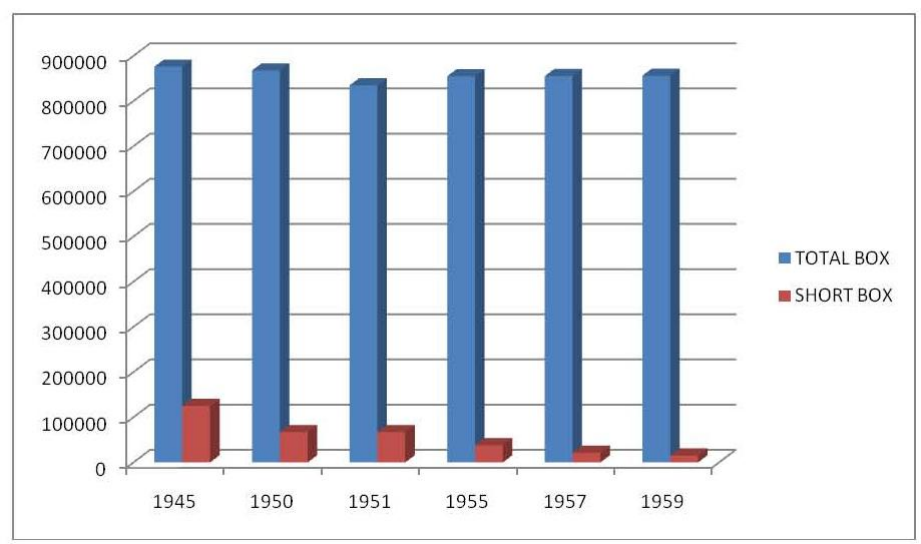
This NYC&HR boxcar, built by Pullman in 10/1902, perfectly adheres to the 1894 MCBA house car standards.

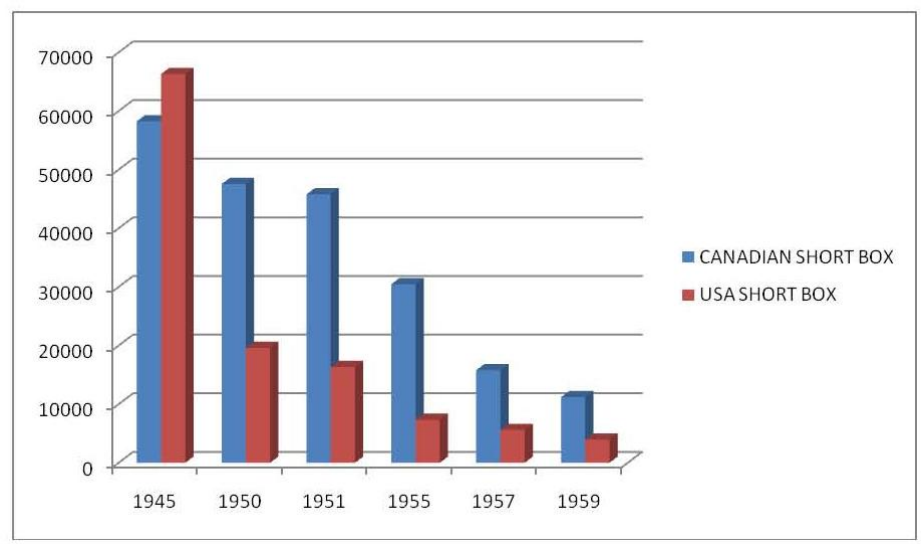
THE SHRINKING SHORT BOXCAR FLEET

- By 1916 the industry was focused on building 40-foot IL house cars. The number of short boxcars began dropping in the mid-1920s, and ACF built their last domestic short boxcars in 1928.
- In 1930 freight cars with all-wood underframes were banned from interchange service. This spelled the end of tens of thousands of older, shorter boxcars, which made up 44% of the North American boxcar fleet.
- During the worst years of the Great Depression (1932-1934) many railroads scrapped huge numbers of freight cars, sometimes up to half their fleets. Old, short cars were again on the chopping block.



Burning short boxcars for scrap on the Cotton Belt, circa 1933.



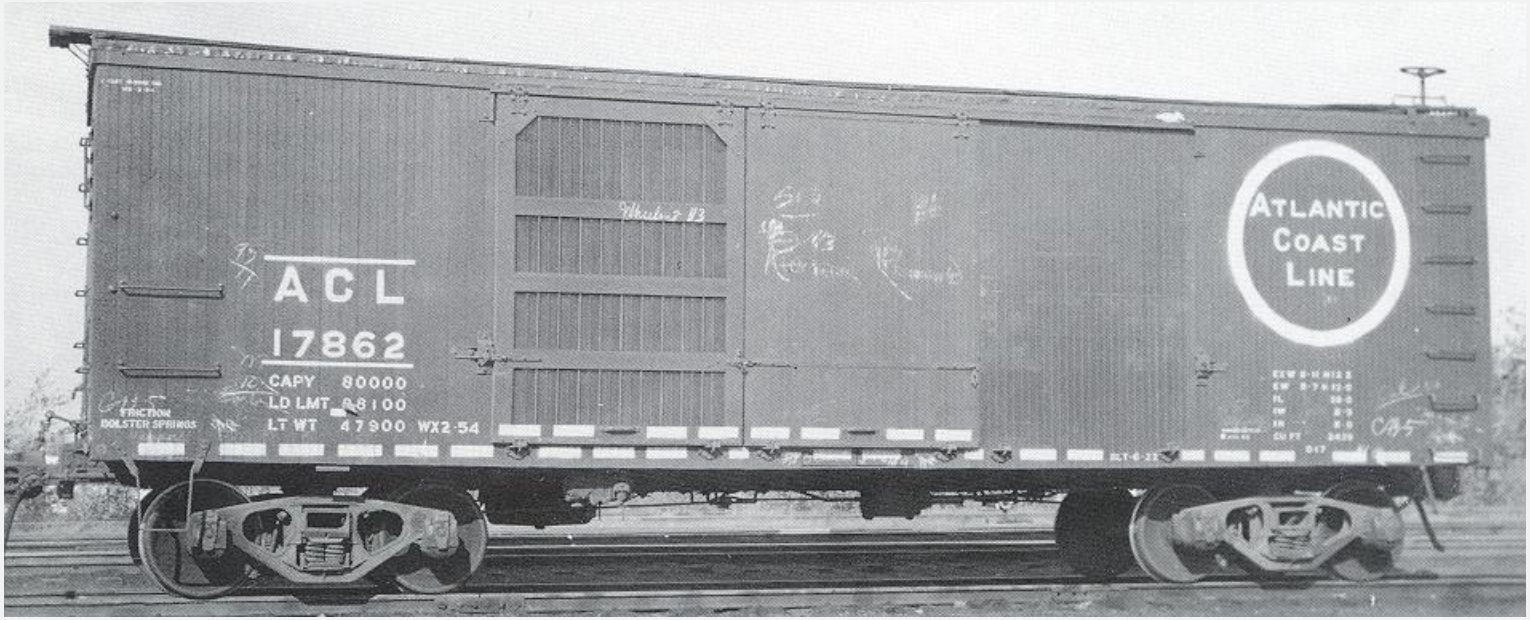


By the end of WWII, only 14% of boxcars were under 38 feet long, and by 1960 that number had dropped to under 2%, mostly Canadian boxcars.

KEY DATES IN SHORT BOXCAR SCRAPPING HISTORY

1928: Wood draft sills banned from interchange (extended to 1930).
1933: AB brakes required on all new-built cars.
1937: AB brakes required on all rebuilt cars.
1937: Geared handbrakes required on all new or rebuilt cars.
1940: Arch bar trucks banned from interchange (extended to 1945 via waivers).
1945: Wood running boards banned on new cars (and “recommended” for rebuilt cars).
1954: K brakes banned on all interchanged cars.
1966: Running boards banned on new cars.
1967: High mount hand brakes prohibited on new cars.
1968: Cast Iron wheels banned from interchange.
1970: No underframes over 50 years old (anything built before 1920).

The few surviving short boxcars that made it past 1950 were mostly Canadian Fowler-type single sheathed cars used to haul grain, and a few Southeastern roads still running small fleets of ventilated boxcars.



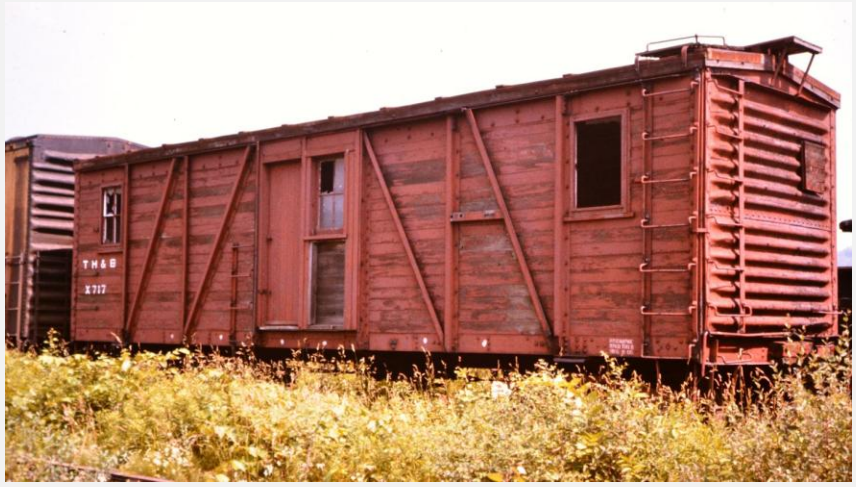
THE CANADIAN SHORT BOXCARS

We'll start our look at postwar short boxcars by looking at what was by far the largest group of them: Canadian cars.

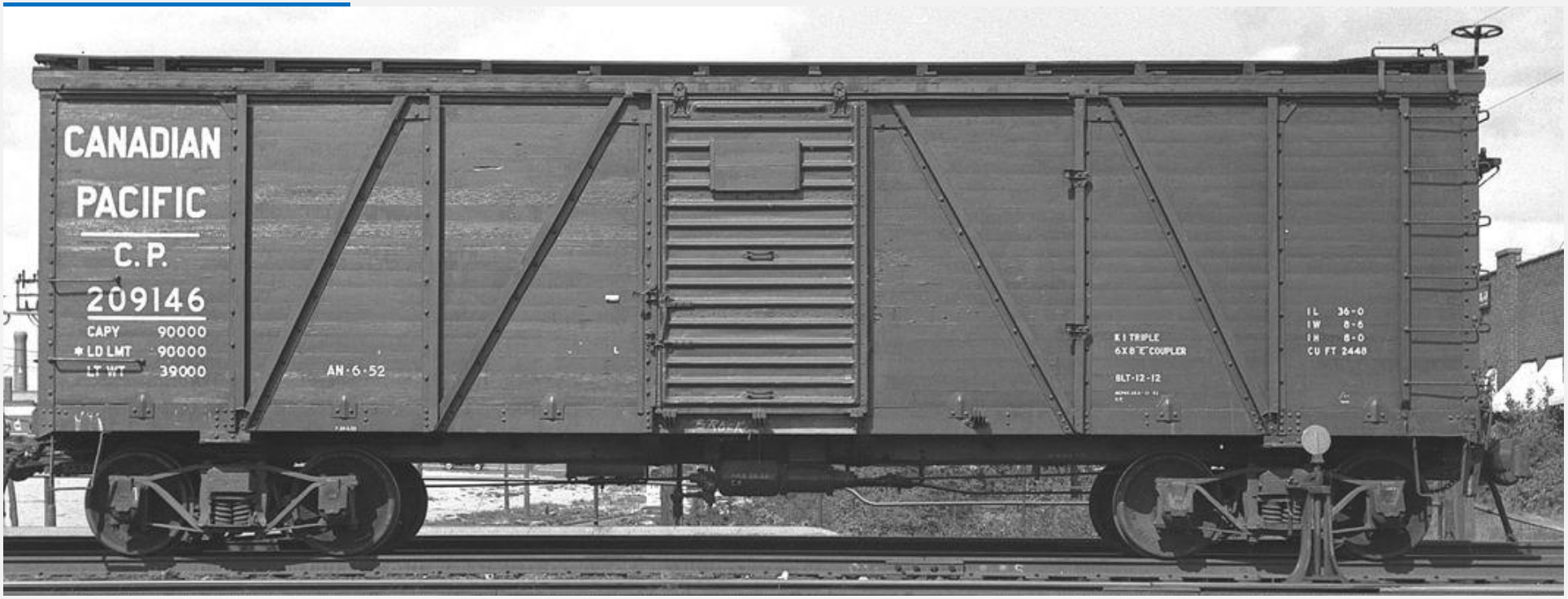
- In 1945 Canadian short boxcars made up 48% of all North American short boxcars (61,003 of 125,876 cars).
- By 1950, the percentage had risen to 72% (48,350 of 67,157 cars).
- By 1955 that had risen to 81% (30,582 of 37,825 cars)
- By 1959, that percentage dropped to 74%, but only because the numbers of ACL/SAL ventilated boxcars had leveled off, while Canadian roads continued to scrap their Fowlers (11,239 of 15,137 cars).
- In 1965, Canadian short boxcars had fallen to 763 cars. There were also 227 short cars in the US, for a total of 990 cars (0.1% of the North American boxcar fleet)
- American short boxcars disappeared by 1972, while the very last of the Canadian short cars dropped off the roster in 1981.

ROAD NAME	JAN 1945	APR 1947	JUL 1950	JAN 1951	JAN 1954	JAN 1955	JUL 1958	JAN 1959	JAN 1965
Algoma Central	12	7	6	5	0	0	0	0	0
Canadian National	25235	24332	22677	22104	17604	16547	11630	8616	584
Quebec Ry Light & Power	37	37	28	28	7	4	0	0	0
Canadian Pacific	33379	29991	24878	24672	14776	13918	4296	2584	151
Grand Trunk Western	1593	1256	403	322	64	23	2	1	1
London & Port Stanley	3	0	0	0	0	0	0	0	0
Norwood & St Lawrence	0	0	0	0	0	0	2	2	0
Quebec Central	94	83	75	66	46	38	12	1	0
Roberval & Saguenay Ry	98	97	97	97	0	0	0	0	0
Temiskaming & Northern Ontario (Ontario Northland after 1946)	205	170	102	98	60	52	40	35	27
Toronto Hamilton & Buffalo	347	276	81	55	0	0	0	0	0
TOTAL:	**61,003**	**56,249**	**48,347**	**47,447**	**32,557**	**30,582**	**15,982**	**11,239**	**763**

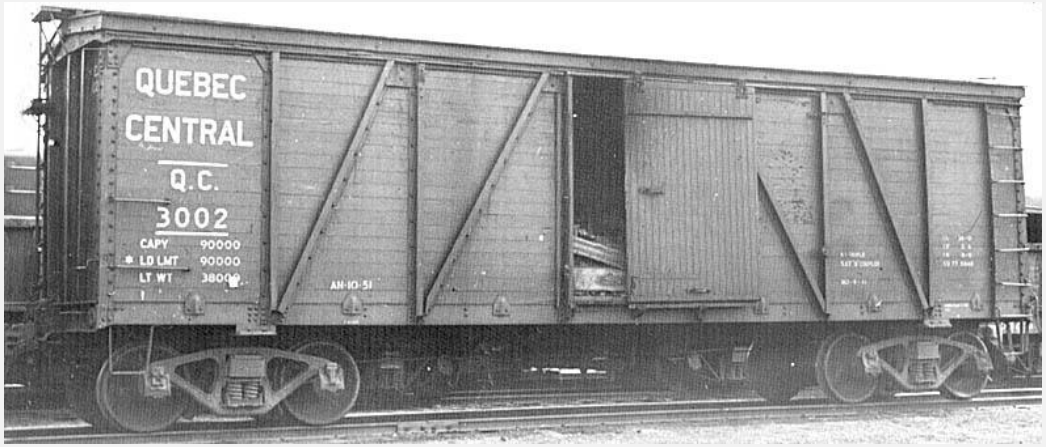
By the early 1970s seeing a Canadian short boxcar was a rare occurrence. With well over 100,000 built for Canadian railroads between 1900 and 1925 they were still around, but your best bet was to look for MOW cars.



Canadian Pacific




YARD
LIMIT
CANADIAN PACIFIC
403777
CAPY 92000


QUEBEC
CENTRAL
Q.C.
3002
CAPY 90000
LD LMT 90000
LT WT 38000

Canadian National


CANADIAN
NATIONAL
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AB.BRAKE
H-Q. 4.56
C. N.
EXW. 10-0 H.12-4
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I.W. 8. 6
I.H. 8. 0
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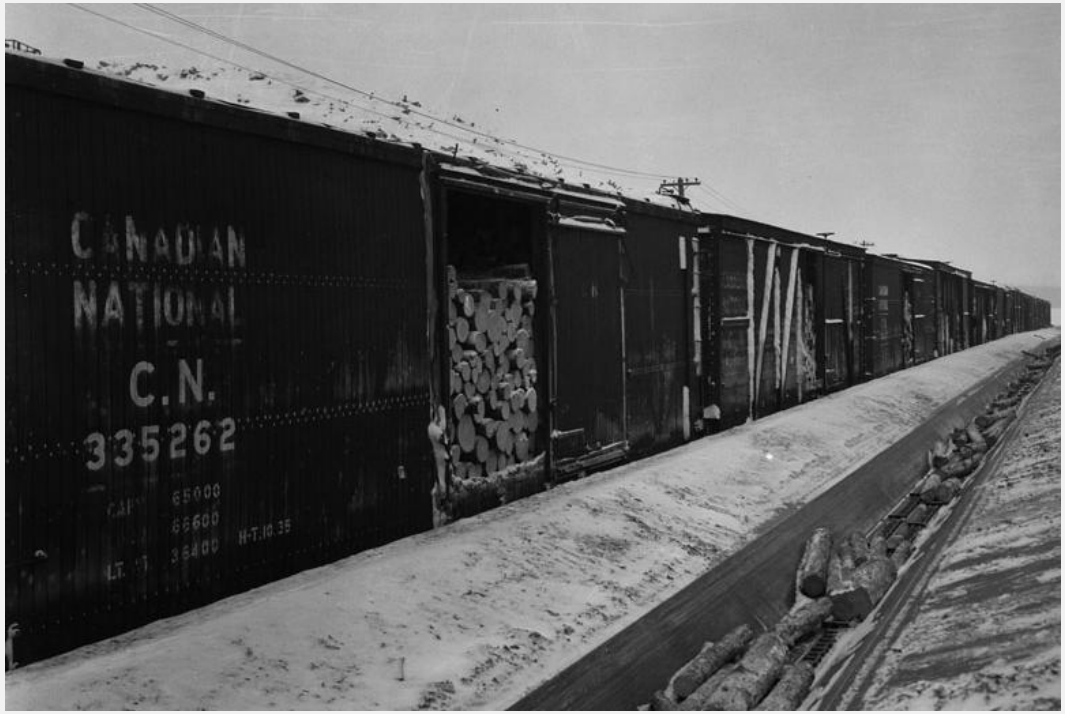
BLT. 9.23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Other Canadian Roads

Grand Trunk Western

SURVIVING SHORT VENTILATED BOXCARS

Besides the Canadian Fowlers, the other large surviving group of short boxcars through the 1950s were American ventilated boxcars, specifically those from the ACL and SAL.

Through World War One, there were as many ventilated boxcars as reefers (about 65,000 cars of each type). VM numbers began dropping in the late 1920s and accelerated during the Depression, until barely 10% of the 1919 fleet survived to 1945. After the 1953 K brake ban the few hundred cars remaining hung on to about 1965.

ROAD NAME	REPORTING MARKS	NUMBER SERIES	OL	OH	OW	CUFT	CAPY (tons)	BODY TYPE	JAN 1945	APR 1947	JUL 1950	JAN 1951	JAN 1954	JAN 1955	JUL 1958	JAN 1959	JAN 1965	NOTES
Atlanta Birmingham & Coast	AB&C	130-137	37'11	12'1	10'	2287	30	DS	8	3	0	0	0	0	0	0	0	Ventilated
Atlantic Coast Line	ACL	17000-18999	38'6"	13'8	9'11	2448	40	DS	1949	1922	1902	1897	1891	1885	1749	1592	21	Ventilated
Atlantic Coast Line	ACL	41285-43799	37'9	13'3	9'10	2448	30	DS	494	38	0	0	0	0	0	0	0	Ventilated
Cheaspeake & Ohio	C&O	86500-86999	37'11"	13'4	9'9	2421	40	DS	495	494	345	205	0	0	0	0	0	Ventilated
Charleston & Western Carolina	C&WC	1200-1305	38'6"	12'9	9'6	2448	27.5	DS	100	98	97	97	96	95	94	58	0	Ventilated
Central of Georgia	CG	7501-8000	38'1	13'3	10'	2516	40	DS	228	55	0	0	0	0	0	0	0	Ventilated
Central RR of New Jersey	CNJ	10000-11499	37'1"	12'10	9'11	2425	30	DS	24	14	8	7	0	0	0	0	0	Some Cars Ventilated
Flemingsburg & Northern	F&N	97856	38'1	12'11	10'2	2453	40	DS	0	0	0	0	1	1	0	0	0	Ventilated
Ft Dodge Des Moines & Southern	FTDDM&S	916-930 (evens)	37'	12'10	9'6	2100	40	DS	8	8	5	5	3	2	0	0	0	Ventilated
Louisville & Nashville	L&N	15800-16499	38'1	13'3	10'1	2448	40	DS	69	6	0	0	0	0	0	0	0	Ventilated
Louisville & Nashville	L&N	16500-16699	38'1	13'3	10'1	2448	40	DS	8	3	0	0	0	0	0	0	0	Ventilated
Louisville & Nashville	L&N	16700-16999	38'1	13'3	10'1	2448	40	DS	27	12	0	0	0	0	0	0	0	Ventilated
Louisville & Nashville	L&N	17500-17999	38'1	13'2	10'1	2448	40	DS	191	145	11	1	1	1	0	0	0	Ventilated
Louisville & Nashville	L&N	97100-99099	38'1	12'11	10'2	2465	40	DS	1777	1767	1445	991	4	2	0	0	0	Ventilated
Norfolk & Western	N&W	64600-66099	38'2	13'1	10'3	2448	40	DS	545	315	0	0	0	0	0	0	0	Ventilated
Nashville Chattanooga & St Louis	NC&STL	3000-3249	37'7"	13'1	10'3	2496	40	DS	179	162	161	138	27	27	0	0	0	Ventilated
Seaboard Air Line	SAL	27000-27961	38'3	12'11	9'11	2264	30	DS	9	0	0	0	0	0	0	0	0	Ventilated
Seaboard Air Line	SAL	28000-29249	37'8"	12'11	10'1	2280	40	DS	1202	1196	1178	1175	875	758	584	458	8	Ventilated
Seaboard Air Line	SAL	79000-79999	37'11"	12'11	9'10	2295	40	DS	959	949	905	798	577	428	399	214	1	Ventilated
Seaboard Air Line	SAL	89000-89899	37'8"	12'11	10'1	2280	40	DS	860	857	842	835	823	618	512	402	3	Ventilated
Salt Lake & Utah	SL&U	901-903	36'10	13'4	9'5	2104	30	DS	3	0	0	0	0	0	0	0	0	Ventilated
Southern	Southern	120000-123252	38'7"	13'3	9'7	2433	30	DS	348	289	60	52	19	0	0	0	0	Ventilated
Southern	Southern	400509-400547	38'6	13'4	9'11	2448	30	DS	5	5	0	0	0	0	0	0	0	Ventilated
Texas & New Orleans	SP / T&NO	7501-8500	37'11	13'3	10'	2448	30	DS	15	0	0	0	0	0	0	0	0	Ventilated
Utah Idaho Central	UIC	20008-20011	38'8	12'9	9'8	1798	25	DS	2	0	0	0	0	0	0	0	0	Ventilated
								TOTAL:	9,505	8,338	6,959	6,201	4,317	3,817	3,338	2,724	33	

Atlantic Coast Line

Seaboard


SEABOARD
79633
SAL
79633
SEABOARD RAILROAD


SEABOARD
89543
CAPY 80000
LD LMT 92000
LT WT 44000 JAX 3-53

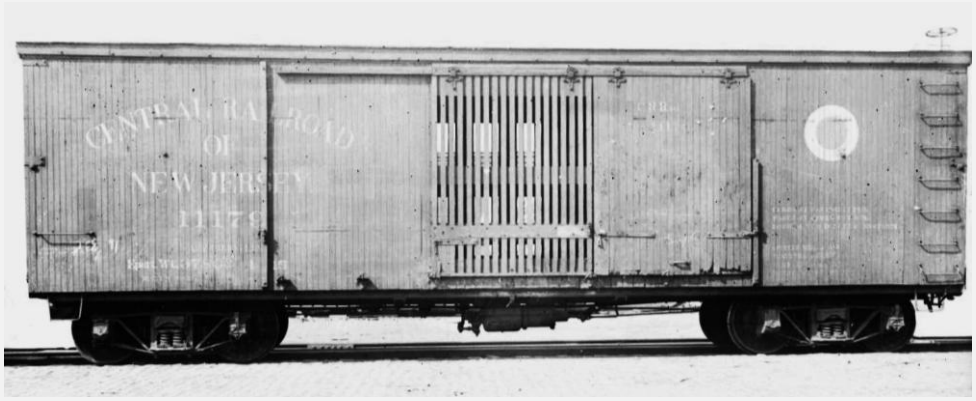
Southern


SOUTHERN
122458 SOUTHERN
122458
CAPY 60000
*LD LMT 60000
LT WT 42400 HE 7-42

Other Surviving Short Vents


FRUIT AUCTION
L&N
95900
N.R.C.
18217
PACIFIC FRUIT EXPRESS
P F E

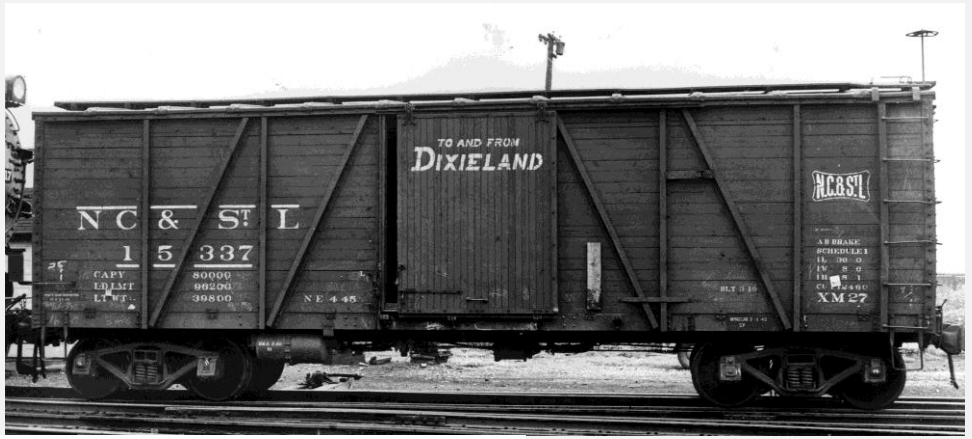

C&WC.


OF
NEW JERSEY

NC&StL SHORT BOXCARS

One American railroad that maintained a sizeable short boxcar fleet through the 1950s was the NC&StL.

ROAD NAME	REPORTING MARKS	NUMBER SERIES	OL	OH	OW	CUFT	CAPY (tons)	BODY TYPE	JAN 1945	APR 1947	JUL 1950	JAN 1951	JAN 1954	JAN 1955	JUL 1958	JAN 1959	JAN 1965	NOTES
Nashville Chattanooga & St Louis	NC&STL	13100-15099	38'	13'3	10'2	2448	40	DS	33	0	0	0	0	0	0	0	0	
Nashville Chattanooga & St Louis	NC&STL	15100-16099	37'8"	12'11	10'3	2460	40	SS	943	919	132	48	0	0	0	0	0	Fowler
Nashville Chattanooga & St Louis	NC&STL	16100-16599	37'8"	13'1	10'3	2606	40	SS	471	471	445	393	46	31	0	0	0	Fowler
Nashville Chattanooga & St Louis	NC&STL	20000-21399	38'	14'9	10'8	3275	40	Steel	1288	1220	1193	1190	1177	1174	927	352	3	Post-WWII all-steel rebuilds
Nashville Chattanooga & St Louis	NC&STL	3000-3249	37'7"	13'1	10'3	2496	40	DS	179	162	161	138	27	27	0	0	0	Ventilated
Nashville Chattanooga & St Louis	NC&STL	8000-9349	37'10	13'5	10'2	2448	30	DS	2	1	0	0	0	0	0	0	0	
								TOTAL:	2,916	2,773	1,931	1,769	1,250	1,232	927	352	3	

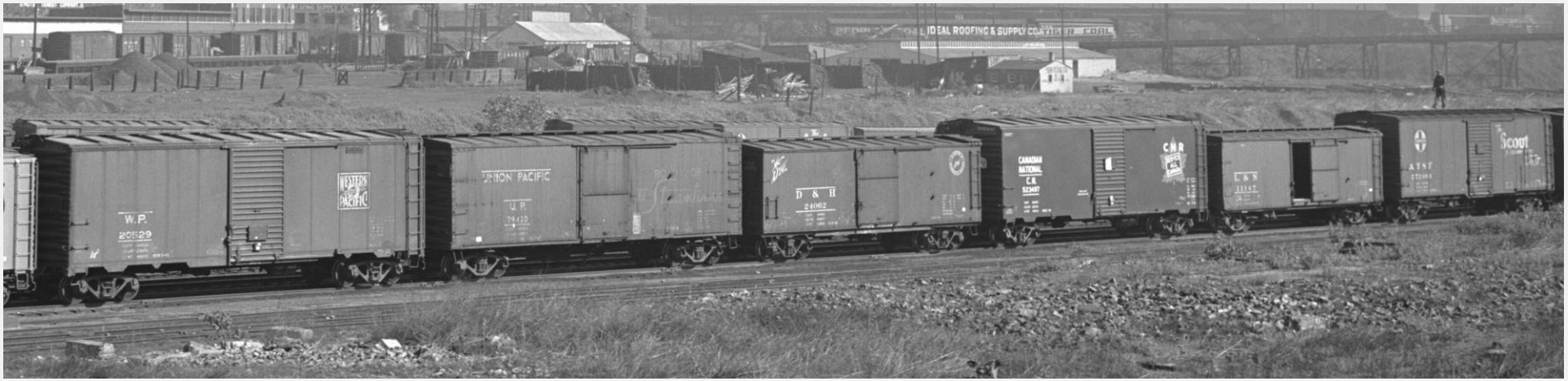


MP SHORT BOXCARS

Another large operator of short boxcars in the 1950s was the Missouri Pacific.

ROAD NAME	REPORTING MARKS	NUMBER SERIES	OL	OH	OW	CUFT	CAPY (tons)	BODY TYPE	JAN 1945	APR 1947	JUL 1950	JAN 1951	JAN 1954	JAN 1955	JUL 1958	JAN 1959	JAN 1965	NOTES
Missouri Pacific	MP	120000-120849	38'3"	12'10	9'10	2645	40	DS	700	596	420	393	384	383	241	240	34	All-steel conversions in progress
Missouri Pacific	MP	120850-121149	38'3"	12'10	9'10	2645	40	DS	244	211	149	134	123	123	85	84	33	All-steel conversions in progress
Missouri Pacific	MP	121150-121749	39'8"	12'10	9'10	2645	40	DS	515	440	284	257	243	243	178	171	1	
								TOTAL:	1,459	1,247	853	784	750	749	504	495	68	

D&H SHORT BOXCARS



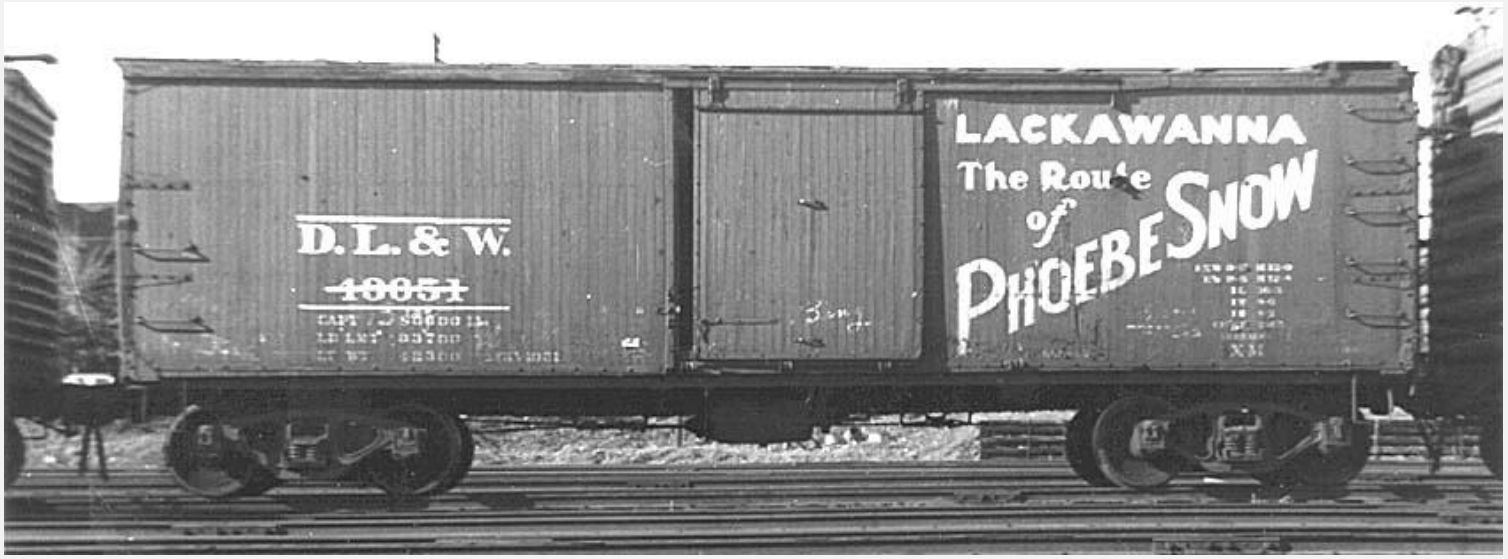
The Delaware & Hudson kept a few short boxcars around longer than they probably should have, allowing railfans of the 1960s and 1970s an opportunity to see “antique” cars still in service.

ROAD NAME	REPORTING MARKS	NUMBER SERIES	OL	OH	OW	CUFT	CAPY (tons)	BODY TYPE	JAN 1945	APR 1947	JUL 1950	JAN 1951	JAN 1954	JAN 1955	JUL 1958	JAN 1959	JAN 1965
Delaware & Hudson	D&H	19500-20899	38'	13'3	9'11	2448	30	DS	188	150	48	34	2	2	0	0	0
Delaware & Hudson	D&H	20900-20999	38'	13'3	9'11	2448	30	DS	13	11	8	5	1	1	0	0	0
Delaware & Hudson	D&H	21000-22499	38'	13'3	9'11	2448	30	DS	194	155	58	45	8	7	0	0	0
Delaware & Hudson	D&H	22501-23201	38'	13'3	9'11	2459	40	DS	667	659	324	341	164	147	22	19	2
Delaware & Hudson	D&H	23202-24099	38'	13'3	9'11	2448	40	DS	782	774	490	490	227	198	32	12	2
Delaware & Hudson	D&H	24251-24268	38'	13'3	9'11	2448	40	DS	18	18	5	2	0	0	0	0	0
								TOTAL:	1,862	1,767	933	917	402	355	54	31	4

DL&W SHORT BOXCARS

Surprisingly, a few short boxcars survived on the DL&W, even past the Erie-Lackawanna merger of 1960. The Lackawanna preferred short boxcars, stating that the loads their boxcars were carrying didn't require long cars.

ROAD NAME	REPORTING MARKS	NUMBER SERIES	OL	OH	OW	CUFT	CAPY (tons)	BODY TYPE	JAN 1945	APR 1947	JUL 1950	JAN 1951	JAN 1954	JAN 1955	JUL 1958	JAN 1959	JAN 1965
Delaware Lackawanna & Western	DL&W	38000-38995	37'8"	13'	10'	2465	30	DS	27	7	1	0	0	0	0	0	0
Delaware Lackawanna & Western	DL&W	39000-40824	37'10"	13'	10'	2465	30	DS	70	21	6	0	0	0	0	0	0
Delaware Lackawanna & Western	DL&W	40825-41572	37'10"	13'	10'	2465	30	DS	41	9	1	0	0	0	0	0	0
Delaware Lackawanna & Western	DL&W	41575-41586	37'10"	13'	10'	2465	40	DS	12	12	6	6	0	0	0	0	0
Delaware Lackawanna & Western	DL&W	41587-41599	37'10"	13'1	10'	2465	40	DS	13	13	9	8	0	0	0	0	0
Delaware Lackawanna & Western	DL&W	42000-42999	37'10"	13'	10'	2465	40	DS	626	201	18	16	5	5	0	0	0
Delaware Lackawanna & Western	DL&W	43000-43499	37'10"	13'	10'	2465	40	DS	268	95	5	5	2	2	0	0	0
Delaware Lackawanna & Western	DL&W	43500-43999	38'1"	13'1	10'6	2465	40	DS	475	473	469	468	376	224	35	14	3
								TOTAL:	1,532	831	515	503	383	231	35	14	3



BAR SHORT BOXCARS

ROAD NAME	REPORTING MARKS	NUMBER SERIES	OL	OH	OW	CUFT	CAPY (tons)	BODY TYPE	JAN 1945	APR 1947	JUL 1950	JAN 1951	JAN 1954	JAN 1955	JUL 1958	JAN 1959	JAN 1965	NOTES
Bangor & Aroostook	BAR	2902	37'8	12'7	10'1	2059	40	SS	0	0	0	1	1	1	0	0	0	
Bangor & Aroostook	BAR	2903	37'8	12'7	9'10	1998	40	SS	0	0	0	1	1	1	0	0	0	
Bangor & Aroostook	BAR	2904	37'8	12'7	10'1	2059	40	SS	0	0	0	1	1	1	0	0	0	
Bangor & Aroostook	BAR	60704	38'2	13'6	10'	2532	40	DS	1	0	0	0	0	0	0	0	0	
Bangor & Aroostook	BAR	60000-60099	38'	13'3	9'10	2431	30	DS	75	16	5	2	0	0	0	0	0	
Bangor & Aroostook	BAR	60100-60399	38'2"	13'7	9'10	2424	30	DS	211	117	32	20	0	0	0	0	0	
Bangor & Aroostook	BAR	60400-60499	38'	13'7	9'10	2437	30	DS	10	9	0	0	0	0	0	0	0	
Bangor & Aroostook	BAR	60500-60699	38'	13'5	9'10	2437	30	DS	195	192	116	106	17	0	0	0	0	8500-8699 after 1954
Bangor & Aroostook	BAR	8000-8099	38'	13'5	9'10	2411	30	DS	1	0	0	0	0	0	0	0	0	
Bangor & Aroostook	BAR	8100-8699	36'9	13'5	9'9	2411	30	DS	13	0	0	0	0	0	0	0	0	
Bangor & Aroostook	BAR	8700-8999	38'	13'5	9'10	2437	30	DS	235	231	109	103	15	0	0	0	0	
Bangor & Aroostook	BAR	9000-10999	37'8"	12'7	9'10	2473	40	SS	553	532	522	521	343	268	188	0	0	
								TOTAL:	1,294	1,097	784	755	378	271	188	0	0	

ATSF SHORT BOXCARS

ROAD NAME	REPORTING MARKS	NUMBER SERIES	OL	OH	OW	CUFT	CAPY (tons)	BODY TYPE	JAN 1945	APR 1947	JUL 1950	JAN 1951	JAN 1954	JAN 1955	JUL 1958	JAN 1959	JAN 1965
Atchison Topeka & Santa Fe	ATSF	130000-130374	37'	13'2	9'8	2481	40	DS	102	64	10	4	0	0	0	0	0
Atchison Topeka & Santa Fe	ATSF	133400-133699	37'	13'2	9'8	2481	40	DS	64	43	13	8	0	0	0	0	0
Atchison Topeka & Santa Fe	ATSF	226042-229529	37'	13'2	9'7	2481	40	DS	904	569	75	39	7	5	1	0	0
Atchison Topeka & Santa Fe	ATSF	232105-235593	37'	13'2	9'8	2481	40	DS	862	560	87	61	11	10	1	0	0
Atchison Topeka & Santa Fe	ATSF	235693-235772	37'1	13'4	9'8	2448	30	DS	3	3	0	0	0	0	0	0	0
Atchison Topeka & Santa Fe	ATSF	241457-249644	37'1"	13'4	9'8	2448	40	DS	101	87	23	15	6	5	1	0	0
Atchison Topeka & Santa Fe	ATSF	249770-249915	37'1"	13'4	9'8	2448	30	DS	4	4	1	1	0	0	0	0	0
Atchison Topeka & Santa Fe	ATSF	32101-35600	37'	13'2	9'8	2448	30	DS	15	14	0	0	0	0	0	0	0
Atchison Topeka & Santa Fe	ATSF	35601-36501	37'	13'2	9'7	2448	40	DS	318	295	100	69	15	13	5	0	0
Atchison Topeka & Santa Fe	ATSF	36030-39529	37'	13'2	9'8	2448	30	DS	4	0	0	0	0	0	0	0	0
Atchison Topeka & Santa Fe	ATSF	41451-49700	37'1"	13'4	9'8	2448	40	DS	445	362	83	67	19	12	3	0	0
Atchison Topeka & Santa Fe	ATSF	49701-49999	37'1"	13'4	9'8	2448	40	DS	27	25	5	5	3	2	0	0	0
								TOTAL:	2,849	2,026	397	269	61	47	11	0	0

L&N SHORT BOXCARS

ROAD NAME	REPORTING MARKS	NUMBER SERIES	OL	OH	OW	CUFT	CAPY (tons)	BODY TYPE	JAN 1945	APR 1947	JUL 1950	JAN 1951	JAN 1954	JAN 1955	JUL 1958	JAN 1959	JAN 1965	NOTES
Louisville & Nashville	L&N	100000-103099	38'1	13'3	10'1	2448	40	DS	1353	1295	0	0	0	0	0	0	0	
Louisville & Nashville	L&N	15800-16499	38'1	13'3	10'1	2448	40	DS	69	6	0	0	0	0	0	0	0	Ventilated
Louisville & Nashville	L&N	16500-16699	38'1	13'3	10'1	2448	40	DS	8	3	0	0	0	0	0	0	0	Ventilated
Louisville & Nashville	L&N	16700-16999	38'1	13'3	10'1	2448	40	DS	27	12	0	0	0	0	0	0	0	Ventilated
Louisville & Nashville	L&N	17500-17999	38'1	13'2	10'1	2448	40	DS	191	145	11	1	1	1	0	0	0	Ventilated
Louisville & Nashville	L&N	5050-5199	38'1	13'2	10'1	2453	40	DS	130	125	0	0	0	0	0	0	0	
Louisville & Nashville	L&N	5300-5349	36'9	13'2	9'7	2458	40	DS	41	40	0	0	0	0	0	0	0	
Louisville & Nashville	L&N	5500-5999	38'1	13'3	10'1	1884	40	DS	336	322	7	0	0	0	0	0	0	
Louisville & Nashville	L&N	7000-7196	38'1	13'2	10'1	2448	40	DS	145	139	0	0	0	0	0	0	0	
Louisville & Nashville	L&N	7255-7284	38'1	12'11	10'1	2465	40	DS	1	0	0	0	0	0	0	0	0	
Louisville & Nashville	L&N	7300-7499	38'1	13'3	10'1	2448	40	DS	181	176	0	0	0	0	0	0	0	
Louisville & Nashville	L&N	7500-7999	38'1	13'3	10'1	2448	40	DS	181	139	0	0	0	0	0	0	0	
Louisville & Nashville	L&N	97100-99099	38'1	12'11	10'2	2465	40	DS	1777	1767	1445	991	4	2	0	0	0	Ventilated
Louisville & Nashville	L&N	10000-11999	38'1"	12'11	10'1	2465	40	DS	1977	1963	1482	978	1	0	0	0	0	
Louisville & Nashville	L&N	4000-5049	38'1"	13'3	10'1	2448	40	DS	732	692	1	1	0	0	0	0	0	
Louisville & Nashville	L&N	5350-5549	38'1"	13'3	10'1	2448	40	DS	336	156	7	0	0	0	0	0	0	
Louisville & Nashville	L&N	6001-6999	38'1"	13'2	10'1	2453	40	DS	840	811	1	1	0	0	0	0	0	
Louisville & Nashville	L&N	8000-8999	38'1"	12'11	10'1	2465	40	DS	989	983	838	567	2	1	0	0	0	
Louisville & Nashville	L&N	9000-9799	38'1"	12'11	10'1	2448	40	DS	683	659	5	0	0	0	0	0	0	
Louisville & Nashville	L&N	9900-9981	38'1"	13'3	10'1	2448	40	DS	64	64	2	1	0	0	0	0	0	
								TOTAL:	10,061	9,497	3,799	2,540	8	4	0	0	0	

SOUTHERN SHORT BOXCARS

ROAD NAME	REPORTING MARKS	NUMBER SERIES	OL	OH	OW	CUFT	CAPY (tons)	BODY TYPE	JAN 1945	APR 1947	JUL 1950	JAN 1951	JAN 1954	JAN 1955	JUL 1958	JAN 1959	JAN 1965	NOTES
Southern	Southern	120000-123252	38'7"	13'3	9'7	2433	30	DS	348	289	60	52	19	0	0	0	0	Ventilated
Southern	Southern	153500-159889	37'5"	13'3	10'	2537	40	DS	4916	3237	508	254	74	29	17	0	0	
Southern	Southern	162000-169769	37'5"	13'3	10'	2537	40	DS	6620	4809	867	392	109	45	8	0	0	
Southern	Southern	305000-305799	37'5"	13'3	10'	2537	40	DS	624	489	95	64	13	8	2	0	0	
Southern	Southern	400509-400547	38'6	13'4	9'11	2448	30	DS	5	5	0	0	0	0	0	0	0	Ventilated
Southern	Southern	409000-409999	37'5	13'3	10'	2537	40	DS	915	688	0	0	0	0	0	0	0	
								TOTAL:	13,428	9,517	1,530	762	215	82	27	0	0	

SOO LINE SHORT BOXCARS

ROAD NAME	REPORTING MARKS	NUMBER SERIES	OL	OH	OW	CUFT	CAPY (tons)	BODY TYPE	JAN 1945	APR 1947	JUL 1950	JAN 1951	JAN 1954	JAN 1955	JUL 1958	JAN 1959	JAN 1965	NOTES
Minneapolis St Paul & Sault St Marie	SOO	104658	36'	12'4	9'9	2030	30	DS	1	0	0	0	0	0	0	0	0	
Minneapolis St Paul & Sault St Marie	SOO	103316-103428 (evens)	36'1	12'4	9'9	2010	30	DS	2	0	0	0	0	0	0	0	0	
Minneapolis St Paul & Sault St Marie	SOO	106600-107964 (evens)	37'11	13'	10'2	2448	30	DS	6	0	0	0	0	0	0	0	0	
Minneapolis St Paul & Sault St Marie	SOO	108000-109994 (evens)	37'11"	13'	10'2	2448	30	DS	14	8	2	2	0	0	0	0	0	
Minneapolis St Paul & Sault St Marie	SOO	12800-14298 (evens)	36'4	13'6	10'1	2448	40	SS	686	650	288	273	33	24	20	17	0	Fowler
Minneapolis St Paul & Sault St Marie	SOO	15000-15994 (evens)	36'4	13'4	10'	2311	30	DS	1	0	0	0	0	0	0	0	0	
Minneapolis St Paul & Sault St Marie	SOO	18156-23362 (evens)	36'4	13'4	10'	2311	30	DS	12	2	0	0	0	0	0	0	0	
Minneapolis St Paul & Sault St Marie	SOO	25226-26992 (evens)	36'4	13'4	10'1	2311	30	DS	7	0	0	0	0	0	0	0	0	
Minneapolis St Paul & Sault St Marie	SOO	28302-28498 (evens)	37'9	13'3	10'2	2400	30	DS	2	0	0	0	0	0	0	0	0	AUTO
								TOTAL:	731	660	290	275	33	24	20	17	0	

DM&IR SHORT BOXCARS

ROAD NAME	REPORTING MARKS	NUMBER SERIES	OL	OH	OW	CUFT	CAPY (tons)	BODY TYPE	JAN 1945	APR 1947	JUL 1950	JAN 1951	JAN 1954	JAN 1955	JUL 1958	JAN 1959	JAN 1965
Duluth Misabe & Iron Range	D&IR / DM&IR	5002, 5146, 5152	35'5"	13'1	10'	2194	30	DS	3	3	3	3	2	2	2	1	0
Duluth Misabe & Iron Range	D&IR / DM&IR	5124, 5132, 5140, 5142, 5148, 5160	37'7"	13'2	9'11	2342	30	DS	6	6	6	6	6	6	6	6	5
Duluth Misabe & Iron Range	D&IR / DM&IR	5162-5220 (evens)	38'3"	13'3	10'1	2389	30	DS	14	14	14	14	12	10	9	9	7
Duluth Misabe & Iron Range	D&IR / DM&IR	5200-5202 (evens)	38'3"	12'6	10'	2414	30	DS	2	2	2	2	2	2	2	2	2
Duluth Misabe & Iron Range	D&IR / DM&IR	5224-5262 (evens)	38'3"	12'10	9'11	2508	30	DS	18	18	18	18	17	17	15	14	8
Duluth Misabe & Iron Range	D&IR / DM&IR	5264-5340 (evens)	37'5"	13'2	10'	2318	30	DS	35	35	35	35	35	34	31	29	22
Duluth Misabe & Iron Range	D&IR / DM&IR	5342-5390 (evens)	37'6"	13'	9'9	2448	40	DS	22	22	22	22	22	22	22	22	20
								TOTAL:	100	100	100	100	96	93	87	83	64

OTHER SURVIVING SHORT BOXCARS

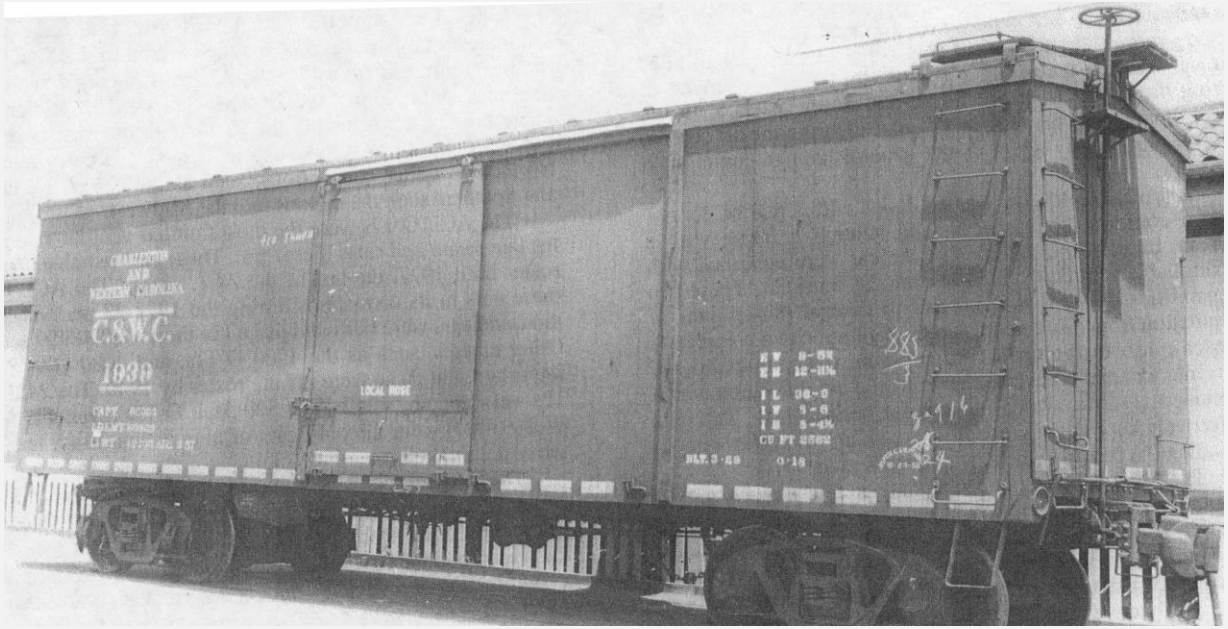
The previous looks at survivors focused on “large” remaining fleets.
By 1950 most railroads had retired all of their shorter boxcars; only 2,200 remained scattered among 55 railroads.
Most of these cars were retired when K brakes were banned in 1954; there were 503 shorties remaining.
By 1959 only 190 short boxcars were still in service, and by 1965 there were a whopping 52 cars left,
all from a dozen short lines, and all likely in captive service.

ROAD NAME	REPORTING MARKS	NUMBER SERIES	OL	OH	OW	CUFT	CAPY (tons)	BODY TYPE	JUL 1950	JAN 1951	JAN 1954	JAN 1955	JUL 1958	JAN 1959	JAN 1965	NOTES
Atlantic & Danville	A&D	500-557	37'5"	13'3	10'	2537	40	DS	58	50	23	9	2	0	0	
Ann Arbor	AA	69000-69350	36'10"	13'2	10'2	2448	40	DS	1	0	0	0	0	0	0	
Butte Anaconda & Pacific	BA&P	20-118 (evens)	38'6"	13'2	9'11	2448	30	DS	30	30	27	26	25	25	25	
Chicago & Eastern Illinois	C&EI	635-699	38'5"	13'1	9'5	2448	40	DS	5	5	4	4	0	0	0	
Cheaspeake & Ohio	C&O	84230-84729	37'11"	13'3	9'10	2448	40	DS	59	27	0	0	0	0	0	
Cheaspeake & Ohio	C&O	84730-86499	37'11"	13'3	9'10	2448	40	DS	119	53	0	0	0	0	0	
Charleston & Western Carolina	C&WC	1800-1944	38'6"	12'9	9'6	2448	30	DS	40	40	40	40	40	30	0	
Central California Traction Co.	CCTC	06-09	37'	13'	8'8	2400	40	DS	4	4	2	1	1	1	1	
Central California Traction Co.	CCTC	2001-2002	36'11"	13'	9'3	2400	40	DS	2	2	2	1	1	1	1	
Central California Traction Co.	CCTC	2003-2007	36'4"	12'3	8'9	2350	30	DS	4	4	1	0	0	0	0	
Central RR of New Jersey	CNJ	11500-13499	37'1"	12'11	9'11	2475	30	DS	8	8	0	0	0	0	0	
Central RR of New Jersey	CNJ	14000-14499	37'8"	12'11	10'1	2551	40	DS	11	6	0	0	0	0	0	
Central RR of Pennsylvania	CNJ / CRP	10333	37'1"	12'10	9'11	2476	30	DS	1	1	0	0	0	0	0	
Central RR of Pennsylvania	CNJ / CRP	11500-13499	37'1"	12'11	9'11	2527	30	DS	2	2	1	0	0	0	0	
Central RR of Pennsylvania	CNJ / CRP	14000-14499	37'8"	12'11	10'1	2551	40	DS	2	1	0	0	0	0	0	
Clinchfield	CRR	3300-4024	37'3.5"	13'	9'5	2448	30	DS	17	14	4	2	0	0	0	
Canton RR	CTN	300-318	37'4	12'10	9'6	2372	50	DS	18	18	6	0	0	0	0	
Canton RR	CTN	400-420	38'7	12'11	9'6	2448	50	DS	20	20	9	0	0	0	0	
Central Vermont	CV	70731-71730	37'11"	13'5	10'2	2519	30	DS	3	2	0	0	0	0	0	
Central Vermont	CV	71800-72073	37'6"	13'5	10'2	2519	30	DS	23	22	9	2	1	0	0	
Central Vermont	CV	82000-83599	38'	13'5	10'2	2512	45	DS	3	0	0	0	0	0	0	
Central Vermont	CV	83700-83813	38'	13'5	10'2	2512	45	DS	90	79	34	23	5	3	0	
Duluth & Northeastern	D&NE	8010-8011	34'2"	12'9	9'11	1900	25	DS	2	2	2	2	2	2	0	
Denver & Rio Grande Western	D&RGW	62000-63499	37'	13'	9'6	2480	40	DS	14	14	12	10	0	0	0	
Denver & Salt Lake	D&RGW / D&SL	52000-52099	37'1"	12'9	9'11	2448	40	DS	9	9	5	0	0	0	0	
Duluth South Shore & Atlantic	DSS&A	11000-11600	36'10"	13'1	10'1	2473	30	DS	6	2	2	0	0	0	0	
Escanaba & Lake Superior	E&LS	2002-2010 (evens)	36'10"	12'	9'9	2482	40	DS	4	4	0	0	0	0	0	
ERIE	Erie	86000-88049	38'2"	13'4	10'1	2472	40	SS	8	6	0	0	0	0	0	Fowler
ERIE	Erie	93000-93999	37'8"	12'10	10'2	2412	40	SS	882	830	55	8	2	0	0	Fowler
Ft Dodge Des Moines & Southern	FTDDM&S	10000-10268 (evens)	36'10"	12'6	9'8	2448	40	DS	2	2	1	1	0	0	0	
Ft Dodge Des Moines & Southern	FTDDM&S	1002-2300 (evens)	36'10"	13'2	9'6	2448	30	DS	2	2	1	1	0	0	0	
Ft Dodge Des Moines & Southern	FTDDM&S	5000-7998 (evens)	36'10"	13'2	9'6	2448	30	DS	6	6	5	4	0	0	0	
Georgia & Florida	G&F	5004	38'3"	13'10	9'6	2601	40	DS	1	1	1	1	1	1	0	
Georgia RR	GA	18500-18674	36'9"	11'10	9'7	2525	30	SS	4	2	0	0	0	0	0	
Gulf Mobile & Ohio	GM&O	23000-24836	37'5	13'3	10'	2537	40	SS	33	27	2	0	0	0	0	
Illinois Northern	IN	1600-1699	37'8"	12'7	9'	2424	40	DS	51	51	0	0	0	0	0	
Illinois Terminal	ITC	8000-8199	38'5"	13'5	10'	2474	40	SS	48	31	24	6	0	0	0	
Illinois Terminal	ITC	8100-8199	37'11"	13'6	9'9	2483	40	SS	97	97	97	96	86	86	13	
Kentucky & Tennessee	K&T	304-311	37'8" (i)	7'6 (i)	8'2 (i)	2357	40	DS	5	5	1	0	0	0	0	
Louisiana & Arkansas	L&A	10401	37'5"					DS	1	1	0	0	0	0	0	
Lancaster & Chester	L&C	500-509	37'5"	13'3	10'	2537	40	DS	10	10	10	10	10	0	0	
Lehigh & Hudson River	L&HR	2101-2175	37'7"	13'1	98	2448	30	DS	2	2	0	0	0	0	0	
Louisiana & North West	L&NW	550	39'8"	13'5	10'	2531	40	DS	1	1	1	1	0	0	0	
Lake Superior & Ishpeming	LS&I	2026	38'6"	12'9	10'1	2422	50	DS	1	1	1	1	1	1	1	
Lake Superior & Ishpeming	LS&I	2027	36'10"	13'5	9'10	2513	40	DS	1	1	1	1	1	1	1	
Lake Superior & Ishpeming	LS&I	2002-2025	36'6"	12'7	9'10	2121	30	DS	14	14	8	2	1	1	1	
Lehigh Valley	LV	4000-4199	37'11"	13'4	9'11	2544	40	DS	23	23	0	0	0	0	0	
Lehigh Valley	LV	4205-4299	37'11"	13'4	9'11	2495	40	DS	3	3	0	0	0	0	0	
Lehigh Valley	LV	4304-4396	37'11"	13'4	9'11	2495	40	DS	4	4	0	0	0	0	0	
Lehigh Valley	LV	81151-84158	37'11"	13'4	9'11	2544	40	DS	1	1	0	0	0	0	0	
Lehigh Valley	LV	84301-87201	37'11"	13'4	9'11	2544	40	DS	4	4	1	0	0	0	0	
Lehigh Valley	LV	87202-88201	37'11"	13'4	9'11	2495	40	DS	2	2	1	0	0	0	0	
Manistique & Lake Superior	M&LS	51-52	38'6	13'	10'	2480	40	DS	1	1	0	0	0	0	0	
Maryland & Pennsylvania	M&PA	1150-1153	38'6"	12'8	10'2	2375	40	DS	2	2	2	2	0	0	0	
Maryland & Pennsylvania	M&PA	587-588	37'	12'7	9'4	2350	30	DS	1	1	0	0	0	0	0	
Maryland & Pennsylvania	M&PA	701-730	36'10"	11'9	9'	1898	30	DS	13	13	8	8	0	0	0	
Minnesota Dakota & Western	MD&W	3004-3005	37'2"	13'4	9'7	2448	40	DS	2	2	0	0	0	0	0	
Maine Central	MEC	1476-1535	38'11"	13'5	9'5	2272	35	DS	5	5	5	5	5	5	0	Insulated
Missouri Kansas Texas	MKT	170000-710228	38'3"	13'3	10'	2448	30	DS	20	14	0	0	0	0	0	
Missouri Kansas Texas	MKT	74100-75679	38'3"	13'3	10'	2448	30	DS	35	30	0	0	0	0	0	
Mississippi Central	MSC	4000-4109	37'	12'3	9'9	2448	30	DS	19	11	0	0	0	0	0	
Morristown & Erie	MT&E	511-530	34'11"	12'11	12'3	2161	30	DS	1	1	0	0	0	0	0	
Midland Valley	MV	21003	37'	12'11	9'9	2448	50	DS	1	1	0	0	0	0	0	
New Haven	NH	61005-61984	37'10	13'5	10'	2560	40	DS	1	1	0	0	0	0	0	
New Haven	NH	63020-63997	37'10	13'5	10'	2560	40	DS	2	2	0	0	0	0	0	
New Haven	NH	64225-64995	37'10	13'5	10'	2560	40	DS	2	2	0	0	0	0	0	
New Haven	NH	65004-67850	37'10	13'5	9'11	2560	40	DS	3	2	0	0	0	0	0	
New Haven	NH	68018-68999	37'10	13'5	9'11	2560	40	DS	3	3	0	0	0	0	0	
New Haven	NH	69008-69998	37'10	13'5	9'11	2560	40	DS	2	1	0	0	0	0	0	
New Haven	NH	70000-70999	37'10	13'5	10'2	2600	40	DS	18	16	0	0	0	0	0	
New Haven	NH	71000-71999	37'10	13'5	9'11	2560	40	DS	4	4	0	0	0	0	0	
New Haven	NH	72000-72237	37'10	13'5	9'11	2560	40	DS	2	1	0	0	0	0	0	
New Haven	NH	72300-72398	37'10	13'5	9'11	2560	40	DS	2	2	0	0	0	0	0	
New Haven	NH	84214-84988	37'10	13'5	10'	2560	40	DS	1	1	0	0	0	0	0	
New Haven	NH	85027-87782	37'10	13'5	9'11	2560	40	DS	1	1	0	0	0	0	0	
Nevada Northern	NN	1020-1025	38'4"	13'	9'11	2448	40	DS	6	6	6	6	6	6	6	
Northern Pacific	NP	36700-39049	37'8"	13'6	10'2	2678	40	DS	2	2	0	0	0	0	0	
New York Ontario & Western	NYO&W	5001-5300	38'8"	13'5	10'3	2448	40	DS	19	10	4	1	0	0	0	
New York Ontario & Western	NYO&W	9201-9751	38'1"	12'8	10'1	2448	40	DS	15	9	6	4	0	0	0	
New York Susquehanna & Western	NYS&W	1500-1999	38'7	11'2	10'1	2472	40	SS	40	40	44	34	14	11	0	Fowler
Pittsburgh & Shawmut	P&S	14000-14023	37'2"	13'3	9'7	2280	27.5	DS	7	7	0	0	0	0	0	Insulated
Quanah Acme & Pacific	QA&P	104-115	37'9"	13'4	9'9	2424	30	DS	3	3	0	0	0	0	0	
Rutland	R	7000-7499	38'1"	13'5	10'1	2550	40	DS	67	40	2	2	0	0	0	
Reading	RDG	10550-11549	37'11"	13'	10'2	2515	40	DS	24	21	1	0	0	0	0	
Reading	RDG	11550-13549	38'3"	13'	10'1	2544	40	DS	71	58	15	7	7	7	0	
Reading	RDG	2000-3999	38'3"	13'	10'1	2448	40	DS	2	0	0	0	0	0	0	
Reading	RDG	4000-4999	37'11"	13'	10'2	2515	40	DS	19	18	1	0	0	0	0	
Reading	RDG	5000-5999	38'3	13'	8'9	2515	40	DS	0	0	0	0	0	0	0	
Sumpter & Choctaw	S&C	552, 662, 4216	33' (i)	8'1 (i)	11'6		20	DS	3	3	3	3	0	0	0	
Tremont & Gulf	T&G	402-700	36'8"	13'	9'1	2448	30	DS	5	5	5	5	5	5	0	
Tuscon Cornelia & Gila Bend	TC&G	201-202	36'	13'	9'1	2173	50	DS	2	1	0	0	0	0	0	
Tuscon Cornelia & Gila Bend	TC&G	204-205	37'2"	13'	10'1	2482	40	DS	2	2	2	2	2	2	2	
Texas-Mexican RY	TMR	8942	37'3"	12'10	9'10	2397	40	DS	1	1	1	1	1	1	1	
Texas Oklahoma & Eastern	TO&E	951	34'6"	12'4	9'8	2172	30	DS	1	1	0	0	0	0	0	
Texas Oklahoma & Eastern	TO&E	1001	36'10"	13'10	9'8	2448	40	DS	1	1	0	0	0	0	0	
Texas Oklahoma & Eastern	TO&E	925-927	36'10"	12'4	9'9	2208	30	DS	2	2	2	1	0	0	0	
Virginian	VGN	61550	38'1"	12'11	10'1	2453	40	DS	1	1	1	1	1	1	0	
Western Allegheny	WA	504-505	38'6"	12'8	10'2	2423	50	DS	2	2	2	2	2	0	0	

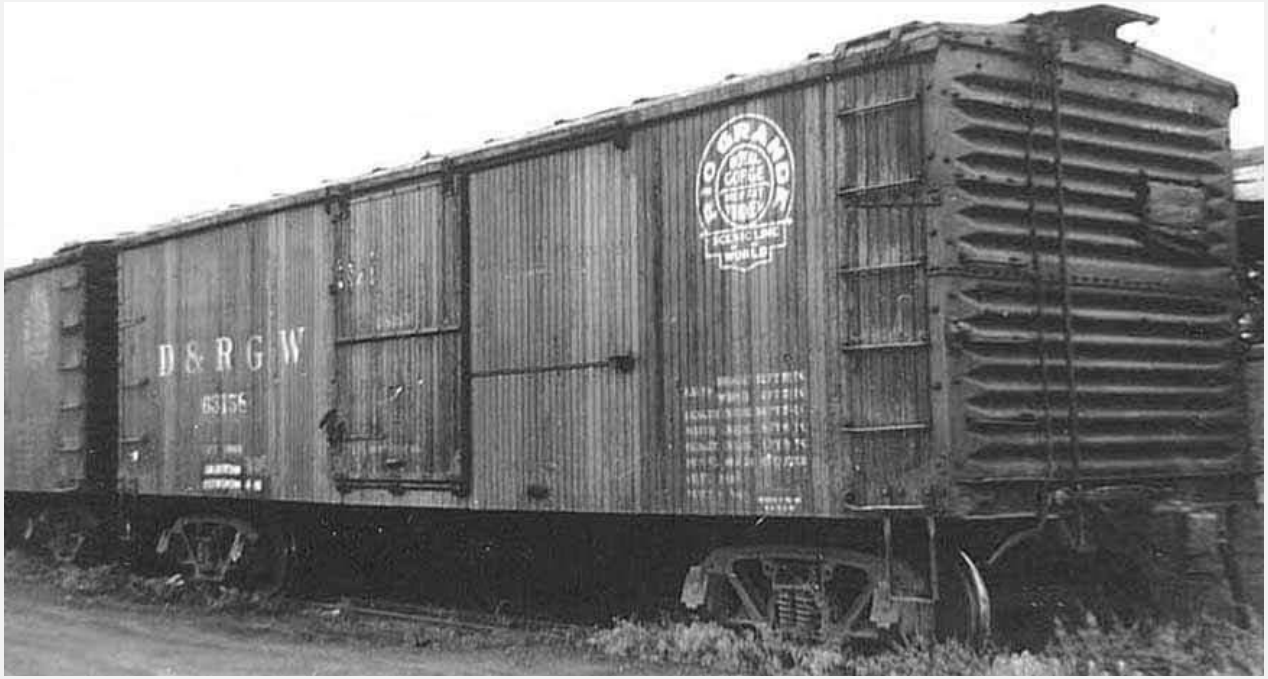
	JUL 1950	JAN 1951	JAN 1954	JAN 1955	JUL 1958	JAN 1959	JAN 1965
TOTAL:	2,197	1,896	503	336	222	190	52
TOTAL ALL BOXCARS:	867,610	834,652	838,556	854,787	855,147	856,044	870,301
PERCENTAGE OF NATIONAL FLEET:	2.50%	2.30%	0.06%	0.04%	0.03%	0.02%	0.006%

The ever-frugal GM&O hung onto a small group of ex-M&O Fowlers for as long as they were able to, with 37 still on the roster in 1951. They were all scrapped or relegated to MOW service by 1954.

In 1924 the C&O bought three groups of “modern” short boxcars, and had rebuilt them in the late 1930s. The road still had 523 of them in 1950 but began retiring the remaining cars in bulk that year. By 1953 they were gone, except for a few in MOW service.



The Charleston & Western Carolina maintained a fleet of former ACL ventilated cars in service through the 1950s, with 88 cars remaining in 1960. Some of the cars had been converted to plain boxcars.



Ignoring their narrow gauge cars, the D&RGW had a fleet of 380 relatively modern short boxcars at the end of WWII.
10 cars survived past the K brake ban, but they were retired by 1957.
A small number of 1913- built D&SL boxcars (fully part of the Rio Grande since 1947) survived to the 1954 K brake ban.

The NYS&W kept their remaining Erie-influenced Fowler boxcars running longer than any other American railroad. Their small postwar fleet of 56 cars was down to 11 in 1960, and they were retired soon afterwards.

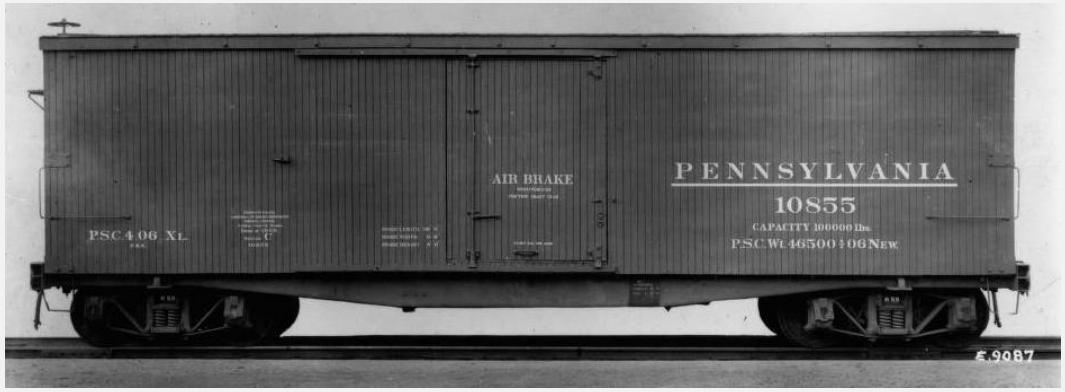
The LS&I had a tiny fleet of these ancient (circa 1902) Pressed Steel boxcars well into the 1960s. The cars almost never strayed off-line.

The Illinois Terminal had a small fleet of 38-foot single sheathed boxcars, and ran them past the end of electrification. In 1960 there were still 86 of them running in revenue service.

The B&O purged most of their short boxcars from the roster during the Depression, but a few stragglers remained after WWII, including a few examples of these 1902-built cars. Six clung on past 1957 but were gone by the end of 1959.

SHORT BOXCARS THAT DIDN'T SURVIVE TO THE DIESEL ERA

Two of the largest fleets of short boxcars were owned by the Pennsylvania RR and the New York Central family of roads. Combined, these two systems were operating over 200,000 short boxcars at the beginning of World War One.



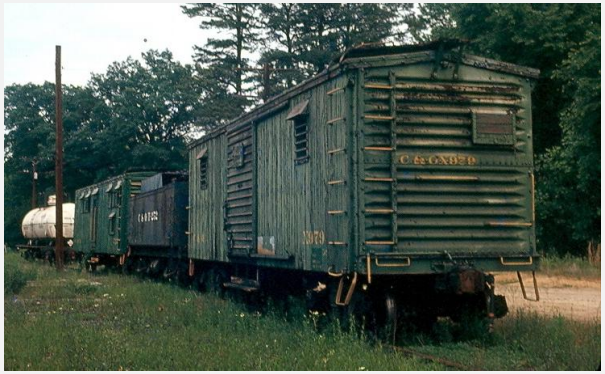
On the PRR, the 1923 boxcar fleet stood at 66,790 cars: 41,675 short cars and 25,115 cars 40 or 50 feet long. The short boxcars made up 63% of the roster. In 1934 those numbers had essentially flipped: 66,218 boxcars total, 16,278 short, 49,940 long, with short boxcars making up 25% of the fleet. After 1935 the Pennsy made a concentrated effort to scrap all of their shorties, so that by the beginning of WWII they were all off the revenue roster.

On the NYC the situation was similar, but offset by a few years. The NYC Lines went into the Depression with over 68,000 short boxcars. They began a major effort to purge their car fleet in 1933, but by the end of WWII still rostered 5,500 short boxcars. By January 1951 they were down to 56 of them, and by January 1954 (the K brake ban) there was one car left hiding somewhere.

THE LAST OF THE SHORT BOXCARS

Beyond 1960, very few short boxcars survived in free-roaming revenue service. By 1972 almost all of the ACL and SAL ventilated cars had been retired, and by 1979 the last surviving shorties were a tiny number of Canadian Fowlers, the very last of which were retired in 1981.

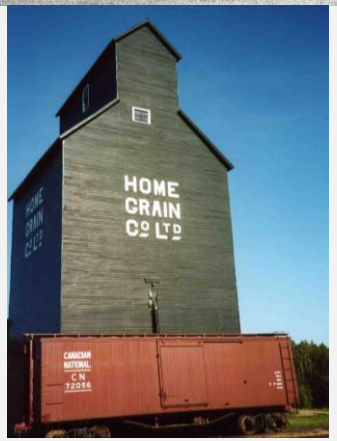
CN 9460 rolls through Bay View, Ontario in July 1980. The sixth car back, just before the MOW cars, is a 1914-built CP Fowler.



In the 1970s and 1980s, the best way to find short boxcars was to look for strings of MOW cars.

SURVIVING SHORT BOXCARS

Surviving short boxcars are easy to find, if you're willing to hunt them down. Every other preserved Canadian grain elevator seems to have one, and most museums and tourist lines have one or two.
Probably the best places to see several of them are in North Freedom WI, Strasburg PA, and Chisago City MN.



MODELING SHORT BOXCARS

Modeling short boxcars as used in the postwar era is actually pretty simple. Westerfield, F&C, and Sunshine have all released short boxcar models in resin, most of which are postwar specific prototypes. The Roundhouse “old timer” boxcars and reefers can be kitbashed into convincing 1905-1915 built cars, many of which survived into the early 1950s, and Accurail’s short double sheathed boxcars represent newer, 1910-1917 built cars with steel underframes.

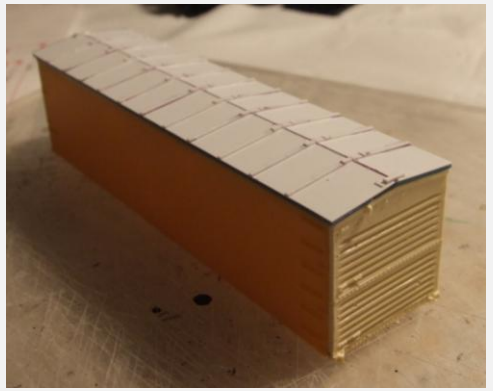
The Accurail “Fowler” type short boxcar doesn’t match any specific prototype, but all of the elements are design-accurate (roof, ends, sides, doors, underframe) for the car type. With a little bit of work the models can be turned into something near-accurate, which is especially important in a ops-based “fleet builder” context.

The four versions of the Accurail 38-foot cars, based on a 1912 NYC prototype, are useful as the most common double sheathed plain boxcar surviving into the 1950s.

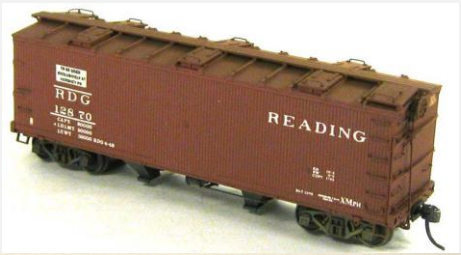
The basic kits lend themselves nicely to kitbashing. The model to the left represents a 1914-built Michigan Central short auto boxcar, while the one to the right is a 1906-built, all-wood NYC car that had been upgraded in the early 1920s with steel ends, steel roof, and a steel center sill with trussrods. All of these cars would have lasted to the 1954 K-brake ban, and occasionally beyond.

The MDC/Roundhouse “Old Timer” 36-foot cars are still available, from Athearn as RTR models or as kits at swap meets. While the Accurail models are far more useful for post-1950 modelers, the MDC reefers are useful kitbash fodder if you need a car slightly smaller than the Accurail models.

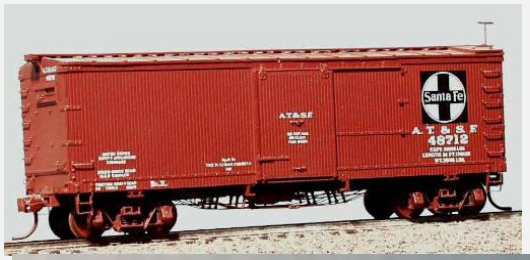


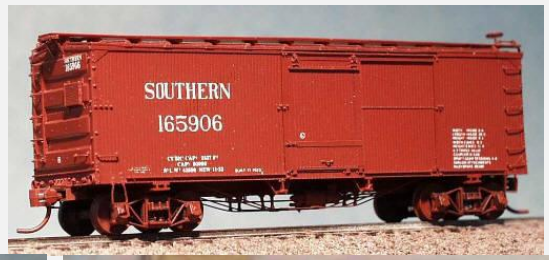


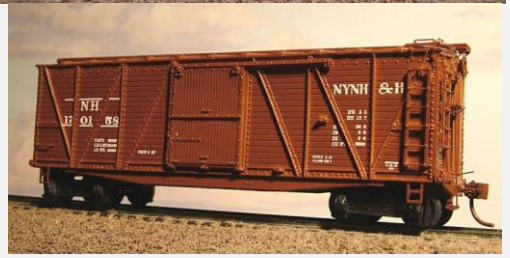
To the left is a 36-foot NP car using spare F&C ends, a scratchbuilt door, and a cut down Central Valley radial roof.
In the center is a 1906-built NKP wood auto boxcar with scratchbuilt doors, roof, and underframe.
To the right is another NKP boxcar, this time featuring a Murphy 7/7 ribbed end (custom 3D print & resin cast).

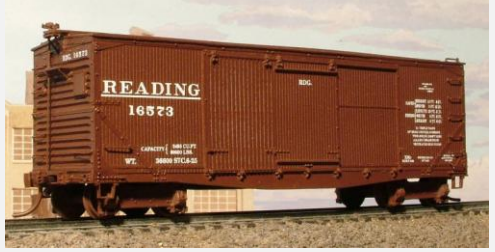


If kitbashing isn't appealing, there's always resin kits, F&C, Westerfield, and Sunshine have all produced short boxcar kits, mostly all appropriate for the postwar period.









THE END