

FREIGHT CARS

A.C.F.X. #26640

Covered Hopper 1960

Builder: American Car & Foundry

Hoppers allow unloading by gravity; covered top protects load from moisture and keeps fine materials from blowing away.

AMERICAN REFRIGERATOR TRANSIT #52461

Refrigerator Car 1929

Builder: ART

Bunkers at each end of car carried 5 tons of ice to cool produce in summer, or heaters to keep load from freezing in winter; has insulated wood body on steel frame.

A.T.T.X. #470833

Flatcar 1955

Builder: Pennsylvania Railroad

Pioneer car in nationwide "piggyback" service; carried two 36-foot trailers; built for Pennsylvania Railroad.

BURLINGTON NORTHERN #10032

Caboose 1969

Builder: Northern Pacific

Extended-vision (width) cupola design; built for Northern Pacific Railway.

BURLINGTON NORTHERN #10435

Caboose 1948

Builder: Northern Pacific

All-steel car, built as Northern Pacific #1082; oil heat, electric generator for lights.

CHICAGO, BURLINGTON & QUINCY #75471

Drop-Bottom Gondola 1929

Builder: Chicago, Burlington & Quincy

"Composite" construction, with steel under and body framing with wood plank walls; drop doors speed unloading.

CHICAGO, ROCK ISLAND & PACIFIC #18058

Caboose 1904

Builder: Chicago, Rock Island & Pacific

Wood body on steel frame; survivor of 5 accidents and rebuildings.

G.A.R.X. #51000

Refrigerator Car 1954

Builder: General American Transportation Co.

Cooled, heated by diesel-powered refrigeration system.

G.A.T.X. #96500

Tank Car 1965

Builder: General American Transportation Co.

60,000-gallon, 272,700-lb. capacity; welded experimental car; 97-foot length would not clear curves, and 89-foot limit now applies; world's largest tank car.

H.P. HOOD (G.P.E.X.) #1057

Milk Tank Car 1930

Builder: General American Transportation Co.

Two stainless-steel tanks hold 6,000 gallons; ran in express trains.

MANUFACTURERS RAILWAY #5906

Boxcar 1954 (rebuilt 1979)

55-foot steel boxcar, rebuilt by Manufacturers Railway.

MISSOURI-KANSAS-TEXAS #1

Caboose 1882

Wood car; steel center sill added; side door and cupola removed; part of *Katy Flyer* train.

MISSOURI-KANSAS-TEXAS #12145

Flatcar 1901

Builder: American Car & Foundry

Built as boxcar, cut down to flatcar; wood frame car with truss rods; steel center sill added; 34 feet long; 30-ton capacity; part of *Katy Flyer* train.

MISSOURI-KANSAS-TEXAS #12321

Boxcar 1901

Builder: American Car & Foundry

34-foot wooden car; truss rods with steel center sill; 30-ton capacity; archbar trucks; part of *Katy Flyer* train.

MISSOURI-KANSAS-TEXAS #24420

Gondola 1904

Builder: Pullman

30-ton capacity; wood frame and body; steel center sill.

MISSOURI PACIFIC #1155

Caboose 1940

Builder: Missouri Pacific

Steel side-door car without cupola; used in branchline mixed-train service.

MISSOURI PACIFIC #13546

Caboose 1972

Builder: International Car Company

All-steel with extended-vision (width) cupola; late-model caboose; contains Missouri Pacific Historical Society archives.

MISSOURI PACIFIC #13889

Caboose 1980

Builder: Missouri Pacific

Late-model caboose; short body with bay windows and large end platforms; used in main line service.

MONSANTO CHEMICAL COMPANY (M.C.H.X.) #117

Tank Car 1940

Builder: American Car & Foundry

Aluminum alloy tank with steel outer safety cover; used for concentrated nitric acid; loads and unloads from top.

NEW YORK, CHICAGO AND ST. LOUIS ("Nickel Plate Road") #1143

Caboose 1909

Builder: American Car & Foundry

Wood car with truss rods and steel center sill; centered cupola with peaked roof.

POULTRY TRANSPORTATION COMPANY (P.T.C.X.) #423

Poultry Car 1921

Coops built into car were used to carry live chickens to market; attendant fed and watered them en route from center of car.

S.B.I.X. #1634

Tank Car 1938

Builder: Fleishmann Transportation Co.

Wooden tank was used to carry vinegar (acetic acid) without reaction that would occur in a steel tank.

ST. LOUIS, IRON MOUNTAIN & SOUTHERN #9779

Boxcar Ca. 1904

40-foot wooden car; 40-ton capacity, with cast steel trucks; donated by Alton and Southern Railroad.

ST. LOUIS-SAN FRANCISCO ("Frisco")

Caboose

Wood body, re-covered with plywood on steel frame; carries cable for switching.

ST. LOUIS-SAN FRANCISCO ("Frisco") #3000

Automobile Carrier 1960

Builder: St. Louis-San Francisco Railway

First tri-level car for carrying 15 autos from factory to distributor.

ST. LOUIS REFRIGERATOR CAR CO. #3600

Refrigerator Car 1904

Builder: St. Louis Refrigerator Car Co.

An early steel-framed but wood-bodied car, insulated with horsehair, shredded paper, or wood shavings; carried pre-cooled beer for Anheuser-Busch.

SOUTHERN PACIFIC #1859

Caboose 1970

Builder: International Car Company

Bay-window type; oil heater, electric lights.

SPOKANE, PORTLAND AND SEATTLE #884

Caboose 1954

Builder: Northern Pacific Railway

All-steel car, donated as Burlington Northern #11436

TTOX #130059

"Piggyback" Flatcar" 1984

Builder: United-American Car Company

Four-wheel "Front-Runner" car; partial deck and fixed trailer hitch; loaded from overhead only; 28-inch instead of standard 33-inch wheels to lower car for better clearances.

U.R.T.X. #s 37000, 37095, 37144, 37151,

37439, 37453, 37467, 65104, 67310, 67901

Refrigerator Cars 1948

Builder: General American Transportation Co.

to 1954

Cars are all-steel but still ice-cooled; donated in 1972 and 1975 by General American Transportation Co.

U.T.L.X. #3882

Tank Car 1936

Builder: Union Tank Car

3-dome (compartment) car with 6,000-gallon capacity for carrying petroleum products; tank-on-frame design was the standard for many years.

UNION PACIFIC #913140

Flatcar 1951

Builder: Union Pacific

Has one-piece cast steel body from General Steel Castings; UP class F50-15; 50-ton capacity; last used in maintenance-of-way service.

UNION TANK LINE #14387

Tank Car 1910

Builder: Union Tank Car

"Van Dyke"-patent frameless tank car using tank with extra stiffening plate on bottom in place of an underframe.

US ARMY #38406

Flatcar 1953

Builder: Magor Car Corp.

Heavy-duty car with 6 axles for carrying tanks, other heavy equipment; weighs 35 tons; has 112-ton capacity.

US ARMY #s 370709, 460298, 570329

Various Types 1951-1953

Builder: Pressed Steel

Built with European-type couplers and brakes, were used to train soldier railroaders at Weldon Spring, MO; modular cars can be boxcar, gondola, or flatcar.

WABASH #2229

Caboose 1904

Wood car with truss rods, steel center sill; note recurved cupola roof.