This 33' USRA panel side twin bay hopper is painted black with white lettering including the large ‘WABASH’ logo. It was built in January 1937 and rebuilt in August 1948. It rolls on Andrews trucks. Principally used for rebuilding, the raised panel sides featured on this model were originally developed out of a need to provide parts to repair heavily used and rusted hoppers and increase capacity at the same time.

40' Modern Log Car w/ Uprights

This black 40' modern log car carries a load that is held in place by upright stakes attached to the bunk. It has a peacock brakewheel and runs on black Arch Bar trucks, typical of the log cars used on standard gauge railroads across the United States.

St. Louis Southwestern®
Road Number SSW 99203

This scale test car is painted light gray with light gray rail, underframe and trucks. It was built in June 1926 and lettered in black. Since the railroads’ revenues were dependent on the correct measurement of loaded cars, great emphasis was placed on proper maintenance of the scales. Charged with the responsibility of keeping all the track, track, baggage and freight scales on their respective lines in perfect condition, the scale inspector’s arrival was often preceded by the appearance of the small scale test car. The scale test cars were always to be hauled just in front of the caboose.

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This 40' standard box car with plug door is car #49 of a 50-car series representing each of the 50 states in the union. It bears the Western Meadowlark and Bitterroot flower, Montana's official state bird and flower. The flag of the state of Montana is in the background. The road number 1889 represents the year 'The Treasure State' was admitted into the union.

USS Gilbert Islands was built by Todd-Pacific Shipyards in Tacoma, Washington, and served the US Navy from 5 February 1945 to 1 June 1961. She served in World War II, Korea as an Escort Carrier and then later in Vietnam after being reclassified AGMR1 in 1963 and renamed USS Annapolis. For much of that time she served around the Pacific, joined the Atlantic Fleet briefly, then finally assigned to Long Beach, California, as home port as the Annapolis.

This 50' flat car with fishbelly sides and side-mount brake wheel is painted CN brown and lettered in white. The #54201 road number indicates its designation as maintenance-of-way service. It runs on black Barber® roller bearing trucks. Canadian National is North America's largest railroad with track reaching from the Land of Evangeline to the majestic pine-covered Pacific Coast. CN operates the only railway that enters the frozen tundra of the Northwest Territories.

The U.S. Navy Series FT 'A' unit locomotive is designed to pull the U.S. Navy series cars. The Navy series freight cars showcase prominent Navy vessels from the past and present.

This 50' 6" troop sleeper, built by Pullman Standard, is painted 'Pullman green' with black roof and Dulux imitation gold lettering. It was built in 1943 and runs on black Allied full cushion trucks. The Defense Plant Corporation contracted with Pullman Standard to build 2,400 troop sleeping cars with the first series of Troop Sleepers equipped with step wells and trap doors. The second group, 1,000 cars numbered in the 9,000 series, replaced the step wells with "strap steps". All of these cars were delivered between 1944 and 1946 and rode on Allied Full Cushion trucks throughout their wartime service. Each troop car slept 29 - 30 passengers and one Pullman porter. The cars were Spartan but the service was first class.

This 50' steel side, 14-panel, fixed end gondola with pressure-fit low cover is painted oxide red with large white 'McGuiness' logo. It is lettered in white on the sides and ends and runs on black Barber® roller bearing trucks. It was built by Bethlehem Steel in June 1959. The covered gondola was designed for transport of bulky objects that should not be exposed to the weather but cannot be loaded into box cars due to their length. Steel coils and bar stock rods were a typical load carried in these cars.

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These GP35 powered locomotives are painted maroon with white Rock Island lettering on the side. The loco's nose and rear are painted yellow. The Rock Island logo is painted white and maroon with white lettering. The Rock Island and La Salle Railroad Company was incorporated on February 27, 1847, however due to financing challenges, trains did not begin running on the line until its completion some five years later, October 10, 1852. This date is now considered the Rock Island’s birthday.

These PS-2 70-ton two-bay covered hoppers are painted light grey with large gothic ‘Southern Pacific’ herald and SP Daylight Red lettering. This particular scheme includes the U-1 wheel inspection symbol. It was built in April 1957, and serviced in September 1965. They roll on roller bearing trucks. Pullman Standard built these H-70-16 class 2,003 cu ft PS-2 covered hoppers in 1957 under lot 8346.

This 40’ flat car is painted ‘PC Green’ with the white PC herald and white lettering. It was built in April 1951 in Maybrook, New York, and serviced in July 1961 when it was entered into the Penn Central’s roster. It runs on black Bettendorf trucks. On February 1, 1968, Pennsylvania Railroad and the New York Central System merged to form the nation’s largest rail system, the Penn Central Transportation Company. On January 1, 1969, the New Haven Railroad joined the system. The Penn Central was taken over by the US Federal Government as part of the newly formed Consolidated Rail Corporation, which became known as Conrail.

This 50’ rib side box car with FMC plug door and no roofwalk is painted ‘GN Big Sky Blue,’ lettered in white, and sports a large ‘Rocky’ herald to the left of the door. It was built in October 1968 and designated special equipment XL class and outfitted with Car Pac loaders. It runs on roller bearing trucks. It was further differentiated with the following features: Dreadnaught ends, outside bracing, a Hydra-Cushion underframe, nailable flooring, 10’ Camel plug door, and low mounted Equipco handbrake.

Chehalis Western was formed by Weyerhaeuser in 1936 after purchasing a line from MILW running between Chehalis and Dryad, WA. The railroad was reorganized as the Curtis, Millburn & Eastern Railroad on December 1, 1975. The railroad shut down in July 1992 and operations were contracted out to Tacoma Eastern Railway in 1995.

Chehalis Western Log Car Set

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