

Emergency Box Cars

Ted Culotta

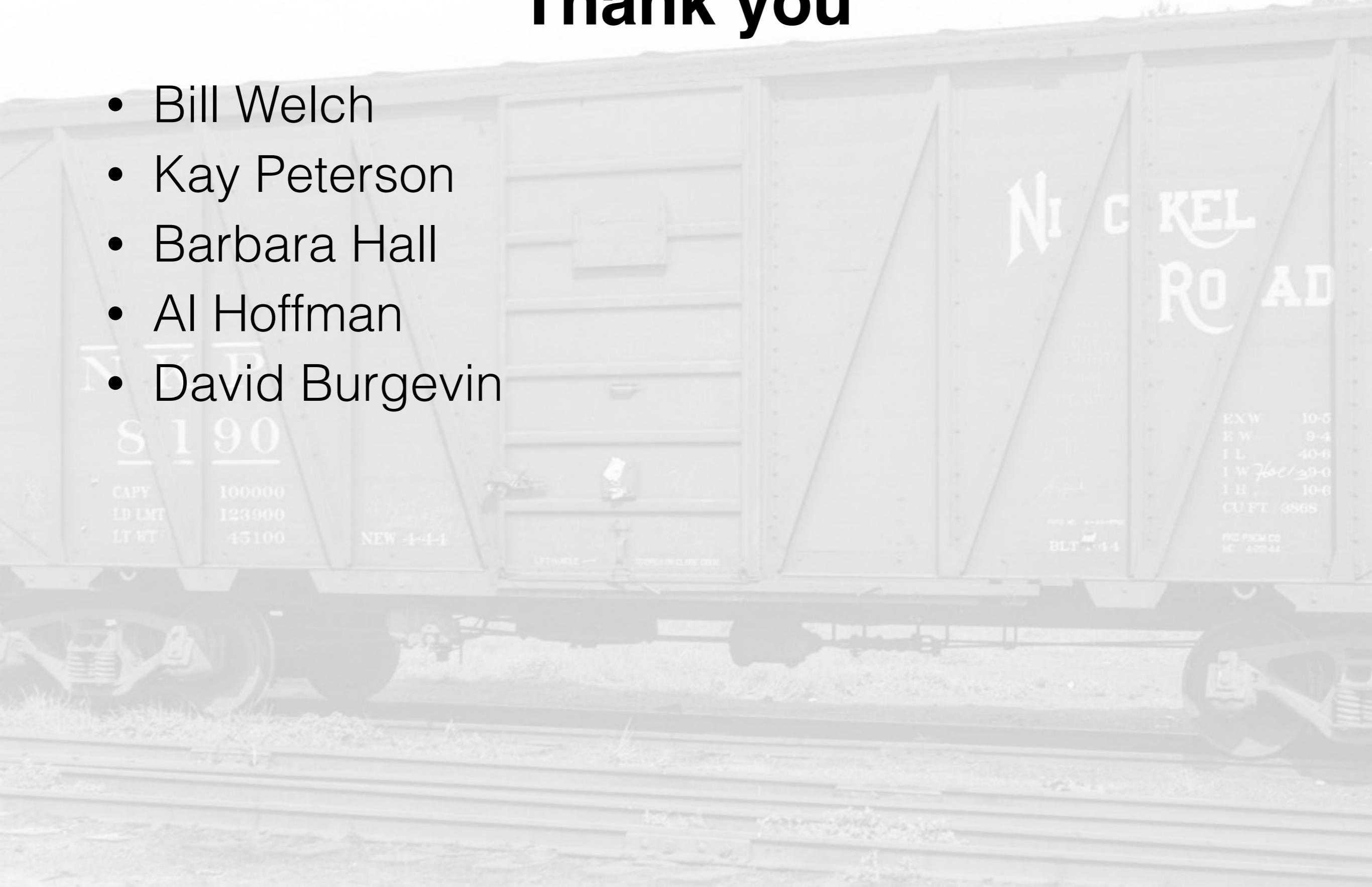
Hindsight 20/20 8.0

03 April 2021

This will be posted to prototopics.blogspot.com

Thank you

- Bill Welch
- Kay Peterson
- Barbara Hall
- Al Hoffman
- David Burgevin



Emergency Box Cars

Car	Road	Class	Builder	Build Date	Number Built	Series Start	Series End	Notes
40' 10'6" IH Box Car	Alton (GM&O)		Pullman-Standard	1944	500	51000	51499	P-S Lot 5756; GM&O purchased the Alton in 1947- reporting marks changed, but number series remained unchanged; many, but not all, rebuilt starting in 1963 and renumbered into two series - 22500-22589 (was 22500-22599 for 1/63 ORER) and 22590-22889
	ATSF	Bx-38	General American	2/1944	300	129500	129799	Rebuilt 1957 with steel sides and doors
	CNW		Pullman-Standard	1943	417	77416	78248	P-S Lot 5752; 10'5" IH; Even numbers only; Viking roofs; 77416-77748-Camel corrugated doors; 77750-78248-Superior 7-panel doors
	CNW		American Car & Foundry	1943-4	502	79250	80250	ACF Lot 2480; Even numbers only; Superior 7-panel doors; rebt. 1963 with steel sheathing, added side bracing and larger doors; One car to CSt.PM&O as CMO #22416
	CP		Canadian car & Foundry	4/1942	1	249171	249171	Part of series of all steel box cars #249000-249499. Built as a trial with laminated plywood sides in order to explore steel saving construction methods.
	MKT		MKT Co. Shops	1943	157	79001	79157	rebuilt at Denison shops from 52001-52200 series refrigerator cars (1923 - GACC)
	NKP		Pullman-Standard	1944	200	8000	8199	P-S Lot 5766; Superior 7-panel doors; In 1956, 20 cars had roofs removed and were rebuilt into coke cars (#120-139); 100 cars rebuilt 9-10/1964 into 8200-8299 series with steel sides and 9' "improved" Youngstown doors- underframe, ends and roof remain as-built; 8000-8199 became N&W class B37 #208000-208199, 120-139 became N&W #200120-200139, 8200-8299 became N&W #208200-208299
	NP		Pullman-Standard	1944	750	28000	28749	P-S Lot 5770; Superior 7-panel doors; black ends when built
	NP		Pressed Steel	1944	250	28750	28999	Superior 7-panel doors
	WAB		Wabash Co. Shops	1944	125	87000	87124	10'4" IH; rebt. 1960 with steel sides, all steel doors and renumbered NJI&I 4000 series
40' 10'0" IH Box Car	A&WP		Pullman-Standard	1944	60	37400	37459	P-S Lot 5753
	BS		Pullman-Standard	1944	100	6500	6599	P-S Lot 5754
	C of G		American Car & Foundry	1944	100	41000	41099	ACF Lot 2491; rebuilt in 1961, became part of #310-636
	C of G		Pullman-Standard	1944	250	41100	41349	P-S Lot 5761; rebuilt in 1961, became part of #310-636
	CP		Canadian Car & Foundry	6-7/1943	500	223950	224449	5/8" Plywood sides, 1/4" Plywood roof, 5/5 Dreadnaught ends; In 1958-9, 351 of the series become stock cars #277500-277870
	CP		National Steel Car Co.	6-7/1943	200	239000	239199	5/5 Dreadnaught ends
	CP		Eastern Car Co.	6-7/1943	50	239200	239249	5/5 Dreadnaught ends
	Georgia		Pullman-Standard	1944	100	19800	19899	P-S Lot 5753
	GN		GN St. Cloud Shops	1944	975	44025	44999	Plywood sides
W of A		Pullman-Standard	1944	65	17400	17464	P-S Lot 5753	
50' Box Car	ATSF	Bx-39	Pullman-Standard	5/1944	400	151092	151491	P-S Lot 5764; Composite door; Starting in 1953, wood sides replaced with steel except on 65 cars which were renumbered to 40180-40244
	PRR	X38B	PRR-Altoona	4/1942	1	119991	119991	Composite Door

Alton



- Pullman-Standard, series 51000-51499
- Composite doors
- One of the earliest uses of the Champion power hand brake

Gulf, Mobile & Ohio (ex-Alton)



- Note the Superior composite door and “repair” across the center of the door

Santa Fe Bx-38



- General American, 121500-121799
- Composite doors
- Note flanged diagonal shapes in end panels

Santa Fe Bx-38



Santa Fe Bx-38



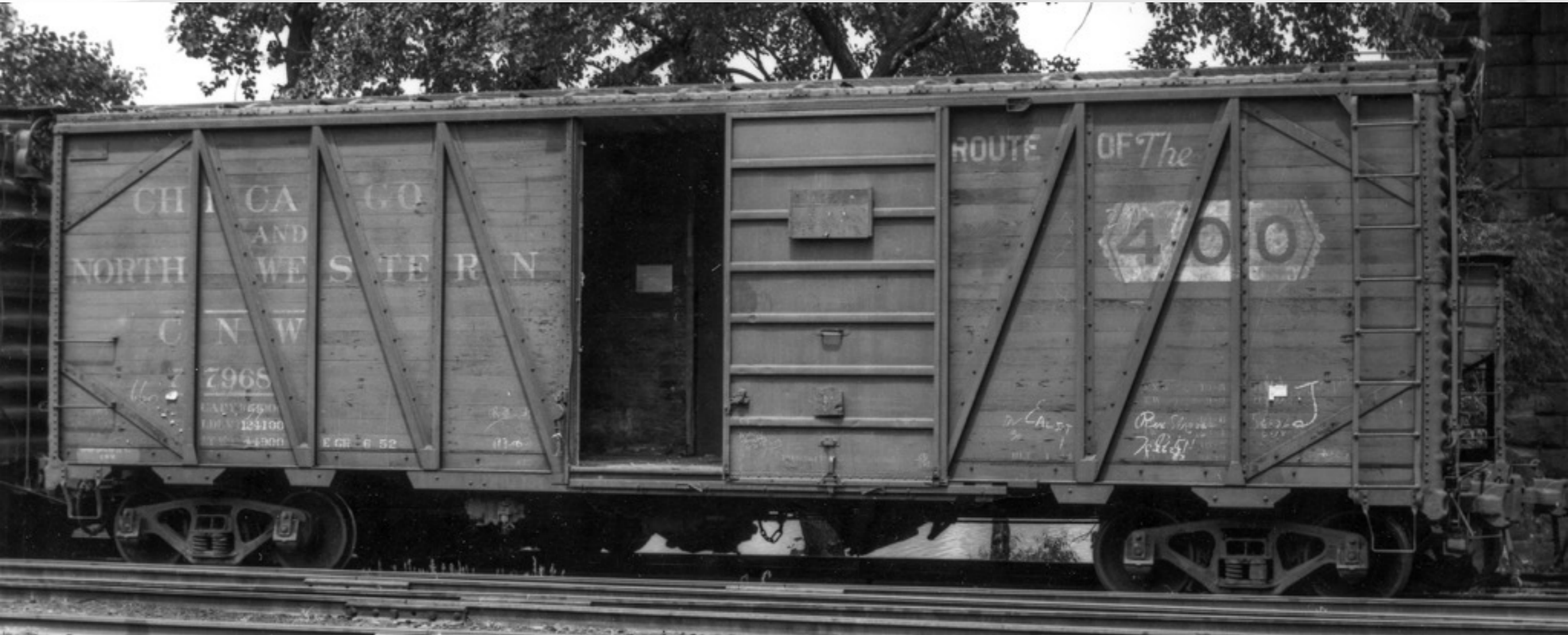
- Rebuilt in 1957 with steel sides and doors

Chicago and North Western



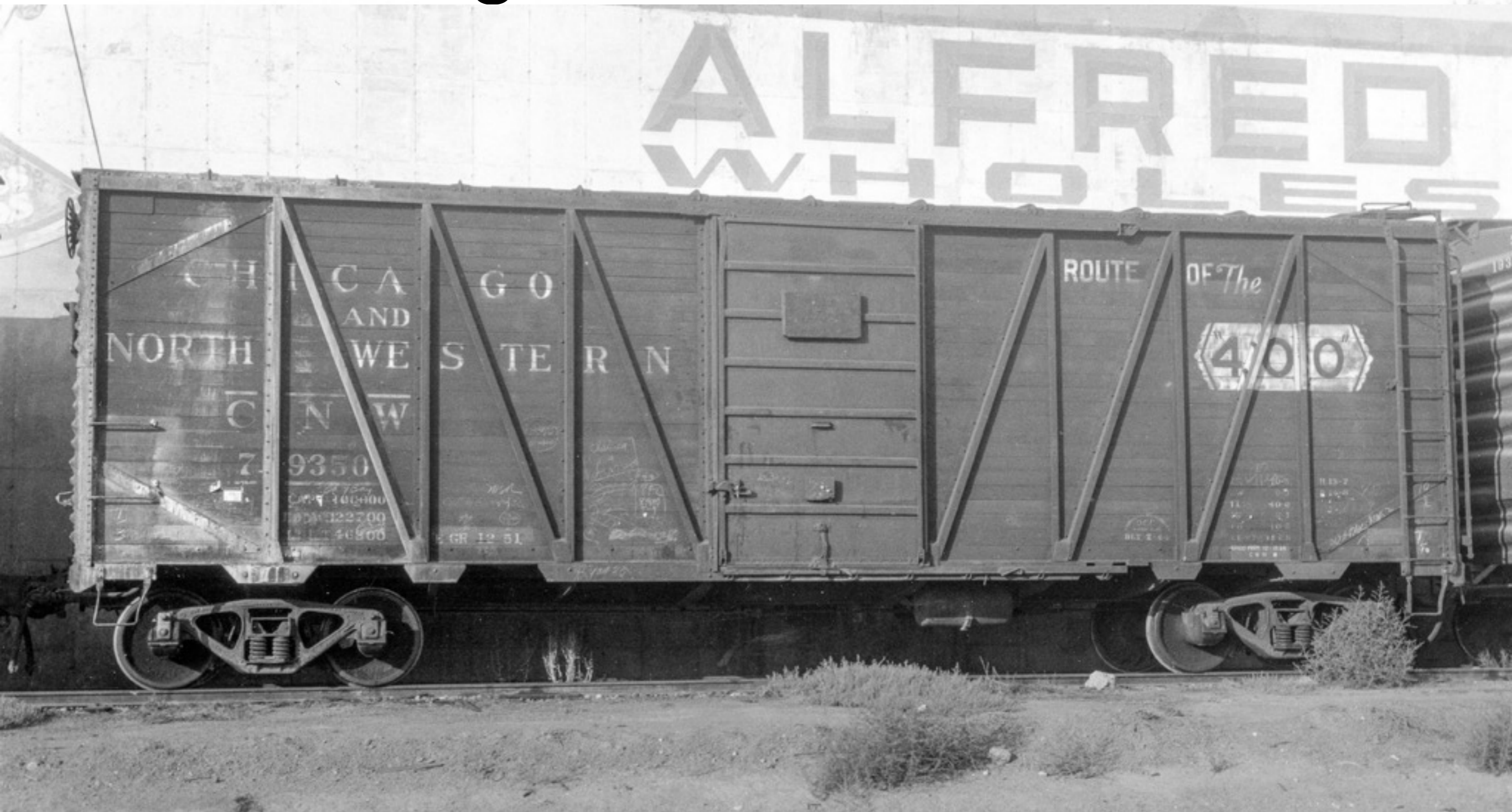
- Pullman-Standard, series 77416-78248, even nos.
- Viking corrugated roof
- Camel (Youngstown) doors, 77416-77748, even nos.

Chicago and North Western



- Pullman-Standard, series 77416-78248, even nos.
- Viking corrugated roof
- Superior doors, 77750-78248, even nos.

Chicago and North Western



- American Car & Foundry, series 79250-80250, even nos.
- Murphy rectangular panel roof
- Superior doors



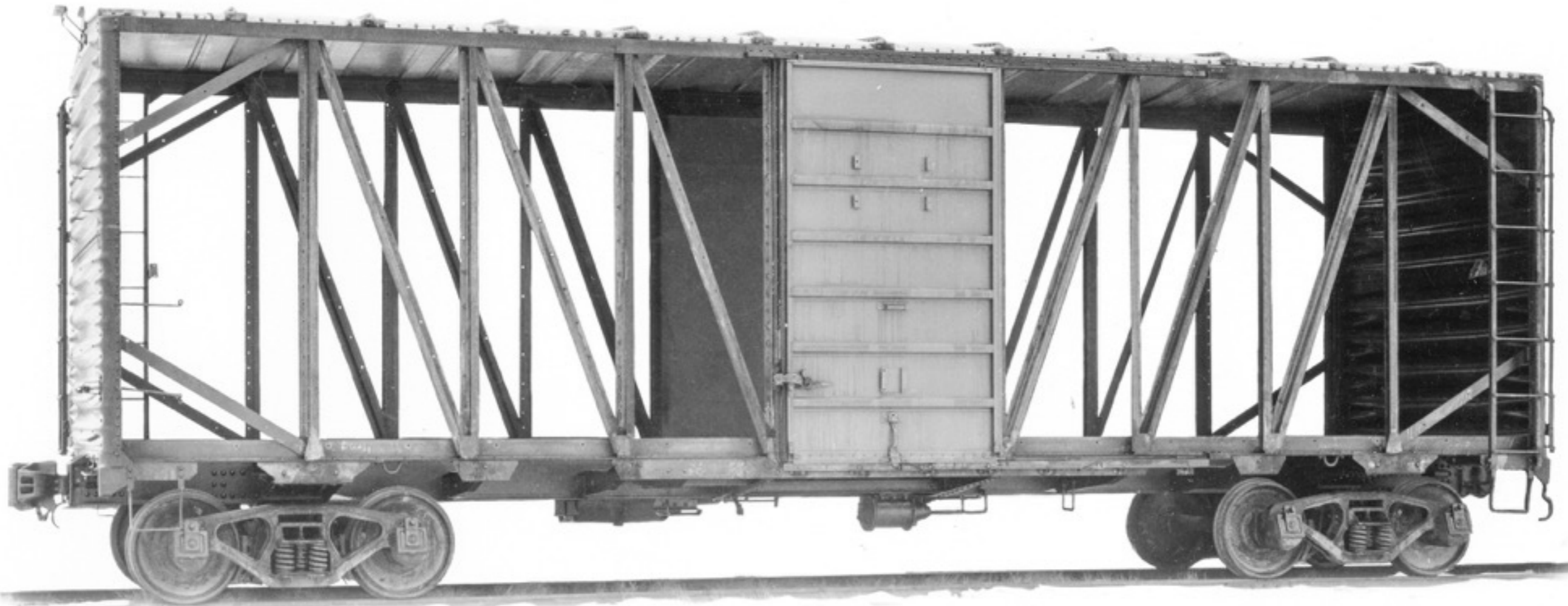
- Rebuilt in 1963 with steel sheathing and wider door openings

Nickel Plate Road



- Pullman-Standard, series 8000-8199
- Superior doors

Nickel Plate Road



- Pullman-Standard, series 8000-8199
- Superior doors

Nickel Plate Road



EXW 10-5
E W 9-4
I L 40-6
I W *7001* 39-0
I H 10-6
CU FT 3865

BLT 14

PRO PROD CO
INC 400-44

Nickel Plate Road



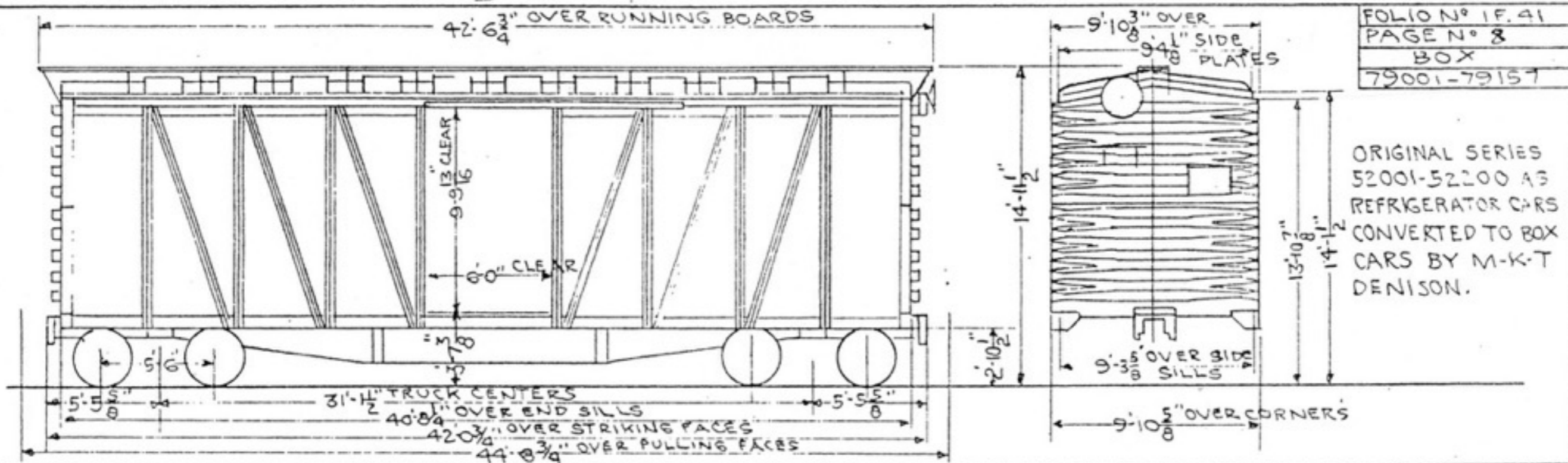
- 100 cars rebuilt in 1964

Nickel Plate Road



- 100 cars rebuilt in 1964

Missouri-Kansas-Texas



FOLIO N° 1 F. 41
PAGE N° 8
BOX
79001-79157

ORIGINAL SERIES
52001-52200 AS
REFRIGERATOR CARS
CONVERTED TO BOX
CARS BY M-K-T
DENISON.

NOMINAL CAPACITY	80000 LB	TRUCKS 5" x 9" INTEGRAL BOX	COUPLER 6" x 8" "D" RIGID BUTT	BUILT BY G.A.C.C.°	1923
LIGHT WEIGHT	45060 LB	CARDWELL SNUBBERS	FARLOW DRAFT ATTACHMENTS.	LOT N° 2652 - SERIES 52001-52200	
LIMIT LOAD	90440 LB	TRUCK SIDES - PATT N° CS. 3883	COUPLER RELEASE TOP OPERATED	NUMBER OF CARS BUILT	200
CUBIC CAPACITY	3849	TRUCK BOLSTER - PATT N° CS-3888	BODY - STEEL UNDERFRAME -	CONVERTED TO BOX CARS M-K-T. 1943	
INSIDE LENGTH	40'-6"	WHEELS 38" CAST IRON.	STEEL SIDE FRAMING & ENDS.	NUMBER OF CARS CONVERTED	157
INSIDE WIDTH	9'-0 5/8"	SIDE BEARINGS - STUCKI	ROOF - STD. RY. EQUIP. C? RIVETED		
INSIDE HEIGHT	10'-6"	CRECO 3 RD POINT SUPPORT	YOUNGSTOWN STEEL DOOR - CAMEL DOOR PICTURES		
EXTREME HEIGHT	15'-0 1/4"	CRECO BOTTOM ROD GUARDS	KLASING HAND BRAKE.		
EXTREME WIDTH	10'-4 1/8" @ 13'-5 5/8"	BRAKE BEAMS A.A.R 2+	AIR BRAKE 10" x 12" A.B.		
EXTREME WIDTH	10'-6 7/8" @ 3'-9 1/2"	DRAFT GEAR MINER A.2.S.		NUMBER OF LIVE UNITS	155

Missouri-Kansas-Texas

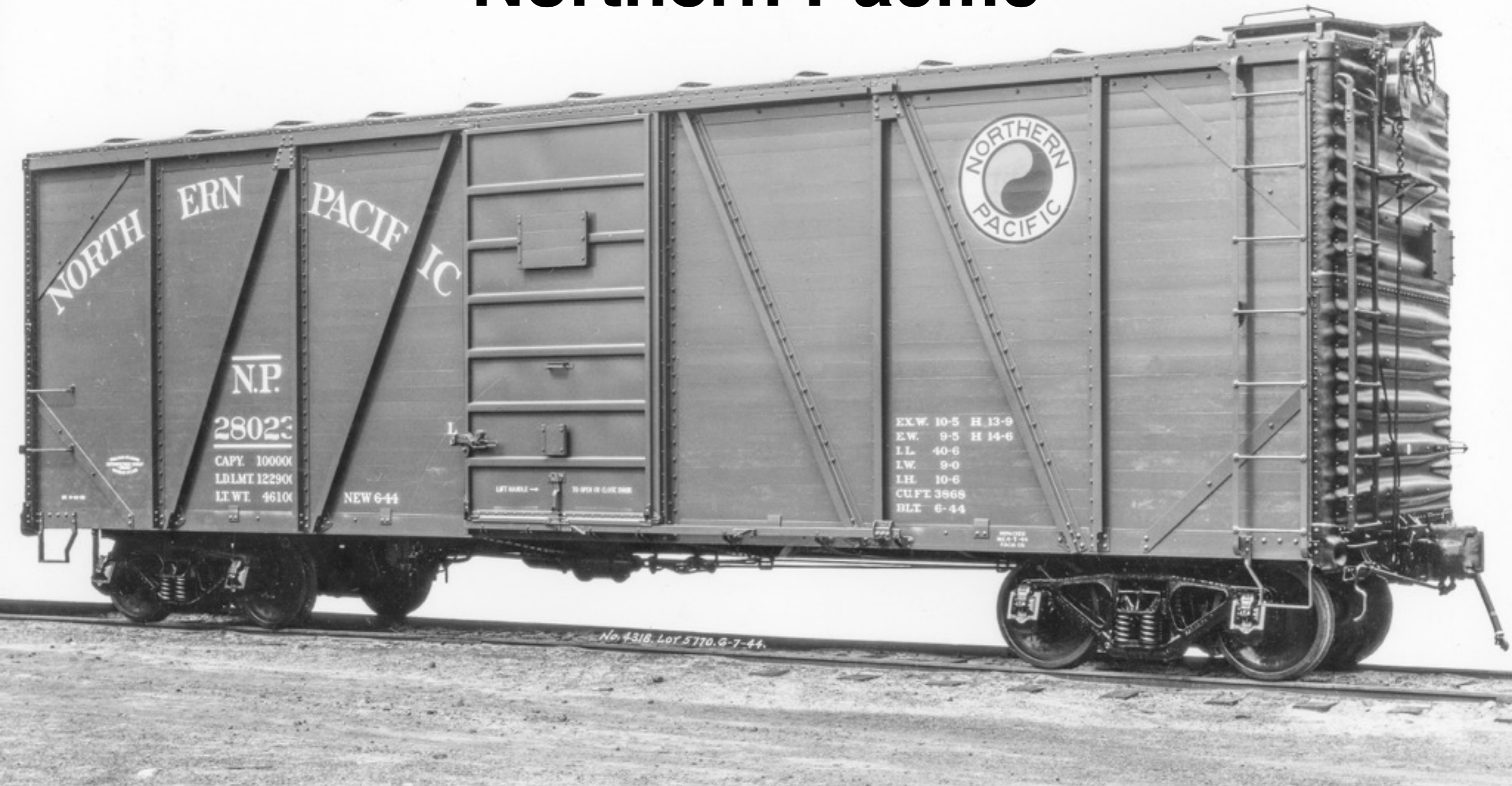


- Rebuilt at the Denison shops in 1943 from refrigerator cars (series 52001-52200, built 1923 GACC)

Missouri-Kansas-Texas



Northern Pacific



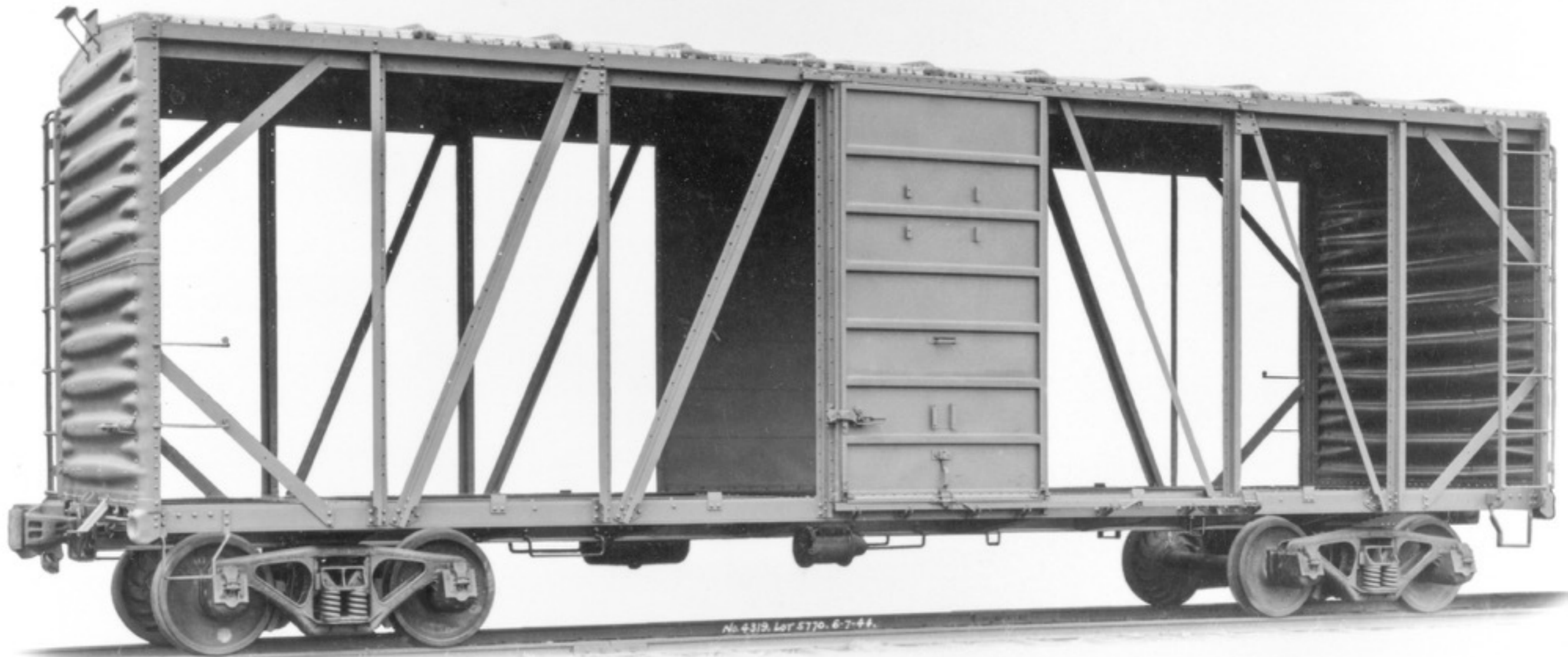
- Pullman-Standard, series 28000-28749
- black ends when built
- Superior doors

Northern Pacific



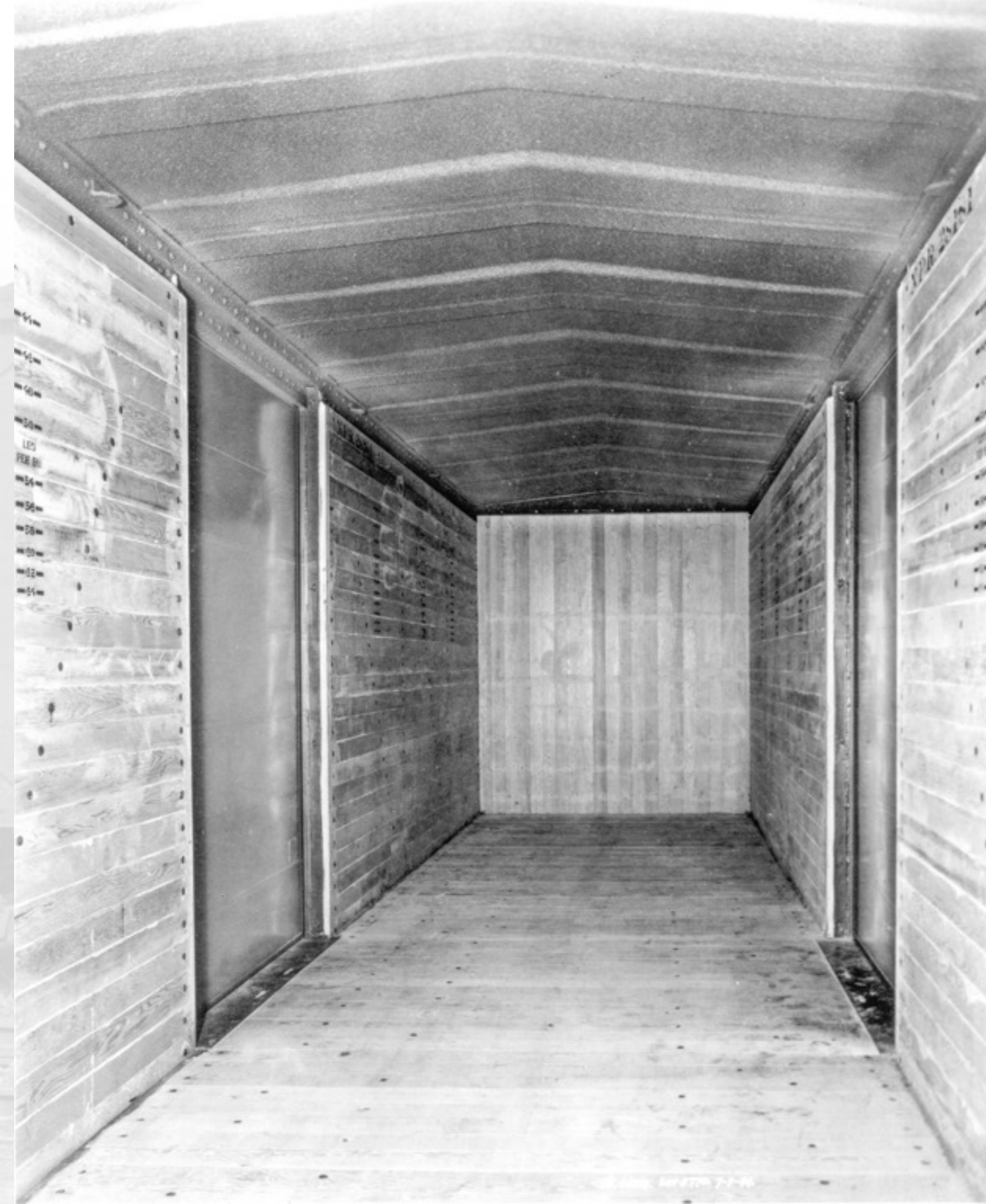
- Pressed Steel Car Co., series 28750-28999
- ends same color as rest of car body
- Superior doors

Northern Pacific



- Pullman-Standard, series 28000-28749
- black ends when built
- Superior doors

Northern Pacific



EXW 10-5
E W 9-4
I L 40-6
I W *Holl* 39-0
I H 10-6
CU FT 3865

BLT 144

PRO PROD CO
NO. 400-44

Northern Pacific



- 'RAILWAY' added to Monad
- 6-panel replacement Superior doors

Wabash



- Built at company shops, nos. 87000-87124
- continuous side sill support
- Superior doors
- Integrated cylinder head and lever bracket on cylinder

Wabash



- Rebuilt with 8-panel steel sides, ca. 1960
- Renumbered into NJI&I 4000 series

Atlanta & West Point



- Pullman-Standard (Bessemer), series 37400-37459
- Murphy rectangular panel roof and Youngstown doors (common across all 'Southeastern' Emergency box cars)

Western Railway of Alabama



- Pullman-Standard (Bessemer), series 17400-17464

Birmingham Southern



- Pullman-Standard (Bessemer), series 6500-6599

Birmingham Southern



Georgia Railroad



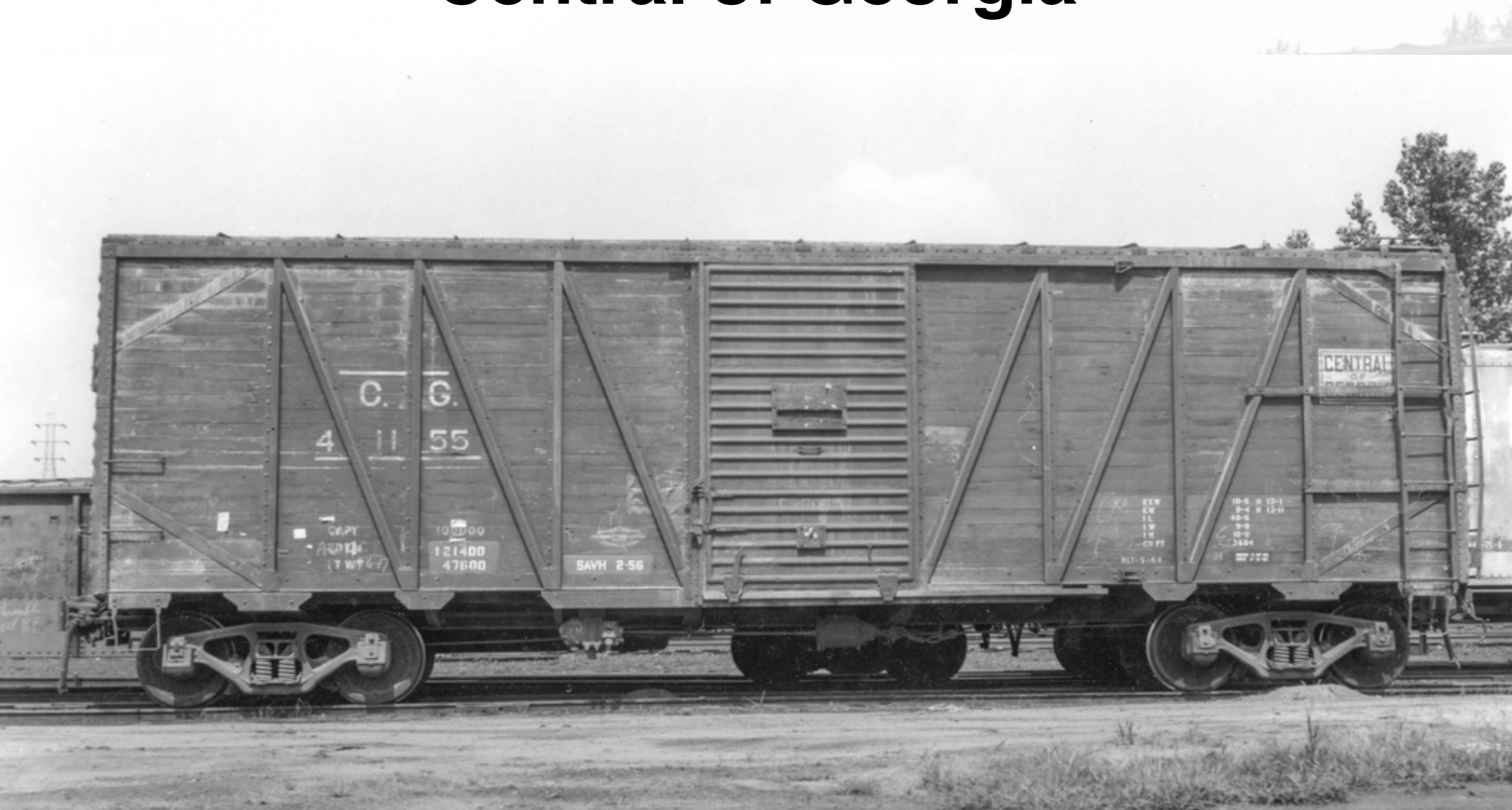
- Pullman-Standard (Bessemer), series 19800-19899

Central of Georgia



- American Car & Foundry, series 41000-41099
- Pullman-Standard (Bessemer), series 41100-41349 [notched tabs]

Central of Georgia



- American Car & Foundry, series 41000-41099
- Pullman-Standard (Bessemer), series 41100-41349 [notched tabs]

Central of Georgia



- American Car & Foundry, series 41000-41099
- Pullman-Standard (Bessemer), series 41100-41349 [notched tabs]

Central of Georgia



- Cars rebuilt in 1961 and assigned to series 310-636

Canadian Pacific



- Canadian Car & Foundry, series 223950-224449, with plywood sheathing

Canadian Pacific



- National Steel Car, series 239000-239199
- Eastern Car Company, series 239200-239249

Great Northern



- GN St. Cloud shops, series 44025-44999
- Eastern Car Company, series 239200-239249

Great Northern

Emergency and Postwar Plywood sheathed cars

Series Start	Series End	Qty.	Built	Notes
44025	44999	375	1944	Emergency; 4/5 Dreadnaught ends
44400	44999	600	1944	Emergency; 4/5 Dreadnaught ends; composite plywood doors
2501	2524	24	1944	Emergency; Express Merchandise box cars (2500 was an aluminum car)
10000	10499	500	1945	3/4 Improved Dreadnaught ends
10500	10899	400	1947	3/4 Improved Dreadnaught ends
38700	38799	100	1947	Automobile cars
32000	32999	1000	1937-1942	Resheathed ARA-design box cars

Great Northern



San Diego, California, December 18, 1954, Col. Chet McCoid photo, Bob's Photo

Great Northern



San Diego, California, November 21, 1954, Col. Chet McCoid photo, Bob's Photo



Great Northern



Great Northern Express Box Car



Santa Fe Bx-39



- Pullman-Standard, 151092-151491
- Composite doors
- Note flanged diagonal shapes in end panels

Santa Fe Bx-39



- Pullman-Standard, 151092-151491
- Composite doors
- Note flanged diagonal shapes in end panels

Santa Fe Bx-39



- Pullman-Standard, 151092-151491
- Composite doors
- Note flanged diagonal shapes in end panels

Pennsylvania Railroad X38A



E.13580 A-74-12

- One car built at PRR's Altoona Shops
- Buckeye trucks
- Based on the PRR X38 family of cars

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