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Dear Bob,

Rather than email you a spreadsheet in EXCEL or in TXT, I thought it would be clearer if I sent you the hard copy via snails of the 1915-1955 B&M Freight Car Roster. As you can see, its ten pages long arranged in the following (there are a couple of corrections I would like to make, but nothing really significant):

- Pages 1 & 2 These first two pages present the cars in numerical order (first number of car series), and are intended to serve as a cross reference between the car number and the line in which that car series is on for the other eight pages. (The cross reference to the Car Diagram Page I believe is mostly moot for your purposes.)
- Pages 3 & 4 These two pages break down the data by car type with years of service, builder inside length, kind of trucks and miscellaneous notes. Keys and Notes (referenced by line number) are at the bottom of each page.
- Pages 5 & 6 These two pages provide the materials used, door type, trucks, journals, nominal capacity, gross rolling load (or Maximum gross weight allowed on track including load), approximate light weight and approximate load limit - the sum of the two latter equal gross rolling load.
- Pages 7 & 8 These two pages provide the interior and exterior dimensions as well as cubic capacity.
- Pages 9 & 10 These two pages provide the quantities of cars as per the ORER's in roughly five year segments between 1905 and 1955.

I have no idea of how you would present the data in a *Newsletter*.

First of all, you might want to delete all those series without a Class Diagram Card. In the post-1900 acquisition period, the only significant car series (100 or more cars) which would be deleted would be the 600 strong #40200-40799 series Ice Cars; the 100 #40800-40899 series Ice Cars; and the 100 #5550-5650 series Hoppers.

Next, you might want to drop citation of car numbers and rely upon description - for instance,
Lines 15 thru 29 - 8,037 36' WUF Boxcars (IH 8'), Wood-Sheathed; blt. '02-'07, last retired 1934;

Lines 60& 61 - 4,588 34' WUF Gons (IH 3'), Wood sideboards, blt. 1899-1907; last retired in 1934,
Lines 48-50 - 1,975 40' 1924 SUF Boxcars (IH 8' 7"), Single Sheathed; blt. 1929-30; last retired 1965;
Lines 33-44 - 1,500 36' SUF Boxcars (IH 8'), Wood Sheathed (B&M Design), blt 1908-11, last retired
1948;
Lines 45-46 - 1,500 36' SUF Boxcars (IH 8'), Wood Sheathed (NH Design), blt.1910-14, last retired
1947;
Line 69 - 1,500 41' 6" Composite Drop Bottom USRA Gons (IH 4' 8"); blt. 1919, last retired 1955.
Lines 55-56 - 1,250 40' All-Steel PS-1 Boxcars (IH 10'6"), blt. 1947 & 1951, last retired 1980;
Lines 70-72 - 1,250 41' 6" All-Steel Drop Bottom Gons (IH 4' 8"), blt. 1936-37 & 1942, last retired 1970
Lines 30-31 - 1,008 36' SUF Boxcars (IH 8'), Wood-Sheathed (B&M Design) blt. 1908, last retired 1948
Line 67 - 1,000 40' All-Steel Gons (IH 3' 10"), blt. 1909; last retired 1941;
Line 85 - 1,000 40' 5" All-Steel Quad Hopper (1928 ARA Design), blt. 1929-30, last retired 1977.

These cars comprise 24,608 which was 56.8% of the 43,325 cars in the 1915-55 roster, and 83.5% of the 29,201 cars acquired between 1900 and 1955.

Please let me know how and what you would like to present so I can prepare something more complete for your purposes.

Take Care,

A handwritten signature in black ink, appearing to be 'Tom', written in a cursive style.

Car Series		Appendix R Pages 3-10		Class	Year		Total		Renumberings, Conversions & Former Owners		
First	Last	Line Number	Page	Description	Built	Acquired or Modified	Last Year	Inside Length	Trucks	Quantity Acq	
VV 25	VV 25	3		Box	1883		1915	29' 8"		1	
VV 55	VV 86	107		General Service Flat	1898		1921	34"		35	
VV 88	VV 89	7		Box	1887		1920	34"		2	
VV 90	VV 139	10		Box	1900		1926	34"		50	
VV 138	VV 212	25	X-2	Box	1907	rn to B&M	1926	36'	Fox	75	
VV 138	VV 212	26	X-2*	Box, Grain - 7/7 Steel Ends	1907	rn to B&M	1926	36' 3"	Fox		
VV 213	VV 232	39	X-4A	Box, SUF	1910	rn to B&M	1926	36'	Andrews	20	
VV 213	VV 232	40	X-4A*	Box, SUF - 7/7 Steel Ends	1910	rn to B&M	1926	36' 11"	Andrews		
VV 450	VV 499	66	G-2B	Gondola - Pratt Pattern	'01-'02		1925	30'	Fox	50	
SC 500	SC 539	11		Box	1902		1926	34"		40	
SC 540	SC 789	18	X-2	Box	'05-'07	rn to B&M	1926	36'	Fox	250	
SC 540	SC 789	19	X-2*	Box - 7/7 Steel Ends	'05-'07	rn to B&M	1926	36' 3"	Fox		
SC 790	SC 869	35	X-4A	Box, SUF	1910	rn to B&M	1926	36'	Andrews	80	
SC 790	SC 869	36	X-4A*	Box, SUF - 7/7 Steel Ends	1910	rn to B&M	1926	36' 11"	Andrews		
1000	1174		X-9A	Box, Steel (PS-1)		rn 1961	1975	40' 6"	Ride Cont.	rn 175	rn #74000's
2000	2707		X-9B	Box, Steel (PS-1)		rn 1970	1980	40' 6"	Ride Cont.	708	rn #75000's
4000	4499		X-9A	Box, Steel (PS-1)		rn 1961	1961	40' 6"	Ride Cont.		rn #74000's
5000	5121	78		Hopper	'86-'87		1925	23' 7"		125	
5000	5007	128	Y-5B	Well Flat - Marine Gears	1941		1977	W-14'	Andrews	8	
5100	5103	129	Y-5A	Depressed Center Flat	1941		1980	D-16' 2"	CSS Frames	4	
5125	5323	82		Hopper	1891		1925	25' 7"		200	
5200	5205	71	G-5*	Steel Solid Bottom Gondola	'36-'37,42	cv 1954	1955	41' 6"	CSS Frames	cv 6	cv #92000's - Solid Bottom, Drop Ends
5300	5309	111	Y-4*	Bulkhead Flat (Gypsum)	1923	cv 1954	1959	36' 6"	Bettendorf	cv 10	cv #37500's - Bulkheads
5325	5348	79		Hopper	1887		1925	23' 7"		25	
5351	5447	80		Hopper	'87-'89		1925	28' 8"		100	
5400	5411	145	Y-6B	Bulkhead Wood Racks - V Floor	1954		1959	45' 9"	CSS Frames	12	
5452	5549	81		Hopper	'87-'89		1925	25' 7"		100	
5500	5519	88	Y-7	Two Bay Steel Covered Hopper	1946		1980	29' 3"	CSS Frames	20	
5550	5650	84		Hopper	'05-'06		1926	28' 9"		100	
5599	5599	89		Two Bay Steel Covered Hopper	1916	aq 1954	1980	28' 2"		1	ex KCEX #119
5900	5999	83	G-6A	Hopper - Seley	1905		1926	32'	Arch Bar	100	
6000	6073	73		Coke	'75-'99		1921	26' 11"		75	
6074	6173	74		Coke	'89-'92		1921	33' 11"		100	
6174	6259	58		Flat Bottom Gondola	'89-'92		1926	26' 5"		86	
6260	6799	63		Gondola - Pratt Pattern	'98-'99		1926	28'		840	
6800	7680	64	G-2B	Gondola - Pratt Pattern	'01-'05		1934	30'	Fox	880	
7000	7099	86	G-7A	2 Bay, 7 Ribs Steel Hopper	1914	aq 1934	1954	30'	CSS Frames	100	ex C&O #59000-59999
7100	7199	87	G-7B	2 Bay Offset Steel Hopper	1942		1962	33'	CSS Frames	100	
7400	7414		G-6B	4 Bay Offset Steel Hopper	1929-30	rn 1962	1977	40' 5"	Symington	15	rn #8000's
7681	7681	65		Gondola - Pratt Pattern	1906		1925	34' 9"		1	
8000	8999	85	G-6B	4 Bay Offset Steel Hopper	1929-30		1961	40' 5"	Symington	1,000	#8000-8024 had MTC Rptg. Marks
8900	8999	76	G-8B	Convertible Hopper Gon	1907		1926	G-34'	Arch Bar	100	Center Dump
9000	9039	75	G-8A	Convertible Hopper Gon	'01-'02		1926	G-32' 10"	Arch Bar	40	Center Dump
9100	9199	77	G-9	Convertible SUF Hopper Gon	1923		1955	G-39' 11"	Bettendorf	100	Side Dump
9200	9211	72	G-5*	Steel Solid Bottom Gondola	'36-'37,42	cv 1954	1970	41' 6"	CSS Frames	cv 12	cv #92000's - Solid Bottom
9212	9561		G-5*	Steel Solid Bottom Gondola	'36-'37,42	cv 1956	1962	41' 6"	CSS Frames	cv 350	cv #92000's - Solid Bottom
9550	9899	59		Coal, Drop Sideboard	'92-'00		1915	52' 4"		350	
9600	9899		G-5*	Steel Solid Bottom Gondola	'36-'37,42	cv 1957	1970	41' 6"	CSS Frames	cv 300	cv #92000's - Solid Bottom
10000	10334	2		Box	'81-'94		1920	33' 5"		335	
11000	11125	14	X-5B	Box, Grain	1900		1926	40'	Arch Bar	126	
11900	11999	13	X-5A	Box, Furniture	1899		1926	40'	Arch Bar	100	
12000	12038	93		Box-Milk	'90-'96		1937	34' 4"		25	
12050	12050	94		Box-Milk	1907		1937	36'		1	
12054	12054	95		Box-Milk	1907		1921	35' 1"		1	
12056	12064	96		Box-Milk	1908		1937	36'		5	
12066	12067	97		Box-Milk	1908		1937	36'		2	
12068	12098	98	Y-2A*	Box-Milk, SUF	1907	cv 1920	1937	35' 7"	Arch Bar	cv 20	cv #12800's - Debunkered
12100	12299	44	X-4A	Automobile, SUF - Dbl Doors	1910		1947	36'	Arch Bar	200	
12300	12399	43	X-4A	Automobile, SUF - End Doors	'08-'09		1947	36'	Bettendorf	100	
12423	12484	29	X-2	Automobile - End Doors	'03-'07		1947	36'	Fox	62	
12485	12599	12		Box - Carriage - End Doors	'88-'90		1921	35'		115	
12600	12799	90	Y-1	Refrigerator - Bunker	'90-'07		1926	29' 2"	Fox	200	
12800	13049	91	Y-2A	Refrigerator, SUF - Bunker	1907	aq 1911	1940	29' 7"	Arch Bar	250	ex New Haven RR
13100	13299	92	Y-2B	Refrigerator, SUF - Bunker	1923		1950	33'	Bettendorf	200	
13133	13499	9		Box	1892		1921	33' 5"		367	
18232	19999	1		Box	'78-'81		1916	32' 6"		1,768	
20400	20999	57		Flat Bottom Gondola	'79-'96		1915	27' 6"		600	
21000	21399	60		Coal Gondola, Drop Ends	'92-'93		1934	32' 6"		400	
21400	24987	61	G-2A	Coal Gondola, Drop Ends	'99-'08		1934	34' 3"	Fox	3,588	
25000	25498	142		Wood Racks	'71-'92		1920	30'		500	
25000	25498	106		General Service Flat	'88-'01		1925	30'		500	
25500	26599	102		General Service Flat	'79-'96		1921	32'		500	
26600	26899	101		General Service Flat	'71-'99		1920	33'		300	
26990	26999	141		Charcoal/Sawdust	1887		1921	31' 11"		10	
27000	27049	135		Stock	'86-'93		1921	34"		50	
27050	27125	138		Stock	'99-'04		1921	35' 1"		75	
27200	27239	139	Y-3B	Stock - SUF, Wood Ends	1902	cv 1923	1944	35' 2"	Fox	cv 40	cv #33000's - Composite Superstructure
27500	27514	140	X-7*	Stock - SUF, Steel Ends	1930	cv 1944	1955	40' 6"	CSS Frames	cv 15	cv #72000's - Slatted Sides
28007	28007	130		Stock	1879		1915	28' 5"		1	
28030	28030	137		Stock	1895		1921	32'		1	
28991	28991	131		Stock - Double Deck	1879		1915	32' 6"		1	
28993	28993	132		Stock	1879		1916	33' 2"		1	
28997	28997	133		Stock	1879		1916	33' 2"		1	
28998	28998	134		Stock	1879		1916	32'		1	
29000	29024	136		Stock	'88-'91		1921	34' 3"		25	

Key	aq - Acquired	rn - Renumbered	MTC - Wholly Owned Mystic Terminal Company Reporting Marks
	cv - Converted	SUF - Steel Underframe	SC - Controlled Sullivan County RR absorbed by B&M in 1925
	md - Modified	WUF - Wood Underframe	VV - Controlled Vermont Valley RR absorbed by B&M in 1925
	rb - Rebuilt	(*) - Modification to Diagram and/or Dimensions of the Class Card	

Car Series		Appendix R Pages 3-10	Class Diagram		Years	Year Acquired	Last Year	Inside Length	Trucks	Total Quantity	Renumberings, Conversions & Former Owners
First	Last	Line Number	Page	Description	Built	or Modified	Year	Length		Acq	
29000	29099	144	Y-6A	Pulpwood Racks, Composite	1913	cv 1929	1949	39' 5"	Arch Bar	cv 100	cv #81000's - Composite Superstructure
29100	29399	143		Wood Racks	'88-'04		1926	34'		300	
30000	31499	103		General Service Flat	'82-'07		1925	34'		1,500	
31650	31999	104		General Service Flat	'82-'07		1921	34'		350	
32000	32000	122		Well Flat - Pit	1896		1921	34'		1	
32006	32006	123		Well Flat - Pit	1897		1920	34' 2"		1	
32008	32008	124		Well Flat - Pit	1898		1920	34'		1	
32011	32011	125		Well Flat - Pit	1899		1915	34'		1	
32012	32012	126		Well Flat - Pit	1901		1915	34'		1	
32015	32020	127		Well Flat - Pit	1901		1916	34'		6	
32040	32041	112		Flat - Special	1904		1920	34'		2	
32050	32053	114		Flat-Carriage	'92-'93		1920	36'		3	
32060	32065	113		Flat - Special		cv '03-'04	1926	60'		6	ex B&M Passenger Cars
32090	32090	121		Flat - Locomotive	1906		1926	38' 6"		1	
32091	32092	119		Flat - Locomotive	1902		1921	34'		2	
32093	32093	117		Flat - Locomotive	1899		1921	34'		1	
32094	32094	118		Flat - Locomotive	1901		1925	34'		1	
32095	32095	115		Flat - Locomotive	1890		1921	28'		1	
32096	32098	116		Flat - Locomotive	1890		1921	33'		3	
32099	32099	120		Flat - Locomotive	1905		1926	38' 6"		1	
32100	32738	105		General Service Flat	'87-'07		1925	34'		650	
32900	32999	108		General Service Flat	1900		1926	36'		100	
33000	33499	109	Y-3	General Service Flat, SUF	1902	aq 1911	1934	35' 6"	Fox	500	ex New Haven RR
33500	33799	110	Y-4	General Service Flat, SUF	1923		1961	42' 1"	Bettendorf	300	
39000	39999	62	G-2A	Coal Gondola, Drop Ends	1908		1934	34' 3"	Fox	1,000	
40200	40799	99		Insulated Box, Ice	1907		1934	36'		600	
40800	40899	100		Insulated Box, Ice	'88-'07		1934	35' 10"		100	
41000	41080	4		Box	'84-'99		1916	35'		81	
41100	42999	5		Box	'84-'99		1916	34'		1,900	
44000	44370	8		Box	'90-'99		1921	33' 7"		371	
46000	46999	6		Box	'86-'99		1921	34' 6"		1,000	
46801	46839	27	X-2	Box	1907	rn VV '25	1934	36'	Fox		rn VV #138-212
46801	46839	28	X-2*	Box, Grain - 7/7 Steel Ends	1907	rn VV '25	1934	36' 3"	Fox		rn VV #138-212
46842	46981	20	X-2	Box	'05-'07	rn SC '25	1934	36'	Fox		rn SC #540-789
46842	46981	21	X-2*	Box - 7/7 Steel Ends	'05-'07	rn SC '25	1934	36' 3"	Fox		rn SC #540-789
47000	49999	15	X-2	Box, Grain	'02-'07		1934	36'	Fox	3,000	
47000	49999	16	X-2*	Box, Grain - Mogul Ends	'02-'07	md '16-'25	1934	35' 10"	Fox		
47000	49999	17	X-2*	Box, Grain - 7/7 Steel Ends	'02-'07	md 1925	1934	36' 3"	Fox		
60000	64679	22	X-2	Box, Grain	'06-'07		1934	36'	Fox	4,650	
60000	64679	23	X-2*	Box, Grain - Mogul Ends	'06-'07	md '16-'25	1934	35' 10"	Fox		
60000	64679	24	X-2*	Box, Grain - 7/7 Steel Ends	'06-'07	md 1925	1934	36' 3"	Fox		
64680	65687	30	X-3A	Box, Grain, SUF	'08-'09		1947	36'	Fox	1,008	
64680	65687	31	X-3A*	Box, Grain, SUF - 7/7 Steel Ends	'08-'09	md 1925	1947	37'	Fox		
64680	64680	32	X-3B	Box, SUF (NYC Design)	1912	rb 1943	1947	36'	Vulcan	1	ex P&LE #33566
65688	66787	33	X-4A	Box, Grain, SUF (B&M Type)	'10-'11		1947	36'	AB An Be	1,100	
65688	66787	34	X-4A*	Box, Grain, SUF - 7/7 Steel Ends	'10-'11	md 1925	1947	36' 11"	AB An Be		
66788	68287	45	X-4B	Box, Grain, SUF (NH Type)	'13-'14		1947	36'	Arch Bar	1,500	
66788	68287	46	X-4B*	Box, Grain, SUF - 7/7 Steel Ends	'13-'14	md 1925	1947	36' 9"	Arch Bar		
67000	67039		X-9A*	Box, Steel (PS-1)		cv 1958	1980	40' 6"	Ride Cont.	cv 40	cv #74000's - Roof Hatches
67040	67067		X-8A*	Box, Steel (1937 ARA Design)		cv 1967	1980	40' 5"	CSS Frames	cv 28	cv #73000's - Roof Hatches
68300	68319	41	X-4A	Box, SUF	1910	rn VV '25	1946	36'	Andrews		rn VV #213-232
68300	68319	42	X-4A*	Box, SUF - 7/7 Steel Ends	1910	rn VV '25	1947	36' 11"	Andrews		rn VV #213-232
68320	68399	37	X-4A	Box, SUF	1910	rn SC '25	1947	36'	Andrews		rn SC 790-859
68320	68399	38	X-4A*	Box, SUF - 7/7 Steel Ends	1910	rn SC '25	1947	36' 11"	Andrews		rn SC 790-859
68999	68999		X-8B	Box, Steel (1937 ARA Design)		rn 1956	1962	40' 6"	CSS Frames	1	rn #69999
69700	70987		X-7	Box, SUF (1924 ARA Design)		rn '55-'56	1965	40' 6"	CSS Frames	rn 1288	rn Single Sheathed #71000-72999's
69999	69999	54	X-8B	Box, Steel (1937 ARA Design)	1940	rb 1943	1955	40' 6"	CSS Frames	1	ex B&O 4384192
70000	70499	47	X-6	Box, Grain, SUF (USRA)	1919		1955	40' 6"	Andrews	500	
70988	70999		X-7	Box, Steel (1924 ARA Design)		rn '55-'56	1965	40' 6"	CSS Frames	rn 12	rn Steel Sheathed #71954-71999's
71000	71953	48	X-7	Box, SUF (1924 ARA Design)	1929-30		1965	40' 6"	CSS Frames	954	Single Sheathed
71954	91974	49	X-7	Box, Steel (1924 ARA Design)	1929-30		1965	40' 6"	CSS Frames	21	Steel Sheathed
71975	71995	51	X-7	Box, SUF (1924 ARA Design)	1929-30		1965	40' 6"	CSS Frames	21	MTC Rptg. Marks - Single Sheathed
71995	71999	52	X-7	Box, Steel (1924 ARA Design)	1929-30		1965	40' 6"	CSS Frames	4	MTC Rptg. Marks - Steel Sheathed
72000	72999	50	X-7	Box, SUF (1924 ARA Design)	1930		1965	40' 6"	CSS Frames	1,000	Single Sheathed
73000	73199	53	X-8A	Box, Steel (1937 ARA Design)	1942		1975	40' 5"	CSS Frames	200	6 foot wide Youngstown Doors
74000	74499	55	X-9A	Box, Steel (PS-1)	1947		1980	40' 6"	Ride Cont.	500	7 Panel Superior Doors
75000	75749	56	X-9B	Box, Steel (PS-1)	1951		1970	40' 6"	Ride Cont.	750	7 foot wide Youngstown Doors
80000	80999	67	G-3A	Steel Drop Bottom Gondola	1909		1941	40'	Arch Bar	1,000	
81000	81499	68	G-3B	Steel Drop Bottom Gondola	'13-'14		1939	40'	Arch Bar	500	
90000	91499	69	G-4	Composite Drop Bottom Gond	1919		1953	41' 6"	Andrews	1,500	
92000	93249	70	G-5	Steel Drop Bottom Gondola	'36-'37,42		1980	41' 6"	CSS Frames	1,250	#92725-92749 had MTC Rptg. Marks

Key aq - Acquired rn - Renumbered MTC - Wholly Owned Mystic Terminal Company Reporting Marks
 cv - Converted SUF - Steel Underframe SC - Controlled Sullivan County RR absorbed by B&M in 1925
 md - Modified WUF - Wood Underframe VV - Controlled Vermont Valley RR absorbed by B&M in 1925
 rb - Rebuilt (*) - Modification to Diagram and/or Dimensions of the Class Card

Line	Class Diagram	Description	Car Series		Year		Builder/Origin	Inside Length	Trucks	Total Quantity Acq.	
			First	Last	Built	Acquired or Modified					Last Year
78		Hopper	5000	5121	'86-'87		1925	Keith & Laconia	23' 7"	125	
79		Hopper	5325	5348	1887		1925	Laconia	23' 7"	25	
80		Hopper	5351	5447	'87-'89		1925	Fitchburg & Keith	28' 8"	100	
81		Hopper	5452	5549	'87-'89		1925	Keith & Laconia	25' 7"	100	
82		Hopper	5125	5323	1891		1925	Laconia	25' 7"	200	
83	G-6A	Hopper - Seley	5900	5999	1905		1926	Standard Steel Co.	32'	Arch Bar	100
84		Hopper	5550	5650	'05-'06		1926	Laconia (Salem - one car)	28' 9"		100
85	G-6B	4 Bay Offset Steel Hopper	8000	8999	1929-30		1977	Standard Steel Co.	40' 5"	Symington	1,000
86	G-7A	2 Bay, 7 Ribs Steel Hopper	7000	7099	1914	aq 1934	1954	Std. Steel, ex C&O #59000-59999 series	30'	CSS Frames	100
87	G-7B	2 Bay Offset Steel Hopper	7100	7199	1942		1962	Bethlehem Steel	33'	CSS Frames	100
88	Y-7	Two Bay Steel Covered Hopper	5500	5519	1946		1980	American Car & Foundry	29' 3"	CSS Frames	20
89		Two Bay Steel Covered Hopper	5599	5599	1916	aq 1954	1980	Converted to Sand Hopper, ex KC&N #119	26' 2"		1
TOTAL HOPPERS ACQUIRED										1,971	
REEFRERS, MILK & ICE CARS											
90	Y-1	Refrigerator - Bunker	12600	12799	'90-'07		1926	Laconia, Michigan Car, Concord & Lawrence	29' 2"	Fox	200
91	Y-2A	Refrigerator, SUF - Bunker	12800	13049	1907	aq 1911	1940	AC&F, acquired from the New Haven in 1911	29' 7"	Arch Bar	250
92	Y-2B	Refrigerator, SUF - Bunker	13100	13299	1923		1950	MDI	33'	Bettendorf	200
93		Box-Milk	12000	12038	'90-'96		1937	Fitchburg, Salem & Laconia	34' 4"		25
94		Box-Milk	12050	12050	1907		1937	Laconia	36'		1
95		Box-Milk	12054	12054	1907		1921	Laconia	35' 1"		1
96		Box-Milk	12056	12064	1908		1937	Laconia	36'		5
97		Box-Milk	12066	12067	1908		1937	American Car & Foundry	36'		2
98	Y-2A*	Box-Milk, SUF	12068	12098	1907	cv 1920	1937	cv # 12800s, debunkered circa 1920	35' 7"	Arch Bar	cv 30
99		Insulated Box, Ice	40200	40799	1907		1934	Laconia	36'		600
100		Insulated Box, Ice	40800	40899	'88-'07		1934	Fitchburg & Laconia	35' 10"		100
TOTAL REEFERS, MILK & ICE CARS ACQUIRED										1,384	
FLAT CARS											
101		General Service Flat	26600	26899	'71-'99		1920	various	33'		300
102		General Service Flat	25500	26599	'70-'96		1921	Fitchburg	32'		500
103		General Service Flat	30000	31499	'82-'07		1925	various	34'		1,500
104		General Service Flat	31650	31999	'82-'07		1921	Laconia & others	34'		350
105		General Service Flat	32100	32738	'87-'07		1925	various	34'		650
106		General Service Flat	25000	25498	'88-'01		1925	Fitchburg, Conn River RR & others	30'		500
107		General Service Flat	VV 55	VV 86	1898		1921	Laconia	34"		35
108		General Service Flat	32900	32999	1900		1926	Concord, ACF	36'		100
109	Y-3	General Service Flat, SUF	33000	33499	1902	aq 1911	1934	Pressed Steel, acquired from the New Haven	35' 6"	Fox	500
110	Y-4	General Service Flat, SUF	33500	33799	1923		1961	Magor	42' 1"	Bettendorf	300
111	Y-4*	Bulkhead Flat (Gypsum)	3300	3309	1923	cv 1954	1959	cv #33500 Flats for Gypsum Loading	36' 6"	Bettendorf	cv 10
112		Flat - Special	32040	32041	1904		1920	E. Fitchburg	34'		2
113		Flat - Special	32060	32065		cv '03-'04	1926	Salem - converted Passenger Cars	60'		6
114		Flat - Carriage	32050	32053	'92-'93		1920	E. Fitchburg	36'		3
115		Flat - Locomotive	32095	32095	1890		1921	Fitchburg	28'		1
116		Flat - Locomotive	32096	32098	1890		1921	Fitchburg	33'		3
117		Flat - Locomotive	32093	32093	1899		1921	Salem	34'		1
118		Flat - Locomotive	32094	32094	1901		1925	Salem	34'		1
119		Flat - Locomotive	32091	32092	1902		1921	Salem	34'		2
120		Flat - Locomotive	32099	32099	1905		1926	Fitchburg	38' 6"		1
121		Flat - Locomotive	32090	32090	1906		1926	Salem	38' 6"		1
122		Well Flat - Pit	32000	32000	1896		1921	E. Fitchburg	34'		1
123		Well Flat - Pit	32006	32006	1897		1920		34' 2"		1
124		Well Flat - Pit	32008	32008	1898		1920	E. Fitchburg	34'		1
125		Well Flat - Pit	32011	32011	1899		1915	Concord	34'		1
126		Well Flat - Pit	32012	32012	1901		1915	Concord	34'		1
127		Well Flat - Pit	32015	32020	1901		1916	Concord	34'		6
128	Y-5B	Well Flat - Marine Gears	5000	5007	1941		1977	Assembled by Concord Shops	W-14'	Andrews	8
129	Y-5A	Depressed Center Flat	5100	5103	1941		1980	Concord, Assembled from C' wealth Steel parts	D-16' 2"	CSS Frames	4
TOTAL FLAT CARS ACQUIRED										4,779	
STOCK CARS											
130		Stock	28007	28007	1879		1915		28' 5"		1
131		Stock - Double Deck	28991	28991	1879		1915	Fitchburg	32' 6"		1
132		Stock	28993	28993	1879		1916	Fitchburg	33' 2"		1
133		Stock	28997	28997	1879		1916	Fitchburg	33' 2"		1
134		Stock	28998	28998	1879		1916	Fitchburg	32'		1
135		Stock	27000	27049	'86-'93		1921	Fitchburg	34'		50
136		Stock	29000	29024	'88-'91		1921	Fitchburg	34' 3"		25
137		Stock	28030	28030	1895		1921		32'		1
138		Stock	27050	27125	'99-'04		1921	Concord	35' 1"		75
139	Y-3B	Stock - SUF, Wood Ends	27200	27239	1902	cv 1923	1944	cv #33000 Flats	35' 2"	Fox	cv 40
140	X-7*	Stock - SUF, Steel Ends	27500	27514	1930	cv 1944	1955	cv #72000 Boxcars (1924 ARA Design)	40' 6"	CSS Frames	cv 15
TOTAL STOCK CARS ACQUIRED										211	
RACK CARS											
141		Charcoal/Sawdust	26990	26999	1887		1921	Conn River	31' 11"		10
142		Wood Racks	25000	25498	'71-'92		1920	Fitchburg	30'		NA
143		Wood Racks	29100	29399	'88-'04		1926	ACF, Bradley, Fitchburg, Keith, Wason	34'		300
144	Y-6A	Pulpwood Racks, Composite	29000	29099	1913	cv 1929	1949	cv Composite Superstructure in #81000 Steel Gon	39' 5"	Arch Bar	cv 100
145	Y-6B	Bulkhead Wood Racks - V Floor	5400	5411	1954		1959	International Steel - Shallow Vee Steel Floor	45' 9"	CSS Frames	12
TOTAL RACKS ACQUIRED										422	
"TOTAL" FREIGHT CARS ACQUIRED THRU 1954										43,325	
Key	aq - Acquired										
	cv - Converted										
		Notes	Line 90 - Inside Length as shown excludes the Ice Bunkers. Including the bunkers, the Inside Length was 35' 2"								
			Line 91 - Inside Length as shown excludes the Ice Bunkers. Including the bunkers, the Inside Length was 35' 10"								
			Line 92 - Inside Length as shown excludes the Ice Bunkers. Including the bunkers, the Inside Length was 40' 6"								
			Line 128 - Outside Length was 32' 8"								
			Line 129 - Outside Length was 38' 1"								

Line	Class Diagram Page	Description	Car Series		Under-Frame	Exterior Body	Door Type & Width	Trucks	Journal Size	Nominal Capacity	Maximum Allowed on Track	Approx. Light Weight	Theoretical Load Limit
			First	Last									
78		Hopper	5060	5121	Wood	Wood	Center Drop		3 3/4" x 7"	40,000	66,000		
79		Hopper	5325	5348	Wood	Wood	Center Drop		3 3/4" x 7"	40,000	66,000		
80		Hopper	5351	5447	Wood	Wood	Center Drop		3 3/4" x 7"	40,000	66,000		
81		Hopper	5452	5549	Wood	Wood	Center Drop		3 3/4" x 7"	50,000			
82		Hopper	5125	5323	Wood	Wood	Center Drop			50,000			
83	G-6A	Hopper - Selev	5900	5999	Composite	Composite	Center Drop	Arch Bar	5" x 9"	85,000	136,000	36,500	99,500
84		Hopper	5550	5650	Wood	Wood	Center Drop		4 1/4" x 8"	60,000	103,000		
85	G-6B	4 Bay Offset Steel Hopper	8000	8999	Steel	Steel	Center Drop	Symington	6" x 11"	140,000	210,000	53,400	156,600
86	G-7A	2 Bay, 7 Ribs Steel Hopper	7090	7099	Steel	Steel	Center Drop	CSS Frames	5 1/2" x 10"	100,000	169,000	35,800	133,200
87	G-7B	2 Bay Offset Steel Hopper	7100	7199	Steel	Steel	Center Drop	CSS Frames	5 1/2" x 10"	100,000	169,000	40,100	128,900
88	Y-7	Two Bay Steel Covered Hopper	5500	5519	Steel	Steel	Center Drop	CSS Frames	6" x 11"	140,000	210,000	52,900	157,100
89		Two Bay Steel Covered Hopper	5599	5599	Steel	Steel	Center Drop		5 1/2" x 10"	100,000	169,000		
REEFERS, MILK & ICE CARS													
90	Y-1	Refrigerator - Bunker	12600	12799	Wood	Wood	5' Reefer Wood	Fox	4 1/4" x 8"	51,000	103,000	42,000	61,000
91	Y-2A	Refrigerator, S.U.F. - Bunker	12800	13049	Steel	Wood	4' Reefer Wood	Arch Bar	4 1/4" x 8"	51,000	103,000	49,000	54,000
92	Y-2B	Refrigerator, S.U.F. - Bunker	13100	13299	Steel	Wood	4' Reefer Wood	Bettendorf	5" x 9"	70,000	136,000	57,200	78,800
93		Box-Milk	12000	12038	Wood	Wood	Wood		4 1/4" x 8"	60,000	103,000		
94		Box-Milk	12050	12050	Wood	Wood	4' Wood		4 1/4" x 8"	60,000	103,000		
95		Box-Milk	12054	12054	Wood	Wood	4' Wood		4 1/4" x 8"	60,000	103,000		
96		Box-Milk	12056	12064	Wood	Wood	4' Wood		4 1/4" x 8"	60,000	103,000		
97		Box-Milk	12066	12067	Wood	Wood	4' Wood		4 1/4" x 8"	60,000	103,000		
98	Y-2A*	Box-Milk, S.U.F.	12068	12098	Steel	Wood	4' Reefer Wood	Arch Bar	4 1/4" x 8"	60,000	103,000	40,300	62,700
99		Insulated Box, Ice	40200	40799	Wood	Wood	5' 9" Wood		4 1/4" x 8"	60,000	103,000		
100		Insulated Box, Ice	40800	40899	Wood	Wood	5' 9" Wood		4 1/4" x 8"	60,000	103,000		
FLAT CARS													
101		General Service Flat	26600	26899	Wood				3 3/4" x 7"	40,000	66,000		
102		General Service Flat	25500	26599	Wood				3 3/4" x 7"	40,000	66,000		
103		General Service Flat	30000	31499	Wood				3 3/4" x 7"	40,000	66,000		
104		General Service Flat	31650	31999	Wood					50,000			
105		General Service Flat	32100	32738	Wood				4 1/4" x 8"	60,000	103,000		
106		General Service Flat	25000	25498	Wood				3 3/4" x 7"	40,000	66,000		
107		General Service Flat	VV 55	VV 86	Wood				4 1/4" x 8"	60,000	103,000		
108		General Service Flat	32900	32999	Wood				4 1/4" x 8"	60,000	103,000		
109	Y-3	General Service Flat, S.U.F.	33000	33499	Steel		Wood Floor	Fox	5" x 9"	80,000	136,000	28,600	107,400
110	Y-4	General Service Flat, S.U.F.	33500	33799	Steel		Wood Floor	Bettendorf	5 1/2" x 10"	110,000	169,000	37,300	131,700
111	Y-4*	Bulkhead Flat (Gypsum)	5300	5309	Steel		Steel Bulkheads with Wood Lining	Bettendorf	5 1/2" x 10"	110,000	169,000		
112		Flat - Special	32040	32041	Wood				5" x 9"	80,000	136,000		
113		Flat - Special	32060	32065	Wood				4 1/4" x 8"	60,000	103,000		
114		Flat - Carriage	32050	32053	Wood				4 1/4" x 8"	60,000	103,000		
115		Flat - Locomotive	32095	32095	Wood				5" x 9"	80,000	136,000		
116		Flat - Locomotive	32096	32098	Wood				4 1/4" x 8"	60,000	103,000		
117		Flat - Locomotive	32093	32093	Wood				5" x 9"	80,000	136,000		
118		Flat - Locomotive	32094	32094	Wood				5" x 9"	80,000	136,000		
119		Flat - Locomotive	32091	32092	Wood				5" x 9"	80,000	136,000		
120		Flat - Locomotive	32099	32099	Wood				4 1/4" x 8"	60,000	103,000		
121		Flat - Locomotive	32090	32090	Wood				4 1/4" x 8"	60,000	103,000		
122		Well Flat - Pit	32000	32000	Wood				4 1/4" x 8"	60,000	103,000		
123		Well Flat - Pit	32006	32006	Wood				4 1/4" x 8"	60,000	103,000		
124		Well Flat - Pit	32008	32008	Wood				4 1/4" x 8"	60,000	103,000		
125		Well Flat - Pit	32011	32011	Wood				4 1/4" x 8"	60,000	103,000		
126		Well Flat - Pit	32012	32012	Wood				4 1/4" x 8"	60,000	103,000		
127		Well Flat - Pit	32015	32020	Wood				4 1/4" x 8"	60,000	103,000		
128	Y-5B	Well Flat - Marine Gears	5000	5007	Steel			Andrews	5 1/2" x 10"	100,000	169,000	57,000	112,000
129	Y-5A	Depressed Center Flat	5100	5103	Steel			CSS Frames	6 1/2" x 12"	160,000	238,000	70,600	167,400
STOCK CARS													
130		Stock	28007	28007	Wood	Wood	5' Slatted Wood		3 3/4" x 7"	40,000	66,000		
131		Stock - Double Deck	28991	28991	Wood	Wood	5' Slatted Wood		3 3/4" x 7"	40,000	66,000		
132		Stock	28993	28993	Wood	Wood	5' Slatted Wood		3 3/4" x 7"	40,000	66,000		
133		Stock	28997	28997	Wood	Wood	5' Slatted Wood		3 3/4" x 7"	40,000	66,000		
134		Stock	28998	28998	Wood	Wood	5' Slatted Wood		3 3/4" x 7"	40,000	66,000		
135		Stock	27000	27049	Wood	Wood	5' Slatted Wood		3 3/4" x 7"	40,000	66,000		
136		Stock	29000	29024	Wood	Wood	5' Slatted Wood		4 1/4" x 8"	60,000	103,000		
137		Stock	28030	28030	Wood	Wood	5' Slatted Wood		3 3/4" x 7"	40,000	66,000		
138		Stock	27050	27125	Wood	Wood	5' Slatted Wood		4 1/4" x 8"	60,000	103,000		
139	Y-3B	Stock - S.U.F., Wood Ends	27200	27239	Steel	Wood	5' Slatted Wood	Fox	5" x 9"	80,000	136,000	40,200	95,800
140	X-7*	Stock - S.U.F., Steel Ends	27500	27514	Steel	Composite	6' Youngstown	CSS Frames	5" x 9"	80,000	136,000	43,000	93,000
RACK CARS													
141		Charcoal/Sawdust	26990	26999	Wood				3 3/4" x 7"	40,000	66,000		
142		Wood Racks	25000	25498	Wood	Wood			3 3/4" x 7"	40,000	66,000		
143		Wood Racks	29100	29399	Wood	Wood			4 1/4" x 8"	60,000	103,000		
144	Y-6A	Pulpwood Racks, Composite	29000	29999	Steel	Composite	Two 4' 1" Composite	Arch Bar	5 1/2" x 10"	100,000	169,000	44,000	125,000
145	Y-6B	Bulkhead Wood Racks - V Floor	5400	5411	Steel	Steel	Shallow Vee Floor	CSS Frames	5 1/2" x 10"	100,000	169,000	48,000	121,000
<p>NOMINAL CAPACITY was a function of the size of the car's truck's axle journal. After 1925, it had nothing to do with the maximum weight a car could carry.</p> <p>Each Journal Size was assigned a MAXIMUM Gross WEIGHT a car was ALLOWED to carry ON THE TRACK.</p> <p>The LOAD LIMIT was the difference between the MAXIMUM ALLOWED and the LIGHT WEIGHT as determined every two years by reweighing each car light without a load.</p>													
<p>Notes Lines 90-92 - NOMINAL CAPACITY for Reefers was reduced by the maximum weight of the ice in the bunker from the normal ratings of the Journal Axle size.</p> <p>Lines 90-92 - The LIGHT WEIGHT of Reefers was increased by the maximum weight of the ice in the bunker.</p> <p>Line 128 - The LIGHT WEIGHT was increased for the 3,200 pound removable loading harness.</p> <p>Line 129 - Because of braking considerations, the the MAXIMUM ALLOWABLE was reduced to 238,000 pounds from the usual 251,000 that a 6 1/2" x 12" journal could bear.</p>													

Line	Class Diagram	Description	Car Series		Inside Dimensions			Outside Dimensions					Cubic Capacity	
			First	Last	Length	Width	Height	Length	Width at Eaves	Height From Rail to Floor Top	to Eaves	to Run. Bd.		Extreme
HOPPERS														
78		Hopper	5000	5121	23' 7"	7' 7"	3' 10"						688	
79		Hopper	5325	5348	23' 7"	7' 7"	3' 10"						685	
80		Hopper	5351	5447	28' 8"	7' 10"	3'						680	
81		Hopper	5452	5549	25' 7"	7' 7"	3' 10"						744	
82		Hopper	5125	5323	25' 7"	7' 7"	3' 10"						744	
83	G-6A	Hopper - Seley	5900	5999	32'	8' 11"	7' 5"	34'	9' 5"		9' 7"	10' 2"	1,491	
84		Hopper	5550	5650	28' 9"	7' 7"	3' 10"	31'	8'	3' 11"			836	
85	G-6B	4 Bay Offset Steel Hopper	8000	8999	40' 5"	10'	7' 6"	41' 5"	10' 1"		10' 8"	10' 8"	2,748	
86	G-7A	2 Bay, 7 Ribs Steel Hopper	7000	7099	30'	9' 5"	7' 10"	31' 6"	10'		11'	11' 10"	2,015	
87	G-7B	2 Bay, Offset Steel Hopper	7100	7199	33'	8' 5"	7' 5"	34'	10' 5"		10' 8"	10' 8"	2,190	
88	Y-7	Two Bay Steel Covered Hopper	5500	5519	29' 3"	9' 5"	8' 7"	35' 3"	10' 2"		11' 9"	12' 10"	1,790	
89		Two Bay Steel Covered Hopper	5599	5599	26' 2"	9' 5"		31' 4"	10' 2"		10' 3"	11'	1,625	
REFEERS, MILK & ICE CARS														
90	Y-1	Refrigerator - Bunker	12600	12799	29' 2"	8' 4"	7' 7"	36' 10"	9' 4"	3' 1"	12' 5"	14'	1,671	
91	Y-2A	Refrigerator, SUF - Bunker	12800	13049	29' 7"	8' 1"	7' 9"	37'	9' 3"	4' 6"	12' 8"	13' 4"	1,933	
92	Y-2B	Refrigerator, SUF - Bunker	13100	13299	33'	8' 4"	7' 7"	41' 5"	9' 6"	4' 4"	12' 4"	13' 1"	2,086	
93		Box-Milk	12000	12038	34' 4"	8' 2"	7' 1"						1,986	
94		Box-Milk	12050	12050	36'	8' 3"	8' 1"						2,440	
95		Box-Milk	12054	12054	35' 1"	8' 3"	8' 1"						2,340	
96		Box-Milk	12056	12064	36'	8' 3"	8' 1"						2,440	
97		Box-Milk	12066	12067	36'	8' 3"	8' 1"						2,440	
98	Y-2A*	Box-Milk, SUF	12068	12098	35' 7"	8' 1"	7' 9"	37'	9' 3"	4' 6"	12' 8"	13' 4"	2,371	
99		Insulated Box, Ice	40200	40799	36'	8' 6"	7' 9"	37' 1"	9' 4"		12' 8"	14'	2,371	
100		Insulated Box, Ice	40800	40899	35' 10"	8' 3"	6' 9"	36' 9"	9' 4"				1,898	
FLAT CARS														
101		General Service Flat	26600	26899	33'	8' 8"		33'	8' 8"					
102		General Service Flat	25500	26599	32'	8' 9"		32'	8' 9"					
103		General Service Flat	30000	31499	34'	8' 6"		34'	8' 6"					
104		General Service Flat	31650	31999	34'	8' 4"		34'	8' 4"					
105		General Service Flat	32100	32738	34'	8' 6"		34'	8' 6"					
106		General Service Flat	25000	25498	30'	8' 8"		30'	8' 8"					
107		General Service Flat	VV 55	VV 86	34''	8' 8"		34''	8' 8"					
108		General Service Flat	32900	32999	36'	8' 8"		36'	8' 8"					
109	Y-3	General Service Flat, SUF	33000	33499	35' 6"	9' 5"		35' 6"	9' 5"	3' 11"	3' 11"			
110	Y-4	General Service Flat, SUF	33500	33799	42' 1"	9' 2"		42' 2"	9' 2"	3' 9"	3' 9"	5' 8"		
111	Y-4*	Bulkhead Flat (Gypsum)	5300	5309	36' 6"	10'	6' 6"	42' 2"	10'	3' 9"	10' 3"	10' 3"	2,372	
112		Flat - Special	32040	32041	34'	8' 6"		34'	8' 6"					
113		Flat - Special	32060	32065	60'	8' 8"		60'	8' 8"					
114		Flat-Carriage	32050	32053	36'	8' 8"		36'	8' 8"					
115		Flat - Locomotive	32095	32095	28'	9' 8"		28'	9' 8"					
116		Flat - Locomotive	32096	32098	33'	8' 10"		33'	8' 10"					
117		Flat - Locomotive	32093	32093	34'	9' 2"		34'	9' 2"					
118		Flat - Locomotive	32094	32094	34'	8' 6"		34'	8' 6"					
119		Flat - Locomotive	32091	32092	34'	8' 6"		34'	8' 6"					
120		Flat - Locomotive	32099	32099	38' 6"	8' 6"		38' 6"	8' 6"					
121		Flat - Locomotive	32090	32090	38' 6"	9' 4"		38' 6"	8' 4"					
122		Well Flat - Pit	32000	32000	34'	8' 6"		34'	8' 6"					
123		Well Flat - Pit	32006	32006	34' 2"	8' 9"		34' 2"	9'					
124		Well Flat - Pit	32008	32008	34'	8' 9"		34'	8' 9"					
125		Well Flat - Pit	32011	32011	34'	8' 9"		34'	8' 9"					
126		Well Flat - Pit	32012	32012	34'	8' 6"		34'	8' 6"					
127		Well Flat - Pit	32015	32020	34'	8' 6"		34'	8' 6"					
128	Y-5B	Well Flat - Marine Gears	5000	5007	Well - 14'	Well - 7'		32' 1"	10'	5' 11"	5' 11"	C/L - 8'	15' diam	
129	Y-5A	Depressed Center Flat	5100	5103	Dep - 16' 2"	9'		38' 1"	9' 8"	2'	2'	6' 4"		
STOCK CARS														
130		Stock	28007	28007	28' 5"	8' 4"	6' 5"						1,520	
131		Stock - Double Deck	28991	28991	32' 6"	8' 3"	6' 2"						1,656	
132		Stock	28993	28993	33' 2"	8' 1"	6' 3"						1,676	
133		Stock	28997	28997	33' 2"	8' 2"	6' 2"						1,670	
134		Stock	28998	28998	32'	8' 4"	6' 5"						1,711	
135		Stock	27000	27040	34'	8' 4"	6' 10"	35'	8' 9"				1,936	
136		Stock	29000	29024	34' 3"	8' 5"	6' 10"	35' 4"	9'				1,969	
137		Stock	28030	28030	32'	8' 4"	6' 5"						1,711	
138		Stock	27050	27125	35' 1"	8' 5"	6' 10"	35' 9"	8' 8"				2,007	
139	Y-3B	Stock - SUF, Wood Ends	27200	27239	35' 2"	8' 6"	8'	35' 8"	9' 1"	4'	12' 7"	13' 6"	13' 10"	2,544
140	X-7*	Stock - SUF, Steel Ends	27500	27514	40' 6"	8' 6"	8' 7"	41' 3"	9' 6"	3' 9"	12' 1"	13' 3"	13' 3"	3,064
RACK CARS														
141		Charcoal/Sawdust	26990	26999	32'	8' 7"	7"	32'	9'				1,905	
142		Wood Racks	25000	25498	30'	8' 8"	7' 10"	30'	8' 8"				2,037	
143		Wood Racks	29100	29399	34'	7' 8"	7' 3"	36'					1,911	
144	Y-6A	Pulpwood Racks, Composite	29000	29099	39' 5"	9' 5"	8' 2"	41' 7"	10' 1"	3' 10"	12' 8"	12' 8"	2,950	
145	Y-6B	Bulkhead Wood Racks - V Floor	5400	5411	45' 9"	9' 2"	8' 2"	50'	9' 4"	3' 4" - 4' 3"	12' 5"	12' 9"	23 cords	
<p>Notes: All Fractions of Inside Dimensions were rounded down to the nearest inch while Outside Dimensions were rounded up.</p> <p>Line 90 - Inside Length as shown excludes the Ice Bunkers. Including the bunkers, the Inside Length was 35' 2".</p> <p>Line 91 - Inside Length as shown excludes the Ice Bunkers. Including the bunkers, the Inside Length was 35' 10".</p> <p>Line 92 - Inside Length as shown excludes the Ice Bunkers. Including the bunkers, the Inside Length was 40' 6".</p> <p>Line 128 - Dimensions shown above do not include the Dimensions of the Loading Harness used to support the Marine Gear in transit and provide stability to the car's frame. Length of Open Well Hole was 14' Width 7' and Height from Rail to Bottom of Removable Floor was 2'. The loaded Gear could be a maximum of 15' in diameter.</p> <p>Line 129 - Length of Depressed Center was 16' 2". Length between Lugs was 17' 2", and Height from Rail to bottom of Depressed Center 8 inches.</p>														

Table with columns: Line, Description, Car Series (First, Last), Years (Acquired or Modified, Last Year), Total (Acco.), and QUANTITIES OF REVENUE FREIGHT CARS AS PER THE ORER'S (1/1905, 1/10, 1/15, 10/21, 11/25, 11/30, 7/34, 7/40, 4/46, 4/50, 1/55). Rows include Boxcars (1-56), Gondolas (57-77), and summary totals for Boxcars and Gondolas.

Note Lines 16 & 23 - The quantities of Boxcars having Mogul Ends were not separated from those with Wooden Ends in the October 1921 ORER.

The quantities of cars shown on Lines 15 & 22 are the sum of cars having either Original or Mogul Ends.

Line 70 - One Hundred of the #92000 Series Gondolas were leased to the B&O in 1949 and were returned in 1954.

