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Thank you and enjoy,
Eric A. Neubauer
eanebauer@ericsrailroadcarhistory.com

Cast Steel Underframe

Railcar Production

including other selected builders

Eric A. Neubauer

ericrailroadcarhistory.com

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Introduction

American Steel Foundries, Granite City, IL was formed in 1902 as the combination of eight mid-western and eastern foundries. The Granite City facility where most of the underframes were produced was formerly American Steel Foundry Co. The company primarily produced cast steel parts for railcars such as couplers, truck side frames, and truck bolsters. Their 1906 advertisement lists these along with wheels, side bearings, brake beams, and springs. They are still in operation as ASF-Keystone, a subsidiary of Amsted Industries.

Commonwealth Steel Company at Granite City, IL was formed in 1901. In 1906, they advertised, “leaders in cast steel devices for railway equipment.” Noteworthy cast steel products included body bolsters, combined passenger end platform and body bolsters, tender underframes and locomotive beds. ASF had purchased a controlling interest in Commonwealth Steel Co. in December, 1906, but apparently the two foundries in Granite City continued to operate independently until Commonwealth Steel merged with General Steel Castings in 1929.

General Steel Castings Corporation was a joint venture of Baldwin Locomotive Works, American Locomotive Company, and American Steel Foundries formed in 1928. The headquarters were in Eddystone, PA near Baldwin’s plant. On July 30, 1929, General Steel Castings acquired the Commonwealth Steel Company. A new plant at Eddystone was opened in about July, 1930. The company produced cast steel locomotive beds and tender underframes. As the production of steam locomotives diminished, cast freight car underframes became an important part of their business. The headquarters were moved to Granite City in 1948. General Steel Castings acquired St. Louis Car Company in June, 1960 and continued to operate it as a separate subsidiary. The parent company name was changed to General Steel Industries on May 1, 1961. The castings division was closed in 1973.

St. Louis Car Company was found in April, 1887. Their original mission was to produce streetcars which they continued to do through the early 1950s. In 1906, they advertised, “Electric and Steam Railway Coaches and Trucks, Steel Cars.” Their diverse products over the years included automobiles, airplanes, and trolley buses. Their railroad products included passenger cars, elevated cars, and subway cars. They also produced car bodies for locomotives, and self-propelled passenger cars. They were acquired by General Steel Castings in June, 1960, and closed in 1974.

Production list conventions

The following production lists were compiled over a long period of time, during which I gradually developed a standard system of notation to make the lists as informative and compact as possible.

All data on the order line is as originally marked on cars whenever possible. Modified data are set off with square brackets, for example “5[5]00.” An exclamation point is used when data is confirmed from multiple sources. Export production is shown in *italics*.

Column headings

Ref. is the builder’s reference numbers assigned to each order.

Initials are the reporting marks.

Numbers are the car numbers. An “o” or “e” in the middle of a car number series means odd or even numbers only. A “+” means the numbers are discontinuous or random.

Qty is the quantity built and is placed in parentheses when it either doesn’t refer to complete cars or it represents a total of other quantities.

Cap’y is the capacity in thousands of pounds.

Type is the AAR mechanical designation. Locomotive tenders indentified as *ten*.

Lt.wt. is the light weight in hundreds of pounds. An “r” following weight data indicates the source is a reweighed car. An “e” indicates an estimated weight.

Cu.ft. is the capacity in cubic feet.

I.L. in the inside length, or deck length in the case of flat cars.

O.L. in the length over strikers or pulling faces (coupled length).

Bldr. is the builder and plant location.

Dates are the months and years built. Equal signs should be read as “through” and a commas should be read as “and”.

Notes contain a wide variety of information such as door, end, and cushion types. The construction materials, car class, original basic body colors, lessor, and commodity carried may also be shown.

Conventions and abbreviations in Notes column

Data in parentheses include order information such as the order date or company placing order. Data bracketed by “< >” refer to Surface Transportation Board documents.

In many cases there is a three digit number or range of numbers followed by an exclamation point. These refer to the last three digits of car numbers that the data has been confirmed on. Although this may have limited use in many places, it is often helpful when order limits aren’t yet confirmed by hard documentation. In some cases a semicolon is used here and in the *Dates* column to subdivide data.

The following abbreviations are used:

<i>wd.</i>	wooden construction
<i>s.c.s.</i>	steel center sill
<i>s.u.</i>	steel underframe
<i>stl.</i>	steel construction
<i>s.f.</i>	steel frame construction
<i>n.g.</i>	narrow gauge
<i>u/f</i>	underframe
<i>d.b.</i>	drop bottom
<i>h.b.</i>	hopper bottom
<i>d.e.</i>	drop end
<i>f.e.</i>	fixed end
<i>wd.flr.</i>	wood floor
<i>stl.flr.</i>	steel floor
<i>cmp.flr.</i>	composite floor
<i>n.s.f.</i>	nailable steel floor
<i>eocc</i>	end-of-car cushioning
<i>-s</i>	sliding door
<i>-p</i>	plug door
<i>-c</i>	sliding door with auxiliary plug door
<i>SCD</i>	Superior Car Door
<i>YSD</i>	Youngstown Steel Door
<i>s.h.</i>	second hand

Production list conventions (continued)

Disposition data

Disposition information follows each order and should be self explanatory. Number series conventions are the same as for the *Numbers* column. Quantities are placed in parentheses. A forward slash is used to define a range of dates. For example, “1984/89” should be read as “no earlier than 1984 and no later than 1989.” Sometimes only the lower or upper limit is provided.

Credits

Many of the cars covered in this document were built long before I was taking photographs or even had an interest in railroad car history. It was clear that the document couldn't be adequately illustrated which gave me the idea of eliminating all illustrations so that it could be offered as a free digital file.

I'd like to thank all those who collected and shared photos and diagram books such as Craig Bossler and Jim Kinkaid; public collections such as the Pennsylvania State Archives, specialists in particular railroads such as Tony Thompson and Don Strack; and those who reviewed my data. Thank you to all that answered questions or corrected information over the years.

A large amount of information came from the usual sources such as orders reported in *Railway Age* and other trade publications, the ICC Valuation Reports, and *The Official Railway Equipment Register*.

Commonwealth/General Steel Underframes

The following production list includes all railcar underframes supplied by Commonwealth or General Steel and completed at railroad or contract shops. Pattern numbers are provided if known.

Many of the orders were for flat cars, so the cast underframes and bulkheads General Steel supplied represented most of work. The erecting shops were left with only a small amount work to finish the cars, and some smaller railroads were able to build their own cars for the first time.

Fortunately for historians, General Steel Castings compiled a list of all the cast underframes they had produced though late 1951. The remainder of the list is hopefully fairly complete, but some orders may have been missed. This list does not include steam locomotive beds or tender frames except for a few cases where the underframes of retired tenders were rebuilt as flat cars. Nickel steel was used making the castings very durable.

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
GH&SA	52250-52259	10!	80	XM		2996	40-0	40-11	TNO Hou!	3=4-23		11274 GSC u/f B-40-7 (-)
												GH&SA 52250-52259 to T&NO 52250-52259 starting in 1928
DM&N	22000	1!	180	HMA	493?	935	19-5	21-6	ACF Chi	11-29?	1049	11301 GSC u/f (10-29?) built as lot 9352 Det sample 150 HMA (-22) ACFX 9001 operated on Soo before being purchased by DM&N in 9-29 AFE 2049; became DM&N 22000 then DM&N 21026 in 1931.
DM&N	21101-21125	25!	140	HMA	409?	1046	21-1	21-6	Pullman	4-25?	5384	12987 GSC u/f (11-24)
GEX	40001	1	180	FD		-	34-9		Alco	-26		15277 GSC u/f (-)
OIMCo	?	8!		MWD								15775 GSC u/f (-)
												Oliver Iron Mining Co.
GSCX	?	2!	140	GB								16501-L1 GSC u/f sulfur
												Granite City Steel
AT&SF	180000-180149	25!	140	GB	535?	1875	40-0	42-8	ACF Mad	7-27?	430	16501-L1 GSC u/f sulfur, Ga-13 (4-27)
AT&SF	"	125!	140	GB	535?	1875	40-0	42-8	ACF Mad	7-27?	430	16501-L2 GSC u/f sulfur, Ga-13 (4-27)
												draft gear: AT&SF 180000-180024 Cardwell., 180025-180049 Miner, 180050-180099 Waugh, 180100-180124 Westinghouse, 180125-180149 Edgewater hand brake: AT&SF 180000-180074 Ajax, 180075-180149 Klasing u/f weight 19150
NYC	499030-499034!	5!	161	FD	684	16-2?	36-7	36-8	SSC But	2-28		18810 GSC u/f 561-F (6-27), 27-2 tc, 39-2 coupled
												NYC 499030-499033 to PC/CR 766010-766012
B&A	17100-17104!	5!	161	FD	686	16-2?	36-8	36-8	SSC But	2-28		18810 GSC u/f 567-F (6-27), 27-2 tc, 39-2 coupled
												B&A 17100-17104 to NYC 499000-499004!; NYC 499001-499003 to PC/CR 766015-766017
DM&N	22001-22125	125!	162!	HMA	476!	940!	19-8	24-6	GA EC	1-28		18746! GSC u/f U-14 (7-27) 085! 8-27 casting
CNW	48005,48007!	2!	180	FD	700	17-2	36-7	37-4	CNW Chgo	2-28?		18965 GSC u/f (11-27), 39-10 coupled
RDG	99045-99049!	5!	275!	FD	1042!	21-0	52-2	52-10	RDG Rdg	6=7-28		19420 GSC u/f FWd (9-27), 39-0 tc, 55-4 coupled
NYNH&H	17050-17059!	10!	181!	FD	693!	16-2?	36-1	36-8!	OB	4-29		20319 GSC u/f (9-28) 059!, 27-2 tc, 39-2 coupled
												NH 17050-17059 to PC/CR 766200-766208
UE	?	1!	182	FD								20319 GSC u/f (-)
												Unuion Electric
ERIE	7208-7212!	5!	275!	FD	1051!	21-0	52-2	52-10	SSC But	5-29		19420 GSC u/f (-29), 39-0 tc, 55-4 coupled
												ERIE 7208-7212 to EL 7208-7212 then CR 766005-766008

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
GSCX	?	1!	140	GB								20680 GSC u/f sulfur
AT&SF	180150-180299	150!	140!	GB	542!	1563!	40-1!	42-8	ACF	5-29	828	20680 GSC u/f sulfur, Ga-19 (3-29) 158!, 30-0 tc
AT&SF 180150-180299 to ATSF 71298-71444												
GN	85500-85800!	301!	150	HMA	441?	998	19-11	21-6	GN Sup	4-30		20912 GSC u/f (9-29), 15-2 tc, 24-0 coupled
AT&SF!	100800-100894	95!	140!	TM	650!	16000	32-7	39-5	GA EC	5,9-30		21452 GSC u/f, Tk-L (11-29) 800,805!
AT&SF!	100895-100899	5!	140	TM	650	16000	32-7	39-5	GA EC	?-30		21528 GSC u/f, Tk-L (11-29) 800,805!
CP	309925-309929	5!	268	FD	1068!	22-7	53-8	54-5	CP	10-30?		22301 GSC u/f (8-30)
CNW	48051,48053!	2!	400!	FM	1047!	-	44-0	45-0	CNW Chgo	12-30		21966 GSC u/f (-30) 053!, 47-6 coupled
CNW 48051 Chicago shops 12-30 per card												
CNW	48009,48011!	2!	180	FD	699	16-2	36-8?	37-4	CNW Chgo	9-30		18965 GSC u/f (-30) 011!, 39-10 coupled
DL&W	95978!	1	140	FD		16-2		37-4	DLW KV	12-30		18965 GSC u/f transformer (-)
DL&W 95978 to DL&W 16501 in 11-37												
RDG	92810-92829	20!	80	NE	465	-	-	31-4	RDG Rdg	5-31=3-32		21511 GSC u/f, NMh (11-30) 810-812,826!
C&O	45500-45504	5!	100!	GB	433!	1980	40-6	41-6	ACF Htg?	9-31	1232?	22702 GSC u/f welded otherwise, G5-11 (7-31)
KCS	29000-29024	25!	140	GR	530	2336!	45-0!	46-2	KCS Pg	5-32		23073 GSC u/f welded (3-32)
PGSX	1000!	1!	140!	HT	486!	2748	40-5	-	Pull MC	1-33	5497	23153 GSC u/f quad (-)
Pullman-GSCC design; PGSX 1000 to ITC 54500												
KCS	20600-20699	100!	80!	XAR	522!	3836	40-6	41-11	KCS Pg	2-34		23773 GSC u/f, s.f., s.s., 6+6' YSD (11-33) also 3=5-34?
N&W	72400-72424	25!	115!	HM	431!	1880!	30-3	31-7	N&W Ro	12-34		23374 GHSC c/s HBa (3-34)
N&W 724000-72424 to N&W 73725-73749												
PRR	473765-475264!	500!	140!	FM	529!	-	49-4	50-0!	PRR Pit	3=12-34		23400 GSC u/f F30a (2-34)
PRR	"	1000!	"	FM	"	-	"	"	"	"		23500 GSC u/f F30a (2-34), 39-0 tc
474265!, "473165"!												
KCS	20700-20799	100!	80!	XAR	529!	3836!	40-6!	41-11	KCS Pg	5-36		23800 GSC u/f, s.f., s.s., welded, (-36) 787!
MILW	94500-94549	50!	100!	HM	410!	2100	33-0	34-0	MILW MS	7-37		23949 GSC u/f
ATSF	169200-169499	300!	140	GE		2435	52-6	54-7	GA EC	6-37?		23950 GSC u/f 24 doors d.e., Ga-46 (11-36)

Union Products sides

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
KCS	29100-29199	100!	140	HT		2800	40-8	41-8	MtV	2-37		23972 GSC (11-36)
T&NO	43000-43098	99!	140!	GB	553!	1905	40-1	42-8	ACF StL	6-37	1649	24014 GSC u/f sulfur, G-70-1 (12-36) 015!
T&NO	43099	1!	140!	GB	481!	1905	40-5	42-8	ACF StL	6-37	1649	24014 GSC u/f sulfur G-70-1 (12-36)
PRR	470200-470201!	2!	375!	FM	1044!	-	44-0	45-1	PRR Alt	11-38		52255 GSC u/f F34 (6-38), 26-0 tc, 47-7 coupled
					PRR 470200-470201 to PC/CR 770106-770107							
GSCX	?	2!	140	G								25172 GSC u/f
				Granite City Steel								
T&NO	43100-43149	50!	140!	GB	563!	1905!	40-1!	42-8	ACF Mad	9-41	2277	25172 GSC u/f sulfur G-70-3 (4-41)
MP	1210-1211	2!	250!	FD	1234!	24-0	58-3	58-10	ACF Mad	11-41	2226	25076-1 GSC u/f (1-41), 44-0 tc, 61-4 coupled
				MP 1210-1211 to MP 210-211 in 1956 then MP 863000-863001								
D&H	16160-16161!	2!	197!	FW	539!	16-6	39-3	40-3	DH O	6-41		25128 GSC u/f (2-41) 160!
D&H	16162-16164!	3!	186	FW		16-6	39-3	40-3	DH O	-41		25128 GSC u/f (2-41)
D&H	16160-16162	(3)	186	FW	720	25-0	47-9	48-9				stretched DH O 1963, 36-6 tc, 51-3 coupled
D&H	16163-16164	(2)	178	FW	706	23-0	45-9	46-9				stretched DH O 1961, 34-6 tc, 49-3 coupled
BM	5100-5103!	4!	160	FD	706	16-2	37-4?	38-1	BM Con	-41		24848 GSC u/f (-), 27-2 tc, 40-7 coupled
NYC	499050-499063!	14!	180	FD	697	16-2?	37-6	38-1	DSI ER	7-41	774	24848 GSC u/f 699-F (3-41), 27-2 tc, 40-7 coupled
				NYC 499050-499063 to PC/CR 766020-766033								
WM	6001-6004	4!	268	FD	1083	21-0	52-2	52-10	WM	10-41		25252 GSC u/f (4-41) 004!, 55-4 coupled
SOU	250000-250001!	2!	180	FD	690	16-2?	37-6	38-1	CNOTP	10-41		24848 GSC u/f (5-41) Chattanooga, 40-7 coupled
NYC	499064-499073!	10!	195!	FW	553!	16-10	39-3	40-3	DSI ER	10-41	781	25217 GSC u/f 704-F (5-41) 064!, 28-0 tc, 42-9 coupled
				NYC 499065-499073 to PC/CR 768011-768017								
SP	44091-44094	4	400	FM	1030	-	44-0	45-0	MtV	11-41		25241 GSC u/f F-200-1 (-) 093!, 47-7 coupled
				SP 44091-44094 to SP 500600-500603								
NH	17060-17069!	10!	198	FD	720	16-2?	37-6	38-1	NH Rdv	5-42		25328 GSC u/f (8-41), 27-2 tc, 40-7 coupled
				NH 17060-17069 to PC/CR 766210-766219								
NH	17080-17082!	3!	250	FD	1258	21-0?	57-9	58-4	NH Rdv	6-42		25234 GSC u/f (12-41), 41-0 tc, 60-10 coupled
				NH 17080,17082 to PC/CR 766220-766221								

Cast Steel Underframe Railcar Production

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
NYC	499047-499049!	3!	250!	FD	1262!	21-0?	57-9	58-4	DSI ER	6-42	787	25234 GSC u/f 711-F (1-42) 049!, 41-0 tc, 60-10 coupled
												NYC 499047-499049 to PC/CR 766040-766042
CNW	42701o42749!	25!	140	FM	579	-	53-1	53-9	CNW Prov	8-42?	16	25734? GSC u/f (6-42)
PRR	470202!	1!	375	FM	1062!	-	44-0	45-1	PRR Alt	4-43		52255 GSC u/f F34 (2-43), 26-0 tc, 47-7 coupled
												PRR 470202 to PC/CR 770108
T&NO	43150-43249	100!	140!	GB	563	1905	40-1	42-8	TNO Alg	8=10-47		25172 GSC u/f sulfur, G-70-5 (4-47) 150!
ERIE	7230-7234!	5!	270	FM	1054	-	53-0	54-1	ERIE Dun	4,6,10,12-48		30158 GSC u/f (4-48), 35-0 tc, 56-7 coupled
												ERIE 7230-7234 to EL 7230-7234 then CR 770000-770004 FE53A
ERIE	7260-7265!	6!	250	FD	1263	21-0?	57-9	58-4	ERIE Dun	7-48		25234 GSC u/f (4-48), 41-0 tc, 60-11 coupled
												ERIE 7260-7265 to EL 7260-7265; EL 7260-7262 to CR 766018,766026-766027,766034-766036 FE53B
NYC	499044-499046!	3	250	FD	1245	21-0?	57-9	58-4	DSI ER	3-49	854	25234 GSC u/f 777-F (6-48), 41-0 tc, 60-10 coupled
												NYC 499044-499046 to PC/CR 766043-766045
PSIX	66	1!	250	FD		21-0?		58-4		by 7-49		30159 GSC u/f (-)
												Public Service of No. Ill.
ISCo	?	1!	200	FD				-				30164 GSC u/f (-)
												Inland Steel
GBW	X4?	1!	140	FM				-				30329? GSC u/f (-)
												GBW X4 to GBW 4 in late 1964?
CN	699967-699968!	2!	270	FD	1336!	21-0	59-9	60-4	CC&F	6-50	1877	30687-D GSC u/f (7-49), 42-0 tc, 62-10 coupled
												CN 699967-699968 to CN 672000-672001; dwg. 30686
HEPX	100	1!	270	FD		21-0	58-10	-		by 7-50		30687 GSC u/f (-)
GM&O	4000-4149	150!	100!	LP	459!	37-10		43-5	GMO Mer	12-50		30324-D,30293 u/f,end, (-) 009-108!
												GM&O 4000-4299 to ICG 810400-810699; Meridian; drawing 30848
												GM&O 4101 built 12-50, new 6-51 I.L. 38-6!
LV	10000-10049!	50!	140!	FM	565!	-	50-4	51-1	LV	12-50		30326 GSC u/f (2-50) 049!, 40-0.75 tc, 53-7 coupled
												LV 10000-10049 CR class FL41A
PRR	470236-470244!	9!	300	FD	1693!	30-0	72-3	72-10	PRR Alt	8=10-51		55445 GSC u/f FD1 (5-50) 236!, 53-0 tc, 75-4 coupled
												PRR 470236-470244 to PC/CR 766164-766172 (non-sequential)
UECo	VX100	1!	300	FD				-	TC	11-50?		30688 GSC u/f (-)
												Union Electric Co. (Canada?)

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
CN	699969-699971!	3!	270	FD	1332!	21-0	59-9	60-4	CC&F	11=12-50	1926	30687-D GSC u/f(6-50), 42-0 tc, 62-10 coupled
			CN 699969-699971 to CN 672002-672004									
ERIE	7266-7270!	5!	250	FD	1253	21-0	57-9	58-4	ERIE Dun	12-50		30378 GSC u/f(7-50)"6 cars", 41-0 tc, 60-11 coupled
			ERIE 7266-7270 to EL 7266-7270; 7269 rebuilt and renumbered EL 7271 in 6-72; EL 7266-7268,7270-7271 to CR 766037-766039,766060-766061 FE53C									
WAB	10	1!	250	FD	1241	21-0	57-9	58-4	WAB Dec	12-50?		30378 GSC u/f(8-50), 41-0 tc, 60-10/60-11 coupled
			WAB 10 to N&W 300010 F35; Decatur, IL									
NYC	499043!	1!	501!	FM	987!	-	44-4!	45-4	DSI ER	2-51	873	30246 GSC u/f796-F(8-50), 24-6 tc, 47-10 coupled
			NYC 499043 to (PC 770040) then CR 770064									
D&H	16153!	1!	500!	FM	997!	-	44-4	45-4	DH O	2-51		30246 GSC u/f(8-50), 24-6 tc, 47-10 coupled
UP	51000-51499	500!	100	FM	434	-	42-6	43-3	UP Den	2=8-51!		30317 GSC u/f F-50-15 (8-50), 32-3 tc, 45-9 coupled
GM&O	70500-70749!	250	100	FM	-	-	42-6	43-3	GMO	-51		30317 GSC u/f(-) 41-6?
			GM&O 70500-70749 to ICG 90000-900249									
GM&O	72000-72049!	50	100!	FM	551!	-	53-6	54-3	GMO	3-51		30509 GSC u/f(-) 000!
			GM&O 72000-72549 to ICG 905800-905849 (drawing 30382)									
ATSF	93300-93499!	200!	100	FM	516	-	53-6	54-3	ATSF TS	-52		30439 GSC u/f Ft-W (8-50), 43-3 tc, 56-9 coupled
			to ATSF 92000-92017 wallboard									
			ATSF 93300-93499 wall board to ATSF 330000-330028 (29) LP Cleburne 1967 Ft-54									
NYC	499087-499088!	2!	340!	FD	1599!	25-0	66-11	67-6	DSI ER	5-51?	877	30236 GSC u/f797-F(9-50) 087!, 47-10 tc, 70-0 coupled
			NYC 499088 to PC/CR 766070									
PRR	475300-475549!	250!	140!	FM	525!	-	49-5	50-0	PRR Alt	5=7-51		30399 GSC u/f F30d (9-50) 300!, 39-0 tc, 52-6 coupled
			PRR 475300+475549 to FC then TTX 475001-475086									
T&P	5500-5519	20!	100	FB	635	48-10	53-6	54-3	TP Marsh	8-51?		30382 GSC u/f(10-50), 43-3 tc, 56-9 coupled
			TP 5500-5749 to TP 820000-820099									
T&P	5520-5599	80!	100	FM	532	-	53-6	54-3	TP Marsh	8-51?		30382 GSC u/f(10-50) many to FB, 43-3 tc, 56-9 coupled
			TP 5529,5540,5566 to TP 800200-800202									
NH	17500-17699	200!	100!	FC	469!	-	40-0!	40-9	NH May	4=5-51		30402 GSC u/f(11-50) 539!, 29-8.75 tc, 43-3 coupled
			NH 17500-17699 to N&W 32900-32924 (25) F44 in 1966 (426r as FM); Maybrook									

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
MP	700-799	100!	100!	LP	424	38-0	42-7	43-4	MP DeS	4=5-51?		30324,30293 u/f,end (11-50), 32-3.5 tc, 45-10 coupled
												MP 700-799 to MP 726400-726499; 5-51!
StLB&M	1050-1074	25!	100	LP	441	38-0	42-7	43-4	MP DeS	12-50=1-51		30324 GSC u/f, 30293 end, (11-50) 1052! 33-6 on car, 32-3.5 tc, 45-10 coupled
												StLB&M 1050-1074 to MP 726000-726024; De Soto
IGN	1100-1124	25!	100!	LP	418!	38-0	42-7	43-4	MP DeS	11-50		30324 GSC u/f, 30293 end, (11-50) 1108!, 32-3.5 tc, 45-10 coupled
												IGN 1100-1124 to IGN 1155-1179 in 1952 then MP 726103-726127 total drawing 30248
PRR	2540-2549	(10)	60	BX	726					7+12-50		GSI trucks X42
ACL	70200-70229	30!	100	LP	465	38-3	-	43-4	ACL WX	5-51		30381 GSC u/f W-5 (?-51) 32-3.5 tc, 45-10 coupled
ACL	70230-70349	120!	100	LP	465	38-3	-	43-4	ACL WX	12-51		30446 GSC u/f W-5 (?-51) 334! 32-3.5 tc, 45-10 coupled
												ACL 70200-70349 to SCL 670200-670349
L&N	20500-20949	450	100!	LP	434!	38-0!	42-7	43-4	L&N SLS	7-51=6-52		30446 GSC u/f (-) 500!
												L&N 20500-20949 to SBD/CSXT 400050-400088
IC	7450-7499!	50	100!	LP	434!	38-0	42-7	43-4	IC McC	10-51	O-310	30446 GSC u/f 30293-R,L end, (-) 487! Centralia?
												IC 7450-7499 to ICG 810050-810099
SLSF	5000-5099!	100!	100	LP	424	38-3		43-4	SLSF Spr	-51		30446 GSC u/f (2-51), 32-3.5 tc
												see SLSF 5100-5199 below for dispositons
ERIE	7250-7251!	2!	346	FD	1610!	25-0	-	67-6	ERIE Dun	10-51		30447 GSC u/f (3-51), 47-10 tc
												ERIE 7250-7251 to EL 7250-7251; EL 7251 to CR 766011 FE63A
StLB&M	1075-1154	80!	100!	LP	420!	38-0!	42-7	43-4	MP DeS	4-52		30446 GSC u/f (4-51) 1119!, 32-3.5 tc, 45-10 coupled
												StLB&M 1075-1154 to MP 726025-726102
IGN	1180-1299	120!	100	LP	430	38-0	42-7	43-4	MP DeS	-52?		30446 GSC u/f (4-51), 32-3.5 tc, 45-10 coupled
												IGN 1180-1299 to MP 726128-726247 total 30293 L&R ends
MKT	13501-13525!	25!	100	FM	529	-	53-6	54-3	MKT Den	2-52		30509 GSC u/f (4-51), 43-3 tc, 56-9 coupled
												MKT 13501+13525 to MKT 100201,100204,100206 2,2,8-52
ATSF	71000-71149!	150!	140!	GB	513!	1573	40-1	42-4	ATSF	5-52		30474 GSC u/f sulfur, Ga-85 GC&SF (6-51) 014!

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
WECX	100!	1!	490	FM	1065	-	44-4	-	TC	5-52		30508 GSC u/f (7-51) L.L. 493500
GM&O	4150-4299	150?	100	LP		37-10		43-5	GMO Mer	-52		30324-D,30293 u/f,end (-) 217!
												GM&O 4000-4299 to ICG 810400-810699 (drawing 30848); Meridian
NYC	711100-711199?	100!	140	GB	546	1673	52-6	57-8	DSI ER	-43		55584 GSC u/f s.f. d.e. 723-G (-)
												NYC 711146 built BG 1953 cast u/f, also 711144; only 2?
												The preceding are on the official production list dated 10/1/51
NYSX	100	1	250	FD		21-0	57-9	58-4		8-51		cast u/f (-)
T&NO	9000-9049	50	100	LP	427	38-0		43-4	TNO NO	2-52?		GSC u/f P-50-1 (-) 000!
												T&NO 9000-9049 to SP 701017-701066
CP	309965-309970!	6	339	FD	1630	25-0	66-11	67-6	CP Angus	-52		cast u/f (-) 967!
NYC	499089-499092!	4!	336	FD	1652	25-0	66-11	67-6	DSI ER	10-52	886	cast u/f 835-F (9-51), 47-10 tc, 70-0 coupled
												NYC 499089,499091 to PC/CR 766071,766073
												NYC 499090,499092 to CR 766087,766088 (PC 766072,766074)
NYC	499093-499098!	6!	247	FD	1274	21-0?	57-9	58-4	DSI ER	9-52	885	cast u/f 836-F (9-51), 41-0 tc, 60-10 coupled
												NYC 499093-499098 to PC/CR 766046-766051
NYC	499008-499009!	2!	492	FM	1066	-	44-4	45-4	DSI ER	-52	888	cast u/f 838-F (10-51), 24-6 tc, 47-10 coupled
												NYC 499008 to CR 770062 (PC 770041)
												NYC 499009 to PC/CR 770042
GM&O	4300-4499!	200	100	LP		37-10		43-5	GMO	-52		30324 GSC u/f 30293 end (-)
												GM&O 4300-4499 to ICG 810700-810899
SLSF	5100-5199!	100!	100	LP	424	38-3		43-4	SLSF Spr	-52		cast u/f (3-52). 32-3.5 tc
												SLSF 5000-5199 to CG 15000-15199 by 1-61, returned by 10-67;
												SLSF 5000+5199? to SLSF 4300-4499 (72+) with lower bulkheads?; few if any relettered BN
												SLSF 5000+5199? to SLSF 35000+35199 (91) in 1980 lower bulkheads; few if any relettered BN
												SLSF 5000-5199 (107) remain in 1-80, (2) remain in 1-81; few if any relettered BN
HEPX	100	1	270	FD		21-0	-	58-9				cast u/f (-) by 7-52
WAB	11	1!	250	FD	1274	21-0	57-9	58-4	WAB Dec	6-52?		30378? u/f (3-52), 41-0 tc, 60-10/60-11 coupled
												WAB 11 to N&W 300011 F35
MP	1212!	1!	250!	FD	1261!	21-0	57-9!	58-4	MP DeS	12-52		30594 GSC u/f (-52), 41-0 tc, 60-10 coupled
												MP 1212 to MP 212 in 1956 then MP 863002
MKT	14001!	1!	250	FD	1237	21-0	57-9	58-4	MKT	12-52?		GSC u/f (9-52) -53?
D&H	16154!	1!	492	FM	1074	-	44-4	45-4	DH O	11-52		GSC u/f wd. flr. (-52), 24-6 tc, 47-10 coupled
N&W	32800-32824!	25!	140	FM	510	-	49-4	50-0	NW Ro	6-53		cast u/f F3 (4-52) 800!, 39-0 tc, 52-6 coupled

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
MP	1215!	1!	250!	FM	1090!	-	53-0	54-1	MP DeS	1-53		30606 GSC u/f (-52), 35-0 tc, 56-7 coupled
												MP 1215 to MP 215 in 1956 then MP 866000
ATSF	90010!	1!	250	FM	1089!	-	53-0	54-1	ATSF TS	4-53		cast u/f Ft-Y (7-52), 35-0 tc, 56-7 coupled
IC	62499!	1	250!	FM	1074!	-	53-0!	54-1	IC	4-53		GSC u/f (-), 35-0 tc, 56-7 coupled
												IC 62499 to ICG 945500
CB&Q	91899!	1!	250	FM	1059	-	53-0	54-1	CBQ Hv	3-53		GSC u/f FM-17 (-52), 35-0 tc, 56-7 coupled
												CB&Q 91899 to BN 614950
NKP	2902!	1!	250	FM	1054	-	53-0	54-1	NKP Frank	8-53		30674-A? u/f (7-52), 35-0 tc, 56-7 coupled
												NKP 2902 to NW 202902 F30
B&O	9050!	1!	250	FM	1060	-	53-0	54-1	B&O DuBs	-53		GSC u/f P-28 (7-52), 35-0 tc, 56-7 coupled
B&O	9925!	1!	172	FD	748	19-11	41-4	41-11	B&O DuBs	-53		cast u/f P-29 (7-52), 30-11.5 tc, 44-5 coupled
NKP	2903!	1!	250	FD	1253	21-0	57-9	58-4	NKP Frank	8-53		30689-1? u/f (7-52), 41-0 tc, 60-11 coupled
												NKP 2903 to NW 202903 F32
B&O	9935!	1!	250	FD	1264	21-0	57-9	58-4	B&O DuBs	-53		GSC u/f P-30 (7-52), 41-0 tc, 60-10 coupled
UP	50000!	1!	250	FD	1250	21-0	57-9	58-4	UP Den	12-52!		GSC u/f FD-125-1 (6-52), 41-0 tc, 60-10 coupled
SLSF	3900!	1!	250	FD	1246	21-0	57-9	58-4	SLSF	5-53		30594 u/f (6-52) 1268r, 41-0 tc, 60-10 coupled
SSW	80000!	1!	250	FD	1247	21-0	57-9	58-4	SSW	2-53		GSC u/f (7-52), 41-0 tc, 61-0 coupled
LV	9960!	1!	250	FD	1265	21-0	57-9	58-4	LV Pack	2-53		30594 u/f (7-52) WAB dwg, 41-0 tc, 60-11 coupled
												LV 9960 to CR 766079 FL53A
RDG	99050!	1!	250	FD	1248!	21-0	57-9	58-4	RDG Rdg	3-53		cast u/f FWe (-52), 41-0 tc, 60-11 coupled
												RDG 99050 to CR 766105 FR53A
ATSF	90000!	1!	250	FD	1288	21-0	57-9	58-4	ATSF TS	3-53		cast u/f Ft-X (7-52) 1300?, 41-0 tc, 60-10 coupled
SP	39900-39901	2!	250	FD	1246	21-0	57-9	58-4	TNO Alg	3=4-53		30594? GSC u/f F-125-1 (9-52), 61-0 coupled
												SP 39900-39901 to SP 500500-500501

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
L&N	24997	1	250	FD	1243	21-0	57-9	58-4	L&N SL	2-53		GSC u/f (-) 60-10 coupled
												L&N 24997 to SBD/CSXT 600371
NC&StL	70050	1	250	FD	1241	21-0	57-9	58-4	L&N SL	2-53		GSC u/f (-) 60-10 coupled
												NC&StL 70050 to L&N 24996 then SBD/CSXT 600371
T&NO	19000	1!	250	FM	1015	-	53-0	54-1	TNO Alg	3-53?		cast u/f F-125-2 (9-52), "60-10" coupled
												T&NO 19000 to SP 500550?
SP	44095	1!	392!	FM	1091!	-	44-0	45-1	TNO Alg	6-53		GSC u/f F-200-2 (9-52), 47-7 coupled
												SP 44095 to SP 500604
RDG	9100!	1!	490!	FM	1066!	-	44-4!	45-4	RDG Rdg	4-53		GSC u/f FMh (-52), 24-6 tc, 47-10 coupled
												RDG 9100 FR43A
CNW	48003!	1	338	FD	1636	24-0?	-	67-6	CNW Pro	5-53		cast u/f (-) 26-0 lugs 70-0 coupled
												underframe casting 104960; Proviso
T&NO	9050-9149!	100!	100	LP	427	38-0		43-5	TNO NO	-53		cast u/f P-50-2 (9-52)
												T&NO 9050-9149 to SP 701067-701166
T&NO	43250-43349	100!	140	GB	563	1573	40-1	43-4	TNO Alg	7-53		cast u/f sulfur G-70-10 (9-52)
MP	600-699	100!	100	LP	427	38-0	42-7	43-4	MP DeS	7-53		30446 GSC u/f 30293 end (7-52), 32-3.5 tc, 45-10 coupled
												MP 600-699 to MP 726300-726399
GM&O	4500-4599!	100!	100	LP		37-10		43-5	GMO	-53		30446-E,30293-F u/f,end (-52)
												GM&O 4500-4599 to ICG 810900-810999
SLSF	5200-5299:1	100!	100	LP	440e	38-3		53-4	SLSF	-53=-54		GSC u/f (10-52) 32-3.5 tc
												SLSF 5200-5299:1 gone circa 1962
												hypothetically, SLSF 5200-5299:1 bodies possibly to IC, S&A, and WM in 1962-63
CN	699972-699976!	5!	270	FD	1343	21-0	59-9	60-4	CC&F	11-53	1953	30687-F GSC u/f (11-52), 42-0 tc, 62-10 coupled
												CN 699972-699976 to 672005-672009
CNJ	200-201	(2)	260	FM		-	49-	50-	CNJ	2-53,11-56		GSC u/f from tender (-)
												CNJ 201-202 in 7-54
RI	95325-95326	(2)	*140	F	463	-	33-1	34-3		1926		drag line car, 20-0 tc, 36-9 coupled
												rebuilt 1953 from cast tender underframe
NH	17700-17799!	100!	100	FC	479	-	40-0	40-9	NH Rdv	2=10-53?		55722 GSC u/f (11-52) some FM, 29-9 tc, 43-3 coupled
?	?		100	HM						by 1953		GSC u/f (-)
DAFX	71000-71007	8!	375	FM	1070?	-		44-11	PS Pull	5=6-53?	8147	cast u/f (2-53)
												DAFX 71000-71007 to DODX 39900-39907

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
DAFX	70000-70009	10!	300	FD	1410?	30-0		72-9	PS Pull	6-53	8148	GSC u/f (2-53) also 70010?
												USAFX 70004 original DAFX 70000-70009 to DODX 39800-39809 801-804!
NH	17100-17102!	3!	400	FD	1882	25-0	56-6	72-6	NH Rdv	1=2-54		GSC u/f (2-53), 48-6 tc, 75-0 coupled
												NH 17100-17102 to PC 766225-766227 then CR 766081,766226-766227 FN73Z
MP	400-499	100!	100!	LP	422!	38-0!	42-7	43-4	MP DeS	11-53		30446,30293 u/f,end (2-53) 444!, 32-3.5 tc, 45-10 coupled
												MP 400-499 to MP 726502-726599
GM&O	72050-72139!	90!	100	FM	572	-	53-6	54-3	GMO	11-53		30719 GSC u/f (4-53)
												GM&O 72050-72139 to ICG 905850-905939 GM&O 72050-72139 to 74050-74099 FB 48-6 in 10-59 then ICG 921103-921152 GM&O 72050-72139 to 74100-74117 then ICG 921153-921170 GM&O 72050-72139 to 74525-74528 then ICG 921171-921174 GM&O 72050-72139? to 74550-74554 then ICG 921175-921179 GM&O 72050-72139? to 74600-74604 then IC 921180-921184
GM&O	74000	1	100!	FB	614!	48-6		54-3	GMO?	11-5(3)		cast u/f (-)
												diverted from 72050-72139 GM&O ? to GM&O 74001-74002 FB 48-6
ASAB	2500-2525	26	100	LP	38-3			43-4		2=3-54		GSC u/f roller bearings (-)
N&W	32825-32849!	25!	140	FM	510	-	49-4	50-0	NW Ro	6-54		cast u/f F3 (5-53) 825!, composite floor, 39-0 tc, 52-6 coupled
RI	92000!	1!	250	FD	1280	21-0	57-9	58-4	RI BI	5-54		GSC u/f (5-53), 41-0 tc, 60-11 coupled
LV	9961!	1!	250	FD	1265	21-0	57-9	58-4	LV Pack	4-54		30738 GSC u/f (5-53) WAB dwg, 41-0 tc, 60-11 coupled
												LV 9961 to CR 766080 FL53A
GM&O	79000!	1!	280	FD	1362	18-0	57-9	58-4	GMO	3-54		cast u/f (5-53) or 2-54
												GM&O 79000 to ICG 640601; 61-0 coupled 12" eocc
ERIE	7280-7283!	4!	280	FD	1384!	18-0	57-9	58-4	ERIE Dun	4-54		cast u/f (5-53), 40-0 tc, 61-0 coupled
												ERIE 7280-7283 to EL 7280-7283 then CR 766062-766065 FE53D
PRR	470246-470247!	2!	500	FM	1655	50-0	57-2	58-0	PRR Alt	4-54		cast u/f F38 (7-53), 29-3 bc, 60-8 coupled
												PRR 470246-470247 to PC/CR 770114-770115
GM&O	4600-4699!	100!	100	LP	425	38-3		43-5	GMO Mer	-53,4-54		30446-E,30293-F u/f,end (7-53)
												GM&O 4600-4699 to ICG 811000-811099; Meridian
SOU	51750-51803	54!	140	FM	618	-	53-6	54-3	TC	12-53=1,4-54		GSC u/f (7-53) 2-54 all series
												SOU 51749-51804 FS40

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
SOU	408000-408020	21!	140	FM	618	-	53-6	54-3	TC	2-54		GSC u/f (7-53)
SOU	50000-50015!	16	250	FD	1253	21-0	57-9	58-4	SOU	4,9=10-54		GSC u/f (-) eocc 62-0 coupled SOU 408000-408020 FS117 SOU 50000-50001 built 1953 SOU 50014-50015 rebuilt SOU 1964 155500 35-0 72-4 SOU 50000-50001 to NS 185423-185424 FS16 SOU 50002-50013 to NS 185406-185417 FS17 SOU 50014-50015 to NS 185209-185210 FS130
SOU	250050!	1	300	FD	1742	30-0	72-3	72-10	SOU	3-54		cast u/f (-) 71-8! 75-4 coupled SOU 250050 to NS 185521 FS114
CG	11901-11905!	5	247	FD	1275	21-0?	57-9	58-4	CG Savh	5,7-54		GSC u/f (-) eocc 62-0 coupled CG 11901-11905 to SOU 50040-50044 then NS 185418-185422 FS20 then GEX 60070 2-54
NKP	2904!	1!	500	FM	1000	-	44-4	45-4	NKP Frank	7-54		GSC u/f FS-20 rebld 12-94 30797? u/f (9-53) Frankfort, 24-6 tc, 47-10 coupled NKP 2904 to NW 202904 F31
NYC	499015-499016!	2!	500	FM	994	-	44-4	45-4	DSI ER	5-54?	898	cast u/f 849-F (10-53), 24-6 tc, 47-10 coupled NYC 499015 to CR 770063 (PC 770043) NYC 499016 to PC/CR 770044
ATSF	93500-93799!	300	100	FM	531	-	53-6	54-3	ATSF TS	4-54!		cast u/f Ft-3 (-), 43-3 tc, 56-9 coupled ATSF 93500-93799 wallboard to ATSF 330029-330116,330140-330164 (109) LP at CY 1,3-67 (4 former Ft-W)
ATSF	90020!	1	500	FM	1024	-	44-4	45-4	ATSF TS	9-54		GSC u/f Ft-4 (-) or 7-54, 24-6 bc, 47-10 coupled
RDG	9300-9356!	57!	140	FMS	688!	-	53-6	54-3	RDG Rdg	7=9-54		GSC u/f auto frame FMj (3-54), 43-3 tc, 56-9 coupled RDG 9300-9356 to D&H 16501-16552,16601-16605; some 10-54?
WAB	100-149!	50!	100	FM		-	53-6	54-3	WAB Dec	12-54=1-55		cast u/f (5-54), 43-3 tc, 56-9 coupled WAB 100-149 to N&W 300100-300149 F36; dwgs. 30773, 30719
NC&StL	80500-80511!	12!	100	LP	426	38-0	42-7	43-4	NC&StL Ne	6=7-54		cast u/f (?-54) 45-10 coupled
NC&StL	80512-80531!	20!	100	LP	426	38-0	42-7	43-4	NC&StL Ne	11-54=1-55		cast u/f (?-54) 16:4 NC&StL 80500+80550 to L&N 20950-20981 then SBD/CSXT 400089-400094
ASAB	2526-2570	45	100	LP		38-3		43-4		L-54/55		(-)
ATSF	93800-93949!	150!	100	FM	531	-	53-6!	54-3	ATSF TS	4-55		cast u/f Ft-5 (7-54), 43-3 tc, 56-9 coupled ATS 93800-93949 to ATSF 92762-92797 FC ATSF 207119 tie car 4-55 Ft-5
ATSF	92900-92999!	100!	100!	LP	416!	38-0!		43-4	ATSF TS	5=7-55!		GSC u/f Ft-6 (7-54) 900-992!, 32-3.5 tc, 45-10 coupled

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
GM&O	4700-4899!	200!	100	LP	424	38-3		43-5	GMO	-55		30446-E,30293-F u/f,end (11-54)
												GM&O 4700-4899 to ICG 811100-811299
USNX	12003-12007	5	140	FM	-	41-3	42-0					naval gun mount (-) 7-54/1-57
												USNX 12003-12007 to DODX 32003-32007 in 1-57/1-61; "12002-12006" by 10-55
UP	51501-51800!	300!	100!	FM	446!	-	42-6!	43-3	UP Om	7=11-55!		cast u/f F-50-16 (2-55) 624!, 32-3 tc, 45-9 coupled
												UP 51501-51800 to UP 51900-51974 in 4=6-75
MP	8200-8249	50!	100	FM	525	-	53-6	54-3	MP DeS	8=9-55?		30719 GSC u/f (2-55), 43-3 tc, 56-9 coupled
												MP 8200-8249 to MP 820260-820290; 8-55!
I-GN	8330-8349	(20)	140	FM	623	-	45-0	46-2	MP Pal	-55		cast u/f from locomotive tenders, 32-0 tc, 48-8 coupled
												MP 8330-8349 to MP 800280-800285
SSW	88500-88549!	50!	100	LP	441	38-0	-	43-4	SSW	5=7-55		GSC u/f (3-55), 32-3.5 tc
SAL	7000-7001	2	250	FD	1268	21-0	57-9	58-4	SAL Pts	-55		30738 GSC u/f (-) 60-11 coupled
												SAL 7000-7001 to SCL 747000-747001 PS-16 then SBD/CSXT 600392+600393; Portsmouth
SAL	7002-7004	3	250	FD	1274!	21-0	57-9	58-4	SAL Pts	-56		30738 GSC u/f (-) 60-11 coupled
												SAL 7002-7004 to SCL 747002-747004 PS-16 then SBD/CSXT 600392+600393
T&P	5600-5649	50	100	FM	568	-	53-6	54-3	TP Marsh	2-56?		GSC u/f (3-55 47!), 43-3 tc, 56-9 coupled
												TP 5600-5739 to TP 800205-800270; 1-56?
PRR	470750-470799!	50	125!	FC	758!	-	75-0	75-8	PRR Alt	7=10-55		cast u/f F39b (3-55) 753!, 63-0 tc, 78-5 couplers
												PRR 470750-470799 to TTX 470750-470799
CB&Q	94500-94509!	10!	125	FC	759	-	75-0	75-8	CBQ Hv	11-55		cast u/f FM-2 (7-55)
												CB&Q 94500-94509 to TTX 470900-470909 F39b
SSW	88550-88599!	50!	100	LP	441	38-0	-	43-4	SSW	12-55=1-56		GSC u/f (7-55), 32-3.5 tc
PRR	469500-469999!	500!	140!	FM	616!	-	53-6	54-3	PRR Alt	12-55=5-56		GSC u/f F41 (7-55) 617!, 54-3 tc, 56-9 coupled

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
ATSF	90900-90999	100!	140	FM	658	-	60-0	60-9	ATSF TS	4=5-56		GSC u/f Ft-7 (7-55) 906!, 49-9 tc, 63-3 coupled
												ATSF 90900+90999 to ATSF 90890-90899 (10) in about 1959 for coil steel ATSF 90900+90999 to ATSF 90880-90889 (10) in 1961/62 for coil steel ATSF 90885-90899 (15) to ? in 1964/66 ATSF 90900+90999 to ATSF 90880-90884 (5) fitted with bulkheads for wallboard in 1966/70 ATSF 90900+90999 to ATSF 91410-91424 (15) in about 1961, bulkheads for wallboard ATSF 90900+90999 to ATSF 93139-93143 (5) in 1965, bulkheads for wallboard ATSF 90900-90999 to ATSF 95025-95060 in 1967, 10" eocc 68-1 coupled ATSF 90900+90999 to ATSF 90323-90342 (20) in 1974 ATSF 90342 4-56 Ft-7
WAB	400-449!	50!	140!	FM	694!	-	60-0	60-9	WAB Dec	5=7,9-56!		31304-B? u/f (7-55) 400!, 49-9 tc, 63-3 coupled
												WAB 400-449 to N&W 300400-300449 F37 31046? ends applied to 300407,300412,300416,300439 NW 300448-300449 FB 48-9 F37a; built-up ends
ASAB	2571-2613	43	100	LP		38-3		43-4		1955/56		(-)
WAB	150-209	60!	100!	FM	580!	-	53-6	54-3	WAB Dec	1=2-56!		GSC u/f (7-55) 156! also 12-55?
WAB	210-239	30!	100	FC		-	53-6	54-3	WAB Dec	2-56!		GSC u/f (7-55) 214!, 43-3 tc, 56-9 coupled
												WAB 150-239 to N&W 300150-300239 F36; dwgs. 30773, 30719
WAB	240-249	10!	100!	FB	643!	48-9	-	54-3	WAB Dec	4-56!		?31046? u/f,end (7-55) 240!, 43-3 tc, 56-9 coupled
												WAB 240-249 to N&W 300240-300249 F36B; dwgs. ?/31046
SLSF	2000-2099	100!	100!	FM	557!	-	53-6	54-3	SLSF	10-56		GSC u/f (7-55) 012! 4-56?, 43-3 tc, 56-9 coupled
												SLSF 2054 modified to loader car in 1960 SLSF 2000+2154 to BN 603000-603104
SLSF	5300-5449	150!	140	LP	534	45-3	-	50-4	SLSF	4-56?		GSC u/f (7-55) 370!, 39-3.5 tc, 52-11 coupled
												see SLSF 5450-5549 below for dispositions
C&O	80800-80899	100	100	LP	479	37-11	-	43-4	C&O GR	2,4-56		GSC u/f F-21 AFE 22725 (-), 32-3.5 tc, 45-10 coupled
												C&O 80840-80899 to D&H 8000-8059 (60) in 7-59 D&H 8000+8059 to MEC 7680-7699 (20) in 1964 D&H 8000+8059 to ACL 70350-70364 (15) W-5-A in 1964 then SCL 670350-670364 then SBD 400334-400348 D&H 8000+8059 to MEC 7700-7724 (25) in 1980 C&O 80800-80839 (40) remain in 1-81
ATSF	70600-70699	100!	180!	HMA	708!	1621!	27-0	34-7	ATSF TS	6-56		GSC u/f ore Ga-95 (7-55), 22-10 tc, 37-1 coupled

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
T&NO	9150-9249!	100!	100	LP	429	38-0		43-4	TNON	1=5-56?		GSC u/f P-50-3 (8-55) Houston?
												T&NO 9150-9249 to SP 701167-701266
UP	59000-59299	300!	140!	FM	605!	-	53-6	54-3	UP Om	3=10-56!		GSC u/f F-70-1 (11-55) 010-164!, 43-3 tc, 56-9 coupled
												UP 59250-59299 apparently delivered as UP 259100-259149 9=10-56 UP 259129,259135 to UP 15550-15551 in 6-59 FB UP 259000-295004 to UP 59195-59199 in 8-64,1-65,4-67 UP 59000+59249 to UP 15503-15517 in 11=12-58,5=6-59 FB UP 59000+59249 to UP 259100-259149 UP 259149 F-70-1 coil steel, repainted PO 2-81 UP 59000+59249 to UP 259150-259199 in 3=4,11=12-59 UP 59000+59249 to UP 259200-259229 in 11-63=1-64 UP 15320-15424 FB
T&NO	43350-43449	100!	140	GB	552	1573	40-1	43-4	TNO Hou	-56		cast u/f sulfur G-70-13 (11-55)
SLSF	5450-5549	100!	140	LP	534	45-3	-	50-4	SLSF	11-57?		GSC u/f (11-55), 39-3.5 tc, 52-11 coupled
												SLSF 5300-5549 some to SLSF 4500-4749 then all to BN 610800-611048 then BNSF 575061-575068 BN 610927 11-57 GSC u/f BN 611048 1-53 GSC u/f bad data?
SLSF	2100-2189	90!	100	FM	561	-	53-6	54-3	SLSF	8-57		GSC u/f (11-55) some -58?, 43-3 tc, 56-9 coupled
SLSF	2190-2199	10!	100	FB	624	48-9	53-6	54-3	SLSF	-57		GSC u/f (11-55), 43-3 tc, 56-9 coupled
												SLSF 2173-2189 (17) converted to FB 48-6 in late 1958 SLSF 2112,2122,2155-2172 (20) converted to FB 48-6 in 1959/60 then SLSF 2112+2199 to SLSF 104045-104091 (47) in 1969/70 MWF tie SLSF 2000-2154 apparently to BN 603000-603104
SOU	51804-51863	60!	140	FM	618	-	53-6	54-3	TC CH	8=9-56		GSC u/f (12-55) all series 7=11-56
												SOU 51805-51863 FS41
SOU	251000-251029	30!	140	FM	618	-	53-6	54-3	TC	9-56?		GSC u/f (12-55)
												SOU 251000-251029 FS115
SOU	300000-300009	10!	140	FM	618	-	53-6	54-3	TC	9-56?		GSC u/f (12-55)
MStL	15001o15009	5	100	FM		-	53-6	54-2				(-) 10-55/1-57
												MStL 15003o15009 to MStL 15301o15305?
MStL	16001o16089	45	100	FB		48-6		54-2	MStL			(-) 10-55/1-57
MP	8450-8484	(35!)	140	FM	585	-	45-0	46-2	MP Sed	7-56		cast u/f (11-55), 30-10,32-0 tc, 48-8 coupled
												from locomotive tenders; patterns 8008,9316,10814,10880,12127,12149,12984,14599,16913,25691 MP 99900-99919 130! FC 800! 45-0 6-56? cast u/f lead ore (-) "FMS"! MP 99900-99919 conv. SED 4-60 from MP 8450-8483; remainder of MP 8450-8484 to MP 800286-800291

Cast Steel Underframe Railcar Production

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
MP	8485-8499	(15!)	140	FM	559	-	43-4	44-6	MP Sed	2-57		GSC u/f (11-55), 30-4 tc, 47-0 coupled
												from locomotive tenders; patterns 14598,17936 MP 8485-8499 to MP 800292-800306
CG	11800-11819!	20	140	FD	611!	16-8	37-3	38-6	CG Mac	6,10-56		GSC u/f (-) 41-3 eocc
												CG 11800-11819 to SOU 50045-50063 then NS 185200-185208 FS21; some rebuilt eocc 44-4 coupled
SOU	349000-349014!	15	180	FD	698!	16-4	37-11	38-6	TC	10=11-56		cast u/f (-) 012!, eocc 44-4 coupled
												SOU 349000-349014 to NS 185230-185244 FS116
PRR	469300-469499!	200	140	FM	610	-	53-6	54-3	PRR Alt	11=12-56		GSC u/f F41 (-), 54-3 tc, 56-9 coupled
												PRR 469300-469499 to PC 716000-716417
SSW	85500-85549!	50!	140	FM	690	-	60-0	60-9	SSW	9=11-56		GSC u/f (4-56) 500! 8-56?, 49-9 tc
AN	200-249	50!	100!	LP	449!	37-11!		43-4	TC	1-57		cast u/f (-56) 219!
ACL	110900-111699!	800!	140	LP	563	45-2!	-	50-4	ACF	2,4=5-57	01-4861	GSC u/f W-6 (4-56) 0977-1619!, 39-3.5 tc, 52-10 coupled
												ACL 110900-111699 to SCL 410900-411699 then SBD/CSXT 402154-402933 GC 6020 3-57
ACL	79100-79101!	2!	250	FD	1265	22-0	57-9	58-4	ACL WX	5-57		GSC u/f P-16 (5-56), 41-0 tc, 60-10 coupled
												ACL 79100-79101 to SCL 679100-679101 then SBD/CSXT 600410-600411
MP	9200-9399	200!	140!	LP	526	45-0!	49-7	50-4	MP DeS	11-57		31172,30962 u/f,end, (5-56) 381!, 39-3.5 tc, 52-10 coupled
												MP 9200-9399 to MP 731000-731197 18" extension
GM&O	3750-3999!	250!	100	LP	424	38-3		43-5	GMO Mer	1-57?		31072-B u/f, 31174 end (6-56)
												GM&O 3750-3999 to ICG 810150-810399; 801354 7-57
C&O	81750-81899	150	100!	LP	473!	37-11	-	43-4	C&O GR	1=3-57		GSC u/f (-) 894!, 32-3.5 tc, 45-10 coupled
IC	62600-62609!	10!	140!	FM	698!	-	60-0	60-9	IC Ce!	4-57		cast u/f (9-56) 607!, 49-9 tc, 63-3 coupled
												IC 62600-62609 to IC/ICG 910000-910009
IC	60000-60099!	100!	100	FM	574	-	53-6	54-3	IC Ce	2-58		GSI u/f (9-56) 001! -57?, 43-3 tc, 56-9 coupled
												IC 60000+60099 FM to ICG 905000-905027! IC 60000+60099 (50) to FB in 1958 then ICG 920150-920199! IC 60000+60099 (13) to FB in 1958, (5) to FB in 1960 638 49-0 then ICG 921800-921814
SSW	88800-88849!	50!	140	LP		45-0	-	50-4	SSW	7=8-57		GSC u/f P-70-1 (11-56) 39-3.5 tc
ACMX	417!	1	180	FD		35-0		-		2-57		(-)
ACMX	400-401	2	110	FW		30-0	52-0	-	TC	8-57		cast u/f (-)

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
T&NO	19101-19120	20!	250!	FD	1207	26-0	62-6	63-4	TNO Hou	3,6-58		GSC u/f F-125-3 (4-57) 109!, 65-11 coupled
												T&NO 19101-19115 to SP 500502-500516 T&NO 19116-19120 to SP 500517-500521? SP to LNAL 26103 3-5(0) reblt 5-9(8); LNAL 26100-26105,26106-26107 62-9
ACL	79102-79110	9!	250	FD	1251	21-0	57-9	58-4	ACL WX	11=12-57?		GSC u/f P-16 (4-57), 41-0 tc, 60-10 coupled
												ACL 79103-79105,79109-79110 210 FD 1442 30-0 66-9 67-4 rebuilt in ?,1963 P-16-A ACL 79102-79109 to SCL 679102-679109 SCL 679102 to SBD/CSXT 600412 SCL 679103+679110 to SBD/CSXT 600413
ACL	79099	1	140	FM	647	-	53-6	54-3	ACL WX	-57		cast u/f P-17 (-), 43-3 tc, 56-9 coupled
IC	62489!	1!	250	FD	1263	21-0	57-9	58-10	IC Ce	11-57		GSC u/f eocc (5-57), 41-0 tc, 63-0 coupled
												IC 62489 to ICG 940600; Hydra-Buff cushion device (retrofit?)
C&EI	43000-43009!	10!	250	FD	1245!	21-0	57-9	58-4	CEI Dan	7,12-57		GSC u/f (5-57) 007! 1-58?, 41-0 tc, 60-10/60-11 coupled
												C&EI 43000-43009 to C&EI 863010-863019 MP 863011 7-57 MP 863014 12-57 C&EI 43006-43009 to L&N 24946-24949 in order then SBD/CSXT 600349+ C&EI/MP? to KRL 863021-863025 863024=6-57, ?=12-57
SSW	80005-80006!	2!	250	FD	1199!	26-0	62-9	63-4	SSW	2-58		GSC u/f (6-57), 46-0 tc, 65-11 coupled
RI	91650-91699	50!	100	FM	516	-	53-6	54-3	RI	1Q-58?		GSC u/f (6-57), 43-3 tc, 56-9 coupled
												RI 91650-91673 (24) bulkheads applied 1960; weight 64500 RI 91674-91699 (26) bulkheads original?; weight 61200 RI 91650-91699 to RI 94650-94699 pulpwood in 1966?; RI 94674-94699 (26) may be former PRR RI 91679-91698 (15+) not renumbered
FEC	1469-1474	6!	100	FB	465	46-0		53-3	TC	8-57?		(6-57)
												FEC 1469-1479 by 1-59; all gone by 1-76
T&NO	9250-9299!	50	140	LP		45-3		50-4	TNO NO	-58		GSC u/f P-70-1 (-) Houston?
												T&NO 9250-9299 to SP 702000-702049
GN	60500-60529	30!	100	FB	570?	48-8	53-6	54-2	GN	6-58		cast u/f (6-57), 43-3 tc, 56-8 coupled
GN	60530-60549	20!	100	FB	615?	48-9	53-6	54-2	GN	6-58		cast u/f (6-57), 43-3 tc, 56-8 coupled
												GN 60500-60529,60530-60549 to BN 615067-615096,615097-615116 GN 60530-60549 to BN 615120-615135

Cast Steel Underframe Railcar Production

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
NYC	497988-497990!	3!	190	FW	598!	23-0	45-8	46-5	NYC BG	-58		cast u/f 877-F (6-57), 34-2 tc, 48-11 coupled
												NYC 497988-497990 to PC/CR 768020-768022
D&H	16165-16167!	3!	190	FW	597!	23-0	45-8	46-5	DH O	4-58		GSC u/f (7-57), 34-2 tc, 49-0 coupled
LV	9955!	1!	200	FW	595	23-0	45-8	46-5	LV Pack	4-58!		GSC u/f (9-57) 34-2 tc, 49-2 coupled
												LV 9955 to CR 768000 FL42A
D&H	16155-16156!	2!	497	FM	1021!	-	44-4	45-4	DH O	4-58		GSC u/f (7-57), 41-0 tc, 47-11 coupled
D&H	16159!	1!	247!	FD	1289!	21-0	57-9	58-4	DH O	6-58		GSC u/f (7-57) 41-0 tc, 60-11 coupled
B&O	9936!	1!	248	FD	1280!	21-0	57-9	58-4	B&O DuBs	-59		GSC u/f P-30a (7-57), 41-0 tc, 60-10 coupled
B&LE	4601!	1!	270	FM	1036!	-	53-0	54-1	TC	4-58?		cast u/f FM9 (10-57), 35-0 tc, 56-7 coupled
B&LE	4602!	1!	246	FD	1303!	26-0	62-9	63-4	TC	4-58		cast u/f FD1 (10-57), 46-0 tc, 65-10 coupled
ERIE	7295!	1!	400	FD	1871!	25-0	56-6	72-6	ERIE Mdv	1-58		GSC u/f (11-57) or 4-58, 48-6 bc, 75-0 coupled
												ERIE 7295 to EL 7295 then CR 766075 FE53E
ERIE	7284-7289!	6!	280	FD	1403!	18-0	57-9	58-4	ERIE Mdv	5-58		cast u/f (11-57), 40-0 tc, 61-0 coupled
												ERIE 7284-7289 to EL 7284-7289 then CR 766066-766069,766072,766074 FE53D
T&P	5650-5669	20!	100	FB	632	48-4	-	54-3	TP Marsh	3-59?		GSC u/f (12-57) 15+5
T&P	5670-5739	70!	100	FM	568	-	53-6	54-3	TP Marsh	3-59?		GSC u/f (12-57)
												TP 5650+5739 to TP 5400-5409 in 1960 auto frame; 6-59?
												TP 5686,5702 to TP 5410-5411 in 9-60
												TP 5600-5739 to TP 800205-800270
T&P	5740-5749	10!	100	FB	635	48-10	53-6	54-3	TP Marsh	9-59?		GSC u/f (12-57)
SOO	54001	1	248	FD	1280!	21-0	57-9!	58-4	SOO Fn	6-58!		GSC u/f (-), 41-0 tc, 60-10 coupled
CN	699977-699978	2!	275	FD	1344!	35-0	63-9	64-4	CC&F	7-58	2229	31471 GSC u/f (10-57), 46-0 tc, 66-10 coupled
												CN 699977-699978 to 673000-673001; dwg. 30686
CN	699990-699991	2!	335	FD	1628!	25-0	66-11	67-6	CC&F	5-58	2230	31434 GSC u/f (5-57), 47-10 tc, 70-0 coupled
												CN 699990-699991 diverted from 699979-699980, to CN 674002-674003
CNF	14292-14293	2!	120	FD	-	46-9	40-9	CC&F	-58		2231	ng cast u/f (6-57)
SSW	88850-88899!	50	140	LP	-	45-0	-	50-4	SSW	6=7-58		GSC u/f (-) 39-3.5 tc

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
CB&Q	91875!	1!	300	FD	1699!	30-0	72-3	72-10	CBQ Hv	6-58!		GSC u/f FD-1 (1-58), 53-0 tc, 75-4 coupled
					CB&Q 91875 to BN 631015!							
ATSF!	90005!	1!	300	FD	1799!	30-0	72-3	72-10	ATSF TS	10-58		GSC u/f Ft-13 (2-58), 53-0 bc, 75-4 coupled
PRR	470251-470270!	20!	90!	FD	747!	30-0	54-6	55-1	PRR Alt	9=10-58		cast u/f F42 (2-58), 43-1 tc, 57-7 coupled
					PRR 470251-470270 to PC/CR 766120-766139							
PRR	470271-470276!	6!	280	FD	1256!	18-0	57-9	58-4	PRR Alt	10=11-58		GSI u/f F43 (2-58), 40-0 tc, 60-10 coupled
					PRR 470271-470276 to PC/CR 766145-766150							
PRR	470277-470278!	2!	400	FD	1826!	25-0	56-6	72-6	PRR Alt	9-58!		cast u/f F44 (2-58), 48-6 tc, 75-0 coupled
					PRR 470277-470278 to PC/CR 766151-766152							
TTX	475087-475286	200	100	FC	-	-	49-3	50-0	PRR Alt	8=10-58		cast u/f F30g (-)
GEX	40002!	1	500	FD	2490	29-0	-	87-0	TC	10-58		GSI u/f (-)
SCEX	1	1	245	FD	-	-	-	63-4	-	10-58		cast u/f (-) L.L. 245600
ACMX	402	1	180!	FW	682!	-	16-10	41-3	TC	11-58		GSI u/f (-)
TP	5400-5409	10	-	FM	568	-	53-6	54-3	TP Marsh	-59		cast u/f (-), 43-3 tc, 56-9 coupled
					TP 5400-5403, 5404, 5405-5409 to TP 820240-820243, 800173, 820245-820249							
IC	61200-61234!	35	140	FM	632	-	53-6	54-3	IC Ce	8-59		GSI u/f (-), 43-3 tc, 56-9 coupled
					IC 61200-61234 FM to ICG 970500-970514							
					IC 61200-61234 to FB then ICG 923680-923699							
					ICG 923694 8059 GSI u/f							
IC	62610-62624!	15	140	FM	679	-	60-0	60-9	IC Ce	-59		cast u/f (-), 49-9 tc, 63-3 coupled
					IC 62610-62624 to IC/ICG 910010-910024							
					some IC 60' cars to 910100-910299 series?							
MStL	16201 to 16229!	15!	100	FB	645	48-6	53-6?	54-3	MStL	4-59		GSC u/f (1-59), 5-59?, Cedar Lake Shops, Minneapolis?
WAB	450-599	150!	100!	FM	639!	-	60-0	60-9	WAB Dec!	5=8-59		31624-F? u/f (2-59) 465!, 49-9 tc, 63-3 coupled
					WAB 450-475, 584-599 8-59							
					WAB 476-583 5=7-59 auto frame weight 716							
					WAB 450-599 to N&W 300450-300599 F38							
					NW 200451+300598 (68) 62-10 F38A eocc							
PRR	480000-480299!	300	140	FM	622	-	53-6	54-3	PRR Alt	8=12-59		GSC u/f F41b (3-59) some FB, 43-3 tc, 56-9 coupled
					PRR 480000-480299 to PC 716418-716658							

Cast Steel Underframe Railcar Production

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
WAB	600-649!	50!	100	FM	636	-	60-0	60-9	WAB Dec	8-59!		31624-F? u/f (5-59), 49-9 tc, 63-3 coupled
												WAB 600-649 to NW 300600-300649 F39
N&W	70050-70059!	10!	100	FB	632	48-6	53-6?	54-3	OFC	9-59	OC-119	cast u/f F5 wallboard (5-59), 43-3 tc, 56-10 coupled
IC	60100-60199!	100	100	FB	640	48-6	53-6	54-3	IC Ce	-59		cast u/f wallboard (-), 43-3 tc, 56-9 coupled
												IC 60100-60199 to ICG 906000-906034 IC 60100-60199 to ICG 920200-920299
ATSF	90015!	1	400	FD	1879	25-0	56-6	72-6	ATSF TS	8-59		GSC u/f Ft-14 (-) or 9-59, 48-6 tc, 75-2 coupled
UP	50001!	1	250	FD	1263!	21-0	57-9	58-4	UP Den	11-59!		cast u/f FD-125-2 (-), 41-0 tc, 60-10 coupled
CG	11500-11509	10!	186	FMS	745	-	53-6	54-3	OFC	4-60		GSC u/f (12-59)
												Republic Steel Co. covers for tin plate; later changed to FB SCP-787 CG 11500-11507,11509 to SOU 115375-115383 FS57 CG 11508 to CG 11341 (1) 180 FB 691 48-6 diagram dated 5/13/63 then SOU 115281
RI	91700-91705!	6	100	FB	647	48-6	53-6	54-3	RI	-60		GSC u/f wallboard (-), 43-3 tc, 56-9 coupled
												RI 91700-91705 to RI 94700-94705 pulpwood in 1966?
IC	60200-60299!	100!	100	FB	665	48-6	53-6	54-3	IC Ce	5-60?		cast u/f wallboard (2-60), 43-3 tc, 56-9 coupled
												IC 60200-60299 to IC/ICG 920600-920699
UP	15425-15474!	50!	140	FB		48-6	53-6	54-3	UP Om	6=7-60!		GSC u/f F-70-5 (3-60), 43-3 tc, 56-11 coupled
UP	59300-59524!	225!	140	FM	608	-	53-6	54-3	UP Om	7=12-60!		GSC u/f F-70-5 (3-60), 43-3 tc, 56-11 coupled
												UP 59520-59524 vacant?, possibly diverted to UP 15552-15556 FB 50-0 built 12-60! UP 59300+59524 to UP 15600-15644 in 5=7-61 FB 48-6 UP 59300+59524 to UP 15645-15660 in 8=11-62 FB 48-11 UP 59300+59524 to UP 15518-15522 in 5-61 FB 49-3
UP	15475-15499!	25!	140	FB	663	48-6	53-6	54-3	UP Om	12-60!		GSC u/f F-70-5 (3-60), 43-3 tc, 56-11 coupled
NYC	498991-498996!	6!	245	FD	1306!	21-0?	57-9	58-4	NYC BG	1-61		cast u/f 898-F (5-60) 41-0 tc, 60-10 coupled
												NYC 498991-498996 to PC/CR 766052-766057
NYC	498997!	1!	336	FD	1658!	25-0	66-11	67-6	NYC BG	-61		cast u/f 899-F (5-60), 47-10 tc, 70-9 coupled
												NYC 498997 to PC/CR 766086

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
NYC	498998!	1!	190	FW	595!	23-0	45-8	46-5	NYC BG	-61		cast u/f 900-F (5-60), 34-2 tc, 48-11 coupled
												NYC 498998 to PC/CR 768024
NYC	498999!	1!	400	FD	1868!	25-0	56-6	72-6	NYC BG	3-61		cast u/f 901-F (5-60), 48-6 tc, 75-0 coupled
												NYC 498999 to PC/CR 766090
N&W	70040-70049!	10!	100	FB	653	48-6	53-6?	54-3	OFC	10-60?	OC-124?	cast u/f F5a wallboard (6-60), 43-3 tc, 56-10 coupled
GN	60550-60569	20!	100	FB	608	48-9	53-6	54-3	GN	12-60		cast u/f (7-60), 43-3 tc, 56-9 coupled
												GN 60565-60569 have cabinets, weight 61800 GN 60550-60569 to BN 615117-615136
GN	60498-60499	2	140	FB	666	50-3	55-0	55-9	GN	E-61		cast u/f (-), 44-9 tc, 58-3 coupled
												GN 60498-60499 to BN 615065-615066
NIFX	?	10!	140	FB		48-6	53-6		TC	2-61		(9-60) 302!
												? to NIFX 1301-1310 in 1973
D&H	16157!	1	600!	FM	1518!	35-0	57-3	58-0	DH	3-61		GSC u/f (1-61) TC?, 29-3 tc, 60-6 coupled
SOO	54011!	1!	600	FM	1487	35-0	35-11	58-0	SOO FN	10-61		cast u/f (7-61)
												SOO 54011 gone by 10-76
N&W	2975-2999	25	140	LP	566	45-0	-	50-4	NW Prin	12-61		cast u/f F-7 (8-61) 975-999!, 39-3.5 tc, 52-11 coupled
NKP	2905!	1!	400	FD	1899	25-0	56-6	72-6	GSC Gv	11-61?	767	31746-C? u/f (5-61), 48-6 tc, 75-4 coupled
												NKP 2905 to NW 202905 F33
NKP	2906!	1!	500	FD	2207	25-0	56-6	82-2	GSC Gv	12-61	768	31844-F? u/f (5-61), 54-6 bc, 87-1 coupled
												NKP 2906 to NW 202906 F34; 81-0 NKP 2906 to KRL 22800
NKP	2907!	1!	400	FD	1895	25-0	56-6	72-6	GSC Gv	11-62?	794	31794-C? u/f (7-62), 48-6 tc, 75-4 coupled
												NKP 2907 to NW 202907 F33; dwg. 31746-C
NKP	2908!	1!	500	FD	2211	25-0	56-6	82-2	GSC Gv	8-62	795	31844-F? u/f (7-62)' 54-6 bc, 87-1 coupled
												NKP 2908 to NW 202908 F34; 81-0 NW 202906 or 202908 to NS 185511
GEX	40003!	1	527	FD	???	29-0		85-0	TC CH	1-62!		cast u/f (-)
PRR	480300-480349	50	140	FM	627	-	53-6	54-3	PRR	4-62		F41d 43-3 tc, 56-10 coupled
												PRR 480300-480349 to PC 716659-716706; 480319 to 716357 PRR 480300-480349 to CR 716339-716387

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
WM	401-410	10	100!	LP	429!	38-0	-	43-4	WM Hag	6=7-62		GSI u/f F-19 (-)
												WM 403 8-62! built "3-53"
S&A	1501-1550	50	100	LP		38-3	-	43-4				GSI u/f acquired 1962
												S&A 1501-1550 to SOU 146700-146748 starting in about 1974 then NS class FS99 built Coster 1962 (2) remain in 1-87
GM&O	4900?	1	100	LP		38-3		-				added 1-61/4-66 46-1? coupled
IC	62625-62674!	50	140	FM	698	-	60-0	60-9	IC Ce	7-62		GSI u/f (-), 49-9 tc, 63-3 coupled
												IC 62625-62674 to IC/ICG 910025-910074 IC 62625+62699 to ICG 910300-910349 (50) rehab 321!=1962
NYC	498990!	1	400	FD	1890!	25-0	56-6	72-6	NYC BG	-62		cast u/f 918-F (3-62), 48-6 tc, 75-0 coupled
												NYC 498990 to PC/CR 766091 then CR 766085
SLSF	5200-5299:2	100	100	FB	637	48-6		54-3	SLSF	"53=-54"		GSC u/f (-), 43-3 tc, 56-11 coupled
												SLSF 5200-5299:2 were "rebuilt" by SLSF in 1962, most likely this reflects new bodies SLSF 5250-5299 rebuilt? 140 LP 49-1 SLSF 1968; (48) remain in 1-80, none relettered BN? SLSF 4950-4951 are similar; (2) remain in 1-80, none relettered BN? SLSF 5200-5249 (50) remain in 1-80, one retired during year, assigned BN 615500-615549 but few relettered
ACL	78300-78309!	10	100	FB	686	48-8	53-6	54-3	ACL WX	-62		31703 GSC u/f P-19 (-),
ACL	78310-78349!	40	100	FB	660	48-8	53-6	54-3	ACL WX	-62		31703 GSC u/f P-19 (-) 346!
ACL	78350-78389!	40	100	FB	686	48-6	53-6	54-3	ACL WX	-62		31703 GSC u/f P-19 (-) 43-3 tc, 56-10 coupled
												ACL 78300-78389 to SCL 678300-678389 SCL 678300-678349 to SBD/CSXT 602220-602264 SCL 678350-678389 to SBD/CSXT 601740-601776
UP	27000-27249	(250)	180	GT	546	1600	30-0	32-8	StLC/Om	4=12-62	1823	ORE-90-1 (-61)
												built at UP Om; StLC welded underframe, GSI end casting
UP	15661-15699!	39	140	FB	692	48-6	53-6	54-3	UP Om	11=12-62!		GSC u/f F-70-7 (-), 43-3 tc, 56-11 coupled
UP	15750-15770!	21	140	FB	703	48-6	53-6	54-3	UP Om	12-62=1-63!		GSC u/f F-70-7 (-) 10:11, 43-3 tc, 56-11 coupled
UP	59525-59714!	190	140!	FM	622!	-	53-6	54-3	UP Om	12-62=4-63!		GSC u/f F-70-7 (-) 581! 26:164, 43-3 tc, 56-11 coupled
N&W	70030-70039!	10!	100	FB	673	48-6	53-6?	54-3	OFC	3-63?		cast u/f F-5b wallboard (4-62?), 43-3 tc, 56-11 coupled
PRR	470249	1	381	FW	1427!	17-6	59-4	60-0		1-63		cast u/f FW2 (-), 36-0 tc, 62-6 coupled
												PRR 470249 to PC/CR 768003

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
PRR	470279-470283	5	100	FD	747!	30-0	54-6	55-1	PRR Holid	-63		cast u/f F42a (-), 43-1 tc, 57-7 coupled
SOO	556765573	4	140	FB	692	48-7	53-6	54-3	SOO FN	-63		GSI u/f (-) GMS 7602, 43-3 tc, 56-9 coupled
ACL	78900-78909!	10!	140	FB	785	55-6	60-0	60-9	ACL WX	11-63?		cast u/f P-20 (11-62), 49-9 tc, 63-4 coupled
NP	66000-66024	25	140	FM	669	-	60-0	60-9	NP Laurel	-62		cast u/f (-) 63-5 coupled
NP	67100-67124	25!	140	FB	705	48-6	53-6	54-3	NP Laurel	1=2-63		cast u/f (11-62), 56-11 coupled
IC	7800-7837!	(38!)	100	LP	441	38-0		-	IC Ce	4-63	O-327	30446,30293-G u/f,end (2-63), 32-3.5 tc, 45-10 coupled
L&N	22600-22649!	50	140	FB	753	48-6	53-6	54-3	L&N SLS	6=7-63		cast u/f (-)
N&W	70028-70029!	2!	100	FB	673	48-6	53-6?	54-3	OFC	7-63?		cast u/f F5b wallboard (8-62?), 43-3 tc, 56-11 coupled
N&W	70300-70319!	20!	100	FB	672	48-6	53-6?	54-3	NW Ptn	5-63?		cast u/f F5b (1-63), 43-3 tc, 56-11 coupled
N&W	70320-70329!	10!	100	FB	667	48-6	53-6?	54-3	NW Ptn	1-64		cast u/f F5b wallboard (-) -63?, 43-3 tc, 56-11 coupled
IC	62675-62699!	25	140	FM	705	-	60-0	60-9	IC Ce	10-63	O-334	GSI u/f (-) 49-9 tc, 63-5 coupled
UP	27250-27299	(50)	180	GT	588	1600	30-0	32-8	StLC/Om	11-63=1-64	1829	ORE-90-2 (-63)
IC	61300-61339!	40	140	FB	729	48-6	53-6	54-3	IC Ce	7-64?	O343	cast u/f (-), 43-3 tc, 56-11 coupled
IC	61340-61349!	10	140	FB	722	49-0	53-6	54-3	IC Ce	7-64?	O-343	cast u/f (-), 43-3 tc, 56-11 coupled
IC	62700-62724!	(25)	140	FMS	769	-	60-0	60-9	IC	-64	O-344	cast u/f (-), 49-9 tc, 63-5 coupled

IC 62700-62724 to IC/ICG 960100-960124

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
UP	54500-54549!	(50)	148	FM	714	-	60-0	60-9	UP Om	1=2-64!		GSI u/f 10" cushion F-70-8 (-), 48-6 tc, 64-6 coupled
												UP 54500-54549 to UP 259018
ACL	78910-78934	(25!)	140	FB	785	55-6	60-0	60-9	ACL WX	2=3-64!		cast u/f P-20 (10-63) 920-934!
												ACL 78910-78934 to SCL 678910-678934 then SBD/CSXT 603000-603024
UP	54550-54599!	(50)	148	FM	704!	-	60-0	61-3	UP Om	4=5-64!		GSI u/f 10" eocc F-70-9 (-) 550!, 48-6 tc, 64-5 coupled
UP	259012-259014!	(3)	140	FB		48-6	53-6	53-9?	UP Om	6-64!		GSI 10" u/f eocc F-70-11 (-), "54-3 over strikers", 42-0 tc, 57-11 coupled
												UP 259012-259014 to UP 15978-15980 in 8,11-72
UP	58000-58089!	(90)	140!	FM	644!	-	53-6	53-9?	UP Om	7=10,12-64!		GSI u/f 10" eocc F-70-11 (-), "54-3 over strikers", 42-0 tc, 57-11 coupled
UP	15771-15977!	(207)	140	FB	731	48-6	53-6	53-9	UP Om	7=8,10=12-64!		GSI u/f 10" eocc F-70-11 (-) 771!, "54-3 over strikers", 42-0 tc, 57-11 coupled
												UP 15771-15775 weight 717, 15776-15977 weight 731
NP	67125-67134	(10!)	140	FB	712	48-6	53-6	54-3	NP Laurel	-64		GSI u/f (10-63) 56-11 coupled
												NP 67125-67134 to BN 615263-615272
NP	67135-67174	40!	140	FB	705	48-6	53-6	54-3	NP Laurel	5-64		GSI u/f (10-63) 56-11 coupled
												NP 67135-67174 to BN 615273-615311
												NP 67129 to BN 970134
SLSF	5650-5699!	50	140	FB	729	48-6	-	54-3	SLSF	4-64?		GSI u/f (11-63 150!), 10 77000 + 40 72900, 43-3 tc, 56-11 coupled
												SLSF 5650-5699 (6) remain in late 1980, none relettered BN
												SLSF 5604+5699 to SLSF 555604+555699 (41) in 1979-80 LP, (41) remain in late 1980, assigned BN 611240-611280 but few relettered
ARR	5574	1	180	FD	1268	26-0	-	63-4	ARR	-64		cast u/f (-)
GEX	40004!	1	527	FD	???	29-0		85-0	TC	11-64		cast u/f (-)
GEX	40005!	1	692	FD	???	32-6		88-4	TC	11-63		cast u/f (-)
ACMX	403	1	687	FW		29-3		90-7	TC	12-64		cast u/f (-)
												ACMX 403 to SMAX 403
L&N	24990-24993!	4!	200	FD	1660!	36-0	72-9	73-4	L&N SLS	6=7-65		GSI u/f (10-64) 990!, 75-11 coupled
												L&N 24990-24993 to SBD/CSXT 600290-600293
SLSF	5700-5749!	50!	140	FB	750	48-6	-	53-9?	SLSF	-65		GSI u/f 10" eocc (10-64), 42-0 tc, 57-11 coupled
												SLSF 5700-5749 (35) remain in late 1980; none relettered BN
												SLSF 5700-5749 to SLSF 555700-555749 (15) in 1980; assigned BN 611205-611219 but few relettered

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
SOU	50099!	1!	600	FM	1633!	35-0	-	58-0	TC	1-65?		cast u/f (10-64) 60-6 coupled
L&N	24955!	1!	600	FM	1645!	35-0	-	58-0	TC	1-65	229	cast u/f (11-64) 60-7 coupled
SSW	80010-80013!	4	600!	FM	1633!	35-0	35-11	60-7	TC	1=2,5-65		GSI u/f F-300-1 (-) 010!, 60-7 coupled
PRR	434455-435464!	10	190	FW	710	25-3	48-8	51-4	StLC	1=5-65	1838!	GSI F49 (-64)
N&W	70330-70339!	10!	100	FB	663	48-6	53-6?	53-9	NW Ro	3-65		23907? u/f 10" eocc F12 wallboard, (11-64) 331!, 42-0 tc, 57-11 coupled
CN	674000-674001	2	335	FD	1652!	25-0	66-11	67-6	CN	4-65		31434 GSI u/f (-), 47-10 tc, 70-0 coupled
NP	67500-67504	5!	148	FB	655?	48-6	53-6?	54-3	NP	10-65		GSI u/f (11-64,2-65), 56-11 coupled
NP	62300-62494	195!	154	FM	655?	-	53-6	54-3	NP	10-65=1-66		GSI u/f (11-64,2-65) also 9-65, 56-11 coupled
MILW	601601	1!	500	FD	2203!	25-0	56-6	81-0	TC CH	6-65	248	cast u/f (12-64), 83-10 coupled
SCEX	2	1	500	FD	2220	25-0	56-6	81-0	GSC Gv	7-65	856	cast u/f (-)
NP	?	(400!)										GSI bolster & draft arm (2-65)
UP	58090-58289!	200	154!	FM	632!	-	53-6	54-3	UP Om	5=10-65!		GSI u/f 10" eocc F-70-12 (-), 42-0 tc, 57-11 coupled
UP	15000-15099!	100	147	FB	716	48-6	53-6	54-3	UP Om	1=3-66!		GSI u/f 10" eocc F-70-16 (-), 42-0 tc, 57-11 coupled
SLSF	5750-5799!	50!	140	FB	740	48-6	53-6?	54-3	SLSF Spr	3-66		GSI u/f (8,10-65) Springfield MO, 42-0 tc, 57-2 coupled
												SLSF 5750-5799 have draft gear with 4" travel, hence the unusual coupled length SLSF 5750-5799 (29) remain in late 1980, assigned BN 615700-615728 but few relettered SLSF 5793 to BN 970138 SLSF 5750-5799 to SLSF 555750-555799 (19) in 1979-80, (19) remain in late 1980; one relettered BN 611223

Cast Steel Underframe Railcar Production

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
UP	54600-54799!	200	140!	FM	700!	-	60-0	61-3	UP Om	3=7-66!		GSI u/f 10" eocc F-70-15 (-) 603!, 48-6 tc, 64-5 coupled UP 54600-54796 3=7-66, 54797-54799 3=4-66 former UP 259504-259506 UP 54600+54799 to UP 52500-52599 (100) in late 1976?; agricultural implements F-70-15 also to UP 260000-2360020, 259551-259565, 259581-259588?
GEX	40006!	1	692	FD	???3	32-6	88-4	-	TC	6-66		cast u/f (-)
KBC	5292+	?				-			TC	7-66		cast u/f (-)
UP	58290-58539!	250	154	FM	632!	-	53-6	54-3	UP Om	7=11-66!		GSI u/f 10" eocc F-70-14 (-), 42-0 tc, 57-11 coupled UP 58523 to UP 258500 in 3-67; 57-11 coupled UP 58290+58539 to UP 258500-258502 in 3-73
UP	15100-15149!	50	147	FB	727	48-6	53-6	54-3	UP Om	11=12-66!		GSI u/f 10" eocc F-70-14 (-), 42-0 tc, 57-11 coupled
CB&Q	95200-95249	50!	140	FB	735	48-6	53-6	53-9	CBQ Hv	7=8-66		GSI u/f 10" eocc LP-5 (10-65), 57-11 coupled CB&Q 95200-95249 to BN 615900-615949 CB&Q 95203 to BN 970139
CB&Q	95250-95299	50!	140	FB	740r	48-6	53-6	53-9	CBQ Hv	1-67		GSI u/f 10" eocc LP-5 (10-65) 276!, 57-11 coupled CB&Q 95200-95299 to BN 629000-629099
GEX	40007	1	692	FD	???3	32-6	88-4	-		8-67		cast u/f (-)
UP	58540-58739!	200	154!	FM	647!	-	53-6	54-3	UP Om	11-67=5-68!		GSI u/f 10" eocc F-70-17, (4=6-66) 75:125, 42-0 tc, 57-11 coupled UP 58627-58639 vacant?; one 6-68?; 57-11 coupled UP 58640-58739 to UP 258200-258249 pairs in 10-85
N&W	70096-70098!	3!	250	FD	1281!	21-0	57-9	58-8	TC	11-67	363	33506? u/f 10" eocc F43 (5-66), 41-0 tc, 62-10 coupled
NP	67183-67232	50!	145	FB	718r	48-6	53-6	53-9	NP	11=12-67		GSI u/f 10" eocc (7-66) also 1-68? NP 67183-67232 to BN 617900-617949; 57-11 coupled NP 67183-67232 to BN 615312-615361
NP	62700-62949	250!	154	FM	660r	-	53-6!	53-9	NP	12-67=1-68		GSI u/f 10" eocc (7-66), 57-11 coupled NP 62700-62949 to BN 613000-613249; 57-11 coupled CB&Q 94214 to BN 613512 exception NP 62700+62949 to BN 615900-615999 FB NP 62714,62777 to BN 615971,615952 ? to BN 618300-618399 FC painted CX 9-84, built 2-68 NP 67223 to BN 617940 12-67 NP 62700-62949 to NP 67550-67552 (3) 140 FMS after 4-68 NP 67550 1-68

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
CNW	48013,48015!	2!	191	FD	715!	16-2	38-5	39-4	CNW Clin	12-67		GSI u/f eocc (4-67) Clinton, 43-6 coupled
												underframe casting 33203
N&W	70100-70102	3!	400	FD	1960!	25-0	56-6	73-5	TC	1-68	412	31746 u/f 10" eocc F47 (4-67), 48-6 bc, 77-7 coupled
												NW 70100-70102 to NS 185501-185503 "FS-22" 501!
NYC	498900-498901	2!	246	FD	1290	21-0?	57-9	58-4	DSI BG	9=10-67		cast u/f 125-F (6-67), 41-0 tc, 62-0 coupled
												NYC 498900-498901 to PC/CR 766058-766059
NYC	498986-498989	4!	400	FD	1912	25-0	56-6	72-6	DSI BG	11-67=1-68		cast u/f 126-F (6-67), 48-6 tc, 77-7 coupled
												NYC 498986-498989 to PC/CR 766092-766095 then CR 766082-766084
UP	15150-15274!	125!	180	FB	840	57-0	62-0	62-9	UP Om	6=12-68!		GSI u/f 15" eocc F-90-2 (8-67), 48-6 tc, 67-5 coupled
												first 14 erroneously shown as 6-67
SOO	5911o5959	25!	180!	FB	805!	50-0	53-6!	53-9	SOO FN	5=7-68		GSI u/f 10" eocc (9-67) 917-927!, 42-0 tc, 57-11 coupled, "FMS"!
B&LE	4604-4605!	2!	392	FM	1090	-	45-6	46-1	TC CH	6-68?		GSI u/f FM11 (9-67), 26-0? tc, 48-7 coupled
												spec. FM-200-45-100
SOO	54003o54007!	3!	180	FD	796!	21-2	45-4	45-7	SOO Fn	7-68		cast u/f FM 10" eocc (12-67), 33-0 tc, 49-9 coupled
												SOO 54003o54007 to WC 35850-35852
CWEX	1005	1	500	FD		29-0	-	85-0	TC	5-68		cast u/f (-)
MKT	14002-14003	2!	400	FM	1091!	-	44-0	45-6?	TC	11-68?		cast u/f (3-68)
UP	58740-58788!	49!	155	FM	649	-	53-6	54-3	UP Om	4=6-68!		GSI u/f 10" eocc F-70-21 (1-68), 42-0 tc, 57-11 coupled
UP	58789!	1!		FMS!		-	53-6	54-3	UP Om	9-68		GSI u/f 10" eocc F-70-21 (1-68), 42-0 tc, 57-11 coupled
												UP 58789 to UP 258800 in 1-69 then UP 58789 in 1982, built 6-68!
GEX	40008-40009	2	700	FD	2160?	32-6	88-4	-	TC?	9-68		cast u/f (-) 692?
												GEX 40008 is 9-67? 40009 gone 1-72/1-74, 40008 gone by 10-76
PTDX	205	(1)	733	FD	2120	24-7	59-1	90-11	TC	?		cast u/f acquired after 1-90
CNW	48017,48019!	2!	407	FD	1927	25-0	56-6	73-5	CNW Clin	12-68		31746 GSI u/f 10" eocc (4-68), 77-7 coupled
MP	865000-865002!	3	600	FM	1532!	35-0	-	58-0	MP Sed	2-69!		GSI u/f (-) 000-001! TC?!, 29-3 bc, 60-6 coupled
UP	215000-215299!	300!	180r	FB	827r	57-0	62-0	62-9	UP Om	4=10-69!		GSI u/f 15" eocc F-90-3 (9-68), 46-6 tc, 67-5 coupled, (200) more?
												UP 215000-215019 10-69, 215020-215299 4=10-69

Commonwealth/General Steel Underframes continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes	
MEPX	100	1	500	FD		25-0		88-3		9-69?		cast u/f (-) by 1-70	
SLSF	3901	1	500	FM	1099!	-	44-4	45-4	TC	11-69		GSI u/f (-), 24-6 tc, 48-0 coupled	
UP	58790-58989!	200!	154!	FM	651!	-	53-6	54-3	UP Om	11=12-69!		GSI u/f 10" eocc F-70-27 (9-68), 42-0 tc, 57-11 coupled, (100) more?	
GEX	40011	1	527	FD	???	29-0	-	85-0	TC	12-69		cast u/f (-)	
GEX	40012	1	692	FD	???	32-6		88-4				(-) by 10-69	
					GEX 40012 gone by 10-76								
UP	57900-57999!	100!	154	FM	668r	-	53-6	53-10	UP Om	2=5-70!		GSI u/f 10" eocc F-70-29 (4-69), 42-0 tc, 58-7 coupled	
UP	215300-215399!	100!	180r	FB	813r	57-0	62-0	62-4	UP Om	6=8-70!		GSI u/f 10" eocc F-90-4 (4-69), 46-6 tc, 66-0 coupled	
L&N	24994-24995	2!	500	FM	1109!	-	44-4	45-4	Sioco	11=12-69	1026	cast u/f (5-69) 48-0 coupled	
					GSC drawing 33769-B								
					L&N 24994-24995 tp SBD/CSXT 600530-600531								
					SBD 600530 11-69								
BAWX	100-103	4	627	FM	1613!	-	35-11	60-0		-70		cast u/f (-) /10-70	
MEPX	200	1	750	FM		-	44-0	73-11				cast u/f (-) 1-71/7-71	
GEX	2002-2007	6	445	FD		25-0		77-7	TC	3-71		cast u/f (-) 1-72/1-73 002!	
GEX	2008-2009	2	462	FD		30-0		82-7	TC			cast u/f (-) 1-72/1-73	
DODX	39830-39832	3!	280	FD	1290			58-4	TC	8-72		cast u/f (-72) added 1974/77 831!	
					some DODX possibly to TSSX 20____ series								
CWEX	1007	1	695	FD		31-1	90-7			abt. 1-73?		cast u/f (-) *1-73	
					12-70 per JE; similar to ACMX 403?								
History of following cars uncertain:													
CCR	2000-2024			LP		38-0		42-0					
					CCR 2000-2024 (25) by 1968								
WA	16800-16824	(25)	110	LP		37-11		42-7				ca. 6-72 USRE 1142 <6696>	
					former WA 16350-16374?								
A&WP	32900-32923	(24)	110	LP		37-11		42-7		1-		GSI u/f? 903! ca. 6-72, USRE 1143 <6695>	
BPAX	900	(1)	428	FD	2015	30-0						cast u/f acq. 1987 like 126-F	
BPAX	901	(1)	366	FD	1598	30-0			TC			cast u/f acq. 1987	

General Steel Industries

Starting in 1962, General Steel Industries started building complete cars using their own cast underframes. A few orders were completed by subsidiary St. Louis Car instead. General Steel Industries also continued to supply cast underframes to other builders.

The following production list includes all known railcars completed by General Steel Industries.

General Steel Industries continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
MP	9900-9999!	100!	100!	FM	660!	-	60-0	60-9	GSI	6,8-62		32466 u/f (3-62) = 1-63? 900!, 49-9 tc, 63-5 coupled
												MP 9900-9999 to MP 815050-815149; 8=9-62?
SAL	45600-45649	50!	140	LP	533r	45-3!	49-7	50-4	GSI Eddy	2-63		32048,30962? u/f,ends WS-6, (11-62) 39-3.5 tc, 52-11 coupled
												SAL 45600-45649 to SCL 845600-845649 then SBD 403648-403697; buit at Eddystone
MP	9850-9899!	50!	100	FM	660	-	60-0	60-9	GSI	6-63?		32107 u/f (1-63), 49-9 tc, 63-5 coupled
												MP 9850-9899 to MP 815000-815049
MP	9800-9849!	50!	140!	FB	788!	56-6	60-0	60-9	GSI	10=11-63?		32108,32066 u/f,end, (1-63) 800-835!, 49-9 tc, 63-5 coupled
												MP 9800-9849 to MP 821000-821049
CGW	3011-3020!	10	140	FB	694	48-6!	53-6	54-3	GSI GC	11-63		GSI u/f (-) 017!, 43-3 tc
CG	11365-11379	15!	140	FB	705	49-0	53-6	54-3	GSI	-63		GSI u/f (3-63) 43-3 tc
												CG 11365-11379 to SOU 115282-115296 then NS 112000-112011 FS56
GN	160100-160129	30!	180	FB	720	48-7	53-6?	53-9	GSI	9=11-63		cast u/f 10" eocc (3-63), 42-0 tc, 57-11 coupled
												GN 160100-160123 to BN 620000-620023; 57-11 coupled
												GN 160103+160129 to BN 620700-620719 (20) 9-63
GN	160000-160009!	10!	140!	FM	689!	55-5	60-0	60-3	GSI	10-63		cast u/f 10" eocc (3-63) 003!, 48-6 tc, 64-5 coupled
												GN 160000-160009 bulkheads applied at St. Cloud in 1969 AFE 68-1037 55-5
												GN 160000-160009 to BN 616050-616059
SLSF	5600-5649!	50!	140	FB	729	48-6	53-6?	54-3	GSI	7=9-63		B-32552 u/f (4-63), 43-3 tc, 56-11 coupled
												SLSF 5600-5649 (29) remain in late 1980, assigned BN 615600-615628 but only 1 relettered
												SLSF 5602 to BN 615602 in about 10-82; 7-63
												SLSF 5604+5699 to SLSF 555604+555699 (41) in 1979-80 LP, (41) remain in late 1980, assigned BN 611240-611280 but few relettered
TP	821050-821099!	50!	137	FB	788	56-6	60-0	60-9	GSI	4-64?		32107,32066 u/f,end (10-63), 49-9 tc, 63-5 coupled
TP	815150-815189!	40!	100	FM	660	-	60-0	60-9	GSI	6-64		32107 u/f (10-63) 169!, 49-9 tc, 63-5 coupled
TP	818000-818009!	10!	140	FM	707	-	60-0	60-3	GSI	4-64		32548 u/f 10" eocc (10-63), 48-6 tc, 64-5 coupled
												TP 818000-818009 to MP 818000-818009 UP class F-70-53
												MP 818008-818009 FMS?

General Steel Industries continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
GN	160010-160059!	50!	140	FM	682	55-5	60-0	60-3	GSI	8,10-64	13	cast u/f 10" eocc (3-64) 055!, 48-6 tc, 64-5 coupled GN 160010-160059 bulkheads applied at St. Cloud in 1969 AFE 68-1037 GN 160010-160059 to BN 616060-616109; 64-5 coupled GN 160000-160059 apparently also to BN 617050-617109 after 1-80 BN 617083 8-64 cast u/f
GN	65700-65749	50!	100	FM	568	-	53-6	54-3*	GSI	9=10-64	14	cast u/f (3-64) 43-3 tc, 56-9 coupled *GN 65710-65719 Hy-Draft eocc GN 65700-65749 to BN 606723-606772
ACL	78400-78524!	125!	140!	FB	741!	48-6	53-6	54-3	GSI GC	10=12-64		32526,31046 u/f,end P-22 (4-64), 43-3 tc, 56-11 coupled ACL 78400-78524 to SCL 678400-678524 then SBD 601790-601913; sample ACL 78250 1-65 SCL 678420 10-64
RI	91800-91804	5!	140	FB	700	48-6	53-6	54-3	GSI	12-64	16	10" eocc lumber (4-64)
RI	91805-91811!	7!	140	FB	705	48-6	53-6	54-3	GSI	12-64	16	10" eocc wallboard (4-64) 42-0 tc, 57-5 coupled
RI	91812-91824!	13!	140	FB	740	50-6	55-0	55-3	GSI	10-64	17	10" eocc wallboard (4-64), 43-6 tc, 58-11 coupled
ACL	111700-111899	200!	154!	LP	562!	45-3!	49-7	50-4	GSI	2=5-65		32048,30962 u/f,end W-6 (4-64), 765-850!, 39-3.5 tc, 52-11 coupled ACL 111700-111899 to SCL 411700-411899 then SBD/CSXT 402934-403133
PRR	480350-480374!	25!	140	FM	708	-	60-0	60-9	GSI	12-64=1-65		F47 (2-64) 49-9 tc, 63-5 coupled PRR 480350-480374 to PC 716806-716830 and CR 716388-716413
TP	821100-821199!	100!	145!	FB	738!	48-6!	53-6	53-9	GSI	2,4,6-65	21	32778,32687 u/f,end, 10" eocc (6-64 MP) 155-178!, 42-0 tc, 57-11 coupled (6-64)
MP	duplicate?	(100!)	140	FM	772	-	53-6		GSI	9-65?		
MP	818010-818043!	34!	147	FM	710	-	60-0	60-3	GSI	8-65	22	32808 u/f 10" eocc (6-64 40!), 48-6 tc, 64-5 coupled
MP	818044-818046!	3!	147	FMS		-	60-0	60-3	GSI	-65	22	32808 u/f 10" eocc (6-64), 48-6 tc, 64-5 coupled
MP	828000-828062!	63!	140	FMS	769	-	60-0	60-3	GSI	6,10-65	23	32818 u/f 10" eocc (6-64), 48-6 tc, 64-5 coupled MP 818000+-828062 60!@760 2-65?, 40!@700 8-65?; UP class F-70-57
MP	823000-823039!	40!	174	FB	878	56-6	60-0	60-3	GSI	11-65	24	32823 u/f 10" eocc (6-64) 022!, 48-6 tc, 64-5 coupled
MP	822100-822159!	60!	178	FB	858	56-6	60-0	60-9	GSI	7=8-65	25	32838 u/f (6-64) 102! also 6-65 49-9 tc, 63-5 coupled
PRR	435455-435464!	10!	180	FW	710	25-3	47-3	48-8	GSI SLC	1=3,5-65		cast u/f F49 (7-64), 37-0 tc, 51-3.5 coupled PRR 435455-435464 to PC/CR 768152-768161

General Steel Industries continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
GN	160130-160139	10	180	FB	705	47-7	53-6?	54-3*	GSI	9-65	27	cast u/f (2-65) 43-3 tc, 57-1 coupled *GN 160130-160134 Hy-Draft 4" eocc, 160135-160139 Miner A-22-XL draft gear GN 160130-160139 to BN 620030-620039
D&RGW	22662-22761	100!	140	FB	754	48-6	53-6	53-9	GSI	3,10-65		GSI u/f 10" eocc (8-64) 7,755!, 42-0 tc, 57-11 coupled D&RGW? to DODX 36003A
ACL	111900-111913	14!	154	LP	554	45-2	49-7	50-4	GSI	7-65?		32048,30962 u/f,end W-6 (4-65), 39-3.5 tc, 52-11 coupled
ACL	111914-112113!	200!	154!	LP	556!	45-2	49-7	50-4	GSI GC	12-65,3=4-66		32797,30962-A u/f,end W-6, (5-65) 939-962!, 39-3.5 tc, 52-11 coupled ACL 111900-112113 to SCL 411900-412113 then SBD/CSXT 403134-403147 ACL 111754 9-65?
ITC	1500-1519	20!	140	FMS	615	-	53-6	54-3	GSI	1=2-66		(7-65)
NP	67175-67182	8!	154	FB	1090	48-6	53-6	54-3	GSI	1Q-66?		cast u/f 10" eocc (8-65) 190 FC 695 canopies and containers NP 67175-67182 to BN 635800-635807
KOG	822160-822225!	66!	178	FBS	834	56-6	60-0	60-9	GSI	6-66?	34	33173 u/f (9-65), 49-9 tc, 63-5 coupled K&OG 822160-822225 to MP 822160-822225
RI	91825-91874!	50!	140	FB	720r	48-6	53-6	53-9	GSI	5=6-66	35	cast u/f 10" eocc wallboard, (11-65) 827! <16423>, 42-0 tc, 57-11 coupled
GN	60400-60424!	25!	140!	FB	717!	48-6	53-6?	53-9	GSI	6-66	36	cast u/f 10" eocc, (4-66) 400-405!, 42-0 tc, 57-11 coupled GN 60400-60424 to BN 615040-615064!
D&RGW	20050-20056!	7!	230!	FB	785!	48-6	53-6	53-9	GSI	1-66		GSI u/f 10" eocc (11-65) 056!, 42-0 tc, 57-11 coupled calcium carbide containers D&RGW 20054-20055 changed to general service 7-68, copy. 185000
NP	67505-67514	10!	149	FB	705	48-6	53-6	54-3	GSI	3-66		cast u/f (11-65) NP 67505-67514 to BN 615422-615431
NP	62600-62689	90!	154	FM	616	-	53-6	54-3	GSI	3-66		cast u/f (11-65) NP 62300+62494 (6) and 62600+62689 (4) to NP 67233-67242 FB 50-0 Laurel 1967 then BN 615362-615371 NP 62600+62689 to NP 67243-67289 (47) FB 48-6 after 4-68 then BN 615372-615418 NP 62600+62689 to NP 67290-67292 (3) FB 49-4 after 4-68 then BN 615419-615421 NP 62600+62689 to BN 612900-612989
CGW	3021-3030!	10	140	FB	705	48-6!	53-6	54-3	GSI	6-66		GSI u/f (2-66) 025!, 43-3 tc

General Steel Industries continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
KOG	828063-828077!	15!	140	FMS	765	-	60-0	60-3	GSI GC	-66	42	33413 u/f 10" eocc (9,10-65), 48-6 tc, 62-11 coupled
												KO&G 828063-828077 to MP 828063-828077
KOG	821200-821299!	100!	144	FB	735	48-6	53-6	53-9	GSI GC	9-66	43	33433 u/f eocc (9,10-65), 42-0 tc, 56-5 coupled
												KO&G 821200-821299 to MP 821200-821299, some to LP
ACL	112114-112413!	300!	154!	LP	563!	45-2	49-7	50-4	GSI	11-66,2=4-67	44	32797,30962-A u/f,ends (3-66), 115-383!, 39-3.5 tc, 52-11 coupled
												ACL 112114-112413 to SCL 412114-42413 then SBD/CSXT 403348-403647
GN	160700-160744	45!	140	FB	725	56-8!	60-0	62-1	GSI	9=10-66		cast u/f 10" eocc, (11-65,5-66) 713-729!, 44-6 tc, 64-5 coupled
												GN 160700-160744 to BN 616110-616154
GN	160300-160324	25!	200	FB	798	56-8	60-0	62-1	GSI	10=11-66		cast u/f 10" eocc (11-65,5-66), 44-6 tc, 64-5 coupled
												GN 160300-160324 to BN 621200-621224
GN	160140-160169	30!	180	FB	798	48-6	53-6	53-9	GSI	12-66=1-67	46	GSI u/f 10" eocc (7-66), 42-0 tc, 57-11 coupled
												GN 160140-160169 to BN 620040-620069 then BN 628970-628999 aluminum ingots; 57-11 coupled BN 628970 12-66
RI	91875-91924!	50!	140!	FB	737!	48-6	53-6	53-9	GSI	6=7-67!	47	GSI u/f 10" eocc wallboard, (12-66) 900!, 42-0 tc, 57-11 coupled
												RI 91875-91924 to RI 92600-92602 in 1972 and RI 92775-92789 FBS cable reel in 1972 RI 91875-91924 to UP 259475-259524 (50) in 1980 F-70-34 499!
RI	92500-92549!	50!	170!	FMS	900	-	61-3	65-0	GSI	7=9-67!	48	cast u/f 10" eocc (12-66) 528!
												RI 92500-92549 to UP 215650-215699 in 1980 F-100-16; 69-5 coupled
RI	92200-92209!	10!	180	FB	800	56-6	60-0	60-3	GSI	7-67!	49	cast u/f 10" eocc (12-66 140), 44-6 tc, 64-5 coupled
												RI 92200-92209 to RI 92790-92799 cable reel in 1972 then UP 259590-259599 at random in 1980 F-100-15
KOG	821980-821994!	15!	185	FB	760	48-8!	53-6	53-9	GSI GC	12-66	50?	33303 u/f 10" eocc (9,10-65), 994!, 42-0 tc, 57-11 coupled
KOG	821995-821999!	5!	185	FBS	760	47-2	53-6	53-9	GSI GC	12-66?	51?	33303 u/f 10" eocc alum ingot, (9,10-65), 42-0 tc, 57-11 coupled
												KO&G 821980-821998 to MP 821980-821998
NS	620-627	8!	140	FB	725	48-6	53-6	53-9	GSI	1-67		33422? 10" eocc (5-66), 42-0 tc
												NS 620-627 to SOU 118215-118222
NP	67515-67524	10!	200	FB		48-6	53-6	53-9	GSI	1-67		cast u/f 10" eocc (9-66) 517!
												NP 67515-67524 to BN 615468-615471

General Steel Industries continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
TP	734800-734999!	200	200	LP	588	47-0	51-7	52-4	GSI	8=11-67	53	33728 u/f (-) 816!, 41-3.5 tc, 54-11 coupled
												TP 734800-734999 to MP 734800-734999 in about 1979-80; 54-11 coupled TP 734800+734999 to GILX 1001-1143 (143) in 1992-93 then MVKX 1001-1143 in 2000/ MVKX 1006-1007,1015,1019.1021-1023,1028,1035,1038,1040,1044,1046-1047,1052,1054 1062,1064,1067,1070-1073,1075,1077-1078,1080,1082-1085,1087,1095,1098,1100, 1102,1106,1108-1109,1111,1113-1115,1117,1119,1120,1123,1127,1129-1131,1133, 1136,1139-1140 vacant at CSX c.c.
TP	821300-821374!	75!	142	FB	760	48-6	53-6	53-9	GSI	12-67	54	33773 u/f 10" eocc (9-67), 330-362! 42-0 tc, 57-11 coupled
TP	822226-822300!	75!	172!	FB	883!	56-6	60-0	60-3	GSI	1=2-68	55	33818 u/f 10" eocc (9-67) 229!, 48-6 tc, 64-5 coupled
												TP 822226-822300 to TP 823040-823114 then MP 822226-822300 and 823040-823114 MP 823081 1-68
TP	828078-828127!	50!	140	FMS	812	-	60-0	60-3	GSI	2-68	56	33838 u/f 10" eocc (9-67), 48-6 tc, 64-5 coupled
DODX	39810-39819	10!	280	FDS	1300	-	-	58-4	GSI	2-69		cast u/f USA Mobility Command, (6-68) 812!
MP	823115-823214!	100!	172!	FB	879!	56-6	60-0	60-3	GSI	2-69	58	33779 u/f eocc (9-68) 174!, 48-6 tc, 64-5 coupled
MP	823215-823309!	95!	200	FB	866r	56-6	60-0	60-3	GSI	4-69!	59	33779 u/f 10" eocc, (9-68) 261-267!, 48-6 tc, 64-5 coupled
												MP 823267 4-69 MP 823291 1-69
MP	823310-823314!	5!	172!	FB	830!	56-6	60-0	60-3	GSI	5-69	59A	34240 u/f 10" eocc (9-68) 310!, 48-6 tc, 64-5 coupled
												one-piece cast bolsters and center sill?; side and end sills welded various MP to KCS 715020-715039 (20) 174 FB 56-6 GSI 6-69 032-038! s.h. via Helm after 1-85 <19285>
MP	819900-819999!	100!	189!	FMS	720!	-	60-0	60-1	GSI GC	6=8-69	60!	33999 u/f 15" FM HD-E, (9-68) 900-973!, also 9-69', 44-6 tc, 65-0 coupled
												MP 819900+819999 to WC 39512-39519; UP class F-100-31
NP	66100-66244	145!	153!	FM!	646!	-	60-0!	60-3	GSI GC	9=12-69		cast u/f 10" eocc Cuyuna Realty, (12-68) 107-242!
												NP 66100-66244 to BN 610214-610358
NP	67595-67599	5!	148	FB	720	56-8	60-0	62-1	GSI	12-69		cast u/f 10" eocc Cuyuna Realty, (12-68,10-69)
												NP 67595-67599 to BN 616230-616234

General Steel Industries continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft. I.L.	I.L. Sills	O.L. Strkrs.	Bldr.	Date	Ref.	Notes
BN	621050-621099!	50!	178	FBS	824	48-11	53-6	53-9	GSI GC!	3=4-70		GSI u/f eocc? (1-70) 092!
												BN 621050-621099 \$25805 <5680> to BNSF 552027-552066 "built by Vancouver Car Shop" on bulkhead
SCL	110000-110499	500!	154	LP	561	45-2!	49-7!	50-4	GSI GC	5=10,12-70		34457 u/f LP-1 (2-70) 271!, 39-3.5 tc, 52-11 coupled
												SCL 110000-110499 to SBD/CSXT 401660-402153; <5896-5904>
CIRR	4000-4011	12!	154	LP	560	45-2	49-7?	50-4?	GSI	7-70?		(4-70) 52-11 coupled
DODX	39820-39823	4!	280	FDS	1290	-	-	58-4	GSI	10-70		cast u/f (6-70) 821!
CCR	3010-3015	6!	140	LP	560	45-6	49-7?	50-4	GSI	12-70?		cast u/f (10-70)
DODX	39824-39829	6!	280	FDS	1300	-	-	58-4	GSI	1-71		cast u/f (11-70) 827!
C&S	300-349!	50!	140!	FB	743!	48-6			GSI GC	5-71		(-71) 333!
												C&S 300-349 \$19820 <6285> to BN 617175-617224 in order <6285-B>; 59-11 coupled BN 717211 5-71
BN	616000-616034!	35!	140!	FB	743!	48-11	53-6	53-9	GSI GC	6-71		cast u/f 10" eocc (-71) 027!
												GN 616000-616034 <6194>
BN	616035-616049!	15!	100!	FBS	790!	48-11	53-6	53-9	GSI GC	6-71		cast u/f 10" eocc (-71) 038!, 70-ton, 57-11 coupled
GEX	2008-2009	2	462	FD	25-0				GSI?	9-71		ptd. JFF DULGA 4-81 (-) 009!
												not listed 1-74
BN	629437-629498	62	180	FBS		56-8			GSI GC	8=9-72		cast u/f 10" eocc green, (5-72 63!) 457-475!
												BN 629437-629498 to BNSF 552208-552258; 64-5 coupled BNSF 552244 9-72 GSI
SHCorp	?	4!	200	FW		-			GSI			(-72) Sandy Hill
GEX	50000-50001	2!	189	FMS		53-6			GSI TRRA	10-72		000! (-72) 58-6 coupled
DODX	38851-38854	4	160	FW	23-0				GSI GC	11=12-72		cast u/f (-) 851-853! 854!, added 1975?
MP	not built?	(100!)		FB		-			GSI			(9-72)
												about 4300 railcars built

Cast Steel Underframe Railcar Production

St. Louis Car

The following production list includes railcars produced by St. Louis Car. Most of their railcar production involved light rail equipment for trolley, subway, elevated, and interurban lines. They also produced a wide variety of other vehicles including airplanes, trolley buses, buses, automobiles, and landing craft, most of which shared a common job number system. The most noteworthy of several books already published on this company is *From Horsecars to Streamliners* by Alan R. Lind which includes an 1898 to 1972 production list.

The following is a compilation of all the orders I could identify from information on the internet and in my library. It should include all railcar orders starting with 1400. The earlier part of my list is fragmentary, but should include most of the locomotives, passenger cars, and freight cars sold to interchanging railroads. Even Lind's list omits the first decade of production.

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
TCCo	?	?							StLC			Topeka Car Co.
GH&SA	700-705			PA			51-8		StLC	-90		wd. 8-whl. ex GH&N 5-10?
Milwaukee	451								StLC	-92		
Brooklyn	104+160								StLC	-94		
				104-117,152-160								
PRT	44			EA					StLC	-94		
				Philadelphia Rapid Transit 44 to Bucks County Electric Railway						16 in 6-12		
Green Bay	174-176								StLC	-95		
Brooklyn	169-176								StLC	-95		
R&W	42-47	6		EA					StLC	-95		
				Reading & Womelsdorf								
M-R-K	1o11			EA					StLC	-96		Milwaukee-Racine-Kenosha
Brooklyn	2605-2641								StLC	-96		16+21
Brooklyn	370-399								StLC	-98		
Brooklyn	1800-1849								StLC	-98		
				Brooklyn 1800-1849 to 2400-2449								
Brooklyn	2200-2259								StLC	-98		
Brooklyn	510-549								StLC	-99		20+20
Brooklyn	600-674								StLC	-99		
RT	121-132	12		EA					StLC	-99		
				Reading Traction								
NESRy	10-14!	5!		EA			25-		StLC	-99	10	(10-98)
				Newton Electric Street Railway; later Bucks County Electric Railway								
BHRR	200-274	75				12b			StLC		12	(12-98)
				Brooklyn Heights Railroad								
Ca&SRy	120-134	15		EA			38-		StLC		15	(-98)
				Camden & Suburban Railway, NJ								
TMERL	171-195!	25		EA					StLC	-99	23	(1-99)
WCRy	351-356	6		EA					StLC	-99	38	open (3-99)
				Wilmington City Railway; later Wilmington & Chester Traction								
BHRR	1700-1749	50		EA			25-		StLC	-99	39	(3-99)
				Brooklyn City Railroad leased to Brooklyn Heights Railroad								
CCRy	2411-2470	60		EA					StLC		62	4-whl. closed (7-99)
				Chicago City Railway								
TMERL	196-225	30		EA					StLC	-00	76	(9-99)
StLTCo	2000-2199	200		EA		14b			StLC		83	(-99)
				St. Louis Transit Co.								
UTCofI	200-203	4		EA			28-		StLC		85	(12-99)
				Union Traction Co. of Indiana								
IRCo	206+			EA					StLC	-00	?	
				Indiana Railway Co.								

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
CERy	400e498	50		EA					StLC	-00	90	(12-99)
				Cleveland Electric Railway								
IofT	1-20	20		EA					StLC		91	Isle of Thanet, England (12-99)
IofT	21-40	20		EA					StLC		95	Isle of Thanet, England (12-99)
?	?	1							StLC		109	Dublin, Ireland
MeSRy	627-676	50		EA			30-		StLC		190	(3-00)
				Metropolitan St. Ry. (KCMO)								
TMERL	226-275	50		EA					StLC		113	(3-00)
?	?	5		EA?			34-		StLC		134	Port Chester & Stamford (8-00)
BE	034-078	45		P					StLC	"-99"	137	(9-00)
CCR	2501-2505	5		EP					StLC	1901	138	(9-00)
				Chicago City Rwy.								
LVT	137-171	35		EA					StLC		152	(1-01)
RT	133-139,141	8		EA					StLC	-00		nee Chester?
LVT	172-211	40		EA					StLC	-01	162	(1-01)
				LVT 187+ to NJ&PT 209-212 in 1901-02								
				Lehigh Valley Traction								
LVT	Electra	1		EP					StLC		178	private (9-01)
CRCo	356-370!	15!		EA	241	60p	37-7		StLC	6=7-01	179	open (2-02)
				Columbus Railway								
MeSRy	"386-460"	50		EA					StLC		190	closed (4-01)
				Metropolitan St. Ry. (KCMO)								
CCR	2506-2625	120		EP					StLC	1901-02	207	(6-01)
				Chicago City Rwy.								
NWE	139-146,53-59	15!		EP					StLC	-01	216	wd 8-whl (8-01)
				Lake St. Elevated to CRT 3139-3149								
NWE	216-235,235-259	45!		ET					StLC	-01	217	wd 8-whl (8-01)
				North - West El, Chicago								
				Lake St. Elevated to CRT 3216-3235								
				NWE later 53-59, 235-259 to CRT/CTA 053-1059,1235-1259								
BE	0121-0150	30!		EP					StLC	-01	223	wd 8-whl (9-01)
				Boston Elevated; listed as Wason?								
LARy	230-259	30		EA					StLC		225	(10-01)
LA&PE	200-229	30		EA	561	48p	43-1		StLC	-01=-02	226	(10-01)
				LA&PE 200-229 to PE 500-529 in 1907								
				Los Angeles & Pasadena Electric Railway								
P&ML	150-154	5		EA					StLC		227	(10-01)
				Pasadena & Mount Lowe Railway								
StChSt	?	30		EA					StLC		232	(10-01)
				St. Charles Street Railroad (LA)								
SLC	?	20		F			65-		StLC		243	

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
StLTCo	600-699	100		EA					StLC		244	(1-02)
				St. Louis Transit Co.								
PE	250-269	20		EA			48-		StLC	-02	254	semi-open (1-02)
				PE 250-269 to 300-319 in 1907								
CRCo	395-414!	20		EA		60p	37-6		StLC	9-02	255	open
				Columbus Railway								
SF&NP	301-307	(8)		EP					StLC		?	wd 8-whl (-02) to CalNW
SF&NP	"320-329"	(9)		EP					StLC		?	wd 8-whl (-02) to CalNW
EStL&S		12!		EP					StLC		?	wd (-02)
B&MR	10-12!	3		P					StLC	-02	260	wd. (2-02)
				B&MR 10-12 to CB&Q 12150-12152								
EStL&S	13-24	12!		EP			40-		StLC	-02	261	wd 8-whl (-02)
PRCo	3001-3060	60		EA					StLC		262	(2-02)\
IVRy	201o207	4		EA			20-		StLC		264	(2-02)
				IVRy to CO&P								
LARy	260-294	35		EA					StLC		276	(3-02)
PE	155-158	4		EA			34-		StLC		287	(3-02)
				PE 158 to PE 01 then PE 284								
				PE 155-157 to PE 285-287								
TMERL	276-325!	50		EA					StLC	-03	295	street (4-02)
TMERL	1001-1025!	25		ET?			48-7		StLC	-03	300	baggage? (4-02)
FJG	100-107	8		EA					StLC		317	(7-02)
MeSRy	100-124	25		EA					StLC		327	(8-02)
				Metropolitan St. Ry. (KCMO)								
StL&S	100-119	20		EA					StLC		329	(8-02)
CCR	2701-2780	80		EP					StLC	-03	331	(8-02)
				Chicago City Rwy.								
NSRR	501-509	9!		EP			40-5		StLC	-02	339	wd. 8-whl. (10-02,-03)
				NSRR 501-509 to NWP 350-358 in order in 1913-14; some EMB, EC								
NSRR	101-112	12!		ET			50-3		StLC	-02	340	wd. 8-whl. (10-02,-03)
				NSRR 101-112 to NSRR 201-212								
				NSRR 204-212 to NWP 320-328 motor in 1913-15								
				NWP 301-302 similar?								
				North Shore Railroad (to NWP)								
TMERL	99								StLC	-04		
				former Milwaukee Northern in 1928								
PE	270-299	30		EA					StLC		351	(12-02)
				PE 270-299 to PE 320-349 in 1907								
IRT	2060-2119	60!		ET		52p	51-2		StLC	1903-04	356	composite (12-02)
				converted to EP								
IRT	3140-3279!	140!		EP	738	52p	51-2		StLC	1903-04	356	composite (12-02)
LARy	295-329	35		EA					StLC		357	(1-03)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
CRCo	435-454!	20		EA		60p	37-7		StLC	5=6-03	362	open (1-03)
				Columbus Railway								
FJG	150-153	4		ET					StLC		365	(1-03)
MeSRy	125-154	30		EA					StLC		371	(3-03)
				Metropolitan St. Ry. (KCMO)								
StLTCO	2200-2249	50		EA					StLC		377	(3-03)
				St. Louis Transit Co.								
StL&S	200-249	50		EA					StLC		378	(-03)
IRCo	51-56	6		EA					StLC	-04	379A	(12-03?)
				Indiana Railway Co.								
StLT	2250-2649	400		EA					StLC		383	(3-03)
				St. Louis Transit Co.								
LA&RRy	5-7,9	4		EA					StLC		384	(4-03)
				LA&R 5-7,9 to LA&R 101-104 in 1908PE 430-433 in 1911 Los Angeles & Redondo Ry.								
LA Ry	330-359	30		EA					StLC		385	(-03)
URofSF	1300-1349	50		EA					StLC		390	(-03)
TMERL	326-375!	50		EA					StLC	-04	395	street (-03)
LPE	1-6+	10							StLC		398	La. Purchase Expo (7-03)
MeSRy	155-184	30		EA					StLC		399	(5-03)
				Metropolitan St. Ry. (KCMO)								
BE	0151-0174!	24!		P					StLC	-04	407	
				Boston Elevated								
NWE	700-734!	35!		ET					StLC	-03	408	wd. (7-03)
				North - West El, Chicago; too many numbers; to CRT 1700-1734								
TMERL	Milwaukee	1		EA					StLC	-04	413	private John I. Beggs
				TMERL Milwaukee to TMERL 1000 funeral in 1912								
?	Alabama	?		PV					StLC	4-05	414	(-03)
				H.E. Huntington; used on PE								
PE	300-319	20		EA					StLC		422	(6-03)
				PE 318-319 to 07,06 in 1906 PE 300-317 to 350-363,02-05 in 1907								
CUT	4625-4724	100		EA					StLC		423A	
				CUT 4630-4834 to? CRwy 1101-1305 CUT 4630-4952 built 1903-06 to CSL 1101-1423 Chicago Union Traction								
LPE	?	1		MA					StLC		429A	U.S. RPO
EStLRy	79-98	20		EA					StLC		431A	(1-04)
MeSRy	185-219	35							StLC		433	(-04)
				Metropolitan St. Ry. (KCMO)								
LPE	51-100	50		EA					StLC		435	
				La. Purchase Expo/Intramural Rwy.								

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
LAP	200-209	10		EA			40-		StLC		443A	(2-04)
				LAP 200-209 to PE 550-559 in 1911								
TMERL	1201-1230!	30		ET					StLC	-04	448	(3-04)
LAI Ry	130-141	12		EA					StLC		451A	(3-04)
				LAI Ry 130-141 to LAI 830-841 in 1904-05 then LA Ry 208-212,215-221 in 1910								
LAP	210-219	10		EA					StLC		470A	(6-04)
				LAP 210-219 to PE 560-569 in 1911								
ME	1365-1414!	50!		EP	401	48p	47-1		StLC	-04	471	(8-04)
				Manhattan Elevated to IRT; nee trailer								
EStLRy	125-139	15		EA					StLC		476	(7-04)
URofSF	1350-1374	25		EA					StLC		478	(7-04)
LARy	360-389	30		EA					StLC		479	(7-04)
CUT	4835-4952			EP					StLC	-05		
				CUT 4835-4952 to? CRwy 1306-1423								
CTA	3101-3102,3119	3							StLC	-05		replacements
SJ&GI	12-13!	2!		MB			70-		StLC	8-05!	514	wd 12-whl (-04,-05)
LoRyCo	910-921	12		EA					StLC		515	(12-04)
				Louisville Railway Co.								
W&JSR	50	1		EB					StLC		516	(12-04)
				Warren & Jamestown St. Ry.								
ML&T	310	1		PB			58-9		StLC	-05	517	wd 8-whl
GH&SA	321-325,335?	6?		PB			59-9		StLC	-05	517	wd 8-whl 322-325,335!
ML&T	389-390	2		PB			58-9		StLC	-05	517	wd 8-whl "Pullman" in ICC report
LW	391-394!	4		PB			58-9		StLC	-05	517	wd 8-whl
T&NO	395-398!	4		PB			58-9		StLC	-05	517	wd 8-whl
GH&SA	399!	1		PB			59-9		StLC	-05	517	wd 8-whl
H&TC	56-61?	6?		PB			60-0		StLC	-05	517	wd 8-whl 57,59-61!
		(26!)		total SP (12-04); 24 above; 26! job 517								
SP	1481-1493	13!		PC			60-0		StLC	-05	518?	wd chair 8-whl
SP	1783-1799	17!		PC			60-0		StLC	-05	518?	wd chair 8-whl
CP	1880-1899	20!		PC			60-0		StLC	-05	518?	wd chair 8-whl
		(50)		total SP (-05); 30! job 518								
SPLA&SL	514-523!	10!		PB			60-		StLC	6-05!	519!	wd 8-whl (12-04)
SPLA&SL	307-314!	8!		PC			60-		StLC	6-05!	520!	wd 8-whl chair (12-04)
SPLA&SL	153-162!	10!		B			60-		StLC	6-05!	521!	wd 12-whl (12-04) 169 later?
SPLA&SL	80-87!	8!		MA			60-?		StLC	6-05!	522	wd 12-whl (12-04)
				builder lists shows 6 cars, no numbers								
OR&N	132-139!	8!		PC			60-0		StLC	6-05!	523!	wd 8-whl (12-04)
				OR&N 132-139 to OWR&N 2430250! then OWR&N 838-845!								
PCo		10!		P					StLC		526	wd (5-05) 10+10+10+22 other
KCS	176-180!	5!		P			60-		StLC	-05	527	wd (2-05)
KCS	211-214!	4!		PC			60-		StLC	-05	528	wd (2-05)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
KCS	12-15!	4!		B			60-7		StLC	-05	529	wd (3-05)
LARy	390-429	40		EA					StLC		531A	(5-05)
SaECo	450-457	8		EA					StLC		532A	(5-05)
				Savannah Electric Co.								
LAP	220-229	10		EA					StLC		533A	(3-05) same as (7-04 PE?)
				LAR 220-229 to PE 570-579 in 1911								
SI		18!							StLC			(9-05)
				Spokane International								
CUT	4770-4829	60		EA					StLC		541	(-05)
				CUT 4630-4834 to? CRwy 1101-1305								
				Chicago Union Traction								
TMERL	376-425	50		EA					StLC	-05	548	street (5-05)
LAP	230-239	10		EA					StLC		551A	(5-05)
				LAP 230-239 to PE 580-589 in 1911								
PRCo	3400-3499	100		EA					StLC		554A	(5-05)
URofSF	1375-1424	50		EA					StLC		556	(5-05)
ITS	1052-1053	2		EB			51-0		StLC	-06	559	(5-05)
ITS	named	3					61-6		StLC	-06	560	(5-05)
				Missouri, Illinois, Indiana; to 233 in 1909, 258-259 in 1910								
				ITS 233 800 48p 52-6								
				ITS 258-259 940 60p 62-0 Corn Belt Limited Illinois and Indiana								
ITS	225-231	7		EA			55-9		StLC	-06	561	scs rebuilt 1919; 1910? (5-05)
				ITS 226-232 listed 1-29								
				ITS 258 StLC -06, 54-6 rebuilt 1923 listed 1-29								
CUT	4830-4834	5		EA					StLC		566	(6-05)
LAIry	142-151	10		EA					StLC		567A	(6-05)
				Los Angeles International Railway								
LARy	430-469	40!		EA					StLC		568	(6-05)
				Los Angeles Rwy.								
				may include PE 800-889 used for LA; PE 250-329,336-386 to PE 800-929; 909 to 1357; 398 scp. 1911								
LAP	240-249	10		EA					StLC		569	(6-05)
				LAP 240-249 to PE 590-599 in 1911								
PE	320-329	10!		EP			48-		StLC		570	(6-05,2-06)
				PE 320-329 to PE 364-373 in 1907 then PE 865-870,802,862-863,860 in 1911								
A&WP	55-58	4!		P			66-	74-0	StLC	-06	579	wd 12-whl (7,9-05) 8-whl.?
				A&WP 55-58 (2) first class, (2) second class								
P&W	1-22	(22)		EA					StLC	-05?	580	(7-05)
				Philadelphia & Western; original order was for 22 coach and 2 baggage								
				coach cars diverted to URSF/San Francisco (12), Sacramento Northern (4), Eric (6)								
				baggage cars accepted by P&W and converted to line cars including 401								
URofSF	1-12	12		EP					StLC		580-1	(-06)
ERIE	3100-3103	4!		EP	965		40-0	51-4	StLC	11-06	580-2	scs 8-whl A-24 (6-06)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
ERIE	3104-3105	2!		EC	965	34p	40-0	51-4	StLC	11-06	580-2	scs 8-whl F-10 (6-06 1!, -06 1!)
				these apparently diverted from earlier P&W order								
NECo	250-253	4		EP					StLC		580-3	(-07)
				Northern Electric Co.								
P&W	101-102	2		EB					StLC		581	(10-05)
				P&W 101-102 to 1-2 then 401-402								
P&W	103	1		EB			50-		StLC		582	(10-05)
				P&W 103 to 3 then 300								
URofSF	cancelled?	(100)		EA					StLC		585	(8-05)
IRT	3342?	1		EA			28-		StLC		588	(8-05)
SOU	1360-1363	4!		P			66-		StLC	-06	593	wd 12-whl (9-05)
LoRCo	980-999	20		EA							598	(10-05)
				Louisville Ry. Co.								
NYC&HR	4300-4354	1!		EP					StLC	-07	600	stl 8-whl lot 652 (-)
				NYC&HR 4300+4348 trailer to NYC 4124								
NYC&HR	"	48!		EP					StLC	-07	600	stl 8-whl lot 653 (2-06 55!)
				NYC&HR 4300+4348 trailer to NYC 4124-4154 in ?								
				NYC&HR 4300+4348 trailer to NYC 4155-4172 in 1916-17								
				NYC&HR 4349-4354 trailer to NYC 4350-4355 passenger-baggage motor in 1913?								
				job 600 nee 3124 EP and 3346-3399 ET; see job 670								
MeSRy	261-285	25		EA					StLC		612	(2-06)
				Metropolitan St. Ry. (KCMO)								
TMERL	426-500!	75		EA					StLC	-06	615	street (1-06)
SpTCo	?	8		EA					StLC		616	(12-05)
				Spokane Traction Co.								
TMERL	1231-1260!	30		ET					StLC		619	(1-06)
?	?	35							StLC		624	Rio de Janeiro (2-06)
ERIE	1800-1824	25!		PB	866		60-0	67-11	StL	7=8-06	626	wd.! 8-whl A-22 (2-06)
				some later s.s.								
CRCo	507-516	20		EA		60p			StLC	3-06	627	open Columbus Railway
A&WP	59-60	2!		P			66-		StLC	-06	628	wd. 12-whl. (2-06)
A&WP	38	1!		C			70-11		StLC	-07	629?	wd. 12-whl.? (2-06)
				8-whl. baggage								
A&WP	402	1!		DA			72-		StLC	-06	?	wd 12-whl (-06,-07)
				A&WP 402 later parlor cafe								
ITS	1010-1014	5		BX					StLC		640	(3-06)
APCCo	?	2		PS					StLC			12-whl. (-06)
				American Palace Car Co.								
NJ&PT	14	1		EA					StLC	-06	651	(3-06)
				New Jersey & Pennsylvania Traction								
LARy	470-569	100		EA					StLC		663	(4-06)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
PE	335-386!	52		EA			49-		StLC		664	(5,7-06)
												PE 336-373 to PE 387-424 in 1907 then PE 813+850 in 1911 PE 374-386 to PE 800-801,867,803-812 in 1911
TMERL	1101-1110!	10		EP					StLC	-07	665	(12-05)
												TMERL 1102-1110 former Chicago & NY Electric Airline 20-21,50-51,60,80-83 TMERL 1107-1109 to TMERL 1130-1132 TMERL 1102-1106 to TMERL 1137-1141
WRy&E	235-274	50		EA					StLC		667	(4-06)
												Washington Railway & Electric Co. (DC)
NYC&HR	3394-3399	6!		EMB			60-		StLC	-10	670	stl 8-whl lot 654 (6-06 6!)
												nee baggage?; to 4394-4399; see job 600 NYC&HR 3000-3399 (180) electric coaches listed 2-09 NYC&HR 3000-3399 (64) coach, 4000-4124 (74) coach, 4300-4354 (41) trailer, 4394-4399 (6) mail-baggage (185) total listed 11-10
ITS	300-309?	9		EA		55p	56-4	59-3	StLC	-07	671	scs (5-06)
												ITS 300-301,305-306,308 listed 1-29; see job 679A? ITS 306,308 rebuilt 1919
ITS	233-239?	7		EA	800	48p	52-6	55-6	StLC	-06	672	(5-06) see job 561
												scs rebuilt 1919; 1910?
ITS	1054-1056	3		EB			54-1		StLC	-06	673	scs rebuilt 1919; 1908? (6-06)
RIS	301	1		B			43-		StLC		676	(-06)
IVRy	300	1		B			50-		StLC		679A	(6-06)
												Illinois Vallet Railway; later CO&P subsidiary of ITS
P&W	25-46!	22		EA			46-		StLC	-07?	680	(-06)
												Philadelphia & Western
URofSF	1550-1649	100		EA					StLC		682	(=-06)
LAP	700-749	50		EA					StLC	-07	683	
												LAP 700-749 to PE 950-993
LAP	cancelled	(50)		EA							684	
												Los Angeles Pacific
ITS	1015-1026	12		X					StLC		687	(7-06)
ERIE	?	1		B			60-1		StLC		695	(-)
URofSF	1650=-1749	100		EA					StLC		697	(-06)
URofSF	cancelled?	50							StLC		698	(-06)
CP	1186-1189	4!		PB			60-0		StLC	-07	706!	wd 8-whl (-06)
CP	1247-1251	5!		PB			60-0		StLC	-07	706!	wd 8-whl (-06)
CP	1313-1323	11!		PB			60-0		StLC	-07	706!	wd 8-whl (-06)
SPC	1351-1359	9!		PB			60-0		StLC	-07	706!	wd 8-whl (-06)
SPC	1632-1636	5!		PB			60-0		StLC	-07	706!	wd 8-whl (-06)
SPC	1649-1651	3!		PB			60-0		StLC	-07	706!	wd 8-whl (-06)
SP	1652-1669	18!		PB			60-0		StLC	-07	706!	wd 8-whl (-06) 1665 vacant
GH&SA	706-720	15!		PB			59-9		StLC	-07	706!	wd 8-whl (-06)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
ML&T	721-725	5!		PB			59-9		StLC	-07	706!	wd 8-whl (-06) 721,724 to CV
LW	726-730!	5!		PB			59-9		StLC	-07	706!	wd 8-whl (-06) 729 to CV
OR&N	145-154!	10!		PB			60-0		StLC	9=10-07!	706!	wd 8-whl (-06)
				OR&N 145-154 to OWR&N 256-265 then OWR&N 851-860								
OSL	170-174!	5!		PB			60-0		StLC	11-07!	706!	wd 8-whl (-06)
				OSL 170-174 to OSL 64-68! then OSL 649-653!								
				OSL 652 to 1323 then 01667 boarding StLC 10-07								
UP	523+577!	15!		PB			60-0	72-0	StLC	8=9-07!	706!	wd 8-whl (-06) short by 2
				UP 523,528,565-574,577! listed 9-14 along with 519								
CRYyP	2000+2009?	3!		P			60-?		StLC		706!	wd 8-whl (-06) to SPM
		(113!)		coach ordered 10-06								
GH&SA	731-734!	4!		PB			59-9		StLC	-07=-08	706!	wd 8-whl (1-07)
				GH&SA 731-732,734 converted to CV; add-on order								
OSL	231-235!	5!		PC			60-0		StLC	3-08!	707	wd 8-whl chair (10-06)
				OSL 231-235 to OSL 1322-1326!								
				OSL 1322-1324 to 01671,01667,01672 in 4,4,5-28								
O&C	5005-5006	2!		MB			60-7		StLC	-08	708	wd 8-whl (10-06)
OR&N	20-22!	3!		MB			60-7		StLC	7,12-08!	708	wd 8-whl (10-06)
				OR&N 20-22 to OWR&N 40-42! then OWR&N 2410-2412!								
CRYyP	2700+2703?	2!		MB					StLC	2-08?	708	wd 8-whl (10-06) to SPM
GH&SA	194-195	2!		MB			60-0		StLC	-08	708	wd 8-whl (1-07) 195 baggage
				GH&SA 194-195 nec 197-198?; 30' RPO; add-on order								
OSL	519-523!	5!		MB			68-11		StLC	4-08!	709	wd 12-whl (10-06)
				OSL 519-521 to OSL 2311-2313 in 1915; other 2?								
O&C	4400-4401	2!		MA			60-7		StLC	5-08?	710!	wd 12-whl (10-06,)
				O&C 4400-4401 to O&C 5007-5008 MB su?; "Pullman" in RA								
CUT	4835-4952	118		EA					StLC		715	(-06)
BERy	5091-5190	100		EA					StLC	-07=-08	719A	(9-07)
				Boston Elevated Railway								
NN	1-3!	3!		PB			60-0		StLC	-08	721	wd. 8-whl. (11-07)
				Harriman specs.								
MeSRy	291-310	20		EA			46-6		StLC		722	(8-07)
MeSRy	1101-1125	25		ET			25-		StLC		725A	(6-07)
PHB&NC	101-112	12		EP					StLC		729A	(1-08)
LARy	570-619	50		EA					StLC		731	(1-08)
FCRy	3350-3399	50		EA					StLC	-07	732	(8-07)
				Forest City Railway, Cleveland OH; r# 950-999								
IRT	11,242	2!		EP	431	48p	47-2	47-4	StLC	1907	744	ME (10-07)
IRT	1415-1528	114!		EP	585	44p	47-1	47-4	StLC	1907-08	744	ME (10-07)
				Manhattan Elevated								
PRCo	3500-3549	50		EA					StLC		748	(4-07)
ACMCo	15?	1		EA			40-		StLC		750	(-07)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
WRy&E	425-449	25		EA			28-		StLC		752	(5-07)
				Washington Railway & Electric Co., DC								
SBVT	21-22	2		EA					StLC		756	(5-07)
				SBVT 21-22 to PE 145-146 in 1911								
				San Bernardino Valley Traction Co.								
ARCo	1-10	10		EP			57-		StLC		758	(-07)
				1-10 to 350-359 in 1913								
ARCo	51-52	2		BX					StLC		759	(-07)
				51-52 to 551-552 in 1913								
				American Railroad Co.; American Railways; Texas Traction Co.; used on Texas Traction Co.								
ArSRy	1-10	10		EA			30-8		StLC		761	(6-07)
				Ardmore Street Railway								
PRCo	6000-6005	6		ET					StLC		762A	open (-07)
NWP	310-311	2!		EP			50-3		StLC	-08	763	wd 8-whl (-07)
NWP	512-513	2!		EC			40-5		StLC	-08	764	wd 8-whl (-07)
				NWP 512-513 to NWP 360-361 in 1914								
NWP	213-220	8!		ET			50-3		StLC	-08	765	wd 8-whl (-07)
				NWP 213-220 to NWP 312-319 at random in 1910-13								
FDDM&S	86,88	2		EA			28-		StLC		773	(8-07)
UL&R	410-459	50		EA			28-		StLC		774	(8-07)
				Utah Light & Railway								
BB	?	10							StLC		780	
BB	?	2							StLC		781	
				Bytton Brothers								
	cancelled										782	
D&I	M151-M158	8		EP					StLC		783	interurban (1-08)
D&I	201-204	4		ET					StLC		784	(1-08)
				Denver & Intermountain								
AVSRy	40-43	4		EA					StLC	-08	791!	(5-08)
				Allegheny Valley Street Ry.								
CC&U	100	1		P					StLC	-09	793	steam car
				Kobusch-Wagenhals/Crystal City & Ulvada								
SECo	588-601	14		EP			47-		StLC		794	
SECo	260-285	26		ET			40-		StLC		795	
				Seattle Electric Co.								
WBR	Warren Bisbee	1							StLC		796	4-whl.
				Warren Bisbee Railroad								
SLM&S	cancelled	8		EP			45-6		StLC	~4-13!	797	interurban (6-08)
				built as job 1087, 1185								
SLM&S	cancelled	2		EB			45-		StLC		798	interurban (2-08)
				built as L&PS and TSRy								
				St. Louis, Montesano & Southern								

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
SD&EER	25-28	4		EA					StLC		799	4-whl. (6-08)
				Sterling, Dixon & Eastern Electric Railroad								
YR	1-15	15		EA					StLC		800	(7-08)
				Yonkers Railroad								
BIRCo	2	1		EA					StLC		801	(7-08)
				Bartlesville Interurban Railroad								
S&WCo	559,561	2		EA					StLC		802	(8-08)
S&WCo	558,560	2		ET					StLC		803	(8-08)
				Stone & Webster Corp.								
PSER	556!	1		EA					StLC		804!	sample (8-08)
				Puget Sound Electric Railway/Stone & Webster Corp.								
RdeJ	1-25	25							StLC		805	4-whl. (11-08)
				Rio de Janeiro								
SECo	602-651	50		EA					StLC		808	(10-08)
SECo	652-661	10		ET					StLC	-09	809!	semi-open (10-08)
				Seattle Electric Co.								
TTCo	81	1		work					StLC		810	(11-08)
TTCo	53	1		EV					StLC		811	(11-08)
				Texas Traction Co.								
BIRCo	4	1		EA					StLC		815	(12-08)
				Bartlesville Interurban Railroad								
STCo	60-69	10		EA					StLC	-09	818!	(1-09)
				Spokane Traction Co./Inland Empire System								
PHB&NC	113-116	4		EP					StLC		819	(1-09)
CBRoFI	1	1		loco					StLC	-09	820!	miners" with cupola?
				Coal Belt Railroad of IL								
GrE	52-55	4		EA					StLC		822	4-whl. (2-09)
				Greensboro Electric								
SECo	663-692	30		EA					StLC		823	(2-09)
				Seattle Electric Co.								
WFTCo	1-4	4		EA					StLC		824	4-whl. (3-09)
WFTCo	20-23	4		ET					StLC		825	open (3-09)
				Wichita Falls Traction Co.								
ESL&S	260-261	2		EA					StLC		827	
				Eastern St. Louis & Suburban								
AVIR	201	?		EB					StLC		832	
				Arkansas Valley Interurban Railway/Interurban Construction Co.								
JCRCo	?	5		EA			28-		StLC		836	(5-09)
JCRCo	102-103	2		X					StLC		837	(5-09)
				Jackson Construction Railway								
C&MER	500-509	10		EA			34-		StLC		838	(-09)
				Chicago & Milwaukee Electric Railway								

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
HR	511-516	6		EA					StLC		839	(-09)
				Huntington Railroad, division Ocean Electric Co.								
PE	230-249	20		EP	585	48p	43-1		StLC	-09	840	(-09)
				PE 230-249 to PE 530-549 in 1911								
PE	912-941	30		EA					StLC		841	(-09)
				PE 912-941 to PE 200-229 in 1911								
				Pacific Electric Railway								
BRCo	460	1					37-		StLC		842	(-09)
				Birmingham Railway Co.								
IRT	1693-1712!	20!		ET	430	48p	47-1	47-4	StLC	6-11	843!	open platform elevated ME (6-09),
LaRCo	100e122	12		EA			21-		StLC		844	(7-09)
LaRCo	101o113	7		EA		10b			StLC		845	(-09)
				Lawrence Railway Co., KS; Dwyer Construction								
LoRCo	cancelled	?							StLC		846	
				Louisville Railway Co.								
TMERL	501-600!	100!		EA					StLC	-11	847	street (7-09)
PenRy	100-104	5		EP					StLC		850	(-09)
				Penisular Railway Co., CA								
WECorp	cancelled	?							StLC		851	(-)
				Westinghouse Electric Corp.								
BTCo	409,411	2		EA			28-		StLC		857	(11-09)
				Beloit Traction Co.								
SpTCo	70-79	10		EA			29-6		StLC		858	(-09)
				Spokane Traction Co.								
LaRCo	124e128	3					21-		StLC		859	4-whl. (-09)
				Lawrence Railway Co., KS								
***** bankruptcy caused company to briefly cease operations in about 7-10												
ORTCo	37-38	2		EA			33-		StLC		860	(3-10)
ORTCo	101-104	4		EA			34-		StLC		861	(4-10)
ORTCo	6	1		loco					StLC		862	(4-10)
				Ogden Rapid Transit								
B&IRCo	21-22	2		EA			28-		StLC		863	(4-10)
				Boise & Interurbam Railway								
ICCo	3-7	5		EP			46-		StLC		866	(-10)
				Interurban Construction Co.								
UL&RCo	460-471	12		EA			30-		StLC		867	(4-10)
				Utah Light & Railway								
NOR&L	355-404	50		EA			22-		StLC		869	(4-10)
				New Orleans Railway & Light Co.								
LARy	620-719	100		EA					StLC		870	(4-10)
LARy	720-819	100		EA					StLC		873	(12-10)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
OTCo	350-409	60		EA					StLC		874	(1-11)
			Oakland Traction Co.; later Key System									
KERCo	24-25	2		EA			21-		StLC		875	(12-10)
			Kankakee Electric Railway									
TMERL	J1-J8	8		sprin					StLC		876	sprinklers (3-11)
HECo	225-234	10		ET			26-		StLC		878	(5-11)
HECo	220-224	5		ET			26-		StLC		879	(5-11)
			Houston Electric Co.									
NTTCo	21-24	4		EP					StLC		880	(5-11)
			Northern Texas Traction, Ft. Worth TX; subsidiary of Stone & Webster									
TG&ECo	17-19	3		EA			21-		StLC		881	(4-11)
			Texarkana Gas & Electric									
CNO&TP	300-304	5!		CA			65-		StLC	-12	882!	su 12-whl Queen & Crescent (5-11)
			CNO&TP "622-626" to SOU 3601-3605									
SOU	638-647	10! (15!)		CA			65-		StLC	-12	882!	su 12-whl (5-11)
			total job 882									
SFO&SJ	567-591	25!		EP			70-		StLC		883	wd. 8-whl. (5-11)
			San Fransisco, Oakland & San Jose Consolidated Ry.; later Key System									
ITS	516-527!	12!		ET			57-0		StLC	-11	884	s.c.s (6-11)
			ITS 522-525 former CO&P									
SaECo	470-472	3		EA			26-6		StLC		885	(6-11)
			Savannah Electric Co.									
BE	5266-5290!	25!		EP			34-		StLC	-12	886	wd semi-convertible (7-11)
			Boston Elevated Railway									
PeECo	41o47	4		EA			21-		StLC		887	(7-11)
			Pennsacola Electric Co.									
JaTCo	135-144	10		EA			29-		StLC		888	(8-11)
			Jacksonville Traction									
HAB&P	cancelled	(20)		EA			18-		StLC		889	(8-11)
			Hoogwinkle Anthony Brown & Partners									
DPL	101-102	2		EA			28-		StLC		890	(10-11)
			D.R. Leahy									
VL&TCo	85,95	2		EA			26-		StLC		891	4-whl. (10-11)
			Vicksburg Light & Traction									
MSRCo	201-210	10		EA			22-		StLC		892	(10-11)
			Memphis Street Railway									
BIR	5	1		EA			28-		StLC		893	(11-11)
			Bartlesville Interurban Railway									
BeCRCo	4+	?		EA			16-		StLC	3-12	894!	4-whl. (11-11)
			Belvidere City Railway									
KERCo	60-62	3		EA			21-		StLC	6-11	895	4-whl. (1-12)
			Keokuk Electric Railway									

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
ARys	400-409	10		EA			26-6		StLC		897	4-whl. (12-11)
				American Railways								
PHB&NR	208	1		EB					StLC		898	(12-11)
				Pittsburgh, Harmony, Butler & Newcastle Railway								
B&SI	75-78	4		EA			57-		StLC		899	(-)
				Bellinghan & Skagit International Railway								
SDECo	125-148	24		EA			43-		StLC	3-12	900	(12-11)
				San Diego Electric Railway								
C&W	?	(1)							StLC		902	repair
				Cassville & Western Railway, MO								
BSRCo	4101-4130	30		EA			28-		StLC	6-12	903	(1-12)
BSRCo	6101-6112	12		EA		14b			StLC	6-12	904	open (1-12)
BSRCo	6113-6120	8		EA		12b			StLC		905	open (1-12)
				Bay State Railway, MA								
MR&LCo	100-105	6		EA			30-8		StLC		907	(1-12)
				Macon Railway & Light								
ERRCo	32-46	15		EA			30-		StLC		910	(2-12)
				Edmonton Radial Railway probably 32-46 built 1912								
T&MCT	264e282	10		EA			28-		StLC		911	(3-12)
				Trenton & Mercer County Traction Corp.								
SaECo	473-481	9		EA			29-		StLC		912	(2-12)
				Savannah Electric Co.								
DCECorp	169-181	13		EA			26-		StLC		913	(2-12)
				Dallas Consolidated Electric Corp.								
H&MSR	104	1		EA		9b			StLC	-12	914	4-whl. open (2-12)
				Homestead & Mifflin St. Railway Co.								
LCCRCo	49-50	2		EA			21-		StLC		915	(2-12)
				La Crosse City Railway								
BRCo	1-3	3		EA			28-		StLC		917	(2-12)
				Boise Railroad								
TCRCo	416-435	20		EA			28-		StLC		918	(4-12)
				Tri-City Railway								
ITS	273!	1!		EP			54-		StLC	4-13	919	scs 8-whl interurban (2-12)
				Bloomington, Decatur & Champaign Railroad								
TR&LCo	610-629	20		EA			30-		StLC	8-12	920	(4-12)
				Toledo Railway and Light Co., Toledo, OH								
AVICCo	8-10	3		EC			46-		StLC	~6-12	921!	interurban (3-12)
				Arkansas Valley Interurban Cons. Co.								
G-HERCo	201o207	4		ET					StLC		922	(3-12)
				Galveston-Houston Electric Railway Co., Galveston, TX								

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
BCERCo	1217-1238	22		EA			50-		StLC		923	(3-12)
				British Columbia Electric Railway Co.								
AVIR	301!	1!		work					StLC		924	(3-12)
AVIR	101-102	2		ET					StLC		925	(3-12)
				Arkansas Valley Interurban Railway, Wichita, KS								
CTCo	60e74	8		EA			21-		StLC		926	4-whl. (4-12)
				Citizems Traction Co., Oil City PA								
MC&IR	900-902	3		EA			40-		StLC		927	(3-12)
				Manhattan City and Interurban Railway Co., Manhattan, KS								
BE	5331-5365!	35!		EP			34-		StLC	-13	928	stl 8-whl prepayment (5-12),
				Boston Elevated Railway								
SC&CTCo	100-119	20		EA			21-		StLC		929	4 whl. (4-12)
				S. Covington and Cincinnati Traction Co.								
UTC	40e44	3		EP					StLC		930	(4-12)
UTC	38	1		EB					StLC		931	(4-12)
				Union Traction Co., Coffreyville, KS								
KO&G	100-105	6		EG			56-		StLC	-12	932!	scs 8-whl Drake 90hp (5-12)
				nee MO&G; 5 built -12 including 103								
MO&G		1		ED			56-		StLC		?	scs 8-whl Drake (-13)
GSBCo	102-104	3		EA					StLC	10-12	933!	4-whl. battery (5-12)
				Gould Storage Battery Co., Cienfuegos, Cuba; "CP&CER&PCo"								
EPERCo	106-111	6		ET					StLC		934	(5-12)
				El Paso Electric Railway Co.								
AVICCo	251	1		F					StLC		935	(4-12)
				Arkansas Valley Interurban Cons. Co., Wichita, KS								
DSoTCo	1-4	4		EA			26-		StLC		936	(5-12)
DSoTCo	80-83	4		ET			26-		StLC		937	(5-12)
				Dallas Southern Traction Co., Waco, TX								
ITS	528-531!	4		ET			57-0		StLC	-12	938	s.c.s (5-12) EB?
				Illinois Traction System								
HECo	235-248	14		EA			26-		StLC		939	(6-12)
				Houston Electric Co., Galveston, TX								
SCRCo	800e818	10		EA			30-		StLC		940	(6-12)
				Schenectady Railway Co.								
LSRCo	1	1		EA			16-		StLC		941	(5-12)
				Longview Street Railway Co.								
RR&ECo	30-35	6		EA			28-		StLC		942	(6-12)
				Roanoke Railway & Electric Co.								
WSR&E	630-649	20		EA					StLC		943	center entrance (7-12)
				Washington Railway & Electric Co., DC								
NTTCo	401-404	4		ET					StLC		944	(7-12)
				Northern Texas Traction Co.								

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
PR	1-4	4		EA					StLC		945	(8-12)
			Porto Rico Railway									
TMERL	601-630	30		EA					StLC	-12	946!	street (8-12)
			Milwaukee Electric Railway & Street Co.									
SMR	1-12	12		EA			21-		StLC		947	4-whl. (8-12)
			Saskatoon Municipal Railway									
PG&ECo?	80-86	7		EA			26-		StLC		948	4-whl. (11-12)
			People's Gas & Electric Co., Burlington, IA									
StLC	100	1		EA			26'		AtLC	10-12	949	
			4-whl. body construction sample									
BCERCo	1239-1244	6		EP					StLC		950	(9-12)
			BCER 1239-1244 to BCER 1313-1318									
			Pacific Northwest Traction cancelled; British Columbia Electric Railway									
SyRT	800e816	9		EA			30-		StLC		951	(7-12)
			Syracuse Rapid Transit									
H&MSR	6	1		EA			31-		StLC		952	(7-12)
			Homestead & Mifflin Street Railway Co., Pittsburgh, PA									
ITS	60-62	3		EA			28-		StLC		953	(6-12)
			Illinois Traction System, Champaign-Urbana Railway, Gas & Electric									
FCEdeP	1-2	2		EA					StLC		954	4-whl. open (9-12)
			G.N. Rowe									
FCEdeP	10	1		F					StLC		955	(9-12)
			Ferrocarril El de Potasi									
UTC	165	1		EA					StLC		956	4-whl. (1-13)
			Union Traction Co., New Bedford, MA									
NYRCo	5001-5175	175		EA					StLC	-13	957	hobble-skirt cars (7-12)
			New York Railways Co.									
ITS	109-112	4		EA					StLC	~2-13	958	Quincy Ry. (8-12)
ITS	186e196	6		EA					StLC	~2-13	959	Wichita RR&L (8-12)
ITS	100	1		EA					StLC	~2-13	960	Oskaloosa T&L (8-12)
			Illinois Traction System, Quincy, IL; Wichita, KS									
EPERCo	85-90	6		EA					StLC		961	(10-12)
			El Paso Electric Railway Co.									
KERCo	63	1							StLC		962	(10-12)
			Keokuk Electric Railway Co.									
PG&ECo	87-89	3							StLC		963	(8-12)
			People's Gas & Electric Co., Burlington, IA									
BSRCo	18-20	3		EB					StLC	3-1(3)	964!	(11-12)
			Bay State Street Railway Co.									
ITS	532- 535	4		ET					StLC	6-13	965!	s.c.s. CO&P (11-12)
			CO&P 535 EA 6-13									

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
ITS	274-283!	10		EC	1072	55p	55-10	60-0	StLC	~8-13	966!	scs 8-whl (11-12)
												ITS 282-283 former CO&P; (4!) ordered in 1912 Chicago, Ottawa and Peoria Railway Co.; subsidiary of ITS
ITS	515	1		ET			57-2		StLC	-13	967	scs parlor Homer (11-12)
												ITS 515 49p 57-6 StLC -15 Homer parlor buffet obs.
ITS	Edwardsville	1		ET		10br	57-0		StLC	-13	968	scs sleeping (11-12)
												Illinois Traction System
PaTCo	20-25	6		EA					StLC		969	4-whl. (12-12)
												Paducah Traction Co.
MUTC	?	10		EA					StLC		970	(12-12)
												Michigan United Traction Co.
GaECo	200-209	10		EA					StLC		971	(12-12)
												Galveston Electric Co.
OE		6!		EB					StLC		972	scs 8-whl (12-12)
OE		6!		EBM					StLC		972	scs 8-whl (12-12)
												Oregon Electric Railway
CMDB&S	3-4	2							StLC		973	storage battery (3-13)
												Cape May, Delaware Bay & Sewell's Point
LA&SDB	15-16	2		ET					StLC		974	trailer (1-13)
												Los Angeles & San Diego Beach
MUTC	24-29	6		EP		61-			StLC		975	(2-13)
MUTC	50-53	4		ET					StLC		976	(2-13)
MUTC	2550258	4		EB					StLC		977	(2-13)
												Michigan United Traction Co.
C&JE	220-229	10		EA					StLC		978	(3-13)
												Chicago & Joliet Electric
OVERCo	101-108	8		EA					StLC		979	4-whl. (3-13)
OVERCo	134-143	10		EA					StLC		980	(3-13)
												Ohio Valley Electric Railway Co.
ScRCo	801o811	6		EA					StLC		981	(3-13)
												Schenectady Railway Co.
NTTCo	240-249	10		EA					StLC		982	(2-13)
												Northern Texas Traction Co.
JaTCo	145-154	10		EA					StLC		983	(2-13)
												Jacksonville Traction Co.
HoECo	249-258	10		EA					StLC		984	(2-13)
												Houston Electric Co.
DCSRCo	182-191	10		EA					StLC		985	(3-13)
												Dallas Consolidated St. Railway Co.
NTTCo	25-28	4		EP					StLC		986	(2-13)
RCTCo	831o841	6		EA					StLC		988	(3-13)
												Rockford City Traction Co.

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
SoTCo	300-321	22		EA		54-			StLC		990	(2-13)
SoTCo	100-102	3		EA					StLC		991	(2-13)
			Southern Traction Co., Waco, TX									
CF	105-116	12		EA					StLC		992	(3-13)
			Cienfuegue Palmyra, Cuba									
RGVTCo	1-4	4		EA		40-			StLC		993	(3-13)
RGVTCo	50	1		EB					StLC		994	(3-13)
			Rio Grande Valley Traction Co.									
AE&CR	242e248	4		EA					StLC		995	(3-13)
			Aurora, Elgin, & Chicago Railway									
PiRCo	4200-4249	50		EA		45-			StLC	~1-14	996!	(5-13)
			Pittsburgh Railways Co.									
M&QTCo	101-125	25		EA					StLC	1-14	997!	center entrance (7-13)
			Manhattan & Queens Traction Co.									
TCRCo	433+	35		EA					StLC	9-13	998!	(4-13)
			TriCity Railway Co.									
RCTCo	843o849	4		EA					StLC		999	(4-13)
			Rockford City Traction Co.									
ITS	?	6		EA					StLC		1000	(6-13)
			Illinois Traction System									
LARCo	46-49,870-940	75		EA					StLC		1002	center entrance (4-13)
			Los Angeles Railway Co.									
DCSRCo	400-415	16		EA					StLC		1003	(5-13)
			Dallas Consolidated St. Railway Co.									
M&CR	802e810	5		EP					StLC		1005	(5-13)
M&CR	801o811	6		EA					StLC		1006	(5-13)
M&CR	900-903	4		EB					StLC		1007	(5-13)
			Michigan & Chicago Railway									
SBCRCo	?	1		EB					StLC		1009	(6-13)
			Saginaw-Bay City Railway Co.									
BIR	101	1		EA					StLC		1010	4-whl. (7-13)
			Bartlesville Interurban Railway									
CSRCo	101-107	7		EA					StLC		1011	4-whl. (7-13)
			Clinton Street Railway Co									
WR&LCo	9-12	4		EA					StLC		1012	4-whl. (10-13)
			Wisconsin Railway & Light Co., LaCrosse, WI									
SaECo	482-484	3		EA					StLC		1013	(8-13)
			Savannah Electric Co.									
NYMBCo	?	(2)		bus					StLC		1014	(-13)
			New York Motor Bus Company									
VL&RCo	75,105	2		EA					StLC		1015	(8-13)
			Vicksburg Light & Railway Co.									

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
SOTCo	1	1		EA			21-		StLC		1016	4-whl. (9-13)
			South Oregon Traction Co.									
PeRyCo	300-303	4		EA			28-		StLC		1017	(9-13)
			Peoria Railway Co.									
DRCo	800-803	4		EA			28-		StLC		1018	(9-13)
			Decatur Railway Co.									
CO&P	111-113	3		EA			28-		StLC		1019	(9-13)
			Chicago, Ottawa & Peoria Railway									
GRH&C	24-29	6		EP			61-		StLC		1020	(10-13)
			Grand Rapids, Holland & Chicago									
ITS	1514	1		EA			44-		StLC		1021	body (-13)
MRCo	813o819	4		EP			61-		StLC		1023	stl. (1-14)
			Michigan Railway Company									
ERC	1-12	12		EA			28-		StLC		1024	(2-14)
			Evanston Railway Company (IL)									
ITS	284	1		EA	1072	55p	55-10	60-0	StLC	-14	1025	scs (3-14)
WR&LCo	22-25!	4		EA					StLC	-14	1026	(2-14)
			Wisconsin Railway & Light Co. (Public Service Co.), Green Bay, WI possibly 181-184 built -04									
SECo	711-722	12		EA					StLC		1027	(4-14)
			Seattle Electric Company; Puget Sound Traction, Light & Power Co.									
SDERCo	185-224	40		EA					StLC		1028	center entrance (2-14)
			San Diego Electric Railway Co.									
EPECo	91-96	6		EA			28-		StLC		1031	(4-14)
			El Paso Electric Co.									
SLWWR	10-11	2		EA			39-		StLC	8-14	1032	(4-14)
			St. Louis Water Works Railway									
PMCCo	1-34	(34)		bus					StLC		1033	(4-14)
			Kelly Springfield, Pacific Motor Coach Co.									
H&MSR	6	1		EA					StLC		1034	4-whl. (4-14)
			Homestead & Mifflin Street Railway Co.									
TR&PCo	210-214	5		EA			34-		StLC		1035	(4-14)
			Tacoma Railway & Power Co.									
PRCo	201-204	4		EA			21-		StLC		1037	4-whl. (5-14)
			Pier Railway Co., TX									
VL&RCo	115,125	2		EA			21-		StLC		1038	4-whl. (5-14)
			Vicksburg Light & Railway Co.									
BIR	102	1		EA			21-		StLC		1041	4-whl. (6-14)
			Bartlesville Interurban Railway									
STCo	75-78	4		EA			26-		StLC		1042	(-14)
STCo	250-257	8		EA			26-		StLC		1043	(-14)
			Southern Traction Co.									

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
EURCo	?	?							StLC		1044	(9-14)
PMCCo	?	(48)	Empire United Railroad Co. (Auburn and Syracuse Electric), Syracuse, NY	bus					StLC		1045	(-14)
NYMBCo	?	(1)	Pacific Motor Coach Co.	bus					StLC		1046	(9-14)
Daytona	5	1	New York Motor Bus Co.	EA					StLC		1047	(-14)
GSB	11	1	Gould Storage Battery; Daytona, Florida	EA					StLC		1048	(-14)
LARCo	468	1	Gould Storage Battery	EA					StLC		1049	center entrance (12-14)
SDERCo.	225	1	Los Angeles Railway Co	EA					StLC		1050	center entrance (-14)
TB&TCo	1	(1)	San Diego Electric Railway Co.	bus					StLC		1051	(12-14)
EURCo	313-324	12	Tuscaloosa Bus & Traffic Co.; Copeland	EA			26-6		StLC		1052	(-14)
SR&ECo	60-61	2	Empire United Railroad Co. (Auburn and Syracuse Electric), Syracuse, NY	EA			26-6		StLC		1053	(-15)
ORCo	81-88	8	Sheboygan Railway & Electric Co.	EA			29-		StLC		1054	(-15)
SWG&E	54-56	3	Oklahoma Railway Co.	EA			28-		StLC		1055	(-15)
NYMBCo	?	(1)	Southwestern Gas & Electric Co.	bus					StLC		1056	(-15)
TEdeC	1-3	3	New York Motor Bus Co.	EA					StLC	-15	1059	4-whl. battery (-15)
IR&LCo	51	1	Gould Storage Battery Co.-Tranvia Electrico de Cardenas, Cuba	EB					StLC		1060	(-15)
SFTS	14	1	Iowa Railway & Light Co.; Cedar Rapids & Iowa City Railway	EA			26-6		StLC		1061	(-15)
UTC	60	1	Sioux Falls Traction System	loco					StLC		1062	(-15) EB?
MRC	260-269	?	Union Traction Co.	EB?					StLC		1063	(-15)
SBCRC	502	?	Michigan Railway Co.	F							1064	(-15)
SWG&E	19-21	?	Saginaw Bay City Railway Co.	EA			210		StLC		1065	4-whl. (-15)
ASR	14	1	Southwestern Gas & Electric Co.	EP					StLC		1066	(8-15)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
ASR	26-30	5		ET					StLC		1067	(8-15)
			Anaconda Street Railway; Anaconda Copper Mining Electric Light & Railway									
Gould	4-6	3		EA					StLC		1068	(-15)
MRCo	814,816	2		EP					StLC		1070	(7-15)
			Michigan Railway Co., Jackson MI									
JATCo	3	(1)		bus					StLC	9-15	1071	Jitney body (7-15)
			Schurmeir Wagon Co. (Jitney Auto Transit Co.), St. Paul, MN									
CECo	7-13	7		EA			26-10		StLC	-15	1072	4-whl. (7-15)
			City Electric Co., NM									
WL&T	7	1		EC					StLC		1073	(9-15)
			Carrollton Water, Light & Transit, Carrollton MD									
Wick.		1							StLC		1074	sample dump (11-15)
			Wickersham									
MSRCo.	8-9	2		EA					StLC		1077	4-whl. (11-15)
			Municipal Street Railway Co., Alexandria, LA									
PRCo	4350-4399	50		EA			21-		StLC		1078	(4-16)
BVTCo	400-411	12		EA			45-		StLC		1078	(4-16)
			Beaver Valley Traction Co.; 400-411 to PRCo 4400-4411									
PRCo	A300-A374	75		ET			48-		StLC		1079	(4-16)
			Pittsburgh Railways Co.									
OkRy	75-80	6		EA			29-		StLC		1080	(-15)
			Oklahoma Railway									
ITS	400	1		EA					StLC	10-16	1081	4-whl. ample lightweight (1-16)
			Quincy Railway; to job 1254									
MURCo	54-59	6		EP			53-2		StLC		1082	(1-16)
			Michigan United Railway Co.									
SCPSCo	100-101	2		EA			21-		StLC	6-16	1083	4-whl.
			St. Cloud Public Service Co.									
JW&NW	309-311	3		EA					StLC	-16	1084	(2-16)
JW&NW	312	1		EA					StLC	-16	1085	obs. (2-16)
			Jamestown, Westfield & Northwestern Railroad Co., Jamestown, NY; 312 observation									
NOT&L	484+630	20		EA					StLC		1086	(3-16)
			NOT&L 484e492,616-630; 484e492 to 646-650 in 1926									
			Northern Ohio Traction & Light Co.									
H-EPC	7o11	3		EA					StLC		1087	(2-16)
			Hydro-Electric Power Commision, ON									
JaSRCo	78-87	10		EA					StLC	-16	1088	(2-16)
			Jamestown Street Railway Co.									
			JaSRCo 78,84,86 to Cornwall Street Railway, Light & Power in 1938									
			JaSRCo 79-83,85 to LVT 440-445 in 1938									
JoTCo	211-220	10		EA					StLC		1089	(2-16)
			Johnstown Traction Co.									

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
WRL&P	51-57	7		EA					StLC		1090	8-whl. (2-16)
WRL&P	13-16	4		EA			21-		StLC		1092	4-whl. (-16)
			Wisconsin Railway Light & Power Co., Lacrosse, WI possibly 108-109 built -05									
A&NRCo	101-103	3		EG		39-			StLC	-16	1093	stl. (2-16)
			Anthony & Northern Railway Co.; NK&G									
CECo	15-16	2		EA					StLC	-17	1094	4-whl. (2-16)
			City Electric Co.									
SJ&E	200	1		P		45-			StLC		1097	stl. (4-16)
			San Joachin and Eastern									
KERCo	30-31	2		EA					StLC		1099	4-whl. (4-16)
			Kankakee Electric Railway Co									
KCRCo	1101-1175	75		EA					StLC		1100	8-whl. (-16)
			Kansas City Railways Co.									
SATCo	285-299	15		EA					StLC	1-17	1101	4-whl. (4-16)
			San Antonio Traction Co.									
MRCo	?	20		EA					StLC		1102	(6-16)
			Michigan Railways Co., Grand Rapids, MI MRCo 288 baggage trailer -16									
AE&C	234e240	4		EA					StLC		1103	(4-16)
			Aurora, Elgin & Chicago Railway									
VL&TCo	135	1		EA					StLC		1104	4-whl. (3-16)
			Vicksburg Light & Traction Co.									
ORCo	69-74	6		EA					StLC		1105	(-16)
ORCo	217-220	4		EP		48-			StLC		1106	(6-16)
			Oklahoma Railway Co.; Guthrie Edmond Electric									
TCRCo	505-507	3		EA					StLC		1107	(5-16)
			TriCity Railway Co.									
LCTCo	4-6	3		EA					StLC		1109	4-whl. (6-16)
			Lewiston Clarkston Trans. Co.									
FW&NIT	101-103	3							StLC		1110	8-whl. (6-16)
			Fort Wayne & Northern Indiana Traction Co.									
MRCo	280-289	10!	50	EB					StLC		1111	stl (6-16)
			Michigan Railway Co. (MUT)									
CGEMB	101-140	(40)		bus					StLC	-16	1112	gas-electric motorbus (8-16)
			Chicago Gas Electric Motor Bus Corp.									
CofSL	1!	(1)		bus					StLC	-16	1113	motorbus body (6-16)
CofSL	2-3	(2)		bus					StLC		1114	bus bodies (7-16)
			City of St. Louis, Park Dep't									
ACMCo	16-17	2		EP					StLC		1115	(8-16)
ACMCo	25	1		ET					StLC		1115	(8-16)
			Anaconda Copper Mining Co.									

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
M&SR&L	"cancelled"	12		EA			39-6		StLC		1117	4-whl. (9-16)
												order built as Western Washington Power Co. 1-2 (2) Brockton & Plymouth Street Railway Co. 351-352 (2); original order for 10 Puget Sound Traction, Light & Power Co. 353-359 (8) Mahoning & Shenango Railway & Light Co., OH
CSB&NI	801-805	5		EA			39-6		StLC		1118	(11-16)
												Chicago, South Bend & Northern Indiana Railway Co.
MSR	24-26	3		EA					StLC		1119	4-whl. Birney (11-16)
												City of Monroe, Municipal Street Railway
ARCo	23-24	2		EA					StLC		1120	4-whl.(11-16)
												Aberdeen Railway Co.
UTC	62	1		loco					StLC		1121	(11-16)
												Union Traction Co. (KS)
GRGH&M	20	1		EC			53-3		StLC		1122	(11-16)
												Grand Rapids, Grand Haven & Muskegon, Grand Rapids, MI
ITS	285!	1		EA	1072	55p	55-10	60-0	StLC	-18	1123	scs (11-16)
												replacement for 279
MRC	319-323	5							StLC		1124	(11-16)
												Michigan Railway Co. (MUT)
NOT&L	550-574	25							StLC		1124	(11-16)
												Northern Ohio Traction and Light Co. (Akron)
PUC	615-624	10							StLC		1124	(11-16)
												Public Utilities Co., Evansville IN
SCRy	226-232	7							StLC		1124	(11-16)
												Springfield Consolidated Railway Co. (IL)
RCTCo	851o875	13							StLC		1124	(11-16)
												Rockford City Traction Co. Commonwealth Light & Power Co.
GRRy	352-366	15		EP			33-		StLC		1125	(11-16)
												Grand Rapids Railway
NOT&L	636-645	10		EP			33-		StLC		1125	(11-16)
												Northern Ohio Traction and Light Co. (Akron) Commonwealth Light & Power Co.
NOT&L	800-809	10		ET					StLC		1126	(12-16)
												N.O.T. & L. Co., Akron, OH
MRC	60-61	2		EP					StLC		1127	(11-16)
MRC	849o855	4		EP			61-		StLC		1128	(11-16)
												Michigan Railway Co. (MUT)
CECo	17-19	3		EA					StLC		1130	(1-17)
												City Electric Co. (NM)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
ITS	225-239	15		EA					StLC		1131	(1-17)
				Oskaloosa Traction & Light (IA)								
PRCo	510-519	10		EA					StLC		1133	(1-17)
				People's Railway Co., Dayton, OH								
ARL&P	101-103	3		EA					StLC		1134	4-whl. (1-17)
				Atchison Railway, Light & Power (KS); subsidiary of ITS?								
CO&P	200	1		EA					StLC	7-18	1135	4-whl. (1-17)
PeRy	304-306	3		EA					StLC		1136	(1-17)
				Peoria Railway Co.; subsidiary of ITS								
CO&P	114	1		EA					StLC		1137	8-whl. (1-17)
				Chicago, Ottawa and Peoria Railway Co.; subsidiary of ITS								
CGEMB	141-150	(10)		bus					StLC		1138	bodies (1-17)
				Gas Electric Motor Bus Corp., Chicago Motor Bus Co.								
TRTCo	21-23	3		EA					StLC		1140	4-whl. (3-17)
				Three Rivers Traction Co., Montreal, Quebec								
JTCo	221-230	10		EA					StLC		1141	(3-17)
				Johnstown Traction Co.								
NOT&L	1058-1061	?		EB			60-		StLC		1144	(3-17)
				Northern Ohio Traction & Light Co.								
ITS	350-364	15		EA					StLC		1148	(3-17)
				Peoria Railway Co. (Illinois Traction System)								
PRCo	A375-A424	50		ET					StLC		1149	(3-17)
FW&NIT	58-59	2		EP					StLC		1151	(5-17)
FW&NIT	240-249	10		EA					StLC		1152	(5-17)
				Fort Wayne & Northern Indiana Traction Co.								
DaSR	160-163	4		EA					StLC		1154	(5-17)
				DSR 160-163 to ITS 360-362 then Peoria 365-367 in 1934; built -18								
				Danville Street Railway								
CRG&E	93-96	4		EA					StLC		1155	(6-17)
				Columbia Railway Gas & Electric Co.								
USGov't	?	(54)							StL		1156	transport (6-17)
				Transport Body for Chief Militia Bureau National Guard								
A-AR&E	214e220	4		EA					StLC		1157	(6-17)
				Augusta-Aiken Railway & Electric Co.								
VR&PCo	1102e1140	20		EA					StLC		1158	(6-17)
				Virginia Railway & Power Co.								
?	?	(1)							StLC		1161	transport body (7-17)
				First Regiment National Guards of Missouri, St. Louis								
NOT&L	1101-1104	4		BX					StLC		1162	(8-17)
				Northern Ohio Traction & Light Co.								
CRG&E	97-99	3		ET					StLC		1163	bodies (8-17)
				Columbia Railway, Gas & Electric Co.								

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
USGov't	?	(15)							StLC		1164	transport bodies (8-17)
MRCo.	75-77	3		ET			46-		StLC		1165	(9-17)
				Michigan Railway Co. (MUT)								
R&IRCo	517o525	5		ET			46-		StLC		1166	(9-17)
				Rockford & Interurban Railway Co.								
CG&ECo	117-119	3		EA					StLC		1167	(10-17)
				Columbia Gas & Electric Co.								
USGov't	?	(94)							StLC		1168	shop truck bodies (12-17)
				General Engineering Depot								
CofSMR	200-205	6		EA					StLC		1169	(10-17)
				City of Seattle Municipal Railway								
FDDM&S	94	1		EA					StLC		1170	4-whl. (10-17)
				Fort Dodge Street Railway								
				Fort Dodge, Des Moines & Southern Indiana Railway								
USGov't	?	(1)							StLC		1171	supply body (12-17)
SFTS	19	1		EA					StLC		1174	4-whl. (12-17)
				Sioux Falls Traction System								
SBCRCo	202-208	7		EA					StLC		1176	(3-18)
SBCRCo	230-239	10		EA					StLC		1177	4-whl. safety (3-18)
SBCRCo	260-263	4		EA					StLC		1178	4-whl. safety (3-18)
				Saginaw-Bay City Railway Co.								
FW&NIT	275-299	25		EA					StLC		1179	4-whl. (4-18)
				Fort Wayne & Northern Indiana Traction Co.								
SBCRCo	?	1		work					StLC		1182	(5-18)
SBCRCo	?	1		line					StLC		1183	(5-18)
				Saginaw-Bay City Railway Co.								
ML&RCo	?	3							StLC		1184	bodies (8-18)
				Mobile Light & Railway Co.								
TMdeB	?	6							StLC		1186	(-18)
				Tranvia Municipal de Bogota								
WMRy	1	1		EG					StLC	-19	1187!	rail motor car (3-19)
				Bowen Motor Railways Co./WMRy.Co.								
D&BSR	44?	1		EA					StLC		1188	exhibition (3-19)
				Danbury & Bethels Street Railway Co.								
NSC&E	?	50		EA					StLC		1189	(7-19)
				National Safety Car & Equipment Co.								
FW&NIT	400-434	35		EA					StLC	-19	1195	4-whl. (7-19)
				Fort Wayne & Northern Indiana Traction Co.								
NTTCo	407-411	5		EP					StLC		1197	(8-19)
				Northern Texas Traction Co.								

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
MSRCo	10-12	3		EA					StLC		1198	4-whl. (10-19)
				from job 1189								
				Municipal Street Railway Co., Alexandria, LA								
USGov't	none	(11200)		carts					StLC		1200	ammunition carts (1-18)
USGov't	none	(10)		carts					StLC		1201	gun & ammo. ammunition carts, (10-18)
VinTCo	101-107	7		EA					StLC		1202	4-whl. safety (10-19)
				Vincennes Traction Co.								
ASRCo	50-52	3		EA					StLC		1203	4-whl. safety (9-19)
				Austin St. Railway Co.								
TSRCo	340+365	6		EA					StLC		1204	by 5s 4-whl. safety (11-19)
				Tulsa Street Railway Co.								
SJBHRCo	17-18	2		EA					StLC		1210	4-whl. safety (12-19)
				St. Joseph, Benton Harbor Railway Co.								
TMERL	60-99	40		EA					StLC	-20	1211	4-whl. safety (-19)
				TMERL 60-84 Racine, 85-99 Kenosha								
				Milwaukee Electric Railway, Power and Light Co.								
LSER	123-128	6		EA					StLC		1213	4-whl. safety (12-19)
LSER	129-138	10		EA					StLC		1214	4-whl. safety (12-19)
				Lake Shore Electric Railway, OH								
LARCo	1024-1025+	22		EA					StLC		1218	4-whl. safety (1-20)
				Los Angeles Railway Co.; also 1028+1037								
USGov't	not found?	500		XM					StLC		1220	USRA (11-18)
				perhaps these were parts or kits for 40-ton box cars built by McGuire-Cummings.								
USGov't	not found?	250		XM					StLC		1221	USRA (8-18)
				partial duplicate of job 1240?								
USA	20001	350!	66	XM	340				StLC		?	s.f. USMR for France (-18)
				2 doors per side								
US	000000	(1)	100	XM		3098!	40-6		StLC	2-19	?	s.f. sample
G&HTCo	10	1		EA					StLC		1222	4-whl. safety (1-20)
				Gary & Hobart Traction Co.								
TER	325-328	4		EP			53-1		StLC		1223	(2-20)
				Texas Electric Railway								
WPSCo	28-33!	6		EA					StLC	-23	1224	4-whl. safety (2-20)
				Wisconsin Public Service Co.								
WRL&P	1-8	8		EA					StLC		1225	4-whl. safety (2-20)
				Wisconsin Railway Light & Power Co.								
PMRCo	50-52	3		EA					StLC		1226	4-whl. safety (2-20)
				50-52 to 107-109								
				Pekin Municipal Railway Co.								
BRECo	1-8	8		EA					StLC		1227	4-whl. safety (3-20)
				Baton Rouge Electric Co.								

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
various	3271-3300	(30)							StLC		1228	dumping bodies (3-20)
various		12							StLC		1228	cabs (3-20)
												Differential Car Co. for T.M.E.R. & L. Co.
												TMERL motor D12-D13, D28-D29; trailer F201-F208
												Cleveland Ry. motor 0501-0504; trailer 0573-0574
												Boston Elevated Ry. motor 3271-3274
												Dallas Ry. motor 507
												United Rys. motor 277; trailer 278
												Reading Transit & Light motor 14
GFSRCo	116e126	6		EA					StLC		1233	4-whl. safety (3-20)
												Grand Forks Street Railway Co.
SCR	251-267	17		EA					StLC		1234	4-whl. safety (3-20)
												Springfield Consolidated Railway
PUCo	50-57	8		EA					StLC		1235	4-whl. safety (3-20)
												Public Utilities Co., Evansville IL
R&IR	601o623	12		EA					StLC		1236	4-whl. safety (3-20)
												Rockford & Interurban Railway
JaTCo	29o37	5		EA					StLC		1237	4-whl. safety (3-20)
												Janesville Traction Co. (WI)
PG&ECo	90-95	6		EA					StLC		1238	4-whl. safety (4-20)
												People's Gas & Electric Co.
TMERL	801-899!	99!		EA					StLC	-20	1239	(4-20)
												Milwaukee Electric Railway, Power and Light Co.
AB&A	27000-27199	200!	100	XM	450r	3098	40-6	42-2	StLC	-19	1240	s.f. (5-18)
												AB&A 27000-27199 to AB&C 27000-27199 then ACL 26000-26189 in about 1946
P&R	5750-5999!	250!	100	XM	456?	3098	40-6		StLC	8-19	1240	s.f. XMs (5-18)
C&O	600-1149	550!	100	XM		3098	40-6		StLC	10-19	1240	s.f. (5-18)
		(1000)										total USRA, jobs 1240 and 1241; contract 11-18
FTCo	66-77	12		EA					StLC		1242	4-whl. safety (4-20)
												Fresno Traction Co.
SJR	137-158	22		EA					StLC		1243	4-whl. safety (4-20)
												San Jose Railroads
StERR	46-60	15		EA					StLC		1244	4-whl. safety (4-20)
												Stockton Electric Railroad
SBCRCo	134-135,244-247	6		EA					StLC		1245	4-whl. (5-20)
SBCRCo	268-269	2		EA					StLC		1246	4-whl. (5-20)
												Saginaw-Bay City Railway Co.
URCo	400-449	2		ET					StLC		1247	(-30)
												United Railways Co., St. Louis, MO
NTTCo	29-32	1		EP					StLC		1248	(-20)
												Northern Texas Traction Co.

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
AP&J	101	1		EA					StLC		1249	4-whl. safety (-20)
			Aurora, Plainfield & Joliet Railway									
USMR	?	200!	66	GM	289				StLC		1250	s.f. USMR for France (11-18)
USMR	?	400!	66	GM	289				StLC		1251	s.f. USMR for France (11-18)
LARCo	1201-1225	25		EA					StLC		1252	bodies (-20)
			Los Angeles Railway Co.									
ESLC&W	300	1		EB					StLC		1253	(-20)
			East St. Louis, Columbia & Waterloo									
TECo	132-143	12		EA					StLC		1255	4-whl. (6-21)
			Tampa Electric Co.									
CECo	73o79	4		EA					StLC		1256	4-whl. (6-21)
			Columbus Electric Co.									
EPRCo	110-114	5		EA					StLC		1257	4-whl. (7-21)
			El Paso Electric Railway Co.									
RGVT	115-119	5		EA					StLC		1257A	4-whl. (7-21)
			Rio Grande Valley Trac. Co.									
Detroit	275-324	50		EA					StLC		1258	4-whl. (7-21)
			Detroit, MI, Department of Street Railways									
WPSCo	34-37!	4!		EA					StLC	-23	1259	4-whl. (8-21)
			Wisconsin Public Service Co.									
			possibly 37 to 24 then Cornwall Street Railway, Light & Power 23 in 1930; 24 similar ancestry									
StLC	demo	(1)		tb					StLC	-21	1260	(8-21)
			to Hydro Electric Railways, Windsor ON after demonstrating in Detroit									
C&O	718!	1!	100	XM	452	3098	40-6		StLC		1261!	s.f. (9-21) replacement
	stock	(30)		EA					StLC		1262	4-whl. (10-21)
UTCofI	49-58	10		EA					StLC		1263	4-whl. (11-21)
UTCofI	59-60	2		EA					StLC		1264	4-whl. (11-21)
			Union Traction Company of Indiana, Anderson, IN									
O&LR&L	19-21	3		EA					StLC		1265	4-whl. (12-21)
			Omaha & Lincoln Railway & Light									
StLC	600	1		EA					StLC		1266	8-whl. safety (7-22)
			sold as job 1342									
HER	1-4	(4)		tb					StLC		1267	trackless trollicar
			Hydro-Electric Power Commission/Hydro Electric Railways, Windsor ON; includes sample listed above									
StLC	?	?		EG					StLC		1268	Gas Motor Car for stock
stock	?	(1)		tb					StLC		1269	Trackless Trollicar Safetycar
PE	600-649!	50!		EA	578	65p	52-2		StLC	-22	1270!	(3-22)
SaECo	600-629	30		EA					StLC		1271	4-whl. safety (3-22)
			Savannah Electric Co. (Stone & Webster Corp.)									
JaTCo	200-219	20		EA					StLC		1272	4-whl. safety (3-22)
			Jacksonville Traction Co., Jacksonville, FL (Stone & Webster Corp.)									

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
TECo	144-163	20		EA					StLC		1273	4-whl. safety (3-22)
				Tampa Electric Co.								
CECo	81o85	3		EA					StLC		1274	4-whl. safety (3-22)
				Columbus Electric Co.								
O&SW	200	1		EG					StLC		1275	motor car (5-22)
O&SW	201	1		ET					StLC		1276	trailer (5-22)
				Oklahoma & Southwestern Railway Co./Four Wheel Drive Auto Co.								
GN	2306!	1!		EG					StLC	-22	1277	FWDA 51hp (5-22)
GN	2350	1		ET					StLC		1278	FWDA (5-22)
				Four Wheel Drive Auto Co.								
WRL&P	9-11	3		EA					StLC		1279	4-whl. (6-22)
				Wisconsin Railway Light & Power Co.								
WPSCo	38-39!	2		EA					StLC	-22	1280	4-whl. (6-22)
				Wisconsin Public Service Co.								
LARCo	1226-1275	50		EA					StLC		1281	8-whl. (6-22)
				Los Angeles Railway Co.								
ISCorp	435-449	15		EA					StLC	-22	1283	4-whl. (7-22)
				Indiana Service Corp.								
WPSCo	51-56!	6		EP	360				StLC	9-22	1284!	8-whl. (9-22)
				WPSCo 51-56 to Columbus 871-876 in 1936								
				Wisconsin Public Service Co.								
DMR	3350-3424	75		EA					StLC		1285	8-whl. (8-22)
				Detroit Municipal Railway								
KJG&E	B	1							StLC		1286	body (8-22)
				Four Wheel Drive Auto Co.								
HEPC	301-304	4		EA					StLC		1287	(10-22)
				Hydro-Elec. Commission								
UTCco	61-63	3		EA					StLC		1289	4-whl. (10-22)
UTCco	64-75	12		EA					StLC		1290	4-whl. (10-22)
				Union Traction Co.								
WMCo	?	(1)				25p			StLC		1292	passenger lorry (10-22)
				Waukesha Motor Co.								
JaTCo	220-239	20		EA					StLC		1293	4-whl. Birney (10-22)
				Jacksonville Traction Co.								
KCCo	1-12	12		dump					StLC		1294	(11-22)
				F. W. Ketterjohn Construction Co.								
GRRCo	386-393	8		EA					StLC		1295	4-whl. safety (11-22)
				Grand Rapids Railway Co.								
MP	1,13	(2)		P					StLC		1296	repair (12-22)
LARCo	1276-1325	50		EA					StLC		1297	8-whl. (1-23)
				Los Angeles Railway Co.								

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
JaTCo	240-246	7		EA					StLC		1299	4-whl. Birney (12-22)
			Jacksonville Traction Co.									
EWE	150-154	5		EA					StLC		1300	(1-23)
CIPS	231-232	2		EA					StLC		1300	(1-23)
			Eastern Wisconsin Electric Co.; Central Illinois Public Service Corp.									
PRCo	4865-4939	75		EA					StLC		1301	(2-23)
			Pittsburgh Railways Co.									
M&NT	26	1		EA					StLC		1303	4-whl. (2-23)
			Manitowoc & Northern Traction									
MT&LCo	113o119	4		EA					StLC		1304	(3-23)
			Muskegon Traction & Light Co.									
AE&CR	50-89	40		EA					StLC		1307	(4-23)
AE&CR	300-306	7		EP					StLC		1308	(4-23)
			Aurora, Elgin & Chicago Railway									
ISCorp	510-524	15							StLC		1309	(4-23)
			Indiana Service Corp.									
BRTCo	8100-8199	100		EA					StLC	-23	1310	bodies (4-23)
			Brooklyn Rapid Transit Co.									
WPSCo	51-52	2		EA					StLC	-23	1311	(4-23)
			WPSCo 51-52 to WPSCo 57-58 in 1927									
			Wisconsin Public Service Co.									
TMERL	990-999!	10!		EA					StLC	-24	1312	street (5-23)
			Kenosha & Racine 990-999 to 20-29 in 1926 (or visa-versa) then TMERL 751-760 in 1934									
TMERL	900-924	25		EA					StLC	-24?	1313!	street (5-23)
			Milwaukee Electric Railway, Power & Light Co.									
ISCorp	90-95,323-326	10		EA					StLC	-23	1314!	8-whl. (5-23) 314?
			Indiana Service Corp.									
MSRCo	600-639	40							StLC		1316	(5-23)
			Memphis Street Railway Co.									
PE	650-699!	50!		EA	578	65p	52-2		StLC	-24	1317!	8-whl. (6-23)
ESL&S	70-73	4		EA	573	64p			StLC	-24	1320	(8-23)
			ESL&S 70-79 Belleview Ltd. to ITC 470-473 in about 1933									
			East St. Louis & Suburban									
EWECo	171-174	4		EA					StLC		1321	(9-23)
			Eastern Wisconsin Electric Co.									
DUR	7546-7555	10		EP					StLC		1322	(9-23)
			Detroit United Railways									
CGW	M300!	1!		ED	760	-			StLC	-24	1323!	EMC 100 175hp (11-23)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
ITS	60-76	17		EA	398	40p	45-0		StLC	-24	1324	stl. (11-23) used on CO&P, C&IV IV Division 67,69 to ITS 302-303 after 1-29, used in Danville area IV Division 60+76 to ITS 404-415 after 1-29 420 48p 46-6 used in St. Loius Area Illinois Traction, Inc.
ITS	77-78	2		EA			45-		StLC	-24		listed 1-29
ESLRCo	660-663	4		EA					StLC		1325	(11-23) East St. Louis Railway Co.
PMBCo	503	(1)							StLC		1326	bus body (2-24) People's Motor Bus Co.
LARCo	1351-1450	100							StLC		1327	(12-23) Los Angeles Railway Co.
NYNH&H	9004-9013!	11!		EG		-			StLC	-24	1328!	stl Sykes 120hp (12-23) 9004!
NYO&W	801!	1!		EG					StLC	-25	1328A!	stl Sykes 175hp (12-23)
CGW	M207,M209!	2!		EG	510	-			StLC	-24	1329	Sykes 175hp (8-24)
B&M	120!	1!		EG					StLC	-25	1329A!	Sykes 175hp (8-24) BM 120 to BM 1120 in 1934
OC-A-A	M300!	1!		EG					StLC	-24	1329B	Sykes 175hp (8-24)
CGW	M208,M210!	2!		ET	360	-			StLC	-24	1330!	Sykes (8-24)
B&M	50!	1!		ET					StLC	-25	1330A	Sykes (8-24) BM 50 to BM 1050 in 1934
OCA-A	MT301	1		ET					StLC		1330B	Sykes (8-24)
LARCo	2501	1		EA					StLC		1331	8-whl. experimental (2-24) Los Angeles Railway Co.
NP	B3!	1!		ED					StLC	-25	1332!	EMC 102 175hp (4-24)
FTCo	81-92	12		EA					StLC		1333	(4-24) Fresno Traction Co.
ISCorp	525-539	15		EA					StLC		1334	(4-24) Indiana Service Corp. possibly ISCorp 508,516 to Cornwall Street Railway, Light & Power 33,37 in 1945 built -24
SPC	362-367!	6!		EP			58-0		StLC	-24	1335!	58-EMC-3 (4-24)
SIR&P	55-56	(2)							StLC		1336	repair (4-24) S. Illinois Railway & Power
Detroit	3600-3624	25		EA					StLC		1337	(4-24)
HR&ECo	14-17	4		EA					StLC		1338	(5-24) Hannibal Railway & Electric Co.
HECo	18	(1)							StLC		1339	bus body (5-24) Houston Electric Co.
YC	?	(1)							StLC		1340	bus body (5-24) Yellow Coach
K&UT	242	(1)		EA					StLC		1342	(6-24) Kankakee & Urbana Traction; former sample SLC 600 job 1266

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
M&M	1-6	6							StLC		1343	(7-24)
			Menominee & Marinette Light & Traction									
UTCofI	427-441	15		EC					StLC		1344	(8-24)
			Union Traction Company of Indiana									
DUR	3200-3229!	30!		EA					StLC	-24	1345	8-whl. (8-24)
			Detroit United Railways									
CCC&StL	M1201!	1!		EG					StLC	-25	1346	Sykes 175hp (8-24)
CCC&StL	MT1202!	1!		ET					StLC	-25	1347	Sykes (8-24)
FCNdeM	?	1!		ED					StLC		1348A	(12-24)
NP	B5-B7!	3!		ED					StLC	-26	1348B	EMC 105,108,107 175hp (12-24)
C&A	M4!	1!		ED					StLC	-25	1348C!	EMC 106 185hp (12-24)
GRRCo	St. Louis	1							StLC		1349	(9-24)
			Grand Rapids Railway Co.									
ESLRCo	?	(1)			29p				StLC		1350	bus
ESLRCo	7-9	(3)			29p				StLC		1351	bus (2-25)
			East St. Louis Railway Co.									
EMC	108	1		ED					StLC	-26	1352D	demo EMC 141 175hp (2-25)
			EMC 108 to CNW 9900 built 5-25									
GN	2309!	1		ED					StLC	-25	1352G	EMC 113 175hp (2-25)
NP	B8-B10!	3		ED					StLC	-26	1352N	EMC 109,111-112 175hp (2-25)
BCRCo	8200-8299	100		EA					StLC		1353	(1-25)
			Brooklyn City Railroad Co.									
HR&ECo	18-19	2		EA					StLC		1354	(11-24)
			Hannibal Railway & Electric Co.									
CCC&StL	M1204,M1206!	2!		EG					StLC	-25	1355!	Sykes 175hp (12-24)
EI&TH	M1,M3!	2!		EG					StLC	-24	1355	Sykes 175hp (12-24)
CCC&StL	MT1205,MT1207	2!		ET					StLC	-25	1356!	Sykes 175hp (12-24)
EI&TH	MT2,MT4	2!		ET					StLC	-24	1356	Sykes 175hp (12-24)
CCC&StL	M1203!	1		EG					StLC	-25	1357	Sykes 175hp (12-24)
MG&FD	?	(1)							StLC		1358	repair (12-24)
			Missouri Game & Fish Department									
SLBC	305-319	(15)			29p				StLC		1359	bus (2-25)
			St. Louis Bus Company									
SLSF	2120!	1!		ED					StLC	-25	1360B!	EMC 118 175hp (2-25)
SOO	M1!	1!		ED					StLC	-25	1360C!	EMC 117 175hp (4-25)
GN	2310-2312!	3!		ED					StLC	-25	1360G!	EMC 114-116 220hp (4-25)
S&XRCo	50e54	3		EP					StLC		1361	(2-25)
			Springfield & Xenia Railway Co.									
SJMR	105-106	?		EA					StLC		1362	4-whl. (2-25)
			South Jacksonville Municipal Railways									
C&A	M5-M6!	2!		ED					StLC	-25	1363!	EMC 119-120 175hp (4-25)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
NOR	M100-M103!	4!		ED					StLC	-25	1364!	EMC 215-218 275hp (5-25)
				NOR M101-M103 to NYC M201-M203								
SAL	2002-2003!	2!		ED					StLC	-25	1365!	EMC 137-138 175hp (4-25)
URCo	?	?							StLC		1366	
				United Railways Co., St. Louis, MO								
GTW	15805!	1!		ED					StLC	-25	1367!	EMC 121 175hp (7-25)
SLSF	2121!	1!		ED					StLC	-25	1368A!	EMC 126 175hp (7-25)
GN	2313!	1!		ED					StLC	-25	1368C!	EMC 130 175hp (7-25)
B&M	150-152!	3!		ED					StLC	-25	1368D!	EMC 127-129 175hp (7-25)
				B&M 150-152 to B&M 1150-1152								
MKT	10!	1!		ED					StLC	-25	1368E!	EMC 131 175hp (7-25)
				MKT 10 to MKT M10 (5) job 1368, no details								
SAPSCo	510-519	10		EA					StLC		1369	(4-25)
				San Antonio P.S. Co.								
MP	606-610	5!		EG					StLC	-25	1370!	Sykes 175hp (4-25)
				MP 605-609 in builder list, to MP 625-629 in 1927								
MP	1001-1005!	5!		ET					StLC	-25	1371!	Sykes (4-25)
SLSF	3010-3011!	2!		EG					StLC	-27	1372!	Sykes 275hp (4-25)
SLBCo	326-335	(10)		bus					StLC		1374	(5-25)
				St. Louis Bus Co.								
LV	25!	1!		ED					StLC	-25	1375!	EMC 132 220hp (7-25)
LV	26-28!	3!		ED					StLC	-25	1376!	EMC 134+136 220hp (7-25)
LV	29!	1!		ED					StLC	-25	1376A!	EMC 133 220hp (7-25)
LV	T50!	1!		ET					StLC	-25	1377!	EMC 101 (7-25)
ISCorp	540-554	15		EA					StLC		1378!	(6-25)
				Indiana Service Corp.								
JoTCo	350-354	5		EA					StLC	-25	1379!	(6-25)
JoTCo	355-359	5		EA					StLC	-25	1380!	(6-25)
				JoTCo 350 built -26 JoTCo 358 44p 41-5 built -25								
				Johnstown Traction Co.								
KCRCo	301-318	(18)		bus					StLC		1381	double deck (6-25)
KCRCo	501-505	(5)		bus					StLC		1382	delux parlor (6-25)
				Kansas City Railways Co.								
PRR	7920-7939!	20!		B	960		60-0		StLC	2=3-26	1383!	stl. 8-whl B60B (7-25)
ESLRCo	11	(1)		bus					StLC		1384	Yellow chassis repair (7-25)
ESLRCo	10	(1)		bus					StLC		1385	Mack chassis repair (9-25)
				East St. Louis Railway Co.								
CM&StP	141	1!		ED	790				StLC	-25	1386A!	EMC 141 220hp (-26)
				became LV 20?; 5930?								

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
LV	15	(1!)		ED	768	-			StLC	-26	1386A	EMC 363 220hp (-28)
												diverted from B&O 6007
LV	14	(1!)		ED	813	-			StLC	-26	1386A	EMC 369 220hp (-29)
												diverted from B&O 6006
B&O	6003-6007!	5!		ED	1132	-			StLC	-26	1386B!	EMC 171-175 220hp (-26) 1368C?
												(5) job 1386, no details (8-25)
WAB	4001!	1!		ED	770				StLC	-26	1387!	EMC 139 175/220hp (9-25)
WAB	4000!	1!		ED	760				StLC	-26	1388!	EMC 140 175/220hp (9-25)
ISCorp	375-379	5		EC					StLC	-26	1389	stl. (9-25)
												ISCorp. 375,377 to CSS&SB 503-504 in 1941
												ISCorp. 376 to CSS&SB 1100 line car in 1941
ISCorp	390-391	2		EA					StLC	-26	1390	parlor (9-25)
												Indiana Service Corp.
CGRT	2-10	9		EA					StLC		1391	(12-25)
												Coral Gables Rapid Transit Corporation
GRRCo	400-426	27		EA					StLC		1392	(12-25)
												Grand Rapids Railway Co.
SLMR	107-110	4		EA					StLC	-26	1393	(12-25)
												South Jacksonville Municipal Railways
C&NW	9901-9903	3!		ED	900				StLC	-26	1394!	EMC 148-150 220hp (4-26)
GN	2300-2303	4!		ED	760				StLC	-26	1395!	EMC 142-145 220hp (2-26)
GN	2315-2316	2!		ED	860				StLC	-26	1395A!	EMC 147+ 275hp (2-26)
NP	B12-B13	2!		ED	900				StLC	-26	1396!	EMC 152,151 220hp (4-26)
NP	B11	1!		ED	900				StLC	-26	1397!	EMC 153 220hp (4-26)
MSRCo	300-331	32!		EA					StLC	-26?	1398	bodies (2-26)
												Memphis Street Railway Co.
JoTCo	360-369	10		EA					StLC		1399	(2-26)
												Johnstown Traction Co.
MP	650!	1!		ED	780				StLC	-26	1400!	EMC 160 220hp (4-26)
MP	651!	1!		ED	780				StLC	-26	1401!	EMC 159 220hp (4-26)
MP	652-654!	3!		ED	900				StLC	-26	1402!	EMC 156-158 220hp (5-26)
M&O	1800-1801!	2!		ED	939				StLC	-26	1403!	EMC 154-155 220hp (4-26)
												Tennessee, Mississippi
PRR	9076-9100!	25!		B	880		63-0		StLC	9=11-26	1404!	stl. 8-whl B60B (4,6-26)
AE&FRE	90-97	8		EA					StLC		1405	4-whl. (4-26)
												Aurora, Elgin, & Fox River Electric Co.
ISCorp	1140	1							StLC		1406	derrick body (4-26)
												Indiana Service Corp.
NOPSCo	1122-1130	(9)							StLC		1407	bus bodies (8-26)
												New Orleans Public Service Co.
CRy	3282-3301!	20		EA					StLC	-26	1408	(5-26)
												Chicago Railway

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
CCRy	6253-6265!	13		EA					StLC	-26	1408	(5-26)
				Chicago City Railway								
				Chicago Surface Lines								
JaSRCo	91-98	8		EA					StLC		1409	4-whl. (5-26)
				Jamestown Street Railway Co.								
GN	2320-2321!	2!		ED	760				StLC	-26	1410!	EMC 179-180 220hp (6-26)
GN	2317-2319!	3!		ED	940				StLC	-26=-27	1411!	EMC 176-178 275hp (7-26)
UP	M31-M34!	4!		ED	900				StLC	1=2-27!	1412!	EMC 181-184 220hp (8-26)
UP	M35!	1!		ED	940				StLC	"	1412!	EMC 185 275hp (8-26)
OSL	M65-M68!	4!		ED	940				StLC	2=3-27!	1413!	EMC 186-189 275hp (8-26)
OWR&N	M99!	1!		ED	940		72-0		StLC	3-27!	1414!	EMC 190 275hp (8-26)
MT&LCo	121,123	2		EA					StLC	-26	1415	(7-26)
				Muskegon Traction & Light Co.								
CRI&P	9045-9049!	5!		ED	980				StLC	-27	1416!	EMC 195-199 275hp (-26)
MVPSCo	12,14	2		EA					StLC		1417	4-whl. (8-26)
				Mississippi Valley Public Service Co.								
SIG&ECo	208-211	4		EA					StLC		1418	(3-26)
				Southern Indiana Gas & Electric Co.								
NOPSCo	1120-1121	(2)							StLC		1419	bus bodies (9-26)
				New Orleans Public Service Co.								
TMERL	925-964!	40		EA					StLC	-26	1420	(9-26)
				Milwaukee Electric Railway, Power and Light Co.								
MPA	61!	1!		ED	900				StLC	-26	1421	EMC 200 275hp (12-26)
C&NW	9904-9908!	5!		ED	900				StLC	-27	1422!	EMC 201-205 220hp (-26)
GN	2323!	1!		ED	960				StLC	-27	1423!	EMC 206 275hp (12-26)
CB&Q	555-556!	2!		ED	960				StLC	-27	1424!	EMC 207-208 275hp (12-26)
				CB&Q 555-556 to 9725-9726								
CB&Q	570-571!	2!		ED	960				StLC	-27	1425!	EMC 209-210 275hp (12-26)
				CB&Q 570-571 to 9835-9836								
CB&Q	585!	1!		ED	960				StLC	-27	1426!	EMC 211 275hp (12-26) to 9565
ESL	310	(1)		EA					StLC		1427	repair of 610 (1-27)
				East St. Louis Railway Co.; Cincinnati Northern; Houston Electric								
MRofSF	189-203	15		EA					StLC	-27	1428	(12-26)
				Municipal Railway of San Francisco								
NOPSCo	1010-1019	10		EA	406	52p	34-2	48-2	StLC	-28	1429	(10-26)
				New Orleans Public Service Co.								
ESLRCo	300-304	(5)		EA					StLC		1430	recondition (1-27)
				East St. Louis Railway Co.								
M&O	1820-1821!	2!		ED					StLC	-27	1431!	EMC 212-213 220hp (3-27)
M&O	1802!	1!		ED					StLC	-27	1432!	EMC 214 220hp (3-27)
StLB&M	123-124	2!		MB	1416	-	73-10		StLC	6,10-27?	1433!	12-whl, (1,2-27 listed twice GCL, NOT&M)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
MP	2571-2576	6! (8!)		MB	1416	-	63-10		StLC	9=10-27?	1433!	12-whl (2-27)
			total job	1433								
MP	3610-3619!	10!		C/V	1444	-	76-1		StLC	8-27?	1434!	12-whl. (2-27)
TMERL	1142-1145!	?		EP					StLC	-27	1435	bodies (2-27)
			Milwaukee Electric Railway, Power and Light Co.									
NP	B14!	1		ED					StLC	-27	1437!	EMC 224 275hp (5-27)
NP	B15-B16!	2		ED					StLC	-27	1438!	EMC 225-226 275hp (5-27)
SLPD	none	(1)							StLC		1439	armored police wagon (4-27)
			St. Louis Police Department: Armored Car "Flying Fortress"									
WAB	606-611!	6!		CA	1435	-	78-6		StLC	11-27?	1440!	12-whl (4-27) early -28?
ITC	73	(1)							StLC		1441	rebuild (4-27)
CB&Q	558-559!	2!		ED					StLC	-27	1442!	EMC 234,230 275hp (7-27)
			CB&Q 558-559 to CB&Q 9727-9728									
CB&Q	557!	1!		ED					StLC	-27	1443!	EMC 232 275hp (7-27)
			CB&Q 557 to CB&Q 9724									
CB&Q	560!	1!		ED					StLC	-27	1444!	EMC 236 275hp (7-27)
			CB&Q 560 to CB&Q 9812									
CB&Q	588!	1!		ED					StLC	-27	1445!	EMC 238 275hp (7-27)
			CB&Q 588 to CB&Q 9568									
CB&Q	586-587!	2!		ED					StLC	-27	1446!	EMC 235 275hp (7-27)
			CB&Q 586-587 to CB&Q 9566-9567									
CB&Q	573-575!	3!		ED					StLC	-27	1447!	EMC 237,240,239 275hp (7-27)
			CB&Q 573-575 to CB&Q 9838-9840									
CB&Q	572!	1!		ED	1150	-			StLC	-27	1448!	EMC 231 275hp (7-27)
			CB&Q 572 to CB&Q 9837									
NTTCo	260-269	10		EA					StLC	-27	1449	(6-27)
			Northern Texas Traction Co.									
HECo	416-435	20		EA					StLC		1450	(6-27)
			Houston Electric Co.									
ESLRCo	350-354	5		EA					StLC		1451	(5-27)
			East St. Louis Railway Co.									
LV	20!	1!		ED					StLC	-27	1452!	EMC 241 220hp (6-27)
			stock sold LV 20									
CNS&M	351-360	10		EA					StLC		1453	(8-27)
			Chicago, North Shore and Milwaukee Railroad Co.									
OWR&N	M98!	1!		ED			72-0		StLC	12-27!	1454!	EMC 242 275hp (8-27)
IC	795-804!	10!		BE	1353	-	70-9		StLC	2-28?	1455!	12-whl (6-27)
ATSF	M108-M109!	2!		ED		-			StLC	-28	1456!	EMC 244-245 275hp (9-27)
CA&E	500	1		EA	508	56p	51-0		StLC	-27	1457	(8-27)
			CA&E 500 to CNS&M 361 in 1941									
GN	2324!	1!		ED					StLC	-28	1458	EMC 246 275hp (11-27)
SAL	2022-2023!	2!		ED					StLC	-28	1459!	EMC 261-262 275hp (9-27)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
SAL	2060-2061!	2!		ET					StLC	-28	1460!	EMC 263-264 (9-27)
C&A	M15-M16!	2!		ED					StLC	-28	1461!	EMC 247-248 275hp (9-27)
C&A	M17-M18!	2!		ED					StLC	-28	1462!	EMC 249-250 275hp (9-27)
ISCorp Detroit	cancelled 3700-3749										1463	
		50		EA					StLC	-27	1464	(8-27)
			City of Detroit									
MRofSF	204-213	10		EA					StLC		1465	(7-27)
			Municipal Railway of San Francisco									
TMERL	965-974!	10		EA					StLC	-27	1466	(9-27)
			Milwaukee Electric Railway, Power and Light Co.									
NM&SCo	?	2		G					StLC		1467	bodies (12-27)
			National Enameling and Stamping Co.									
GN	100-103!	4!			887	-	40-0	43-9	StLC	4-28?	1468!	heater (1-28)
			GN 100-103 to GN 1-4									
PRCo	3800-3814	15		EP					StLC		1469	(12-27)
			Pittsburgh Railways Co.									
M&O	1930-1932	3!		ET	720	-			StLC	-28	1470!	(3-28)
M&O	1830-1832!	3!		ED	1280	-			StLC	-28	1471!	EMC 303-305 440hp (1-28)
PRR	8853+9025!	85!		BE	1013	-	63-2		StLC	7-28=1-29!	1472!	B60B (1-28) 75:10
			PRR 8853-8900,8989-9025!; 9106-9025 1-29									
GCSCo	?	2		G					StLC		1473	bodies (2-28)
			Granite City Steel Co.									
SLSF	2122-2126!	5!		ED	1313	-			StLC	-28	1474!	EMC 312-316 400 hp (5-28)
CRI&P	9050-9057!	8!		ED	1090	-			StLC	-28	1475!	EMC 326-333 275hp (7-28)
			St. Louis Com Rock Island Lines									
GCSCo	?	2		G					StLC		1476	bodies (5-28)
			Granite City Steel Co.									
StLC	?	1		EA					StLC		1477	double deck
DR&TCo	750-766	17		EA					StLC		1478	(6-28)
			Dallas Railway & Terminal Co.									
SP	750-759	10		EP		52-			StLC		1479	(5-28)
MPA	62!	1!		ED	1200	-			StLC	-28	1480!	EMC 347 440 hp (6-28)
HECo	438	1		EA?					StLC		1481	Birney Special, East St. Louis, (7-28)
UEL&P	?	1		FD?					StLC		1482	transformer (6-28)
UEL&P	?	1		FD?					StLC		1483	transformer transfer (6-28)
			Union Electric Light & Power Co.									
T&T	99!	1!		ED		-			StLC	-28	1484!	EMC 349/Whse 275hp (8-28)
TMERL	975-984	10		EA					StLC	-28	1485	(9-28)
NOPSCo	1131-1137	(7)							StLC		1486	bus bodies (9-28)
			New Orleans Public Service Co.									
OkC-A-A	M126	1!		EG	490	-			StLC	-28	1488!	Sterling 225 hp (9-28) Sykes

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
OkC-A-A	MT130	1!		ET	370	-			StLC	-28	1489	(9-28) to MV T10
OkC-A-A	MT131	1!		ET	370	-			StLC	-28	1490	(9-28)
Oklahoma City-Ada-Atoka Railroad												
var.	cancelled?	(10)		EA					StLC		1492	Birney (10-28)
IC	11000	1		loco					StLC	7-29	1493!	tri-power (10-28)
gas electric/battery locomotive; Com. Edison Co.; tested on CNW before delivery soon returned to builder and became StL&BE 600 in 1938												
NWP	375-379!	5!		EP	1160	-	71-0		StLC	3-29?	1494!	8-whl (11-28)
NWP	250-254!	5!		ET	670	-	71-0		StLC	3-29?	1495!	8-whl (11-28)
BofM	6	1							StLC		1497	Bureau of Mines Rescue Car (2-29)
MP	2577-2587!	11!		MB	1450	-	73-10		StLC	6-29?	1498!	12-whl (1-29)
MP	2588-2589!	2!		MB	1430	-	73-10		StLC	6-29?	1499	12-whl (1-29)
GCSCo	?	3		G					StLC		1501	bodies
Granite City Steel Co.												
CRI&P	9070-9071!	2!		ED	1200	-			StLC	-29	1502!	EMC 400-401 800 hp (2-29)
CRI&P	9008-9014!	7!		ED	1793	-			StLC	-29	1503!	EMC 393-399 800 hp (2-29) 012!
GN	2332-2335!	4!		ED	1050	-			StLC	-29	1504!	EMC 405-408 400hp (2-29)
GN	2336!	1!		ED	1050	-			StLC	-29	1505	EMC 409 400hp (2-29)
GN	2337!	1!		ED	1399	-			StLC	-29	1506	tower Mack/GE 162006, 405hp (-29)
LoRCo	200	1							StLC		1507	rail sedan sample (2-29)
Louisville Railway Co.												
ORCo	111-120	10							StLC		1508	(2-29)
Oklahoma Railway Co.												
Oklahoma City Railroad 120 EA -29												
IC	805-809!	5!		B	1338	-	70-9		StLC	11-29?	1509!	12-whl (3-29)
IC	332-337!	6!		MB	1396	-	70-9		StLC	12-29?	1510!	12-whl (3-29)
IC	538-542!	5!		BH	1358	-	70-9		StLC	12-29?	1511!	12-whl (3-29)
NP	B20-B22!	3!		ED	1286	-			StLC	-29	1512!	EMC 410-412 300hp (3-29)
NP	B23!	1!		ED	1280	-			StLC	-29	1513!	EMC 413 300hp (3-29)
NP	B24-B25!	2!		ED	1600	-			StLC	-30	1514!	EMC 415-416 600hp (3-29)
NP	B26!	1!		ED	1286	-			StLC	-30	1515!	EMC 414 300hp (3-29)
TMERL	985-999!	15!		EA					StLC	-29	1516!	(4-29)
TMERL	1031-1050	10!		EP					StLC	-30	1518!	2-unit articulated (6-29)
Milwaukee Electric Railway, Power and Light Co.												
M&StL	GE1-GE3!	3!		ED	1160	-			StLC	-29=-30	1519!	EMC 438-440 300hp (8-29)
LorSRCo	200-209	10		EA					StLC		1520!	(8-29)
Lorain Street Railway Co.												
MeSRCo	300	1		EA					StLC		1522	(8-29)
Memphis Street Railway Co.												
ERIE	5000!	1!		ED		-			StLC	-30	1523!	Whse 600hp (-29,2-30)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
StLC	14181-14182!	2!		loco	1870	-			StLC	-30	1524!	tri-power demonstrators
				StLC 14181-14182 tri-power to ITC 51-52 straight electric, diverted from IC 11001-11002								
UEL&P		1		FD?					StLC		1526	transformer (12-29)
				Union Electric Light & Power								
MP	6301-6305!	5!		P	1549	-	70-0		StLC	7-30?	1527!	12-whl (12-29)
MP	6306-6310!	5!		P	1549	-	70-0		StLC	7-30?	1528!	12-whl partition? (12-29)
ITC	515,527	(2!)		EP	870	9br	57-0		StLC	8-30?	1529!	room cars (3-30)
				rebuilt as ITC 500-501 ET sleeping Missouri and Illinois								
UEL&P		1!	200	FD					StLC		1530!	(2-30) possibly on GSC cast u/f
				Union Electric, Light and Power Co.; FD or FW								
GN	2338!	1!		ED	1445	-			StLC	-30	1531!	EMC 443 400hp (1-30)
GN	2340!	1!		ED	1478	-			StLC	-30	1532!	Whse. 400hp (1-30)
LARCo	2601-2602	2		EA					StLC	-30	1533	experimental (2-30)
				Los Angeles Railway Co.								
MP	1100-1119!	20!	60	NE	484	-	33-0	39-7	StLC	6-30	1534!	s.u. (2-30) drovers'
ORCo	121-130	10		EA							1535	(4-30)
ORCo	131-140	10		EA							1536	(4-30)
				Oklahoma Railway Co. (electric interurban line)								
CPr	46-47!	2!		ED	1394	-			StLC	-30	1537!	EMC 400 hp (3-30) EO2633
				Canada Pacific Railway								
CSL	86-91!	(6)		tb					StLC	-30	1538!	trolley bus (3-30)
				Chicago Surface Lines								
C&O	400-404!	5!		CO	1385	-	76-10		StLC	1-31?	1539!	(3-30)
CotD	3851-3980	130!		EA					StLC	-30=-31	1540!	City of Detroit (5-30)
A&LM	475+479?	2!		NE	474		33-0		StLC	8-30?		su (4-30)
NWP	380-386!	7!		EP	1100	-	72-4		StLC	11-30?	1541!	8-whl (4-30)
				NWP 386 to PE 4511								
NWP	255-256!	2!		ET	792	-	72-4		StLC	11-30?	1542!	8-whl (4-30)
PE	100-114	?		EA					StLC		1543	(4-30)
				Pacific Electric Railway								
CP&L		1		FD					StLC		1544	transformer (4-30)
				Community Power & Light Co.								
M&StL	GE25-GE28!	4!		ED	1462	-			StLC	-30	1545!	EMC 448-451 400hp (5-30)
UP	91320-91339!	20!	140	HMA		1360	28-0		StLC	12-30=1=31!	1546	stl ORE-70-1 (6-30) 9:11, OWR&N?
				UP 91320-91339 to UP 26900-26919 then UP 2900-2919 in 5-52								
CSL	135-139!	(5!)		tb					StLC	-31	1547!	trolley bus (12-30)
				Chicago Surface Lines								
C&A	M16!	1		ED					StLC		1549	EMC 248 (2-31) repair?
				C&A M16 to C&A 6021 in 1935								
				Chicago & Alton								
M&StL	GE29!	1!		ED		-			StLC	-31	1550!	EMC 491 400hp (3-31)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
M&StL	GE30-GE31!	2!		ED		-			StLC	-30	1551!	EMC 492-493 400hp (3-31)
M&StL	GE4!	1!		ED		-			StLC	-31	1552!	EMC 494 300hp (3-31)
MP	660-661!	2!		ED					StLC	-31	1553!	EMC 495-496 400hp (7-31)
MSRCo	100-108!	(9!)		tb		40p			StLC	-31	1554!	trolleybus (7-31)
				Memphis Street Ry. Co.								
WG&ECo	13-22!	(10!)		tb		42p			StLC	-32	1555!	trolleybus (9-31)
				Wisconsin Gas & Electric Co./Kenosha Motor Coach Lines								
MKT	M11!	1!		ED					StLC	-31	1556!	EMC 500 400hp (9-31)
MKT	M12	1!		ED					StLC	-31	1557!	Whse 415hp (9-31)
IR	OE600	1		ED		-			StLC	-33	1559!	IR 600hp demo (4-32)
				IR OE600 to MEC 901								
				Ingersoll-Rand Co.								
?	?	(1)				24p			StLC		1561	gas bus sample
				Frank Martz, Wilkes Barre, PA								
SFN&C	62-63	2!		EC	980	-	54-6		StLC	2-33?	1562	body stl. (10-32)
				San Francisco, Napa & Calistoga Railway								
USE	?	(2)							StLC		1563	derrick boat (6-33) U.S. Engineers
UEL&P	?	1		FD?					StLC		1564	transformer (8-33)
				Union Electric								
MTCO	518-537	(20)							StLC		1565	demountable freight truck bodies, (10-33)
				Motor Terminals Co.								
?	?	(2)				22p			StLC		1566	gas bus demonstrators
SRS	117-119	3		ED					StLC		1567	EMC 515-517
C&O	800-814!	15!		P	1420	-	78-4		StLC	2-35?	1568!	stl. 12-whl. (5-34)
				not listed 3-64								
C&O	81-91!	11!		MB	1401	-	70-0	73-5	StLC	1-35?	1569!	stl. 12-whl. (5-34)
				C&O 83-84 to WAB 450-451 in 7-63								
				C&O 82,87-88,90 to WAB 452-455 in 8-64								
NKP	361!	1!		MB	1401	-	73-5	73-11	StLC	12-34?	1570!	stl. 12-whl. (5-34)
US Gov't	?	(70)							StLC		1571	dredge pontoons (4-34)
CMBCo	?	(3)							StLC		1572	gas bus (4-34)
				Cheyenne Motor Bus Co.								
B&M	1140!	1!		ED	2000	-			StLC	-35	1573!	IR/GE 800hp (8-34)
B&M	1141!	1!		ED	2000	-			StLC	-35	1575!	Whse 950hp (8-34)
CaTCo	1051-1060	10		EA					StLC		1577	(12-34)
				Capital Transit Co.; Washington, DC								
ATSF	1-A,1-B	2		loco					StLC	9-35	1578!	EMC 535-536 diesel electric, Amos & Andy (11-34)
IC	9201!	1							StLC	-35	1580!	EMC 533 electric locomotive (1-35)
CRP&LCo	141-158!	(18!)		tb		40p			StLC	-35	1581!	trolley bus (1-35)
				Columbus Railway, Power & Light Co.								

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
MSRCo	109-113!	(5!)		tb		40b			StLC	-35	1582!	trolley bus
												Memphis Street Railway Co.; to Toledo 1071-1073 in 1946
BMT	7004-7013!	10!		EP	1808	198p	179-1		StLC	-35	1583!	5-unit articulated MS (7-35)
												New York City
SAL	2027-2028!	2!		ED	1561	-			StLC	4-36	1584!	EMC 523-524 600hp (8-35)
ATSF	3071	1!		P	1000	79-2	73-0	79-8	StLC	3-36?	1585!	stl 8-whl (9-35) 11-36
CSL	171-185	(15!)		tb		40p			StLC	-36	1586!	(10-35)
												Chicago Surface Lines
MP	?	(139)		G					StLC		1588	underframe parts (2-36)
KS	111-124	(14)		EA					StLC		1589	2-unit articulated bodies (4-36)
												Key System, CA
SP	7229-7248!	20!		BH	1620	83-6	80-1	84-0	StLC	1-37?	1590!	12-whl (6-36) SA&AP
												possibly to 4300-4303 MR, 5217-5219 MB, and 6366-6272 BE
C&O	200-209!	10!		BH	1426	70-8	70-0	73-11	StLC	11-37?	1592!	12-whl (1-37)
PM	624-633!	10!		BE	1345	-	70-8		StLC	9-37?	1593!	(1-37)
TMERL	80-123!	(44!)		tb		41p			StLC	-37	1594	(4-37)
PeTCo	606-607!	(2)		tb		41p			StLC	-37	1594P!	(5-37)
												PeTCo 606-607 to Des Moines 223-224 in 1946
												Illinois Power & Light/Peoria Transportation Co.; P-A Illinois-Iowa Power Co. (Peoria Division)
IRT	5653-5702!	50!		EP	751	48p	51-1		StLC	-38	1596!	World's Fair (5-38)
StLB&E	600	(1)		loco					StLC	-38	1597	electric locomotive rework
												Union Electric, Light & Power Co.
SOU	MT1-MT4	4!		ED	1810	-			StLC	-39	1598!	FM/Whse 750hp (-38)
AGS	MT40-MT41	2!		ED	1810	-			StLC	-39	1598!	FM/Whse 750hp (-38) 40!
SOU	MT1-MT4	4!		ET	1020	-	63-10		StLC	4-39?	1599!	AC (9-38)
AGS	MT40-MT41	2!		ET	1020	-	63-10		StLC	4-39?	1599!	AC (9-38)
												six two car sets
B&QT	1001-1099!	99!		EA					StLC	8-36=1-37	1600!	PCC (6-35)
												Brooklyn & Queens Transit Corp. to NYTS then NYCTA
BaTCo	7001-7022!	22!		EA					StLC	8+11-36	1601	PCC (1-36).
BaTCo	7301-7305!	5!		EA					StLC	8+11-36	1601	PCC (1-36).
												Baltimore Transit Co.
CRy	4002-4051!	50!		EA					StLC	10-36+1-37	1602!	PCC (2-36)
CCRy	7002-7034!	33!		EA					StLC	10-36+1-37	1602!	PCC (2-36)
												Chicago Surface Lines
PRC	100!	1!		EA					StLC	7-36	1603!	PCC sample (4-36)
PRC	1000-1099!	100!		EA					StLC	1=5-37	1604!	PCC (7-36)
												Pittsburgh Railways Co.
SDERCo	501-525!	25!		EA					StLC	3=6-37	1605!	PCC (7-36)
												San Diego Electric Railway Co.
LARCo	3001-3060	60!		EA					StLC	3=8-37	1606!	PCC (8-36)
												Los Angeles Railway Co.

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
BER	3001!	1!		EA					StLC	5-37	1607!	PCC (10-36)
												Boston Elevated Railway; only new car for Boston built by StLC
CaTCo	1101-1145!	45!		EA					StLC	8=10-37	1608!	PCC (2-37)
												Capital Transit Co., Washington, DC
LARCo	3061-3095	35!		EA					StLC	9=11-37	1609!	PCC (5-37)
												LARCo 3061-3095 would fit better, see jobs 1606 and 1641
PRC	1100-1199!	100!		EA					StLC	10-37=1-38	1610!	PCC (4-37)
SDERCo	526-528!	3!		EA					StLC	1-38	1611!	PCC (11-37)
PRT	2001-2020! not used	20!		EA					StLC	7-38	1612! 1613	PCC (3-38)
												Philadelphia Rapid Transit Co. became Philadelphia Transportation Co. on 1/1/40
CaTCo	1146-1195!	50!		EA					StLC	7=8-38	1614!	PCC (2-38)
												Capital Transit Co., Washington, DC
TTC	4000-4139!	140!		EA					SLC/CCF	7=11-38	1615!	PCC A1 (3-38)
												Toronto Transportation Commission
BCER	400!	1!		EA					StLC/CCF	9-38	1616!	PCC (5-38)
												Vancouver
CSR	1100!	1!		EA					StLC	8-39	1617!	PCC sample (12-38)
												Cincinnati Street Railway Co. 1100+1126 to Toronto 4550-4574 in 1950 A10
CaTCo	1196-1233!	38!		EA					StLC	6=7-39	1618!	PCC (1-39)
												Capitol Transit Co., Washington, DC
MRofSF	1001-1005!	5!		EA					StLC	10=11-39	1619!	PCC double-ended (6,7-39)
												Municipal Railway of San Francisco
PRC	1200-1299!	100!		EA					StLC	3=7-40	1620!	PCC (10-39)
												Pittsburgh
SLPS	1500-1599!	100!		EA					StLC	5=8-40	1621!	PCC (8-39)
												St. Louis Public Service 1550+1599 to PRT 2201-2240 at random (40) in 1954-55; rebuilt 2=11-55
												St. Louis Public Service 1550+1599 to PRT 2241-2250 at random (10) in 1955; rebuilt 5=11-55
CaTCo	1234-1267!	34!		EA					StLC	7=9-40	1622!	PCC (10-39)
												Capitol Transit Co., Washington, DC
CSRCo.	1101-1126!	26!		EA					StLC	9=10-40	1623!	PCC (1-40)
												Cincinnati Street Railway Co. 1100+1126 to Toronto 4550-4574 in 1950 A10
TTC	4150-4199!	50!		EA					SLC/CCF	7=9-40	1624	PCC A2 (5-40)
												Toronto Transportation Commission
PTC	2501-2580!	80!		EA					StLC	12-40=2-41	1625!	PCC (6-40) 31:49
PTC	2031-2080!	50!		EA					StLC	2=3-41	1625!	PCC (6-40)
												Philadelphia Transportation Co.
BCER	401-403!	3!		EA					StLC/CCF	9-40	1626	PCC (4-40)
												Vancouver
CaTCo	1268-1302!	35!		EA					StLC	2=3-41	1627	PCC (8-40)
												Capitol Transit Co., Washington, DC

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes	
KCPs	701-724!	24!		EA					StLC	6=7-41	1628!	PCC (11-40)	
				Kansas City Public Service Co.									
TTC	4200-4259!	60!		EA					SLC/CCF	11-41=1-42	1629!	PCC A3 (3-41)	
				Toronto Transportation Commission									
TRCorp	?	(1)							StLC		1630	PCC frame (10-40)	
				Transit Research Corp., New York, N.Y.									
SLPS	1600-1699!	100!		EA					StLC	8=11-41	1631!	PCC (12-40)	
				St. Louis Public Service Co.									
CaTCo	1303-1332!	30!		EA					StLC	9=10-41	1632!	PCC (2-41)	
				Capitol Transit Co., Washington, DC									
PRC	1400-1499!	100!		EA					StLC	2=5-42	1633!	PCC (5-41)	
				Pittsburgh Railways Co.									
PTC	2081-2090!	10!		EA					StLC	4-42	1634!	PCC (5-41)	
PTC	2581-2680!	100!		EA					StLC	5=8-42	1634!	PCC (5-41) 43+57	
				Philadelphia Transportation Co. to SEPTA									
CaTCo	1333-1399!	67!		EA					StLC	8=11-42	1635	PCC (11-41)	
				Capitol Transit Co., Washington, DC									
****	job numbers for non-trolley orders apparently skipped to 1701, trolley orders continued with 1636												
NYCTA	66-67!	2!		EB	596	9p	44-8	44-11	StLC	11-39	1701	R-8-A money collection IND, (12-38)	
				City of NY; renumbered 20176-20177 then 30176-30177 in 6-66									
NYCTA	07-010	4!	60	F			44-7		StLC	10-39	1702	s.u. Board of Trans NYC (10-38)	
				job 1701 was for City of New York, Board of Transportation, but not sure if it was this order or the next									
RDG	35	(1!)		loco					StLC	12-39	1703!	600hp diesel-electric locomotive, (3-39)	
				Municipal Railway of San Francisco									(4-39)
MRofSF	501-509!	(9)!		tb		40p			StLC	4=5-41	1704!		
				Birmingham Electric Co.									
BECo	521-530	(10)							StLC	9=10-39	1705	rebuild job 1520 (7-39)	
				Birmingham Electric Co.									
CNS&M	801-804!	2!		EP		-			StLC	1-41	1706!	(2) 4-unit trains (12-39)	
				cab/coach 801A-804A, bar/lounge 801B,803B, coach 801C,803C; to P&W in 1963									
GPCo	1101-1131!	(31!)		tb		44p			StLC	7=8-40	1707!	(1-40)	
				Georgia Power Co., Atlanta									
MP	760!	1!		MS	1260	-	84-6		StLC	4-41	1708!	8-whl (5-40)	
MP	732!	1!		PB	1268	-	84-6		StLC	4-41	1709!	8-whl grill-coach (5-40)	
				not listed 3-64; both to 500 series?									
C&O	90000-90149!	50!	60	NE	440	-	24-0	32-1	StLC StL	1=3-41	1710!	sf (7-40)	
TMERL	229-273!	(45!)		tb					StLC	8=11-41	1711!	(10-40)	
				Milwaukee Electric Railway & Transport Co.									
BiECo	400-418	(19)							StLC	5=6-41	1712	remodel job 1450 (11-40)	
				Birmingham Electric Co.									
	not used										1713		

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
PM	A950-A989!	40!	60	NE	449	-	24-1	32-1	StLC StL	9=12-41	1714!	stl (6-41) A954! = 10-41
SOU	525-549!	25!		BE	1150	-	70-0	70-9	StLC	3=5-42	1715!	8-whl (7-41)
CI&L	430-436!	7!		BE	1150	-		70-9	StLC	5-42	1716!	8-whl (7-41)
												not listed 3-64; possibly to 13-14,119 MB and 106-109 BE 70-0, 74-4
CA&E	451-460!	10!		EP	866	54p	55-4		StLC	10=12-45	1717!	(11-41)
												Chicago, Aurora & Elgin; CA&E 456-460 are 52p
USOX	241238-241273	36!	68				46-0		StLC	6-42	1718!	std. gauge stl ammunition (9-41)
												nec 1001-1036?
USGov't	?	(?)							StLC	6+7-42	1719	trailer trick bodies Signal Corps
USOX	241206-241237	32!	68				46-0		StLC	6=8-42	1720!	3' gauge stl ammunition (9-41)
USGov't	?	(30)							StLC	9=10-42	1721	Navy amphibian tanks
												LVT-2 or LVT-4 Water Buffalo
USOX	8701-8730!	30!		kitch.				70-	StLC	11-42=1-43	1722	kitchen
USGov't	?	(107)							StLC	10-42=6-43	1723	amphibian tanks
												Alligators?
USGov't	?	10							StLC	9-43	1724	Treasury Dept., mobile generators for Russia
USN	?	(250)							StLC	7-43	1725	LVT-2 Buffalo Amphibians
USN		(263)							StLC	1=3-44	1726	Buffalo amphibians
USN	232-234	(3)							StLC		1727	(9-43)
												job 1361 reconditioned and used on Oklahoma Railway
USN		(389)							StLC	3=6-44	1728	LVT-2 Buffalo amphibians
USN		(257)							StLC	6=8-44	1729	LVT-2 Buffalo amphibians
USTD		30							StLC	4=9-43	1730	
												US Treasury Dept., mobile electric generators; for Russia, railcar; terminated job 2300

TTC	4260-4274!	15!		EA					SLC/CCF	-44	1636	PCC A4 (3-42) CCF 1550
												job contains 55 cars, 40 not built?
BCER	404-420!	17!		EA					StLC	-44?	1637	PCC bodies (3-42) CCF 1555
												see job 1644
CaTCo	1400-1464!	65!		EA					StLC	5=11-44	1638!	PCC (7-42)
												Capitol Transit Co., Washington, DC
PRC	1500-1564!	64!		EA					StLC	11-44=7-45	1639!	PCC (6-42)
												PRC 1547:1 diverted to job 1652
												Pittsburgh Railways Co.
PRC	1547:2!	1!		EA					StLC	1-45	1646!	PCC
												possibly diverted from job 1646
MTCO	3500-3517!	18!		EA					SLC/CCF	1-44/	1640	PCC (5-42) CCF 1556
												Montreal Tramways Co.
LARCO	3096-3125!	30!		EA					StLC	10-43=1-44	1641!	PCC (5-42)
												Los Angeles Railway; see 1609 above for 3096 conflict
?	?	(1)		EA					StLC	-43	1642	post war PCC mock-up

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
TTC	4275-4299!	25!		EA					SLC/CCF	12-44=2-45	1643	PCC A5 (4-43) CCF 1602
				Toronto Transportation Commission								
BCER	421-435!	15!		EA					SLC/CCF	2=3-45	1644	PCC (5-43) CCF 1605
				see job 1637								
				BC Electric Railway Co. (Vancouver)								
CaTCo	1465-1539!	75!		EA					StLC	3=7-45	1645!	PCC (11-43)
				Capitol Transit Co., Washington, DC								
PRC	1601-1699!	97!		EA					StLC	7-45=-46	1646!	PCC (1-44)
				PRC 1674-1675:1 diverted to job 1659								
				Pittsburgh Railways Co.								
PRC	1600!	1!		EA					StLC	9-45	1646A!	PCC
				pre-war demonstrator								
PRC	1674-1675:2	2!		Pittsburgh Railways Co. also has jobs 1647A, 1648A, 1649A presumably diverted								
									StLC	1-46	1646B	PCC bodies
CaTCo	1540-1589!	50!		EA					StLC	11-45=2-46	1647!	PCC (6-44)
				Capitol Transit Co., Washington, DC; lot 1647A former CTCo to Leonard Bros. Private Subway								
LRCO.	501-525!	25!		EA					StLC	8=11-46	1648!	PCC (8-44)
				Louisville Railway diverted to Cleveland Transit System 4250-4274 then Transit Toronto 4675-4699 in 10=12-52 A12								
PTC	2701-2800!	100!		EA					StLC	2=4-47	1649!	PCC (7-44)
				Philadelphia Transportation Co. toSEPTA								
KCPS	725-799!	75!		EA					StLC	1=8-46	1650!	PCC (7-44)
				Kansas City, MO 749,757,762,765,771,775,782,784,794								
				to Toronto Transit Commission 4756,4759,4761-4762,4765,4767,4772-4773,4779 in order								
				then PRT 2242-2250 in order (9) in 3=4-76								
				KCPS 526+794 to Toronto 4750-4779 (30) in 11-57 built -46=-47 A14								
				Kansas City, MO 725+788 to PRT 2251-2290 at random (40) in 1954-55; rebuilt 2=9-55								
				Kansas City Public Service Co.								
JTC	401-417!	17!		EA					StLC	1=2-47	1651!	PCC (12-44)
				Johnstown Traction Co.; all scrapped								
TCRT	299!	1!		EA					StLC	1-45	1652!	PCC (12-44)
				TCRT; diverted from PRC 1547:1								
				TCRT 299 to Mexico City								
TCRT	300-339!	40!		EA					StLC?	11-46=1-47	1653!	PCC (1-45)
				TCRT 320-339 sold NCS 1-20; Newark City Subway remainder to Mexico City								
				Twin Cities Rapid Transit Co.; Minneapolis-St. Paul								
TTC	4300-4329	(30)		EA					SLC/CCF	cancelled	1654	PCC (1-45)
				Toronto Transportation Commission								
SLPS	1700-1799!	100!		EA					StLC	9=11-46	1655!	PCC (1-45)
				St. Louis Public Service Co.								
MTCO	cancelled 5-46	(30)		EA					StLC		1656	PCC bodies (1-45)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
KCPS	501-585!	85!		EA					StLC	11=12-47	1656!	PCC
			Kansas City, MO 526,535 to Toronto Transit Commission 4750-4751 in order then PRT 2240-2241 in order (11) in 3=4-76 KCPS 526+794 to Toronto 4750-4779 (30) in 11-57 built -46=-47 A14									
CRy	4052-4061	10!		EA					StLC	3+8-47	1657!	PCC (7-45)
CCRy	7035-7114!	80!		EA					StLC	3+8-47	1657!	PCC (7-45)
			Chicago Surface Lines									
CSR	1150-1174!	25!		EA					StLC	8=10-47	1658!	PCC (7-45)
			Cincinnati Street Railway Co. to Toronto 4550-4574 in 1950 A9									
DeSR	100-101!	2!		EA		54p			StLC	10-45	1659	PCC (8-45)
			Detroit Street Railway; diverted from PRC; 100 to 141 in 1947; diverted from job 1646B 1-46									
TCRT	340-389!	50!		EA					StLC	7=10-47	1660	PCC (8-45)
			TCRT 340-359 sold Shaker Heights 51-70 TCRT 360-364 sold NCS 21-25; Newark City Subway remainder to Mexico City Twin Cities Rapid Transit; Minneapolis-St. Paul									
DSR	103-180!	78!		EA		50p			StLC	5=10-47	1661!	PCC (10-45)
			Detroit Street Railway; 102-140,142-180; see 103-180 per StLC records?									
CRy	4372-4411!	40!		EA			50-		StLC	12-47+10-48	1662!	PCC (12-45)
CCRy	7115-7274!	160!		EA					StLC	12-47+10-48	1662!	PCC (12-45)
			Chicago Surface Lines; to CTA									
MTCO	2000!	1!		EA					StLC	1-47	1663!	PCC (4-46)
			Mexican Tramways Co., Mexico City									
LATL.	3126-3165!	40!		EA					StLC	8=10-48	1664!	PCC (10-46)
			Los Angeles Transit Lines									
TTC	4300-4399!	100!		EA					SLC/CCF	9=12-47	1665	PCC A6 (5-46) CCF 1732
			Toronto Transportation Commission									
PTC	2091-2200!	110!		EA					StLC	7=8-48	1666!	PCC (7-46) 50+60; from 5-48?
			Philadelphia Transportation Co.									
MRofSF	1006-1015!	10!		EA					StLC	7=8-48	1667!	PCC double ended (6-46)
			Municipal Railway of San Francisco									
Belgium	?	3		EA					StLC	9=10-46	1668	PCC
			Ateliers de Construction Electrique de Charleroi (ACEC), Charleroi, Belgium									
PRC	1700-1799!	100!		EA					StLC	11-48=5-49	1669!	PCC (9-47) 25+75
			Pittsburgh; total in fleet: 666									
TCRT	390-439	50!		EA					StLC	5=7-49	1670!	PCC (10-47)
			TCRT 415-419 sold NCS 26-30 remainder to Mexico City Twin Cities Rapid Transit; Minneapolis-St. Paul/Transit Supply Co.									
TTC	4400-4499!	100!		EA					SLC/CCF	6=8-49	1671!	PCC A7 (5-48) CCF 1830
			Toronto Transportation Commission									

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
ITC	450-457!	8!		EA		55p			StLC	9=10-49	1672!	PCC (6-48)
												used in St. Louis area
DSR	181-286!	106!		EA		50p			StLC	8-49=1-50	1673	PCC (5-49) 53+53
												Detroit Street Railway
TTC	4500-4549!	50!		EA					SLC/CCF	11-50=2-51	1674	PCC A8 (3-50) CCF 1912
												Toronto Transportation Commission
MRofSF	1016-1040!	25!		EA					StLC	10-51=3-52	1675!	PCC (2-51)
												Municipal Railway of San Francisco
****	Job 1701-1730 above											
MRofSF	510-525!	(16)		tb					StLC	2=4-47	1731!	(10-44)
												Municipal Railway of San Francisco
USN	?	(790)							StLC	9-44=4-45	1732	LVT-4 Buffalo amphibians
USN	?	(908)							StLC	4=8-45	1733	LVT-4 Buffalo amphibians
USN	cancelled 6-45	(182)							StLC		1734	LVT-4 Buffalo amphibians
TM	700-701A&B	(2)							StLC	7-46=8-47	1736	2 unit locomotive bodies
												Texas Mexican Railway
CRT	5003-5004!	2!		EA	930	96p	88-8		StLC	7=8-48	1737!	3-unit articulated (10-44) 1947?
												Chicago L; another order for 30 cars (job 1738) was cancelled
NOPSCo	1222-1271!	(50)		tb		44p			StLC	7=9-47	1739!	trolleybus (2-46)
												New Orleans Public Service
?	?	10							StLC	6-43	1740	
												US Treasury Dept., mobile power plant; for Russia, railcar
?	?	80							StLC	6-44=5-45	1741	
												US Treasury Dept., mobile power plant; for Russia, railcar
?	1-25	25							StLC	10-46	1742	(8-45) 11 shipped to Russia
												US Treasury Dept., mobile power plant; for Russia, railcar
CiSRCo	1200-1229!	(30!)		tb					StLC	5=8-47	1743!	(10-45)
												Cincinnati Street Railway Co.
CTS	1000-1049!	(50!)		tb					StLC	10=12-47	1744!	(2-46)
CTS	1050-1099!	(50!)		tb					StLC	12-47=2-48	1745!	(2-46)
												Cleveland Transit System
ITC	300-302!	3!		EC	1099	44p	66-10		StLC	10-48+4-49	1746!	(2-45)
ITC	330-331!	2!		EP	1011	56p	65-4		StLC	10-48+4-49	1747!	(2-45)
ITC	350-352!	3!		EPC	1074	33p	65-4		StLC	10-48+4-49	1748!	parlor-buffet-obs (2-45)
												ITC Louis Jolliet, Shadrach Bond, Pierre Laclède; originally job 1735; new job number (5-46)
A-GPCo	1701-1820!	(120!)		tb		44p			StLC	9-48=2-49	1749!	trolley coach (7-46)
												Alabama-Georgia Power Co., Atlanta
CSL	368-412!	(45!)		tb					StLC	3=4-48	1750!	(7-46)
												Chicago Surface Lines
CiSRCo	1230-1259!	(30!)		tb					StLC	4=5-48	1751!	(7-46)
												Cincinnati Street Railway Co.

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
CTS	1100-1174!	(75!)		tb					StLC	2-48=6-49	1752!	(8-46)
				Cleveland Transit System								
NOPSCo	1272-1331!	(60!)		tb		48p			StLC	5=7-48	1753!	trolleybus (-46)
				New Orleans Public Service								
Brooklyn	3000-3199!	(200!)		tb					StLC	7-48=3-49	1754!	(-46)
				City of New York, Board of Transportation								
PSTCo	11-24!	14!		EP					StLC	4=9-49	1755!	(-48)
				Phila. Suburban Transportation								
NYC	4500-4529	30!		EP	1460	130p	75-0	85-6	StLC	4-50+4-51	1756!	stl 8-whl lot 2207 (5-48) 501!
NYC	4530-4399	70!		EP	1460	130p	75-0	85-6	StLC	"	1756!	stl 8-whl (9-48)
		(100)		total lot 1756								
VGN	300-324!	25	60	NE	536	-	24-1	32-7	StLC	7=8-49	1757!	stl. Duryea C-10 (6-48)
				VGN 300-324 to N&W 530300-530324 C30 "2=7-47,8-49"								
N&W	518436-518445	10!	60	NE	529	-	24-1	32-7	StLC	4=7-49	1758!	stl. Duryea C-2 (5-48)
CTA	6001-6130!	130!		EP			48-0		StLC	8-50=2-51	1759!	subway-elevated (9-48)
USN	STA10-12	(3)							StLC		1760	conversion mobile power plants
				US Navy								
A-GPCo	1821-1840!	(20!)		tb					StLC	4=5-49!	1761	
				Alabama-Georgia Power Co., Atlanta								
USN	?	(8)							StLC	12-49	1762	conversion mobile power plants
				to Mexico								
	engineering								StLC		1763	trackless trolley demonstrator
MBTA	0548-0587!	40!		EP		-			StLC	5=9-51	1764!	(4-50)
				Boston Blue Line								
Detroit	9101-9180!	(80)		tb		48p			StLC	6=9-51	1765!	trolleybus (7-50)
CTA	6131-6200!	70!		EP			48-0		StLC	8=11-51	1766	(7-50)
				CTA 6069-6070,6175-6176 to SEPTA 476-479 in 1987								
				CTA 6079-6080,6089-6090,6139-6140,6151-6152,6161-6162 to SEPTA 480-489								
MRofSF	850-889!	(40!)		tb		48p			StLC	10-51=1-42	1767!	(11-50)
				San Francisco								
JoTCo	701-706!	(6!)		tb		48p			StLC	9=10-51	1768!	trolleybus (12-50)
				Johnstown, PA; 701-706 to Mexico City 3850-3855								
NYC	20298-20497!	200!		NE		-	33-7	41-4	StLC StL	1=8-52	1769!	lot 827 (1-51)
NOPSCo	1169-1212!	(44!)		tb		48p			StLC	12-51=3-52	1770!	(1-51)
				New Orleans Public Service; 1175+1212 to Mexico City 3800-3832								
USAX	89506-89568!	63!		PS		35p		85-0	StLC	9-52+6-53	1771!	hospital (2-51)
US	SC-1	(1)							StLC	9-51	1772!	General Albert J. Myer (3-51)
				Presidential Communications Car; former hospital 89449								
USAX	89600-89688!	89!		DKP		-		50-6	StLC	4=10-53	1773!	kitchen (1-52)
Cleveland	201-256!	56!		EA					StLC	9-54=2-55	1774!	subway PCC 2-unit sets (5-52)
Cleveland	101-112!	12!		EA					StLC	2=3-55	1775!	subway PCC (5-52)
USN	?	(278)							StLC	12-54=10-56	1776	US Navy, LVT-5 (5-52)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
Chicago MTA CTA	cancelled 0579? 6201-6470!	(1) (1) (270)							StLC StLC StLC		1777 1778 1779	Chicago conversion (10-52) underframe (10-52) to MBTA subway-elevated
PCC conversions; dismantling of PCC cars job 1781 Chicago Transit Authority												
ITC	980-989!	10!	80	NE	-				StLC	10=12-53	1780!	NYC design? (2-53)
ITC 980-989 to NW 557980-557989 9,11=12-52 C34; ITC 987/NW 557987 vacant ITC 970 to NW 557970 ?-53 C33												
USN CTA CNW ?	? into 1779 1-16 ?	(147) (50) 16! (?)							StLC StLC StLC StLC		1782 1783 1784! 1785	US Navy, LVTP-5 PCC conversions 8-whl gallery (11-53) rocket carriers
St. Louis Ordnance District												
NYCTA CTA NYCTA CTA CTA	6500-6899! 6471-6550! 7050-7299! ? 6551-6600	400! 80! 250! (130) (50)		EP	785	44p	51-1	51-4	StLC StLC StLC StLC StLC	6-55=10-56 10-56=3-57 9-56=5-57 3=6-57	1786! 1787! 1788! 1789 1791	stl 8-whl IRT R17 (10-54) alum/stl 8-whl (8-55) stl 8-whl IRT R21 (9-55) dismantle PCC cars (2-56)
PCC conversions												
CTA	6601-6670	(70)		EP					StLC	7-57=3-58	1792	(10-56)
PCC conversions												
NYCTA H&M H&M	7300-7749! 1206-1229 1234-1249	450! 24! 16!		EP	773	44p	51-1	51-4	StLC StLC StLC	8-57=12-58 5-58+3-59 5-58+3-59	1793! 1794! 1794!	8-whl IRT R22 (12-56) stl 8-whl PRR MP51 (1-57) stl 8-whl K (1-57)
total job 1794												
H&M H&M	1200-1205 1230-1233	6! 4!		EP	590	-	51-1		StLC StLC	7-58+2-59 7-58+2-59	1795! 1795!	stl 8-whl PRR MP51 (1-57) stl 8-whl K (1-57)
total job 1795												
CTA CTS CTS	6271 257-270 113-118	1 14 6		EP					StLC StLC StLC	3-57 2=5-58 1=2-58	1796 1798 1799	replacement body (11-56)\ (2-57) (2-57)
Cleveland Transit System												
? CTA CTA	? 6671-6720! 1-50!	(1002) 50! 50!		EP	416	-	48-0		StLC StLC StLC	1942-45 3=9-59 6-59=6-60	1800-02 1803! 1804!	antenna mounts alum/stl (3-58) alum/stl (3-58)
#2 is one of 4 experimental high speed cars												
EE UP	? 5007-5016!	(2026) 10!		DCL	-		81-10	85-0	StLC StLC		1805 1806!	containers Emerson Electric stl 8-whl cafe lounge (7-58) 9:1
to ARR 5013 Osage River												
UP UP SP&S	5488-5507! 5816-5820! 31!	20! 5! 1!		PB MA MB	- - 1360	- - 82-7	78-2 81-3 81-3	85-0 85-0 85-0	StLC StLC StLC	2=9-60! 10=12-60! 12-60	1807! 1808! 1809!	stl 8-whl (7-58) 5491! stl 12-whl (7-58) alum/stl 12-whl (10-58)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
SP	6601-6650!	50!		BE			65-7	70-1	StLC	12-59=?-60	1810!	8-whl (2-59)
UP	163800-164599	(801)	110	XM	590	5053	50-6	50-10	StLC/Om	4=9-59	1811!	BC-50-5 (3-59)
												StLC welded underframes/GSC cast ends; one underframe used for display
?	?	(3)							StLC	9-59	1812	Wolfwagon (4-59)
UP	5673,5743	(2)							StLC	12-60	1813	rebuild passenger cars (6-59)
NYCTA	8020-8249!	230!		EP	803	50p	60-3	60-6	StLC	10-60=5-61	1814!	8-whl BMT/IND R27 (7-59)
SP	6651-6700!	50!		BE			65-7	70-1	StLC	7=12-60	1815!	8-whl (9-59)
RI	4360-4384!	25!		BE	1000?	-	65-7	70-1	StLC	2=3-61	1816!	stl. 8-whl (6-60)
TTX	?	(10)		F			75-0		StLC	3=4-61	1817	overhaul, only 8 completed
NYCTA	8250+8569	260!		EP	800	50p	60-3	60-6	StLC	5-61=2-62	1818!	stl 8-whl BMT/IND R30 (8-60)
												NYCTA 8250-8351,8412-8569!
NYCTA	8352-8411!	60!		EP	798	50p	60-3	60-6	StLC	8=9-61	1819!	stl 8-whl BMT/IND R30A (11-60)
NYCTA	8570-8805	236!		EP	724	44p	51-1	51-4	StLC	3-62=3-63	1820!	8-whl IRT R29 (7-61)
												New York City Transit Authority
UP	5746-5780!	35!		MR	1240?	82-7	81-3	85-0	StLC	5=11-62!	1821!	alum/stl 12-whl (6-61)
UP	6325-6334!	10!		BE	1250?	82-7	81-3	85-0	StLC	12-62!	1822!	alum/stl 12-whl (6-61)
UP	27000-27249	(250)	180	GT	546	1600	30-0	32-8	StLC/Om	4=12-62	1823	ORE-90-1 (-61)
												built at UP Om; StLC welded underframe, GSI end casting
NYCTA	8806-9345!	540!		EP	731	44p	51-1	51-4	StLC	10-62=9-63	1824!	stl 8-whl IRT R33 (3-62)
												NYCTA 9306-9345 R33S
NYCTA	9346-9769!	424!		EP	695	44p	51-1	51-4	StLC	8-63=8-64	1825!	stl 8-whl IRT R36 (11-62)
Sperry	140	(1)							StLC	6-63	1826	R36 shell (3-63)
Sperry	141	(1)							StLC	1-64	1827	R36 shell (7-63)
NYWF	none	(14)							StLC	2=4-64	1828!	monorail (7-63)
												New York World's Fair
UP	27250-27299	(50)	180	GT	588	1600	30-0	32-8	StLC/Om	11-63=1-64	1829	ORE-90-2 (-63)
												built at UP Om; StLC welded underframe, GSI end casting
UP	5528-5542!	15!		PB	1355?	-	78-2	85-0	StLC	10-64=3-65!	1830!	alum/stl 8-whl chair (8-63) 8:7
UP	9300-9399!	100!		BX	836?	5590	60-4	65-0	StLC	6=12-64!	1831!	stl 8-whl mail storage, BE-70-1 (8-63)
												UP 9300-9399 to UP 24300-24399
MP	200-249!	50!		MR	870?	-	85-0		StLC	10-64=1-65	1832!	stl 8-whl mail storage (12-63)
MP	250-299!	50!		BE	920?	-	85-0		StLC	3=6-65	1833!	stl 8-whl (12-63)
WEC	none	(3)							StLC	3=5-65	1834!	transit expressway vehicles (3-64)
												Westinghouse Electric Corporation (Skybus), Grant Park, Pittsburgh; South Park Faigrounds
H&M	600-709!	110!		EP					StLC	1=11-65	1835!	PA-1 "A" (1-64)
H&M	100-151!	52!		EP					StLC	1=10-65	1836!	PA-1 "C" (1-64)
BART	?	(1)							StLC	6-65	1837!	(6-64)
												PBTD of San Francisco (BART Mock-up)
PRR	434455-435464!	10	190	FW	710	25-3	48-8	51-4	StLC	1=5-65	1838!	GSI F49 (-64)
												PRR 434455-435464 to PC 768152-768161
NP	250-259!	10!		BA	1050?	-	81-2		StLC	11=12-65	1839!	stl 8-whl Cuyuna Realty (1-65)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
Planet		(16)							StLC	2=3-66	1840!	(2-65)
												Planet Corporation, Arch capsules for St. Louis Arch
NYCTA	3950-4149!	200!		EP	686	50p	60-3	60-6	StLC	5-66=7-67	1841!	BMT/IND R38 (3-65)
PRR	220-239!	20!		EP			85-		StLC	5=12-67	1842!	8-whl stainless stl PSIC (7-65), Silverliner III
PATH	710-723!	14!		EP	567	-	51-1		StLC	12-66=3-67	1843!	PA-2 H&M alum "A" (1-66)
PATH	152-181!	30!		EP	552	-	51-1		StLC	12-66=3-67	1844!	PA-2 H&M alum "C" (1-66)
ACF		(680)							StLC	7=12-66	1845	trailer hitches (3-66)
EJ&E	82000-82399	400	154	GB		1925	52-6	54-6	StLC	2=8-67	1846	(6-66,1-67)
SLSF	65100-65299!	200!	200	GB	680	2328	52-6	54-5	GSI SLC	8=10-67	1848!	fe (8-66) from 6-67?
												SLSF 65100-65109 to SLSF 69010-69019 GBSR 811 2327! 55-10 eocc
												SLSF 65110-62299 to BN 564310-564499
												SLSF 65110 to BN 500189 (500050-500249) rebuilt RMRC 12-92
												SLSF 65249 to BN 500034 rebuilt RMRC 7-91
												SLSF 65279 to BNSF 512036 9-67
												SLSF 65281>BN 645581 10-67
NYCTA	4150-4249	100!		EP	681	44p	60-3	60-6	StLC	1968-69	1849	stainless steel BMT/IND R40
NYCTA	4250-4349	100!		EP	681	44p	60-3	60-6	StLC	1968-69	1849	stainless steel BMT/IND R40A
												NYCTA 4250-4349 renumbered from 4350-4449 in 1970
NYCTA	4350-4449	100!		EP	681	44p	60-3	60-6	StLC	1968-69	1849	stainless steel R40
												NYCTA 4350-4449 renumbered from 4450-4549 in 1970
NYCTA	4450-4549	100!		EP	727	44p	60-3	60-6	StLC	1969	1849	stainless steel BMT/IND R40A
		(400)										total job 1849 1-68=3-69 (1-67)
NJDOT	100-134!	35!		EP		-			StLC	7-68=9-69	1850!	Jersey Arrow cars (3-67) PC
WEC	none	(8)							StLC	-69	1834!	transit expressway vehicles (3-67)
												Westinghouse Electric Corporation (for Tampa International Airport)
NYCTA	4550-4949!	400!		EP	744	44p	60-3	60-6	StLC	2-69=?-70	1852	BMT/IND R42 alum/stl (2+8-68)
SLSF	65500-65599!	100!	200	GB		2327	52-6		StLC	2=4-69	1854!	(7-68)
												SLSF 65500-65599 to BN 561800-561899
SofNJ		(26)		P							1855,1T	refurbish
												former ATSF 3070+3099 for use on CNJ
												State of New Jersey
ACF	see below	(183)							StLC StL	1970	1856,1J	Vert-A-Pac superstructures (9-69)
												SP 517000-517118, TTVX 810216-910279
IC	1501-1630	130!		EP	1300?	-	85-0		StLC	1972-73	1857,1G	stl (10-69 123!, -70 7!) 1502!
NYCTA	100-399	300		EP	848	74p	74-9	75-0	StLC	1972-73	1858,1C	BMT/IND R44, (11-69 240!, 8-70 60!)
												transferred to SIRT 388-399 (12) in 1986; even numbers have cabs
NYCTA	400-435	36		EP	848	74p	74-9	75-0	StLC	1971-73	1858,1C	SIRT R44 (7-70)
NYCTA	436e466	16		EP	866	72p	74-9	75-0	StLC	"	1858,1C	SIRT R44 (7-70)

St. Louis Car continued

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
Dortech		(40)							StLC		1A	JFK jetways
USDOT		2		EP	900	134	74-9		StLC	8-72	2D	2-unit SOAC (9-71)

Boeing Vertol acted as system manager

about 1850 freight cars built

American Steel Foundries

The following production list includes all railcars built by American Steel Foundries. It appears that just three years in the railcar manufacturing business was enough to convince the company to exit the railcar market.

Inits.	Numbers	Q'ty	Cap'y	Type	Lt.wt.	Cu.ft.	I.L.	O.L.	Bldr.	Date	Ref.	Notes
SLT&E		5!		G					ASF	6-00?		2001+2006,2007+2024?
EP&NE	1500-1569	70	80!	GA	334!	1193	34-0	35-10	ASF GC	7-00		stl. f.e. (-99)
EP&NE 1500-1569 to EP&SW 6500-6569 by 1910 then SP 44617+44967?												
D&H	819-918!	100!	80	HM		1173	34-0	35-6	ASF	12-00?		stl. coal (6-00)
C&A	26000	?	110!	HT	412				ASF GC	by 5-01		stl. w/o center sill
30" side sills; temporary number?												
C&A	30000	1?	30	st	300	-	18-0	20-0	ASF GC	-00		stl. 30-ton scale test
GCCo		40!		dump					ASF			stl. Goodwin Car Co. (12-00)
GCCo		100!	80	dump					ASF			Goodwin Car Co. (-01)
SLSF	21000-21004?	5!	80	G					ASF			stl. (-01)
ASF TL	110+	(500!)	100	TM	366	12000			ASF	1-02?		stl. (-01 AC&F) 110!
Vanderbilt patent/Equitable Land & Oil Co./Texas oil fields/MP (only EL&OCo 101-175 in 7-02,3-04, 50 in AC&F lot 1898)												
ASF Tank Line												
LI&S	800?	1!	100	FM		-			ASF			(2-02)
LI&S	900+901	2!	80	FM		-			ASF			(2-02)
LI&S	600-602	3!	80	G					ASF			(2-02)
Lackawanna Iron & Steel												
CP	11665-11964	300!	100	MWB	454r	1293	30-0		ASF	7=12-02		stl. s.d. W-50-3 (-02)
N&W		(4000)		sets					ASF/Ro			truck & body bolsters (6-05)
AT&SF	54502-55501	(2000)		SC					ASF			truck bolsters (6-05)
(1000) built AC&F												
GN		(1000)		XM					ASF			truck bolsters (6-05)
DS		(2000)		car sets					ASF			truck & body bolsters (6-05)
Detroit Southern												
		(628)		approximate total built								