



From late 1944 to 1948, the ATSF built several classes of 10' 6" IH all steel boxcars: Bx-41, 42, 45, 46, and 49 using Bx-8, 9 and 10 underframes. The cars were a combination of a 1924 A.R.A. double sheathed boxcar underframe and the 1942 carbody. The classes were:

Class	Series	Number	Built	Origin
Bx-41	270000-270134	135	1944-45	Bx-8
Bx-42	270500-271033	534	1944-45	Bx-9, -10
Bx-45	271600-271949	328	1945-46	Bx-8
Bx-46	272000-272977	978	1945-46	Bx-9, -10
Bx-49	272978-273918*	941	1947-48	Bx-9, -10

*Some Bx-49s immediately were renumbered into the 37210-37295 and 37370-37373 series for auto parts service.

The key visual characteristic of the rebuilds was the recessed side sill with vertical brackets securing the sides to the old underframe. All the cars received Dreadnaught ends, with the exception of the Bx-49 which received the Improved Dreadnaught ends. The pre-war Youngstown doors remained throughout the production, as did the straight panel roof.

The cars got an Ajax power hand brake. The Dalman one level from the Bx-8 and Dalman two level trucks from the predecessor Bx-9, 10 cars were retained. The cars got wood running boards. The Bx-49 featured the Gypsum expanded metal running board and got the Royal K brake regulator system on the underbody.

As was the ATSF practice at the time, the cars were painted in mineral brown with black roofs. The metal running boards, unlike wood ones, were painted black as well. The trucks and underframes were black when new and mineral brown when repainted.

The cars were lettered in the map schemes until the Bx-49, which used the 1947 standard "Ship and Travel" slogans. The cars might have received any of the current slogans. On the Bx-42-46: "Grand Canyon" was seen on 270884 and 272973 and repainted "Grand Canyon" S&T on 270675. On the Bx-49: "Grand Canyon" S&T was found on 37210 and "Super Chief" S&T on 273397.

The ATSF rebuilds can be created using the castings provided and the Intermountain 10'6" IH carbody with the 5/5 Dreadnaught end or Improved Dreadnaught end for the Bx-49 by the following steps.

The modeler must choose to replace the plastic underframe with the casting or ignore the differences found on the 10' 6" IH plastic car. If the cast underbody is used, cement the roof in place first and open the bottom of the plastic car. Cut away the plastic car tabs at the bottom of the sides up to the rivet line. (Salvage the poling pockets on the bottom of the ends.) Removing tabs will create one plane all the way around the bottom of the plastic car. Remove the bottom door guide. (If retaining the plastic underbody, it must be cut back to accept the cast side sills.) Insert the cast underframe.

Apply the cast side sills. Apply trapezoidal brackets created from .010 x .060 styrene to the side sill. Reattach the poling pockets inward to match the indented side sills. Complete the underbody with the plates for the crossbearers and bolsters. Install the cross ties. Create a new bottom door guide of .010 x .020 styrene and attach the doors.

Lettering from the plastic car can be retained and the new car numbers applied or the car can be stripped and Champ decals used to letter the car. If stripping, paint the car to the specifications above, apply a gloss coat and then apply the decals.

