CB&Q 50-foot House Cars Built from 1940 to 1949

Presented to the 2025 Naperville RPM

Jerry Hamsmith and Ed Rethwisch

Clinic Handout

1940s BUILT CB&Q
50-foot house cars

XP-1 (AAR class XAP)

190 cars built in batches between 1940 and 1949

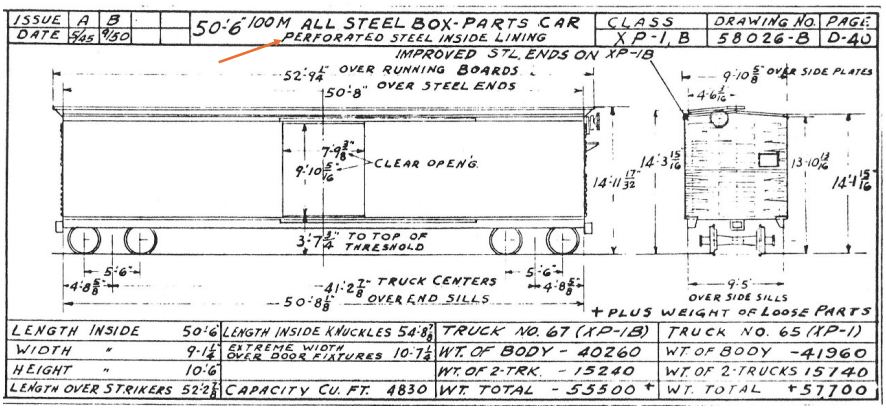
XM-33 (AAR class XM)

1,150 cars built in batches between 1941 and 1948

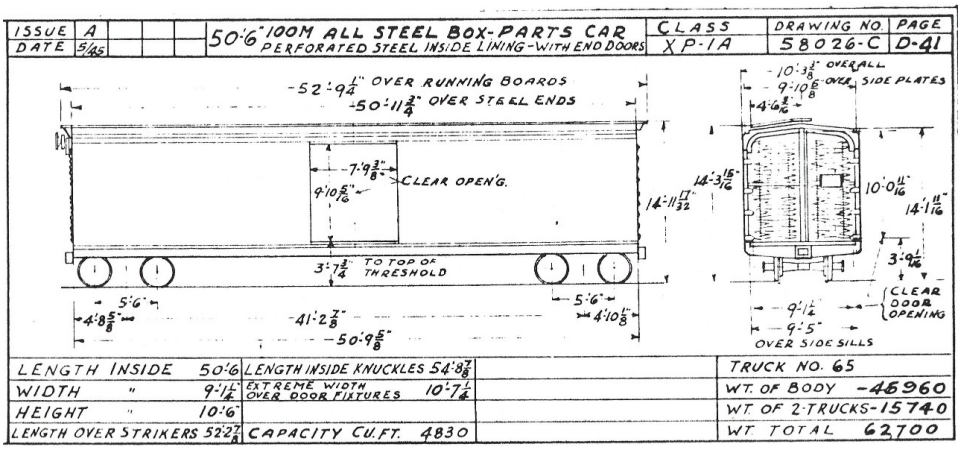
XA-15 (AAR class XAR)

500 cars built in 1941 and 1944

XP-1, -1A, -1B

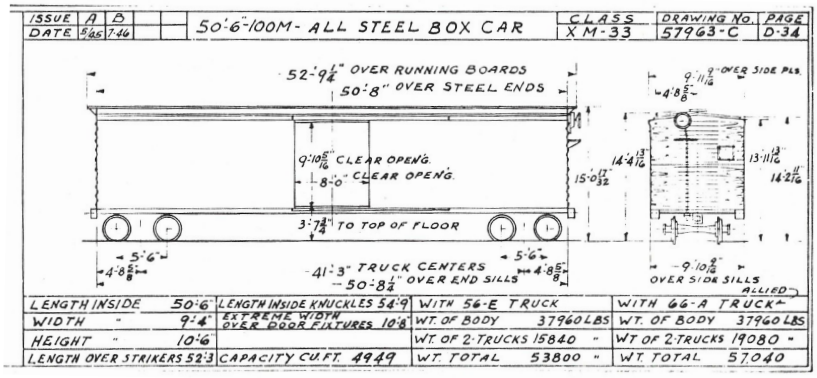


The railroad built 25 cars in 1940, and then another 65 were built in late 1941 and early 1942. These 90 cars had 8-foot Youngstown 4-part doors, 5/5 Youngstown Dreadnaught ends, 7 rung ladders, Murphy raised panel steel roofs, wood running boards, and Universal XL brake wheels. These initial 90 cars were equipped with Q truck #65 – acquired from the Unit Truck Corporation.



Also built at the Galesburg shops in 1942 were 10 parts cars with end doors and classed as XP-1A. These cars were fitted with a Monorail and Hoist. They were also equipped with Q truck #65 and were numbered as 20500-20509. Car Diagram pages from the 1956 CB&Q Freight Car Diagram book.

XM-33, -33A



The Q XM-33 and -33A were basically clones of the XM-32 cars. The only differences were the length and the door size. The XM -33s were 50-foot cars with 8-foot doors. The first groups of cars, a total of 400, were built in 1941 at the railroad's Havelock shops. The middle 300 (21000 -21299) cars were given truck #56-E (a National Type B) and used in general freight service. The first 50 (21300 -21349) and last 50 (21350-21399) were given truck #66-A (an Allied Full Cushion) with the intent that they be used in express service. CB&Q 1956 Freight Car Diagram book.

ISSUE	A	C			50'6" - 100M - ALL STEEL BOX CAR	CLASS	DRAWING NO	PAGE
DATE	11/59	1-64				XM-33	59394-C	31-1

REMARKS	NO. BUILT	PAGE NO.	BUILDER	YEAR BUILT	TRK. NO.	GEN'L. DRWG.	INSIDE LENGTH	CAPY.	CLASS	SERIES
TAKEN FROM 8500 SER. PASS. BOX CAR	50	D-34	HAV.	'41	CGA	90292	50'-6"	100M	XM-33	21300 - 21349

LIST OF 50 CARS RENUMBERED FROM 8500 SERIES PASS. BOX CARS

NEW NO.	OLD NO.	NEW NO.	OLD NO.	NEW NO.	OLD NO.	NEW NO.	OLD NO.
21300	8515	21313	8548	21326	8519	21339	8507
21301	8545	21314	8538	21327	8517	21340	8531
21302	8514	21315	8543	21328	8549	21341	8540
21303	8525	21316	8524	21329	8501	21342	21178
21304	8502	21317	8513	21330	8505	21343	21194
21305	8509	21318	8528	21331	8536	21344	22437
21306	8537	21319	8520	21332	8547	21345	22495
21307	8529	21320	8511	21333	8504	21346	21018
21308	8541	21321	8546	21334	8526	21347	21297
21309	8539	21322	8522	21335	8532	21348	22595
21310	8516	21323	8523	21336	8544	21349	22331
21311	8534	21324	8530	21337	8521		
21312	8500	21325	8510	21338	8518		

DR. A.W.G.
CH'K'D.

This page from the 1965 CB&Q Freight Car Diagram book lists the renumbering of the former Baggage-Express cars. Note the last 8 cars have been pulled at random from other XM -33 class cars.

ISSUE	9/51	B	C	D	BOX CARS-FITTED FOR SPECIAL LOADING	DRAWING NO.	PAGE
DATE		4/54	9/55	9/56		58044-C	3-B

SECOND DECK FOR TRACTOR LOADING

AFE-50916 (1950)
FROM 50'-6"
CLASS XM-33 CARS
25 CARS, SERIES

22011	22115	22238
19	123	243
29	137	256
30	182	273
37	185	296
49	186	302
66	187	321
75	191	
93	195	

FOR 2ND. LOT OF 25 CARS, SEE PAGE 3-C

(DEARBORN MOTORS TRACTOR LOADING.

WITH EVANS D/F (DAMAGE-FREE) LOADER

AFE-50934 (1950)
FROM 50'-6"
CLASS XM-33 CARS
25 CARS, SERIES

21060	21053	22211
73	22016	232
139	74	287
149	84	574
201	104	636
203	112	659
217	164	679
244	183	
251	210	

FOR 2ND. LOT OF 50 CARS, SEE PAGE 3-C

FORD-DECK LID LOADING

AFE-50933 (1950)
FROM 50'-6"
CLASS XM-33 CARS
18 CARS, SERIES

22008	22291	22575
25	346	594
52	348	619
106	427	675
188	450	680
198	542	681

FOR CHEV. V-8 ENGINE SERVICE 5 CARS - CONV. IN 1955 FROM PONTIAC SERVICE ARE AS FOLLOWS
30065 30578 32493
30464 31421

SECOND DECK FOR TRACTOR LOADING

AFE 51001
FROM 40'-6"
CLASS XM-33 CARS
10 CARS, SERIES

31278		32735
573		736
32043		33339
173		696
274		717

FOR FERGUSON TRACTOR LOADING.

2ND. DECK REMOVED & BOX CARS PLACED IN GENERAL SERVICE PER LETTER J.D.R. TO C.A.M. 4-6-56

SECOND DECK FOR TRACTOR LOADING

AFE-51167 (1952)
FROM 50'-6"
CLASS XM-33 CARS
25 CARS, SERIES -

21024	22285	22390
56	306	427
22027	316	432
55	336	489
80	342	550
85	345	583
161	353	22727
221	365	
229	378	

ABOVE IS 2ND. LOT OF 25 CARS.
FOR 1ST. LOT OF 25, SEE PAGE 3-B.

WITH EVANS D/F (DAMAGE-FREE) LOADER

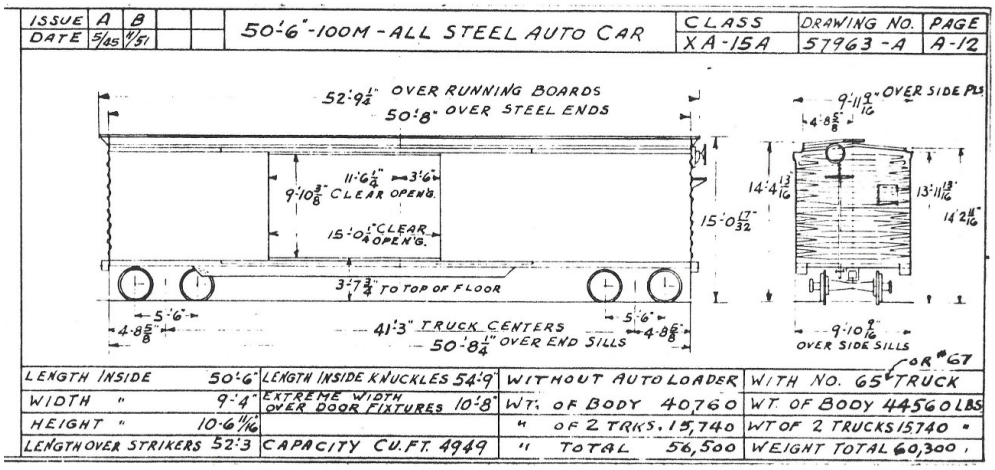
AFE-51271 (1953)
FROM 50'-6"
CLASS XM-33 CARS
(42 CARS FROM 8500 SERIES)
NEW NUMBERS
21300 TO 21341
21342 FROM 21178
43 " 94
44 " 22437
45 " 95
46 " 21018
47 " 21297
48 " 22595
49 " 22331
TOTAL 50 = 2ND. LOT.
FOR 1ST LOT-2. CARS, SEE PAGE 3-B.

CHEVROLET V-8 ENGINE LOADING

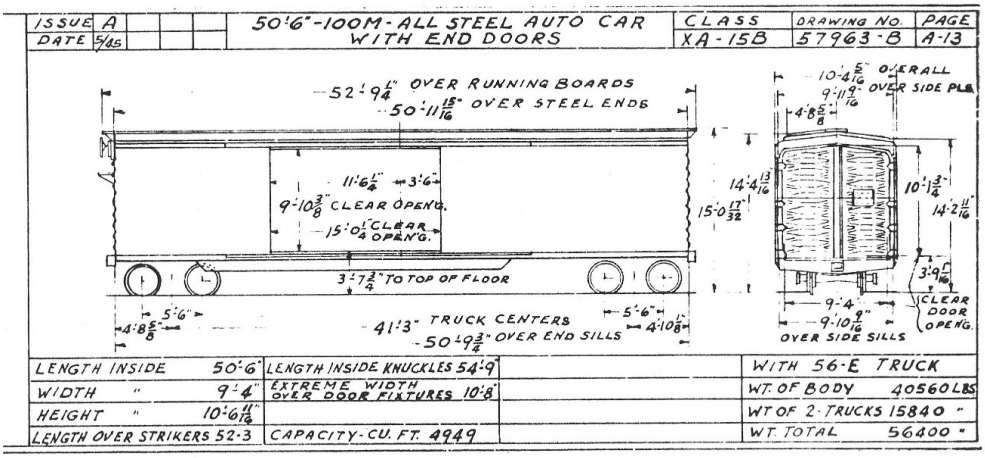
AFE-51479 - 1955
CLASS XM-33 CARS
10 CAR SERIES

30104	34269
30398	34984
31718	35378
33428	35611
33541	35670

XA-15A, -15B



In August of 1941the Havelock Shops built 225 class XA-15A cars. They were AAR design 50 - foot cars with double Youngstown doors with Camel fixtures covering a 15-foot opening. The cars had 5/5 Dreadnaught Ends, Murphy raised rectangular panel roofs, wood running boards, and were equipped with Evans Auto Loaders. CB&Q 1956 Freight Car Diagram book.

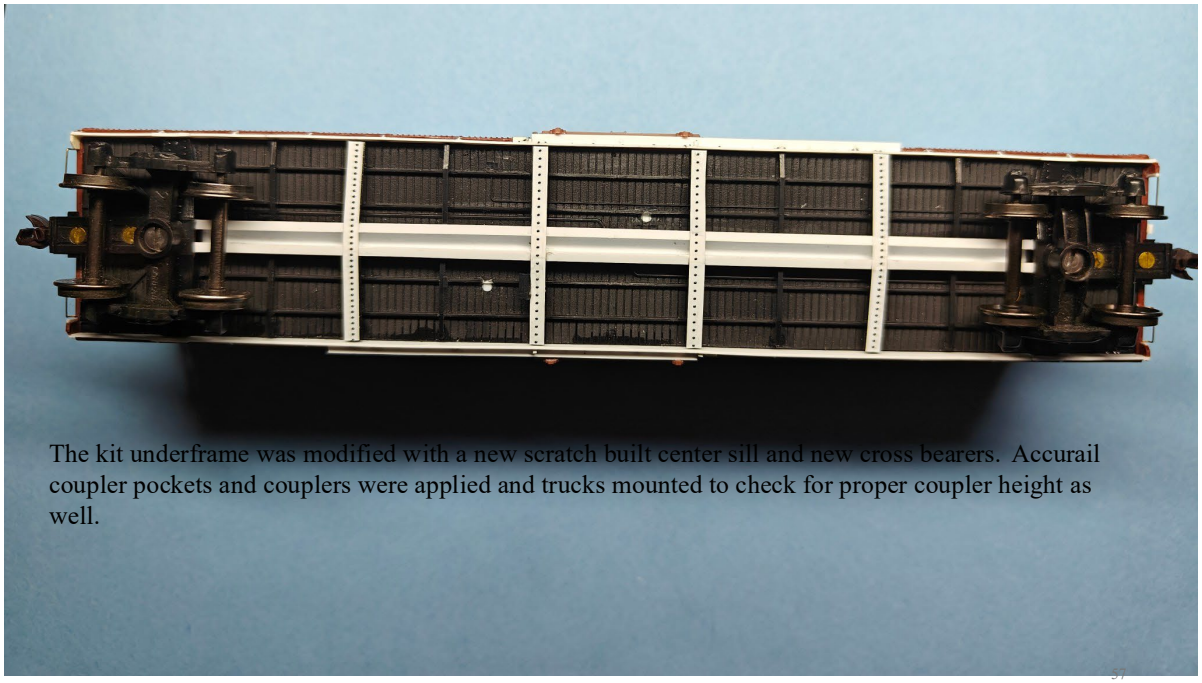


Also in August of 1941, the very busy Havelock shops turned out 100 of the XA-15B class cars. These were identical to the XA -15A group save for having and end door and National Type B trucks. These cars were not auto loader equipped when built. They were numbered 48500-48599. CB&Q 1956 Freight Car Diagram book.

Summary of Cars in Service at selected ORER dates from 1940 to 1960

ORER Date	Jul-40	Jul-41	Jul-42	Jan-46	Oct-50	Jan-53	Jan-54	Oct-55	Oct-57	1/1/1960[1]
In Service CAR # SERIES										
Parts Cars										
20000-20024	25	25	25	25						23
20025-20089	---	25	65	65						63
					287	286	286	286	283	
20100-20199	---	---	---	---						100
20200-20299	---	---	---	---						97
20500-20509	---	---	10	10	10	10	10	10	10	10
XM-33										
8500-8549[2]	---	---	---	50	42	42	---	---	---	---
21300-21349[3]	---	---	50	---	---	---	42+8	42+8	42+8	46
21000-21299	---	---	300	300						286
21350-21399	---	---	50	50						49
					1068	1061	1000	1048	943	
22000-22329	---	---	---	320						318
22330-22499	---	---	---	170						158
22500-22749	---	---	---	---						148
22800-22899[4]	---	---	---	---	---	---	---	---	99	96
XA-15										
8000-8224[5]	---	---	---	---	---	218	219	221	221	133
48000-48224	---	---	224	224	221	3	---	---	---	---
48500-48599	---	---	100	100	99	98	98	98	98	98
49500-49674	---	---	---	175	174	173	173	173	173	122
49700-49749[6]	---	---	---	---	---	---	---	---	---	49

Note 1 -	All data reported taken from ORERs of that date except for 1/1/1960. That data is from the CB&Q Ownership, Age and Condition report of 1/1/1960.
Note 2 -	Fifty cars were renumbered for use in Express-Baggage service between 3/43 and 3/44. They were returned to regular service and randomly numbered back into the original series in July through December 1953.
Note 3 -	Cars in series renumbered to 8500 series as noted above. Only 42 cars remained when removed from Baggage-Express service and 8 random XM-33 cars were chosen to fill in the rest.
Note 4 -	100 cars from the 22500 series were overhauled, given Evans loaders, and renumbered in May 1956.
Note 5 -	Cars from 48000 series renumbered in 1952 when they were overhauled, the auto loaders removed, and they were reassigned as XM.
Note 6 -	Cars renumbered from 49500 series. 40 cars, 49700-49739, were overhauled in 1957 and fitted up with Evans loaders to be used for Cadillac loading. 10 cars, 49740-49749, were also overhauled in 1957 and fitted up with Evans loaders to be used for Pontiac loading.

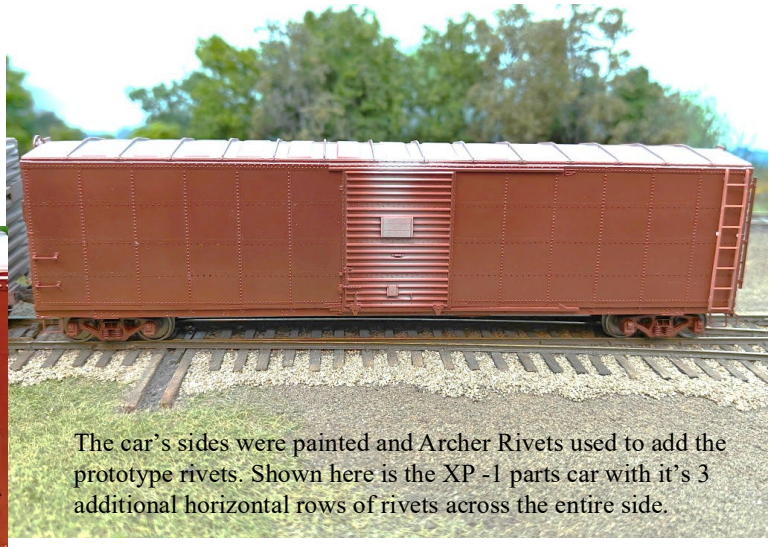


The kit underframe was modified with a new scratch built center sill and new cross bearers. Accurail coupler pockets and couplers were applied and trucks mounted to check for proper coupler height as well.

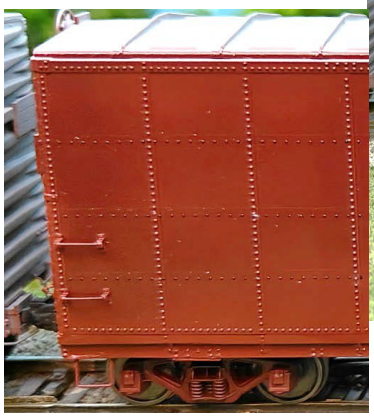
Work on the underframe brake systems included using some kit parts, but mostly detail parts from various vendors. The slack adjuster did not exist on the parts car (above photo) but did on both the XM-33 and the XA-15 (bottom photo). Styrene blocks were added at the car corners for the sill steps.

Ladders from Detail Associates were used on the XM-33 and the XA-15 as they were 8-rung side ladders and 7-rung end ladders. The mounting process was modeled with pieces of styrene and harvested rivets.

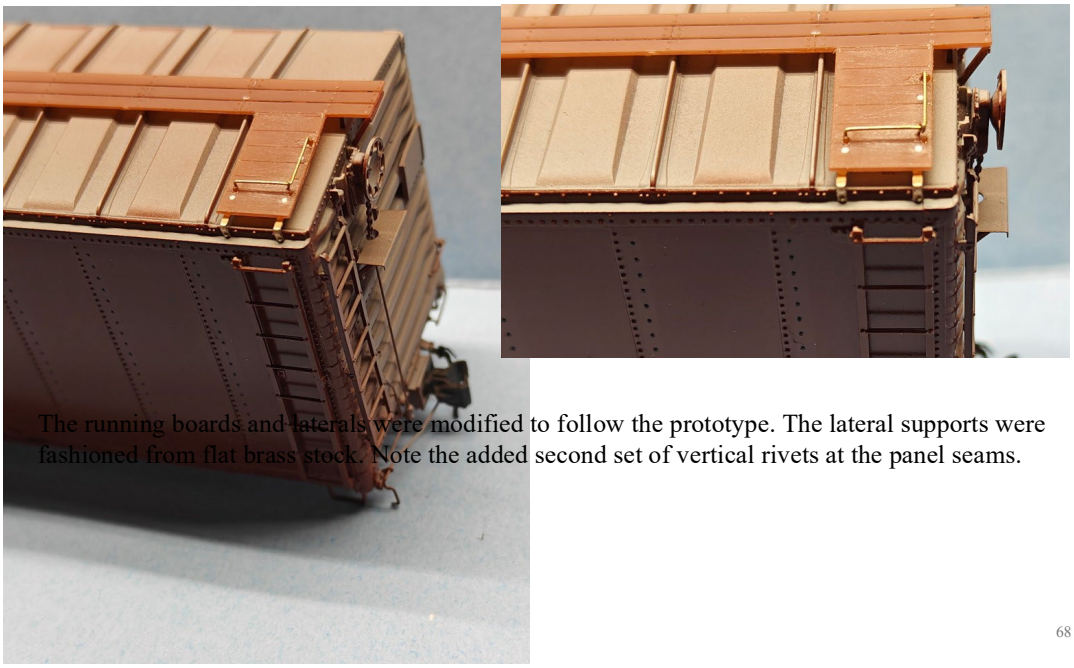
The ladders used on the XP-1 parts car were those from the Proto2000 kit. They are 7 -rung side and 6-rung end ladders. They were added after the extra rivets on the car side were applied.



The car's sides were painted and Archer Rivets used to add the prototype rivets. Shown here is the XP -1 parts car with it's 3 additional horizontal rows of rivets across the entire side.



The XA-15 and XM-33 both got the second vertical row at each seam joint.



The running boards and laterals were modified to follow the prototype. The lateral supports were fashioned from flat brass stock. Note the added second set of vertical rivets at the panel seams.

Side view photos of XM-33 21301 and XP-1 20010 show weathered cars circa 1955.