

“There are more things in heaven and earth, Horatio, than are dreamt of in your philosophy.”



*DSRC 498399 at Omaha, NE on February 26, 1993, George Cockle photo
Leased to C. F. Industries*



Those of you who subscribe to the Railroad Car History list may have noticed a recent thread on Southeastern Specialties covered hopper cars. This obscure chapter in freight car history took place in the mid 1980s when times were challenging for the railroad industry.

The entire production of this builder seems to have been NAHX 489274-489498 (unconfirmed maximum range). They were built at Jacksonville, FL between September, 1983 and November, 1984 with new dates ranging from January, 1984 to September, 1986. It appears there was little demand for covered hoppers during the construction period, so most of the cars waited about two years before going into service.

These arch roof, 4750 cubic foot cars are characterized by end sheets with horizontal seams and side posts with notched bottoms. Those two spotting features are also found on similar cars built by Berwick (second lot), Ingalls (first two lots), and Richmond Tank (all lots). The cars built by Richmond have the side ladder rails with the flange turned outward rather than inward. The Southeastern Specialties cars can be positively identified by end ladders which are much wider at the top three hand holds than at the others — at least that's what we believe at present!

Nearly all of these cars have been renumbered making a complete historical reconstruction difficult. Some of the later initials they carried are D&RGW, DSRC, FURX, MWCX, NOKL, TCWR, and UMP.



The fact that four different builders produced similar cars suggests an unknown fifth party may have been offering kits, or at least subassemblies between 1979 and 1984.

The Southeastern Specialties decal was apparently applied only to the cars which went into service in 1984.

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