

The 100 series were painted boxcar red with an orange circle logo with black lettering and border on the right side. (This gave way to a ship logo on the other newly purchased cars.) "West India Fruit & Steamship Co." in white was applied to the left side.

There were 10 of the former HPT&D cars in 1956. The WIF added a new ferry point in Belle Chase LA in the early 1950s. The railroad disappeared from the U.S. railroad scene with the Communist revolution in Cuba in 1959.

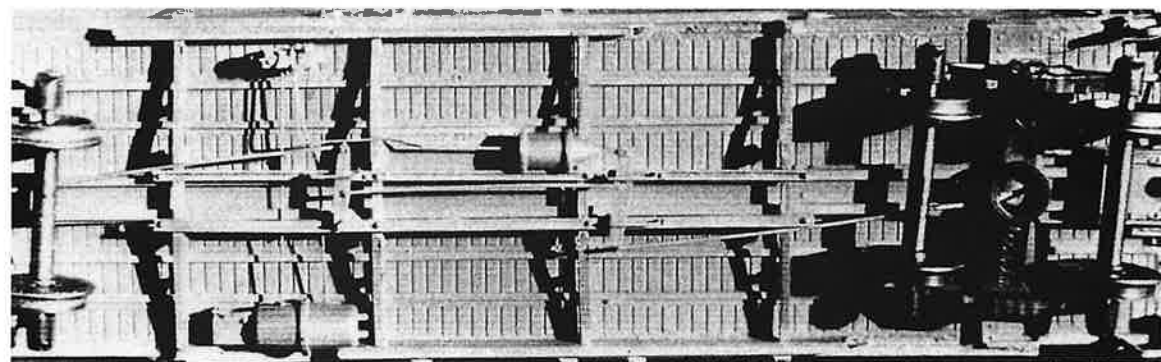


PDS #102A and Added Modeling Notes Autocar Conversions to Boxcars



HPT&D No. 404, late Forties, Courtesy of Bill Welch

Added Modeling Notes



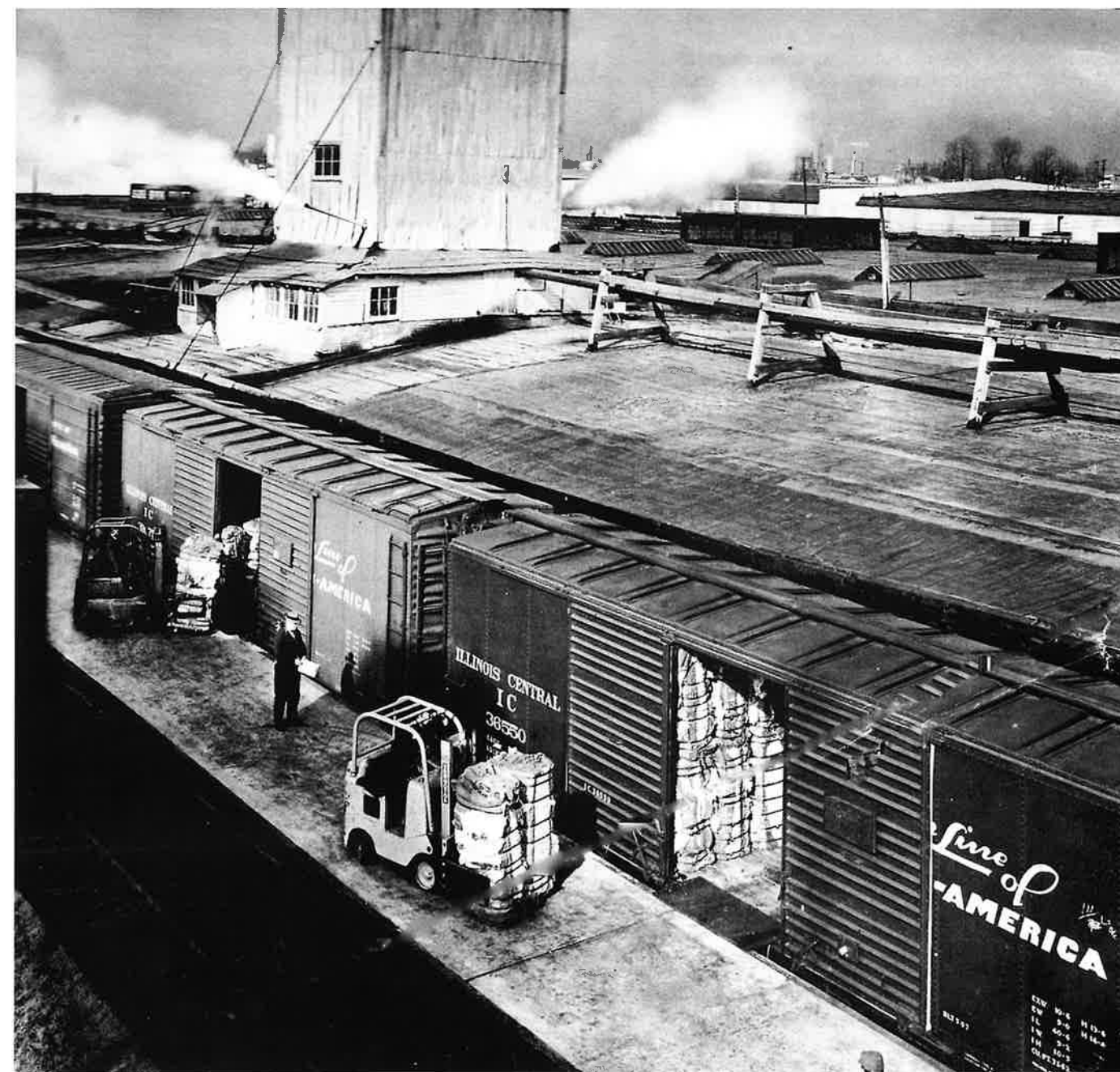
Use the 40'/50' Steel Boxcars Instructions with added modeling notes:

1. Use the photo above for construction of the Duryea underframe on WIF and HPT&D cars. Cut the center portion of the Duryea crossbearer to fit over the centersill. Place the four cross bearers equidistant between the bolsters. Place two angles over the length of the four cross bearers. Place a cast channel between the center cross bearers for the brake cylinder. Drill and mount the brake hangers on the

channels for cut levers. Mount the reservoir and triple valve against the side sills.

2. For the CNJ and the HPT&D/WIF cars: After cementing the roof in place, press a cast shallow pyramid into the gap between roof lip and top of end.

Frank Hodina created the masters for the IC, CNJ and HPT&D and WIF cars. He provided the photos of the IC cars. The CNJ, HPT&D and WIF photos are from Bill Welch. Our thanks to them.



From the inception of automobiles, the railroads sought the profitable business of moving assembled automobiles throughout the country and fabricated parts from the factory to assembly plants. The size of the automobile changed during its first 50 years, however, and railroad cars built for one era rapidly became obsolete in the next. This necessitated increasing the size of the freight car or converting the automobile car to general service use. This downgrading of autocars created myriad unique general service boxcars. These cars of older design were taller than their contemporaries and often had asymmetrical sides.

The conversions fell into two major categories. Former autocars, with 10, 12 or 14 foot door openings were desired by certain shippers because the broad door openings made loading with fork lifts easier. The simple expedient of removing auto racks, for instance, made these cars with large openings available to requesting shippers.

A second expedient was to seal the auxiliary door, converting the autocar into a boxcar with a 6 foot door opening. When these downgraded cars were shopped, frequently the auxiliary door was removed and the car siding

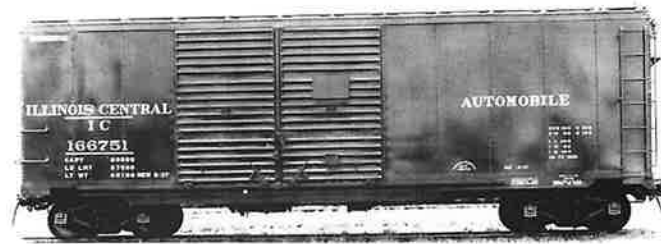
extended over the opening, especially if they were cars with wood siding.

IC 166000/36500/39000 Series

In 1937 the Illinois Central purchased 1000 10'4" IH, 40' steel cars with a 12'6" double door opening, the 166000 series. They were unique in use of square corner post 5/5 Dreadnaught ends. They had wood running boards, AB brakes, Ajax hand brake and cast side frame trucks. By 1941, 500 cars had been given auto racks and renumbered 36500-999. They became class XMR. (The cars not equipped with racks were renumbered into the 39000-499 series. They retained their XM classification.) Both series were 40 ton cars.

Between 1950 and 1952, the auto racks were removed from the 36500 series. They were assigned to services such as the

loading of cotton bales--as shown in the lead photograph or sacks of seeds and meal from Midwestern mills—that required the use of lift trucks.



The IC cars were painted boxcar red. As early as 1948, the IC adopted the Mainline of Mid-American slogan on the right side. The lettering was white.

CNJ 19000-199 Series Steel Cars

As was common for roads in the Northeast during the Twenties, the Central of New Jersey began buying all steel cars. One block, the 19000-199 series, followed the ARA 1923 design but with a 10' IH and 1 1/2 Creco doors with 10' opening for auto loading.

Through the Thirties and into the Forties, the 19000 series cars were classified XA for auto cars without racks. By 1948, they were obsolete and had been reclassified as XM, but retained their 10' door opening. There were still 2 cars in service in 1965.

The cars arrived with Ajax hand brakes and were later refitted with AB brakes. The Creco doors were replaced with Youngstown doors and the wood running boards gave way to Morton steel boards along the way. The cars used Dalman two level trucks.

The cars were painted boxcar red with white lettering and the CNJ logo on the right side.

High Point, Thomasville and Denton 400-424 Series

The HPT&D was a 34 mile shortline that served the furniture industry in North Carolina. It connected with the Southern RR at both High Point and Thomasville. It acquired 25 of a 6' door version of the 1923 ARA standard steel boxcar in 1929. The cars had a 10' IH, making them exceptional for the era and design, taller than the PRR X-28 and N&W BPA auto cars. The new cars used an early version of the Duryea underframe. They were also equipped with an Ajax power



CNJ No. 19163 and No 19029, Courtesy of Bill Welch



HPT&D 424, circa 1942, WIF No. 104, Topeka KS, 1951, WIF No. 104 (bottom) Courtesy of Bill Welch

hand brake, cast side frame trucks and wood running boards. Original doors were a Creco design, but Youngstown doors replaced many of these and AB brakes were applied.

The cars arrived with boxcar red paint and white lettering. Some cars were given bright red paint with a silver band, seemingly at the discretion of the shop. Lettering was silver on red and black (or red in at least one case) on a silver band. Another car was painted silver with a black band and another with a red band. The HPT&D had 24 of the 400 series cars in 1948, but began to dispose of them thereafter, preferring to use off-line cars. Ten cars went to the West India Fruit & Steamship Co.

The HPT&D retained four cars each of which was painted differently. The general theme was silver and red but no two cars were alike. The accompany photo of No. 404 was maroon red with silver stripe, black and silver lettering. The Official Register bears no indication that they were restricted to on-line service only. There were 4 colorful cars, 401-404, left in 1956.

West India Fruit & Steamship 100 Series

The WIF acquired 10 of the HPT&D 400 series cars in early 1949, placing them in the 100-199 series. The cars purchased had the Creco doors still applied. They retained their Duryea underframe, Ajax power hand brake and wood running board.

The railroad was a ferry service between the Port of Palm Beach, Florida and Havana, Cuba. The road's cars were maintained by the Florida East Coast, the predecessor in the Cuban ferry service.



WIF 104, Topeka KS, circa late Forties

