

Ozark Division Newsletter

www.ozarkdivision-TCA.org

Special points of interest:

- **Boxcars & PS-1
40' Boxcars**
- **2015 Conven-
tion Summary**
- **Great St. Louis
Christmas Train
Show & Food
Drive**
- **TCA Annual
Appeal**

The railroad boxcar is probably the most recognized pieces of equipment ever put into service. It has a history dating back to the earliest years when railroads realized that cargos needed protection from outside elements including Mother Nature. However, after the turn of the 20th century the boxcar truly became an industry icon and remained so through the 1960s. They have been used to haul about any and every type of non-bulk traffic moved by train.

The history of the boxcar goes back to the early days of railroading as freight was hauled on simple flatcars or in gondolas. Unfortunately the use of flatcars and gondolas was impractical as sensitive freight was not protected especially from the unpredictable weather. The Mohawk & Hudson Railroad located in upstate New York, the first chartered railroad in the United States, came up with idea of covering its gondolas in 1833. The M&H concept is often credited as being the first type of boxcar. The railroad went on the build a small fleet of cars, which could be loaded from one end. Eventually, the car was heightened and lengthened for larger loads. While the M&H invented the boxcar the Baltimore & Ohio Railroad is given the nod for developing the first real practical boxcar design, which was 30 feet long, 7 feet wide, with side doors, and capable of handling 10 tons of freight.

With the advent of General Interchange Agreements In 1870 which allowed freight cars to roam outside of their home territory and onto other railroads. From this point on the boxcar grew in size and by the end of the 19th century it was capable of 40-50 tons and expanded from 36 feet in length to the standard 40 foot car of the 20th century, which remained in widespread use well after World War II.

The period following World War II was know as the transition period where the railroads were dropping the fires on their steam locomotives and replacing them with diesel power. Also most of the railroads were replacing their rolling stock with new equipment. WW II put a tremendous strain on rolling stock, with equipment wearing out and material shortages the railroads were forced to make repairs with what ever was available. Many of the freight cars pressed into service during WW II were already 20 plus years old or older.

In 1947 the Pullman-Standard Car Manufacturing Co., the manufacturing division of the Pullman, Inc., introduced the PS-1 40' boxcar. The Pullman-Standard built thousands of ARA (American Railroad Association) and AAR (American Association of Railroads) boxcars through the mid-1940s. The car was basically an AAR 1944 design with Pullman-Standard's proprietary design ends, roof, underframe (after 1949), and optional doors. In general, most PS-1's built from 1947 to 1961

Continued from Page 1

share the same dimensions and basic construction techniques. These cars all had a length of 40', a height of 10'5" or 10'6", welded sides and ends and a roof of Pullman's own design.

One of the best spotting features of the PS-1 boxcar was probably the ends of the car. The ends have a series of wide corrugations without in-between small darts or narrow corrugations of the Dreadnaught end. The Pullman designed roof was different than the panel roof. The raised sections are wider at the outside and get narrower at the roof. This was described as "bow-tie" appearance. Originally the end roof panels were plain (flat) with no raised areas. However, after 1949 all panels had bow-tie protrusions.

Another spotting feature of the PS-1 boxcar are the doors. Pullman used their own designed doors on some cars. However the Youngstown and Superior doors were installed on the majority of the cars.. The other spotting feature was the door openings as there were cars with six and 8 foot openings, they were the most common but there were cars built with 7 and 9 foot door openings. A few cars were built with Plug Doors which made them insulated.

Modeling a PS-1 shouldn't be real difficult as kits and ready-to-run models in all scales are available. In the O Scale ready-to-run market Atlas, Lionel, MTH and Weaver offer very highly detailed models. I took three of my Lionel PS-1 boxcars to compared them to a Technical Data Report compiled by Ed Hawkins. His report is contained in an internet site Steam Era Freight Cars. Here are the cars:

Lionel 17772-Central of Georgia #7077 (7000—7299) 300 cars, Built 4/52, 8' Door Opening, YSD-2 Doors,

Lionel 27210-PRR #47009 (47000-47019) 20 cars, Built 2/54, 8' Door Opening, 6 Panel Superior Doors, "Cushioned Underframe" Stenciled on car sides,

Lionel 27217-Frisco #17826 (17800-18049) 250 cars, Built 12/52, 8' Door Opening, YSD-2 Doors, "Frisco Fast Freight" Slogan on car sides.

I think Lionel has done has a great job with their PS-1 Boxcars, the three models above compare favorably with the information contained in the Technical Data Report.

The PS-1 Boxcar was immensely popular; through 1959 about 75,000 of the cars were built for 79 railroads and private owners. The first car delivered was numbered 62000 for the Lehigh Valley in June 1947 which was part of a 500 car order. '

2015 Convention Summary: The 61st TCA National Convention was held in Summerset, NJ not far from the Hudson River and Manhattan. There was an impressive schedule of well attended tours to many of New York City's significant features. The convention as a whole did not reach expectations, either for room occupancy. This continues the trend of declining enrollment and participation in TCA events.

A major portion of the Board of Directors meeting was the budget review. The membership reduction has led to a large drop in revenue even including the increase in annual fees. In spite of significant cuts in spending for the next fiscal year, the budget still shows a shortfall of expected revenue versus spending.

A special area of concern is the cost of the new software that was installed to give better cost and enrollment data. This software is not yet working well, and this has led to missed billing of members when their membership is due renewal. Additionally, reports such as membership totals and "dropped member" lists are not reliable. In addition to these data problems, the National treasurer has chosen not to run for reelection and has resigned before the end of his term. He was also the editor of e-Track, and resigned from that position. If there is a member of the Ozark Division who is interested in running for treasurer, please contact

me or Jon Lundvall.

The Divisions can help this budget problem by recruiting new members. Ozark Division members have been approaching other groups outside of the traditional St. Louis, Kansas City and Columbia areas, but have yet to see any results.

Next year's convention will be held in Houston, Texas. This will be the closest convention to the Ozark Division to be scheduled for several years. Please consider visiting Texas next June.

A copy of the Ozark Division Annual Report that I presented at the annual Board of Directors meeting is included with this Newsletter.

Respectfully Submitted,

Lou Eggerding, President

Great St. Louis Christmas Train Show & Food Drive: It is time to make plans to attend the next Great St. Louis Christmas Train Show and Food Drive scheduled for Saturday, December 5, 2015 at Immanuel Lutheran School. Please see the attached table registration for all the show details whether you are vendor or not. Please reserve your table(s) early as they will sell out quick!

Train Collectors Association Annual Appeal: You still have plenty of time to participate in this year's Appeal. With revenues dropping and expenses raising the Train Collectors Association needs your help and support.

Since the cost of services provided to members exceeds dues revenue, additional funds are needed to close the gap. Donations for this purpose are critical to TCA continuing its level of services, and to maintaining organizational stability.

For more information about the Annual Appeal you can go to the TCA website www.traincollectors.org, click on "The Site for TCA Members" and then click on 2015 Annual Appeal. From here you make your donation using one of the methods describes or you can make your donation the way I did by adding an amount over my membership fee as detailed on the membership renewal notice.

Don't forget the Train Collectors Association is a non-profit IRS 501(c)3 organization which means your donation is tax deductible.

Calendar: The Ozark Division has only one event scheduled and that is the Great St. Louis Christmas Train Show & Food Drive, please see the enclosed registration form for all details. The annual Ozark Division Membership Meeting will be held on Saturday, December 5, 2015 at Immanuel Lutheran School. Time and location will be announced later.

Central Missouri Chapter is hosting their annual Train Show on Saturday, November 7, 2015 at Columbia Senior Center. Please see that attached Registration Form for all details.

In Memoriam: On behalf of all TCA and Ozark Division members I want to extend sincere condolences to the families of David L. Stonecipher (73-5066) and Thomas M. Tokarchik (85-22368) who passed away recently.

Jon Lundvall, Editor

Postscript: As I did the research for my article about the PS-1 Boxcar I couldn't help but research Pullman, Inc. The Pullman Palace Car Company was founded by George Pullman in 1862 and ceased operation after delivering Amtrak Superliner cars in 1982 as the remaining designs were purchased in 1987 when it was absorbed by Bombardier. Thanks to Jeff Wilson who wrote book *Freight Cars of the '40s and '50s*, and to Lionel, Atlas, Steam Era Freight Cars and several other internet sites who made the article possible.

From the pages of the National Headquarters News: Please take a few minutes and review the proposed By-law changes and cast your ballot. You can also order your Convention Cars for the 62nd TCA National Convention in Houston, TX.

Welcome Aboard: Please welcome the newest TCA members residing within the Ozark Division:

15-71062 John Leyland, 1640 Old Iron Rd., Hermann, MO 65041, 573-693-3081

15-71028 John Salter, 10 Glenmare Ln., St. Louis, MO 63131, 314-567-5976

15-71134, William Sellers, 4933 S. Marion Ave., Independence, MO 64055, 816-356-0083

Ozark Division President

Edwin L. (Lou) Eggerding

Ozark Division Vice-President

Bradley W. Marples

Ozark Division Secretary/Treasurer

Jon R. Lundvall