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SP 241525 at Minneapolis, MN in September, 2009, Eric A. Neubauer



According to the book *Golden West Service*, SP 241525 was formerly GVSR 764471, nee SP 241525. It was one of 900 similar cars taken from several classes of SP and SSW cars to be rehabilitated for Golden West Service in 1994 or 1995. This car was one of 274 which came from class B-70-64, built by FMC in 1972.

The SP and SSW ordered over 10,000 50', 70-ton, plate C box cars with 16' sliding doors from Gunderson/FMC and PC&F between 1969 and 1975. During this period, this was unquestionably their most popular type of box car. When orders for similar cars resumed in 1979, the length was increased to 52'.

When many of the 50' cars were rehabilitated in the 1990s, a significant number were rebuilt with single sliding or plug doors. GVSR 764471 was one that kept the original doors.

The number of cars with Golden West reporting marks diminished rapidly starting in about 2001, and very few were left at the beginning of 2009. The number of relettered cars also diminished rapidly toward the end of this period, making cars in Golden West paint an increasingly unusual item, at least on NS and BNSF.

During the my trip to Minneapolis, this was the only Golden West car I saw, and it's been quite a while since I've seen any passing through Bethlehem.

Eric A. Neubauer
December, 2009

Use this hyperlink for information on how to get
Eric's book:

Golden West Service

