

COMMON EXPRESS BOX CARS

By Tom Palmer and Mike Spoor

Photos by Matt Kosic

A green box car might be considered anything but common, unless it was at the head end of a passenger or baggage train. Many railroads fitted standard 40 and 50-foot box cars with high speed trucks and passenger air and service lines so these cars could be coupled into any passenger train. And cars from just about any of these railroads could be seen on nearly every mainline in America because they traveled as widely as most freight cars. There's an index of all previous article on modeling passenger cars on our website at www.railmodeljournal.com

According to the January 1953 OFFICIAL REGISTER OF PASSENGER TRAIN EQUIPMENT, these were the 12 largest fleets of express box cars in the United States:

| | |
|-----------------------|-----|
| PENNSYLVANIA RAILROAD | 931 |
| SANTA FE | 197 |
| UNION PACIFIC | 126 |
| MILWAUKEE ROAD | 122 |
| GREAT NORTHERN | 98 |
| MISSOURI PACIFIC | 50 |
| ROCK ISLAND | 60 |
| SEABOARD | 54 |
| BURLINGTON | 50 |
| SOUTHERN PACIFIC | 50 |
| ATLANTIC COAST LINE | 48 |
| C&NW - CSt.PM&O | 48 |



The unique Great Northern 50-foot Express box cars were imported by Overland Models years ago. This one was painted and lettered by Mike Spoor.

Pennsylvania Railroad Prototype Roster

| Car Numbers | Qty. | Builder | Class | Date Built | Reblt | Inside Length | Door Size | Brakes | Original Trucks |
|---------------|------|---------|-------|------------|-------|----------------|---------------|--------|-----------------|
| 2000-2499 | 500 | Various | X-29 | 1924 | 1936 | 40-foot 6-inch | 6-foot 0-inch | AB | 2D-F8 |
| 6200 | 1 | Various | X-29 | 10/24 | 01/42 | 40-foot 6-inch | 6-foot 0-inch | AB | |
| 9456-9594 | 138 | Various | X-29 | 1924 | 1942 | 40-foot 6-inch | 6-foot 0-inch | AB | |
| 49313-60149 | 293 | Various | X-29 | 1924 | 1943 | 40-foot 6-inch | 6-foot 0-inch | AB-1-B | |
| 97749-103324 | 167 | Various | X-29 | 24-33 | 1943 | 40-foot 6-inch | 6-foot 0-inch | AB-1-B | |
| 56609/574090 | 2 | Various | X-29 | 1924 | 1943 | 40-foot 6-inch | 6-foot 0-inch | | |
| 572042/573479 | 2 | Various | X-29 | 1924 | | 40-foot 6-inch | 6-foot 0-inch | | |
| 2540-2549 | 10 | PRR | X-42 | 10/50 | | 60-foot 0-inch | 7-foot 0-inch | AB-1-B | GSC BX |

Roster Total: 1,113 cars

Roster as of January 1953: 931 cars

Modeling X-29 Express Box Cars

There are a number of approaches to modeling the PRR's fleet of over 1,100 X-29 express cars. The easiest approach is to use the Red Caboose X-29 plastic kits that were released in the last three to four years. Red Caboose has produced versions of the X-29 with both flat ends (kit RC7028) and Dreadnaught ends (kit RC7072). Red Caboose has painted these X-29s in express service "circle keystone" lettering with at least 12 different car numbers on each body style. Both kits come with either flat three-panel doors or corrugated Youngstown doors. Red Caboose has also provided extra detail parts for the X-29 express cars, including marker light brackets and extra railings and grabirons.

Building the Red Caboose kits is relatively straightforward. Two of the challenges are: 1) getting the marker light brackets in the correct locations and getting them to set underneath the ladders, and 2) adding all of the additional grabirons and railings. While plastic parts are provided, substituting brass wire will work out better in the long run. The stirrup steps are very fragile and should be replaced with brass.

Modeling Santa Fe Express Box Car

To correctly model the express version of the X-29 using the Red

Caboose model, you will have to modify the brake system. This includes relocating the air reservoir, adding new brackets for the triple valve and adding new brackets for the AB-1-B valve (if the car you are modeling was so equipped).

Throughout the 1940s and 1950s, the PRR rebuilt a large number of X-29s with patch panels along the lower sides. Sunshine Models has produced this rebuilt X-29 in an express version with a Youngstown door (Sunshine kit 26.5) and a Creco door (Sunshine kit 26.6). The unique patch panels on these two kits add variety to a PRR express box car roster.

A nice addition to any express version of the X-29 is to add distinctive PRR trucks. One approach would be to use the Sunshine Models part TM7 which models the PRR's 2D-F8 coil-leaf (right side) truck. Another approach would be to install Bowser's PRR 2D-F12 coil-leaf (left side) truck (Bowser part 74190). The 2D-F12 is also available from Sunshine (part TM6). These very unique trucks were under a large number of the express service X-29s.

Life-Like has produced plastic models of the 50-foot double-door box car and the 50-foot double-door box car with end doors that can be used to model the Santa Fe's Fe-24 and Fe-29 express box cars. The modeler will need to add steam and signal lines to these cars,

along with marker light brackets. The Santa Fe used several types of trucks under these cars, so the modeler will have to consult the reference sources listed in the following paragraph. Throughout the 1940s, 1950s, and the early 1960s, the Santa Fe express box cars were painted Santa Fe passenger (coach) green with gold lettering. The roof and underbody were both black. After 1965 the express box cars were painted dark gray with light gray stenciling. Decals for either paint scheme are available from Microscale.

There have been two commercial models available of the Union Pacific express box cars. In 1990, Beaver Creek imported both the B-50-25 and the B-50-31 classes. The Beaver Creek cars came factory painted in all three Union Pacific paint schemes: the Challenger Gray scheme, the two-tone gray Overland scheme, and the post-1955 Armour Yellow and Harbor Mist Gray paint scheme. Overland Models imported a B-50-25 that was made by Ajin in Korea and came unpainted. Unless you can find one of the Beaver Creek or Overland models, you will need to kit-convert this express box car. An excellent article on kit-converting appears in Volume 15, Number 3 of *The Streamliner* which came out in Summer 2001.

Santa Fe Prototype Roster

| Car Numbers | Qty. | Builder | Class | Date Built | Inside Length | Door Size | Brakes | Original Trucks |
|-------------|------|---------|-------|------------|----------------|----------------|--------|------------------|
| 4100-4299 | 200 | PSCM | Fe-24 | 12/41 | 50-foot 6-inch | 15-foot 0-inch | AB | Barber S2 |
| 4300-4399 | 100 | PSCM | Fe-24 | 41-42 | 50-foot 6-inch | 15-foot 0-inch | AB | Barber S2 |
| 9700-9749 | 50 | AT&SF | Fe-29 | 11/52 | 50-foot 6-inch | 15-foot 6-inch | AB | A-3 Ride Control |

Roster Total: 350 cars

Roster as of January 1953: 197 cars (4)

Union Pacific Prototype Roster

| Car Numbers | Qty. | Builder | Class | Date Built | Inside Length | Door Size | Brakes | Original Trucks |
|---------------|------|---------|---------|------------|----------------|----------------|--------|-----------------|
| 9100-9199 | 90 | UP | B-50-25 | 8-9/39 | 40-foot 6-inch | 12-foot 0-inch | AB | Symington-Gould |
| 9190-9199 | 10 | UP | B-50-25 | 10/39 | 40-foot 6-inch | 12-foot 0-inch | AB | Timken RB |
| 9200-9209 (1) | 10 | UP | B-50-31 | 2/41 | 40-foot 6-inch | 12-foot 0-inch | AB | Barber S-4-L |
| 9210-9219 | 10 | UP | B-50-31 | 12/40 | 40-foot 6-inch | 12-foot 0-inch | AB | Allied FC |
| 9220-9229 | 10 | UP | B-50-31 | 1/41 | 40-foot 6-inch | 12-foot 0-inch | AB | Elsey |

Roster Total: 130 cars

Roster as of January 1953: 126 cars

HO EXPRESS BOX CARS



Mike Spoor and Tom Palmer have recreated the majority of the most common Express box cars, including this Pennsylvania Railroad car from a Red Caboose kit.



Mike modified a Life-Like Proto 2000 50-foot box car kit with, among other minor changes, passenger train air, signal, and steam lines like those in Cal Scale's 275 set.



This Milwaukee Road car is a N.J. International ready-to-roll import painted and lettered by Lloyd Keyser.



This 40-foot Great Northern car was built from an InterMountain kit with only steps and signal lines added.

Great Northern Cars 2525-2549

InterMountain produced this series of GN express box cars as stock 41010 (with 12 different car numbers) shortly after they introduced their 12-panel GN box car kits. When delivered in 1948, these steel cars were painted mineral red (Great Northern Railway herald) with white Scotchlite lettering. The InterMountain car comes in the attractive Pullman Green scheme that was applied to these cars in late 1950 or early 1951 and which lasted until these cars were repainted into the orange and green "Loader" scheme beginning in the mid-1950s. The lettering on the model is excellent. You will need to add stirrup steps at the door (use A-Line 29000-Style A), new stirrup steps at the four corners (A-Line 29002-Style C) and steam and signal lines. All of these 25 cars came with Superior 7-panel doors, unlike the earlier 25 GN express box cars (2500-2524) which all had Youngstown/Camel doors. In addition to the 12-panel sides, these cars had interim improved Dreadnaught ends, diagonal-panel roofs and steel roofwalks. These GN express box cars rode on roller bearing ASF A3 trucks. Roundhouse Products Express Box Car Roller Bearing Trucks (stock 02925) with Kadee 33-inch wheelsets come the closest to duplicating the prototype trucks.

Cars 2600-2649

Overland Models imported the 50-foot 2600-series express box cars (stock 3083) several years ago. Most of the models came unpainted, but some were delivered factory painted in Empire Builder green and orange. These cars remained in the EB paint scheme until 1967 when perhaps as many as 50 of the series were repainted Big Sky Blue. These cars featured diagonal-panel roofs, 14-panel sides, 8-foot Camel doors, 1/3/3 Dreadnaught ends, and Timken-roller-bearing passenger trucks.

Milwaukee Road Cars 50475-50499

(renumbered to 925-947)

These cars have never been available. Railway Classics has announced that they will be importing these express box cars in 2003. See the Railway Classics website at <http://www.RailwayClassics.com> for more information.

Milwaukee Road Cars 950-999 and 300-349

There have been no plastic or resin kits made that provide an easy starting point

for the 100 cars in these two number series. Several years ago, NJ International imported a brass Milwaukee Road 50-foot 6-inch rib-side single-door box car. If you can find this car, it makes a good starting point for the Milwaukee express cars. You will have to add steam and signal lines, marker light brackets (Custom Finishing B179), and an additional stirrup step by the door. The tackboards also have to be relocated to the left of the door.

When put into express service, these cars received the Hiawatha paint scheme then used on passenger cars (see notes 4 and 5 above). The half-page photo on page 15 of RAILWAY PROTOTYPE CYCLOPEDIA 6 has an excellent photo of express box car 329 that shows the car in the 1950 Hiawatha paint scheme.

Rock Island Cars 20000-20039, 20040- 20049, 20050 and 20051

The easiest starting point is to use InterMountain's 40-foot AAR Modified 10-foot 6-inch IH box car. Sunshine Models kit 31.10 can also be used. The brake system on the InterMountain car will have to be modified to the AB-1-B system. For cars 20000-20039, the bolsters will have to be modified to accommodate the Allied Full Cushion trucks. Add marker light brackets (Custom Finishing B-179) and a Detail

Associates Universal power hand brake and brake wheel. Add steam and signal lines. These Rock Island express box cars were painted Pullman Green. We used Scalecoat II Pullman Green. Decal with RI Express box cars decals from Sunshine Models.

Cars 20070-20084

We started with a Kadee undecorated PS-1 (stock 4000). Replace the door with a new Superior 7-panel door from Kadee (stock 2211). The Rock Island PS-1s were early P-S cars, so the rib on each of the end panels on the roof has to be removed. The distinctive dimples on the PS-1 car ends did not appear until after the production of the Rock Island cars, so the six dimples on each end also have to be removed. The Rock Island cars were outfitted with marker brackets, so Custom Finishing 179 marker light brackets were added to each corner. Add steam and signal lines to the car. These Rock Island PS-1 express box cars were also painted Pullman green. Decal with RI Express box cars decals from Sunshine Models.

Seaboard Cars 700-754

During the period 1943-1945, the Seaboard rebuilt 55 of their 1932 ARA box cars into express box cars and renumbered them into the 700-754 series. These cars were originally freight service box cars in the number series

18000-18499. What makes these cars unique is the Wine Company ventilators which were installed on the car side to the right of the 6-foot doors. The ventilators allowed these express box cars to be used in high-speed fruit service between Florida and northeastern and midwestern cities. These cars were also used in mail-storage and express service, including mail service between Jacksonville, Atlanta and Kansas City via the SAL, Southern and Frisco.

The most accurate model of the Seaboard's express box cars is the Sunshine Models kit 21.23. Red Caboose also offered a Seaboard express box car paint job on their PRR X-29 box car kit. One of the major drawbacks of the Red Caboose kit is that it does not have the side ventilators. The Sunshine kit comes with the ventilators molded into the resin car sides. It also comes with the correct Pullman lap seam roof and riveted ends. During rebuilding, these cars received Ajax power hand brakes and Apex Tri-Lok steel running boards, all of which come in the Sunshine kit. Add marker light brackets (Precision Scale 32550) to the four corners. These cars were painted Pullman Green and were lettered in Dulux Gold lettering. When put in express service, a Railroad Roman lettering font was used. During later repainting, some of these express cars (but not all) would be lettered in a distinctive Seaboard font.

Great Northern Prototype Roster

| Car Numbers | Qty. | Builder | Date Built | Inside Length | Door Size | Brakes | Original Trucks |
|-------------|------|---------|------------|----------------|---------------|--------|-----------------|
| 2500 | 1 | GN | 11/44 | 40-foot 6-inch | 6-foot 0-inch | AB-1B | ASFA3 |
| 2501-2524 | 24 | GN | 8-9/45 | 40-foot 6-inch | 6-foot 0-inch | AB-1B | ASFA3 |
| 2525-2549 | 25 | GN | 3/48 | 40-foot 0-inch | 6-foot 0-inch | AB | ASF A3 |
| 2600-2649 | 50 | GN | 1952 | 50-foot 6-inch | 8-foot 0-inch | AB-1B | GSC BX |

Roster Total: 100 cars

Roster as of January 1953: 98 cars

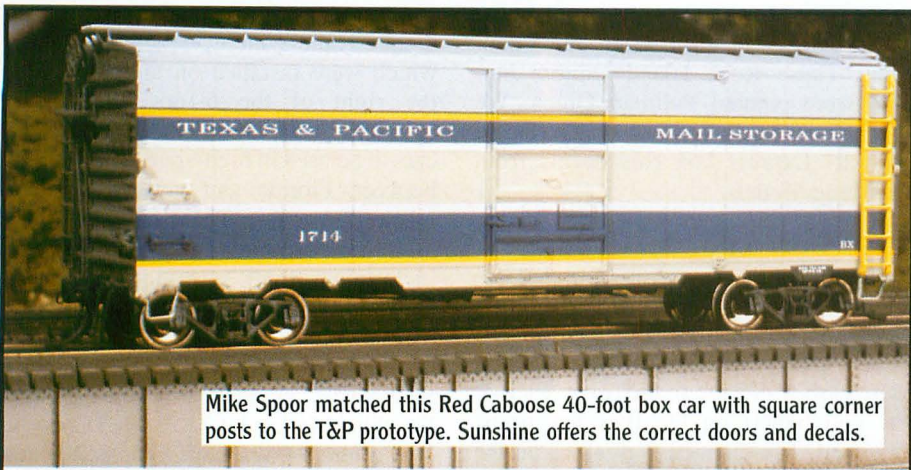
Milwaukee Road Prototype Roster

| Car Numbers | Qty. | Builder | Date Built | Reblt | Inside Length | Door Size | Brakes | Original Trucks |
|-------------|------|---------|------------|-------|----------------|---------------|-----------|-----------------|
| 50475-50499 | 25 | CMStP&P | 12/41 | | 50-foot 6-inch | 6-foot 0-inch | AB | |
| 925-947 | 23 | CMStP&P | 12/41 | 6/45 | 50-foot 6-inch | 6-foot 0-inch | AB GSC BX | |
| 950-999 | 50 | CMStP&P | 1949 | | 50-foot 6-inch | 6-foot 0-inch | AB | |
| 300-349 | 50 | CMStP&P | 1950 | | 50-foot 6-inch | 6-foot 0-inch | AB | |

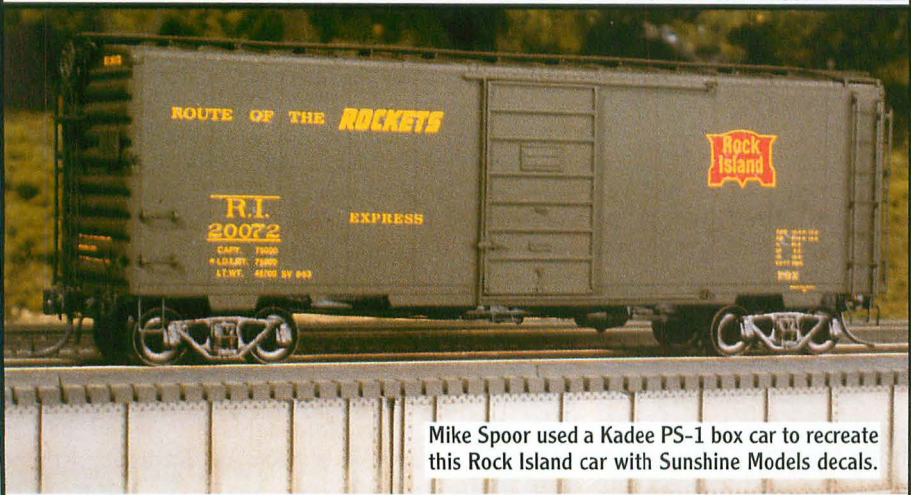
Roster Total: 125 cars

Roster as of January 1953: 122 cars

HO EXPRESS BOX CARS



Mike Spoor matched this Red Caboose 40-foot box car with square corner posts to the T&P prototype. Sunshine offers the correct doors and decals.



Mike Spoor used a Kadee PS-1 box car to recreate this Rock Island car with Sunshine Models decals.



Mike Spoor used a Sunshine Models kit to recreate this replica of the Seaboard 40-foot Express Box.



Mike Spoor added Custom Finishing B-179 marker light brackets and steam and air lines to this Proto 2000 50-foot box car.

Burlington Cars 8000-8299

Modeling the Burlington's 40-foot express box cars is relatively easy. Sunshine Models kit 31-17 builds up to an exact match for the prototype. The InterMountain plastic kit can also be used. Detail additions include adding marker light brackets (Custom Finishing B-179), steam and signal line hoses, and Allied Full Cushion trucks. All of the CB&Q 40-foot express box cars were painted Pullman Green. Correct decals come with the Sunshine kit. Jerry Hamsmith also sells the correct white CB&Q express box car decals if you use the InterMountain box car kit as a starting point.

Cars 8500-8549

In 1944 the Burlington needed an additional 50 express box cars, so 50 of the Class XM-33 50-foot single-door box cars were repainted Pullman Green and renumbered to 8500-8549. These cars had been built at Havelock in August 1941 as 21300-21349. These cars had an inside height of 10 feet 6 inches and an inside width of 9 feet 4 inches. The doors were 8 feet wide, and the cars had a capacity of 4,949 cubic feet. These cars were built in accordance with General Drawing 90292. These cars had rectangular panel roofs, 2-piece Dreadnaught ends, 8-foot Camel corrugated doors and straight sidesills. They rode on Allied Full Cushion trucks.

Unlike the 40-foot express box cars that quickly found their way back into freight service on the arrival of the troop kitchens, the 50-foot express box cars would stay in express service until 1953 when all but eight cars were fitted with "DF" load devices and transferred back to freight service. It has been determined that they did not get their original 1941 numbers back upon being put back in freight service, but received new numbers that were randomly assigned in the same original 21300-21349 series. The eight cars that stayed in express service were numbered as follows: 8503, 8506, 8508, 8512, 8527, 8533, 8535 and 8542. Six of these were still listed in the January 1961 OFFICIAL REGISTER OF PASSENGER TRAIN EQUIPMENT as active express box cars. The 1966 OFFICIAL REGISTER does not include any line item for the 8500-series express box cars.

Modeling the Burlington's 50-foot 8500-series express box cars is relatively easy. The starting point is the 50-foot single-door box car produced by Life-Like in their Proto 2000 series. This kit is an exact

match for the CB&Q Class XM-33 box cars. There are only a few detail changes to make. Add marker light brackets (Custom Finishing B-179) on each corner. The prototype used Allied Full Cushion trucks as long as the cars were in express service. Add a steam line and a signal line with either plastic or brass detail parts. The car is painted Pullman Green and the lettering is white. Decals are available from Jerry Hamsmith.

Southern Pacific Cars 5700-5749

The Southern Pacific Class B-50-24 40-foot box cars were built by Mt. Vernon in October 1946 as a group of 500 cars. Somewhat unusual for the time was that the SP cars were built in 1946 with a 10-foot 0-inch inside height that dated back to a 1937 design. Of the 500 B-50-24s, all but 50 cars were painted black and placed in overnight merchandise service. Fifty cars went directly into express service where they were painted in SP dark olive green with Dulux Gold lettering. These cars had ACR (Alternate Center Rivet) sides, welded underframes, 12-panel improved Murphy roofs, 6-foot Youngstown Camel doors, improved Dreadnaught ends and postwar Morton steel running boards.

Two models of the SP steel B-50-24 express box cars are available. Sunshine Models kit 32.3 is an exact model of the SP steel express box cars. Red Caboose also has their kit RC-8050 available that models the SP express box car. The Red Caboose kit comes with several different numbers and comes lettered for both a generic SP express box car and as assigned to NYC-California Service.

The modeler needs to be careful when putting trucks on these SP express box cars. When delivered they came on ASF A-3 ride control trucks. Some of the cars received Allied Full Cushion trucks between 1947 and 1950. In 1950 the ASF A-3 trucks were re-installed. In 1953-1954 about half of the 50 cars received GSC BX high-speed trucks.

Atlantic Coast Line Cars 1850-1899

The Atlantic Coast Line had the fourth largest group of steel-sided rebuilds of USRA double-sheathed box cars in the country. Beginning in 1937 the ACL began a rebuilding program for these cars. The old wood sides were replaced with 8-panel steel sides. The original Murphy 5/5/5 ends and wood roofs were retained.

Like many railroads in the early years of World War II, the Atlantic Coast Line

saw a dramatic increase in head-end business, so during 1942-1943 the ACL converted 50 of its Class O-14-B steel-sided rebuilt ventilated box cars to express box cars. A ventilator was added to the left of each door and two small ventilators were added in each end, one above the other. These cars were equipped with steam and signal lines, additional hand holds, marker light brackets, end buffer plates, and Allied Full Cushion trucks. The trucks were replaced with AAR cast Bettendorf trucks in the late 1940s. They were used primarily to deliver Florida citrus produce, berries, and vegetables to northeastern markets. They were painted Pullman Green with white lettering.

The roster of active ACL express box cars remained at 48 cars throughout the 1950s. By 1961 there were only 33 cars left in express service. The roster dwindled to only one car, number 1854, by March 1965. It would survive and become SCL 4868 at the time of the ACL/SAL merger.

The only model that has been manufactured of the ACL express box car is Sunshine Models kit 3.3. This kit was only produced in limited numbers (50 kits were made) and has long been out of stock at Sunshine.

Missouri Pacific Prototype Roster

| Car Numbers | Qty. | Builder | Date Built | Reblt | Inside Length | Door Size | Brakes | Original Trucks |
|-------------|------|---------|------------|-------|----------------|----------------|--------|-----------------|
| 86150-86174 | 25 | AC&F | 12/41 | 1942 | 50-foot 6-inch | 15-foot 0-inch | AB-1-B | Allied FC |
| 88300-88324 | 25 | AC&F | 12/41 | 1942 | 50-foot 6-inch | 15-foot 0-inch | AB-1-B | Allied FC |
| 4300-4324 | 25 | AC&F | 12/58 | | 50-foot 6-inch | 15-foot 0-inch | AB-1-B | GSC BX |
| 4325-4349 | 25 | AC&F | 12/58 | | 50-foot 6-inch | 15-foot 0-inch | AB-1-B | GSC BX |
| 1700-1724 | 25 | PSCM | 11/37 | 1946 | 40-foot 6-inch | 6-foot 0-inch | AB-1B | ASF A-3 |

Roster Total: 75 cars

Roster as of January 1953: 75 cars

Rock Island Prototype Roster

| Car Numbers | Qty. | Builder | Date Built | Reblt | Inside Length | Door Size | Brakes | Original Trucks |
|-------------|------|---------------|------------|-------|----------------|---------------|-----------|-----------------|
| 20000-20039 | 40 | Pressed Steel | 12/41 | | 40-foot 6-inch | 6-foot 0-inch | AB-1B | Allied FC |
| 20040-20049 | 10 | Pressed Steel | 1941 | | 40-foot 6-inch | 6-foot 0-inch | AB-1B | Barber S-1-L |
| 20050 | 1 | Pressed Steel | 1941 | 1943 | 40-foot 6-inch | 6-foot 0-inch | AB-1B | Zimco |
| 20051 | 1 | Pressed Steel | 1941 | 1943 | 40-foot 6-inch | 6-foot 0-inch | Timken 1B | |
| 20060-20069 | 10 | Mt. Vernon | 2/45 | | 40-foot 6-inch | 6-foot 0-inch | AB-1B | Barber S-4-L |
| 20070-20084 | 15 | Pullman | 6-8/48 | 1953 | 40-foot 6-inch | 6-foot 0-inch | AB | ASF A-3 |

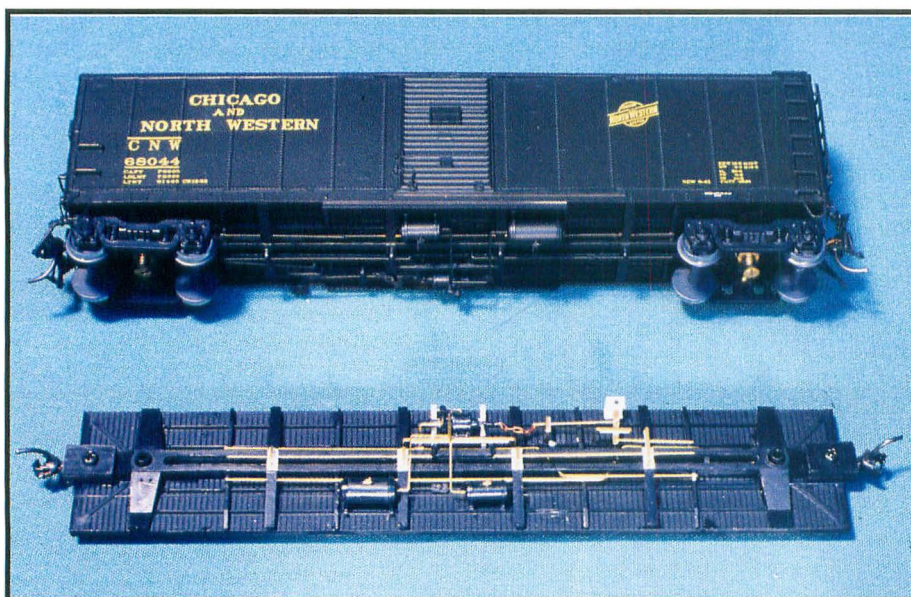
Roster Total: 77 cars

Roster as of January 1953: 60 cars

HO EXPRESS BOX CARS



This ACL model is a Sunshine Models kit, assembled, detailed with air and signal lines, painted, and decaled by Tom Palmer.



Lloyd Keyser's 50-foot C&NW box car is a Proto 2000 kit with full underbody details.

CStPM&O Cars 20000-20048

ACF built 700 40-foot box cars numbered 20000-21398 for C&NW subsidiary CStPM&O during October-November 1941, with the first 25 cars built specifically for express service (20000-20048 even numbers only). The design was the modified 1937 AAR car. All cars in this series had Viking corrugated roofs. Original equipment on

the express box cars included Superior 7-panel doors, 8-rung side ladders, Ureco hand brakes, Gypsum running boards and Allied Full-Cushion trucks. The Allied Full Cushion trucks were replaced with Commonwealth equalized trucks between 1946 and 1952. Lettering features the "Route of the 400" slogan on both sides. The word "Fleet" is not included. Reporting marks are "CMO"

and the word "EXPRESS" is stenciled to the left of the door opening.

The InterMountain 40-foot box car is the correct model. Add steam and signal lines to the kit, as well as marker light brackets (Custom Finishing B-179). Change out the doors that come with the kit and install a 7-panel Superior door. The correct Viking roof is available from Des Plaines Hobbies. The cross bearers closest to the truck bolsters need to be moved a scale 6 inches toward the center of the car. This will allow the trucks to swing freely. Replace the existing brake system with a UC passenger brake system and modify to represent an LN brake system. The C&NW actually did this during 1950-1951 when they removed this hardware from older wooden milk cars. These cars were painted Pullman Green with black underbodies. Lettering was gold. You can use Champ decal set HC-22. Lloyd Keyser also sells a decal set that was printed by Rail Graphics for these cars.

C&NW Cars 68000-68048

The only way to model these CN&W cars is to undertake a major kit-conversion project. Lloyd Keyser has successfully created these cars in HO scale by starting with the Life-Like Proto 2000 50-foot 6-inch single-door box car

Seaboard Air Line Prototype Roster

| Car Numbers | Qty. | Builder | Date Built | Inside Length | Door Size | Brakes | Original Trucks |
|---|------|---------|------------|----------------|---------------|--------|-----------------|
| 700-754 (1) | 55 | PSCM | 1937 | 40-foot 6-inch | 6-foot 0-inch | AB-1-B | Buckeye CR |
| Roster Total: 55 cars | | | | | | | |
| Roster as of January 1953: 54 cars | | | | | | | |

Burlington Prototype Roster

| Car Numbers | Qty. | Builder | Date Built | Inside Length | Door Size | Brakes | Original Trucks |
|-------------|------|---------|------------|----------------|---------------|--------|-----------------|
| 8000-8049 | 50 | CB&Q | 12/40 | 40-foot 6-inch | 6-foot 0-inch | AB | Allied FC |
| 8100-8199 | 100 | CB&Q | 10-11/44 | 40-foot 6-inch | 6-foot 0-inch | AB | Allied FC |
| 8200-8299 | 100 | CB&Q | 8/44 | 40-foot 6-inch | 6-foot 0-inch | AB | ASF A3 |
| 8500-8549 | 50 | CB&Q | 8/41 | 50-foot 6-inch | 8-foot 0-inch | AB | Allied FC |

Roster Total: 300 cars

Roster as of January 1953: 50 cars

Southern Pacific Prototype Roster

| Car Numbers | Qty. | Builder | Date Built | Inside Length | Door Size | Brakes | Original Trucks |
|-------------|------|------------|------------|----------------|---------------|--------|-----------------|
| 5900-5924 | 25 | Various | 1925-1928 | 40-foot 6-inch | 6-foot 0-inch | AB | Allied FC |
| 5800-5874 | 75 | Various | 1925-1928 | 40-foot 6-inch | 6-foot 0-inch | AB | Allied FC |
| 5700-5749 | 50 | Mt. Vernon | 10/46 | 40-foot 6-inch | 6-foot 0-inch | AB | ASF A-3 |

Roster Total: 149 cars

Roster as of January 1953: 50 cars

Atlantic Coast Line Prototype Roster

| Car Numbers | Qty. | Builder | Date Built | Inside Length | Door Size | Brakes | Original Trucks |
|-------------|------|---------|------------|----------------|---------------|--------|-----------------|
| 1850-1899 | 50 | AC&F | 2/19 | 40-foot 6-inch | 6-foot 0-inch | AB | Allied FC |

Roster Total: 50 cars

Roster as of January 1953: 48 cars

Chicago & North Western Prototype Roster and Chicago, St. Paul, Minneapolis & Omaha Prototype Roster

| Car Numbers | Qty. | Builder | Date Built | Reblt | Inside Length | Door Size | Brakes | Original Trucks |
|-------------|------|---------|------------|-------|----------------|---------------|--------|-----------------|
| 68000-68048 | 25 | PSCM | 9/41 | 11/41 | 50-foot 6-inch | 6-foot 0-inch | AB/LN | Allied FC |
| 20000-20048 | 25 | AC&F | 12/41 | 2/47 | 40-foot 6-inch | 6-foot 0-inch | AB/LN | Allied FC |

Roster Total: 50 cars

Roster as of January 1953: 48 cars

kit. Replace the roof with two Des Plaines Viking roofs that have been spliced together to create the 50-foot roof needed for this car. The car sides need to be modified by replacing the side panels on each side of the door and installing a new 6-foot Youngstown door. A new sidesill must be scratchbuilt. Use a Kadec roofwalk to duplicate the Apex Tri-lock running board. Again, the underframe needs to be modified by

moving the cross bearers closest to the truck bolster 6 inches toward the center of the car. As was the case with CStPM&O 40-foot cars, the original Allied Full Cushion trucks were replaced between 1951 and 1953 with Commonwealth equalized trucks and a LN passenger air brake system was installed after being removed from the wooden milk cars. These cars were painted Pullman green with black

underbodies. Lettering was gold. You can use Champ decal set HC-22. Lloyd Keyser also sells a decal set that was printed by Rail Graphics for these cars.

RMJ