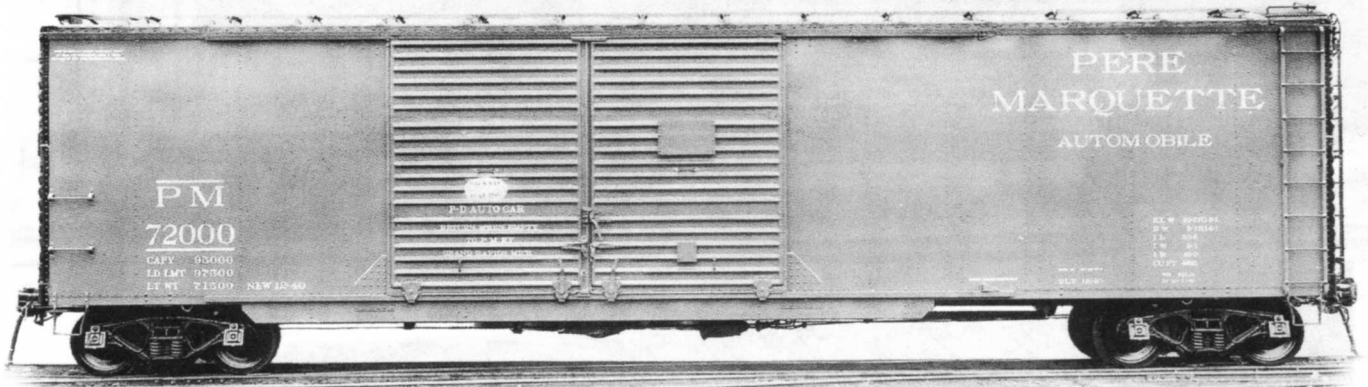
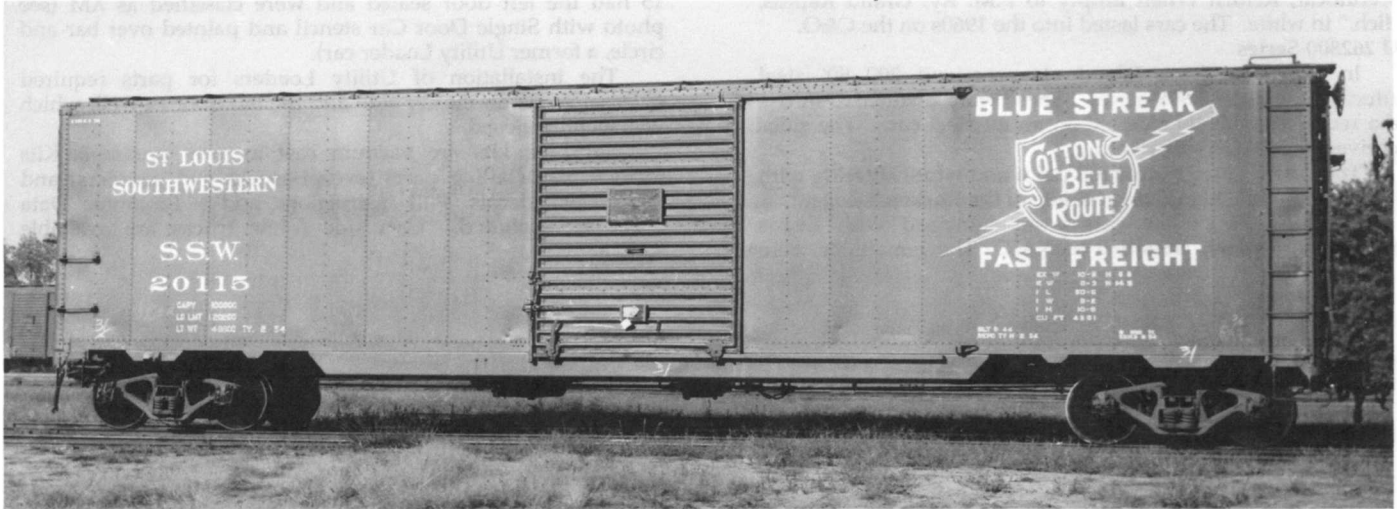




More Motor Special 50' Autocars



The lucrative market for the automobile trade required the railroads to design cars, often 50' in length, that were specifically equipped to handle the movement of parts. Successful handling of expensive parts meant the installation of interior equipment that minimized the shifting of the loads. The loading equipment on the inside was noted by extra sets of rivets on the car exterior, stenciling designating the assignment and increased lightweights in the capacity block.

SSW 20000-199

In July 1941 and again in August 1944, the Cotton Belt assembled 100 each of 50' single door boxcars. The cars had welded underframes and lightweight side sheathing with center aligned alternate rivets. The cars had 5/5 Dreadnaught ends. They were assigned the 20000-99 and 20100-199 series numbers. An added feature was "A" end doors on the last 5 of the first series and the first ten of the second. The SSW 50' boxcars arrived with the blue and white Blue Streak Fast Freight logo on boxcar red bodies.

The cars proved ideal for handling parts. In 1948, one car was assigned to International Harvester. By 1950, the SSW installed parts loading equipment in some cars. By 1953, 25 of each series had Evans loading equipment installed and were labeled "DF", AAR classification XME. All of the 20095-99 end door cars had received auto parts loading equipment, XML, but were not "DF" designated. More loading equipment was

added in the next few years. Being modern 50' cars, they lasted into the Seventies.

IC 161501/44000 Series

In 1937 the Illinois Central purchased 200 50' double door 10'4" IH autocars in the 161501 series from GATC. They were early enough to have used square corner ends and solid side sills with an added reinforcement under the 14' door opening.

Within a year these cars were equipped with automobile racks, classification XMR, and were progressively moved to the 44000 series. Contrary to common practice, they kept the racks during World War II. In 1956, the remaining 196 cars were still equipped with auto racks.

The IC adopted the Mainline of Mid-America slogan beginning as early as 1948. It replaced the word "Automobile" on the right side. Lettering was white on boxcar red cars. They lasted into the 1960s.

PM 72000 Series

In 1940 the PM purchased 100 50' steel autocars, the 72000-99 series. The cars had a Viking roof and a Duryea underframe. The sides had a close ACR rivet pattern.

The first 50 cars had a perforated steel lining for the secure handling of auto parts moving to assembly plants. The left door was permanently shut. Three horizontal rows of rivets the entire length of the car attached the loading system. Their light weight of 71500 lbs. reflected the internal equipment.

