

Fig. 2.917—Illinois Central steel caboose car. Built at railroad shops, Centralia, Ill.
Inside, length 27 ft. $3\frac{3}{16}$ in.; truck centers, 19 ft. 0 in.; length over body ends, 28 ft. 0 in.; length over strikers, 34 ft. $1\frac{1}{2}$ in.; weight, 49,000 lb.

Description: *Railway Mechanical Engineer*, February, 1941



Fig. 2.918—Union Pacific steel caboose car. Road Class CA-3. Builder, Mt. Vernon Car Manufacturing Co.
Inside, length 30 ft. $1\frac{3}{4}$ in.; width 9 ft. $2\frac{3}{4}$ in.; length over strikers, 37 ft. $11\frac{1}{4}$ in.; truck centers, 21 ft. 7 in.; total height, 16 ft. 0 in.; weight, 51,200 lb.

Description: *Railway Age*, September 5, 1942

1946 CBC

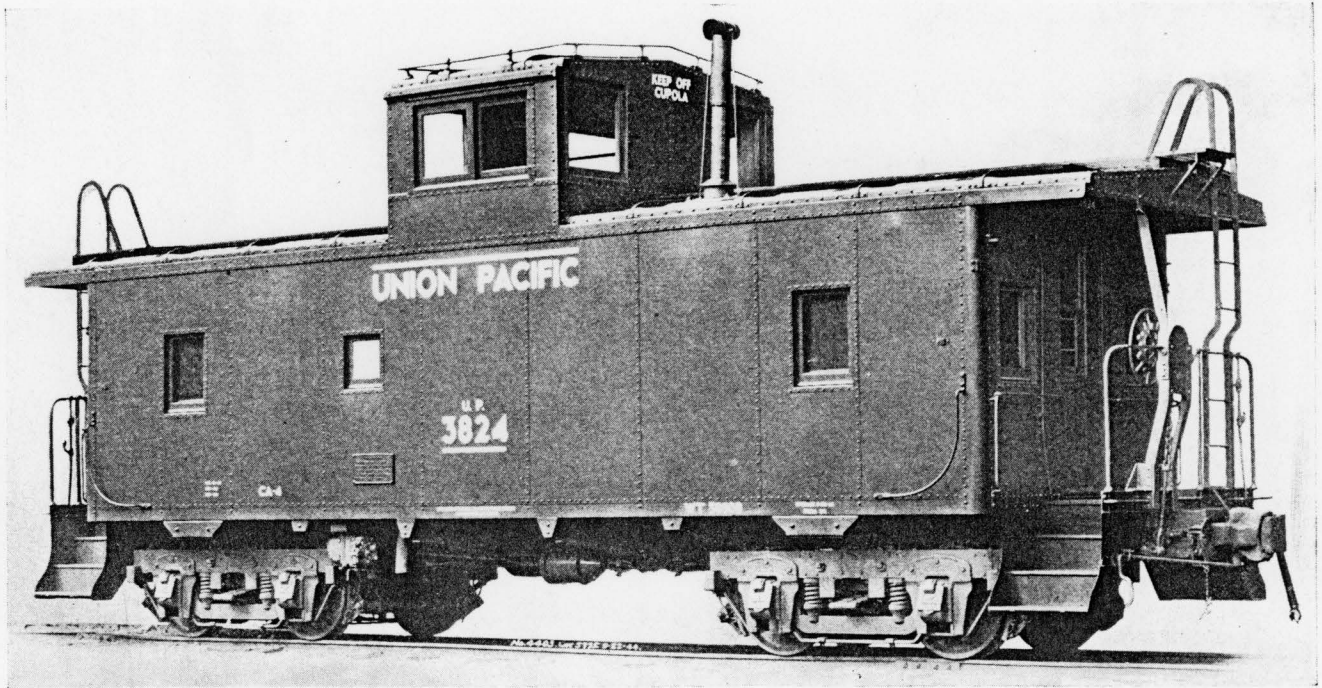
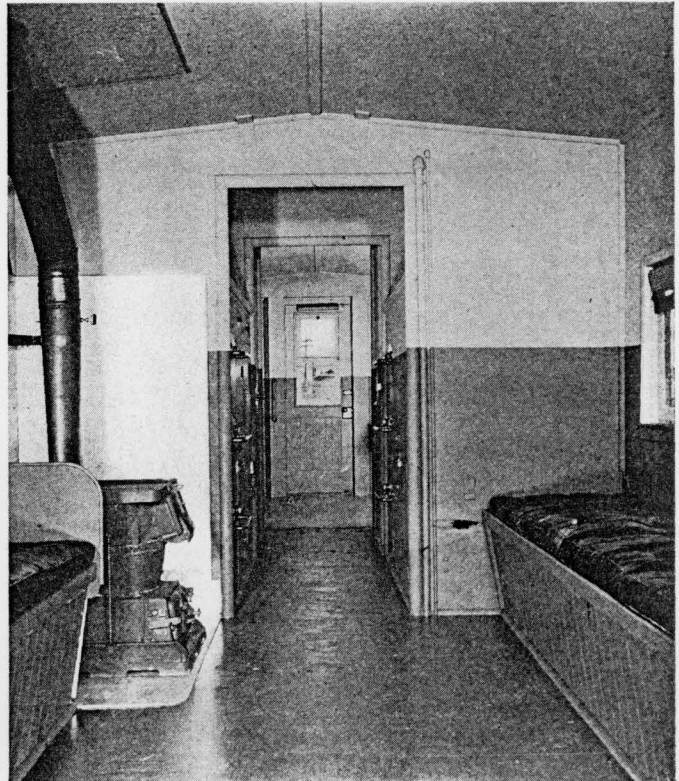
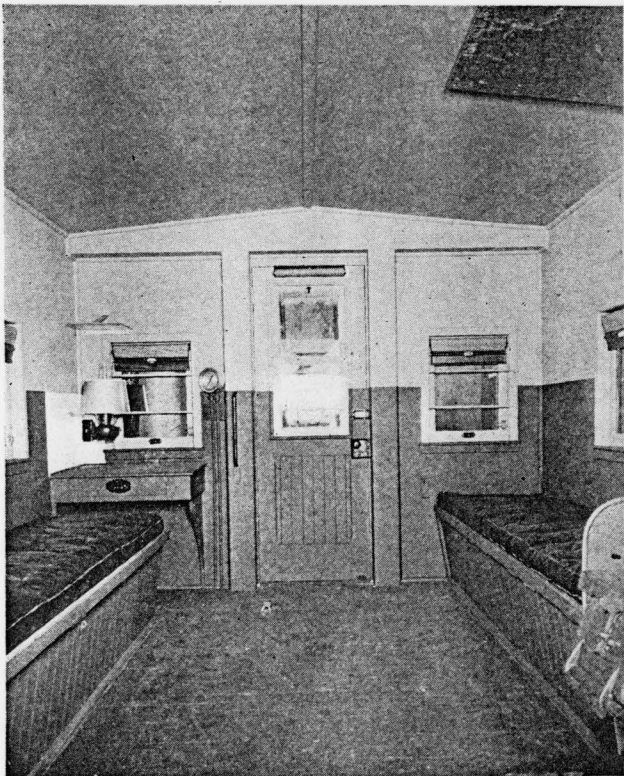


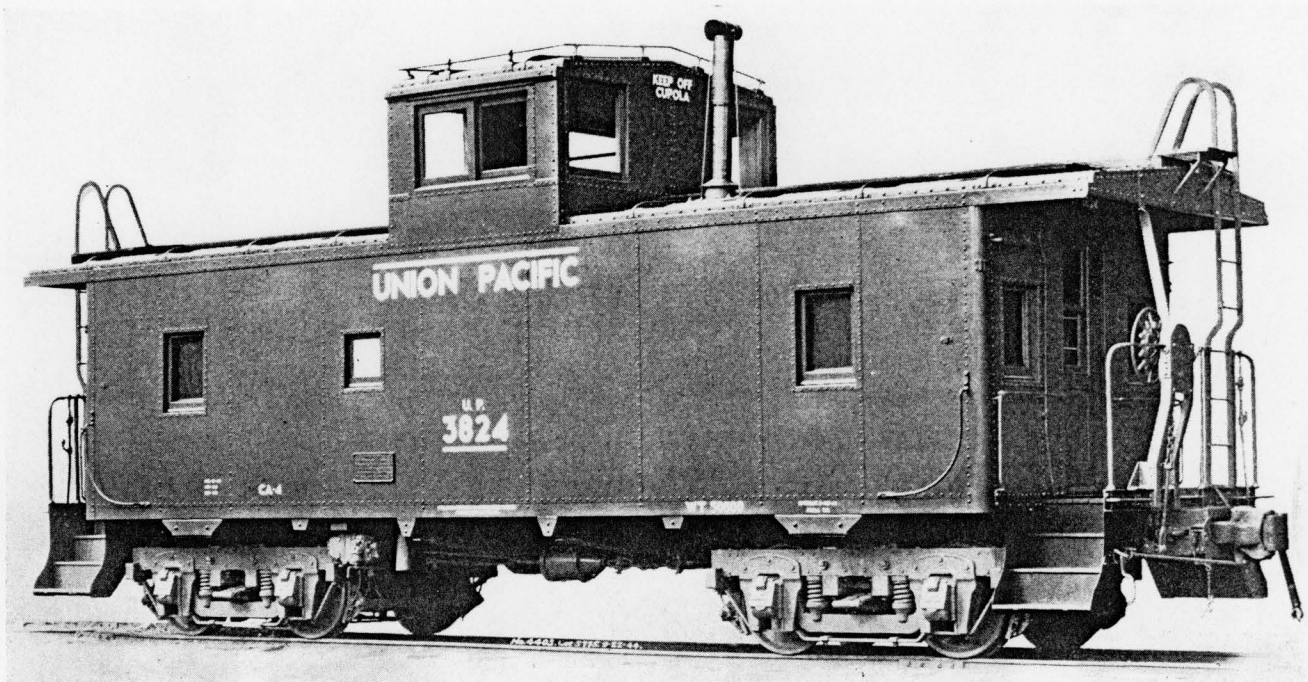
Fig. 2.912—Union Pacific steel caboose car. Road Class CA-4. Builder, Pullman-Standard Car Manufacturing Co.

Inside, length 30 ft. 1 $\frac{3}{8}$ in.; width 9 ft. 2 $\frac{3}{4}$ in.; length over strikers, 37 ft. 11 $\frac{1}{4}$ in.; truck centers, 21 ft. 7 in.; total height, 16 ft. 0 in.; weight, 50,800 lb.

Description, previous lot, Class CA-3: *Railway Age*, September 5, 1942.



Figs. 2.913, 2.914—Interior views of Union Pacific caboose car shown above. (Left) Looking toward conductor's desk. (Right) From end looking past center of car.



Union Pacific steel caboose car. Road Class CA-4. Builder, Pullman-Standard Car Manufacturing Co.

Inside, length 30 ft. 1 $\frac{3}{4}$ in.; width 9 ft. 2 $\frac{3}{4}$ in.; length over strikers, 37 ft. 11 $\frac{1}{4}$ in.; truck centers, 21 ft. 7 in.; total height, 16 ft. 0 in.; weight, 50,800 lb.

Description, previous lot, Class CA-3: *Railway Age*, September 5, 1942.



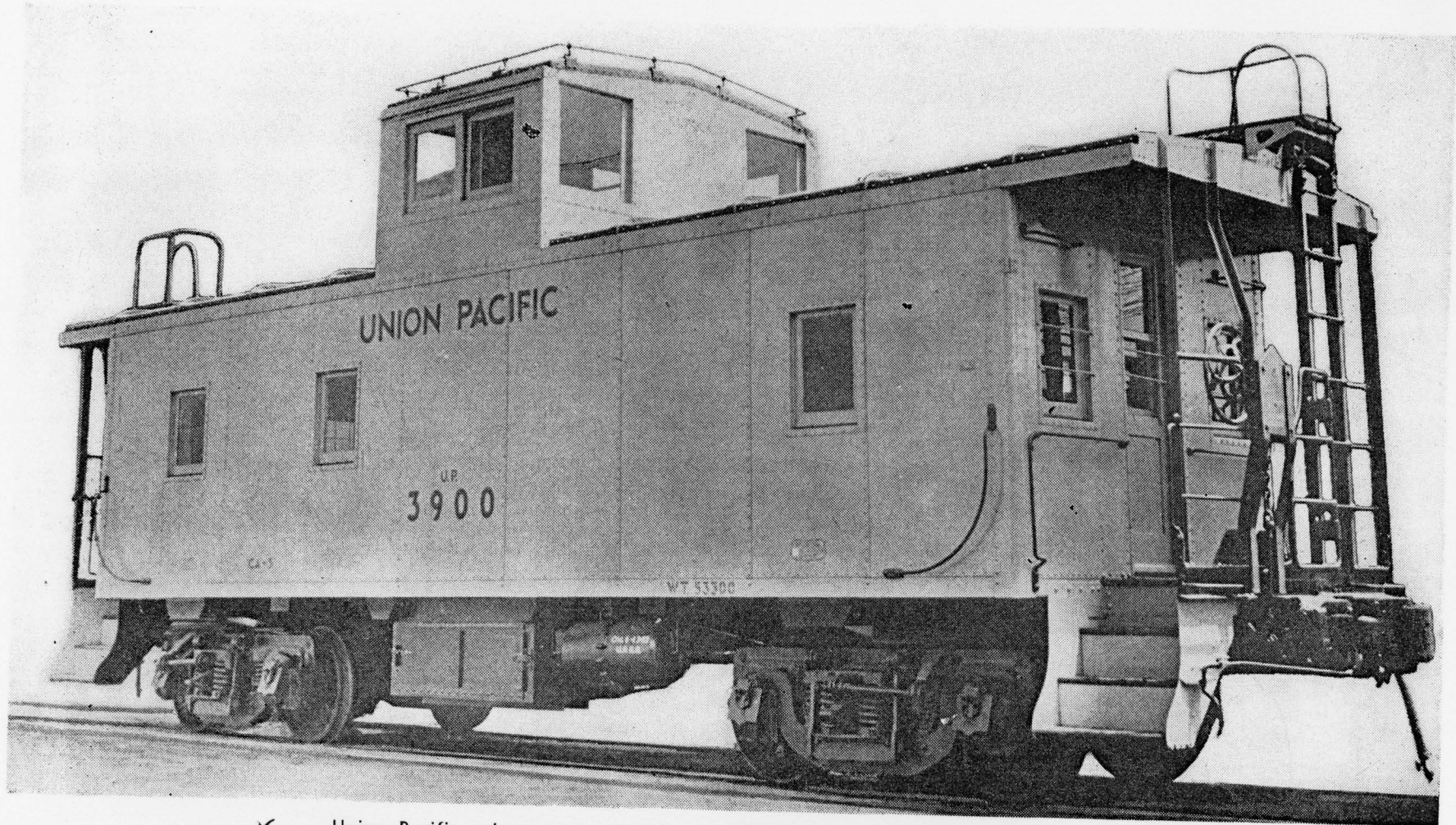
Interior views of Union Pacific caboose car shown above. (Left) Looking toward conductor's desk. (Right) From end looking past center of car.

1953 CBC

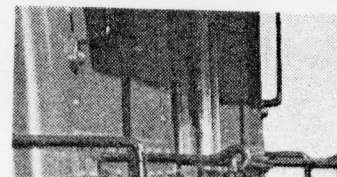
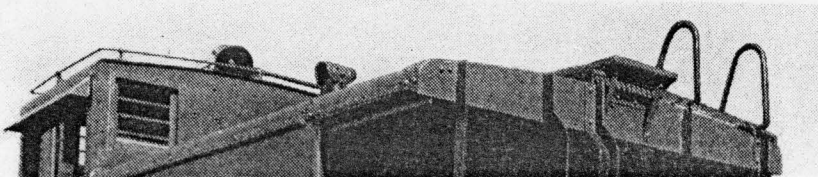
Sec. 2

FREIGHT CARS: Caboose

301



✓ Union Pacific caboose car with Commonwealth cast steel swing-motion trucks.

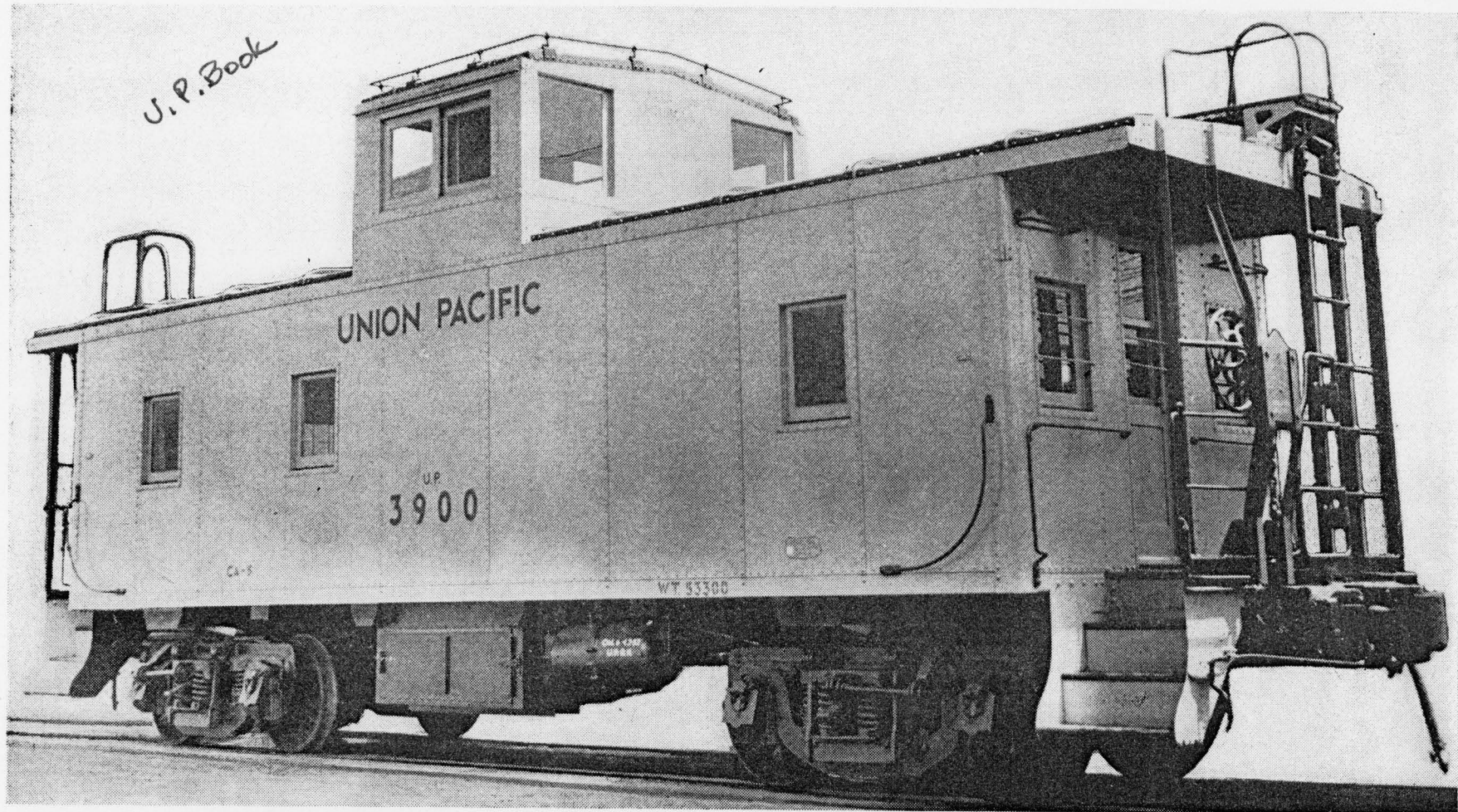


1957 CBC

322

FREIGHT CARS: Caboose

Sec. 2



CA-5 Union Pacific caboose car with Commonwealth cast steel swing-motion trucks.



Commonwealth Trucks for Caboose Cars

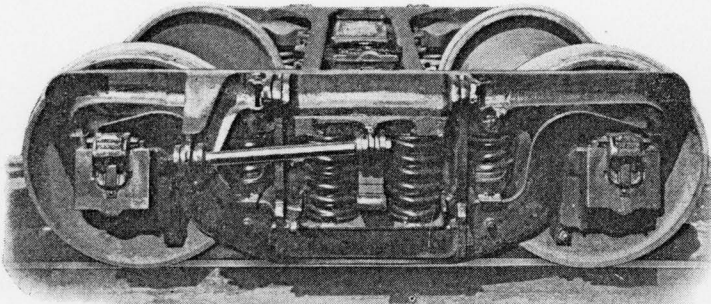
New Designs Assure Easier Riding with Greater Safety

Now more than ever before, railroads are operating longer freight trains powered by Diesel locomotives and at higher speeds. To meet the demands of this service, railroads are building better and safer caboose cars, furnishing them with more modern equipment. The trend is toward using

features of passenger car trucks. These fundamental principles which assure a smooth ride under the most severe operating conditions are independent equalization, increased spring deflection to provide easier riding, and swing hangers to control lateral forces.

The wheel base and application conditions of this new design of truck are the same as those of a freight car truck; so, it can be applied to existing as well as new caboose cars. The truck frame, including pedestals and cross transoms, is a one-piece casting of simplified design, providing maximum strength with minimum weight.

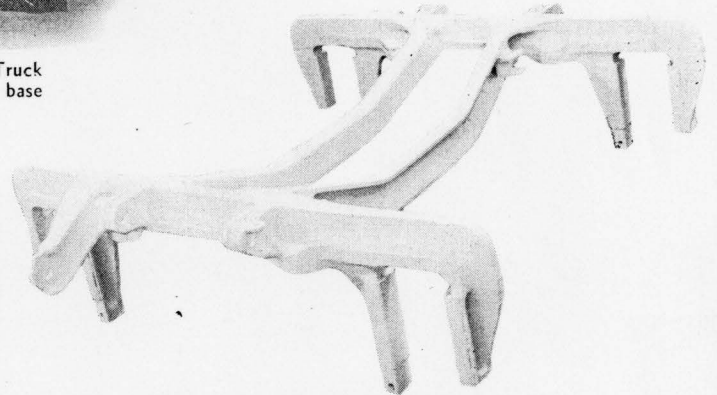
Much may be gained by using Commonwealth Caboose Car Trucks.



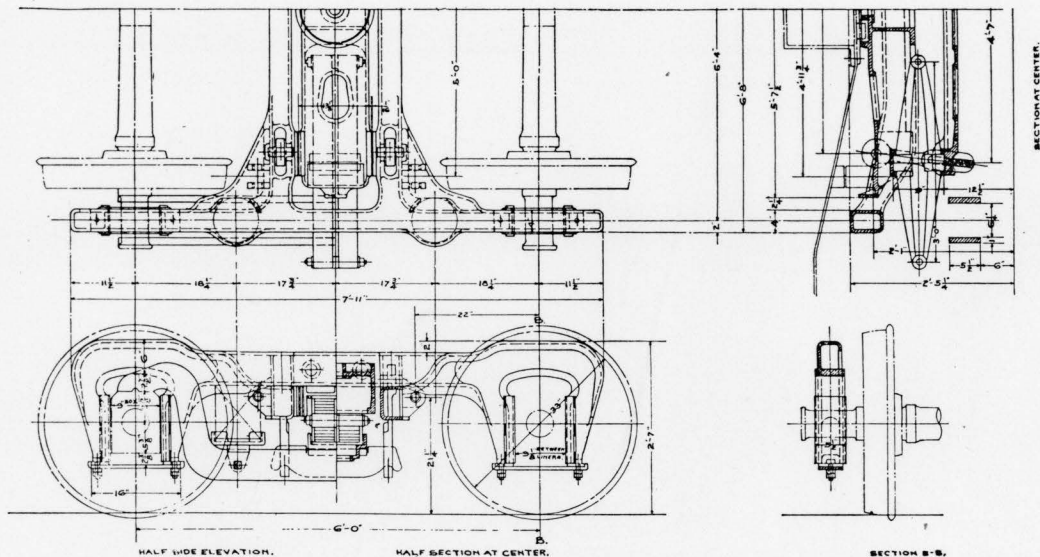
Commonwealth Swing Motion Equalized Caboose Car Truck with Outside Bolster Swing Hangers — 5'6" wheel base (See car photo page 301).

an equalized, swing motion truck providing smoother riding. This type truck is particularly desirable for caboose cars in pool service or in unlimited operation as opposed to those in assigned service.

A new type light-weight Commonwealth Caboose Car Truck has been especially designed to meet this need. It utilizes the more important



One-Piece Light-Weight Cast Steel Truck Frame for Commonwealth Caboose Car Truck.



Commonwealth Equalized Swing Motion Light-Weight Caboose Car Truck with Inside Swing Hangers.

GENERAL STEEL CASTINGS CORPORATION
GRANITE CITY, ILLINOIS **EDDYSTONE, PENNSYLVANIA**

Products and Branch Offices Are Listed in the Classified Indexes

Commonwealth Trucks for Caboose Cars

New Designs Assure Easier Riding with Greater Safety

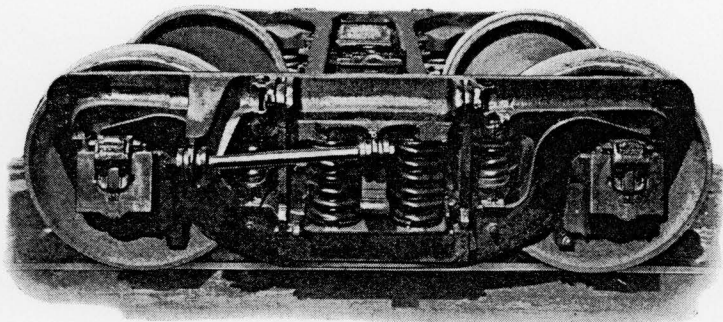
Now, more than ever before, railroads are operating longer freight trains powered by Diesel locomotives at higher speeds. To meet the demands of this service, railroads are building better and safer caboose cars, furnishing them with more modern equipment. The trend is toward using an equalized, swing motion truck providing smoother riding. This type truck is particularly desirable for caboose cars in pool service or in unlimited operation as opposed to those in assigned service.

A new type light-weight economical Commonwealth Caboose Car Truck has been especially designed to meet this need. It utilizes the more important features of passenger car trucks. These fundamental principles which assure a smooth ride under the most severe operating conditions are independent equalization, increased spring deflection to provide easier riding, and swing hangers to control lateral forces.

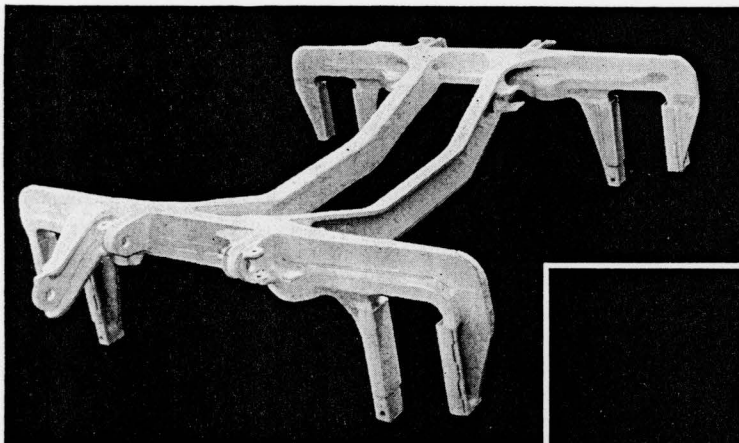
The wheel base and application conditions of this new design of truck are the same as those of a freight car truck; so, it can be applied to existing as well as

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Much may be gained by using Commonwealth Caboose Car Trucks.

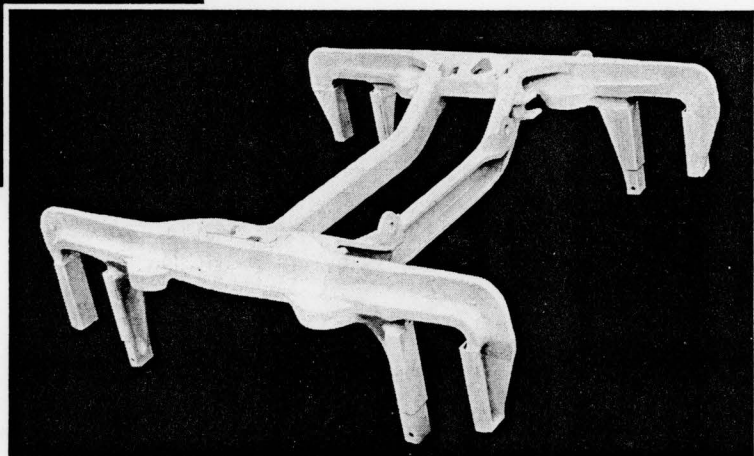


Commonwealth swing motion equalized caboose car truck with outside bolster swing hangers
— 5 ft. 6 in. wheel base.



One-piece cast steel truck frame for Commonwealth caboose car truck
—inside swing hanger type.

One-piece cast steel truck frame for Commonwealth caboose car truck
—outside swing hanger type.



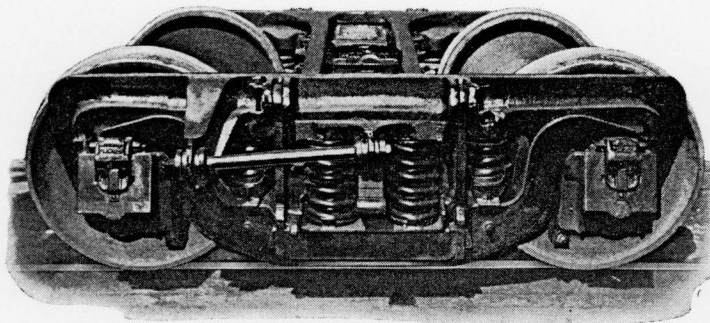
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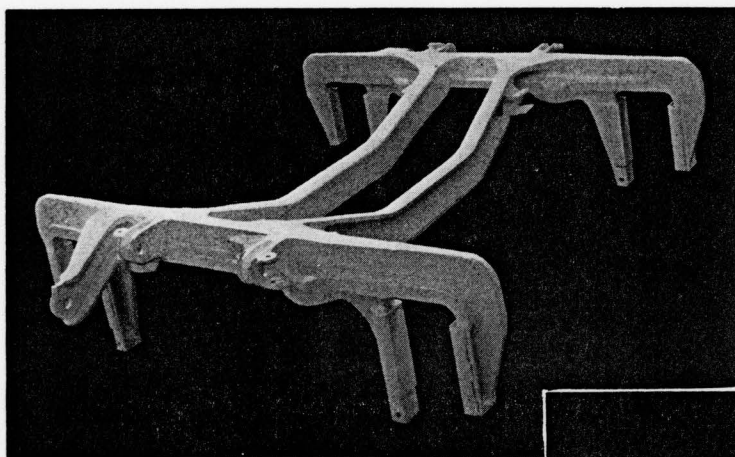
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General Steel Trucks for Caboose Cars

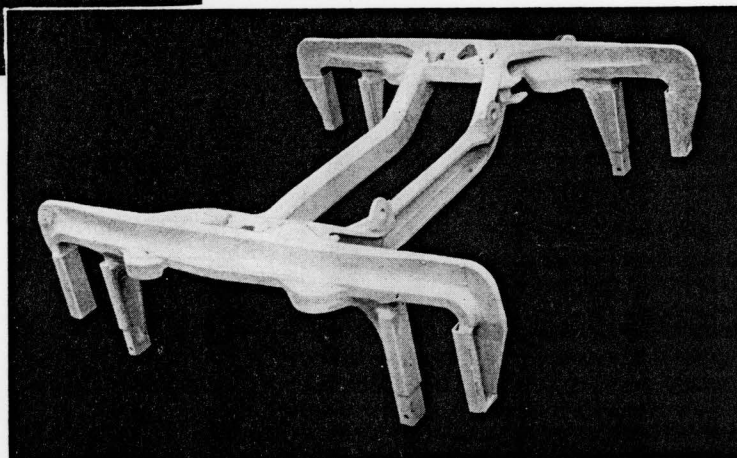


General Steel swing motion equalized caboose car truck with outside bolster swing hangers—5-ft. 6-in. wheelbase.



One-piece cast steel truck frame for General Steel caboose car truck—outside swing hanger type.

One-piece cast steel truck frame for Commonwealth caboose car truck—inside swing hanger type.



NEW DESIGNS ASSURE EASIER RIDING WITH GREATER SAFETY

NOW, MORE THAN EVER, railroads are operating longer freight trains powered by diesel locomotives at higher speeds. To meet the demands of this service, railroads are building better and safer caboose cars, and furnishing them with more modern equipment. The trend is toward using an equalized swing motion truck providing smoother riding. This type of truck is particularly desirable for caboose cars in pool service or in unlimited operation, as opposed to those in assigned service.

A new lightweight economical General Steel caboose car truck has been especially designed to meet this need. It utilizes the more important features of passenger car trucks. These fundamental principles, which assure a smooth ride under the most severe operating conditions, are independent equalization, increased spring deflection to provide easier riding, and swing hangers to control lateral forces.

The wheel base and application conditions of this new design of truck are the same as those of a freight car truck; so, it can be applied to existing as well as new caboose cars. The truck frame, including pedestals and cross transoms, is a one-piece casting of simplified design, providing maximum strength with minimum weight.



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