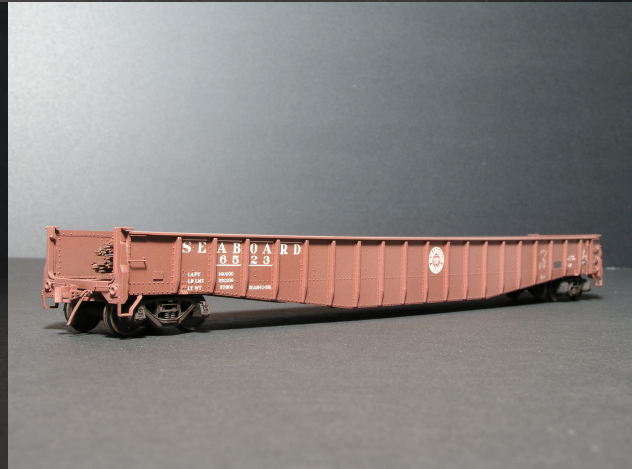


The Seaboard - Coast Line Modeler

Volume 10, Number 1

Issue 34



In this Issue:

Modeling Seaboard Air Line GB class 65' Gondolas

Modeling Seaboard Coast Line Plan 7600 coaches

Modeling Pullman-Standard 2929 cubic foot hoppers

Modeler's Workbench



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Editorial

The *Seaboard-Coast Line Modeler* continues to persevere into 2026 with the release of Issue 34. In this issue, we detail several projects involving Pullman-Standard Plan 7600 52-seat coaches, the SAL GB class gondolas, and a detailed look at the fleet of the Pullman-Standard 2929 cubic foot covered hoppers.

As 2026 progresses, the editorial staff have more projects planned for publication, however, we are in need of authors, model builders, and historians who have the skills to contribute to the publication.

The *Seaboard-Coast Line Modeler* began in 2007, and has remained at the forefront of modeling publications dedicated to the preservation of the historical significance of the Atlantic Coast Line, Seaboard Air Line, Seaboard Coast Line, and associated railroads through accurate scale modeling.

With use and development of 3D printing in model railroading, it has become an increasingly important medium which allows for the minute nuances of order variations on models that would otherwise be left up to the modeler, and would be traditionally cost prohibitive for manufacturers to include. The creation of new applicable parts such as horns, bells, headlights, and many other details has complimented existing scale models in a manner we have not yet fully come to appreciate.

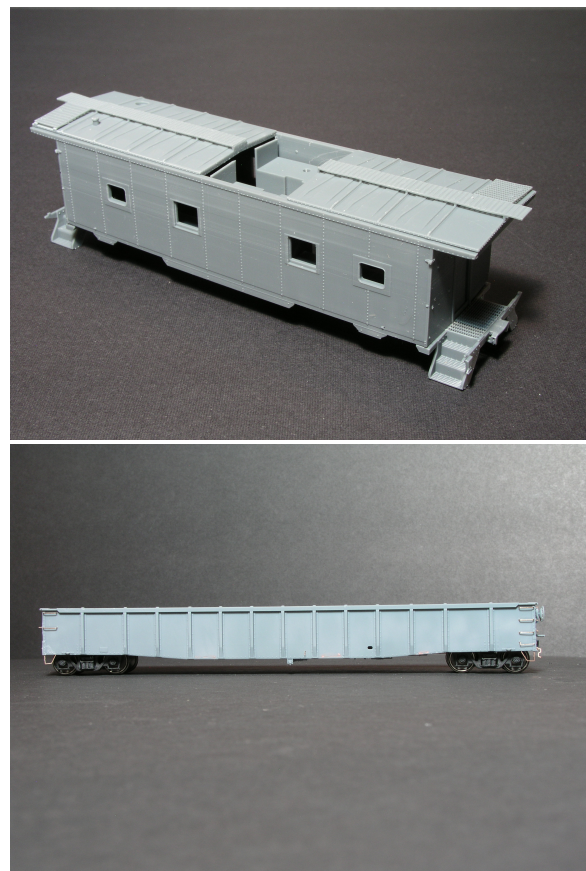
While the medium of scale modeling may be ever changing, nothing will ever replace the creativity of modelers who look beyond the kit in the box and render a better model. The use of 3D printed resins and technology is changing the face of scale modeling and we

now have the first, and most accurate scale Seaboard Coast Line gondola on the market released in this medium and a variety of ACL and SCL M-5 cabs.

As we continue towards the next issue, please consider supporting manufacturers who are using this new technology to supplement our hobby.

This issue would not be possible without assistance from many, and we hope this inspires fellow modelers to learn, create, and contribute.

- *Justin May*



SEABOARD AIR LINE

GB class 65'6" mill gondolas

By Justin May

Photographs as noted



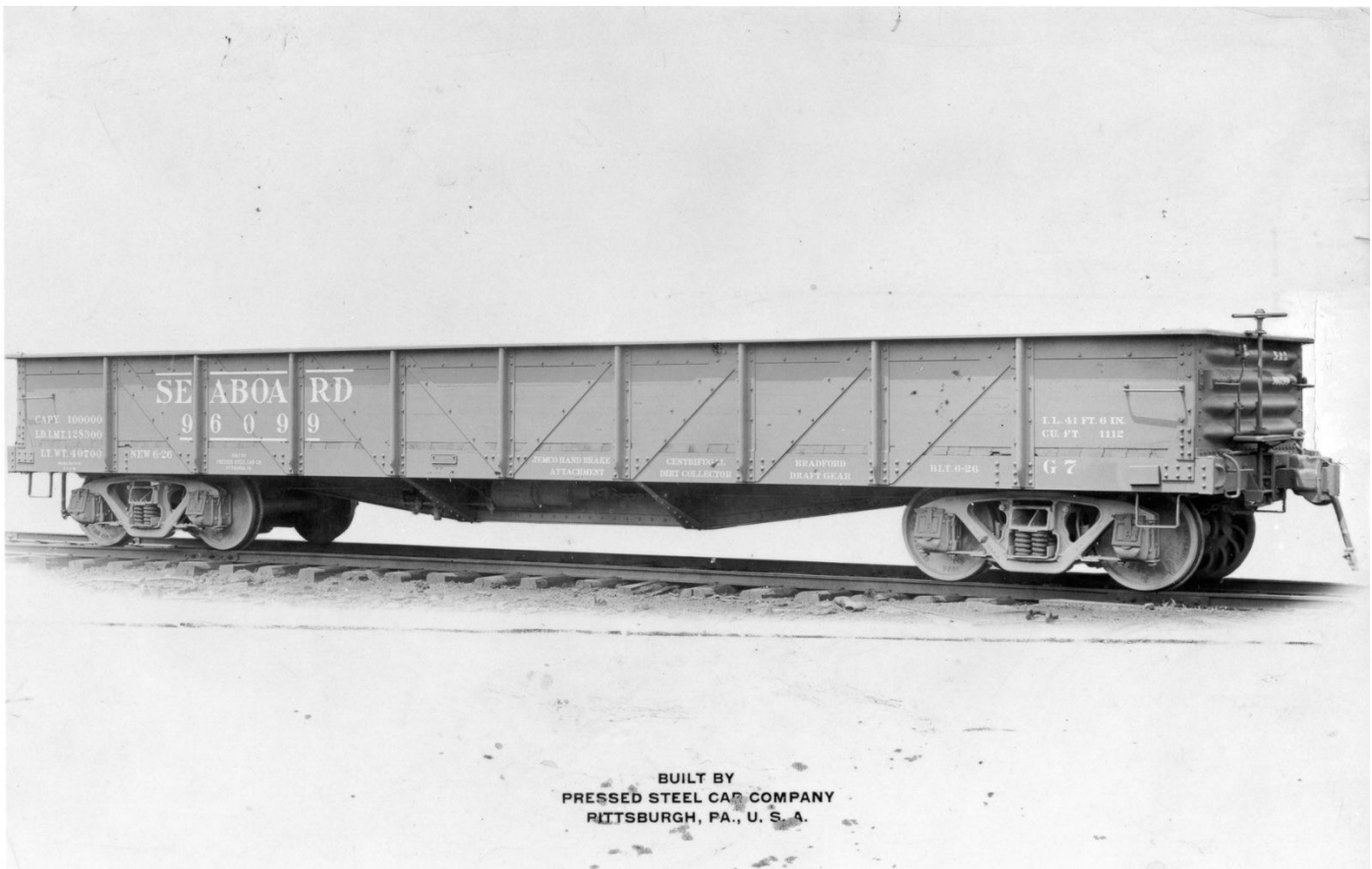
SAL 6523 passes through Hamlet Yard in North Carolina on April 5, 1959. ***(Col. Chet McCoid photograph, Bob's Photo)***

Seaboard Air Line's slogan, "Through the Heart of the South" was an iconic reminder of the territory it served so well. Always a competitor to rivals, Atlantic Coast Line and Southern Railway, SAL served many of the same regions and at times customers in an effort to contend for needed revenue.

Due to several factors, SAL entered bankruptcy in December 1930 as the first railroad to do so during the Great Depression. The following years were lean, but the road was able to survive, and would slowly climb to financial independence again in 1946. In the interim, Seaboard managed its expenses well and made several gains towards capital improvements in right-of-way, centralized traffic control (CTC), and equipment, which would serve as a solid foundation in the post-war era. The Second World War brought a heavy influx of traffic to the road, which emerged from receivership in 1946 as a strong southeastern railroad fully capable of contending with its southern rivals.

SAL's innovation in passenger operations and marketing led to strong gains which would ultimately position it as a force within the southeast. The 1940s and 1950s are a time of transition in the history of SAL as it looked towards dieselization amidst the growth of the Southeast during this period. The modernization of equipment is but one area where improvements can be seen as evidence of this.

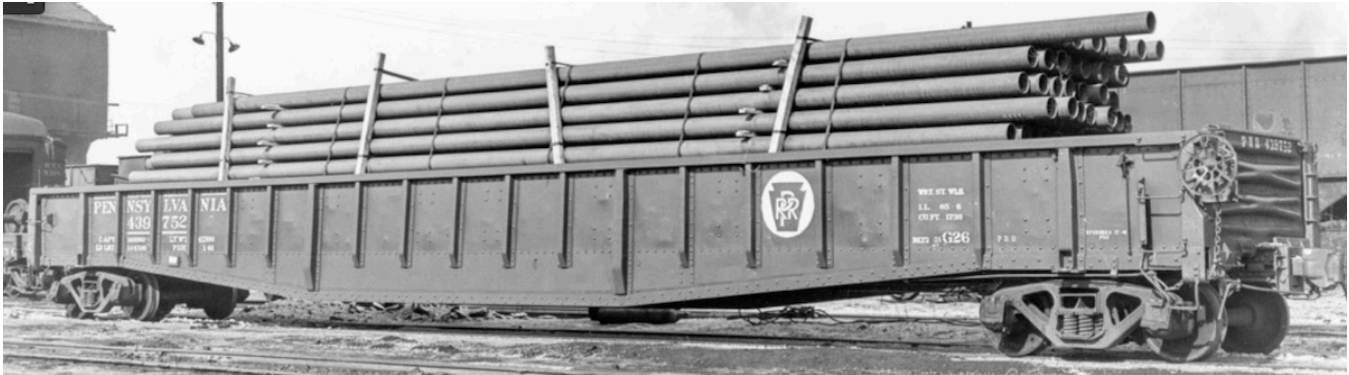
From 1930 to 1945, Seaboard rostered no steel gondolas favoring composite construction instead. In 1938, 20 percent of SAL's roster was comprised of composite gondolas, however, by 1949 less than 1 percent of that fleet remained. In 1949, SAL transitioned to steel gondolas which comprised 11 percent of the entire freight car fleet of 21,759 cars.



SAL 96099, a member of the composite G-7 class which was heavily favored by SAL until 1949 when all-steel car construction began in earnest. **(Pressed Steel Car Company photograph, Author's Collection)**

Between October 1930 and May 1931, the Pennsylvania Railroad designed their G26 65'6" mill gondola and would roster 1,700 examples making it the first long mill gondola. The G26 and its derivatives were designed to carry large structural shapes without the use of idler flat cars and were constructed to a narrow design to permit tracking through tight clearance. Other railroads soon followed suit with B&O, NYC, P&LE, Erie, NKP, and CNJ rostering their own examples from Bethlehem Steel. The design was a success and eventually Lackawanna, N&W, Southern, and Western Maryland would also purchase near duplicates of the G26 design. In 1937, General American constructed several classes for Santa Fe making inroads to the western and midwestern areas of the country.

Few examples of the long mill gondola were constructed during the war years as the WPB discouraged specialized car construction. It was not until 1944, that D&RGW ordered fifty cars to serve western steel mills that the design re-appeared. The AAR design was successful with SP, Wabash, Southern, and Western Maryland ordering additional cars. In 1948 and 1949, several railroads ordered small quantities of long mill gondolas from Pressed Steel Car Company to include Seaboard Air Line.



Pennsylvania Railroad 439752, a member of the G26a class, was one of the first 65'6" mill gondolas constructed to this length. PRR, the "Standard Railroad of the World," developed the gondola for use in steel loading.
(Photographer Unknown, Image courtesy of Jerry Britton's The Pennsy Modeler)

Few examples of the long mill gondola were constructed during the war years as the War Production Board discouraged specialized car construction. It was not until 1944 that D&RGW ordered 50 cars to serve western steel mills that the design reappeared. The AAR design was successful with SP, Wabash, Southern, and Western Maryland ordering additional cars. In 1948 and 1949, several railroads ordered small quantities of long mill gondolas from Pressed Steel Car Company, and these included Seaboard Air Line.

In January 1949, SAL took delivery of 50 mill gondolas from Pressed Steel Car Company of Pittsburgh, PA. The cars were numbered SAL 6500-6549 and were the largest gondola on the SAL roster. The 70-ton gondolas featured 20 panels, a steel floor, drop ends, and were rated for 1,777 cubic feet of lading.

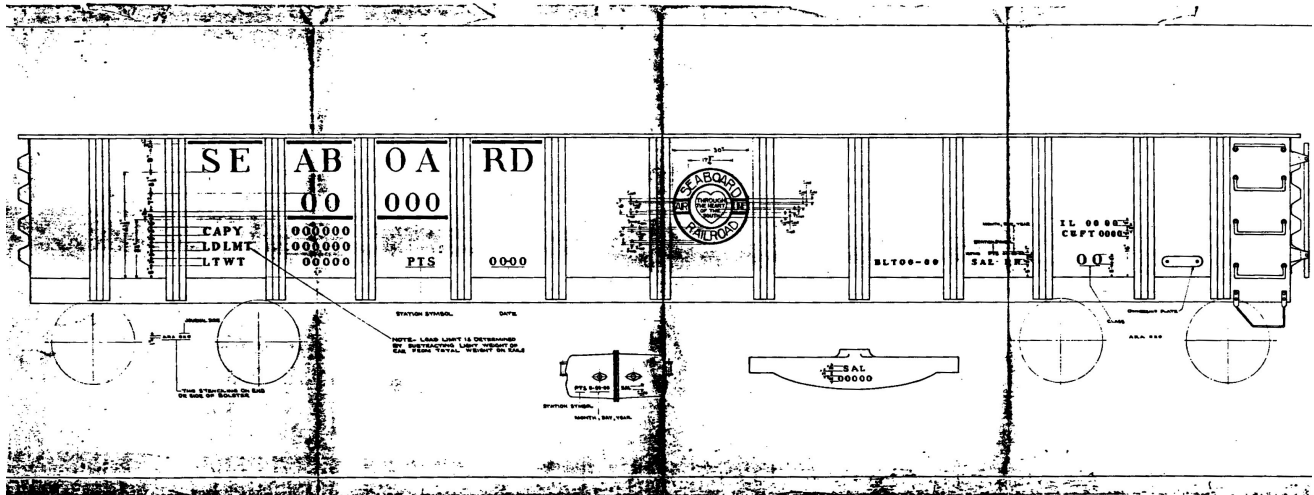
The GB class featured an interior height of 3'6" and overall length of 65'6". The gondolas were equipped with AB brakes and utilized Universal ratchet pump hand brakes. The cars also featured postwar dreadnaught steel drop ends with Wine Company drop mechanisms. The gondolas were constructed with a flat, solid bottom design and rode on 70-ton ASF A-3 Ride Control trucks with 33" single-wrought steel wheels. The GB class was painted freight car brown and stenciled with white lettering that featured a red heart within the herald.

The GB class gondolas were used extensively in treated and untreated pole loading, structural shapes, rebar service, and general service of long loads.

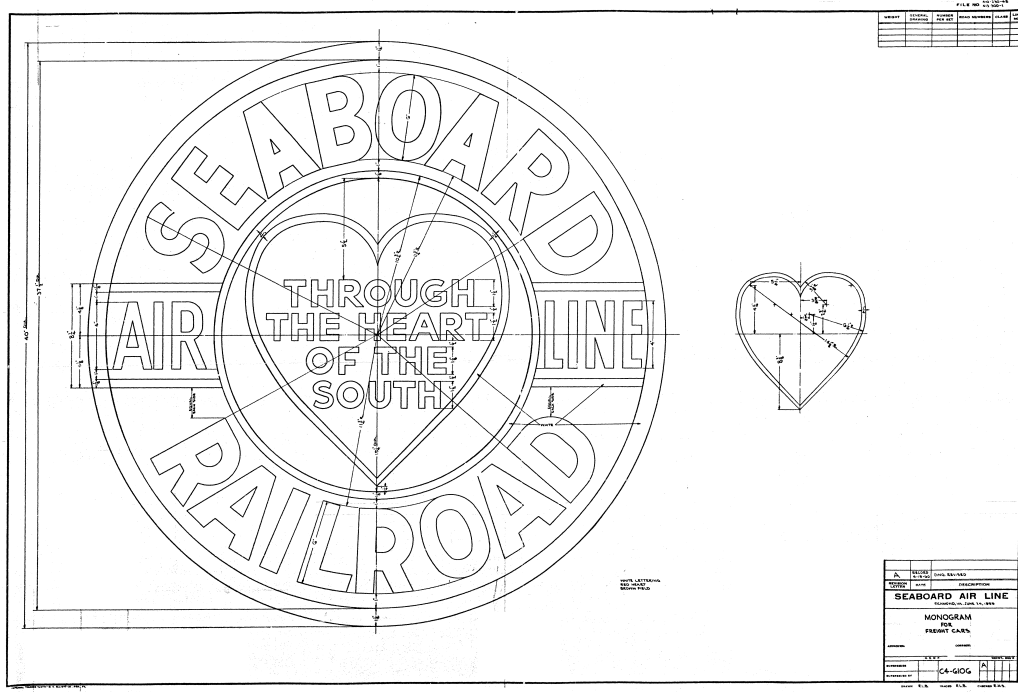
In 1967, all 50 GB class gondolas were conveyed to SAL successor Seaboard Coast Line as the KS-23 class. The cars were renumbered SCL 746500-746549, and were rated for 77-ton capacity, however, no other significant changes were made to the cars. The GB class was pressed into service without repainting and retained their freight car red paint scheme through 1984. The GB class due to their rugged construction and limited usage sustained all 50 cars through 1966, and by 1975 the class was listed with 49 examples remaining. In 1980, only 47 cars remained on the SCL roster.

The GB class of the Seaboard Air Line was the only drop end mill gondola on the roster and would eventually outlive the railroad. The long mill gondola design was so successful that it

continued to be built with little variation for almost three decades following initial construction.



Above: The 1949 Seaboard Air Line lettering diagram for high side gondolas was applied to the GB class of gondolas. The placement of the reporting marks and herald varied over time, but generally followed this placement throughout the years of repainting. **Below:** The 1946 diagram of the SAL herald was applied to the center panel of the car. The stenciling was white with the area enclosed within the heart being red. The herald would be utilized on many different classes and was typically found in 30", 40" and 56" diameters.





SAL 6509 sits in Seaboard's largest yard in Hamlet, NC. The use of yellow journals was not restricted to gondolas, but has also been seen on open hoppers, and denotes the use of specialized bearings. The repack date indicates it was repacked in Hamlet in September 1958. **(Col. Chet McCoid photograph, Bob's Photo)**



SAL 6523, the most photographed example of all Seaboard GB class gondolas is seen passing through Hamlet, NC. The repack data denotes it was last serviced in 1952. **(Col Chet McCoid photograph, Bob's Photo)**



SAL 6541, in the as-delivered paint scheme with the reporting marks located on panels 2-5 and the herald centered in panel 11, sits in Hamlet yard on October 14, 1951. **(Col. Chet McCoid photograph, Bob's Photo)**



SAL 6527 was photographed after the application of a double COTS panel and lacking a drop end in 1984. **(Stuart Thayer photograph, Author's collection)**



SAL 6548 is loaded with a high and wide load these gondolas were specially designed to handle. The use of idler flats on either side was typical when making special movements of freight. The car was photographed in Raleigh, NC on 09/04/1982. **(Warren Calloway photograph)**





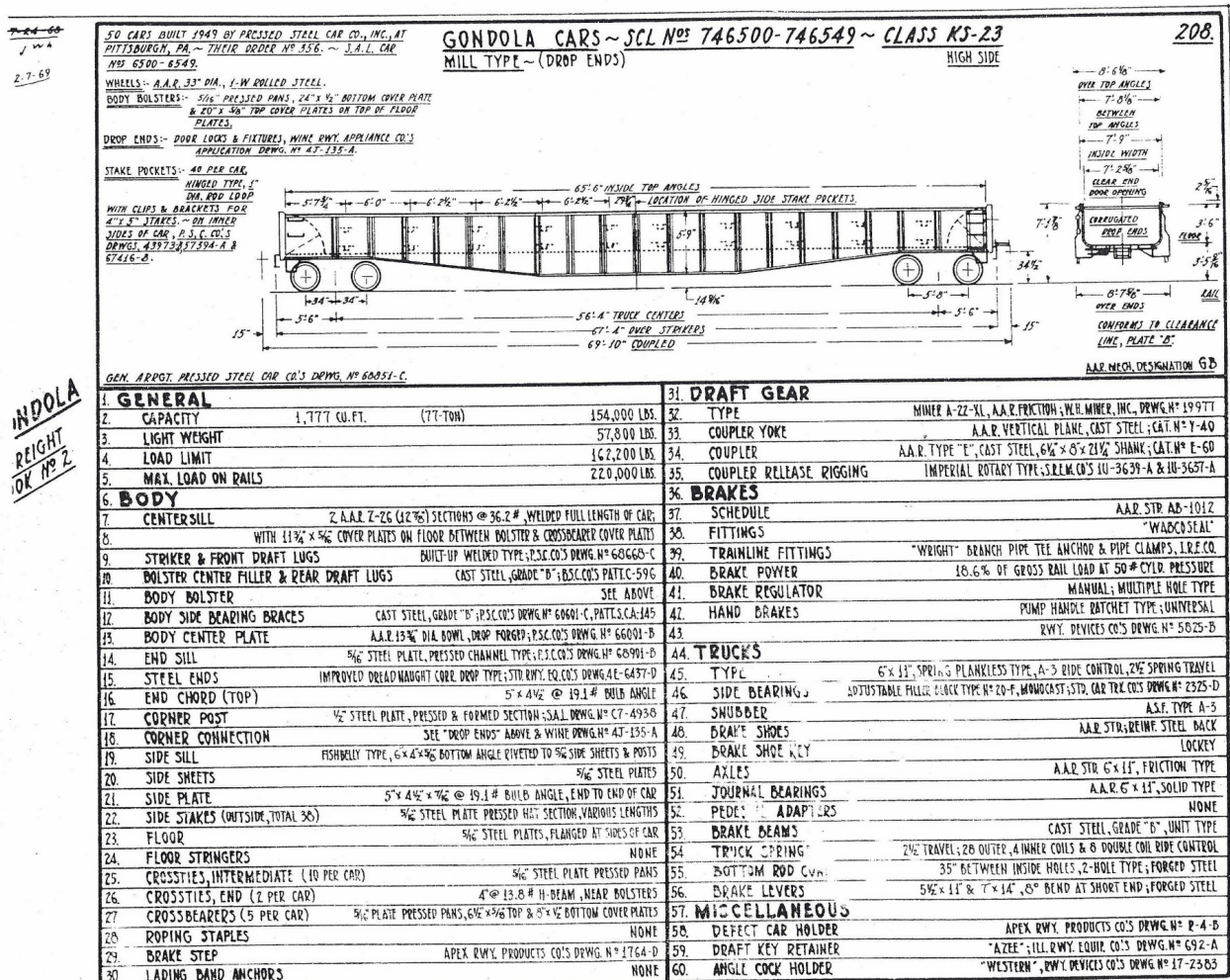
(Bottom page 10 and left) SAL 6521 is seen passing through Raliegh, NC on an unknown date. The reweigh stencil indicates the car is in SCL ownership and was last tested in March 1982. The build date of January 1949 is plainly visible and the Universal pump handbrake is seen in this B-end photograph. (*Warren Calloway photograph*)



SAL 6506 is hauling a load of rebar as it rolls through Cayce, SC in February 1986. The gondola was last reweighed by SCL in November 1980, and the remnants of the original herald are visible in panel 11. These cars retained their original appearance until retirement in many cases. (*Randy Chassereau photograph*)

Photo References of the Seaboard Air Line GB class gondolas:

Car Number	Date	Reporting Marks	Herald Location	Source	Notes
6505	7-5-1981	4-7 Panels	12 Panel	SAL Colorguide	COTS
6505	No Date	4-7 Panels	12 Panel	J. Golden	ACI label
6506	2/1986	3-4 Panels	11 Panel	R. Chassereau	Wheel dot
6509	1959	2-5 Panels	11 Panel	C. McCoid	Yellow journals
6523	No Date	2-5 Panels	11 Panel	S. Jackowski	ACI label
6523	4/5/1959	2-5 Panels	11 Panel	C. McCoid	
6523	4/1949	2-5 Panels	11 Panel	Bob's Photo	As delivered
6528	12/1981	4-7 Panels	13 Panel	Matt Herson	COTS
6527	1984	2-5 Panels	11 Panel	J. May	COTS, no ACI
6529	4/1973	2-5 Panels	None	J. May	ACI label
6531	No Date	2-5 Panels	11 Panel	W. Calloway	COTS, ACI label
6541	10/14/1951	2-5 Panels	11 Panel	Bob's Photo	As delivered
6548	9/4/1982	2-5 Panels	None	S. Thayer	COTS





SAL 6541 was constructed by John Golden to showcase the Athearn AAR 65' mill gondola tooling released by Athearn. (*John Golden photograph*)

Modeling SAL's GB class:

In 2006, Athearn released a highly accurate HO scale model of the AAR 65' mill gondola in a variety of accurate paint schemes. The model most accurately captures the details of the Atchison, Topeka and Santa Fe Ga-47/48/55 classes; however, it is also accurate for several other railroads.

The 65' AAR mill gondola is a mixed media model using plastic sides, ends, and details and a die-cast metal floor and underframe with cast rivet detail. The execution of the rivet detail is excellent, and this construction method also allowed for interior tie down details to be included in the injection molded sides.

The Dreadnaught drop ends are moveable and separate parts from the body which allowed for excellent detailing to include interior and exterior corrugations. The ends can be placed in the upright or lowered position to account for loads. The brake components are modeled in plastic and include only the major components. No piping is included as it largely not visible from normal viewing angles.

The included brake mechanism is mounted "side-saddle" or parallel to the car side and is accurate for some orders. The grab irons are separately applied and consist of both wire and plastic examples. The retainer valve is molded onto the left side of the car, but lacks the retainer valve piping. The model also features near scale stirrups which are molded in plastic. The model lacks cut levers and rides on accurate AAR 70-ton trucks of ASF or National B-1 design.

After several years of wanting an example for Seaboard Air Line, I purchased a model with the intent to construct my own model. I supplied the model to fellow modeler John Golden who grit blasted the gondola's lettering and paint. In the interim, I also purchased an undecorated model to increase the scale representation of these unique gondolas.

Shortly after the release of the gondola, Speedwitch Media released highly accurate decals and accurate drop ends for NC&StL, L&N, and Seaboard Air Line prototypes.

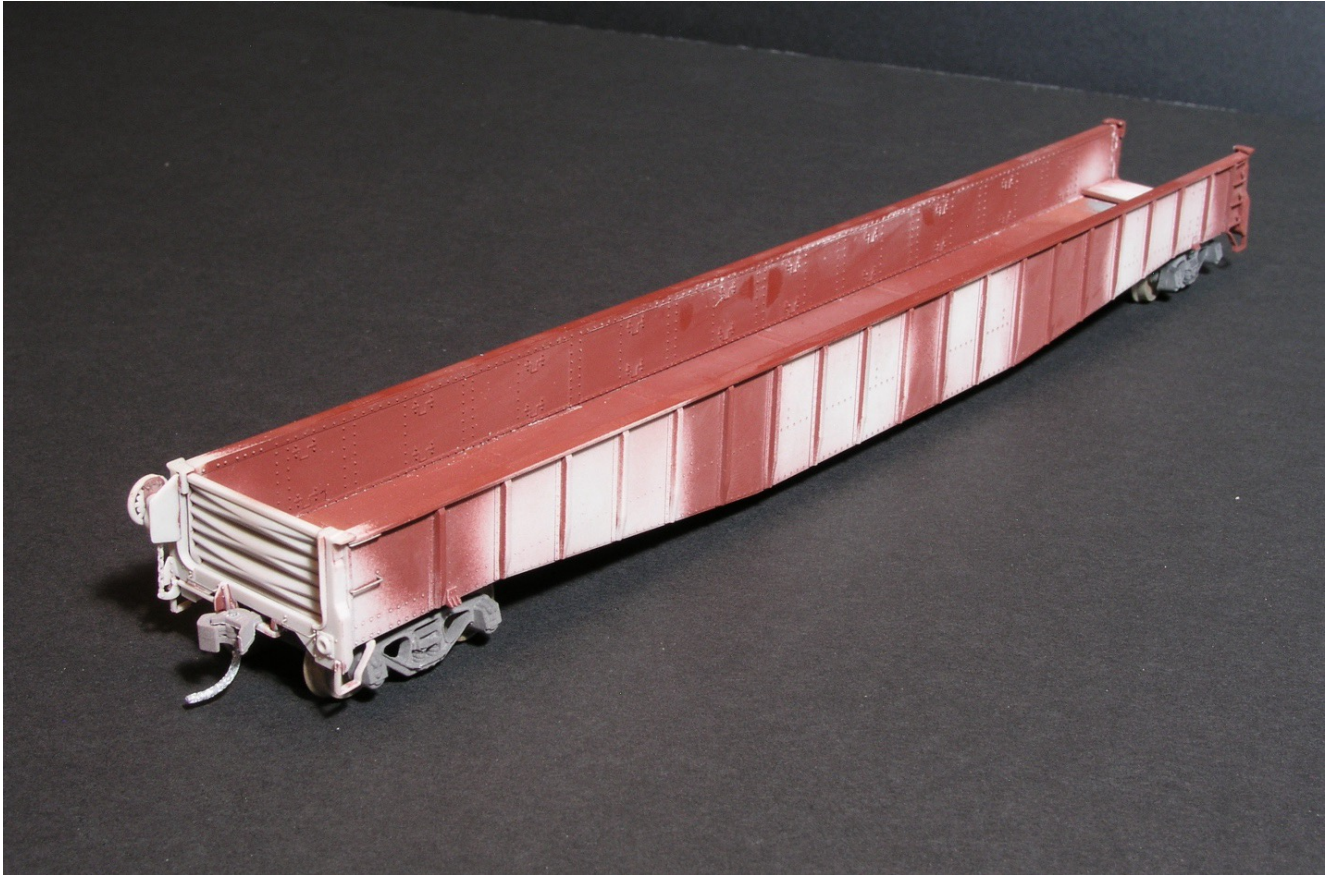


Photo 1: The Athearn 65' AAR mill gondola following grit blasting.

After reviewing the prototype images in my collection, I cross referenced the photographs in my collection and various examples shown in Morning Sun Books' Seaboard Air Line Color Guide to Freight and Passenger Equipment authored by SAL historian Paul Faulk.

The majority of the photographs were taken during the later careers of the cars and by these later dates had several additions such as Kartrak ACI (Automatic Car Identification) labels, wheel inspection dots, and COTS (Clean, Oil, Test, Stencil) panels applied. Of note during this review, several examples had the reporting marks located in various panels and herald placement differed with some lacking a herald altogether. I continued to accumulate information on these cars, and I selected SAL 6523 as the prototype due to having an image of it sitting in Potomac Yard and appearing to be in relatively good condition.



Photo 2: SAL 6523 sits in Hamlet, North Carolina on April 5, 1959. (*Col. C. McCoid photo, Bob's Photo*)



Photo 3: The exposed handbrake housing located on the B end of the SAL GB class gondolas. The housing is identified as a Universal Railway Devices 5825-B ratcheting pump handle type.

As I studied the cars, I developed a number of steps needed to improve the model. The brake equipment needed to be replaced with Tangent Scale Models Universal brake housing with pump handle, Tahoe Model Works ASF A-3 Ride Control trucks would be used in place of the Athearn trucks, Speedwitch Media P102 Post-War gondola ends would replace the existing factory ends, Speedwitch Media (now National Scale Car) D111.3 Seaboard Air Line 65' mill gondola decals would be used, and Scalecoat II Boxcar Red would be utilized to paint the gondola. Small additions included the installation of a tack board located on the opposing car corners, installation of the retainer valve wire constructed of .012" phosphor bronze wire, and the installation Hi-Tech Details HTD-6034 22" AAR brake hoses.

I washed the model to remove the residue from the grit blasting process and allowed it to dry thoroughly. I primed the model using Tamiya Fine Surface Primer and allowed it to cure before moving onto construction. The grit blasting process created several issues which could not be successfully addressed due to the paint pitting in areas where the lettering was previously removed. Despite several attempts using 91% IPA and my own grit blasting equipment, I decided to use the undecorated example following several failed attempts to remedy a final smooth paint finish on the model.

Using the undecorated example, construction was quick and since learning these cars were used in rebar service throughout Florida, I needed only one end to complete the project. To mount the Tangent Scale Models Universal brake housing, I drilled a #58 hole onto the B end and secured it into place using Cypox adhesive. The drop end was installed on the B end only and Hi-Tech air hoses were cemented into place. The model was then primed, painted and allowed to cure for several days.

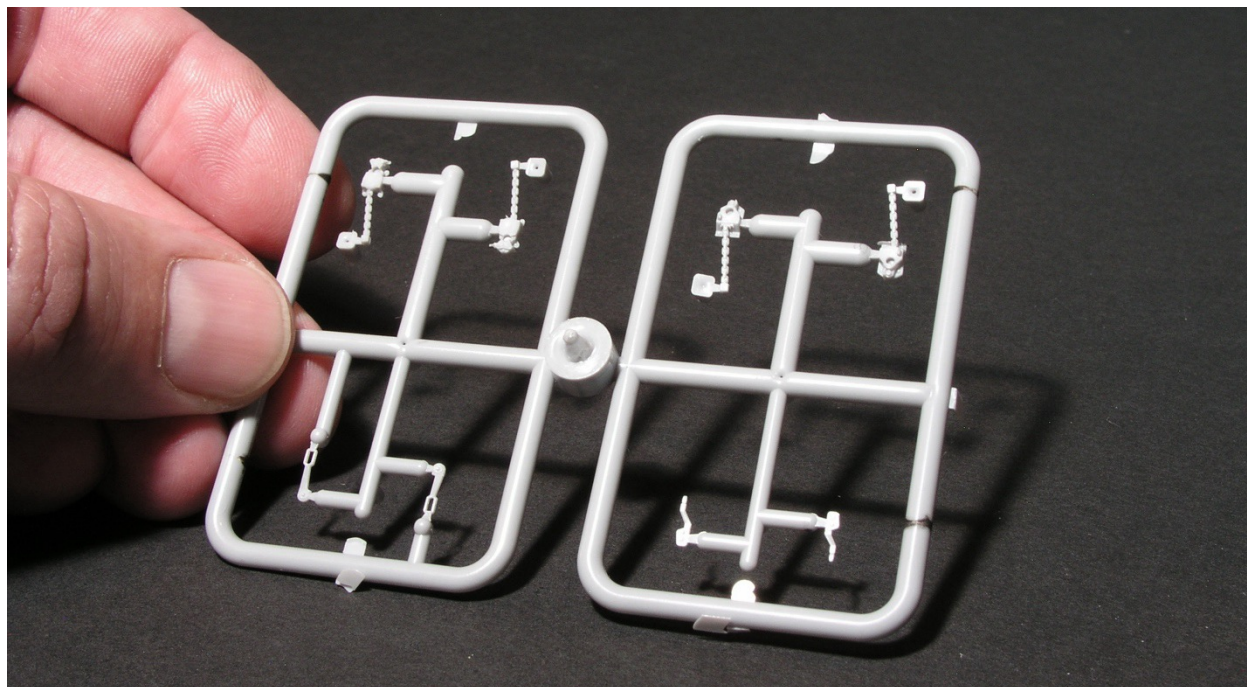


Photo 4: The Tangent Scale Models Universal brake housing intended for installation on the ACF gondola was used on the model of SAL 6523. The left set of handbrakes is an accurate representation of the prototype's Universal hand brake housing which uses the closed end ratchet located on the bottom right of the injection sprue.

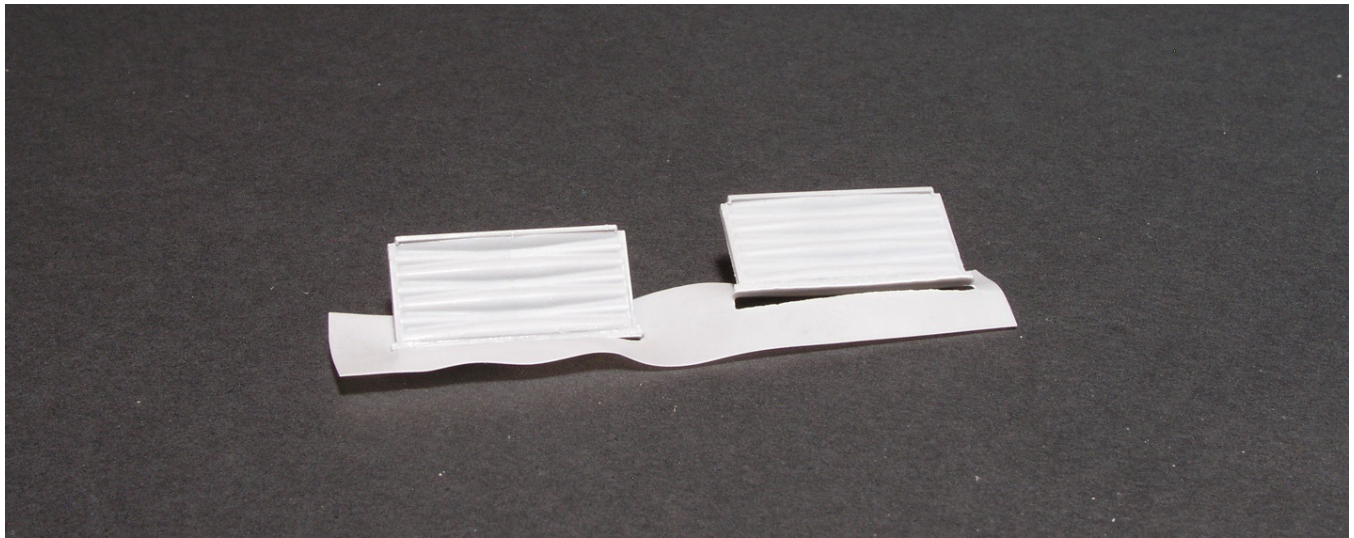


Photo 5: The Speedwitch P102 Postwar Dreadnaught drop ends are cast in a light gray resin and needed minimal cleanup prior to installation. The ends are a direct replacement part for the injection molded ends supplied with the model.

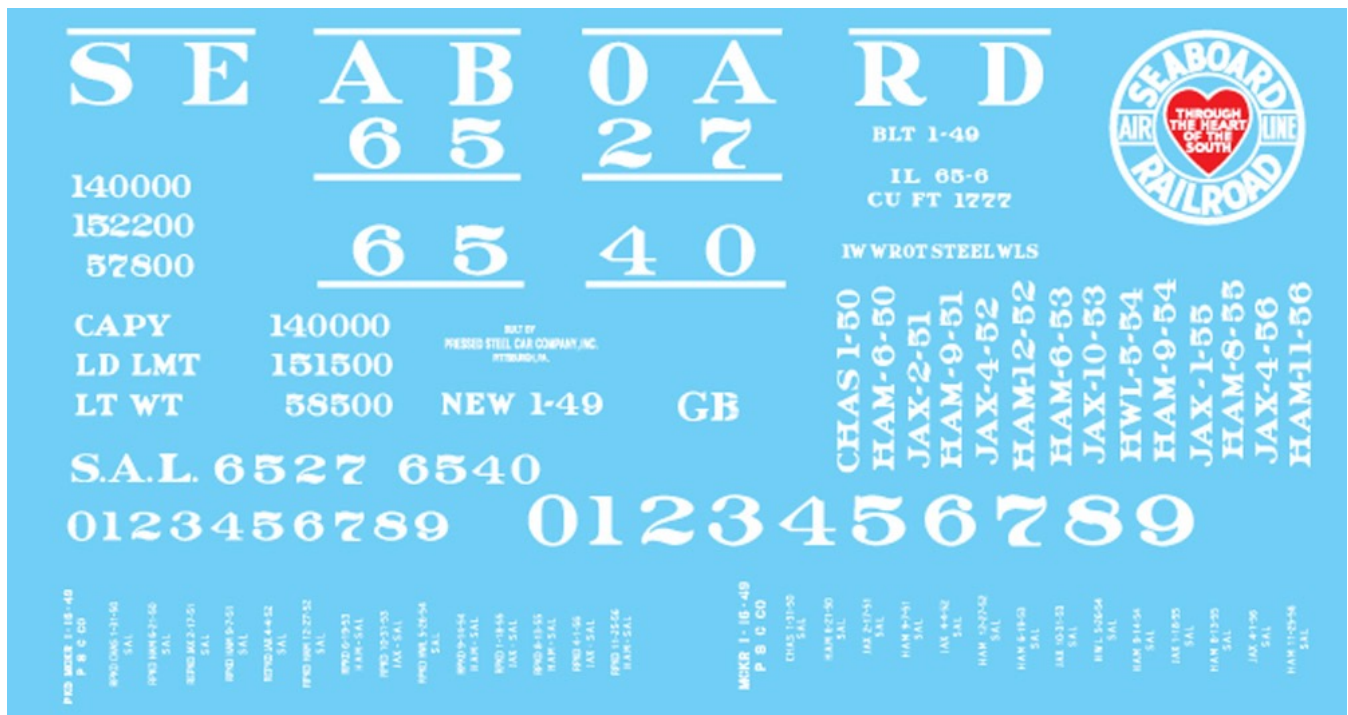


Photo 6: Speedwitch Media (now National Scale Car) Seaboard Air Line D111.3 decal set.

Using Scalecoat Boxcar Red paint provided a glossy finish to apply the highly accurate decal set. My decals were an early production set that required the installation of the heart initially, which was then overlaid by the remaining circular decal. The car lettering was supplemented with various Microscale car marking decals and trim film as needed. The decals were affixed into place following Microscale's Microsol and Microset solutions which provided a smooth surface. Once dry, the decals were overcoated with Tamiya X-22 clear gloss with a drop of brown added to reduce the vibrance of the decals.

The Tahoe Model Works TMW-210 70-Ton ASF A-3 ride control trucks were painted and installed under the model to complete the car construction. Kadee 158 semi-scale knuckle couplers with trip pins removed were installed and tested.

To complete the model, Tamiya XF-86 Flat Clear with various drops of Tamiya brown and white was airbrushed onto the car body to simulate a weathered car.



Photo 7: Tahoe Model Works TMW-210 70-ton ASF A-3 Ride Control solid bearing trucks are installed beneath the car to model the prototype trucks.

Bending Iron:

In discussing the use of these cars with fellow modelers, it was learned many of these cars saw service in treated pole service requiring the use of idler flat cars on one or either end. The treated poles were typically 70' – 80' in length and shipped in the Norfolk, Virginia service region from shippers Eppenger and Russell, and Atlantic Wood Treating. These cars also saw shipments of pre-stressed concrete poles from Bay Shore Concrete in Cape Charles, Virginia. In reviewing several images, loads of rebar can be seen loaded within the body of the car. The rebar shipments were captured in South Carolina and Tampa, Florida as evidenced by

photographs. The images also showed the lack of a drop end on several cars. Bill McCoy provided me with some insight on the lack of the ends reporting that many times, shippers would load on top of the removed ends, and cars with trash, debris, or missing parts would not be released until such time the car was returned serviceable. This would often result in mismatched ends on drop end gondolas.

Due to the low center of gravity of these cars, they track extremely well, however, adding weight to an open gondola helps it track better and influenced my decision to create a load of rebar. I went to my local Ace Hardware in search of the proper diameter gage wire that could be used to create a rebar load and determined Hillman 28-gage galvanized steel wire was best suited.



Photo 8: Hillman 28-gage galvanized steel wire used to create the rebar load.

The wire is packaged in a circular fashion which requires it to be straightened. The wire was cut to the appropriate length based on the car length using wire cutters. Once cut to length, I used my cordless drill and a pair of needle nose pliers to straighten the wire while pulling it taut. Using two packages of 28-gage wire resulted in a sufficient amount of scale rebar which was sanded with 80-grit sandpaper to give it some tooth. The wire was assembled into small bundles of 10 sections and tied with .010" phosphor bronze wire to simulate banding. Small amounts of Cypox adhesive were applied to the banding and ends to permanently adhere the bundles.

The bundles were arranged onto segments of .060" x .060" Evergreen styrene to simulate the load bracing. The bundles were stacked with five banded sections on the bottom followed by bracing and four banded sections on top. This allowed for the load to remain below the top chord of the gondola and provided substantial weight. The bracing was painted with Rustoleum camouflage brown spray paint and the loads were painted using Tamiya XF-84 Dark Iron using an airbrush. Multiple coats were applied to the rebar to prevent the galvanized

finish from showing. Assembly of the banded rebar was located on a flat surface to prevent any bowing, and the load was set aside for installation.

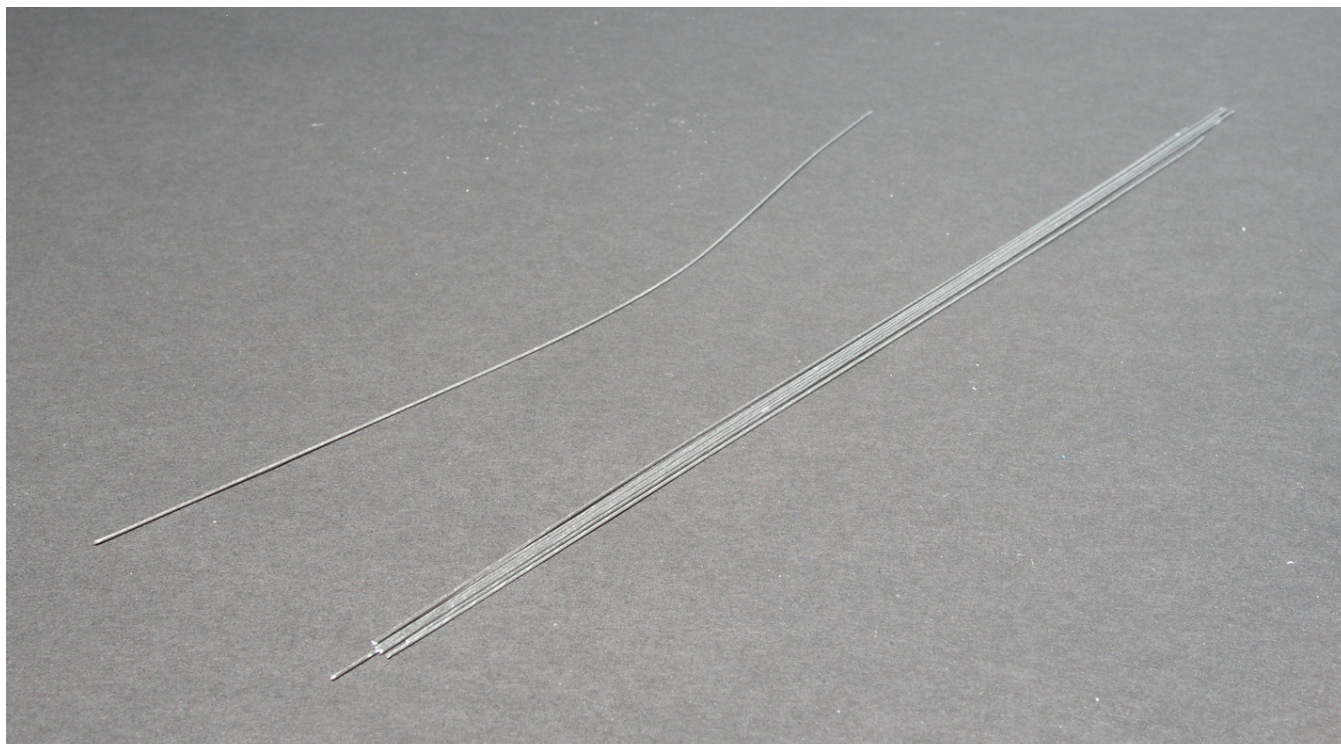


Photo 9: The 28-gage wire cut to length and straightened using various power and hand tools.

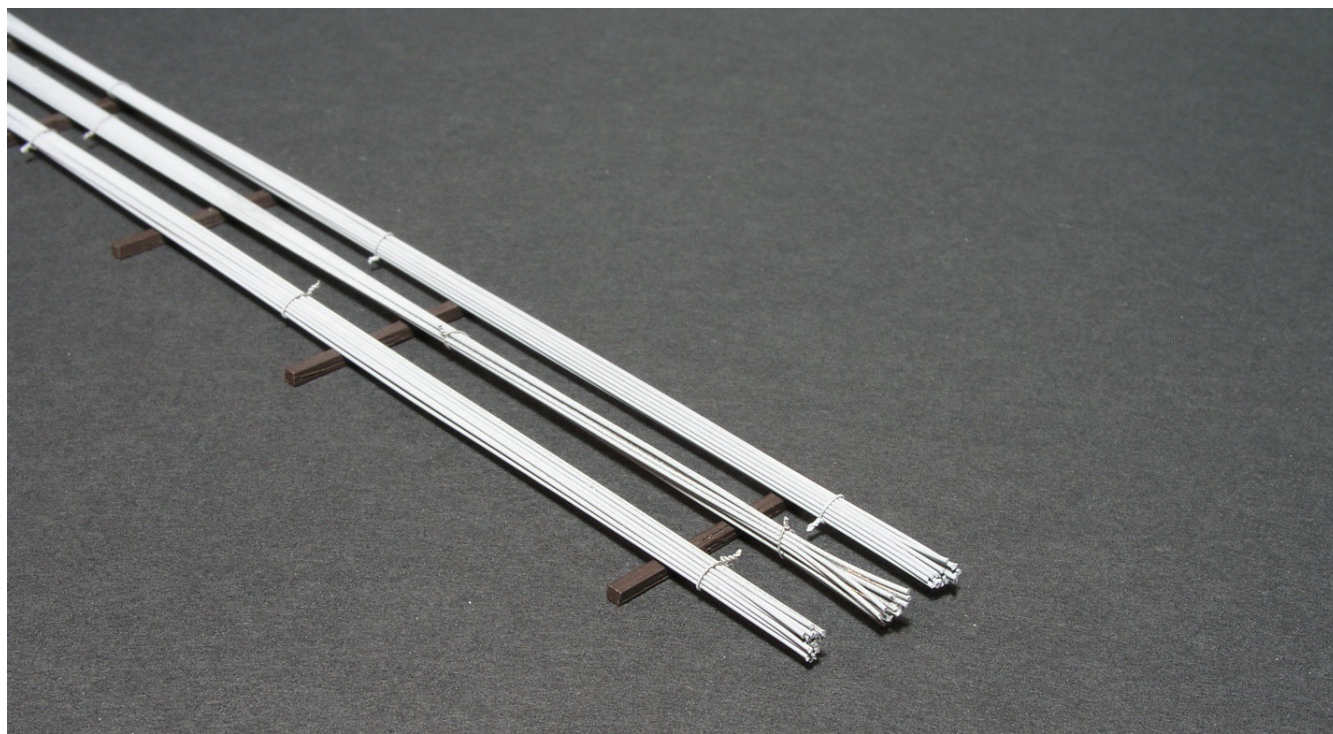


Photo 10: Banded bundles of HO scale rebar created from 28-gage wire.

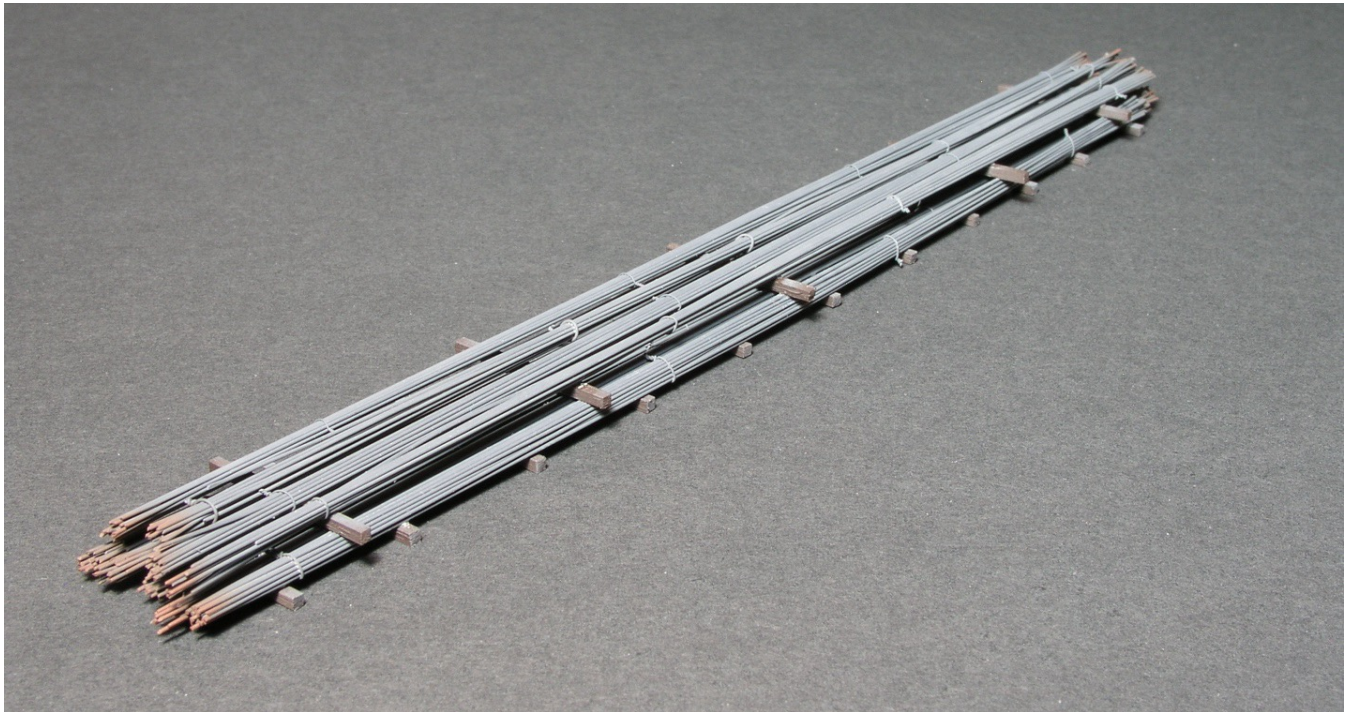


Photo 11: A view of the completed load of HO scale rebar. The load was painted using Tamiya XF-84 dark iron and the ends were highlighted with Tamiya XF-9 Hull Red to simulate rust present on the load ends. The banding was created using .010" phosphor bronze wire individually twisted and cemented into place prior to painting.









The above photos of the completed model showcase this unique piece of Seaboard Air Line gondola history, and I would like to thank *Bill McCoy*, *Jerry Britton*, and *John Golden* for their assistance in completing this article.

Bill of Materials:

- Athearn 65'6" Mill Gondola, Undecorated (Part number 76076.1)
 - Hillman 28-gage galvanized steel wire
 - Hi-Tech Details HTD-6034, 22" air hose
 - Microscale 87-1522, Chalk markings
 - Microscale TF2, Black Trim Film
- National Scale Car D111.3, Seaboard Air Line Mill gondola decals
 - Speedwitch Media P102, Post-War gondola drop ends
 - Scalecoat II Boxcar Red
- Tangent Scale Models ACF Gondola Handbrakes (Universal)
 - Tahoe Model Works TMW-210, 70-Ton A-3 trucks
 - Tamiya XF-2, Flat white
 - Tamiya XF-9, Flat Hull Red
 - Tamiya XF-22, Clear Gloss
 - Tamiya XF-84, Flat Dark Iron
 - Tamiya XF-86, Flat Clear
- Tichy Train Group .010" phosphor bronze wire

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MODELING SEABOARD COAST LINE PLAN 7600 PULLMAN-STANDARD 52-SEAT COACHES



By Justin May

Prototype photographs as noted



During the late 1940s, the Chesapeake & Ohio Railway developed a high-speed streamlined passenger train, the *Chessie*, to service cities between Washington D.C., and Cincinnati, Ohio. The *Chessie* was proposed by C&O president Robert R. Young with a large 300 passenger car order from the Budd Company and Pullman-Standard Car Manufacturing.



SCL 5260 was photographed in Chicago, Illinois, on April 18, 1971 just days before the creation of Amtrak. SCL 5260 was formerly SAL 6248. **(Photographer unknown, Wil Hata collection courtesy of RRPA)**

"The specific cars intended for service on the *Chessie* were ordered from the Budd Company, and delivered nearly two years before the cars from the large order of Pullman-Standard cars began to appear.... the *Chessie* was intended to be a Washington-Cincinnati eleven car train, and had it not been stillborn, the M-1 would have pulled the train between these two points... with connecting sections adjusted at Charlottesville, Virginia from/to Newport News and Ashland, Kentucky to/from Louisville, Kentucky." (PCL post 124280). The *Chessie* was to be powered by a Baldwin Locomotive Works M-1 class steam turbine which was fueled by coal, the largest commodity hauled by the C&O, and the connecting sections were to be powered by streamlined 4-6-4 Hudson type steam locomotives.

"Predicting a post-World War II war passenger boom, the design of the *Chessie* incorporated most of Young's forward-thinking ideas about how railroads could recapture their market share of the traveling public by providing more luxurious service and amenities than could be offered in other modes of transportation, giving rail travel a competitive edge over fast-developing American super-highways and airlines. The train had two bi-level spaces for dome-view seating, family cars, children's theaters and playrooms, ample lounge space that included a tropical fish aquarium, twin-unit dining cars that converted to theatres showing first-run films, and newly-designed observation cars on the rear."



C&O 1652, built in 1950, shows the original paint scheme applied to the C&O Plan 7600 52-seat coaches. The car was photographed in Chicago, Illinois on April 24, 1971 (***Railroad Avenue Enterprises, Wil Hata collection courtesy of RRPA***)

"The dome cars, the first set to operate over the Chesapeake & Ohio, were set to give the train's riders the best possible appreciation of the scenery in Virginia, West Virginia, and Kentucky, through which the *Chessie* was scheduled to travel mostly during daylight hours. Especially for the 1940s, the innovative technology installed for use by passengers on board the *Chessie* was set to revolutionize American traveling comfort and style. For example, the train's seats featured plug-ins for piped-in music and, for the first time in history, passengers could place telephone calls from on board the train. All the train's cars were built out of stainless steel with the most up-to-date mechanical arrangements. However, for mysterious reasons, the train's entrance into service was cancelled just before it was to be inaugurated and its almost-famous cars were sold to several different railroads throughout the country. In developing the concept for the *Chessie*, Robert R. Young used the C&O Railway's rich treasury (primarily from coal hauling) to finance the train's development and construction. When the cars were delivered from the manufacturer to the C&O Railway in mid-1948, coal strikes were impacting the railroad's revenue stream. In addition, passenger traffic also was in steep decline as postwar Americans turned to automobiles for travel. For these known reasons, likely combined with unknown reasons, the train's debut was cancelled, and the carefully designed luxury cars were instead used on other C&O trains until all but four were



sold in 1951.” (Mountain Media) The *Chessie* became a train that was, but Never Was.

The Pullman-Standard 1946 Order:

“The Van Sweringen brothers, Oris Paxton and Mantis James, were two most unlikely railroad magnates. Lifelong bachelors, they started their careers as agents for an investment syndicate from Buffalo, N.Y., which owned 1400 acres of property on the outskirts of Cleveland, Ohio. The brothers developed the property, naming it Shaker Heights, and constructed a transit line to connect the suburb with downtown Cleveland. In 1916, responding to anti-trust concerns, the ICC ordered the New York Central to sell the paralleling New York, Chicago & St. Louis Railroad, commonly known as the Nickel Plate (NKP). The brothers purchased the Nickel Plate from their good friend, Alfred H. Smith, then president of the New York Central! The brothers, often known as the “Vans,” planned to construct a new terminal complex in downtown Cleveland. Not coincidentally, the terminal plans included the construction of a terminus for the Shaker Heights transit line. The largest element of the development, the Terminal Tower, also housed the Van Sweringen headquarters. In December 1922, the Van Sweringen brothers acquired control of the Chesapeake & Ohio. Between then and 1930, the brothers purchased controlling interests in six additional railroads, including the Pere Marquette, Erie, and Missouri Pacific. In an attempt to save money, the Vans began centralizing various functions of the railroads under their control.



C&O passenger cars await departure in Newport News, Virginia in August 1969. The Plan 7600 coaches were used throughout C&O passenger operations such as the *George Washington*, *Sportsman*, and the *Pere Marquette*. **(Dave Colegrove photograph, courtesy of G. Elwood's Fallenflags.org)**

"One of the first was an office controlling the design and purchase of locomotives and rolling stock. In 1929, the Advisory Mechanical Committee (AMC) was established in Cleveland. While the AMC's initial priority was the design of modern steam locomotives, it was also involved in passenger equipment design. For the next 20 years, the AMC specified all passenger equipment purchased by the C&O and NKP." (Savchak).

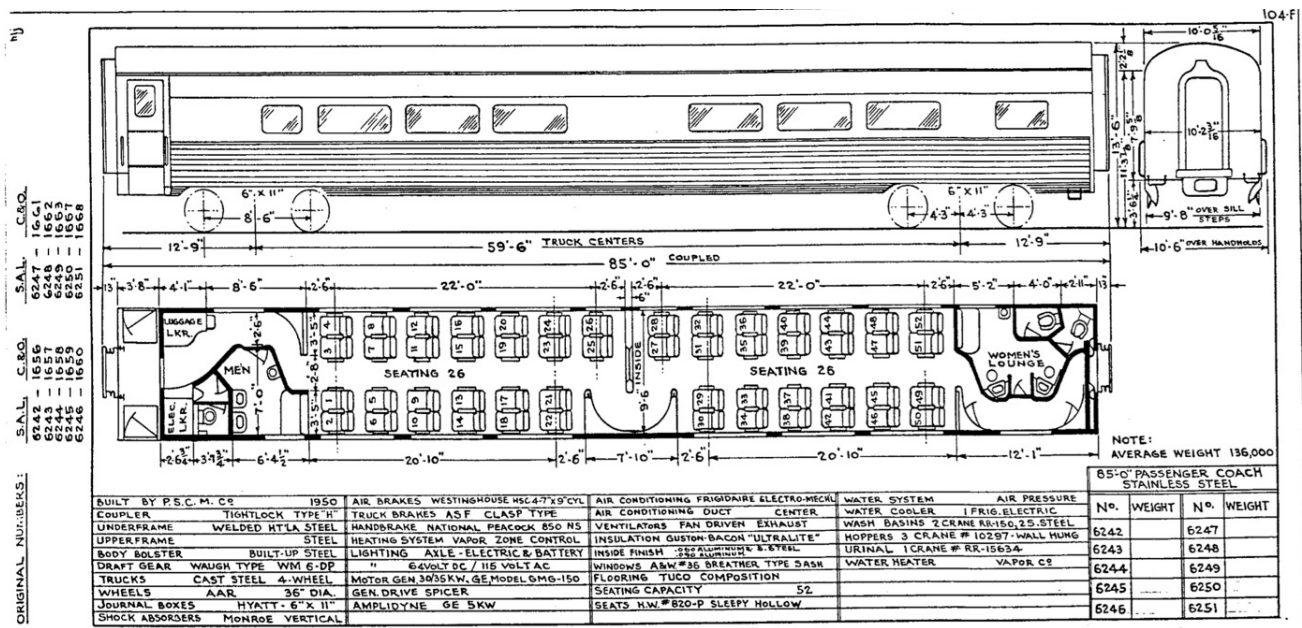
"In the immediate postwar period, Robert R. Young was engaged in a campaign to secure control of the Pullman Company. One of his themes was the unsuitability of the traditional open section sleeping car. Young constantly referred to these cars as "rolling tenements." To put meaning behind his words, he had the C&O place a massive order for new rolling stock with the Pullman-Standard Company. In all, 287 cars of many different configurations were ordered, including 80 coaches, 14 twin-unit dining cars, 75 10 roomette-6 double bedroom sleepers, and five 11 double bedroom sleepers. The intent was to replace all of the C&O's passenger fleet, including the hated open-section sleepers. The Nickel Plate was still controlled by Robert R. Young and also participated in the 1946 car order."



ACL 260, formerly Nickel Plate Road 100, was constructed by Pullman-Standard in 1950 to Plan 7600A. ACL 260 was modernized with the removal of the lower skirting and the upper band repainted using a metallic gray paint.
(Robert Olesesski photograph, J. Brent MacGregor collection courtesy of RRPA)

"The NKP ordered a total of 25 new cars, including 10 coaches. The AMC was still functioning and designed cars for both the C&O and NKP orders. Some of the features of the *Chessie* cars, such as air-operated doors, fluorescent center lights, "Sleepy Hollow" seating, individual reading lights, and electro-mechanical air conditioning were repeated in these cars. However, there were some changes. The low seating capacity of the *Chessie* coaches was abandoned and a new layout of 52 seats was chosen. To break up the standard coach layout with its "tunnel" effect, a center partition was provided with a curved passage around it. In keeping with Young's focus on cleanliness, the toilet and washroom areas were provided with foot-operated controls, germicidal lamps, and urinals where appropriate.

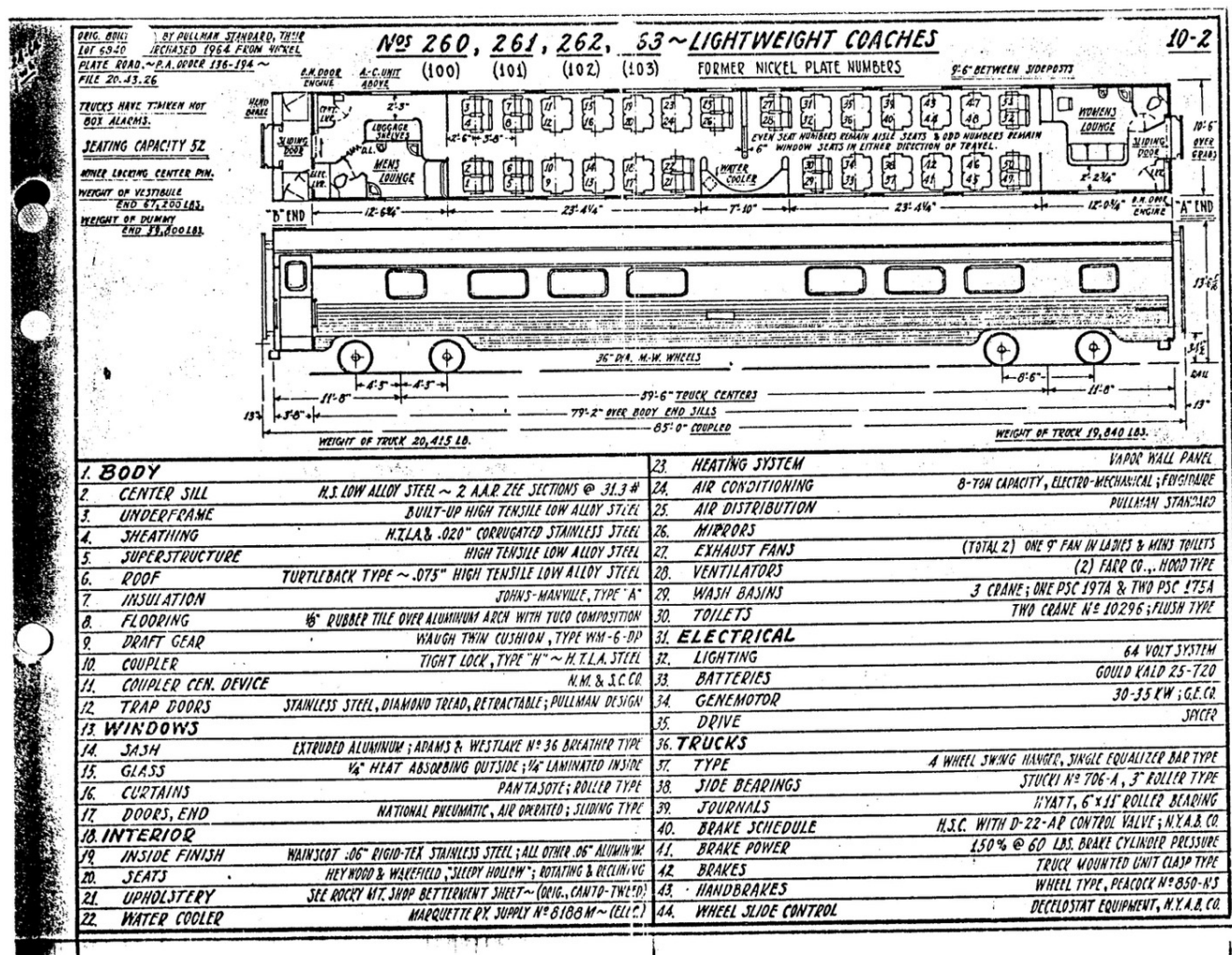
The NKP cars were basically similar to the C&O cars, but did reflect some NKP preferences. The road's 10 coaches sat 52 patrons in "Sleepy Hollow" seats, but the lighting was entirely incandescent. These cars accordingly did not have "Amplidyne" units for providing AC power for fluorescent lighting. Rather than having ceiling ventilation louvers extending the length of the car, the NKP cars had individual "Anemostat" ventilators, in the center of which was a ceiling light. The baggage racks were open and had a different style of reading light. The center car divider had framed paintings in place of the etched glass found in the C&O cars. The men's and women's lounges were also more rectangular in shape and did not have the flowing curves of the C&O cars. There were differences in the luggage storage provisions, the types and kinds of sofas, and the types and numbers of lavatory and toilet fixtures."



Seaboard Air Line 1964 diagram of the former C&O Plan 7600 coaches. The A end or blind end is located to the right in the drawing which is where the women's lounge is located. The mechanical components of the cars and original C&O numbers show that not all of the cars were consecutively numbered. (**Author's collection**)

"All the Pullman-Standard cars were constructed of Cor-Ten steel with non-structural stainless-steel cladding on the bottom of the car sides. Unfortunately, this design led to problems with corrosion of the underlying steel structure from car-washing chemicals. Many cars had to have the stainless-steel cladding removed in later years and the underlying steel sides and structural members had to have extensive repairs. In some cars, the damage was so severe that the cars were scrapped. The NKP cars had seven corrugations in the stainless-steel panels, while the C&O cars had six. Otherwise, from the outside, the cars were almost identical in form.

Interestingly, despite the technical advances of the interior furnishings, both the C&O and NKP cars had a conservative truck design. Both series of cars used the Pullman 41-N-11 style of truck with cast-iron clasp brakes. The superior outside swing hanger truck and disc brakes were both available by this time and were being specified for installation on other car orders." (Savchak).



The Atlantic Coast Line revised the streamlined passenger car data book on 9-24-1964 to incorporate the addition of four former Nickel Plate Road Plan 7600A 52-seat coaches. The interior features remain largely identical to that of the C&O Plan 7600 52-seat coaches. ACL cars 260-263 were refurbished in Rocky Mount, North Carolina upon delivery. (*Don Hensley, Author's collection*)

The coaches roll on:

The Pullman-Standard Plan 7600 lightweight coach was ordered by the C&O to be used to complete *The Chessie* consist and were originally ordered in 1947 by C&O...; however, these became surplus and available to other railroads. In June 1958, Seaboard Air Line purchased a lot of 10 coaches for use on secondary trains. The Pullman-Standard Plan 7600 series was also ordered by D&RGW (8 cars), NKP (10 cars), and several C&O coaches (1664-1666) were purchased by C&NW in 1957 and numbered as 3483-3485. These were then re-sold in 1961 to Southern Pacific and numbered as 2216-2218.

"The four cars rostered by ACL were originally built for Nickel Plate as part of an order for 10 coaches. With the Nickel Plate's 1964 merger with the Norfolk & Western and subsequent reduction of passenger service, there was a surplus of passenger cars. N&W made arrangements to sell four of the ex-NKP coaches, 100-103, to the Atlantic Coast Line in October 1964, and ACL renumbered them 260-263. ACL repainted the blue NKP letterboard to



SAL 6242 sits at the St. Petersburg, Florida platform awaiting departure in December 1967. The Pullman-Standard Plan 7600 was purchased from C&O in June 1958 to supplement long-distance Seaboard Air Line Meteor and Star service. The car was repainted above the stainless-steel fluting using a metallic gray paint. **(Paul Coe photograph, Author's collection)**

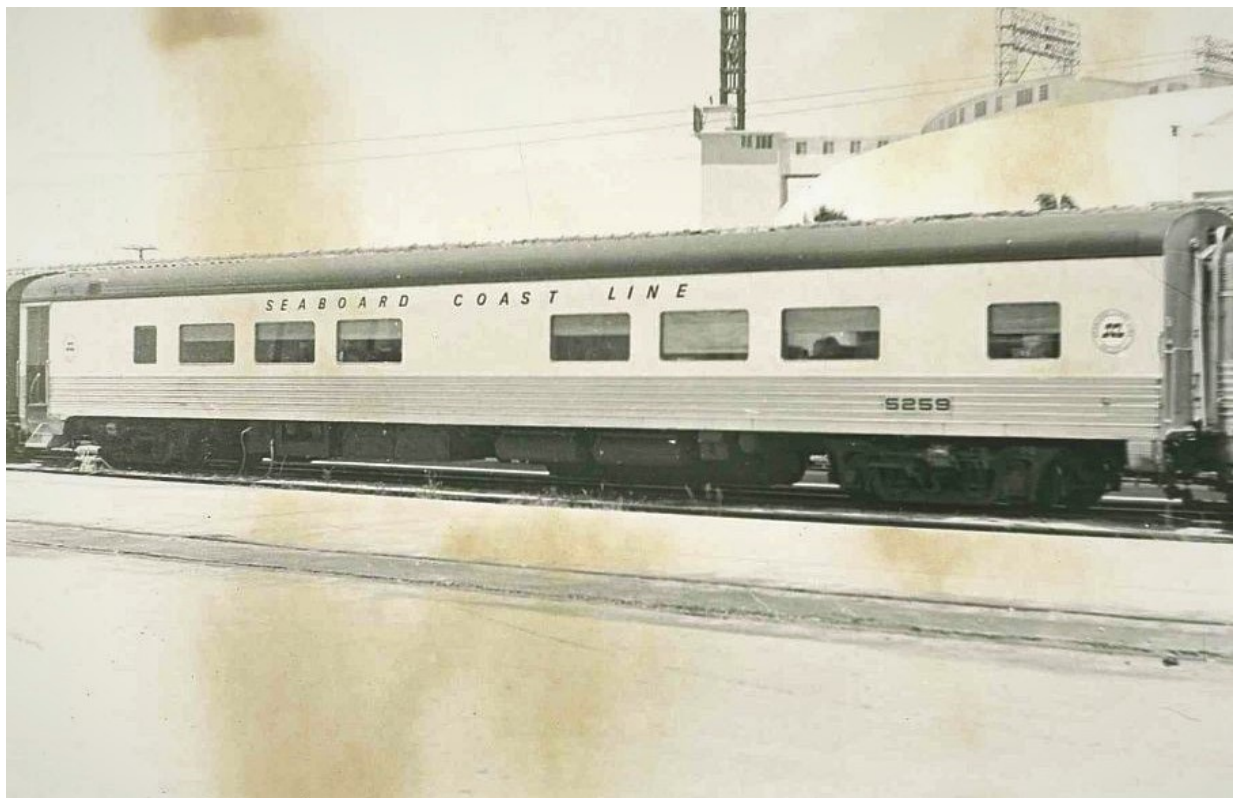
an aluminum color. The cars had unpainted stainless steel in the window pier area with corrugated sections below the windows. The cars were in very good mechanical condition when purchased and were placed in revenue service quickly after receipt. They were used in general service throughout the ACL and could be found on the Waycross to Montgomery segment of the *Champion*. As stated above, these cars differed slightly from the similar cars built for the C&O. Their all-incandescent lighting provided a somewhat softer nighttime ambience, and the mid-car partition did break up the typical “tunnel” effect experienced on other coaches. The seats were of the “Sleepy Hollow” variety and were very comfortable on overnight journeys.” (Savchak) These cars were constructed in Lot 6840 to a slightly different configuration identified as the Pullman-Standard Plan 7600A. The only major differences between these cars can be seen in the car side fluting which were constructed with one less corrugation applied to the sides.

Seaboard Air Line numbered their former C&O coaches in the 6242-6251 series and were repainted above the fluting in Seaboard's striking light gray, black roof, and black underbody scheme to align with the stainless appearance of the *Silver* series consists. “Seaboard made few if any changes to these cars, and they remained a staple on the *Silver Meteor* and *Silver Star* during the 1950s and 1960s.” (Savchak).

In 1967, ACL 260-263 and SAL 6242-6251 were renumbered as SCL 5250-5263, which saw service on trains such as the *Palmland*, *Silver Comet*, *Silver Meteor*, *Tidewater*, and other secondary trains. In 1971, all of the cars were conveyed to Amtrak, which retained their numbers as Amtrak 5250-5263.



As contrast to the Seaboard Air Line purchased cars, ACL 260, a former NKP Plan 7600A example, shows the small detail variation between cars originally purchased by NKP. The fluting differed by an additional flute as compared to those cars originally purchased by C&O and later Seaboard. ACL 260 sits in St. Petersburg, Florida, on an unknown date. **(Paul Coe photograph, Author's collection)**



SCL 5259 sits outside the iconic Miami Stadium awaiting a northbound trek on the Silver Meteor. The skirting has been removed from the blind end and the car appears to have been freshly repainted. The stadium was once the spring training field of the Brooklyn and Los Angeles Dodgers and later the Baltimore Orioles. **(Photographer unknown, courtesy of North East Rails)**



SCL 5255, formerly SAL 6243 and C&O 1657, was photographed in Atlanta, Georgia, on September 1, 1968, on the Silver Comet. The shades are drawn partially and the Frigidaire electro-mechanical air conditioning components are working hard to maintain comfort for the passengers. Noted ACL & SAL passenger car author Larry Goolsby photographed SCL 5255 during one of his trips to Atlanta's famed Terminal Station. **(Larry Goolsby photograph)**

Sources:

This article would not have been possible without the assistance of the Passenger Car List and relevant contributors to include Bob Webber, Tom Madden, Gene Poon, and Ted Brumberg.

I highly recommend interested readers visit the C&O Historical Society (<https://cohs.org>) and the NKP Historical and Technical Society (<https://archive.nkphts.org>) for additional photos, literature, and information.

I would also like to thank Larry Goolsby, Don Hensley, Allen Stanley, George Elwood, Dave Colgrove, Clint Chamberlin, Wil Hata, and Michael Savchak for their contributions.

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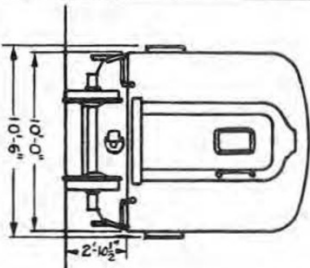
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Weber, B. (2012, August 4). *Passengercarlist@groups.io* | Passenger Car List. <https://groups.io/g/PassengerCarList>

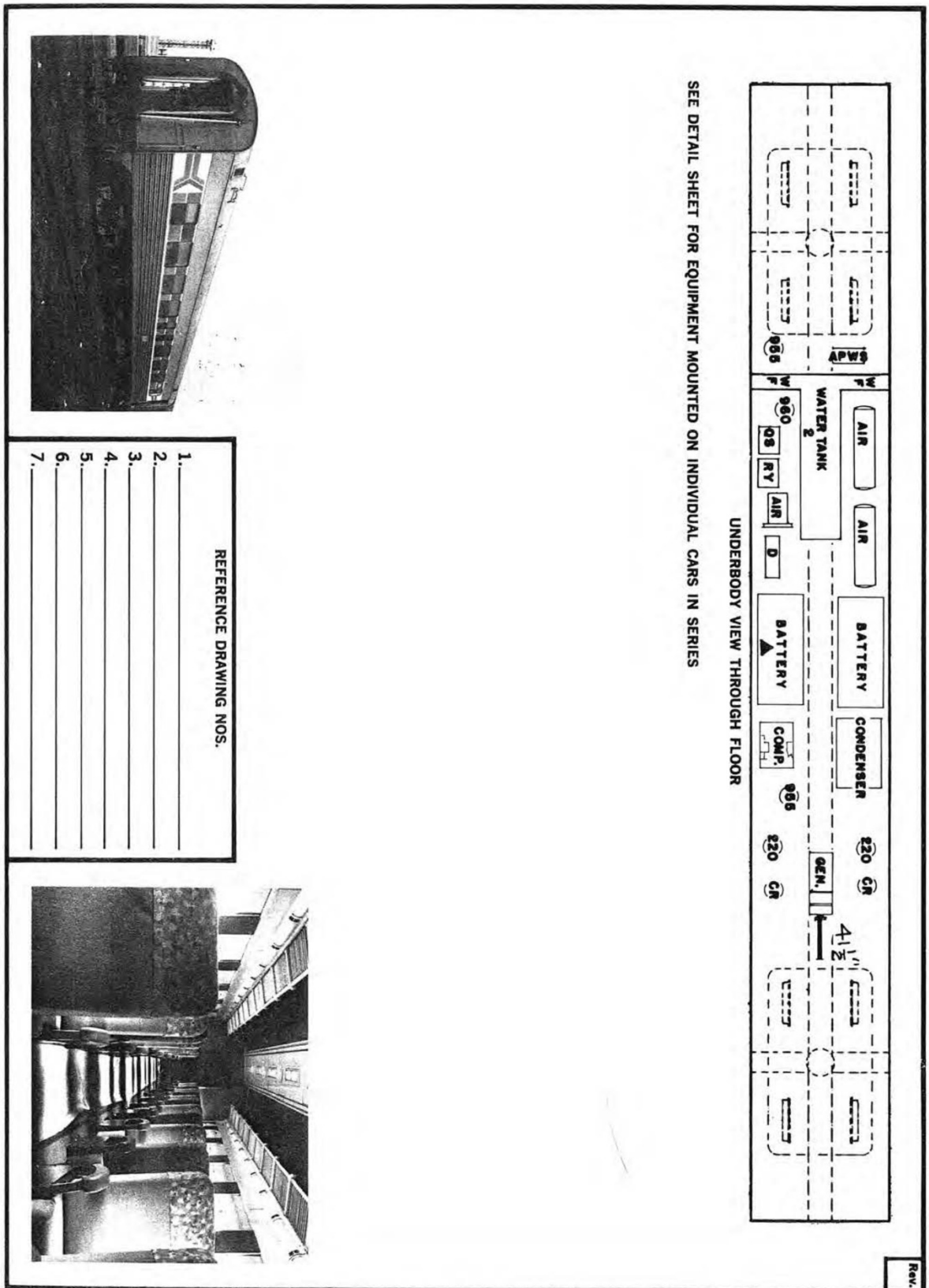
Original Number	Second Number	SCL Number	Serial Number	Build Data:
NKP 100	ACL 260	SCL 5250	1363-001	P-S '50 Plan 7600A
NKP 101	ACL 261	SCL 5251	1363-002	P-S '50 Plan 7600A
NKP 102	ACL 262	SCL 5252	1363-003	P-S '50 Plan 7600A
NKP 103	ACL 263	SCL 5253	1363-004	P-S '50 Plan 7600A
C&O 1656	SAL 6242	SCL 5254	1377-003	P-S '50 Plan 7600
C&O 1657	SAL 6243	SCL 5255	1377-004	P-S '50 Plan 7600
C&O 1658	SAL 6244	SCL 5256	1377-005	P-S '50 Plan 7600
C&O 1659	SAL 6245	SCL 5257	1377-006	P-S '50 Plan 7600
C&O 1660	SAL 6246	SCL 5258	1377-007	P-S '50 Plan 7600
C&O 1661	SAL 6247	SCL 5259	1377-008	P-S '50 Plan 7600
C&O 1662	SAL 6248	SCL 5260	1377-009	P-S '50 Plan 7600
C&O 1663	SAL 6249	SCL 5261	1377-010	P-S '50 Plan 7600
C&O 1667	SAL 6250	SCL 5262	1377-011	P-S '50 Plan 7600
C&O 1668	SAL 6251	SCL 5263	1377-012	P-S '50 Plan 7600

WT: 'B' END: 67,200



N/R

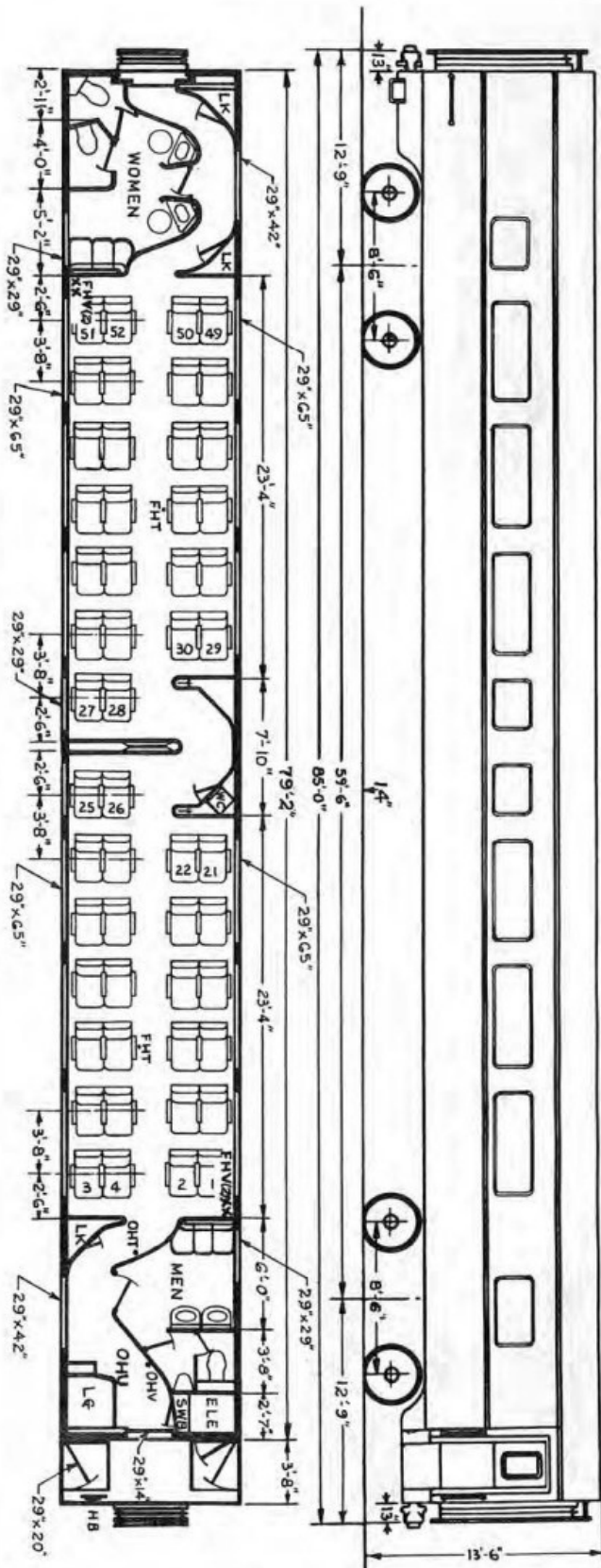
EQUIPMENT DIAGRAM	CAR NO.	5250-5253
	REV.	



5254-5263

5244 FORMER: SCL 5254-5263

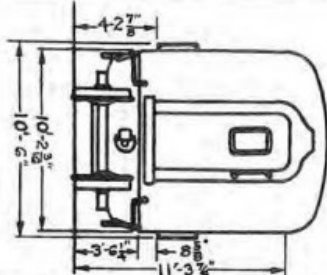
WT. B. END:

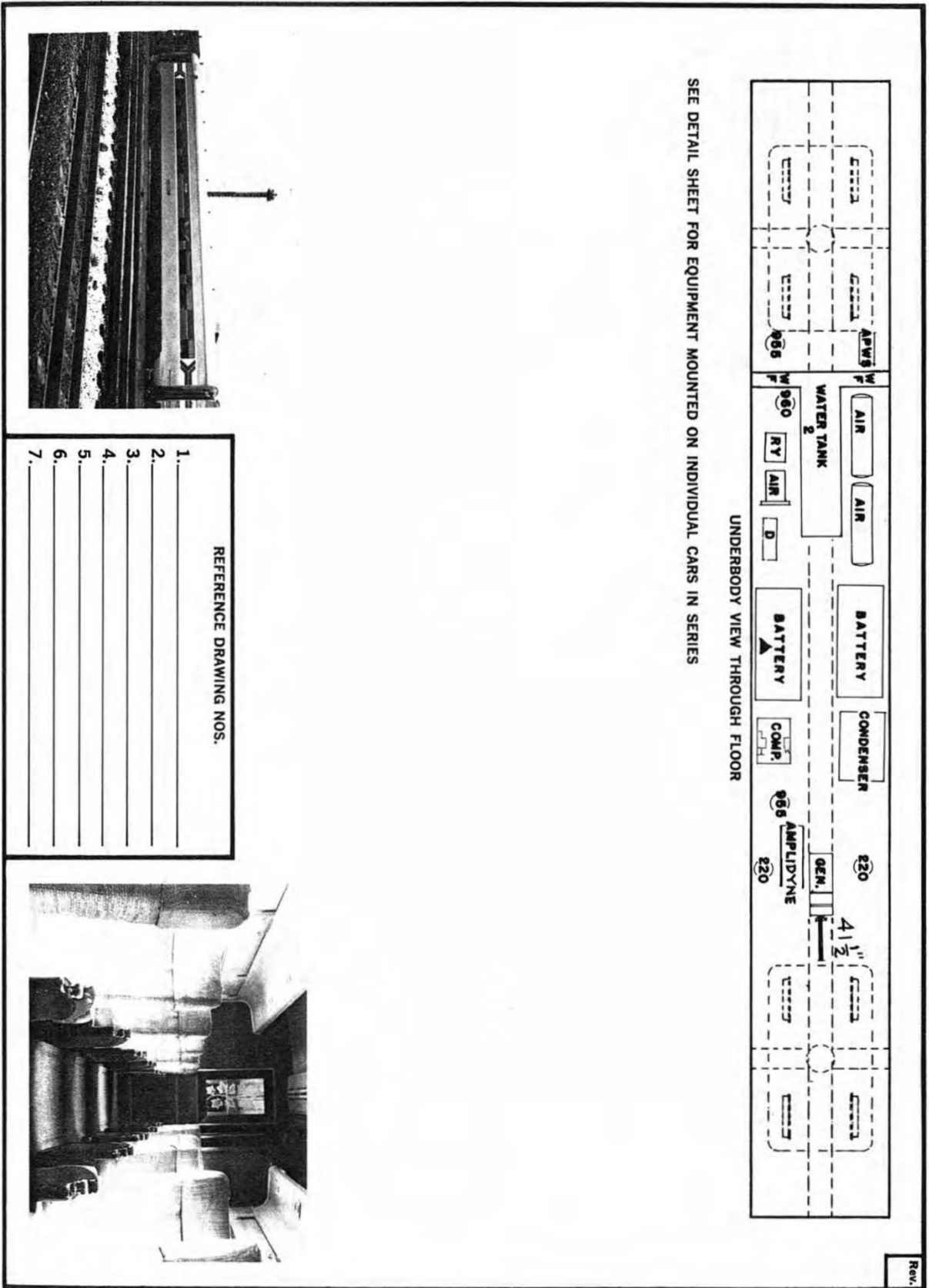


SPECIFICATION DATA									
BUILDER: PCON	DATE: 1950	FOR: SAL	PLAN:	DRAFT GEAR TYPE & No.:	WMT	WM4-OP	A.C. TYPE: E4M	MOD. No.:	FRIG
LOT: 6856		BODY CONSTRUCTION: CP		COUPLER: H	YOME:		COMP. () MOD. No. RV-10	STEP START MOD. No. DG	
REVENUE CAPACITY: 52.5		NON REVENUE CAPACITY		COUPLER CARRIER:			COND. () MOD. No. FF	COND. FAN MOD. No.:	
CAR LOADED C. G.:				ELECTRICAL SYSTEM - TYPE: AXLE			COND. PUMP () MOD. No.	O.H. UNIT () MOD. No.	
REBUILD DATE & TYPE:				VOLTAGES: BATTERY: 64	OTHER: 110 AC				
				BATTERY MOD. No.:	CAPY: 1500 AH		REFRIGERATION CONTROL: NONE		
TRUCKS:	SUSPENSION TYPE: 1B4	CLASS:		GENERATOR: 6E	VOLTS MOD. No.	CAPY: 25.30 K.W.	COMPRESSORS ()	CONDENSERS ()	
WHEEL DIA. 36"		PEDestal SIZE: 13.9/0"		LIGHTING: AC FLUOR ☐ AC INC. ☐ DC FLUOR ☐ DC INC. ☐			WATER SYSTEM TYPE: APWS	TANK CAPY: 325 GAL	
JOURNAL SIZE: 6" x 11"		ADAPTER TYPE:		TRAInLINE RECPeACE: 480 ☐ 27 PT. ☐ OTHER ☒			WASHSTANOS: S3	HOPPER TYPE: VC	
BEARING TYPE:				MARKER LTS.: ☐ GEN. REGULATOR MOD. No.: 17 LH 2422			COOLER MOD. No. E800 CP3.0	OTHER:	
BOLSTER SPRINGS: No.:				LAMP REG. MOD. No. 5700 E	R C R PANEL NO.:				
AIR ☐ RUBBER ☐ OTHER:				ALT. MOD. No. NONE	AMPLIDONE MOD. No. 5L.V16042				
EQUALIZER SPRING No.:				AMPLIDONE REG. MOD. No. 17 FM 63 A2			STEPS: STATIONARY ☐ FOLDING ☒		
EQUALIZER TYPE: C				STANDBY REC.: ☒ 220 V AC ☒ BATT. CHG. ☐ 220 V AC A.C.			DIAPHRAGM: TYPE		2 FOLDS
SPOCKS: VERT. ☐ No. M		LAT. ☐ No.:		COMM. EQUIP. ☐ SPKRS. ☐ MICROPHONES: ☐			INTERIOR MOTIF: SEE GLASS DETAIL SHEET		
WEIGHT: 'N' END:		'B' END:					CARPET: FLOOR ☒ WALL ☒	SEATS: 5H	
BRAKES: TYPE: TB		SCHEDULE:		HEATING & A.C. TEMPERATURE CONTROL: R 2400 M			MATTRESSES:		
CONTROL VALVE TYPE: D-22		QUICK SERVICE: NONE		HEATING TYPE: V (ZONE)					
RELAY VALVE TYPE: F		HAND BRAKE TYPE: PK 994		STEAM TRAILLINE SIZE: 2-1/2"	CONDUIT SIZE: 2-1/2"				
ANTI CYLINDER TYPE: NONE		CYLINDER SIZE: 7.1/2" (4)		REGULATORS: HEAT - TYPE & No.: 955 - 960					
SHOE TYPE & No.: C		SLACK ADJ. TYPE & No.:		HOT WATER - MOD No.:					

EQUIPMENT	CAR No.
DIAGRAM	REV.

5254-5263

CAR CLEARANCE N/R



Index For Standard Color Schemes

Car Number	Color Scheme	Car Number	Color Scheme	Car Number	Color Scheme
6004	Coach "L"	6210	Coach "N"	6247	Coach "Q"
	Dorm. "L"	6211	Coach "O"	6248	Coach "Q"
6005	Coach "L"	6212	Coach "M"	6249	Coach "Q"
	Dorm. "L"	6213	Coach "O"	6250	Coach "Q"
6050	Dorm. "L"	6214	Coach "N"	6251	Coach "Q"
6051	Dorm. "L"	6215	Coach "L"	6300	Coach "O"
6052	Dorm. "L"	6216	Coach "L"		Tavern "B"
6053	Dorm. "L"	6217	Coach "L"	6301	Coach "L"
6054	Dorm. "L"	6218	Coach "M"		Tavern "B"
6055	Dorm. "L"	6219	Coach "M"	6302	Coach "L"
6056	Dorm. "L"	6220	Coach "M"		Tavern "B"
6100	Diner "H"	6221	Coach "N"	6400	Coach "M"
6101	Diner "G"	6222	Coach "N"		Lounge "J-1"
6102	Diner "H"	6223	Coach "N"	6401	Coach "M"
6103	Diner "G"	6224	Coach "O"		Lounge "J-1"
6104	Diner "H"	6225	Coach "O"	6402	Coach "M"
6105	Diner "G"	6226	Coach "O"		Lounge "J-1"
6106	Diner "G"	6227	Coach "L"	6500	Coach "M"
6107	Diner "G"	6228	Coach "L"		Lounge "J-1"
6108	Diner "G"	6229	Coach "L"	6501	Coach "M"
6109	Diner "G"	6230	Coach "L"		Lounge "J-1"
6110	Diner "G"	6231	Coach "N"	6502	Coach "N"
6111	Diner "H"	6232	Coach "N"		Lounge "J-1"
6112	Diner "H"	6233	Coach "N"	6600	Tavern "B"
6113	Diner "H"	6234	Coach "N"		Lounge "J"
6114	Diner "H"	6235	Coach "P"	6601	Tavern "B"
6200	Coach "M"	6236	Coach "P"		Lounge "J"
6201	Coach "O"	6237	Coach "P"	6602	Tavern "B"
6202	Coach "L"	6238	Coach "P"		Lounge "J"
6203	Coach "M"	6239	Coach "P"	6603	Tavern "B"
6204	Coach "O"	6240	Coach "P"		Lounge "J"
6205	Coach "M"	6241	Coach "P"	6604	Tavern "B"
6206	Coach "N"	6242	Coach "Q"		Lounge "J"
6207	Coach "L"	6243	Coach "Q"	6605	Tavern "B"
6208	Coach "L"	6244	Coach "Q"		Lounge "J"
6209	Coach "N"	6245	Coach "Q"		
		6246	Coach "Q"		

The above and following information is taken from the Seaboard Air Line Railroad passenger car interior manual denoting the cars were to be furnished in Color Scheme Q. The following page details the drape, paint, window shades, tile flooring, and upholstery colors and schemes which were utilized upon purchase in 1958. *(Railway Data Exchange, courtesy of Allen Stanley, Author's collection)*

Color Scheme Details For Passenger Equipment

Color Scheme "Q" (Coach) 6242, 6243, 6244, 6245, 6246, 6247, 6248, 6249, 6250, 6251

		Stock No.
1. CARPET	None	
2. DRAPES	(To be selected as required)	
3. PAINT		
Ceiling Complete	Sahara Beige	47565110-1
Bagracks & Panels	Rose Beige	47565010-1
Lower Sidewalls	Stainless Steel	-
Bulkheads	GRASSCLOTH, V275 Sandalwood 33-C	-
Passage		
Ceiling	Sahara Beige	47565110-1
Trim	Rose Beige	47565010-1
Walls	GRASSCLOTH, V275 Sandalwood 33-C	-
Women's Lounge Ceiling, Walls & Annex C&W	Sahara Beige	47565110-1
Men's Lounge Ceiling, Walls, & Annex C&W	Crocus Yellow	47565090-1
4. Window Shades	CORDOGLAS, Beige #957	24193065-1
5. Table Tops	None	
6. TILE FLOOR		
Fields	1/8" Sand Mix 9" x 9"	24278041-1
Stripes	1/8" Black & White, 2"	24278027-1
Women-Men's Lounges Field	1/8" Sand Mix 9" x 9"	24278041-1
Border	1/8" Black & White 2"	24278027-1
Annex	1/8" Black & White 9" x 9"	24278029-1
7. UPHOLSTERY		
Coach Seats	Roseberry #1612 Needlepoint	24230080-1
Armrests & Panels	Chinese Modern V 817	24198030-1
	Bisque #1258-1260	
Seat Covers (When Used)	BEAUMONT Roseberry #1612	24198120-1
Women's Lounge and		
Men's Lounge	Tangiers - Autumn Gold	24198026-1



SCL 5259 is seen under the wires in PRR territory. The car, a former C&O Plan 7600 52-seat coach displays the unique appearance of these useful coaches. **(Bob's Photo, Author's collection)**



Modeling SCL 5259:

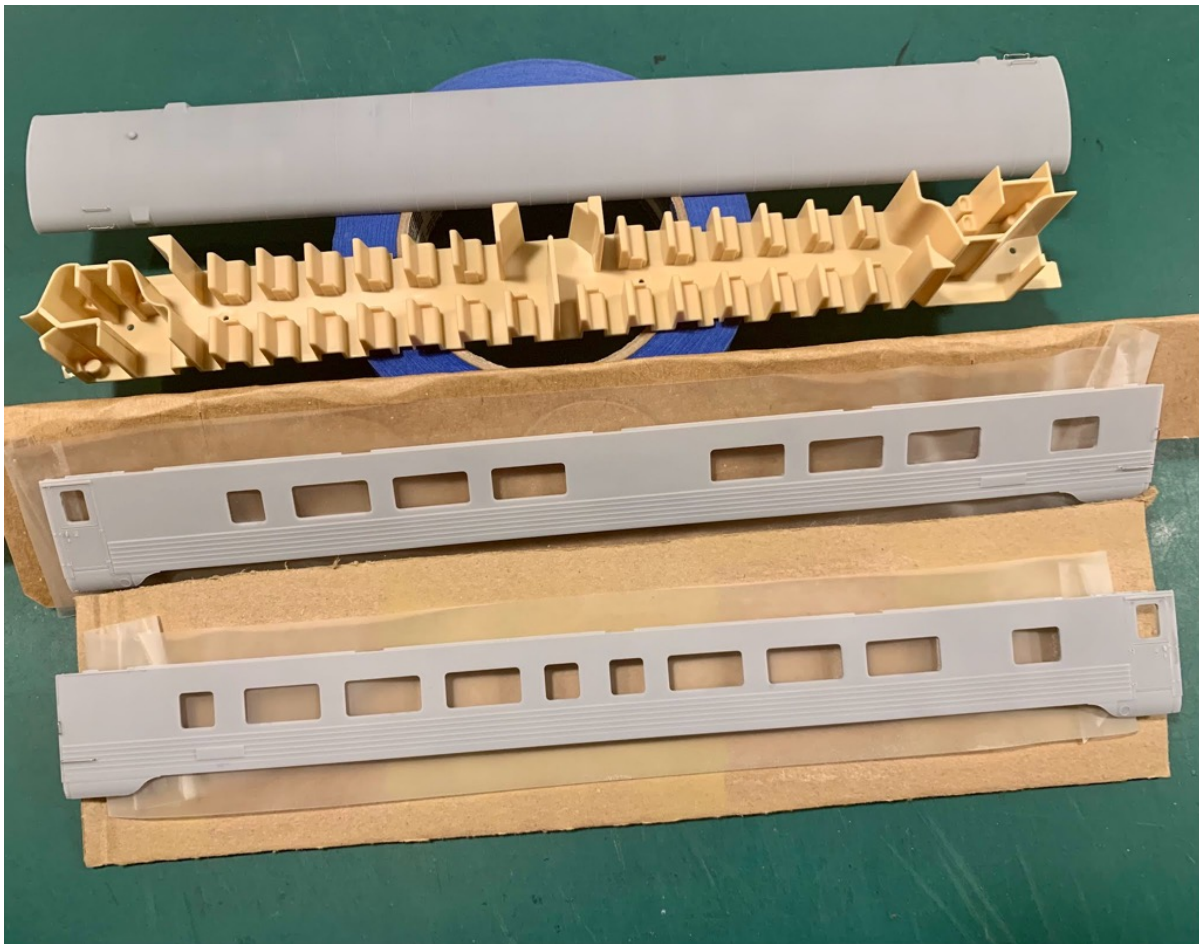
One of my favorite passenger cars has always been the Pullman-Standard Plan 7600 52-seat coach due to their varied appearance from the premiere Seaboard "Silver" series cars. In 2013, Walthers released the coach in several prototypical paint schemes. Through years of collecting and reviewing photographs, I finally located a prototype which matched the Walthers car due to its location of the number board used for car identification. Typically, the number board was centered below the center windows, however, at least one car, SAL 6247/SCL 5259, featured the number board offset towards the blind end, which was all that was necessary to accurately model the car.

The Walthers Pullman-Standard Plan 7600 captures the look of the 1950 Pullman-Standard cars very well, and it features a full interior, a separate interior bulkhead, and working diaphragms. The fluting and car details are consistent with previous Walthers products and are rendered very well. Upon receiving my example, I removed the trucks first, which required the use of a Phillips head. Both trucks were easily removed, and placed into my parts bin for later use.

Once the interior tabs release from the interior edge of the car side, the roof can be easily removed by working your way down the car sides. I removed four interior access screws, which retain the interior using a Phillips head screw driver. The interior has a separate bulkhead and will remove with the interior. The interior needs to be bowed upward slightly and removed with a pull to clear the interior tabs of the diaphragms. Once one end of the interior is free, the other will slide out easily without damage. The interior tabs of the diaphragms will need to be addressed or removed completely. There are two long metal weights located beneath the interior that float within the floor of the model. I removed them easily, and unlike prior releases, they were not secured into place using adhesive tape.

Once disassembled, I placed the car and roof into a bath of 91% Isopropyl Alcohol to remove the factory applied silver paint. Using a soft toothbrush, and liberal scrubbing of the painted areas, the paint finally released from the plastic car body leaving a relatively clean surface to model from. Once stripped, I removed the car from the alcohol bath and scrubbed it with warm, soapy water to completely remove any residual traces of paint from the body. The plastic windows were removed using debonder and the residual adhesive was cleaned away using a sharp hobby knife. A Paasche Air Eraser was used to lightly etch the plastic sides, roof, underbody, trucks, and diaphragms to remove any residual paint.





The blind and vestibule ends of SCL 5259 are ready for primer. The end grab irons were cemented into place prior to etching, and survived without any issues. The remaining components to include the trucks, diaphragms, and wheel sets were etched so that they would

retain paint. Tamiya light gray primer was applied from the spray can in preparation for final painting.

Modifications needed:

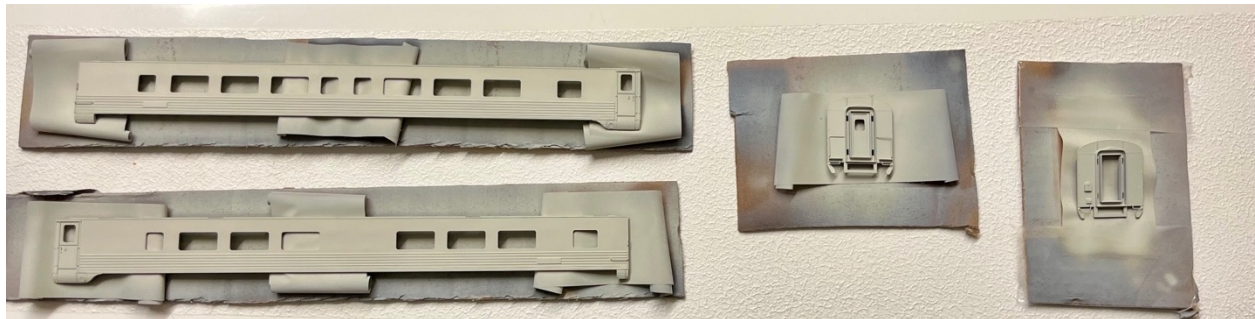
To accurately replicate SCL 5259, the model needed partial skirt removal on the blind end, but otherwise is a perfect match for the model. Using a fine tooth UMM razor saw, I removed the appropriate material to follow the prototype's abbreviated skirting. I applied painter's tape to the area surrounding the cut so as to avoid marring of the thin fluting detail.

The grab iron starter points were drilled using a #80 drill bit and cleared. The grab irons were installed and cemented from within using Cypox adhesive and allowed to cure. I elected to install the vertical grabs last as they retained their stainless-steel appearance. The balance of the car was detailed per the instructions to include the end grab irons and set aside.

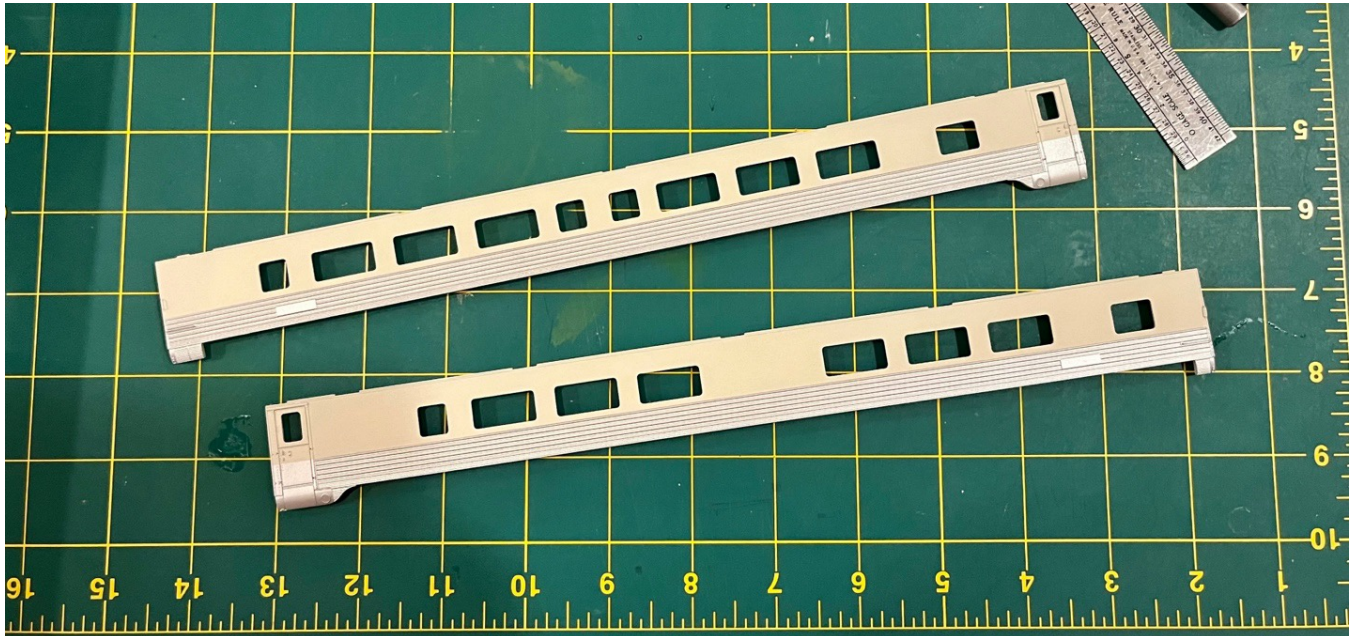
Painting:

Using a black and white image to color match a model is difficult, however, as luck would have it, I managed to locate an additional image of SCL 5259 in St. Petersburg, Florida, taken in 1970. The color slide offered a chance to view the colors in their natural hues which varied from Seaboard Air Line service. The black roof offered a striking difference between the stainless-steel fluting and the car body. The car body color was carried to the ends which were fully painted to match the non-stainless car body.

The underframe was repainted a flat brown, which was also applied to the trucks, and several weathering pigments were applied. The car was painted with a mixture of Tamiya black for the roof, Floquil bright silver for the stainless steel, and Tamiya deck tan and buff for the car body.



The model was primed in light gray and then painted with Tamiya acrylic paints. The model was airbrushed using Tamiya XF-57 Buff, which was far too dark. Once dry, the model was airbrushed with Tamiya Deck Tan XF-55. The color was suitable for the model and appeared to match photographs on hand.



Once dry, the sides were masked for the application of silver to follow the prototype's appearance. The model was masked using Tamiya tape and burnished on the edges to ensure no bleeding. After looking for a suitable metallic, a bottle of Floquil Bright Silver was selected and airbrushed over the side fluting. The model is now awaiting a gloss coat so that decals can be applied to the model.

Decals:

Indulge me for a moment to speak about the accuracy and availability of decals, and especially passenger car decals. With the current move away from kit building to ready to run, many of us who enjoy the build process have lost many great opportunities through the years due to paint, decal, and model manufacturers retiring, shuttering, or closing shop. The enjoyment for many prototype modelers is reviewing a photograph, and building an exacting replica based on their skills and love of the subject. One of the major hurdles is decals and without historical societies, many of these unique sets would not be possible.

The major manufacturer of decals have offered countless sets and many of which are amazingly well executed, however, this project would not have been possible without the assistance and forethought of the Atlantic Coast Line & Seaboard Air Line Historical Society's passenger car modelers. The society partnered with Donnie Dixon in 2010 to bring to market the absolute finest set of Seaboard Coast Line and Atlantic Coast Line decal sets available. The accuracy of this set was developed through a collaboration of many passenger car experts and modelers, and if you are interested in accurate passenger equipment, this set is an absolute must. There are absolutely no other sets more inclusive and more importantly accurate on the market.

The model of SCL 5259 was decaled exclusively with the ACL & SAL HS set D-95, and there are several additional examples that should be added to your decal arsenal. The heralds, the lettering, the weight of the font, they are all there in one complete set contained on an 8" x 10

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SEABOARD COAST LINE

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Homestead	Monticello	Natural Bridge	Mount Vernon	Greenbrier	2800	2801	2802	2803	2804			
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Final Details:

Once the decals were applied, an application of Tamiya X-22 clear gloss was applied to protect and seal them. Once cured, American Model Builders windows (set 923) was installed following the instructions. The windows were cemented into place and American Model Builders tan shades were installed using a small application of Tamiya X-22 clear gloss to affix them within the interior. The car was reassembled and the remaining vertical grab irons were installed using Cypox adhesive. The model was minimally weathered to conform to my 1967-1971 and is now awaiting service on the next southbound *Silver Meteor*.

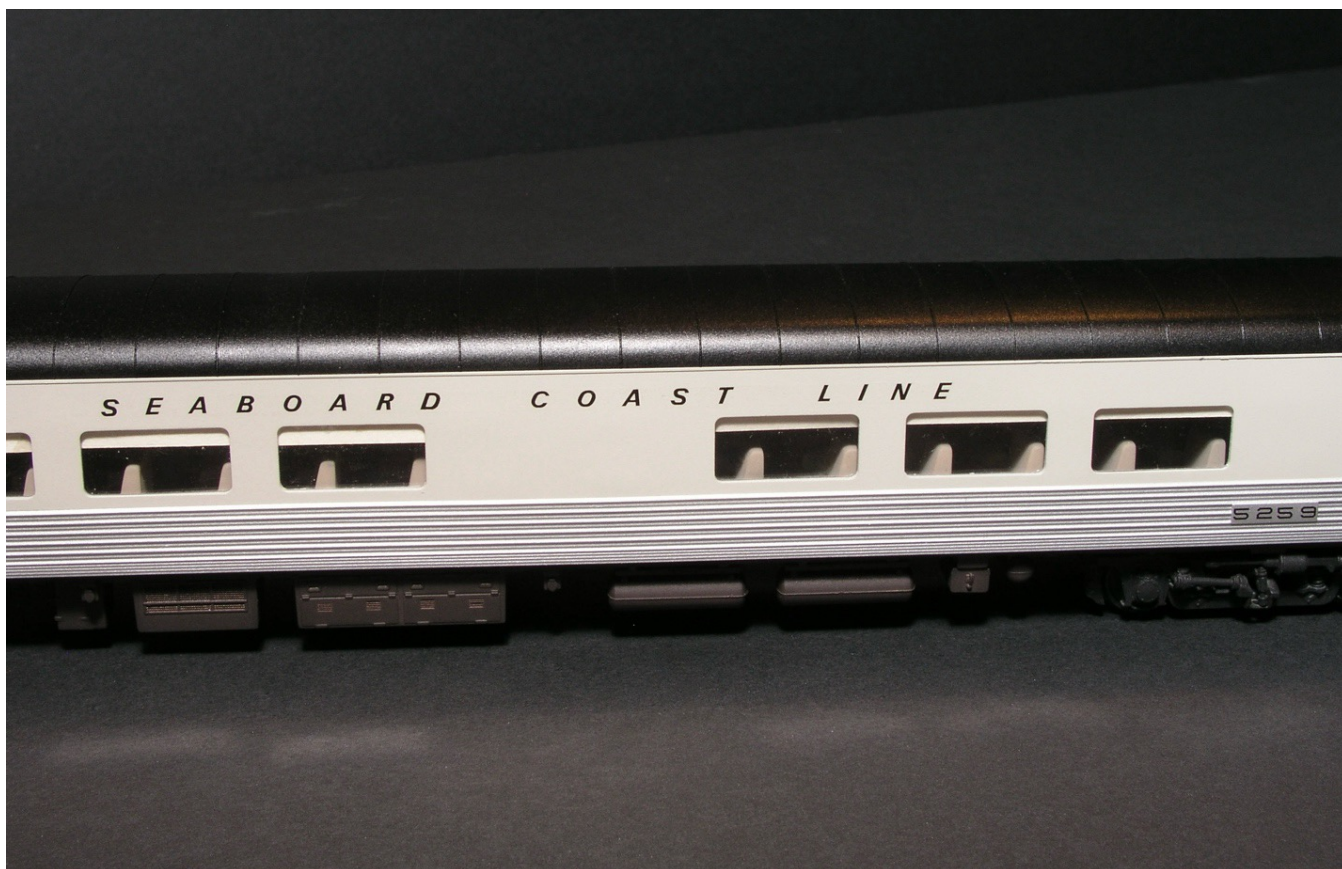
Bill of Materials:

- ACL & SAL Historical Society Seaboard Coast Line Passenger Car Decal set D-95
- American Model Builders 381, Pullman shades tan
- American Model Builders 923, Pullman Standard 52-seat coach window set
- Walthers 932-6760, Pullman-Standard Plan 7600 52-seat coach fluted sides
- Tamiya X-22 Acrylic Gloss
- Tamiya XF-55 Deck Tan
- Tamiya XF-57 Buff (Interior)
- Tamiya X-1 Gloss Black (Roof)
- Floquil Bright Silver









Upcoming Events:

ANNUAL MEETING:

JAX 2027 is only 6 months away! Mark your calendar for early **January 28 - 31, 2027**; the annual Jacksonville Train Show will be held in late **January 2027**. We will have details out with the Q3 issue of Lines South. If you would like to provide a presentation or offer a suggestion for the event, please contact us now! Use the contact e-mails at the website to reach us.

RPM EVENTS:

Linthicum, Maryland, Mid-Atlantic RPM Meet, October 1-4, 2026. See <https://www.marpm.org> for additional details.

Naperville, Illinois, Railroad Prototype Modelers Conference, October 16-17, 2026. See <https://www.rpmconference.com> for additional details.

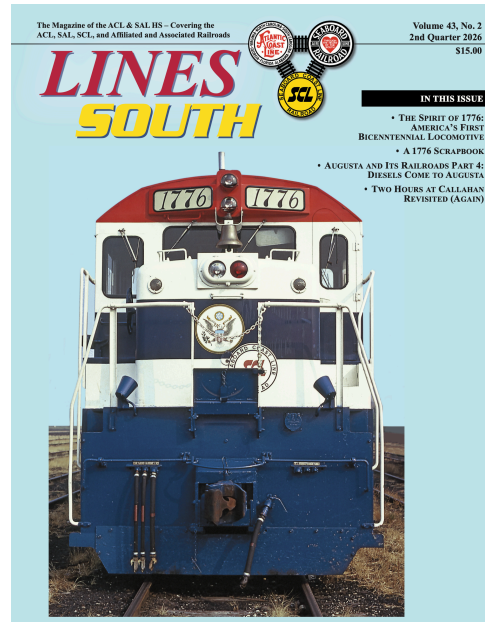
Other RPM Meets can be located at the RPM Event calendar at <http://designbuildtop.hansmanns.org/rpm-event-calendar/>

2027 Calendar:

The Atlantic Coast Line and Seaboard Air Line Railroads Historical Society 2027 calendar is available now for order and will be shipping soon. The 2026 Calendar is now on sale for \$5.00 while supplies last.



LINES SOUTH, 2nd Quarter 2026 issue:



The current issue of **Lines South** is now available showcasing the Spirit of 1776. The issue contains two feature articles on America's first Bicentennial unit, SCL 1776, including its origins, assignments, and many adventures during the nine-plus years it remained in bicentennial paint. If you're not an ACL & SAL HS member, the issue is available separately through our online catalog.

The 2nd Quarter 2026 issue is not one to miss and has been mailed. Please visit <https://www.aclsal.org> to purchase a copy and support the ACL & SAL Historical Society.

Upcoming Seaboard-Coast Line Modeler Articles:

Atlantic Coast Line P-11 Flat cars
Seaboard Air Line F-4/5 Flat cars
Seaboard Air Line P-9 Phosphate Hoppers
Atlantic Coast Line W-5 & W-5-A Woodracks
Seaboard Coast Line K-19 Gondolas
Seaboard Coast Line G-5 Gondolas
Seaboard Coast Line M-5 cabs

MODELING THE PULLMAN-STANDARD 2929 CUBIC FOOT PS-2SD COVERED HOPPERS

*By Justin May
Prototype photos as noted*



ACL 120322, a member of the 1965 built ACL L-14 class which consisted of 800 cars in the ACL 120000-120599 series. (Pullman Standard photograph courtesy of Jim Kinkaid)

Phosphate was first discovered in Florida as early as 1884 along the banks of the Peace River, one of the six major rivers within the state, and while not deposited in its virgin form, phosphate ore has become the staple of central Florida's economy. The area is noted as one of only five states which produce domestically mined phosphate. Eastern North Carolina, Tennessee, Idaho, Montana, and Wyoming produce 24% of the United States' phosphate with the Bone Valley region being the largest producer at 76%. While this discussion will not center on the chemical properties, modern uses, or a general history of its discovery, we do need to discuss the two types of phosphate found within central Florida's Bone Valley region and the significance of its role in Florida's primary railroads, Seaboard Air Line Railroad and the Atlantic Coast Line Railroad.

Phosphate is domestically produced in two forms; wet rock and dry rock. Wet rock phosphate is the second stage of phosphate ore once removed from the overburden, or matrix. Wet rock is generally washed from the pit, pumped to the processing facility, chemically treated, dried within kilns and loaded for transport. Transport of wet rock phosphate is accomplished in open hoppers and need not be protected from the elements. Wet rock is noted to contain approximately 18% water by volume when washed and largely resembles black sand.

Dry Rock phosphate is the finished, dried form of phosphate ore which is highly sensitive to moisture and extremely corrosive. Specially designed hoppers used in transporting dry rock need to be of the covered design and impervious to water intrusion. The dry rock phosphate is mixed with sulfuric acid or anhydrous ammonia to make granular or liquid fertilizers as appropriate and then sold for import and export markets. Dry rock, a dry lading, is carried from mine to port in covered hoppers to protect the finished product from the elements.

The 2,929 cubic foot PS-2SD became a staple for several southeastern railroads with the largest groups owned by Atlantic Coast Line and Seaboard Air Line. The hopper was designed for various commodities to include phosphate, cement, clay, coke, grains, silica, feldspar, feed, and other dry lading commodities which needed protection against water intrusion. The 2929 was developed following the successful PS-2 4,000 and 4427 cubic foot hoppers as cubic capacities and commodity density determined car suitability. Pullman-Standard constructed 4,088 examples of the 2929 cubic foot PS-2SD covered hopper with other car builders also constructing cars of a similar design. The 2929 was rostered by Atlantic Coast Line, Clinchfield, Louisville & Nashville, Norfolk Southern Ry., and Seaboard Air Line. Through mergers the Seaboard Coast Line, Seaboard System, and CSXT became derivative owners.



ACL 89733, a member of the 1965 built L-13 class showcases the unique double post configuration at the bolster and the lack of a non-overhanging roof. (Bill Folsom photograph, Author's Collection)

The first order of 600 cars (ACL 89200-89799) was constructed by Pullman-Standard in 1965 under Lot 8990. This group of cars was unique due to the presence of a non-overhanging roof and a set of external strengthening posts at the bolster location. These cars used a 37' $\frac{3}{4}$ " truck center spacing and had an overall length of 47' $\frac{3}{4}$ ". The cars were identified as the L-13 class and rode on 100-ton Barber S-2-A trucks with 36" single wear wheels and a mix of Brenco, SKF, Hyatt, and Timken roller bearings. The cars also used a U.S. Gypsum *Weldforged* running boards and brake step, and had an assortment of Klasing, Universal, and Ajax handbrake components. The cars were painted using beige finish paint supplied by Dupont, National Lead, and Glidden, with one example, ACL 89624, painted using a gray primer and Dutch Boy experimental beige paint. The cars were lettered using black stenciling, and white stenciling applied to the trucks as needed. The series was conveyed to Seaboard Coast Line in 1967 as series SCL 689200-689799, and one car, SCL 689249, received fiberglass hatch covers in November 1968 at the Lakeland, Florida shops.



ACL 89274, is seen in Butler, Pennsylvania prior to delivery to owner Atlantic Coast Line. The L-13 series was not painted with chemically resistant paint which when seen in later years is likely the reasons for advanced deterioration of the car lettering and paint. (Pullman-Standard photograph, Jim Kinkaid collection)

The second ACL order of 800 cars was constructed in 1965 by Pullman-Standard under Lot 9058. The order was divided into two parts dividing the series as ACL 120000-120599 and ACL 120600-120799. The cars used an overhanging roof and featured 12 equally spaced panels and 13 ribs. These cars also used a 37' $\frac{3}{4}$ " truck center spacing and had an overall length of 47' $\frac{3}{4}$ ". The cars were identified as the L-14 class and rode on 100-ton Barber S-2-A trucks with 36" single wear wheels and a mix of SKF (150 cars) and Timken (650 cars) roller bearings. The cars also used a U.S. Gypsum *Weldforged* running boards and brake step, and had an assortment of Klasing, Universal, and Ajax handbrake components. The cars were painted internally with chemically resistant National Lead epoxy paint, and externally with PPG beige finish paint. The cars were also lettered using chemically resistant black paint. Under SCL, 12 cars were internally lined with Dupont's *FlintFlex* paint which included SCL 420064, 420083, 420089, 420163, 420304, 420442, 420548, 420586, 420660, 420732, 420749 and 420779. The same system was originally applied to ACL 120787-120798 by Pullman-

Standard at construction. One car, ACL 120799, was equipped with quick opening gates. The series was conveyed to Seaboard Coast Line in 1967 as series SCL 420001-420799.



ACL 120322, a member of the L-14 series, is seen following construction in this builder's photo. The car was part of an 800-car order placed in 1965. (Pullman-Standard photograph, Jim Kinkaid collection)



Jim Sands Photo 1966

An in-service view of ACL 120784 is seen in Marshalltown, Iowa in 1966. The shipment of phosphate to farmers, Co-Ops, and fertilizer dealers throughout the United States enabled larger quantities to be transported without the necessity of bagging and shipment in boxcars as previously used. (Jim Sands photograph, courtesy of G. Elwood's Fallenflags.org)

The third ACL order was constructed in 1966 by Pullman-Standard in Lot 9115. The 1,000 car order was placed in the L-14-A class and included cars ACL 120800-121799. This order differed in overall length, which was expanded by one foot to 48' $\frac{3}{4}$ ". The lengthening of the car was most noticeable in the truck center to striker distance which expanded from 5'0" to 5'6" on each end. The cars were painted with a mix of chemically resistant paint sourced from PPG and Dupont, while internally the cars were lined with multiple paints and primers in an effort to determine the best method of protection from corrosion. The L-14-A series rode on 100-ton Barber S-2-A trucks with 36" single wear wheels with an equal number cars receiving Brenco, SKF, Hyatt, and Timken roller bearings. The cars also used a U.S. Gypsum *Weldforged* running boards and brake step, and had an assortment of Klasing, Universal, and Ajax handbrake components. The L-14-A series also differed in the grab iron configuration with three horizontal 36" grab irons extending from the car sides to the corner posts. This also changed the configuration of the end ladders on the cars and eliminated the signature Pullman-Standard "jog" which is a typical spotting feature of their products. Four-hundred twenty-five examples of the L-14-A series were also equipped with long running boards supplied at the time of their construction. As an aside, the later built examples of the L-14-A series featured these extensions which first appeared on car ACL 120989 to the final car of the series. The application of these extensions was not consecutively applied. The series was conveyed to Seaboard Coast Line in 1967 as SCL 420800-421799.



ACL 121262 was part of a 1,000-car order delivered in 1966, which was the largest order of the 2929 cubic foot covered hoppers delivered by Pullman-Standard. (Pullman-Standard photograph, Jim Kinkaid collection)



ACL 121106 sits in Marshalltown, Iowa in 1966. This car is within its first year of service and remains relatively clean. (Jim Sands photograph, courtesy of G. Elwood's Fallenflags.org)



ACL 121595, a later example of the L-14-A class passes through Raleigh, North Carolina on an unknown date. (Warren Calloway photograph, Author's collection)

The final ACL order, ACL 121800-122399, was constructed in 1967 in Lot 9193 as the L-14-B series. This order was comprised of 600 cars and differed little from the 1966 Pullman-Standard L-14-A order. The cars were painted with a mix of chemically resistant paint sourced from PPG and Dupont, while internally the cars were lined with multiple paints and primers in an effort to determine the best method of protection from corrosion. The L-14-B class rode on 100-ton Barber S-2-A trucks with 36" single wear wheels with an equal number cars receiving Brenco, SKF, Hyatt, and Timken roller bearings. The cars also used a U.S. Gypsum *Weldforged* running boards and brake step, and had an assortment of Klasing and Ajax

handbrake components. The L-14-Bs also shared the revised grab iron configuration with three horizontal 36" grab irons extending from the car sides to the corner posts. This also changed the configuration of the end ladders on the cars and eliminated the signature Pullman-Standard "jog" which is a typical spotting feature of their products. The L-14-B series running board length matches the unmodified examples from the 1966 order, with no further documentation of the extension specified. The standard configuration shows a 16" running board extension from the car end. The series was conveyed to Seaboard Coast Line in 1967 as series SCL 421800-422399.

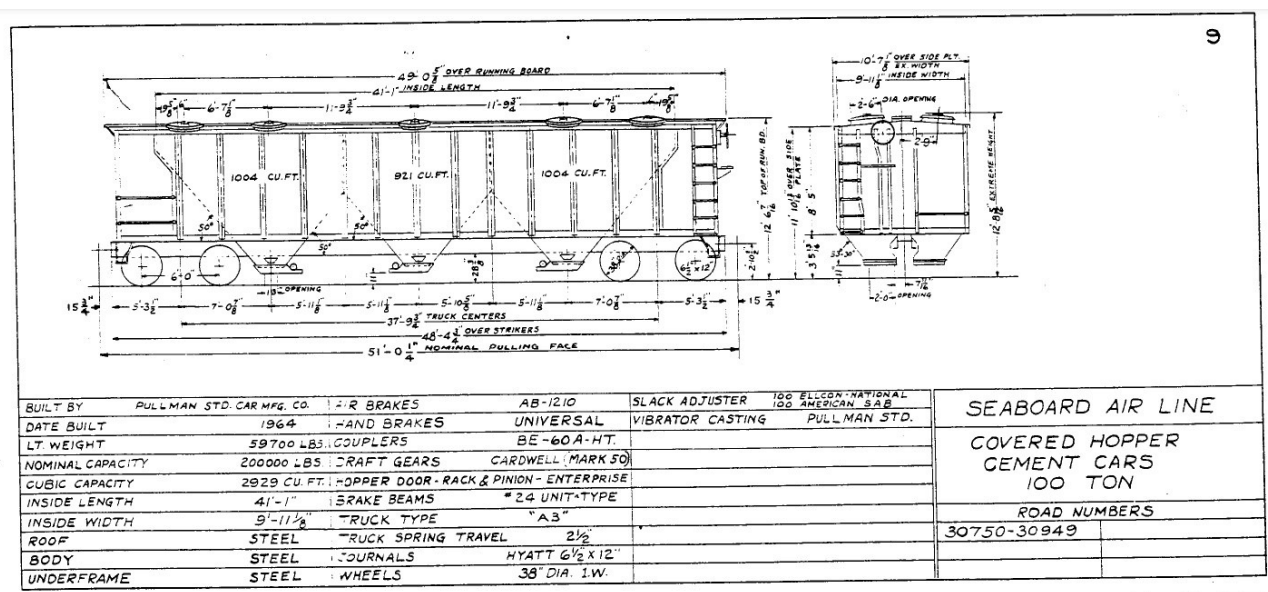


ACL 121995, a member of the L-14-B series, displays the unique reporting marks and number type face applied to this order delivered in 1967. *(Pullman-Standard photographs, Jim Kinkaid collection)*



ACL 122391 is sitting with several additional examples of L-14-B 2929 covered hoppers. These cars were equipped with the extended running boards as seen in this view. *(Pullman-Standard photographs, Jim Kinkaid collection)*

Seaboard Air Line, a rival of the Atlantic Coast Line, also had a significant investment in the transport of dry rock phosphate. In 1963, Seaboard Air Line placed a 200 car order to Pullman-Standard in Lot 8917. In 1964, the cars were delivered as SAL 30750-30949 and featured an offset roof hatch spacing similar to that of early PS-2 covered hopper designs. The 30" hatches were oriented to swing open away from the ends of the car. The cars were not given a class designation by SAL, however, when conveyed to successor SCL, all examples of the 2929 were installed in the LS-14 class. The series rode on 38" untreated 1-W wrot steel wheels and rode on ASF A-3 Ride Control trucks with a 6'0" wheelbase. The use of these larger trucks and wheelsets also affected the car construction as compared to the ACL examples. The lengthening of the ends was necessary to account for the clearance of the larger wheel diameter which increased the truck centers by 9" (4.5" per side), a longer overall length of 51' 1/4" and a reduced truck center to striker distance of 5' 3 1/2". The 1963 series would be the shortest of all Seaboard Air Line 2929 cubic foot covered hopper examples. The series used Apex running boards, Universal handbrakes and brake step, and Enterprise outlets. The series was conveyed to Seaboard Coast Line in 1967 as series SCL 830750-830949.



Seaboard Air Line equipment diagram for the 1964 order of Pullman-Standard 2929 cubic foot covered hoppers in series SAL 30750-30949. (Author's collection)



SAL 30769, a member of the initial 1964 order placed by Seaboard Air Line was unique with the offset 30" hatch spacing. This configuration was only applied to Lots 8917 and 8876. (Pullman-Standard photograph, Jim Kinkaid collection)

In April 1964, SAL returned to Pullman-Standard ordering 150 additional 2929 cubic foot covered hoppers in Lot 9054. The cars were delivered as SAL 30950-31099 in 1965 and featured an equally spaced hatch configuration similar to those cars constructed by ACL. The 30" hatches on the right side of the car were hinged to swing open towards the "B" end, while those on the left side of the car were hinged to swing open towards the "A" end. The series rode on 38" untreated 1-W wrought steel and rode on ASF A-3 Ride Control trucks with a 6'0" wheelbase. The use of these larger trucks and wheelsets applied to this series which made these examples longer than the initial order. The series used Apex running boards, Universal handbrakes and brake step, and Wine Railway Appliance Company outlet gates. The series was conveyed to Seaboard Coast Line in 1967 as series SCL 830950-831099.



SAL 31096 sits in Butler, Pennsylvania prior to delivery to the Seaboard Air Line. (Pullman-Standard photograph, Jim Kinkaid collection)

In 1967, Seaboard placed their final order for the 2929 cubic foot covered hopper ordering 500 cars in series SAL 32000-32499. The cars were delivered in February 1967 just months prior to the SCL merger, making them among the final cars to be constructed for the SAL. These hoppers featured an equally spaced hatch configuration with the same hatch swing configuration. The series rode on 38" untreated 1-W wrought steel and rode on Barber S-2-A trucks with a 6'0" wheelbase. The use of these larger trucks and wheelsets applied to this series made these examples longer than all other orders with an overall length of 52' ¼". The truck center to striker distance was increased on this order to 5' 9 ½". The series used Morton running board and brake step material, with a mix of Universal, Ajax, and Miner handbrake components. The hoppers originally utilized Keystone and Wine discharge gates when constructed.



SAL 32049 with additional members of the order await final delivery in this builder's photograph view. The elevated view gives needed detail for modelers concerning the roof hatch spacing and B end brake configuration. (Pullman-Standard photograph, Jim Kinkaid collection)

The combined fleet of the 2929 cubic foot covered hoppers owned by ACL and SAL accounted for 94% of all 2929 production. The lesser known car owners included the Clinchfield Railroad with a total of 140 cars. In September 1965, Pullman-Standard constructed 40 examples of the 2929 cubic foot covered hopper for Clinchfield in Lot 9057. These examples featured a high mounted brake wheel, ladders in lieu of three horizontal grab irons, and rode on 36" ASF A-3 Ride Control trucks. The cars were installed in the FL10 series and numbered CRR 60500-60539.



CRR 60536, an example of the FL10 class of 2929 cubic foot covered hoppers delivered to Clinchfield in September 1965. (Pullman-Standard photograph, Jim Kinkaid collection)

In April and May 1967, 100 additional cars were installed in the FL11 series and numbered CRR 60540-60639. These 2929s differed from the initial series by featuring a low mounted brake wheel, three horizontal grab irons in lieu of side mounted ladders, extended running boards, and rode on Barber S-2-A 100-ton trucks. The Clinchfield cars were used extensively in feldspar service denoted by a yellow panel applied in the center of the car.

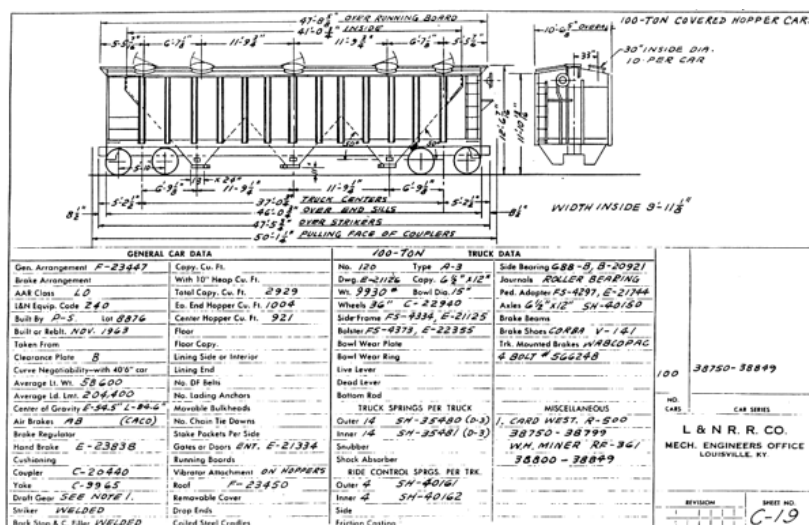


CRR 60568, an example of the FL11 series, constructed in May 1967. The differences seen from the FL10 series above include the lowered brake components, differing stirrup configuration, and an extended running board. (Pullman-Standard photographs, Jim Kinkaid collection)



L&N 38758 was one of the earliest examples of the Pullman-Standard 2929 cubic foot design. The high mounted hand brake components can be seen in this B end view. Of note, the lack of a brake lever indicates these cars were equipped with truck mounted brakes. (*Pullman-Standard photographs, Jim Kinkaid collection*)

L&N also ordered 100 examples of the 2929 cubic foot covered hopper in November 1963 from Pullman-Standard in Lot 8876. These were the earliest examples of 2929 construction and lacked body mounted brake appliances. The cars featured standard length running boards, high mounted Klasing 1700 hand brake components, uneven 30" hatch spacing, and truck mounted Wabco Pac brakes. The cars rode on Barber S-2 trucks with 36" wheels and Timken bearings. The series was equipped with Enterprise outlet gates. The L&N examples were in cement and feed service as L&N began sampling many of the various cubic capacity cars to handle their unique traffic demands. These examples are most similar to Seaboard Air Line's 1964 order in terms of car construction.



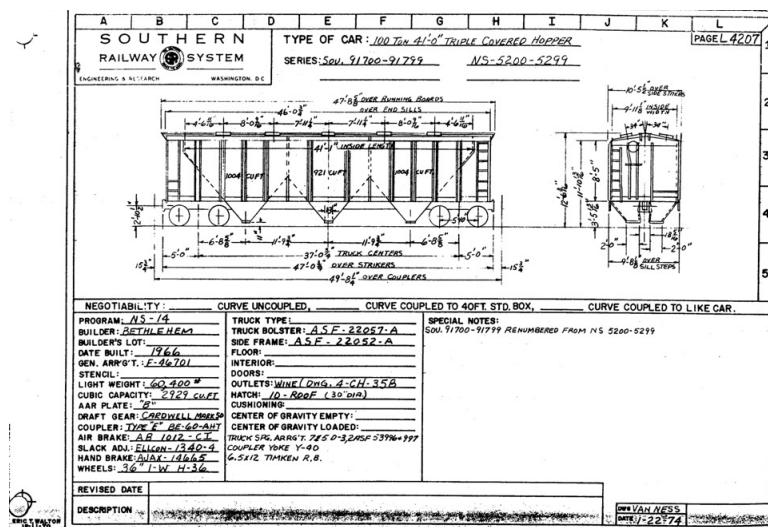
Louisville and Nashville Railroad's equipment diagram sheet, C-19, detailing the specifications of L&N series 38750-38849. (*G. Elwood collection, courtesy of Fallenflags.org*)

The Norfolk Southern Railway also purchased 100 cars from Pullman-Standard in January 1966 in Lot 9083. The 100 cars were numbered NS 5000-5099 and used primarily for dry rock phosphate transport from Lee Creek Mine in Aurora, North Carolina. Texas Gulf Sulphur opened a phosphate mining operation in 1965 and these cars were used in direct support of outbound phosphate shipments. The cars featured high mounted Ajax brake components, a Morton running board and brake step, 10 evenly spaced 30" hatches, Enterprise outlets, and rode on ASF A-3 Ride Control trucks with 36" wheels.

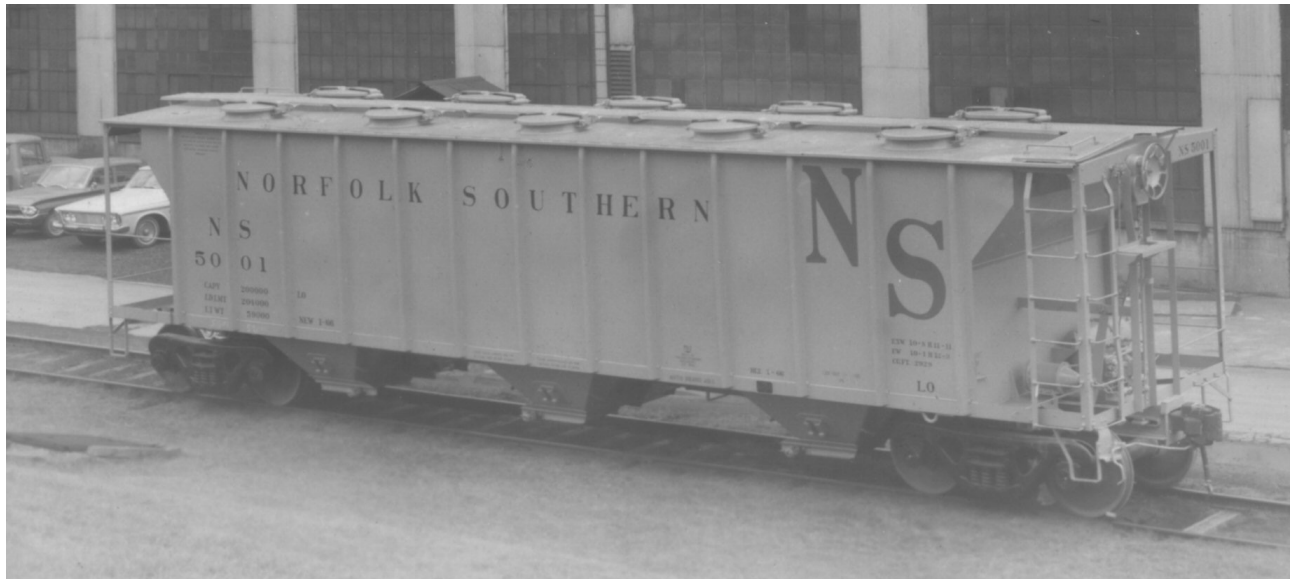


Norfolk Southern Railway 5093 sits in the Marshalltown, Iowa yard in 1966. The use of both ACL and NS equipment should give consideration to those modeling the Midwest and the use of varying railroad's examples of this unique hopper. (Jim Sands photograph, courtesy of George Elwood's Fallenflags.org)

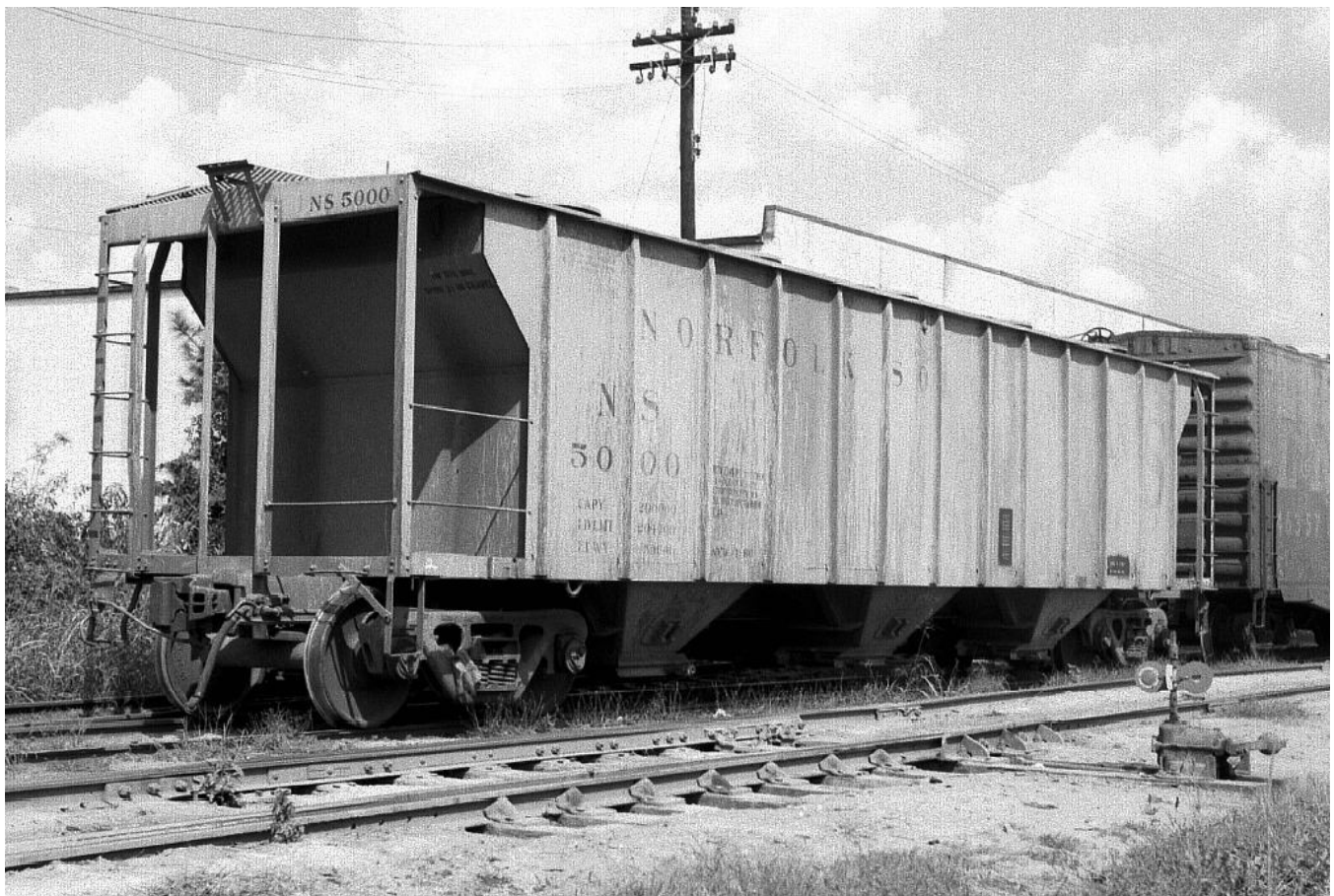
The original 100 car order was supplemented with additional 2929 cubic foot covered hoppers as operations expanded. In 1966, Bethlehem Steel Car supplied an order, NS 5200-5299, which ultimately brought the total of 2929 cubic foot covered hoppers to 200 cars. The Pullman-Standard design differed from the Bethlehem Steel Car design in several ways. The NS divested itself of the original Pullman-Standard order in 1980 when United States Railway Leasing Company leased 97 cars to Texas Industries Incorporated as USEX 5000-5024 and 5026-5097 for use in cement service in Artesia, Mississippi.



A review of the Southern Railway equipment diagrams for examples of the 2929 cubic foot covered hoppers provided only this example delivered by Bethlehem Steel in 1966. The Pullman-Standard series was not included and appears to have been removed from the roster by 1976. (Railway Data Exchange, Author's collection)



NS 5001 poses for a builder's photograph in 1966 in Butler, Pennsylvania. The NS cars were ordered expressly for newly created phosphate traffic in the Lee Creek, NC area. (**Pullman-Standard photograph, Jim Kinkaid collection**)



NS 5000 sits in Raliegh, NC on September 6, 1970. The stenciling to the right of the reporting marks denotes the car is in assigned service with return instructions to Lee Creek Mine. (**Warren Calloway photograph, Author's collection**)

PS-2SD 2929s In Service:



ACL 122358, a L-14-B class car, retains its original reporting marks, but has received additional stenciling and patched data. The low mounted brake wheel and extended running board are evident. **(Bill Folsom photograph, Author's collection)**



ACL 122340, another L-14-B series car, still showcases its 4-1967 build date and paint data. The ends have been bent likely due to the use heavy equipment to shove the car, a common issue on many covered hoppers. The car was once in dedicated service based on the presence of the yellow stencil, however, is likely in general service again due to the painted-over stenciling. **(Bill Folsom photograph, Author's collection)**



ACL 121393, a member of the L-14-B series sits in Atlanta, Georgia during the 1980s. The trust plate applied to the left slope sheet panel is present. The addition of reweigh data and a COTS panel along with years of lading and grime demonstrate how much use these cars saw. **(Bill Folsom photograph, Author's collection)**



ACL 89780 was photographed in Hamlet, NC on April 5, 1980. The use of chemically resistant paints was used on later orders which prevented such paint failures. **(Bob Graham photograph, Author's collection)**



One of the more interesting patched paint jobs is ACL 120990, a L-14-A class car, which uses a non-standard reporting mark. This car is now in Seaboard System service with a majority of the car lettering obscured by grime. The car was last reweighed in January 1980 by SCL shop forces. **(Chuck Zeiler photograph, courtesy of RRPA)**



ACL 89404, seen in Lakeland, Florida on March 15, 1968. This car is loaded with 100-tons of processed phosphate and will be returned to a local facility where it reloaded with another shipment. **(Bob's Photos)**



ACL 120163, is seen passing through Manchester, Georgia on June 22, 1966. This car is a member of the L-14 series which in 1965. The car was in assigned service to Columbia Nitrogen Company of Augusta, Georgia. It was one of 26 cars in such service. (C.L. Goolsby photograph, Author's collection)



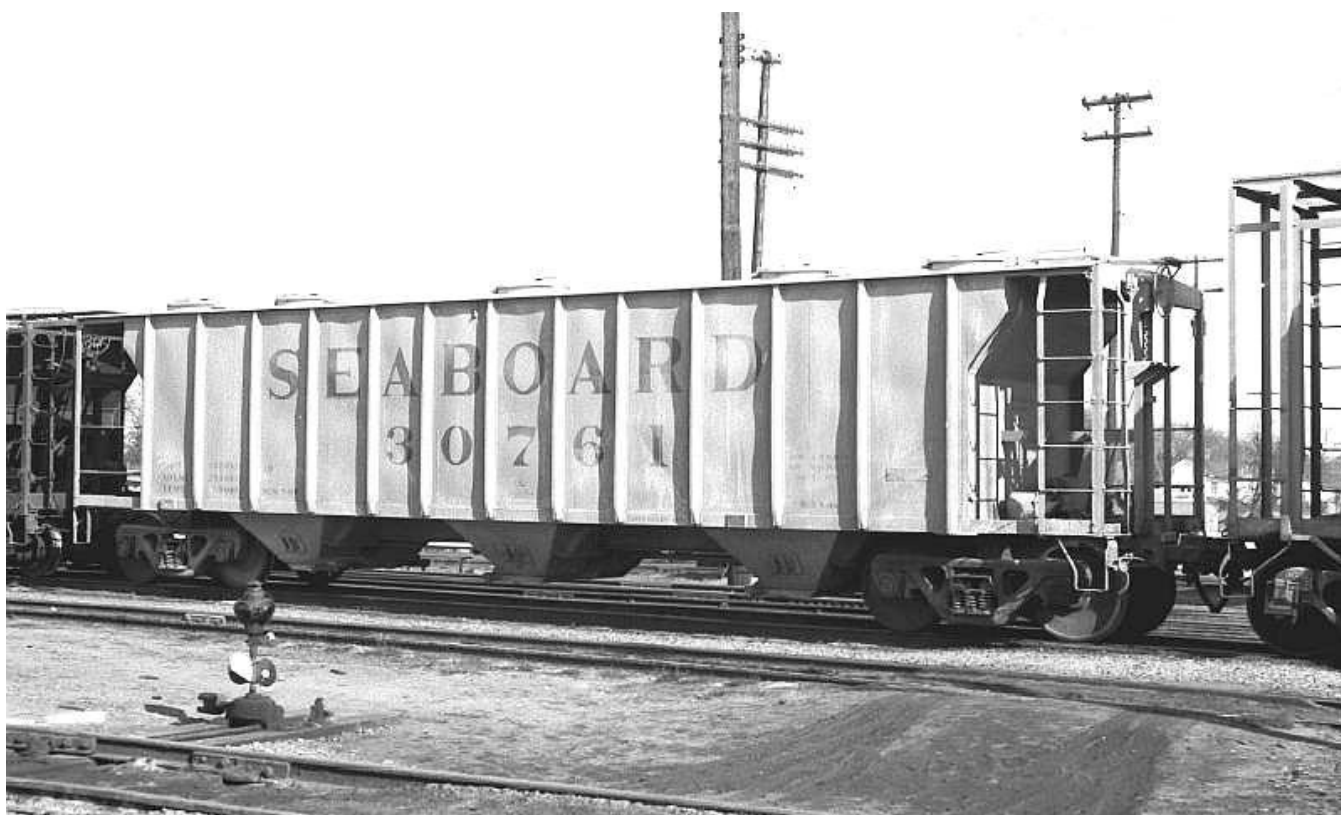
ACL 121830 is seen passing through RF&P's Potomac Yard, near Washington D.C. on April 10, 1969. The car is a member of the L-14-B series constructed in 1967 and shows sign of spilled lading over the iconic ACL lettering. (Bob's Photos, Author's collection)



ACL 120558, a member of the 1965 built ACL L-14 class which consisted of 600 cars in the ACL 120000-120599 series. These cars were eventually incorporated into the SCL series using numbers SCL 420001-420599. This car was photographed in Kansas City, Missouri in October 1968. (Mark Vinski photograph courtesy of G. Elwood's Fallenflags.org)



SAL 31066, is seen Atlanta, Georgia on April 30, 1966. The lettering is partially obscured by the spilled lading, which is likely the result of cement or dry rock phosphate. The car was painted a medium gray color and lettered with black stenciling. (C.L. Goolsby photograph, Author's collection)



Warren Calloway photographed SAL 30761, a 1964 built first order Seaboard Air Line car as it passed through Raleigh, NC. The car features the offset hatch spacing, high brake wheel, and 38" 1-W steel wheels. **(Warren Calloway photograph, Author's collection)**



Craig Zeni photographed SAL 32389 in Selma, NC on April 12, 1987, which by this time was in Seaboard System service. **(C. Zeni photograph, Author's collection)**



SCL 421241 has been freshly repainted in the Waycross shops in September 1967 as part of SCL's display train immediately following the SCL merger. The standard paint scheme of beige car color with black stenciling was utilized by ACL, SCL, and successors Seaboard System and CSX Transportation. (Warren Calloway photographs, Author's collection)



SCL 422091 is seen passing through Denmark, SC on February 19, 1978. The L-14-B class was the final order placed by ACL, and this car now repainted demonstrates the similar paint scheme continued by Seaboard Coast Line. (Randy Chassereau photograph)



SCL 420405, a member of the L-14 series, and formerly ACL 120405, is found in train surrounded by ACF CH-29 two bay covered hoppers in Yemassee, South Carolina on August 10, 1985. This car was placed in dedicated cement service to Lehigh Portland Cement Company, in Lehigh, Florida. (Randy Chassereau photograph)



SCL 420916 is in Savannah, Georgia on December 21, 1970. Several 2929s were repainted as needed, however, most survived in their as-delivered paint given their recent construction just before the Seaboard Coast Line merger date on July 1, 1967. This car is a member of the SCL L-14-A class and provides an excellent in-service view of the SCL lettering applied. (C.L. Goolsby photograph, Author's collection)



(Previous Page Below) SCL 421810 is seen in Hooker's Point yard in the Port of Tampa on an unknown date. SCL continued to repaint equipment using a chemically resistant beige paint and black car stenciling. This car was repainted in Waycross, Georgia in September 1969 based on the service date. To the right of this date are the paint specifications used on the car. (S. Jackowski photograph, Author's collection)



SCL 239887, is seen sitting in City Yard in downtown Tampa, Florida. The car has been renumbered into the 239000 series under Seaboard Coast Line ownership. Some groups of freight cars, mostly boxcars, were renumbered during the late-1970s and early-1980s due to being placed in new equipment trusts. These new series appeared to assign old numbers at random with no relation to the former number. The car is bad ordered and was last serviced in March 1980. Several of these L-13 series examples would be re-ribbed under CSXT ownership. (S. Jackowski photograph, Author's collection)



Side scan by: (C) Stan Jackowski

(Previous Page Top) Seaboard System 220975 was photographed in Prairie Junction, Florida, deep within the confines of the Bone Valley region. The car has been freshly repainted and retains the paint scheme of beige and black lettering used by predecessor Atlantic Coast Line. **(S. Jackowski photograph, Author's Collection)**

(Previous Page Bottom) Seaboard System 221018, a member of the L-14 series of Pullman-Standard 2929 cubic foot covered hoppers passes through Jacksonville, Florida on an unknown date. The addition of a double panel COTS label and protective angle directly above will give this car's heritage a chance at being read in the future. **(S. Jackowski photograph, Author's collection)**



Slide scan by: (C) Stan Jackowski

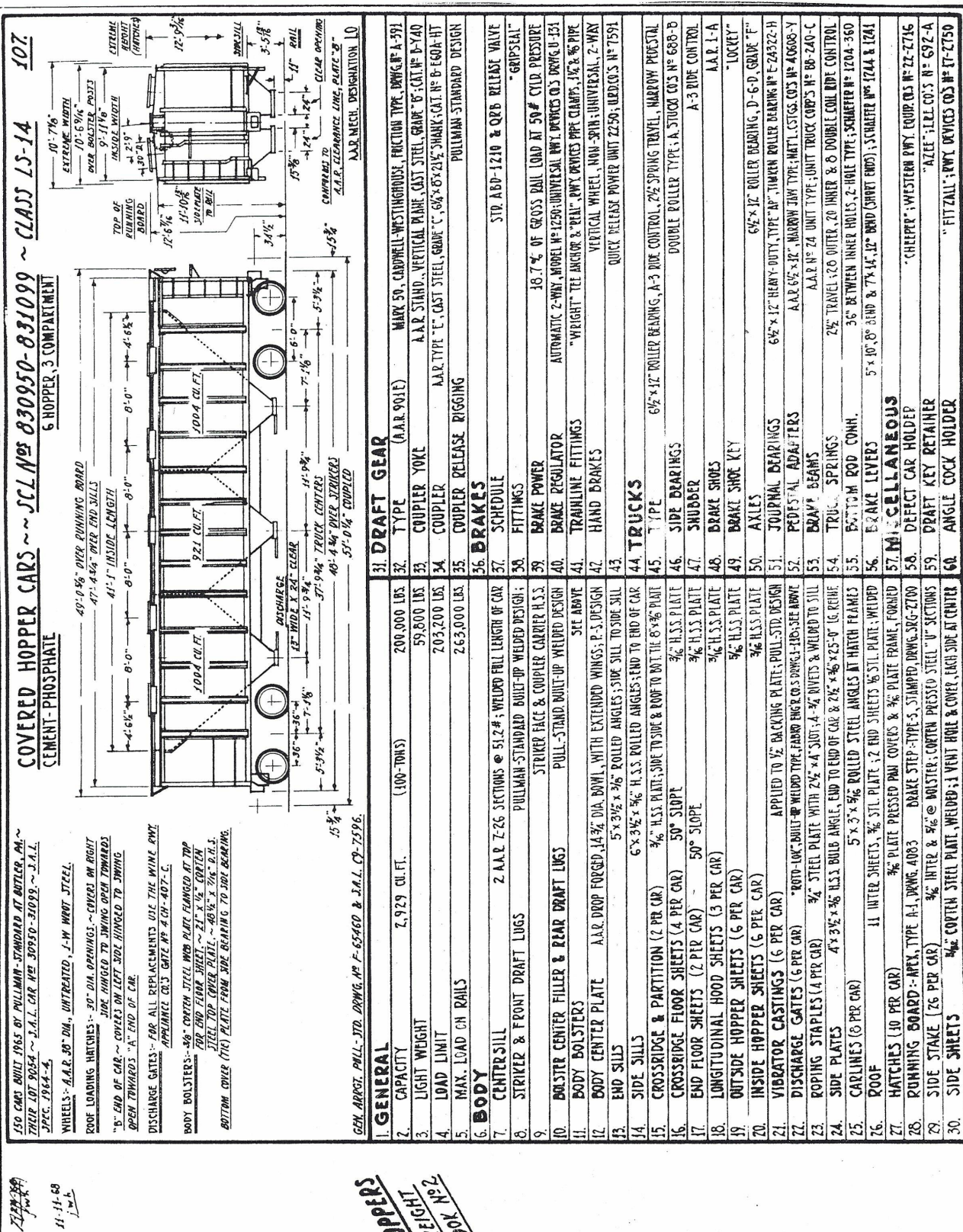
Seaboard System 221199 is seen near the end of its career in this shot taken in Tampa, Florida. The car has been marked as HBO (Home – Bad Order) Class 3 effective 11-10-1987. The grab irons on the A end have been partially removed for an unknown reason. **(S. Jackowski photograph, Author's collection)**



Seaboard System 222831 was photographed in Mulberry Yard on May 9, 2002. The car is a member of the L-14-B series, and is coupled to CSXT 221622, a member of the L-14 series. Note the differences in hand brake locations. (Author's photographs)







OPERS
HEIGHT
40X #2

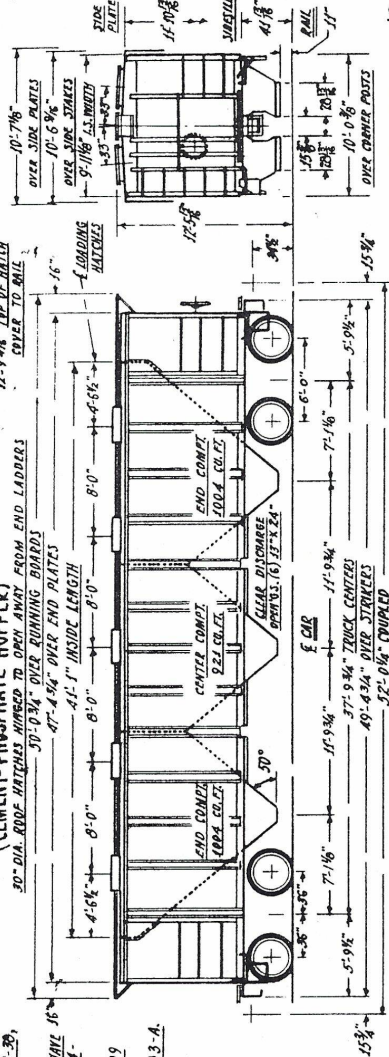
PPERS
EIGHT
BOX No 2

TRIPLE COVERED HOPPER CARS~ SCL Nos 832000-832499 ~ CLASS LS-14 111.

WHEELS: A.A.R. 35" DIA., 1-W WROT STEEL, CLASS "U", SECTION B-30,
A.A.R. SPEC. M-107-63.

BRAKE REGULATORS :- NOS 83200-83243 & 83249-83249 HAVE
ELCOH-NATIONAL'S MODEL 1480-4 ; NOS 83244-
83249 HAVE UNIVERSAL MODEL 1700.

ROLLER BEARINGS:- NOS 832000-832194 & 832494-832499
HAVE NYATT, DRWG. NO 4-R-3796-P.
NOS 832194-832493 HAVE BREMCO, DRWG. NO 2503-A.



GEN. ARRG'T. POLL.-STD. DRWG, NO M-042-048 (F) & S.C.I. NO CF-50.

GENERAL		DRAFT GEAR	
1. CAPACITY (100-TONS)	2,929 (LT.)	32. TYPE	200% MINER RF-361; 100% C.H. MINER 50; 200% NATIONAL INC-440 (ORDER CUSH.)
2. LIGHT WEIGHT	61,500 LBS.	33. COUPLER YOTE	A.A.R. 5TH VERTICAL TYPE, CAST STEEL, GRADE "B"; CAT. NO. D-940
3. LOAD LIMIT	201,500 LBS.	34. COUPLER	TYPE "C", 6 1/2" x 8" RIGID SHANK; CAT. NO. D-EG0A-HT
4. MAX. LOAD ON RAILS	263,000 LBS.	35. COUPLER RELEASE PIVETING	PULLMAN STANDARD DESIGN & MFG.
BODY		36. BRAKES	
1. CENTERSILL	2 PER CAR 13 1/2" @ 51.2" # A.A.R. Z-76 RIGID CENTER SILL	37. SCHEDULE	STANDARD ABD-1210 FREIGHT CAR SCHEDULE
2. SECTION BETWEEN STRUTTERS & WELDED FULL LENGTH ON INSIDE & OUTSIDE		38. FITTINGS	GRIPSEAL
3. STRIKER	PULLMAN STANDARD BUILT-UP WELDED DESIGN	39. BRAKE POWER	18.07 OF GROSS RAIL LOAD AT 50# BRAKE CYL. PRESSURE
4. BULSTER CENTER FILLER & REAR DRAFT LUGS	PULL-5TH BUILT-UP WELDED DESIGN	40. BRAKE REGULATOR	SEE ABOVE LEFT
5. BODY BOLSTERS	WELDED; WEB 3/8" H.S.S. PLATE WITH 21" x 4" H.S.S. COVER PLATE	41. TRAILLINE FITTINGS	"WRIGHT" TEE ANCHOR & GRIPSEAL FITTINGS
6. BODY CENTER PLATE	OROP FORGED, 14 1/2" DIA. BOWL	42. HAND BRAKES	VERTICAL WHEEL, NON-SPIN TYPE; 200% UNIVERSAL R.W.Y. DEVICES;
7. END SILLS	5" x 3 1/2" x 3/8" ROLLED STEEL ANGLES	43.	200% A.T.A.X. CONSOLIDATED; 100% W.H. MINER CO.
8. SIDE SILLS	6" x 3 1/2" x 5/8" H.S.S. ROLLED ANGLES, END SILL TO END SILL	44. TRUCKS	
9. CROSSBRIDGE & PARTITION	WEB 3/8" H.S.S. PLATE WITH 6" x 3/8" BOTTOM PLATE	45. TYPE	100-TON, 38" DIA. WHEEL, DABBER 5-2-A, 2 1/2" SPRING TRAVEL
10. CROSSBRIDGE FLOOR SHEETS	3/4" H.S.S. PLATE	46. SIDE BEARINGS	DOUBLE ROLLER TYPE; A.S.TUCKER CO.'S DRUM, NO. 688-B
11. END FLOOR SHEETS ~ 50" SLOPE	3/4" H.S.S. PLATE	47. SHUDDER	DABBER 5-2-A
12. LONGITUDINAL HOOD SHEETS (3 PER CAR)	1/2" H.S.S. PLATE	48. BRAKE SHOES	A.A.R. I-A, CAST IRON, WALKER MACH. & FDRY.
13. OUTSIDE HOPPER SHEETS (6 PER CAR)	5/8" H.S.S. PLATE	49. BRAKE SHOE KEY	"LOCKEY", SPRING TYPE; ABEX
14. INSIDE HOPPER SHEETS (6 PER CAR)	3/4" H.S.S. PLATE	50. AXLES	D-11-1965; 1 1/2" x 12" ROLLER BEARING; A.A.R. SPEC. M-126-56, GRADE F
15. VIBRATOR CASTINGS (6 PER CAR)	WELDED TO 6" BACKING PLATE; WINE R.W.Y. APP. CO.	51. JOURNAL BEARINGS	HYATT OR BRUNO; 1-SEE ABOVE LEFT
16. DISCHARGE GATES	4 00 6", KEYSTONE R.W.Y. EQUIP. CO.; 100% WINE R.W.Y. APP. CO.	52. PEDESTAL ADAPTERS	NARROW PEDESTAL TYPE; NATIONAL CASTINGS CO.
17. ROPING STAPLES (4 PER CAR)	COMB. N. ROPING STAPLE & JACKING PAD OF 3/4" THICK PLATE	53. BRAKE BEAMS	A.A.R. NO. 24 UNIT TYPE
18. ROPING PLATES	4" x 3 1/2" x 3/8" @ 11.9" @ CORTEN BULB ANGLE; FULL LENGTH OF CAR	54. TRUCK SPRINGS	28" OUTER, 16 INNER COILS (0-3) & 0 SIDE COILS
19. CARLINES (0 PER CAR)	5" x 5" x 5/8" ROLLED STEEL ANGLE AT HATCH FRAMES	55. BOTTOM RAIL CORN.	36" BETWEEN INSIDE HOLES, 2-TYPE; SCHAEFFER'S DRUM, NO. 1204-360B
20. ROOF	(11) INTERMEDIATE ROOF SHEETS OF 3/4" PLATE; (2) 1/2" THICK END SHEETS	56. BRAKE LEVERS	5" x 10" (DRUM 1244-A); 7 1/2" x 14" (DRUM 1241-A); SCHAEFFER EQUIP. CO.
21. MATCHES, 10 PER CAR (5 PER SIDE)	30" DIA. OPENING; 3/8" PLATE FRAMES & COVERS	57. MISCELLANEOUS	
22. RUNNING BOARD & CROSSOVER STEP	MORTON MFG. CO.	58. DEFECT CAR HOLDER	"CHIEFER"; WEST R.W.Y. EQUIP. CO.'S DRUM, NO. 22-2716
23. SIDE STAKE	22 INTERMEDIATE OF 3/4" H.S.S. PRESSED PLATE & 4 AT BOLSTERS OF 3/8" H.S.S. PRESSED PL.	59. DRAFT KEY RETAINER	"ACE"; ILL. R.W.Y. EQUIP. CO.; DRUM, NO. 692-A
24. SIDE SHEETS	3/8" CORTEN STEEL	60. ANGLE COCK HOLDER	"FITZALL"; RAILWAY DIVISION'S DRUM, NO. 57-27159

TRIPLE HOPPER CAR ~ COVERED ~ SCL Nos 689200-689799 ~ CLASS L-13

600 CARS BUILT 1965 BY PULLMAN-STD. AT BUTLER, PA.
THEIR LOT # 8390 ~ P.A. ORDER 136-195
SEE FILE XL 101-17 ~ GEN'L. ARRG. DRWG. NO. P-65007

WHEELS:- A.A.R. 56 ONE WEAR CAST STEEL, CLASS "U", CH-36.

ANGLE COCK HOLDERS:- "FITZAL", WESTERN RY. DEVICES CO.

PAINTING, INTERIOR: INSIDE OF CAR NOT TO BE PAINTED.

PAINTING, EXTERIOR:- 250 CARS, E.I. DUPONT CO.:- 1 COAT OF EPOXY

ZINC CHROMATE GRAY PRIMER NO. 825-6032 &

1 COAT OF EPOXY BEIGE FINISH PAINT NO. 823-8019 ~ NOS 689200-89449.

249 CARS PITTSBURGH PLATE GLASS CO.:- 1 COAT OF EPOXY

ZINC CHROMATE PRIMER NO. UC-9650 & 1 COAT OF EPOXY BEIGE

FINISH PAINT NO. S-16443 ~ NOS 89450-89699.

50 CARS, NATIONAL LEAD CO.:- 1 COAT OF ACRYLIC GRAY

PRIMER NO. 25-067 & 2 COATS OF ACRYLIC FREIGHT CAR

BEIGE FINISH PAINT NO. 25-621 ~ NOS 89700-89749.

50 CARS, THE GLIDDEN CO.:- 1 COAT ACRYLIC PRIMER NO. RGL-35295 & 2 COATS ACRYLIC

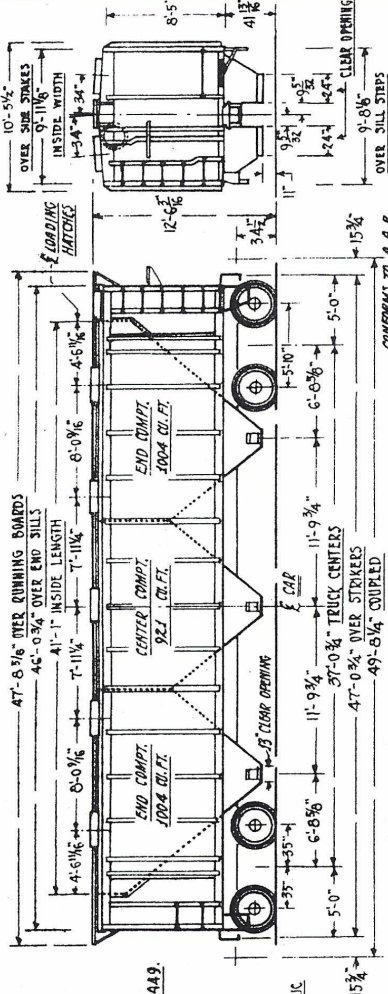
BEIGE FINISH NO. RGL-35111 ~ NOS 89750-89799.

1 CAR, NO. 68624 HAS GRAY PRIMER NO. 22087 & FINISHED WITH BUTCH

ROY "EXPERIMENTAL" BEIGE PAINT.

1 CAR, NO. 68249, EQUIPPED WITH FINE GLASS HATCH COVERS AT

LAUREL, FLA. ~ 11-76-68.



WEIGHT OF TRUCKS = 20,256 LBS.

80% STENCILING BLACK ~ TRUCK STENCILING WHITE

CONFORMS TO A.A.R. CLEARANCE LIMIT, PLATE "B"

A.A.R. CLASS L0

1.-GENERAL

2. CAPACITY (2929 CU.FT.) 100-TONS

3. LIGHT WEIGHT

4. LOAD LIMIT

5. MAX. LOAD ON RAILS

6.-BODY

7. CENTER SILL TWO (2) PER CAR, 13 1/2\" @ 51 1/2\" A.A.R. Z-26 CENTER SILL SECTIONS

8. BETWEEN STRIKERS ~ WELD FULL LENGTH INSIDE & OUTSIDE. ~ 100% PENETRA.

9. SIDE SILLS

10. SIDE PLATES 6\" x 3 1/2\" x 5 1/2\" H.S. ROLLED ANGLES; ENDSILL TO ENDSILL

11. SIDE STAKES, AT BOLSTER 8\" PER CAR, STEEL, 3\" I-BEAM @ 5.7\" #

12. SIDE STAKES, INTERMEDIATE 22\" PER CAR, STEEL, 3\" I-BEAM @ 5.7\" #

13. SIDE SHEETS 3/16\" HIGH STRENGTH STEEL ~ (CORTEN)

14. SLOPING FLOOR SHEETS, END 3/16\" HIGH STRENGTH STEEL ~ (CORTEN)

15. CROSSRIDGE WEB & PARTITION 3/16\" HIGH STRENGTH STEEL ~ (CORTEN)

16. CROSSRIDGE FLOOR SHEETS 3/16\" HIGH STRENGTH STEEL ~ (CORTEN)

17. LONGITUDINAL HOOD SHEETS (3) 3/16\" HIGH STRENGTH STEEL ~ (CORTEN)

18. INSIDE HOPPER SHEETS (6 PER CAR) 5/16\" HIGH STRENGTH STEEL ~ (CORTEN)

19. OUTSIDE HOPPER SHEETS (6 PER CAR) 5/16\" HIGH STRENGTH STEEL ~ (CORTEN)

20. VIBRATOR CASTING (6 PER CAR) ON 3/8\" BACKING PLATE ~ UNITCAST DRWG. 11224

21. DISCHARGE GATES (3 R.H. & 3 L.H.) WINE R.WY. APPL. CO. DRWG. 4-CH-260

22. ROPING STAPLES (4 PER CAR) 1 1/2\" DIA. STOCK, SIX 3/4\" RIVETS PER STAPLE

23. ROOF 3/16\" PLATE INTERMEDIATE SHEETS; 1/2\" PLATE END SHEETS

24. CARLINES (8 PER CAR) 5\" x 3\" x 5/16\" ROLLED ANGLE AT HATCH FRAMES

25. HATCH LOCKING ARRG. 30\" DIA. HATCH FRAME IS 3/4\" PLATE

26. HATCH LOCKING ARRG. INDIVIDUAL LOCKING EACH COVER; CIRCULAR COVERS 3/4\" PLATE

27. RUNNING BOARDS "WELDFORGED"; U.S. GYPSUM CO. DRWG. 62019

28. BRAKE STEP TYPE S-1 U.S. GYPSUM CO. DRWG. 6312-5

29. BODY SIDE BEARINGS (FLAT) 4\" x 3/8\" SPRING STEEL BAR

30. BODY CENTER PLATE CAST STEEL, UNITCAST CORP.

31.-DRAFT GEAR

32. TYPE TYPE 700, WAUGH EQUIP. CO. DRWG. A-G-7250

33. COUPLED YOKE VERTICAL, CAST STEEL, B7-40, 24-HOLE POCKET

34. COUPLER TYPE E, CAT. NO. BE-60A-HT, 6 1/2\" x 8\" RIGID SHANK

35. COUPLER RELEASE RIGGING PULLMAN - STANDARD DESIGN

36.-BRAKES

37. BRAKE SCHEDULE SCHED. AB-1210; L.H. ADAPTER; QRB VALVE

38. FITTINGS "GRIPSEAL" TYPE

39. BRAKE POWER

40. BRAKE REGULATOR 100% SAB DRY-Z; 400% PEACOCK 1340-4, ELCON-NATL. INC.

41. BRAKE REGULATOR 100% UNIVERSAL 1250, UNIVERSAL RY. DEVICES

42. HAND BRAKES ALL VERTICAL WHEEL, NON-SPIN; 100% KLASING HAND BRAKE;

43. 100% UNIVERSAL R.WY. DEVICES; 400% AJAX CONSOLIDATED

44.-TRUCKS

45. TYPE BARBER S-Z-A, NAR. PED. TYPE "B"; 2 1/2\" SPRING TRAVEL; ACT. CLASS T-90-C

46. SIDE BEARINGS DOUBLE ROLLER; A. STUCKI CO. DRWG. 680-B

47. SNUBBER BARBER S-Z-A

48. BRAKE SHOES AAR-1-A CAST IRON; WALKER MACH. & FDRY.

49. BRAKE SHOE KEY SPRING TYPE, AMERICAN BRAKE SHOE CO. DRWG. 20382

50. PEDESTAL ADAPTERS 300% GENERAL STANDARD; 300% AMER. B.S.D.

51. AXLES AAR. ALT. STD. 6 1/2\" x 12\"; ROLLER BEARING; AAR. SPEC. M-126-56, GRADE F

52. BRAKE BEAMS NO. 24 UNIT TYPE; 450% CHICAGO R.WY. CO. DRWG. NO. 13469-1;

53. 100% BUFFALO BRAKE BEAM CO. DRWG. BB-240; 50% DAVIS BRAKE BEAM CO. DRWG. 2250

54. JOURNAL BEARING 6 1/2\" x 12\" ROLLER BEARING; BENDIS, INC.; SKF INDUSTRIES, INC.,

55. HYATT DRG. DIV.; TIMKEN ROLLER DRG. CO.

56. BRAKE LEVERS 7\" x 14\" & 5\" x 10"

57.-MISCELLANEOUS

58. DEFECT CAR HOLDER "CHEEPEC" ~ WESTERN R.WY. EQUIP. CO.

59. TRAINLINE FITTINGS "DRESSER"

60. DRAFT KEY RETAINER AZEE ~ ILL. R.WY. EQUIP. CO.

TRIPLE HOPPER CAR ~ COVERED ~ SCL Nos 420001-420799 ~ CLASS L-14

000 CARS BUILT 1965 BY PULLMAN-STD. AT BOTTLER, PA.
THEIR LOT 9050 ~ P.A. ORDER 136-610 ~ SEE
FILE 21,191.10 ~ GEN'L. ABRGT. SK-T-6049.

WHEELS:- A.A.R. 36" ONE WEAR WROT STEEL, H-36, CLASS "U".

INTERIOR PAINTING :- MODIFIED BEIGE COLOR ACRYLIC ENAMEL PAINT AS FURNISHED BY THE NATIONAL LEAD COMPANY. ~ COVERED BY PRIMER NO 25-067 & FINISH PAINT NO 25-621.

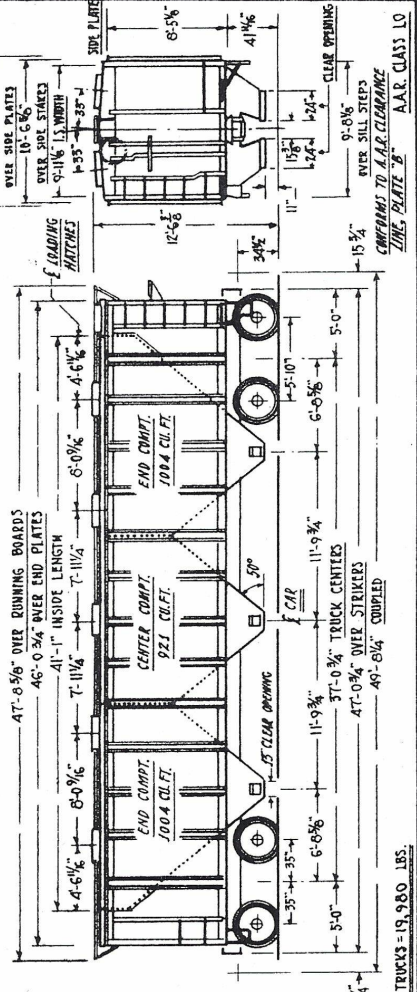
EXTERIOR PAINTING:- BEIGE COLOR CHEMICAL RESISTING EPOXY SYSTEM AS FURNISHED BY PITTSBURGH PLATE GLASS CO. ~ SYSTEM CONSISTS OF PRIMER NO 3-16462 WITH ACTIVATOR NO 3-16463 AND FINISH PAINT NO 3-16464 WITH ACTIVATOR NO 3-16465.

STENCIL:- BLACK CHEMICAL RESISTANT.

ONE CAR, №420799, EQUIPPED WITH QUICK OPENING GATES.

THE FOLLOWING 12 CARS HAVE DUPLICATE "SLIMPTEES" APPLIED TO THE INTERIOR - NY 420068A, 420063, 420089, 420163, 420304, 420442, 420548, 420585, 420660, 420732, 420749, 420779. - PRINCE WITH 65-5-6500V6 5134 & TPO COATED WITH ONE COAT #F RK-808/29-306. - FILE 21.101.18 - JMC SYSTEM ORIGINALLY R-008/29-125 PART. - NY 420707 - JMC SYSTEM NY 420701 R-008/29-125 PART.

APPLIED TO IL CARO, N^o 22220101-022100, DI PULLMAN-SID.
PULLMAN-STANDARD GEN. ARRT. DRWG. N^o F-65386.



LINE, PLATE "B" A.A.R. CLASS LO

1.-GENERAL		1.-DRAFT GEAR	
2. CAPACITY	(2929 CU.FT.)	100-TONS	32. TYPE
3. LIGHT WEIGHT		200,000 LBS.	33. COUPLER YOKE
4. LOAD LIMIT		59,600 LBS.	34. COUPLER
5. MAX. LOAD ON RAILS		203,400 LBS.	35. COUPLER RELEASE RIGGING
6.-BODY		263,000 LBS.	36.-BRAKES
7. CENTERSILL	TWO (2) PER CAR, 12-5/8" @ 41/24" A.A.P. Z-26 TRI-TEN CENTER SILL PENETRATIONS BETWEEN STRIKERS ~ WELD FULL LENGTH INSIDE & OUTSIDE ~ 100% PENETRATION		37. BRAKE SCHEDULE
8. SIDE SILLS	6" x 3 1/2" x 5/8" H.S.S. ROLLED ANGLES; ENDSILL TO ENDSILL		38. FITTINGS
9. SIDE PLATES	4" x 3 1/2" x 5/8" @ 11/19" COR-TEN BOLS ANGLE & 2" x 1/2" x 25-0" G. TRI-TEN BAR		39. BRAKE POWER
10. SIDE STAKES, AT BOLSTER	FOUR (4) 5/8" COR-TEN PRESSED HAT SECTIONS		40. BRAKE REGULATOR
11. SIDE STAKES, INTERMEDIATE	22 PER CAR, PRESSED 5/8" COR-TEN HAT SECTIONS		41. TRAINLINE FITTINGS
12. SIDE SHEETS	3/8" THICK C.R.O.N. STEEL, BOLSTER TO BOLSTER, ONE SHEET PER SIDE		42. HAND BRAKES
13. SLOPING FLOOR SHEETS, END	3/8" H.S.S. PLATE (CORTEN)		43.-TRUCKS
14. CROSSBRIDGE WEB & PARTITION	3/8" H.S.S. PLATE (CORTEN)		44. TYPE
15. CROSSBRIDGE FLOOR SHEETS	3/8" H.S.S. PLATE (CORTEN)		45. SIDE BEARINGS
16. LONGITUDINAL HOOD SHEETS (3)	3/8" H.S.S. PLATE (CORTEN)		46. SNUBBER
17. INSIDE HOPPER SHEETS (6 PER CAR)	3/8" H.S.S. PLATE (CORTEN)		47. BRAKE SHOES
18. OUTSIDE HOPPER SHEETS (6 PER CAR)	5/8" H.S.S. PLATE (CORTEN)		48. BRAKE SHOE KEY
19. VIBRATOR CASTING (6 PER CAR)	ON 5/8" BACKING PLATE ~ UNITICAST DRWG. 11224-A		49. PEDestal ADAPTERS
20. DISCHARGE GATES (3 R.H. & 3 L.H.)	WINE DWY. APPL. CO. DRWG. 4CH-260-F		50. AXLES
21. ROPING STAPLES (4 PER CAR)	1 1/2" DIA. STOCK, SIX 3/4" RIVETS PER STAPLE		51. BRAKE BEAMS
22. ROOF	(11) 3/8" PLATE INTERMEDIATE SHEETS; (2) 1/2" PLATE END SHEETS		52. JOURNAL BEARINGS
23. CARLINES (6 PER CAR)	5" x 5" x 5/8" ROLLED ANGLE AT HATCH FRAMES		53. TRUCK BOTTOM ROD CONN.
24. HATCHES, 10 PER CAR ~ (5 PER SIDE)	30" DIA. OPENING; HATCH FRAME IS 3/8" PLATE		54. TRUCK BRAKE LEVERS
25. HATCH LOCKING ARRGST.	INDIVIDUAL LOCKING EACH COVER ~ CIRCULAR COVERS OF 3/8" PLATE		55. DEFECT CARD HOLDER
26. RUNNING BOARDS	"WELDFOORGED"; U.S. GYPSUM CO. DRWG. 60048		56. MISC. ADAPTERS
27. BRAKE STEP	TYPE S; U.S. GYPSUM CO. DRWG. 6312-3		57. DEFECT CARD HOLDER
28. BODY SIDE BEARINGS	(FLAT) 4" x 3/8" SPRING STEEL BAR		58. ANGLE COCK HOLDER
29. BODY CENTER PLATE	CAST STEEL ~ WINE, GLOVER & BUCKLEY (BROCKETTE DRWG. B-9588)		59. ANGLE COCK HOLDER
30. BODY CENTER PLATE	CAST STEEL ~ WINE, GLOVER & BUCKLEY (BROCKETTE DRWG. B-9588)		60. ANGLE COCK HOLDER

RIGHT
OK NO 2

1000

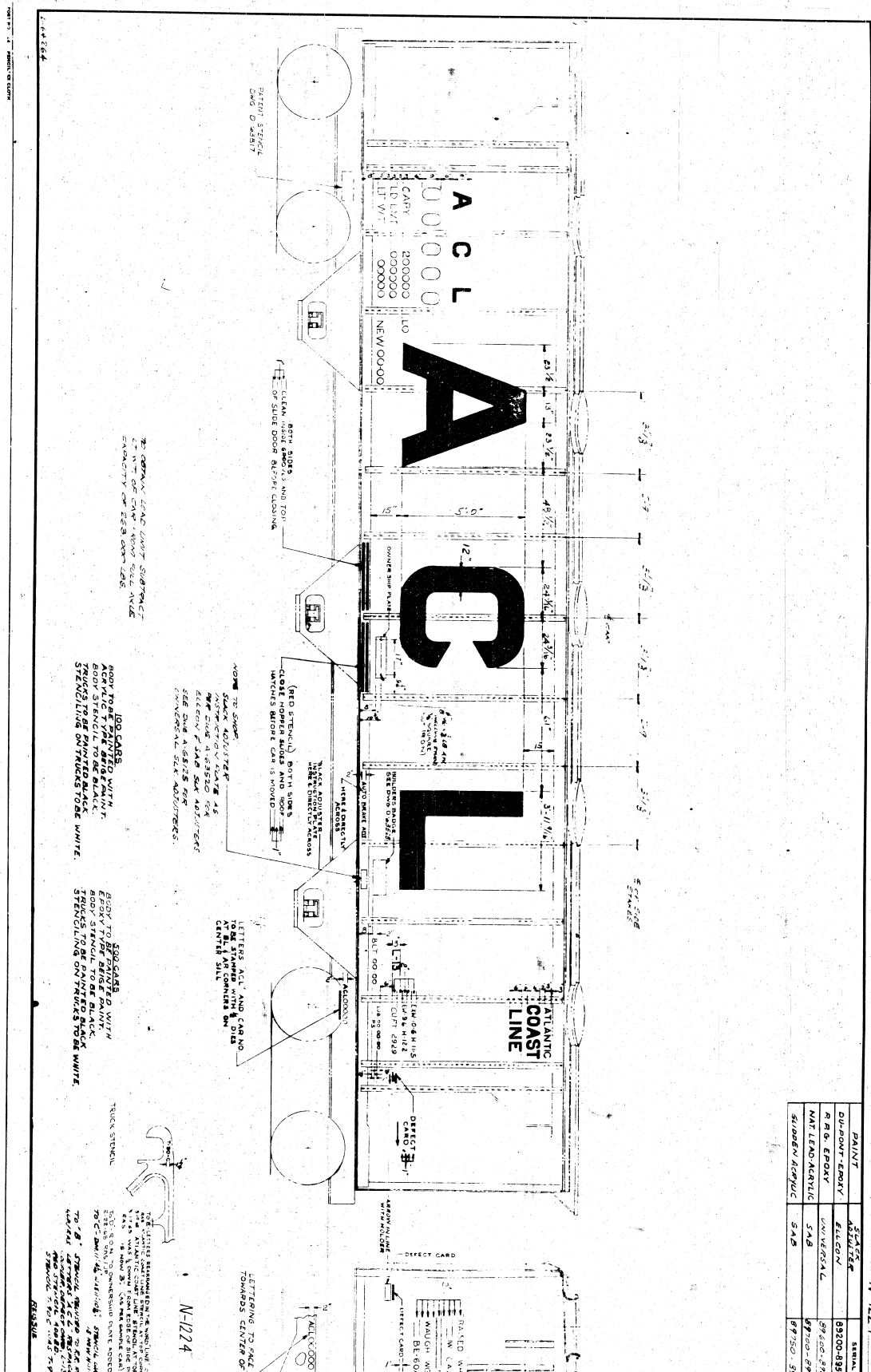


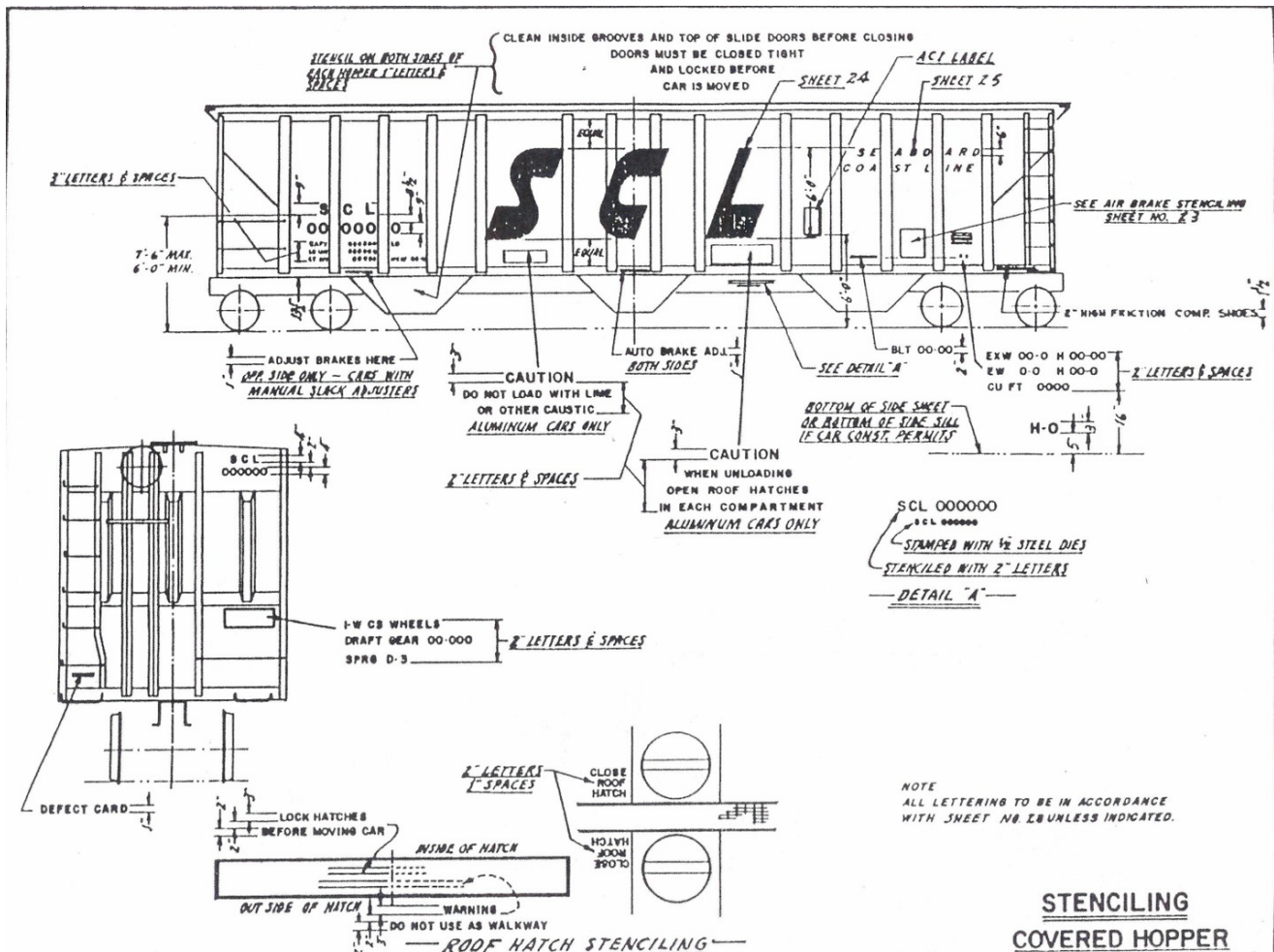
31.- DRAFT GEAR

32.	TYPE	99.5% WAUGH TYPE 700; 5% WAUGH TYPE 650 FULL ACTION
33.	COUPLER YORE	A.A.R. STD. VERTICAL TYPE, CAST STEEL, 24" Ø POCKET, BY-40-HT
34.	COUPLER	A.A.R. STD. TYPE BC-60A-HT, 6 1/2" x 8" RIGID SHANK
35.	COUPLER RELEASE RIGGING	PULLMAN-STANDARD DESIGN & MFG.
36.	BRACKES	
37.	BRAKE SCHEDULE	TYPE A.B.D., H.L.B., CO.
38.	FITTINGS	"GRIP SEAL" TYPE
39.	BRAKE POWER	80.55% OF LIGHT CAR AT 50 P.S.I. BRAKE CYLINDER PRESSURE
40.	BRAKE REGULATOR	AUTOMATIC, H.B.L. PEACOCK NO. 1480; YELLON-NATIONAL
41.	TRAILLINE FITTINGS	"DRESSER"
42.	HAND BRAVES	VERTICAL WHEEL, NON-SPIN; 5000; 5.00% A.J.A.X. NO. 5; DRAWING NO. 14665; 100%
43.		UNIVERSAL 2250, DRAWING NO. 7720; 400% KUASING, TYPE 1150, DRAWING NO. 10036
44.	TRUCKS	
45.	TYPE	BARRER 5-2-A, NARROW PEDSTALS; 2 1/2" SPRING TRAVEL; ALL CLASS T-90-C
46.	SIDE BEARINGS	DOUBLE ROLLER; A-A STOCK CO.'S DRAWG. 608-B
47.	SNUBBER	BARRER 5-2-A
48.	BRAKE SHOES	AAR-1-A; AMERICAN BRAKE SHOE CO.
49.	BRAKE SHOE KEY	"LOCKY", SPRING TYPE; AMERICAN BRAKE SHOE CO. DRAWG. 20302-A
50.	PEDestal ADAPTERS	AMERICAN BRAKE SHOE CO.
51.	AXLES	D-11-19-65; 6 1/2" x 12" ROLLER BEARING; A.J.R. SPEC. M-125-56; GRADE F
52.	BRAKE BEAMS	A.A.R. NO. 24; 5000% CEECO, DRAWG. 13469-1-A; 200% DAVIS, DRAWG. 2259-B
53.		200% CHICAGO M.C.O., DRAWG. NO. D-313-B; 100% BUFFALO, DRAWG. 2259-B
54.	JOURNAL BEARINGS	6 1/2" x 12" ROLLER BEARINGS WITH GREASE FITTINGS
55.	TRUCK BOTTOM ROD CONHL.	(3-0" BETWEEN INSIDE HOLES)
56.	TRUCK BEAMS LEVERS	(5" x 10" & 7" x 14")
57.	MISCELLANEOUS	
58.	DEFECT CAR HOLDER	"CHEEPER" ~ WIRE CO.'S DRAWG. 22-2716
59.	DRAFT KEY RETAINER	"AZEE" ~ LEE CO.'S DRAWG. 692-A
60.	ANGLE COCK HOLDER	PULLMAN-STANDARD DESIGN & MFG.

FREIGHT
BOOK No 2

Paint, Lettering & Errata:







The Atlantic Coast Line lettering specifications can be found on diagram N-1224 which details the application of the ACL billboard lettering. The cars featured a 5' large "ACL" located on the car side with 9" reporting marks. The standard lettering and reporting mark typeface were applied to the L-13, L-14, and L-14-A series with a change in the type face applied to the L-14-B series.

In 1967, as cars were in need of repainting, most were sent to the Waycross shops to be repainted. The cars retained the beige paint and black lettering paint scheme. SCL 421241 was repainted for display throughout various locations on the newly formed SCL system. The reporting marks applied to this car were a non-standard type originally used by ACL which featured a thin profile and points on the letter "C". Additional cars were repainted using a standardized font such as seen on SCL 421810. The heft of the typeface was increased and the points were eliminated.

The large italicized "SCL" applied to a majority of the 2929 repaints was similar in size to that of ACL lettering standards of 5', and notably smaller when comparing prototype photographs.

Seaboard Coast Line lettering standards notes the large italicized "SCL" measured six feet tall and was centered on the car side with an equal distance located above and below the lettering. The lettering, "SEABOARD COAST LINE" measured 6" tall. The car data was 3" tall while the reporting marks and car number were 9" tall. The remaining car stenciling utilized 2" letters and spaces. Some variation can be seen in the reporting mark stenciling used and special attention should be given to the typeface of the "C".

At least two examples, SCL 422241 and SCL 421575, were repainted dark gray and utilized white reporting marks similar to the pneumatic discharge hoppers found in dedicated cement service. SCL 422241 was in assigned service to Lehigh Portland Cement, with a loading point of Lehigh, Florida, while SCL 421575 was not in assigned service according to assignment data. The use of this paint scheme was reserved for cement service.





SCL 421575, is seen in the standardized cement service paint scheme typically applied to GATC Whalebelly pneumatic covered hoppers. A sister car, SCL 421241, was also painted in this scheme in 1974 which followed SCL lettering standards and utilized the 6' tall italicized letters equally spaced on the car side. Comparison to cars used in phosphate and feed service reveal a smaller variation is typically used for a vast majority of the repainted cars. **(Larry Goolsby photograph)**



PAINT IDENTIFICATION

	<u>PAINT</u>	<u>MFG. & NUMBERS*</u>	<u>STOCK NUMBER</u>
1.	Freight Car Red One Coat Direct	Dupont #65719010 DTM National Lead #22-555 DTM	47056029051
2.	Black Acrylic	Dupont #890-67104	47056003401
3.	Yellow Acrylic	Dupont #890-95248	47056045101
4.	Red Acrylic	Dupont #81-9901	47056028051
5.	Beige Acrylic	National Lead #25-621	47056003051
6.	Gray, Acid Resistant	Glidden #23980 P.P.G. #G-1522	47056008201
7.	Tan	Mortell No. 2000	
8.	Black Enamel (Trucks)	Dupont #88-762	47056003901
9.	Interior (Open Top) Phosphate Hoppers	Gates "Gaco" KRN-21	
10.	Black Reflective Codit (Stenciling)	3-M #SFE-64-F	47056004551
11.	White Reflective Codit (Stenciling)	3-M #7216	4705604120
12.	White Stencil Paint	Epi. Flex Non-Bleeding McDonald-Butler 7227	47056041351
13.	Yellow Reflective Codit (Stenciling)	3M-7211	47056046101
14.	Yellow Stencil Paint	Dupont #81-9726	47056046051
15.	Black Stencil Paint	National Lead #22-194 Dupont #81-9847 Glidden #GL-70785 Valdura #209A	47056004601
16.	Red Stencil Paint		47056028351
17.	Synthetic Black Alkyd	Glidden #655-B-08-100	47056004031

*Typical Suppliers shown. Equal products may be procured from other suppliers.

Credits:

Thank you to the following who contributed to the creation of this article: *Larry Goolsby, Stanley Jackowski, Randy Chassereau, Warren Calloway, Bob Graham, Craig Zeni, Jim Kinkaid, Allen Stanley, the late Bill Folsom, Jim Sands, Mark Vinski, Chuck Zeiler, and George Elwood*. Additional thanks to the *Fallenflags.org*, *Railroad Picture Archives*, the *Railway Data Exchange*, and *Tangent Scale Models*.

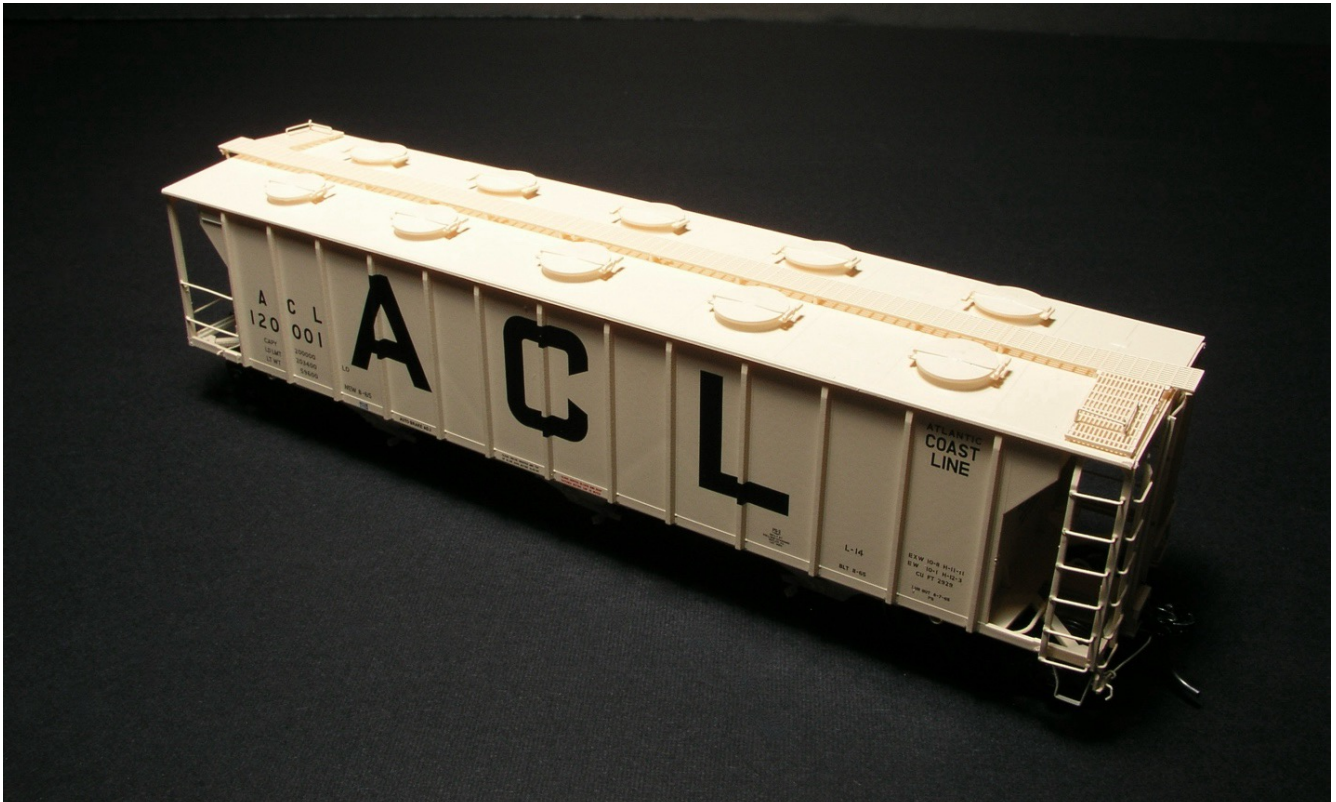
Modeling the PS-2SD 2929 cubic foot covered hopper:

In February 2025, Tangent Scale Models released the first and most accurate model of the PS-2SD 2929 cubic foot covered hopper in HO scale. The model was released in four undecorated kits along with ready to run models which included the Atlantic Coast Line, Norfolk Southern, Louisville & Nashville, CSXT, USEX, and Texas Industries Incorporated.

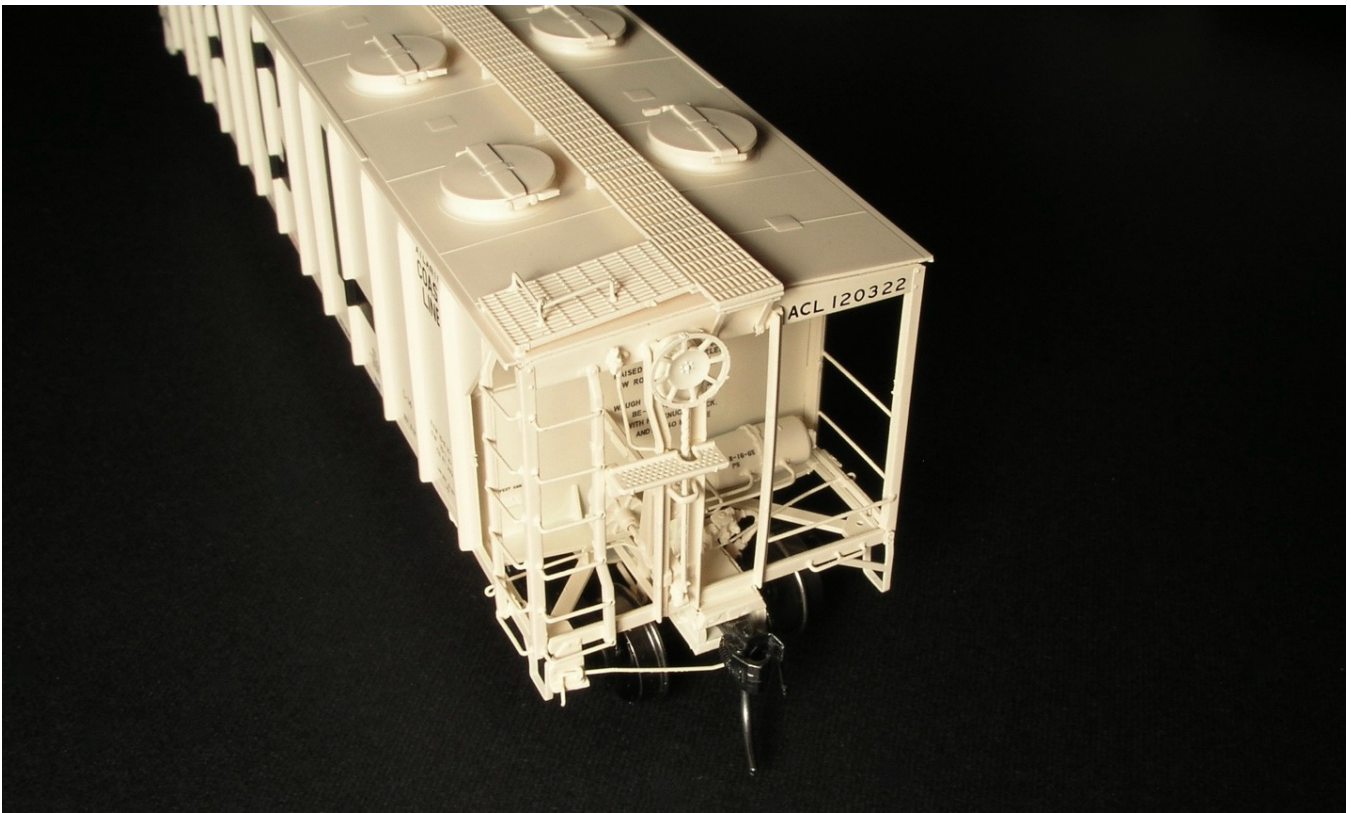
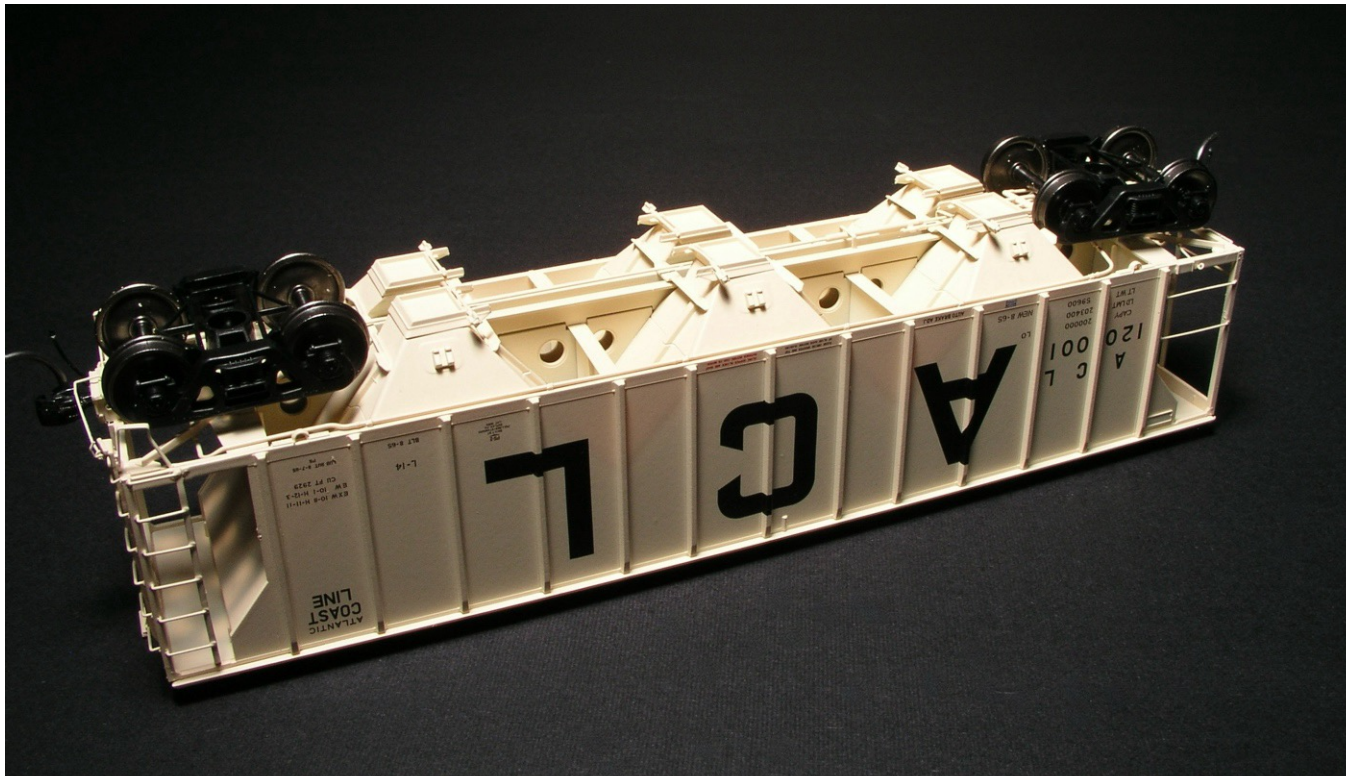


The Tangent model replicates the delivery “beige” scheme. The ACL letters are big and bold across the car side, and every piece of data is carefully replicated, something you have come to expect with Tangent. The models feature a see-through Apex-style running board (straight and flat!), evenly-spaced round roof hatches, body-mounted brake gear and Wine gravity outlet gates. All of these features match the prototype ACL cars. If you look even closer, the model also replicates additional ACL-specific details like the car body side trust plates, the brake badge plate on the B-End and accurate ACL 100-Ton trucks with the retaining bolts detail. The B-end of the car features all of the brake details and piping of the prototype, including a gorgeous Ajax brake stand, modern brake wheel, Morton-style brake step, high-mounted retainer valve, wire piping details and a finely executed air release rod poking through the bottom sill on each side of the car body. Metal corner stirrup steps and flexible rubber air hoses on each end of the car provide durability. These are sharp Atlantic Coast Line (ACL) models.

The ready to run has been released in twelve numbers to include ACL 120001, 120061, 120089, 120135, 120178, 120190, 120226, 120247, 120284, 120315, 120322, and 120351.



The Tangent Scale Models Pullman-Standard PS-2 2929 Covered Hopper is a dimensionally-accurate replica and provides continuity with our other Pullman-Standard covered hoppers, including model design, scheme colors, and stenciling. Our model includes key build variations: roof design, discharge gates, hand brakes, brake systems, running boards, and trucks. This replica includes our “near-scale” draft gear box including side “key” detail. Our ready-to-operate replica is finished with coupler lift bars accompanying Kadee® scale couplers, sufficient hidden weights, and CNC-machined wheels to ensure the model operates as good as it looks.

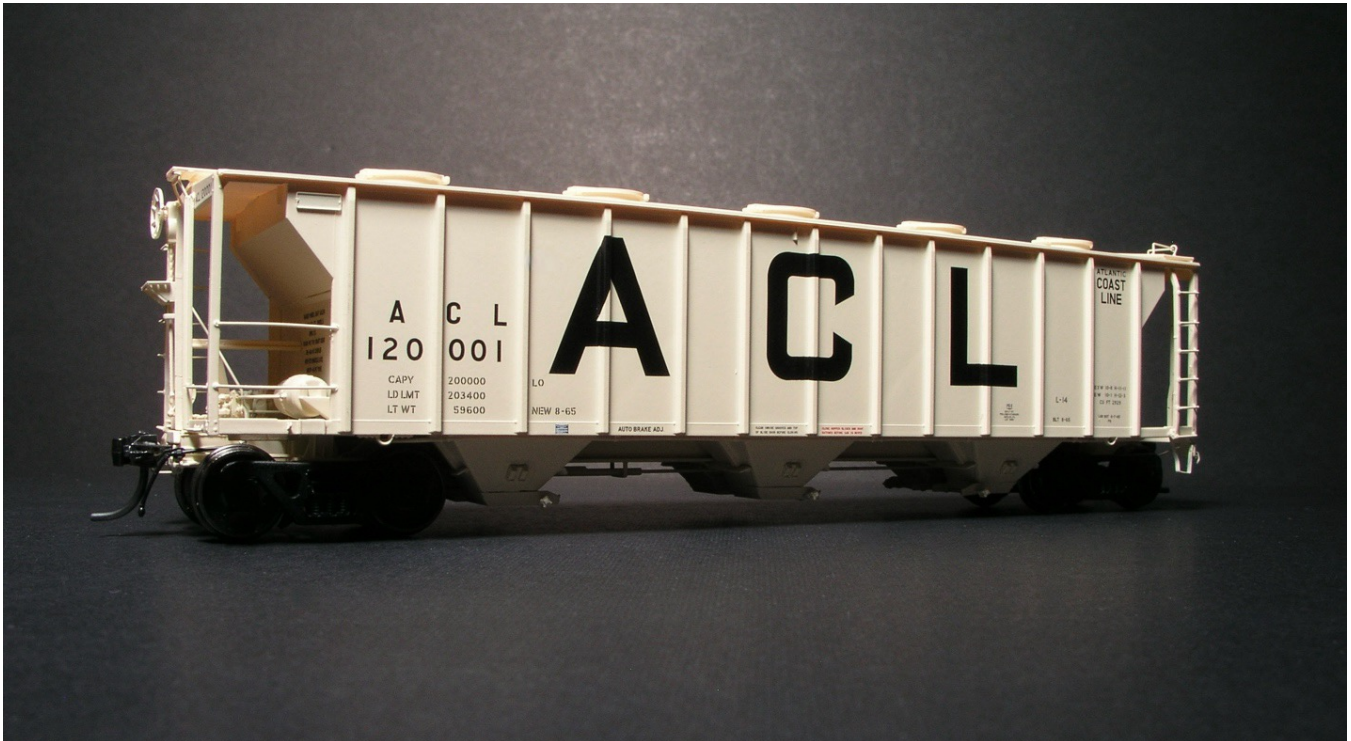


A synopsis of the Tangent Scale Models Pullman-Standard PS-2 2929 Covered Hopper era and railroad-specific details and variations include:

- Dimensional accuracy – designed from actual Pullman-Standard PS-2 2929 Covered Hopper plans
- Highly correct “true to life” colors
- Industry-leading “Hyper-Accurate” lettering including exact fonts and lettering placement
- Genuine Kadee® scale couplers
- “Near-scale” draft gear box with beautifully-rendered side “key” detail
- Multiple road numbers for each scheme
- Two different possible roof configurations
- Multiple discharge gates
- “See through” Apex or Morton running boards and Morton brake step platform
- Road-specific details for each scheme, including 3 brake wheel housing options, 2 brake cylinder options, 2 retainer valve mounting options and multiple B-End bolster web plate detail options.
- Beautiful details including separately-applied scale wire grab irons and coupler lift bars – no “molded on” plastic grab irons or “thick” plastic grab iron parts anywhere on this replica!
- Brass corner steps
- Separate flexible rubber air hoses
- CNC-machined 36” wheels with accurate front and back detail
- Precision Tangent Scale Models 100-ton Barber S-2 trucks with prototype-specific bearing caps and separate brake beam part OR our all-new Tangent Scale Models 100-ton Barber S-2 trucks with Retaining Bolts.
- Weighted to NMRA specifications

If you have not yet ordered the Atlantic Coast Line Pullman-Standard PS-2SD 2929 cubic foot covered hoppers, it is hoped this information will inspire you to add a few of this signature covered hopper to your roster.

For those interested, Tangent Scale Models has also released a much needed 100-ton Barber S-2 truck with retaining bolts commonly referred to as “Stein” axle retainers in .088” and .110” code width. These trucks are available separately and are used on a variety of ACL, SCL, Seaboard System, and CSXT equipment. These trucks do not feature rotating bearing caps due to the needed room for the axle retainers. The trucks are available in both standard and semi-scale RP-25 profiles, are constructed of nickel silver, and are available as bright nickel silver or blackened. The trucks are part numbers TSM-2046, TSM-2047, and TSM-2048.



Tangent is also offering late Pullman-Standard hatches (Part number TSM-1205) for use on other modeling projects.

The popularity of the striking ACL scheme has led to the model nearly selling out, so if you have not yet purchased, please act quickly. Bulk discounts are also available for modelers' seeking to add quantities of Tangent Scale Model's other fine products. Please visit Tangent Scale Model's [website](https://www.tangent-scale-models.com) for price and ordering information.



Modeler's Workbench

Photographs as noted



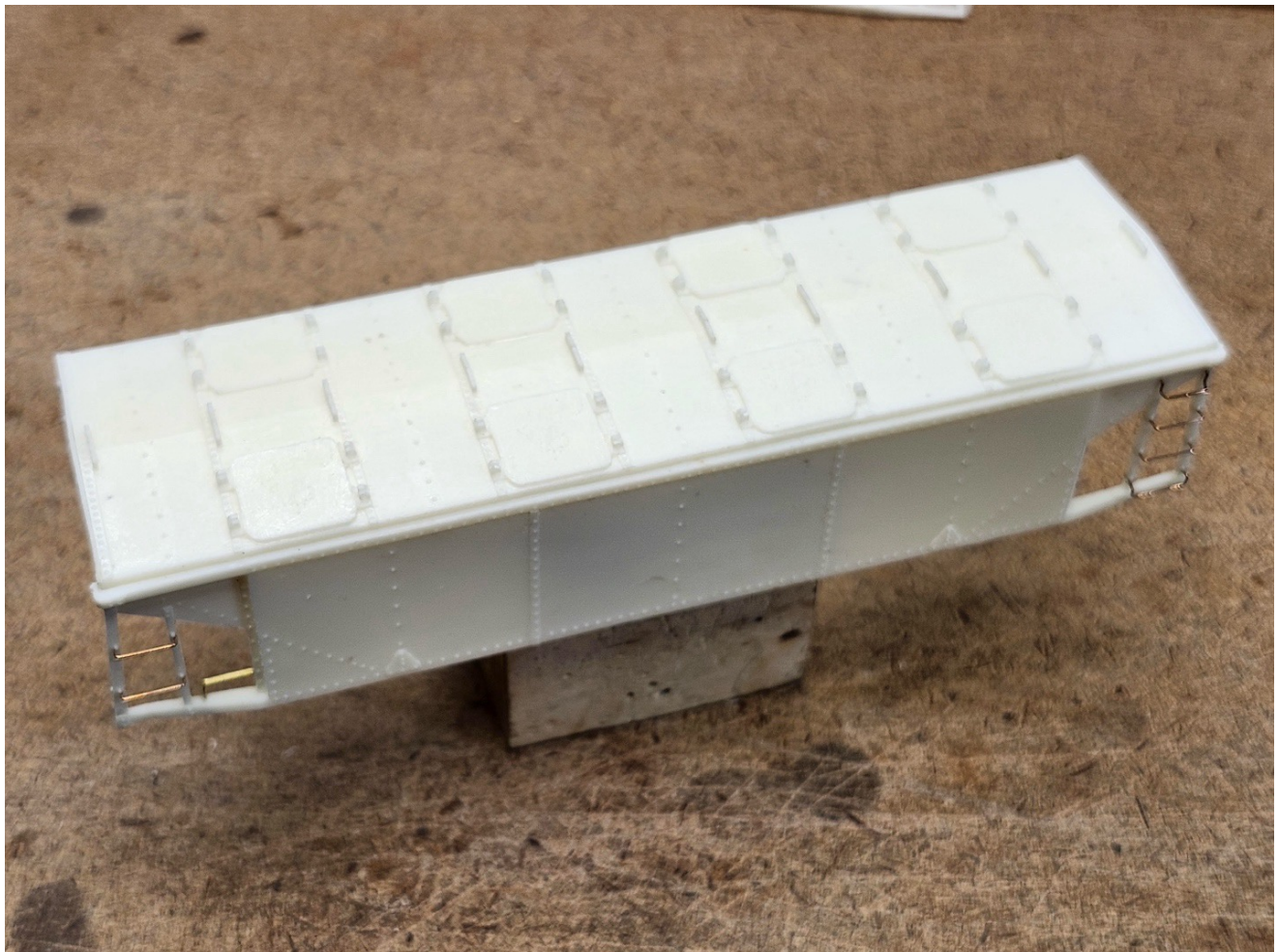
Penn Central modeler, Tom Haag, completed a model of ACL 31003, an AC&F 1960 built O-31 boxcar from an Atlas (former Branchline tooling) model. Tom weathered the model to fit his 1970s era and upgraded the trucks using Plate C Model Prototypes Barber S-2 50-ton roller bearing trucks (4101-01) which are appropriate for several series of 40' and 50' ACL boxcar classes. He also added updated reweigh data, loading instructions, repack information, an ACL label, and running board supports. Kadee also offers the appropriate door style for those wishing to update their model. (**Tom Haag photograph**)





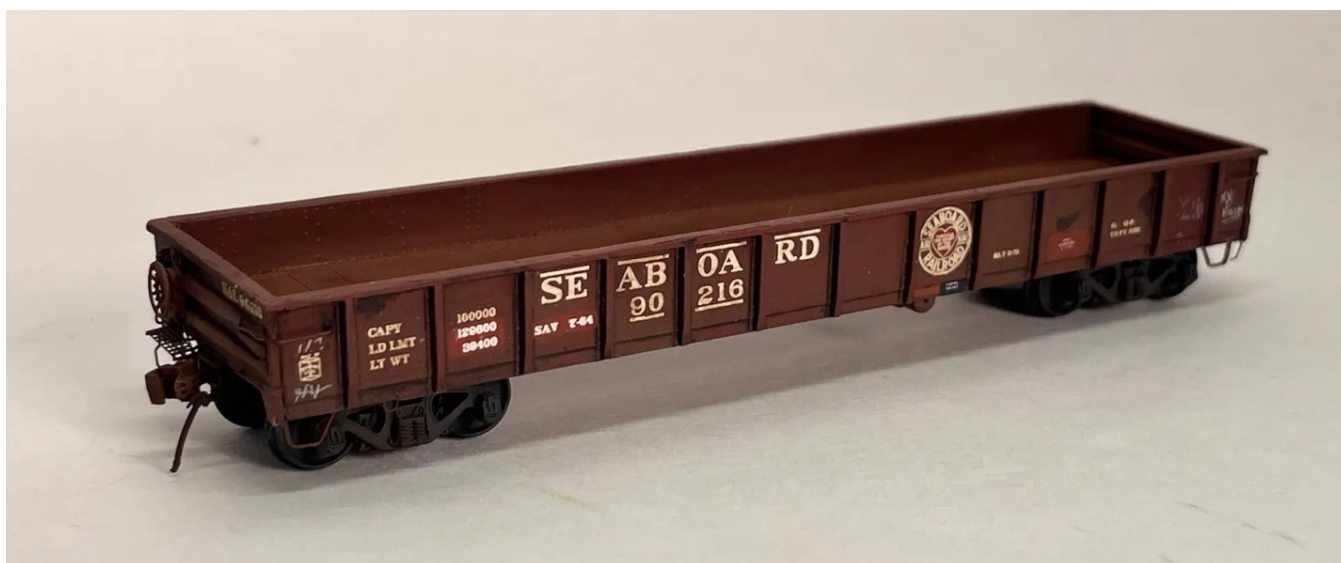
John Golden recently shared his completed model of SAL 58102, a 1935 built Pullman-Standard built P-9 phosphate car. The model is a F&C P-9 flat kit which was constructed with several upgrades which include a Kadee Ajax brake wheel, Smoky Mountain Model Works draft gear, and Tichy AB brake gear. The P-9 prototype and how to accurately model from the Funaro & Chamerlengo kit will be the subject of an upcoming article in the ***Seaboard-Coast Line Modeler***, so stay tuned.

Modeler Tom Christensen has also been working on a series of P-9 models which will fully detail how to modify the stock kit into a finely detailed model. The kit has been available for many years, but is a challenge to detail. Recently, Plate C Model Prototypes also released two appropriate trucks for use with this kit (4113-01, Vulcan 70-ton Plain bearing and 4113-02 ASF Ride Control 70-ton plain bearing).

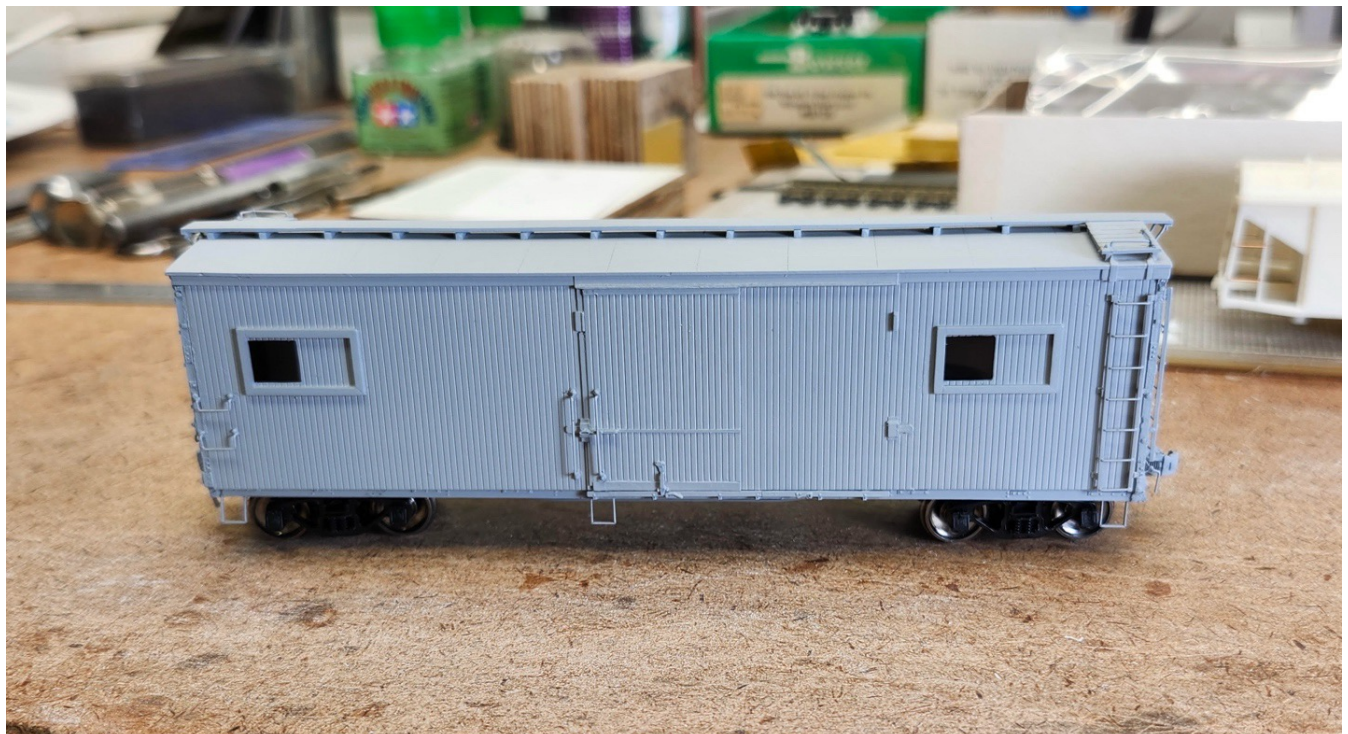




John Golden has also produced an excellent model of the Seaboard Air Line B-7 “Turtle Back” roof boxcar. Smoky Mountain Model Works released an O-scale kit which is now out of production, however, Smoky Mountain Model Works is taking additional reservations for a possible re-run. The kit was 3D printed using a FormLabs 4L resin printer. Additional information on the build can be accessed via John’s blog [Railroad Prototype Modeler](#) and more information on the kit can be located at Smoky Mountain Model Works [website](#).



New York Central modeler Mike Clements recently shared a photograph of a Seaboard Air Line G-10 gondola project built from an out-of-production Wrighttrak Models kit. Mike modified the floor of the kit using styrene to accurately represent the steel plating used on the prototype.



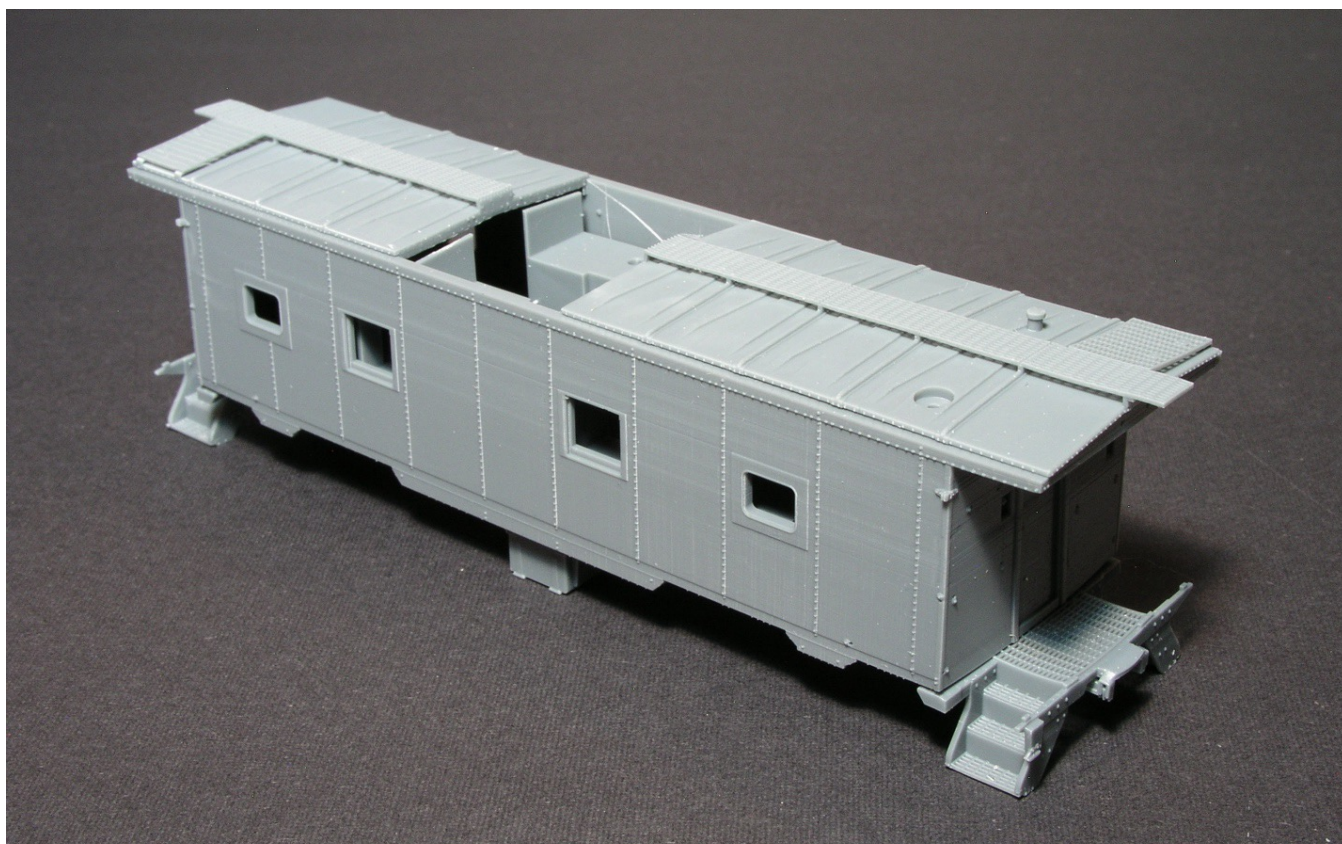
Tom Christensen is creating a unique piece of ACL Maintenance-of-Way equipment using Westerfield and Evergreen styrene. A future article is planned detailing these former ventilator cars and single sheathed boxcars. Tom incorporated several Westerfield components and elected to scratch build the car sides so that he could more accurately render a car without door stops.



Lastly, here are several projects in the works for upcoming issues of the Seaboard-Coast Line Modeler. The 70-ton gondola is produced by Plate C Model Prototypes and available from [3D Central](#). The model is one of the finest models produced of a Seaboard-Coast Line G-5 gondola fleet. The model is well rendered and accurate decals are available from Bridge Street Decals. Contact Bridge Street Decals at info@bridgestreetdecals.com to obtain additional information or visit Bridge Street Decals at their [website](#).

The flatcars pictured above represent a selection of 15 ACL P-9, P-11, and P-15 projects that are in the works. Extensive research of several of these car series has been done and efforts are still on-going to fully detail the series and ultimately their conversion into M-of-W service. Many of the models use the [Tichy 4040 kit](#) as a basis with several examples being lengthened and modified. The models below represent a group of four cars kit bashed to represent the SAL 41'6" F-4 and F-5 series of cars. A future article is planned for both ACL and SAL flatcar projects.

Bridge Line Design developed a 3D resin printed ACL and SCL M-5 cab kits which include 5 variations. The models are easily the finest scale version of the M-5 to date and one of these kits is currently awaiting modeling attention. The model is highly detailed multi-media kit and is currently available for sale. Two appropriate set of trucks never before released in HO scale are also available from [3D Central](#) to complete the models.



New Products

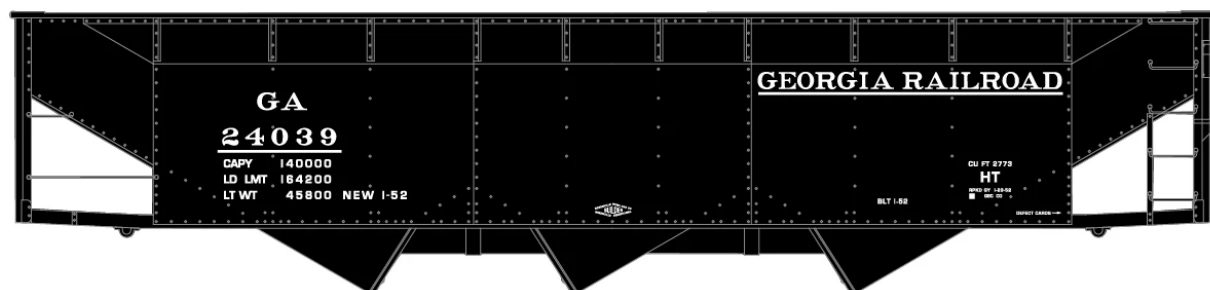
By Justin May
 Prototype photos as noted

Accurail

Accurail Incorporated is planning a release of their ACF 41'6" general service gondola in Georgia Railroad lettering. These gondolas were assigned to general service. The gondolas are accurately painted and available in three road numbers GA 20435, 20462, and 20489. The models are available singly for \$21.98 or in a three-pack for \$64.98. A decal re-number set is available for modelers wishing to re-number their model to a different road number. The decal re-number set is available for \$4.00.



Accurail has also released a model of an AAR 70-ton three bay offset hopper accurate for the Georgia Railroad. The model is decorated appropriately for the series which were constructed by Greenville Steel Car Company in 1952. The model retails for \$21.98 and is currently available.



Athearn Genesis

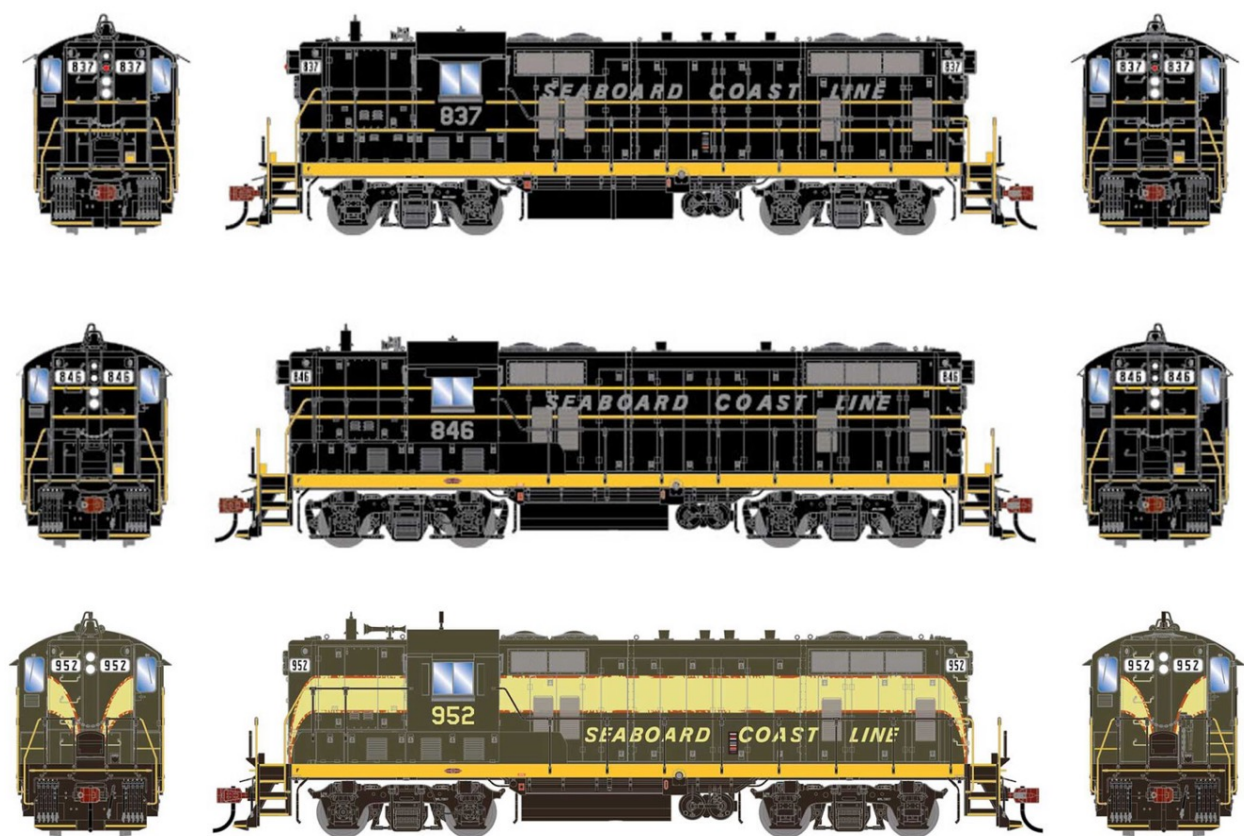


Athearn has also released three EMD GP7 road switchers in the eye-catching Split-Image SCL scheme and two units in the traditional black and yellow, “Bumblebee” scheme. The three Athearn Genesis units feature prototype specific applied detail parts and include extra grab irons on front, wind deflectors, a cab roof vent, and mixed journals caps per the prototype. After the 1967 merger of ACL and SAL, a new paint scheme of black with yellow stripes was developed for the road’s diesels. However, repainting such a large roster of units would take time.

Three individual road numbers are being released to include SCL 837 which features Gyalights on each end, extra grab irons on each end per the prototype, an ACL style fuel tank, and a four-stack liberated exhaust. Additionally, the model will lack a handbrake mechanism, lack a rear walkway step box, and the outer brake shoes will be missing per ACL and SCL practice.

The second unit, SCL 846, features a repainted high stripe scheme, Gyalights on each end, extra grab irons on each end, and an 800-gallon fuel tank. Additionally, the model will lack a handbrake mechanism and lack a rear walkway step box per ACL and SCL practice.

The third unit, SCL 952, is the first release of a SCL unit to be in the **Primed for Grime** series with factory decorated deteriorated lettering. The former SAL unit will be painted in the split image scheme with a unique yellow frame stripe. The model will feature SAL specific lighting, a four-stack liberated exhaust, and an 800-gallon fuel tank per the prototype.

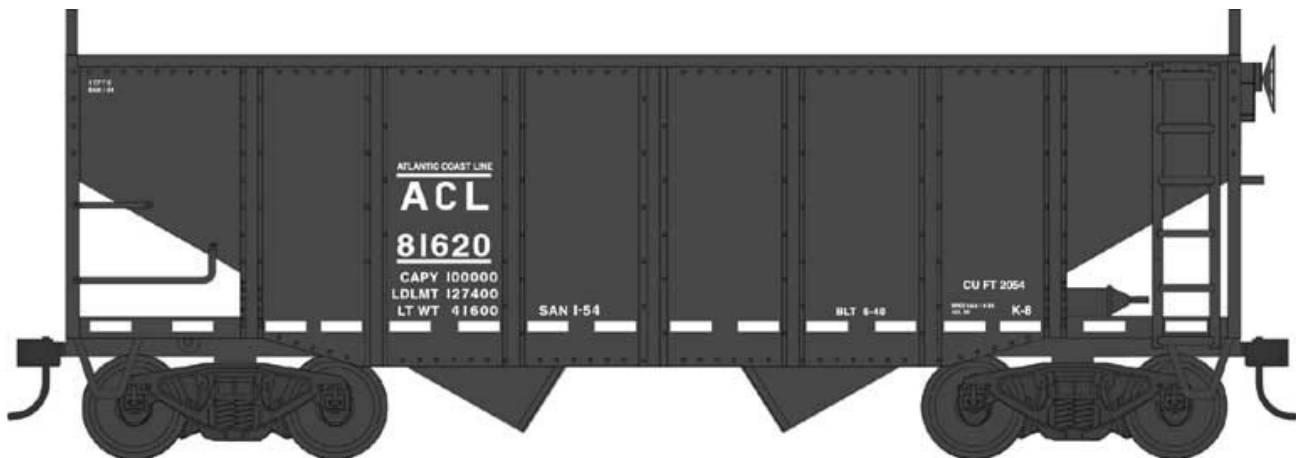


The units also feature a full cab interior, separately applied wire grab irons, coupler cut levers, see through cab windows, flexible rubber train line and MU hoses, drop steps, correct EMD “Nub” style treadplate, wire lift rings, windshield wipers, prototype specific MU stands, correct bell placement and type, etched metal radiator intake grilles and fans, air tanks mounted below the side sill, prototypical skirting and piping, Blomberg B side frames with Hyatt, square, or angled journals, a mounted speed recorder where appropriate, a finely detail fuel tank, Celcon handrails, and many more details. The models also feature Bidirectional constant LED lighting so headlight brightness remains constant, a heavy die-cast frame for greater traction and more pulling power, and a DCC ready 21 pin NEM quick plug connector. DCC and Sound equipped versions will also be produced using Soundtraxx Tsunami2 Sound and dual cube speakers for optimal sound quality. The models are scheduled to be released in February 2028 through Athearn.com or your local dealer.

Bowser Manufacturing



Bowser Manufacturing has announce six number numbers of a newly tooled AAR 70-ton three bay hopper. The model will include upgraded AB brake detail, a diecast frame, wire grab irons, and are designed from new molds. The models will be released in an accurate Seaboard Coast Line Family Lines paint scheme and will retail for \$39.95 each. The H-3-A class was often seen in aggregate service throughout the SCL system and were rebuilt in 1975 at the Yeoman shops located in Tampa, Florida.

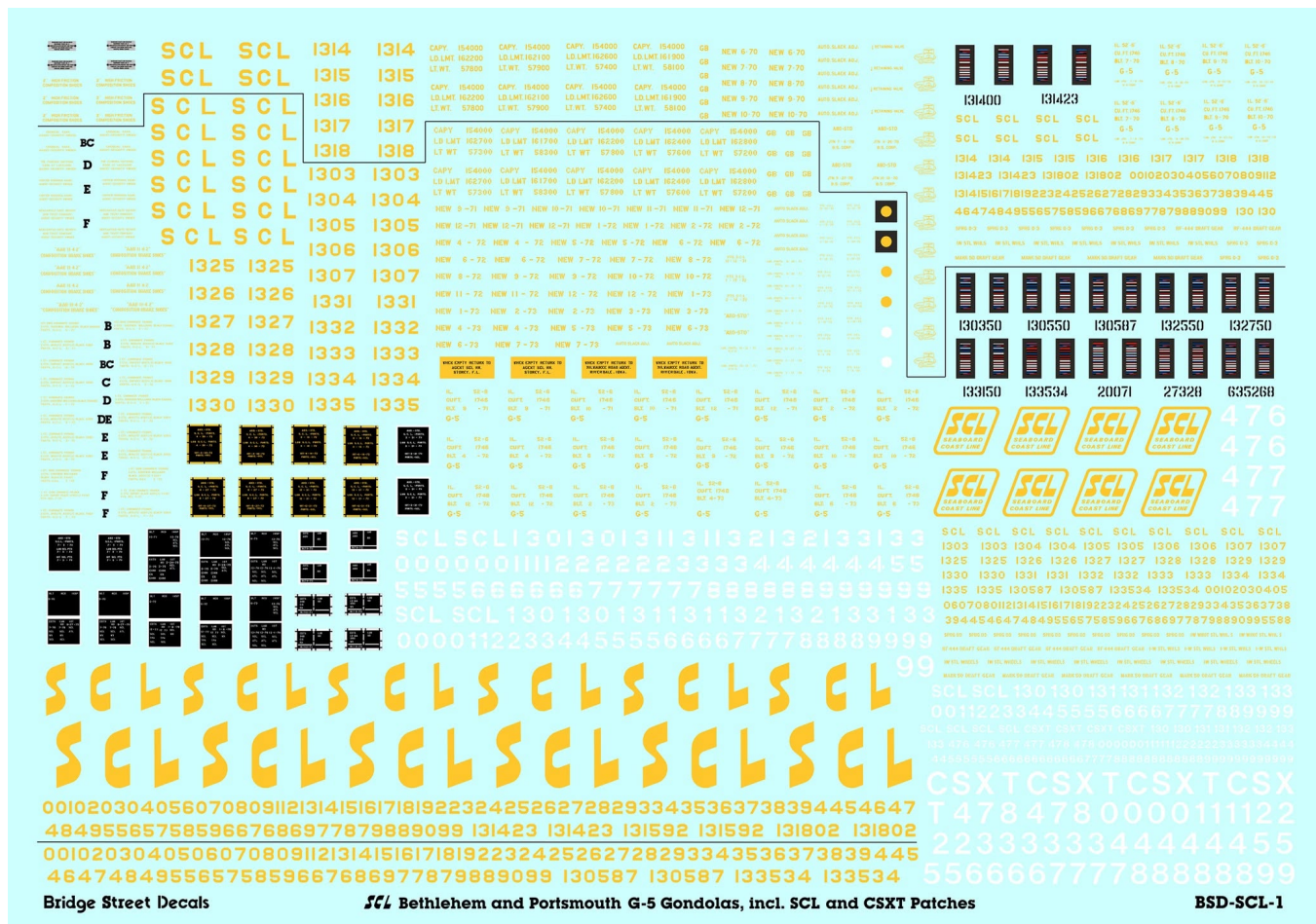


Bowser announced a new release of the 50-ton fish belly hopper, which is appropriate for the ACL K-8 class (ACL 81500-81999), these two-bay hoppers served ACL in sand, gravel, and coal service from 1926 through the 1970s. The cars were modernized in 1952 by the Waycross, Georgia shops. These cars featured a 50-ton capacity, were rated for 2,054 cubic feet, and were 32'4" in length. The Bowser model represents a K-5 and K-8 variant based upon the extended heap shield that gave the car an overall height of 12'3". The model is accurately lettered and painted in the standard ACL black and white hopper scheme. The model will be released in the following numbers: ACL 81620, 81637, and 81655 and all feature a peaked end. The models will retail for \$29.95 and will be released as a ready-to-run model which will feature added brake detail, separately applied brake details, free rolling trucks with metal wheel sets, and knuckle couplers.



Bowser is also releasing three road numbers of Clinchfield Railroad's FH16 class AAR 70-ton hoppers with 14 external ribs and three road numbers of Durham and Southern's U.S.R.E. leased fleet. The Durham & Southern was built to provide a southward outlet from Durham, North Carolina to connections with Seaboard Air Line and Atlantic Coast Line. D&S leased these 14-Panel Hoppers from U.S. Railway Equipment (USRE) and were typically found in aggregate or coal service on the D&S. The Durham & Southern was purchased by the Seaboard Coast Line in 1976 and merged out of existence in 1981. This run will be available in 3 road numbers and include accurate painting and lettering. The model will retail for \$29.95 each.

Bridge Street Decals



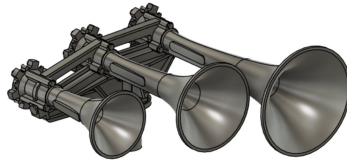
Bridge Street Decals has released a fully comprehensive decal set designed for the Plate C Model Prototypes Bethlehem Steel Car and SCL Portsmouth, Virginia built 52'6" fixed end gondola.

The set includes "normal" and "average" number spacing, three scale inches of space between weight capacities, unique trust and paint stenciling, faithfully reproduced loading assignment data, varying sizes of "SCL" based upon order, ACI labels that are accurate to the car number, variations of the Portsmouth built composite brake shoe application, variations of the dimensional data per the prototype, prototypically accurate COTS labels with visible dates, and variations of the SCL lettering found on a multitude of G-5 gondolas. The set is printed in Italy by Cartograf with "pre-cut" decal film which makes decaling enjoyable. Bridge Street Decals has produced the finest SCL freight car specific decal set to date with this release and you will not be disappointed.

Contact Bridge Street Decals at info@bridgestreetdecals.com to obtain additional information of visit Bridge Street Decals at their [website](#).

Gotham Rail & Marine

Gotham Rail and Marine has continued to release a multitude of useful detail parts for diesel detailing. The detail parts are exquisitely rendered using 3D printing, are a scale representation of each detail, and useful for many of the locomotives rostered by ACL, SAL, and SCL. The selection is vast and the quality is exceptional. Here are a few examples of recently released horns, bells, and assorted details. See their [website](#) for additional information, selection, and pricing.



Intermountain Railway Company



Intermountain is releasing four new road numbers of their HO scale General Electric U18B with FB-2 trucks. The four new SCL numbers are 300, 303, 314, and 322 and are available in sound and non-sound versions. CSXT modelers will also find four of these units useful as they will be painted in a faded and patched SCL "Bumblebee" scheme with CSXT reporting marks applied. The four numbers include 1893, 1901, 1903, and 1910.

The model is based upon the previous tooling and includes accurate detailing. The non-sound DCC ready version retails for \$249.95 and is equipped with a 21 pin ESU Lokpilot DCC decoder and the DCC/Sound equipped version is equipped with a 21 pin Loksound decoder which retails for \$329.95. The model may also be purchased as a DC only model without sound through your local dealer. For additional information on enhancing this model refer to S-CLM Volume 3, issue numbers 1 and 2.

Kadee Quality Products



Kadee continues to set the bar high with their recently released fifty-foot modern Pullman-Standard PS-1 boxcar. The modernized PS-1 features a modern side sill arrangement, a fully functional cushioned underframe with sixty-inch (60") scale travel, and doorway gussets. This car is the ultimate for any mid-to late-1960s modeler and Kadee recently announced a fourth and fifth road number of the Atlantic Coast Line O-35 series modern PS-1s on their website. The O-35s were a staple of the ACL's fifty-foot fleet and typically were in dedicated services throughout their lifetime. The paint scheme will bear the "***Another Cushioned Load***" slogan and large ACL herald in black and yellow. These cars lasted in their original paint through the end of SCL and beyond often with just a patch-paint stencil over the original lettering. They are an upgrade of the Kadee standard fifty-foot PS-1 and feature correct ladders, grab irons, hand brakes, running boards, triangular gussets at the bottom corners of the door openings, and a Hydroframe-60 cushion underframe where appropriate. The part number is 6423 and the ACL road number is 35144. These cars feature Kadee's HGC two-piece ACL Stein trucks for added weight and stability. The cars are currently available through Kadee's website as well as local Kadee dealers. The car retails for \$44.99.



Rapido Trains

EMD's first wide selling passenger diesel, 428 E7 A-units were built between 1945 and 1949, along with an additional 82 E7Bs. The carbody utilized EMD's bulldog nose made famous on various F-units starting from the FT while carrying over the rectangular side windows seen on earlier E-units.

The E7 became a cornerstone of post-war passenger service and could be found at the head of many railroad's passenger trains. Replaced by later versions like the E-8 and E-9, many E7s found themselves bumped into lower service including local passenger and even freight service.

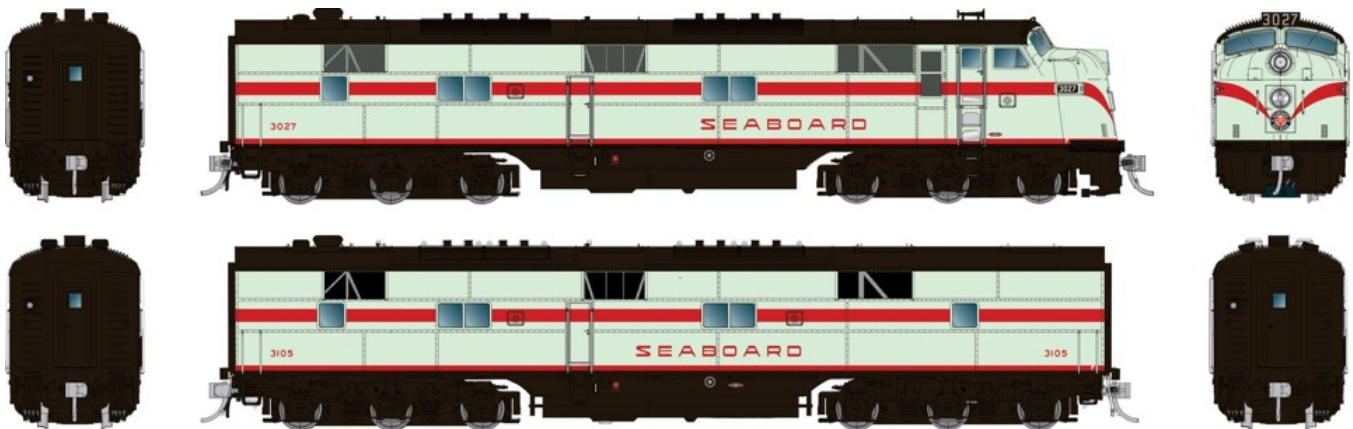
The models are available as a single A unit or an A-B set. The DCC/sound equipped models retail for \$689.95 for the A-B set and \$369.95 for the single A unit. The DC silent version models retail for \$469.95 for the A-B set and \$249.95 for the single A unit. The models are available in the following road numbers: 3022, 3026, 3031, and 3105.



Rapido's E7 model features:

- Accurate nose and roof contours
- Both Phase I and Phase II carbodies
- Roadname specific side vent variations
- Multiple different nose configurations
- Two different back ends
- Different steam generator options
- Single- or dual-headlight configurations
- Freight or passenger pilots
- Skirted or non-skirted fuel tanks
- Original square and slope or Hyatt roller bearing journal boxes
- Heavy die-cast chassis
- Smooth running drive system with all wheels powered
- Complete lighting effects – headlights, class lights, backup lights, ground lights, cab lights and more
- Numerous road-specific detail parts in both plastic and etched metal
- Accurate dual-mode DC/DCC sounds from ESU Loksound on DCC-equipped models

Prototype photos courtesy of Warren Calloway and available for purchase on CD. Email Warren Calloway at wcalloway@nc.rr.com for direct sales.



Smoky Mountain Model Works

SMOKY MOUNTAIN MODEL WORKS

SEABOARD AIR LINE and SEABOARD COAST LINE 70-Ton AAR three bay wood chip hopper extension kits



History:

In 1960, Seaboard Air Line Railroad developed a need for high-capacity wood chip hoppers to support the expansion of the forest products industries throughout the southeastern United States. Car designers at the Portsmouth, Virginia, car shops designed a steel hopper extension and shaker bracket which was applied to hoppers of the 70-ton AAR three-bay design.

The hoppers were selected from series SAL 37000-37099, 37100-37399, and 37400-37599 originally constructed by Bethlehem Steel in 1940-1942 and Pullman-Standard in 1944. Seaboard Air Line modified 200 cars which were renumbered as SAL 36000-36199 and placed into wood chip service.

In 1967, the cars were classified as the HS-2 class and numbered SCL 836000-836199. With the advent of larger capacity cars, the series was withdrawn from service in 1969 by SCL which removed the extensions and reclassified the hoppers as 77-ton coal hoppers in the KS-16 class.

The series was repainted and renumbered once more as SCL 883800-883989 and retained the unique shaker brackets. The series would serve SCL through the late 1970s with several examples found in company service.

Model Information:

Smoky Mountain Model Works Inc., is actively seeking reservations for an HO scale wood chip hopper extension kit designed to fit the Broadway Limited Imports AAR 3-bay 70-ton hopper. Kit parts will be designed using Solidworks software from SAL drawings, including properly sized rivets, side-mounted shaker brackets, interior details, brake wheel and housing, chain, and brakeman's platform. The parts will be printed in resin for maximum accuracy.

Two kits for both SAL and SCL modelers include:

- SAL: All of the above-mentioned parts included as a set
- SCL: Side-mounted shaker brackets which are sold separately

This will be a unique kit that addresses SAL and SCL modelers, but it will only be offered if sufficient demand from the model market justifies the effort. Please contact Jim King (jimking3@charter.net) at SMMW to place your reservation.

Walthers





The geography of the SAL's rolling profile dictated the need for a high horsepower, road switcher that could be used on many of the branches served by Seaboard. The RS2 was purchased for use on many of the Florida branches that were in better condition than the light rail found in middle Georgia and the Carolinas for which the RSC2 was intended.

In 1947, Seaboard took delivery of the RSC2 and numbered them according to their horsepower rating. The units, SAL 1500-1503, were constructed in October-November 1947 and were followed closely by subsequent orders. In April-May 1949, thirteen additional units were delivered and numbered 1504-1516. In August 1949, SAL took delivery of an additional nine units numbered 1517-1525. A fourth order of RSC2s was received in September 1949 numbered 1526-1531. In April 1950, SAL took delivery of five more units numbered 1532-1536. The April 1950 built units featured steam generation equipment and a 1600 horsepower Alco 12-244 prime mover, so that greater flexibility for use on secondary passenger service could be offered. Seaboard became the largest owner of the RSC2 totaling 37 units.

Seaboard put the RSC2s to work on these lighter branches such as the S-A-M (Savannah-Americus-Montgomery) line of Georgia, the Henderson-Durham, North Carolina branchline usually hosted three units, and several others were typically utilized on the McBee and Catawba, South Carolina branches. Given their lighter axle loading, the branch servicing the Starke-Bell, Florida branch was also home to several.

Walthers has released an HO scale version of the RSC2 in prototypical paint schemes for both Seaboard Air Line and Seaboard Coast Line railroads. The models are accurately painted with orange delineator stripes separating the green car body color from the yellow center stripe, a feature usually missed by manufacturers. The Seaboard Air Line and Seaboard Coast Line units feature a water-cooled stack configuration accurate for later appearance units.

- Available with ESU Sound and DCC for DCC or DC layouts featuring:
- Fully DCC compatible
- 4, 28 or 128 speed steps
- Dual mode DC & DCC
- Four air horns changeable by CVs
- Two bells changeable by CVs
- Same powerful drive as Walther's Proto(R) locos featuring:
- Five-pole skew-wound motor
- 14 to 1 gear ratio
- Helical-cut gears for quiet operation and easy multiple unit operation
- All-wheel drive and electrical pickup
- Machined brass flywheel
- Heavy die-cast metal chassis
- Constant and directional LED headlights
- 21-pin DCC plug
- Molded drill starter points - add correct curved Alco grab irons to your model easily with Walther's Mainline RS2 Diesel Detail Kit (#910-260, sold separately)
- Correct size RP-25 metal wheels
- Proto MAX(TM) metal knuckle couplers

Seaboard Air Line units are available as SAL 1521 and 1522, with four SCL numbers available: 1102, 1103, 1106, and 1109. The DCC ready versions retail for \$199.98 while the DCC/ESU sound equipped versions are \$254.98. The models are currently available through Walther's direct or your local dealer.





SCL 1103 sits in New Jersey awaiting scrapping. (Photographer unknown, Author's collection)

Parting Shots

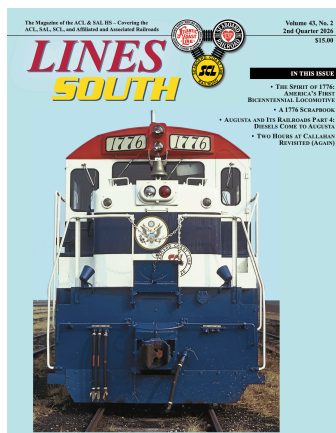


As we finish celebrating America's 250th birthday and the 59th year since the creation of the Seaboard Coast Line Railroad, one cannot help but pay tribute to our fallen and to those who had the forethought to mark the occasion with a special unit.

Seaboard Coast Line 1776:2, originally SCL 1813, was specially painted to pay tribute to America's Bicentennial anniversary replete with an iconic Red, White, and Blue paint scheme, a Presidential herald, American flags adorned on the cab sides, 13 stars on the hood sides, an engraved bronze bell, a silver Leslie RS5T-RRO 5-chime horn, illuminated walkway lamps to properly illuminate the unit's special markings, and unique number boards and lettering. She was the first unit to be painted to commemorate the Bicentennial by a Class 1 railroad, and was easily a fan favorite.

The just-published 2nd Quarter 2026 issue of Lines South has two large features on the story of SCL 1776, including its origins, assignments, and many adventures during the nine-plus years it remained in bicentennial paint. If you're not an ACL & SAL HS member, the issue is available separately through our online catalog.

All images courtesy of Warren Calloway.



Parting Shots

