Fig. 2.917—Illinois Central steel caboose car. Built at railroad shops, Centralia, Ill.
Inside, length 27 ft. 3\(\frac{3}{10}\) 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\(\frac{3}{4}\) in.; truck centers, 21 ft. 7 in.; total height, 16 ft. 0 in.; weight, 51,200 lb.
Description: Railway Age, September 5, 1942
Fig. 2.912—Union Pacific steel caboose car. Road Class CA-4. Builder, Pullman-Standard Car Manufacturing Co.

Inside, length 30 ft. 1½ in.; width 9 ft. 2¾ in.; length over strikers, 37 ft. 11½ in.; truck centers, 21 ft. 7 in.; total height, 16 ft. 0 in.; weight, 50,000 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.

Inside, length 30 ft. 11¾ in.; width 9 ft. 2¾ in.; length over strikers, 37 ft. 11¾ 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.
Union Pacific caboose car with Commonwealth cast steel swing-motion trucks.
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.

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

COMMUNEAL EQUALIZED SWING MOTION LIGHT-WEIGHT CABOOSE CAR TRUCK WITH INSIDE SWING HANGERS.
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New Designs Assure Easier Riding with Greater Safety

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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 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.

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General Steel Trucks for Caboose Cars

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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