



NPRHA

NP Gondola Lettering

Decal Instructions/Guidance

November 2017

Overview

- This document provides location guidance to apply NPRHA Gondola Decals, using prototype photos and Painting & Stenciling drawings.
- It first covers Sheet 1, then Sheet 2, then the separately sold Reweigh Sheets.
- While most of the “factory” paint jobs are covered with Sheet 1 and Sheet 2, reweighs, supplemental stencils, and other “details” come from the Reweigh Sheets.
- These sheets cover paint and lettering schemes applied after roughly 1945, although some of the lettering could work for earlier schemes.

A red starburst graphic with multiple points, containing the text "THANK YOU!" in yellow.

THANK YOU!

Instructions - Lots of Images

- Many of images graciously provide by the Minnesota Transportation Museum (MTM) – THANK YOU!
- Other images graciously supplied photographers or collections note at bottom of page with image – THANK YOU!
- Images are for personal research purposes only.

| <u>N.P.</u> | <u>N.P.</u> | <u>N.P.</u> | <u>N.P.</u> | <u>NP</u> |
|----------------|----------------|----------------|----------------|----------------|
| <u>50062</u> | <u>50326</u> | <u>52622</u> | <u>52736</u> | <u>58356</u> |
| CAPY. 100000 | CAPY. 100000 | CAPY. 100000 | CAPY. 100000 | CAPY. 110000 |
| LB LMT. 119700 | LB LMT. 121400 | LB LMT. 119700 | LB LMT. 120600 | LB LMT. 129800 |
| LT WT. 49300 | LT WT. 47600 | LT WT. 49300 | LT WT. 48400 | LT WT. 47200 |

| <u>N.P.</u> | <u>N.P.</u> | <u>N.P.</u> | <u>N.P.</u> | <u>NP</u> |
|----------------|----------------|----------------|----------------|----------------|
| <u>50085</u> | <u>52110</u> | <u>52259</u> | <u>53185</u> | <u>58755</u> |
| CAPY. 100000 | CAPY. 100000 | CAPY. 100000 | CAPY. 100000 | CAPY. 110000 |
| LB LMT. 119400 | LB LMT. 121800 | LB LMT. 121900 | LB LMT. 122000 | LB LMT. 130000 |
| LT WT. 49600 | LT WT. 472 00 | LT WT. 47100 | LT WT. 47000 | LT WT. 47000 |

ILL. 41-6
CUYU. 1750

50085 N O R T H E R N N P A C I F I C

N.P. 50326 N.P. 52110 N.P. 52622 N.P. 52259 N.P. 52736 N.P. 53185

| | |
|------------------|------------|
| NORTHERN PACIFIC | 50062 |
| NORTHERN PACIFIC | 50085 |
| NORTHERN PACIFIC | 50326 |
| NORTHERN PACIFIC | 52110 |
| NORTHERN PACIFIC | 52622 |
| NORTHERN PACIFIC | 52259 |
| NORTHERN PACIFIC | 52736 |
| NORTHERN PACIFIC | 53185 |
| NORTHERN PACIFIC | N.P. 58356 |

| | | | | | | | | | | | | |
|-------------|-----------|---|---|---|---|---|--|---|---|---|--|--|
| BUILT 12-36 | NEW 10-37 | <div> <div>  </div> <div> <p>FRONT VIEW NO. 10-37 12-36</p> </div> </div> | <div> <div>IL</div> <div>41-6</div> </div> <div> <div>CUFT</div> <div>1780</div> </div> | THESE DOORS MUST BE UP BEFORE CAR IS MOVED | <div>  </div> <div> <p>SIDE VIEW NO. 10-37 12-36</p> </div> | <div>  </div> <div> <p>REAR VIEW NO. 10-37 12-36</p> </div> | <div>  </div> <div> <p>FRONT VIEW NO. 11-36 12-36</p> </div> | <div>  </div> <div> <p>SIDE VIEW NO. 11-36 12-36</p> </div> | <div>  </div> <div> <p>REAR VIEW NO. 11-36 12-36</p> </div> | <div>  </div> <div> <p>FRONT VIEW NO. 9-37 12-36</p> </div> | <div>  </div> <div> <p>SIDE VIEW NO. 9-37 12-36</p> </div> | <div>  </div> <div> <p>REAR VIEW NO. 9-37 12-36</p> </div> |
| BUILT 11-36 | NEW 5-40 | <div> <div>IL</div> <div>41-6</div> </div> <div> <div>CUFT</div> <div>1780</div> </div> | THESE DOORS MUST BE UP BEFORE CAR IS MOVED | | | | | | | | | |
| BUILT 9-37 | NEW 6-40 | <div> <div>IL</div> <div>41-6</div> </div> <div> <div>CUFT</div> <div>1780</div> </div> | THESE DOORS MUST BE UP BEFORE CAR IS MOVED | | | | | | | | | |
| BUILT 9-37 | NEW 7-49 | <div> <div>IL</div> <div>41-6</div> </div> <div> <div>CUFT</div> <div>1780</div> </div> | THESE DOORS MUST BE UP BEFORE CAR IS MOVED | | | | | | | | | |
| BUILT 10-37 | NEW 7-49 | <div> <div>FRONT VIEW NO. 10-37 12-36</div> </div> | <div> <div>IL</div> <div>41-6</div> </div> <div> <div>CUFT</div> <div>1780</div> </div> | THESE DOORS MUST BE UP BEFORE CAR IS MOVED | | | | | | | | |
| BUILT 5-40 | NEW 8-49 | <div> <div>FRONT VIEW NO. 5-40 12-36</div> </div> | <div> <div>IL</div> <div>41-6</div> </div> <div> <div>CUFT</div> <div>1780</div> </div> | THESE DOORS MUST BE UP BEFORE CAR IS MOVED | | | | | | | | |
| BUILT 5-40 | NEW 12-36 | <div> <div>FRONT VIEW NO. 5-40 12-36</div> </div> | <div> <div>IL</div> <div>41-6</div> </div> <div> <div>CUFT</div> <div>1780</div> </div> | THESE DOORS MUST BE UP BEFORE CAR IS MOVED | | | | | | | | |
| BUILT 6-40 | NEW 11-36 | <div> <div>FRONT VIEW NO. 6-40 12-36</div> </div> | <div> <div>IL</div> <div>41-6</div> </div> <div> <div>CUFT</div> <div>1780</div> </div> | THESE DOORS MUST BE UP BEFORE CAR IS MOVED | | | | | | | | |
| BUILT 6-40 | NEW 9-37 | <div> <div>FRONT VIEW NO. 6-40 12-36</div> </div> | <div> <div>IL</div> <div>41-6</div> </div> <div> <div>CUFT</div> <div>1780</div> </div> | THESE DOORS MUST BE UP BEFORE CAR IS MOVED | | | | | | | | |
| BUILT 7-49 | NEW 7-49 | <div> <div>FRONT VIEW NO. 7-49 12-36</div> </div> | <div> <div>IL</div> <div>41-6</div> </div> <div> <div>CUFT</div> <div>1780</div> </div> | THESE DOORS MUST BE UP BEFORE CAR IS MOVED | | | | | | | | |
| BUILT 8-49 | NEW 7-49 | <div> <div>FRONT VIEW NO. 8-49 12-36</div> </div> | <div> <div>IL</div> <div>41-6</div> </div> <div> <div>CUFT</div> <div>1780</div> </div> | THESE DOORS MUST BE UP BEFORE CAR IS MOVED | | | | | | | | |
| BUILT 8-49 | NEW 10-37 | <div> <div>FRONT VIEW NO. 8-49 12-36</div> </div> | <div> <div>IL</div> <div>41-6</div> </div> <div> <div>CUFT</div> <div>1780</div> </div> | THESE DOORS MUST BE UP BEFORE CAR IS MOVED | | | | | | | | |

| N.P. | | N.P. | | N.P. | | N O R T H E R N P A C I F I C | | 51192 | |
|------------|------------------------------|------------|---------------|------------------------------|--|-------------------------------|--|-------|--|
| 51192 | | 51299 | | 51509 | | N O R T H E R N P A C I F I C | | 51288 | |
| PY 140000 | CAPY 140000 | PY 140000 | CAPY 140000 | | | N O R T H E R N P A C I F I C | | 51299 | |
| LMT 152100 | LB LMT 152500 | LMT 152100 | LB LMT 156200 | | | N O R T H E R N P A C I F I C | | 51321 | |
| WT 57900 | LT WT 57500 | WT 57900 | LT WT 53800 | | | N O R T H E R N P A C I F I C | | 51509 | |
| NP 51509 | NP 55010 | | | IN WOOD OR CAST STEEL WHEELS | | N O R T H E R N P A C I F I C | | 51693 | |
| NP 51288 | NP 55089 | | | IN WOOD OR CAST STEEL WHEELS | | N O R T H E R N P A C I F I C | | | |
| NP 51693 | IN WOOD OR CAST STEEL WHEELS | | | IN WOOD OR CAST STEEL WHEELS | | N O R T H E R N P A C I F I C | | | |

| N.P. | | N.P. | | N.P. | | NP | | NP | |
|---------------|---------------|---------------|---------------|---------------|------------|------------|--|----|--|
| 51288 | 51321 | 51693 | 55010 | 55089 | | | | | |
| CAPY. 140000 | CAPY. 140000 | CAPY. 140000 | CAPY. 154000 | CAPY. 154000 | | | | | |
| LB LMT 152200 | LB LMT 154100 | LB LMT 152000 | LB LMT 164000 | LB LMT 164100 | | | | | |
| LT WT 57800 | LT WT 55900 | LT WT 58000 | LT WT 56000 | LT WT 55900 | | | | | |
| 55010 | 55089 | NEW 8-29 | NEW 10-37 | BUILT 8-29 | BUILT 8-29 | BUILT 8-29 | | | |
| NEW 9-29 | NEW 11-37 | BUILT 9-29 | BUILT 9-29 | BUILT 9-29 | | | | | |
| NEW 10-37 | NEW 11-37 | BUILT 11-37 | BUILT 10-37 | BUILT 10-37 | | | | | |

| | | | | | | | |
|-------------------------|------------------------|-------------------------|------------------------|-------------------------|------------------------|-------------------------|------------------------|
| <u>N.</u> <u>590</u> | <u>P.</u> <u>50</u> | <u>N.</u> <u>592</u> | <u>P.</u> <u>04</u> | <u>N.</u> <u>594</u> | <u>P.</u> <u>40</u> | <u>N.</u> <u>595</u> | <u>P.</u> <u>73</u> |
| CAPY. | 140000 | CAPY. | 140000 | CAPY. | 140000 | CAPY. | 154000 |
| LBLMT | 161100 | LBLMT | 160300 | LBLMT | 159200 | LBLMT | 170900 |
| LT WT | 48900 | LT WT | 49700 | LT WT | 50800 | LT WT | 49100 |
| <u>N.</u> <u>591</u> | <u>P.</u> <u>47</u> | <u>N.</u> <u>593</u> | <u>P.</u> <u>94</u> | <u>N.</u> <u>595</u> | <u>P.</u> <u>39</u> | <u>N.</u> <u>595</u> | <u>P.</u> <u>80</u> |
| CAPY. | 140000 | CAPY. | 140000 | CAPY. | 154000 | CAPY. | 154000 |
| LBLMT | 161200 | LBLMT | 161400 | LBLMT | 171300 | LBLMT | 171300 |
| LT WT | 48800 | LT WT | 48600 | LT WT | 48700 | LT WT | 48700 |

| | | | | | | | | | | | |
|-------|-----|---------|------------|----------------------|----------------------|----------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| NORTH | ERN | PACIFIC | N.P. 59050 | NEW 4 52 | BUILT 4-52 | BUILT 4-52 | 1W WATT STEEL WHEELS | SPRG. 2 1/2 IN. TRAVEL | ⊗ | ⊗ | ⊗ |
| NORTH | ERN | PACIFIC | N.P. 59147 | NEW 5 52 | BUILT 5-52 | BUILT 5-52 | 1W WATT STEEL WHEELS | SPRG. 2 1/2 IN. TRAVEL | ⊗ | ⊗ | ⊗ |
| NORTH | ERN | PACIFIC | N.P. 59204 | NEW 5 52 | BUILT 5-52 | BUILT 5-52 | 1W WATT STEEL WHEELS | SPRG. 2 1/2 IN. TRAVEL | ⊗ | ⊗ | ⊗ |
| NORTH | ERN | PACIFIC | N.P. 59394 | NEW 5 52 | BUILT 9-53 | BUILT 9-53 | 1W WATT STEEL WHEELS | SPRG. 2 1/2 IN. TRAVEL | ⊗ | ⊗ | ⊗ |
| NORTH | ERN | PACIFIC | N.P. 59440 | NEW 9 53 | BUILT 9-53 | BUILT 9-53 | 1W WATT STEEL WHEELS | SPRG. 2 1/2 IN. TRAVEL | ⊗ | ⊗ | ⊗ |
| NORTH | ERN | PACIFIC | N.P. 59539 | NEW 9 53 | BUILT 10-53 | BUILT 10-53 | 1W WATT STEEL WHEELS | SPRG. 2 1/2 IN. TRAVEL | ⊗ | ⊗ | ⊗ |
| NORTH | ERN | PACIFIC | N.P. 59539 | NEW 10 53 | IL 41-6 CUFT 1807 | IL 41-6 CUFT 1807 | 1W WATT STEEL WHEELS | SPRG. 2 1/2 IN. TRAVEL | ⊗ | ⊗ | ⊗ |
| NORTH | ERN | PACIFIC | N.P. 59573 | IL 41-6 CUFT 1807 | IL 41-6 CUFT 1807 | IL 41-6 CUFT 1807 | FRONTAL 2-10-58 S.C.F. | FRONTAL 2-10-58 S.C.F. | FRONTAL 2-10-58 S.C.F. | FRONTAL 2-10-58 S.C.F. | FRONTAL 2-10-58 S.C.F. |
| NORTH | ERN | PACIFIC | N.P. 59580 | IL 41-6 CUFT 1807 | IL 41-6 CUFT 1807 | IL 41-6 CUFT 1807 | FRONTAL 2-10-58 S.C.F. | FRONTAL 2-10-58 S.C.F. | FRONTAL 2-10-58 S.C.F. | FRONTAL 2-10-58 S.C.F. | FRONTAL 2-10-58 S.C.F. |

| | | | | | | |
|-----------------------------|-----------------------------|---------------|------------|-----------|------------|-----------|
| CAPY. 100000 | CAPY. 100000 | CAPY. 100000 | <u>537</u> | <u>09</u> | <u>541</u> | <u>79</u> |
| LB LMT 117300 | LB LMT 123000 | LB LMT 123300 | | | | |
| LIWT 51700 | LIWT 46000 | LIWT 45700 | | | | |
| CAPY. 100000 | CAPY. 100000 | CAPY. 100000 | <u>536</u> | <u>38</u> | <u>542</u> | <u>28</u> |
| LB LMT 117000 | LB LMT 124200 | LB LMT 123400 | | | | |
| LIWT 52000 | LIWT 44800 | LIWT 45600 | | | | |
| | | | <u>539</u> | <u>99</u> | <u>547</u> | <u>08</u> |
| TO BUREAU FURN RELLA TON | TO BUREAU FURN RELLA TON | CAPY. 100000 | | | | |
| | | CAPY. 100000 | | | | |
| | | LB LMT 117300 | | | | |
| | | LB LMT 123200 | | | | |
| | | LIWT 51700 | | | | |
| | | LIWT 43800 | <u>540</u> | <u>07</u> | <u>549</u> | <u>31</u> |

| | | | | | | | | |
|------|------|---------|---------|---------|---------------|-------|-------|-------------|
| NORT | HERN | PACIFIC | N O R T | H E R N | P A C I F I C | 53709 | 54179 | BUILT 4 25 |
| NORT | HERN | PACIFIC | N O R T | H E R N | P A C I F I C | 53638 | 54228 | BUILT 4 28 |
| NORT | HERN | PACIFIC | N O R T | H E R N | P A C I F I C | 53999 | 54708 | BUILT 11 25 |
| NORT | HERN | PACIFIC | N O R T | H E R N | P A C I F I C | 54007 | 54931 | BUILT 12 25 |

TO REMOVE PAIR OF
PULS LATCHES

THESE DOORS MUST BE
UP BEFORE CAR IS MOVED

THESE DOORS MUST BE
UP BEFORE CAR IS MOVED

THESE DOORS MUST BE
UP BEFORE CAR IS MOVED

THESE DOORS MUST BE
UP BEFORE CAR IS MOVED

NEW 12-25 NEW 4-23 NEW 11-25

| | | | | | | | | |
|------|------|------|------|------|------|------|------|------|
| IL | CUFT | 41-6 | IL | CUFT | 41-6 | IL | CUFT | 41-6 |
| 2241 | 2241 | 2241 | 2241 | 2241 | 2241 | 2241 | 2241 | 2241 |

IL 41-6
CUFT 2241

[illegible]

THE T



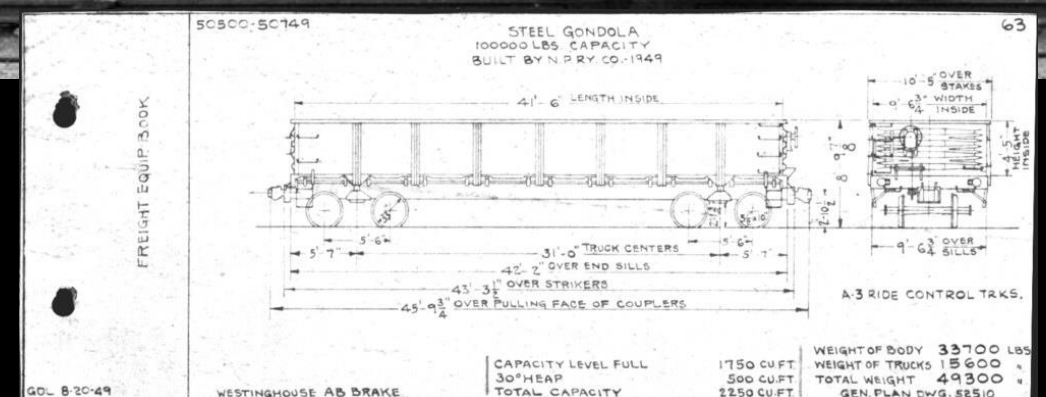
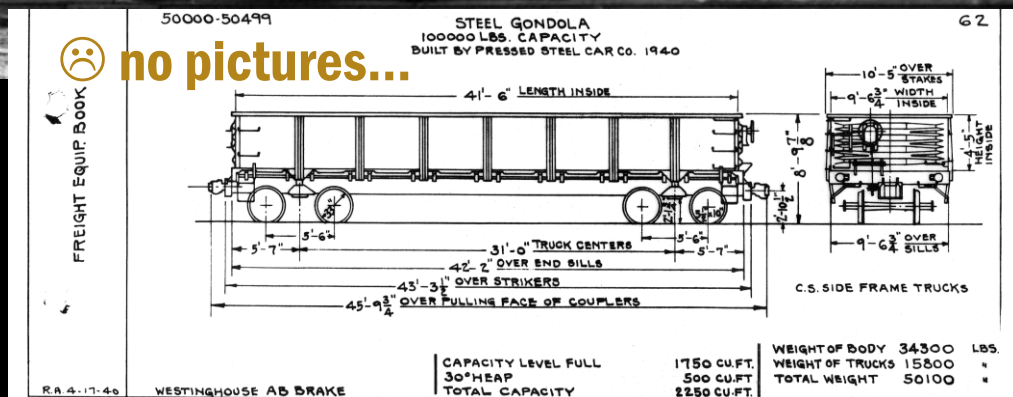
DROP BOTTOM STEEL GONDOLAS

Original Production:

- NP 50000-50499, Pressed Steel, 1940
- NP 50500-50749, Brainerd Shops, 1949
- NP 52000-52749, Pressed Steel, 1937
- NP 53000-53499, Pressed Steel, 1936

Repaints/Renumbers:

- Several in 1960s

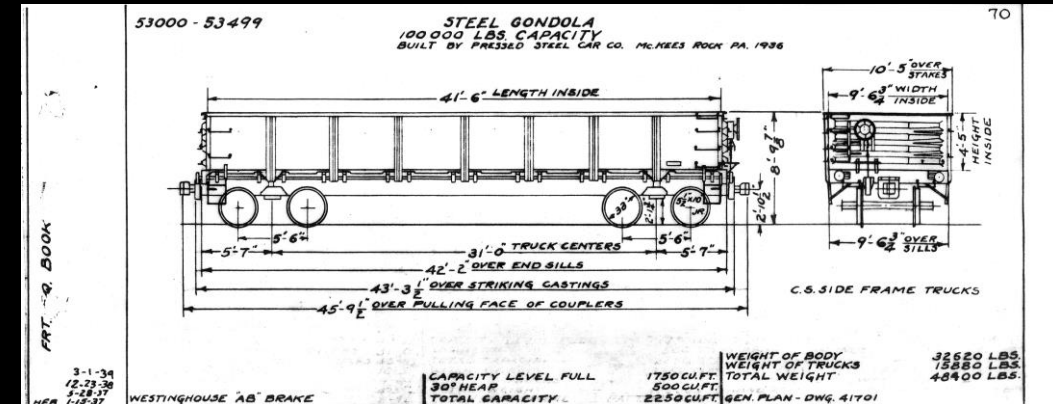
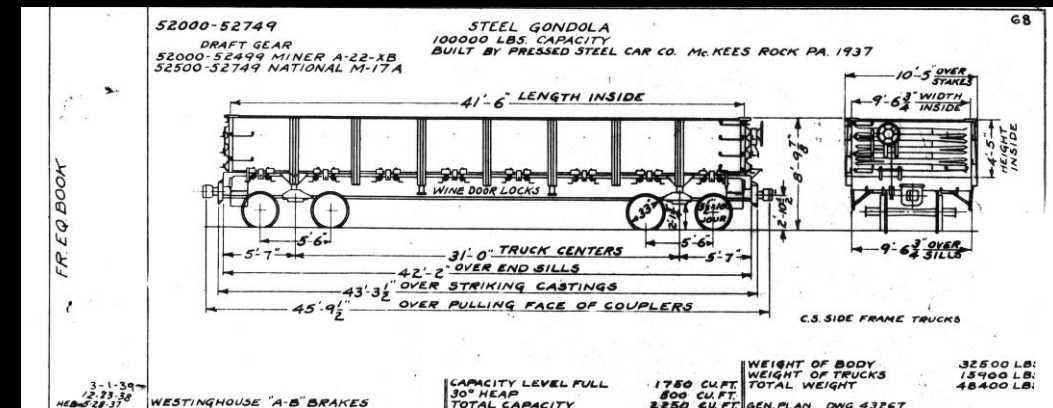


50000-50499
50500-50749

- Note, no conclusive photo to show 50000-50499 does not have the second car number on the right side of car
- Obvious from the builders photo above, 50500-50749 build in 1949, did not have the second car number to the right side of car



End Wheel Notice



52000-52749
53000-53499

- Some have the white lines above reporting marks and below car number, later cars do not. Lettering tended to get simpler over time.
- “N.P.” is 7 inches, but simple “NP” is 9 inches. The NP reporting marks are always either 7 inch or 9 inch past the 1940s.

Top photo Vern Alexander collection, unknown photographer
Middle photo Steve Joyner collection, unknown photographer
Bottom photo Steve Joyner collection, unknown photographer



End Wheel Notice

☹ no pictures...

Renumbers – Circa 1960, 1961
58000-58211

- In 1960, NP repainted and renumbered roughly 212 gons from the 52000-52749 series into the 58000-58211 series



1966 & 1968 Renumbers

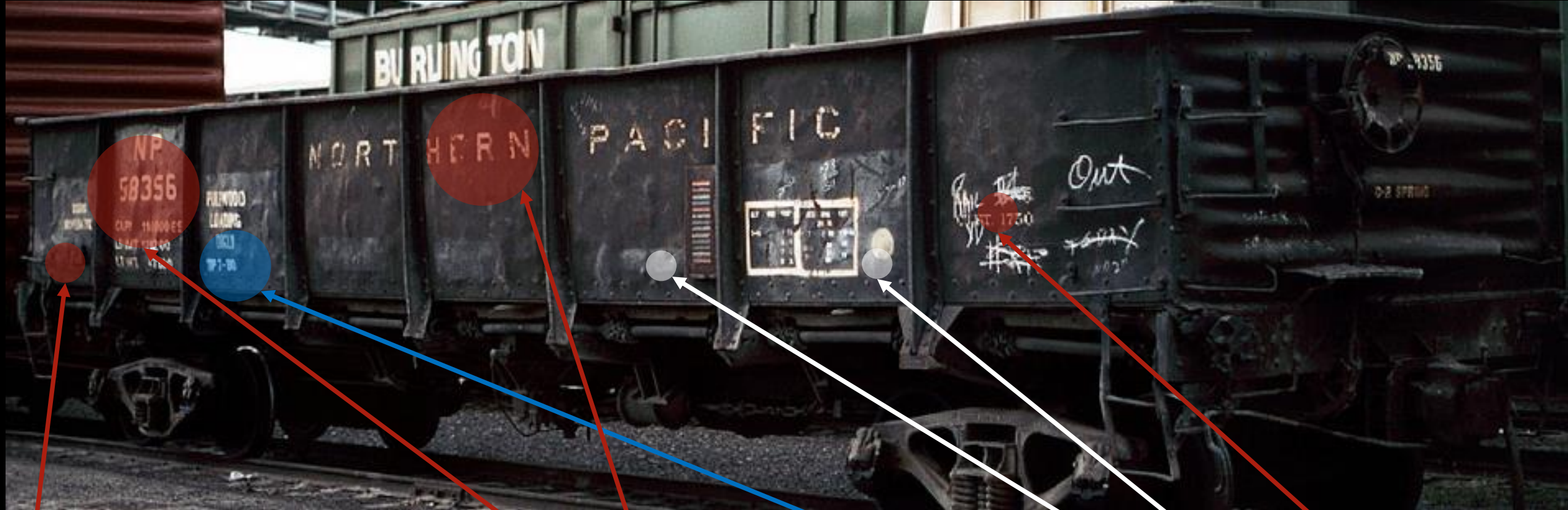
58250-58390

58750-58808

- In 1966 and 1968, the NP repainted and renumbered roughly 198 gons. Most arrived second hand from Cuyuna, but some were also from the 50000-50749 series
- No duplicate car numbers to the right side of car
- Larger 9 inch “NP” reporting mark on many, but not all
- Some had their doors welded shut and were stenciled for Pulpwood, and others were stenciled for coal service to Duluth

NP 58286 - Jim Sands photograph

NP 58755 from Steve Joyner collection, unknown photographer



DROP BOTTOM
STEEL GON

| | | | | | | | | | |
|-------------|---------------|----------------------|-------------------------------|---------------|---------------|---------------|-----------|------|--|
| 10. 1 00 00 | N.P. 50062 | N.P. | | N.P. | | N.P. | | N.P. | |
| 10. 1 00 00 | | 50062 | 50326 | 52622 | 52736 | 58356 | | | |
| 10. 1 00 00 | | CAPY 100000 | CAPY 100000 | CAPY 100000 | CAPY 100000 | CAPY 110000 | | | |
| 10. 1 00 00 | | LB LMT 119700 | LB LMT 121400 | LB LMT 119700 | LB LMT 120600 | LB LMT 129800 | | | |
| 10. 1 00 00 | | LT WT 49300 | LT WT 47600 | LT WT 49300 | LT WT 48400 | LT WT 47200 | | | |
| 10. 1 00 00 | N.P. 50062 | N.P. | | N.P. | | N.P. | | NP | |
| 10. 1 00 00 | | 50085 | 52110 | 52259 | 53185 | 58755 | | | |
| 10. 1 00 00 | | CAPY 100000 | CAPY 100000 | CAPY 100000 | CAPY 100000 | CAPY 110000 | | | |
| 10. 1 00 00 | | LB LMT 119400 | LB LMT 121800 | LB LMT 121900 | LB LMT 122000 | LB LMT 130000 | | | |
| 10. 1 00 00 | | LT WT 49600 | LT WT 472 00 | LT WT 47100 | LT WT 47000 | LT WT 47000 | | | |
| 10. 1 00 00 | | IL 41-6 CUFT 1750 | N O R T H E R N P A C I F I C | | | | | | |
| 10. 1 00 00 | N.P.50085 | N.P.50326 | N.P.52110 | N.P.52622 | N.P.52259 | N.P.52736 | N.P.53185 | | |

| | | | | | |
|------------------|----------|-------------|-----------|----------------------|---|
| NORTHERN PACIFIC | 50062 | BUILT 12-36 | NEW 10-37 | IL 41-6 CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| NORTHERN PACIFIC | 50085 | BUILT 12-36 | NEW 5-40 | IL 41-6 CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| NORTHERN PACIFIC | 50326 | BUILT 9-37 | NEW 6-40 | IL 41-6 CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| NORTHERN PACIFIC | 52110 | BUILT 10-37 | NEW 8-49 | IL 41-6 CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| NORTHERN PACIFIC | 52622 | BUILT 5-40 | NEW 12-36 | IL 41-6 CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| NORTHERN PACIFIC | 52259 | BUILT 6-40 | NEW 11-36 | IL 41-6 CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| NORTHERN PACIFIC | 52736 | BUILT 7-49 | NEW 9-37 | IL 41-6 CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| NORTHERN PACIFIC | 53185 | BUILT 8-49 | NEW 7-49 | IL 41-6 CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| NORTHERN PACIFIC | NP 58356 | BUILT 8-49 | NEW 10-37 | IL 41-6 CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| NORTHERN PACIFIC | NP 58755 | BUILT 8-49 | | IL 41-6 CUFT 1750 | BUILT 7-49 |

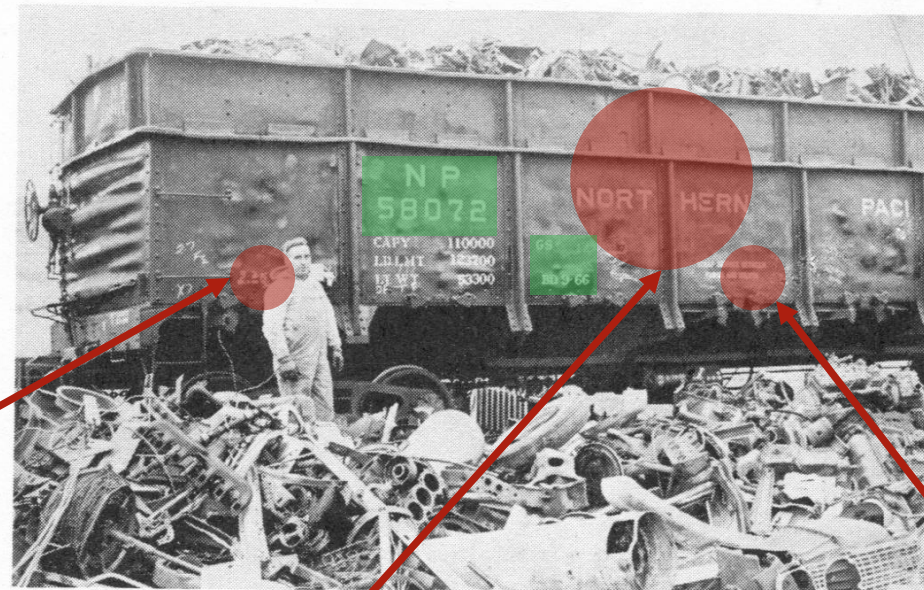
NP 58356 by Ron Hawkins

NOTE - last two NORTHERN PACIFIC are slightly longer, go on 58000 series cars

End Car Number

"D2 SPRING" on Reweigh Sheet

Unusual car with extended sides added for scrap metal service.
Reporting mark "NP" and car number are on the Reweigh decal sheet



A ZIP-CODED NP GONDOLA car which appeared in Northern Pacific's Valley City yard recently caused employees to wonder if the railway had adopted the post office's form of delivering by numbers. The car having the same postal zip code as Valley City, the town it was sent to, was spotted by freight office employees Carl Fredrickson and Walter English. Archie Hirsch, manager of the Valley Hide and Fur Co., stands by the car which was loaded with the firm's scrap iron.

DROP BOTTOM
STEEL GON

| N.P. | N.P. | N.P. | N.P. | NP |
|---------------|---------------|---------------|---------------|---------------|
| 50062 | 50326 | 52622 | 52736 | 58356 |
| CAPY 100000 | CAPY 100000 | CAPY 100000 | CAPY 100000 | CAPY 110000 |
| LB LMT 119700 | LB LMT 121400 | LB LMT 119700 | LB LMT 120600 | LB LMT 129800 |
| LT WT 49300 | LT WT 47600 | LT WT 49300 | LT WT 48400 | LT WT 47200 |
| N.P. | N.P. | N.P. | N.P. | NP |
| 50085 | 52110 | 52259 | 53185 | 58755 |
| CAPY 100000 | CAPY 100000 | CAPY 100000 | CAPY 100000 | CAPY 110000 |
| LB LMT 119400 | LB LMT 121800 | LB LMT 121900 | LB LMT 122000 | LB LMT 130000 |
| LT WT 49600 | LT WT 47200 | LT WT 47100 | LT WT 47000 | LT WT 47000 |
| IL 41-6 | | | | |
| CUFT 1750 | | | | |
| N.P. 50062 | N.P. 50085 | | | |
| | | N.P. 50326 | N.P. 52110 | N.P. 52622 |
| | | | N.P. 52259 | N.P. 52736 |
| | | | | N.P. 53185 |

N O R T H E R N P A C I F I C 50062
N O R T H E R N P A C I F I C 50085
N O R T H E R N P A C I F I C 50326
N O R T H E R N P A C I F I C 52110
N O R T H E R N P A C I F I C 52622
N O R T H E R N P A C I F I C 52259
N O R T H E R N P A C I F I C 52736
N O R T H E R N P A C I F I C 53185
N O R T H E R N P A C I F I C

| | | | | |
|-------------|-----------|---------|-----------|--|
| BUILT 12-36 | NEW 10-37 | IL 41-6 | CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| BUILT 11-36 | NEW 5-40 | IL 41-6 | CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| BUILT 9-37 | NEW 6-40 | IL 41-6 | CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| BUILT 10-37 | NEW 7-49 | IL 41-6 | CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| BUILT 5-40 | NEW 8-49 | IL 41-6 | CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| BUILT 5-40 | NEW 12-36 | IL 41-6 | CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| BUILT 6-40 | NEW 11-36 | IL 41-6 | CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| BUILT 6-40 | NEW 9-37 | IL 41-6 | CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| BUILT 7-49 | NEW 7-49 | IL 41-6 | CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| BUILT 8-49 | NEW 10-37 | IL 41-6 | CUFT 1750 | THESE DOORS MUST BE UP BEFORE CAR IS MOVED |
| BUILT 8-49 | | IL 41-6 | CUFT 1750 | BUILT 7-49 |



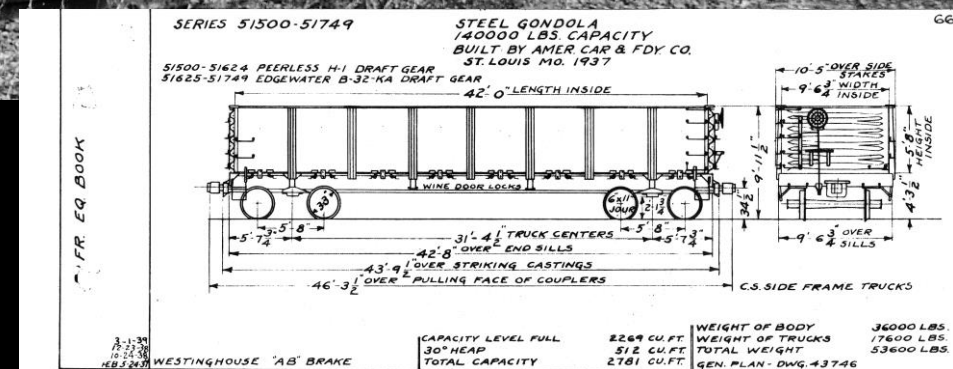
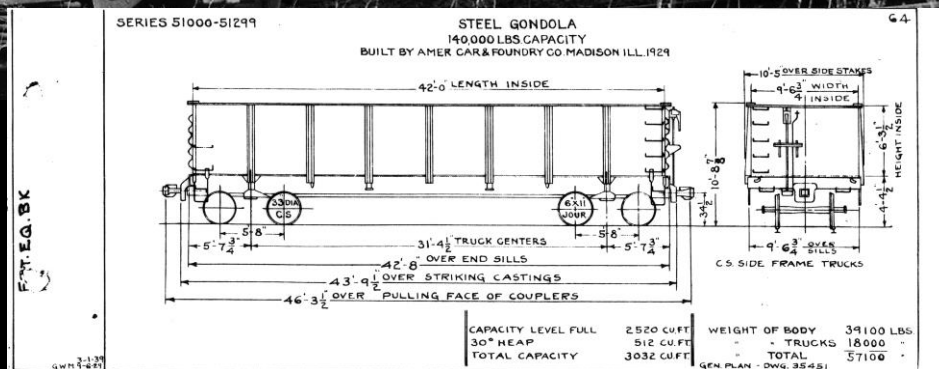
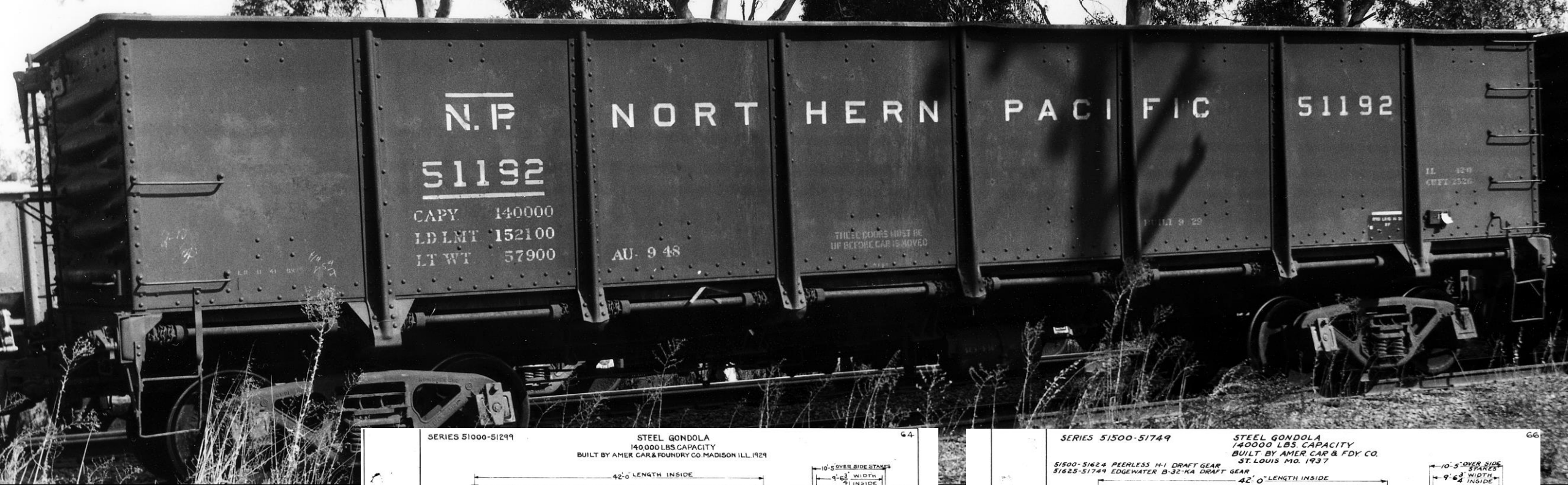
“HIGH SIDE” STEEL GONDOLAS

Original Production:

- NP 51000-51099, American Car & Foundry, 1929
- NP 51500-51749, American Car & Foundry, 1937

Repaints/Renumbers:

- NP 55000-55099, 1965



“Hi-Side” Steel Gondola 51000 - 51749

- 6.5” tall NORTHERN PACIFIC, on panels
- 7” reporting mark and car number
- Second car number to the right is 6.5”



| HIGH SIDE STEEL GON | | | N.P. | | | N.P. | | | N.P. | | | NORTHERN PACIFIC | | | N.P. | | | N.P. | | | N.P. | | | N.P. | | | N.P. | | | IL | | | | | |
|---------------------|--|--|---------------|--|--|---------------|--|--|------------------|--|--|------------------|--|--|---------------|--|--|---------------|--|--|---------------|--|--|---------------|--|--|---------------|--|--|---------------|--|--|---------------|--|--|
| 51192 | | | 51299 | | | 51509 | | | NORTHERN PACIFIC | | | 51192 | | | 51288 | | | 51321 | | | 51693 | | | 55010 | | | 55089 | | | 420 CUFT 2520 | | | | | |
| CAPY. 140000 | | | CAPY. 140000 | | | CAPY. 140000 | | | NORTHERN PACIFIC | | | CAPY. 140000 | | | CAPY. 140000 | | | CAPY. 140000 | | | CAPY. 140000 | | | CAPY. 154000 | | | CAPY. 154000 | | | 420 CUFT 2520 | | | | | |
| LB LMT 152100 | | | LB LMT 152500 | | | LB LMT 156200 | | | NORTHERN PACIFIC | | | LB LMT 152200 | | | LB LMT 154100 | | | LB LMT 152000 | | | LB LMT 164000 | | | LB LMT 164100 | | | LB LMT 164100 | | | 420 CUFT 2520 | | | | | |
| LT WT 57900 | | | LT WT 57500 | | | LT WT 53800 | | | NORTHERN PACIFIC | | | LT WT 57800 | | | LT WT 55900 | | | LT WT 58000 | | | LT WT 56000 | | | LT WT 55900 | | | LT WT 55900 | | | 420 CUFT 2520 | | | | | |
| NP 51192 | | | NP 51509 | | | NP 55010 | | | NORTHERN PACIFIC | | | NP 51299 | | | 55010 | | | NEW 8-29 | | | NEW 10-37 | | | BUILT 8-29 | | | BUILT 8-29 | | | BUILT 8-29 | | | 420 CUFT 2520 | | |
| NP 51299 | | | NP 51288 | | | NP 55089 | | | NORTHERN PACIFIC | | | NP 51321 | | | 55010 | | | NEW 9-29 | | | NEW 11-37 | | | BUILT 9-29 | | | BUILT 9-29 | | | BUILT 9-29 | | | 420 CUFT 2520 | | |
| NP 51321 | | | NP 51693 | | | NP 55010 | | | NORTHERN PACIFIC | | | NP 51693 | | | 55089 | | | NEW 10-37 | | | NEW 11-37 | | | BUILT 11-37 | | | BUILT 10-37 | | | BUILT 10-37 | | | 420 CUFT 2520 | | |



“Hi-Side” Steel Gondola 55000-55099, Renumbers

- In 1965, the NP painted 100 cars purchased second hand from Cuyuna. There were also roughly 8 renumbers from the 51000-51749 series in this renumber series.



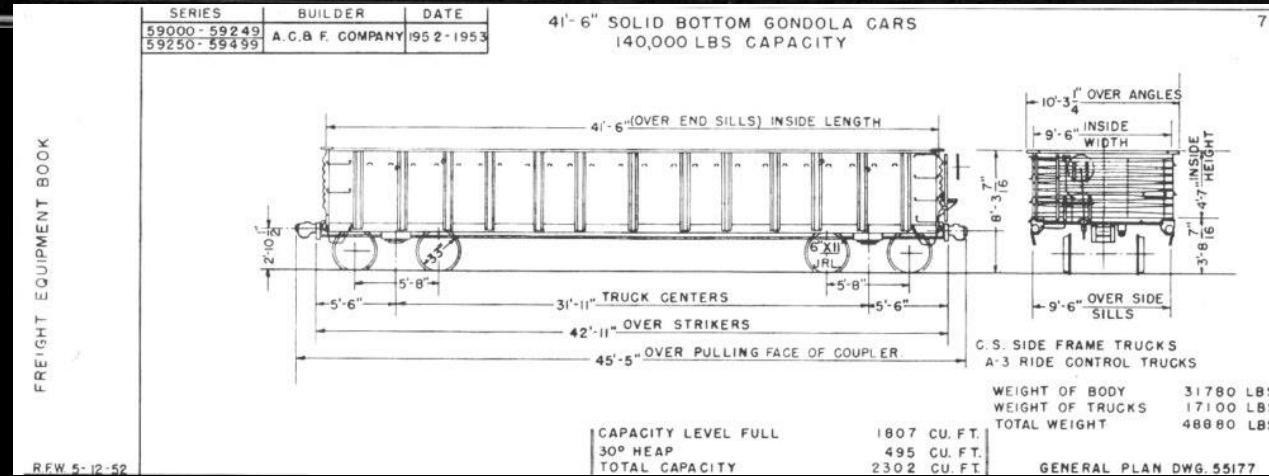
SOLID BOTTOM STEEL GONDOLAS

Original Production:

- 59000-59249, American Car & Foundry, 1952
- 59250-59499, American Car & Foundry, 1953

Repaints/Renumbers:

- 55500-59611, 1967, 1969
- 55750-55787, 1969



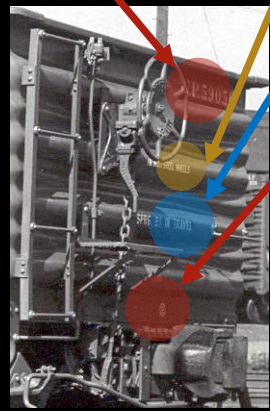
Solid Bottom Gondola 59000-59249 59250-59499

- 6.5" tall NORTHERN PACIFIC, on panels
- 7" reporting mark and car numbers
- No second car number
- More extensive stenciling on end of cars



SOLID BOTTOM STEEL GONDOLA

| N. 590 | P. 50 | N. 592 | P. 04 | N. 594 | P. 40 | N. 595 | P. 73 | NORTH PACIFIC | N.P. 59050 | NEW 4-52 | BUILT 4-52 | BUILT 4-52 | IN WAREHOUSE | SPRG. 2 1/2 IN. TRAVEL | GB | GB |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|------------|----------|-------------|-------------|--------------|------------------------|----|----|
| LDLMT 161100 | LDLMT 161100 | LDLMT 160300 | LDLMT 160300 | LDLMT 159200 | LDLMT 170900 | LDLMT 170900 | LDLMT 170900 | NORTH PACIFIC | N.P. 59147 | NEW 5-52 | BUILT 5-52 | BUILT 5-52 | IN WAREHOUSE | SPRG. 2 1/2 IN. TRAVEL | GB | GB |
| LT WT 48900 | LT WT 48900 | LT WT 49700 | LT WT 49700 | LT WT 50800 | LT WT 49100 | LT WT 49100 | LT WT 49100 | NORTH PACIFIC | N.P. 59204 | NEW 5-52 | BUILT 5-52 | BUILT 5-52 | IN WAREHOUSE | SPRG. 2 1/2 IN. TRAVEL | GB | GB |
| N. 591 | P. 47 | N. 593 | P. 94 | N. 595 | P. 39 | N. 595 | P. 80 | NORTH PACIFIC | N.P. 59394 | NEW 9-53 | BUILT 9-53 | BUILT 9-53 | IN WAREHOUSE | SPRG. 2 1/2 IN. TRAVEL | GB | GB |
| LDLMT 161200 | LDLMT 161400 | LDLMT 161400 | LDLMT 171300 | LDLMT 171300 | LDLMT 171300 | LDLMT 171300 | LDLMT 171300 | NORTH PACIFIC | N.P. 59440 | NEW 9-53 | BUILT 10-53 | BUILT 10-53 | IN WAREHOUSE | SPRG. 2 1/2 IN. TRAVEL | GB | GB |
| LT WT 48800 | LT WT 48600 | LT WT 48600 | LT WT 48700 | LT WT 48700 | LT WT 48700 | LT WT 48700 | LT WT 48700 | NORTH PACIFIC | N.P. 59539 | IL 41-6 | CUFT 1807 | CUFT 1807 | IN WAREHOUSE | SPRG. 2 1/2 IN. TRAVEL | GB | GB |
| | | | | | | | | NORTH PACIFIC | N.P. 59573 | IL 41-6 | CUFT 1807 | CUFT 1807 | IN WAREHOUSE | SPRG. 2 1/2 IN. TRAVEL | GB | GB |
| | | | | | | | | NORTH PACIFIC | N.P. 59580 | IL 41-6 | CUFT 1807 | CUFT 1807 | IN WAREHOUSE | SPRG. 2 1/2 IN. TRAVEL | GB | GB |



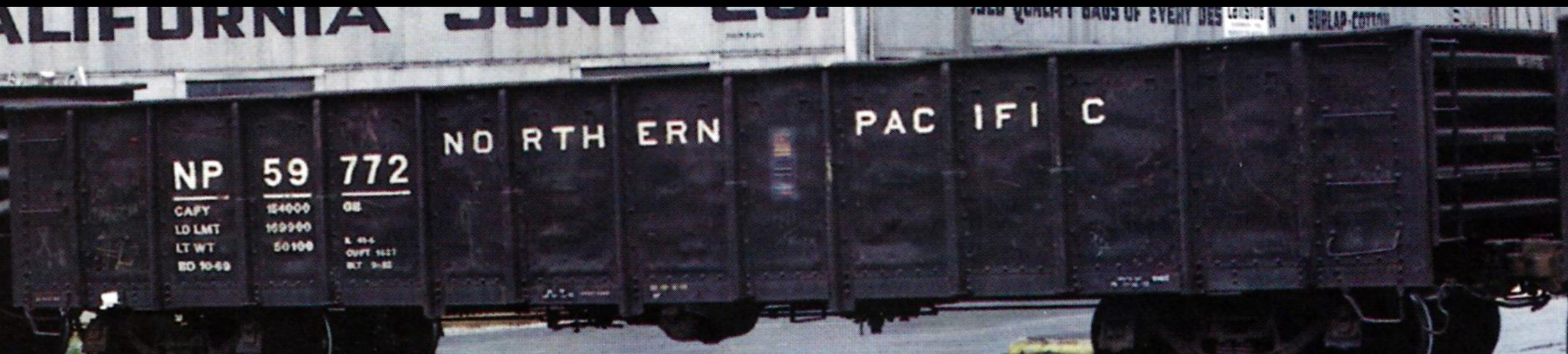


Steel Bottom Gondola 55500-59611

- In 1967, the NP repainted 100 gons, potentially as part of a refurbishment program
- Roughly 77 gons were purchased second hand from Cuyuna. There were also roughly 33 renumbers from the 59000-59499 series.



John Hill Image, 1976



Steel Bottom Gondola

59500-59611

59750-59787

- In 1969, the NP painted 12 gons into the 59500-59611 series, from Cuyuna and repaints from the 59000-59499 series.
- Also 1969, the NP painted 38 gons into the 59750-59787 series, again from Cuyuna and repaints from the 59000-59499 series.
- Since the work was done in 1969, we see the pre-merger scheme applied
- All decals for this car on gondola Reweigh sheet, except the NORTHERN PACIFIC

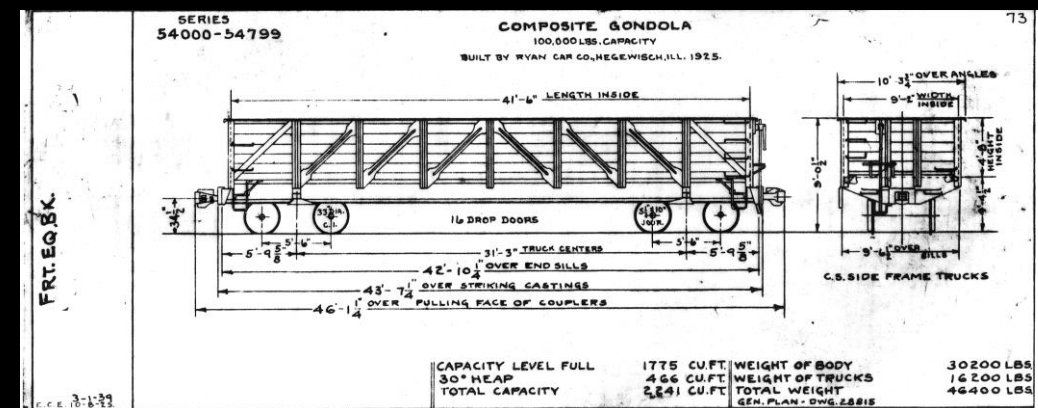
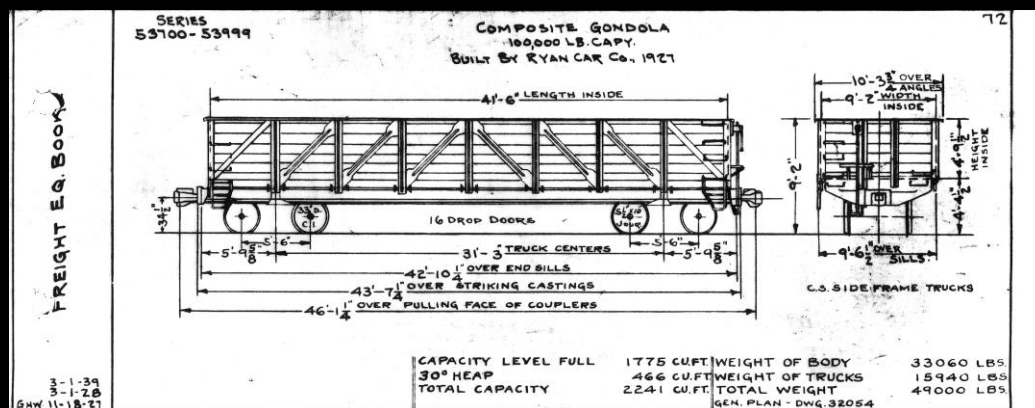
COMPOSITE GONDOLAS

Original Production:

- NP 53700-53999, Ryan Car Company, 1927
- NP 54000-54799, Ryan Car Company, 1925

Not specifically covered by decal sheet:

- NP 54922-54999 (Gilmore & Pittsburgh gons, 1923 to 1940)
- NP 55000-55999 (various gons that served from 1910s and 1920s until roughly 1940. Some car numbers reused in in 1960s for other cars).
- Gons converted to wood chip cars with extended sides
- Renumbers



53700-53999
54000-54799

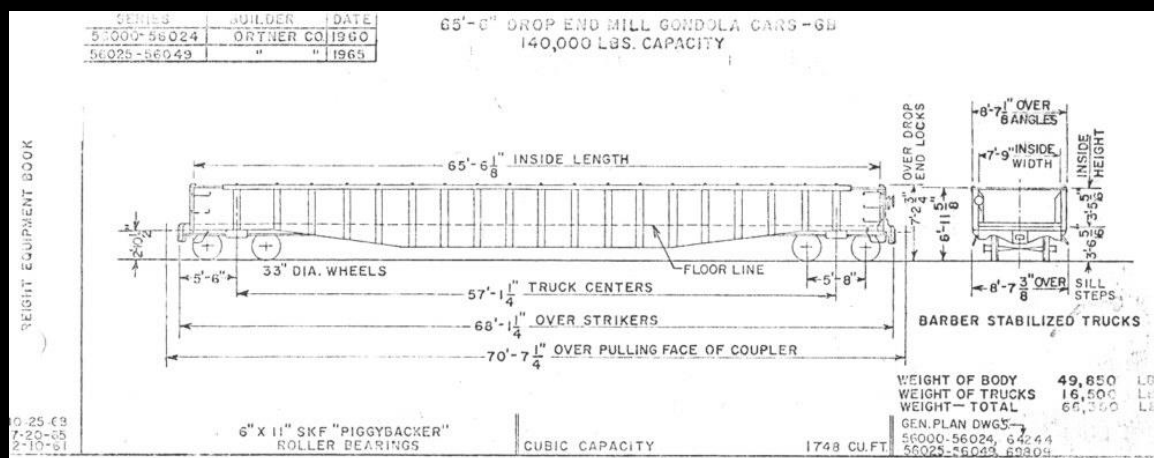
- 6.5" NORTHERN PACIFIC
- Due to the angled braces, the road numbers and NORTHERN PACIFIC are broken up in a couple of different ways
- The CAPY data lays over the flat strap on the far left panel

Photographers unknown, except far left George Simonson

MILL GONDOLAS

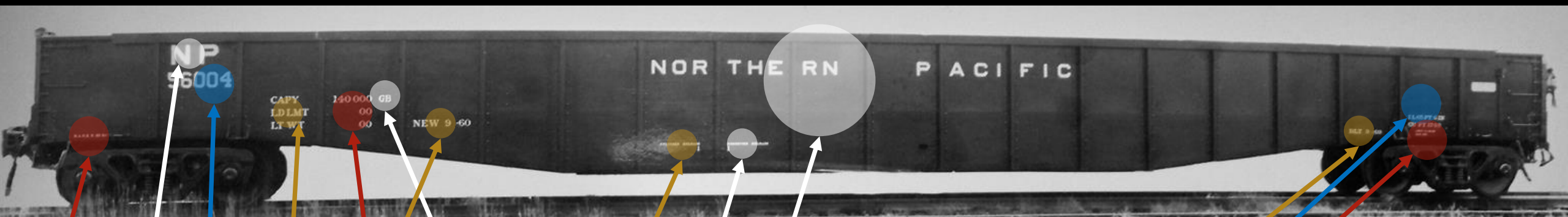
Original Production:

- 56000-56024, Ortner, 1960
- 56025-56049, Ortner, 1965
- 56050-56074, St Paul Foundry, 1967
- 56500-56505, Ortner, 1962

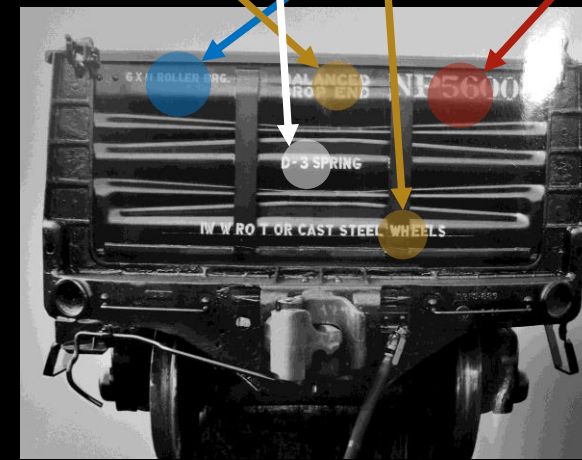


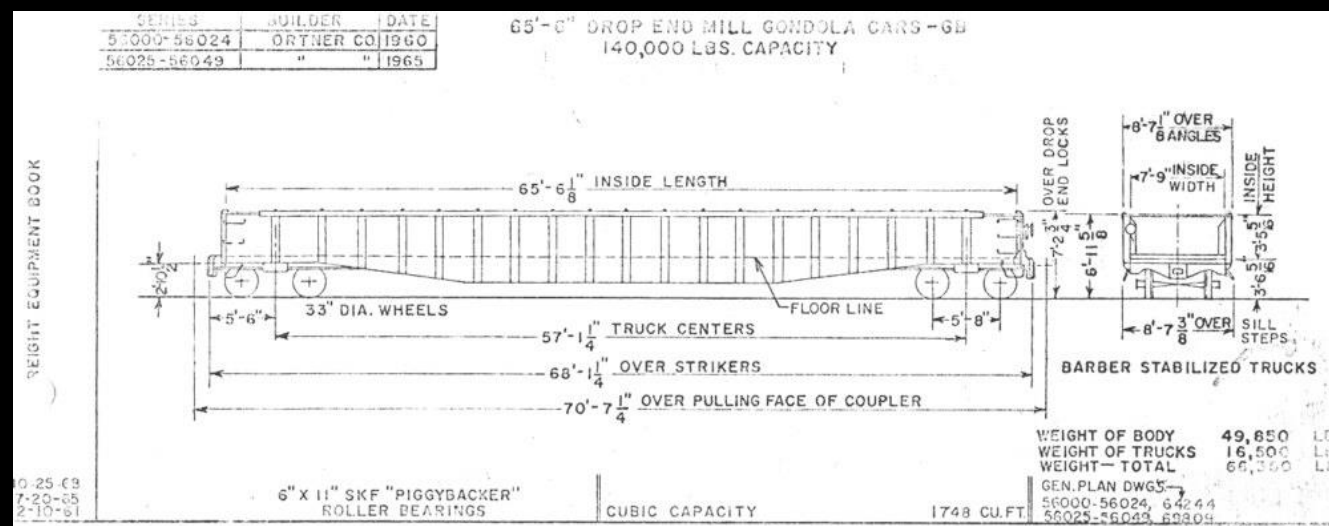
NP 56000-56024
Built by Ortner, October 1960

- 9" reporting marks, 7" car number
- 6.5" NORTHERN PACIFIC
- 1" CYLINDER RELEASE and RESIVOR RELEASE text
- Very traditional sides, lots of end stencils



| | | | | | | | | | | | | | | | | |
|-------------------------------|----------|---------|---------|----------|--------|----|----|--------|------------------|---------------------------|---------------------------|---------------------------|---------------------------|-------------------------------|-----|---------|
| 1961 AND 1962 MILL GONDOLA | NP 56004 | CAPY | CAPY | 140000 | 140000 | GB | GB | 200000 | NORTHERN PACIFIC | BLT 9-60 | BLT 9-60 | 11.65FT 6IN CU FT 174S | 11.65FT 6IN CU FT 1800 | IW WRO T OR CAST STEEL WHEELS | ⊗ ⊗ | NP56004 |
| NP 56011 | | LBLMT | LBLMT | 156200 | 156200 | GB | GB | 191100 | NORTHERN PACIFIC | | | | | | ⊗ ⊗ | NP56011 |
| | | LTWT | LTWT | 53800 | 53800 | GB | GB | 71900 | NORTHERN PACIFIC | BLT 9-60 | BLT 9-60 | 11.65FT 6IN CU FT 174S | 11.65FT 6IN CU FT 1800 | IW WRO T OR CAST STEEL WHEELS | ⊗ ⊗ | NP56016 |
| | | | | | | | | | NORTHERN PACIFIC | BACK COV NEW II 13 62 | BACK COV NEW II 13 62 | | | | ⊗ ⊗ | NP56021 |
| | | CAPY | CAPY | 140000 | 140000 | GB | GB | 200000 | NORTHERN PACIFIC | | | 11.65FT 6IN CU FT 174S | | IW WRO T OR CAST STEEL WHEELS | ⊗ ⊗ | NP56021 |
| | | LBLMT | LBLMT | 142100 | 142100 | | | 191700 | NORTHERN PACIFIC | LOW P-1 17-62 HIGH COV | LOW P-1 17-62 HIGH COV | | | | ⊗ ⊗ | NP56501 |
| | | LTWT | LTWT | 77900 | 77900 | | | 2300 | NORTHERN PACIFIC | LOW P-1 17-62 HIGH COV | LOW P-1 17-62 HIGH COV | 11.65FT 6IN CU FT 174S | | | ⊗ ⊗ | NP56504 |
| 56504 | NP 56501 | NEW 960 | NEW 960 | NEW 1162 | | | | | | BLT 11-62 | BLT 11-62 | | | | ⊗ ⊗ | |
| | | | | | | | | | | | | | | | ⊗ ⊗ | |





NP 56025-56049
Built by Ortner, April & May 1965

- New 18" NORTHERN PACIFIC
- 9" reporting marks, 7" car number
- 6.5" NORTHERN PACIFIC
- CAPY text and weights, a bit of a mystery...



Restencil

- The top photo is the builders photo from 1965, showing a tall and narrow CAPY lettering applied by Ortner. The CAPY lettering and weights are NOT standard NP in any way. Nor is the “GB”
- The bottom photo from sometime after May of 1981 shows traditional NP CAPY lettering. Even the “154000” CAPY number is very standard for NP. So this lettering must have been redone sometime after delivery. The as-built factory paint job was not reproduced, instead a traditional NP lettering application was made.
- Later, the LD LMT and LT WT were re-stenciled (157800 and 62200) in still another typeface by the shop at “TW” in May of 1981.
- Conclusion – probably sometime soon after arrival on the NP, the CAPY, LD LMT, LT WT, “GB” and weight numbers were redone from the factory stencils to traditional NP stencils.

Top Image from MTM, Bottom from Jeff Nichols



1965 AND 1967
MILL GONDOLA

NP NP 56025 56051
NP NP 56029 56059
NP NP 56038 56063
NP NP 56046 56074

| | | | | | |
|--------|--------|--------|--------|--------|--------|
| CAPY | 154000 | CAPY | 154000 | CAPY | 153000 |
| LD LMT | 157800 | LD LMT | 157100 | LD LMT | 157100 |
| LT WT | 62200 | LT WT | 62900 | LT WT | 67400 |

| | | | | | |
|--------|--------|--------|--------|--------|--------|
| CAPY | 154000 | CAPY | 153000 | CAPY | 154000 |
| LD LMT | 157800 | LD LMT | 153400 | LD LMT | 153000 |
| LT WT | 62200 | LT WT | 66600 | LT WT | 67000 |

| | | | | | | | |
|--------|--------|--------|--------|----------|----|----|----------|
| CAPY | 154000 | CAPY | 153000 | NEW 5 65 | GB | GB | BLT 5 65 |
| LD LMT | 157100 | LD LMT | 62800 | NEW 5 65 | GB | GB | BLT 5 65 |
| LT WT | 62900 | LT WT | 67200 | NEW 5 65 | GB | GB | BLT 5 65 |

IL 65'-6" CU CAPY 1777

IL 65'-6" CU CAPY 1777

IL 65'-6" CU CAPY 1777

IL 65'-6" CU CAPY 1777

NP NP NP 560 560 560 1 1 2 2 3 3 4 4 5 5 6 6 7 7 8 8 9 9 0 0

5 6 5 6 0 0 1 2 3 4 5 6 7 8 9

5 6 5 6 0 0 1 2 3 4 5 6 7 8 9

NP NP 560 560 1 2 3 4 5 5 6 6 7 8 9 0

NEW 12-67 GB

NEW 12-67 GB

NEW 12-67 GB

BLT 12-67

BLT 12-67

BLT 12-67

NP

NP

THE FIRST FORTIFICATION
HARDEN AND TEST TIGHT
SAFETY WHEEL

D-3 SPRING

D-3 SPRING

BALANCED
DROP END

BALANCED
DROP END

BALANCED
DROP END

NP

NP

THE FIRST FORTIFICATION
HARDEN AND TEST TIGHT
SAFETY WHEEL

THE FIRST FORTIFICATION
HARDEN AND TEST TIGHT
SAFETY WHEEL

THE FIRST FORTIFICATION
HARDEN AND TEST TIGHT
SAFETY WHEEL

NP56025

NP56029

NP56036

NP56046

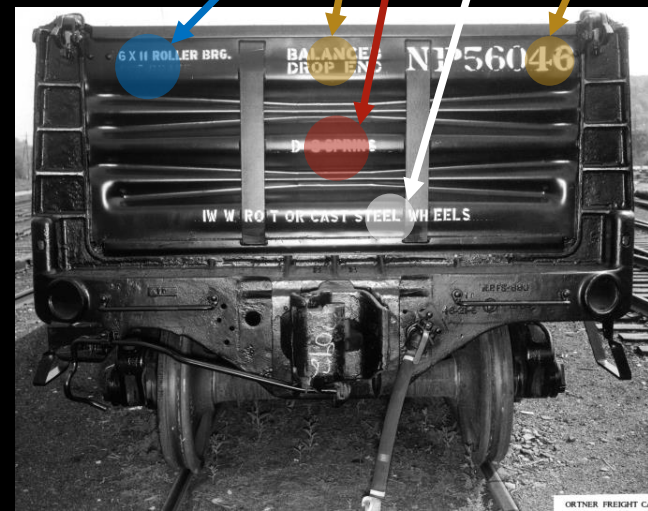
NP 56051

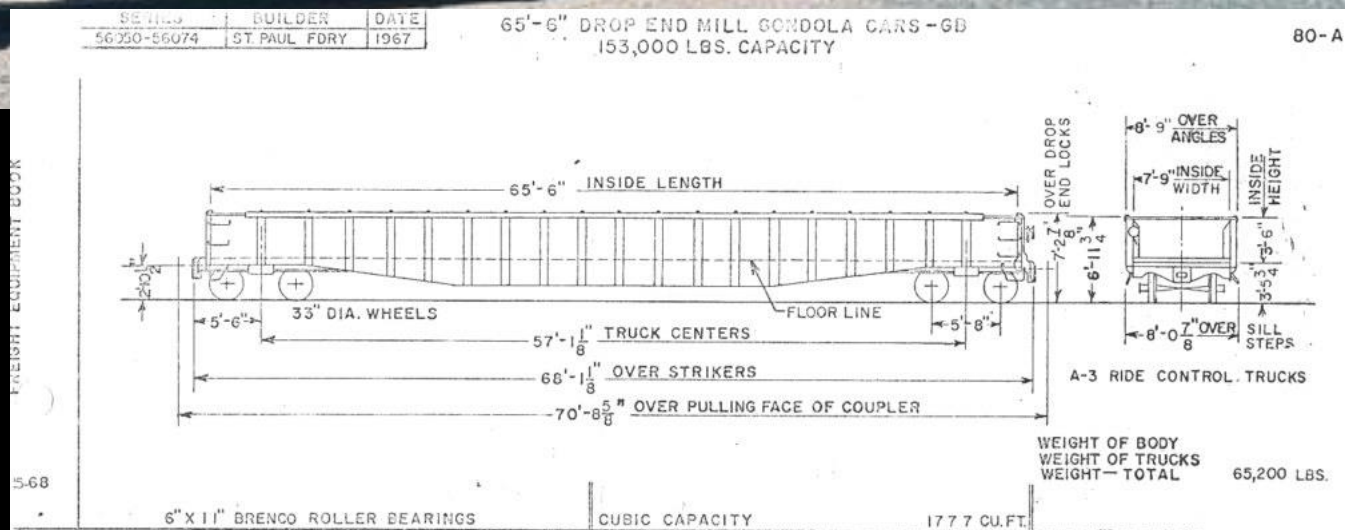
NP 56059

NP 56063

NP 56074

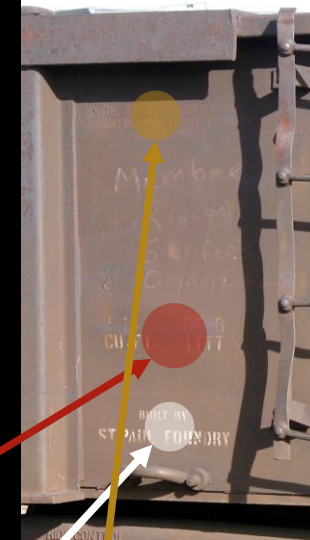
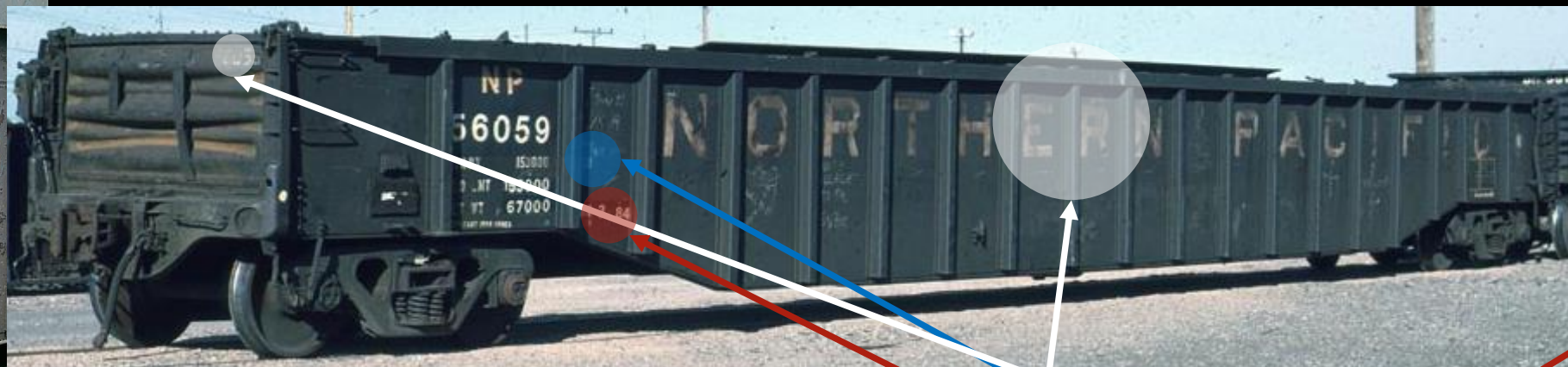
If you would like to apply the traditional looking NP CAPY lettering, you can find it on the Reweigh decal set.





NP 56050-56074
Built by St Paul Foundry
November & December, 1967

- 18" NORTHERN PACIFIC
- 7" reporting marks on this car, but not on others
- 7" car number in pre-merger typeface



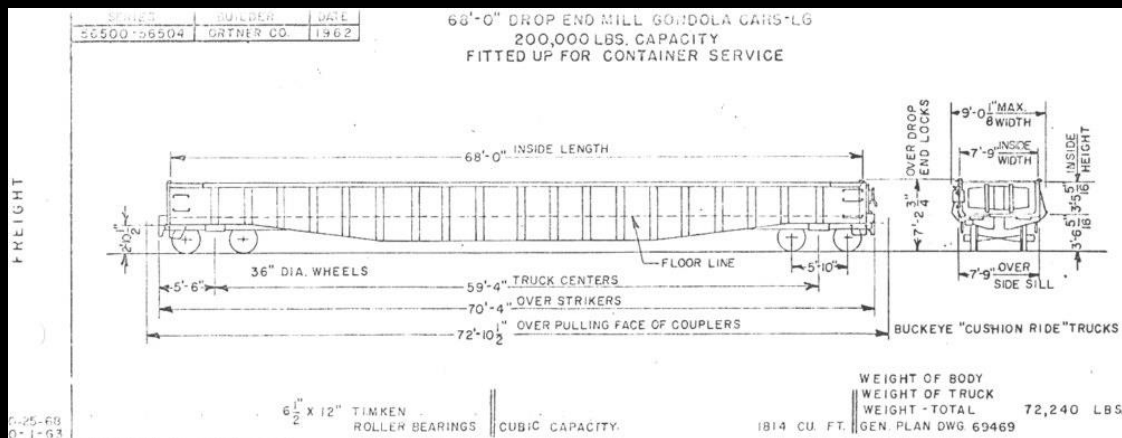
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|----------|----------|----------|-----------|--------------|--------------|-----------|--------------|--------------|-----------|--------------|--------------|-----------|--------------|--------------|-----------|--------------|--------------|-----------|--------------|--------------|-----------|--------------|--------------|-----------|--------------|--------------|-----------|--------------|--------------|-----------|--------------|--------------|---|---|---|---|---|---|---|---|
| 1965 AND 1967 MIL. GONDOLA | NP NP | 56025 | 56051 | NORTHERN | NP | NP | 56029 | 56059 | NORTHERN | NP | NP | 56036 | 56063 | NORTHERN | NP | NP | 56046 | 56074 | NORTHERN | NP | NP | 56025 | 56051 | NP56025 | NP56029 | NP56036 | NP56046 | NP56051 | NP56059 | NP56063 | NP56074 | | | | | | | | | | |
| CAPY | 154000 | CAPY | 153000 | CAPY | 153000 | CAPY | 157800 | LD LMT | 152800 | LD LMT | 152800 | CAPY | 153000 | CAPY | 153000 | CAPY | 153000 | CAPY | 153000 | CAPY | 153000 | CAPY | 153000 | CAPY | 153000 | CAPY | 153000 | CAPY | 153000 | CAPY | 153000 | CAPY | 153000 | | | | | | | | |
| LD LMT | 157800 | LD LMT | 152800 | LD LMT | 152800 | LD LMT | 157800 | LD LMT | 152800 | LD LMT | 152800 | LD LMT | 152800 | LD LMT | 152800 | LD LMT | 152800 | LD LMT | 152800 | LD LMT | 152800 | LD LMT | 152800 | LD LMT | 152800 | LD LMT | 152800 | LD LMT | 152800 | LD LMT | 152800 | LD LMT | 152800 | | | | | | | | |
| LT WT | 62200 | LT WT | 62900 | LT WT | 67400 | LT WT | 62200 | LT WT | 62900 | LT WT | 62900 | LT WT | 62900 | LT WT | 62900 | LT WT | 62900 | LT WT | 62900 | LT WT | 62900 | LT WT | 62900 | LT WT | 62900 | LT WT | 62900 | LT WT | 62900 | LT WT | 62900 | LT WT | 62900 | | | | | | | | |
| NEW 5 65 | NEW 5 65 | BLT 5 65 | BLT 5 65 | IL 65'-6" | CU CAPY 1777 | CU CAPY 1777 | IL 65'-6" | CU CAPY 1777 | CU CAPY 1777 | IL 65'-6" | CU CAPY 1777 | CU CAPY 1777 | IL 65'-6" | CU CAPY 1777 | CU CAPY 1777 | IL 65'-6" | CU CAPY 1777 | CU CAPY 1777 | IL 65'-6" | CU CAPY 1777 | CU CAPY 1777 | IL 65'-6" | CU CAPY 1777 | CU CAPY 1777 | IL 65'-6" | CU CAPY 1777 | CU CAPY 1777 | IL 65'-6" | CU CAPY 1777 | CU CAPY 1777 | IL 65'-6" | CU CAPY 1777 | CU CAPY 1777 | | | | | | | | |
| NP NP NP | 560 | 560 | 560 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | NP NP NP | 560 | 560 | 560 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | NP NP NP | 560 | 560 | 560 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 |

NOTE – no good “as built” photos, ends may be similar to 1965 cars

Left Image - Michael Adams

Center Image – TellTale Collection of John A. Phillips, III

Left Image – Darrall Friend

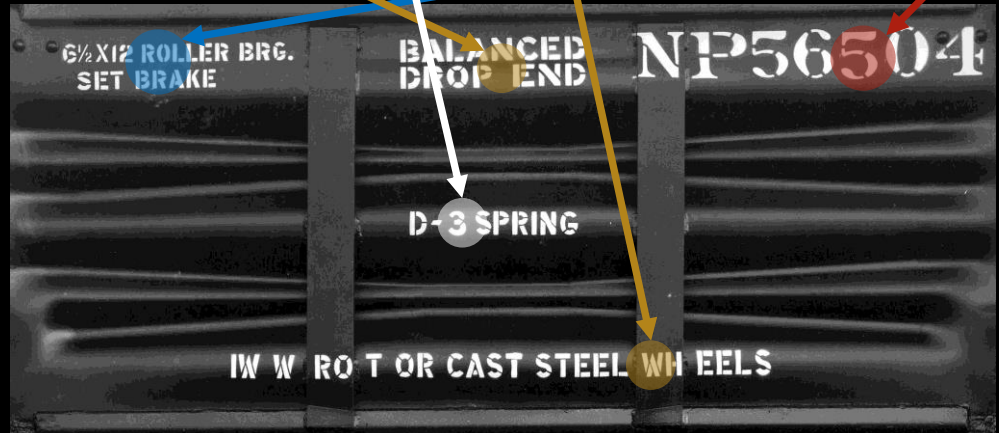


NP 56500-56505
Built by Ortner
November, 1962

- Only 5 cars, 68' long gondolas
- 6.5" NORTHERN PACIFIC
- 9" reporting marks, 7" car number
- Very traditional sides, lots of end stencils



| | | | | | | | | | | | | | | | | | | |
|----------------------------|----------|----------|----------|-----------|-----------|----------------|--------------|--------|------------------|-----------|-----------|-------------------------|-------------------------|------------------------------|---|---|------------------------------|---------|
| 1960 AND 1962 MIL. GONDOLA | NP 56004 | CAPY | CAPY | 140000 | 140000 | GB | GB | 200000 | NORTHERN PACIFIC | BLT 9-60 | BLT 9-60 | 11.65 FT 6IN CU FT 1748 | 11.65 FT OIN CU FT 1800 | IW WROT OR CAST STEEL WHEELS | ⊗ | ⊗ | 6 X 12 ROLLER BRG. | NP56004 |
| | NP 56011 | LDLMT | LDLMT | 156200 | 156200 | GB | GB | 191100 | NORTHERN PACIFIC | BLT 9-60 | BLT 9-60 | 11.65 FT 6IN CU FT 1748 | 11.65 FT OIN CU FT 1800 | IW WROT OR CAST STEEL WHEELS | ⊗ | ⊗ | 6 X 12 ROLLER BRG. | NP56011 |
| | NP 56016 | LTWT | LTWT | 53800 | 53800 | GB | GB | 71900 | NORTHERN PACIFIC | BLT 9-60 | BLT 9-60 | 11.65 FT 6IN CU FT 1748 | 11.65 FT OIN CU FT 1800 | IW WROT OR CAST STEEL WHEELS | ⊗ | ⊗ | 6 X 12 ROLLER BRG. | NP56016 |
| | NP 56021 | CAPY | CAPY | 140000 | 140000 | GB | GB | 200000 | NORTHERN PACIFIC | BLT 9-60 | BLT 9-60 | 11.65 FT 6IN CU FT 1748 | 11.65 FT OIN CU FT 1800 | IW WROT OR CAST STEEL WHEELS | ⊗ | ⊗ | 6 X 12 ROLLER BRG. | NP56021 |
| | NP 56021 | LDLMT | LDLMT | 142100 | 142100 | GB | GB | 190700 | NORTHERN PACIFIC | BLT 9-60 | BLT 9-60 | 11.65 FT 6IN CU FT 1748 | 11.65 FT OIN CU FT 1800 | IW WROT OR CAST STEEL WHEELS | ⊗ | ⊗ | 6 X 12 ROLLER BRG. | NP56021 |
| | NP 56021 | LTWT | LTWT | 77900 | 77900 | GB | GB | 72300 | NORTHERN PACIFIC | BLT 9-60 | BLT 9-60 | 11.65 FT 6IN CU FT 1748 | 11.65 FT OIN CU FT 1800 | IW WROT OR CAST STEEL WHEELS | ⊗ | ⊗ | 6 X 12 ROLLER BRG. | NP56021 |
| | NP 56501 | NEW 9-60 | NEW 9-60 | NEW 11-62 | NEW 11-62 | CHLDRD RELEASE | SPOT RELEASE | | NORTHERN PACIFIC | BLT 11-62 | BLT 11-62 | 11.65 FT 6IN CU FT 1748 | 11.65 FT OIN CU FT 1800 | IW WROT OR CAST STEEL WHEELS | ⊗ | ⊗ | 6 X 12 ROLLER BRG. SET BRAKE | NP56501 |
| | NP 56501 | NEW 9-60 | NEW 9-60 | NEW 11-62 | NEW 11-62 | CHLDRD RELEASE | SPOT RELEASE | | NORTHERN PACIFIC | BLT 11-62 | BLT 11-62 | 11.65 FT 6IN CU FT 1748 | 11.65 FT OIN CU FT 1800 | IW WROT OR CAST STEEL WHEELS | ⊗ | ⊗ | 6 X 12 ROLLER BRG. SET BRAKE | NP56501 |



COVERED GONDOLAS

Original Production:

- NP 57511-57530, Ortner, 1965



NP 57511-57530
Built by Ortner, 1965

- New 18" NORTHERN PACIFIC
- 9" reporting marks, 7" car number, NP style
- CAPY and other lettering – Ortner



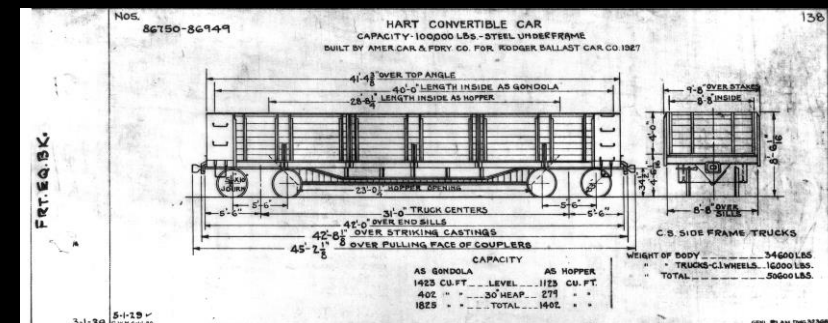
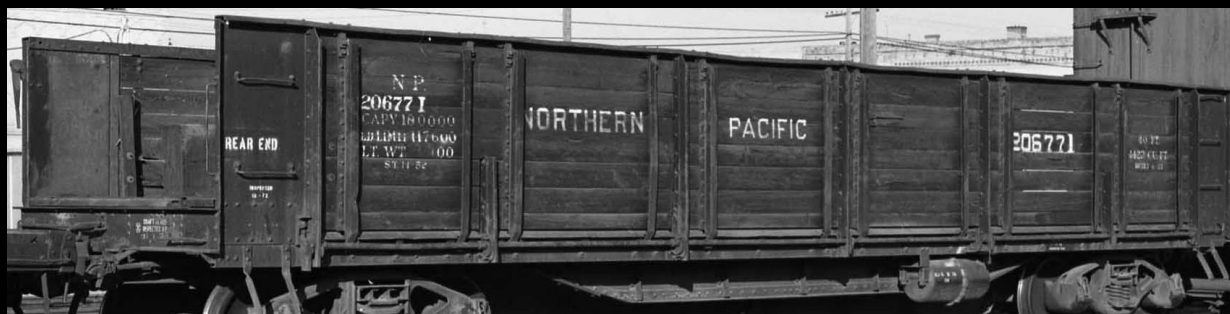
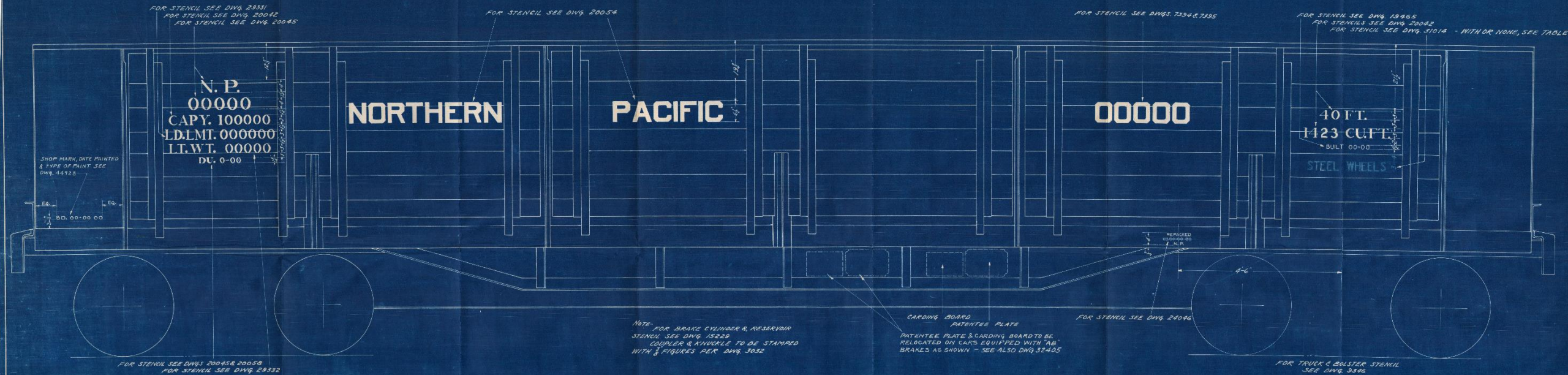
HART CONVERTABLE GONDOLA

Original Production:

- NP 86750-86849, ACF, 1927
- NP 86850-86949, ACF, 1927

Repaints/Renumbers:

- NP 2067XX Series, 1953-1958



Hart Convertible, 40' NP 86750-86849, 86850-86949 NP 2067XX Series, MOW in later life

- Later in life, these cars were renumber and used in sets to haul continuous rail. The decals are primarily for this later incarnation.
- The Reweigh sheet has some 86XXX car numbers for pre-1950s modelers.
- 6.5" tall NORTHERN PACIFIC, on panels
- 4" reporting mark and car number – 1920s era practice
- Car number appears again on the right



Photo by Rick Leach, 1977

Reweigh Decals

- Applies to all NP Gondolas
- The artwork includes car reweigh blocks, lube stencils, reweigh station/date blocks, pre-merger repaint material, Wallace and Duluth Coal stencils and many other “niche” items never produced before

Red Caboose Model, showing SOME of decals applied (weathering/Dulcoat not applied)

An abstract graphic design featuring a black background. In the top-left corner, there is a yellow line and a red line that extend diagonally towards the center. These lines then branch out into two parallel paths that lead towards the bottom-left corner. The word "End" is written in a bold, yellow, sans-serif font on the right side of the image.

End