



NPRHA

NP Woodchip Car Lettering

Decal Instructions/Guidance

September 2018

Overview

- This document provides location guidance to apply NPRHA Woodchip Decals, using prototype photos and Painting & Stenciling drawings
- This one document provides instructions for two separate decal offerings:
 - Conversions, gondolas with extensions, and wood rack cars
 - 1960s large woodchip gons and the centerbeam cars



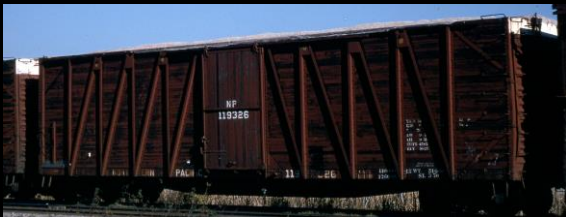
THANK YOU!

Instructions - Lots of Images

- Many of images graciously provide by the Minnesota Transportation Museum (MTM)
- Images also from the Fredrickson, Simonson, and Ainsworth Collections of the NPRHA – THANK YOU!
- Also contributing images – Ed Austin, Rick Leach, Richard Yaremko, Jeff Nichols, Dennis Aust – THANK YOU!
- Woodchip car drawings from Simonson and Marceau Collections, NPRHA
- Images are for personal research purposes only

General Information

- The NP had several different types of equipment to haul woodchips
- For many years, gondolas with wooden side extensions were used, along with converted boxcars
- In the 1960s, the NP purchase large, dedicated woodchip cars

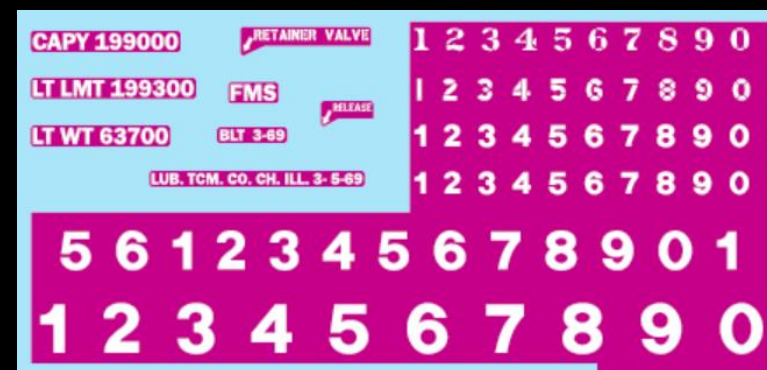


Decal Sheet Conventions

- The Magenta (pink) regions on the decal images in this document indicate the “clear carrier” or thin film that groups lettering together
- Cut the regions out and apply per printed instructions



Magenta (pink) indicates
clear film group of lettering



Some areas like number
jumble, just cut to need

Numerical Registers of Cars

- You can learn four important facts about these cars by looking through the Numerical Registers of Cars. Information:
 - Converted from which car series, or which builder constructed the car – FROM column
 - Built or Converted date – DATE column
 - Disassembled/Scrapped/Sold date – TO column
 - Authorization for Expenditure (AFE) that authorized action – AUTH column. NP AFEs are slowly being put on the NPRHA website
- There are three PDF files that cover all the woodchip cars. Search the Internet for these words or find the documents on the NPRHA website (Equipment\Numerical Register of Equipment):
 - NP Wood Chip Cars 118000 – 118999
 - NP Wood Chip Cars 119000 – 119999
 - NP Miscellaneous Rolling Stock - 175000-999999 (for 582500-582999 series)

1968 Listing of Woodchip and Wood Rack Cars of the Northern Pacific

July 1968 Official List of Officers, Supervisors, Agents, and Stations

FREIGHT EQUIPMENT—Continued

KIND OF CARS	NUMBERS	DIMENSIONS												Capacity		No.
		Inside			Outside				Doors							
		Length	Width	Height	Length	Width at Eaves or Platform	Height from Rail			Side		End				
							To Eaves	To Top of Platform or Running Board	To Over All	Width	Height	Width	Height			
		ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.			
Brought Forward																27631
Woodchip Stl. Und. Fm.	119150 to 119164	41 6	9 6	10 5	43 4	10 3	14 10		14 10					4134	100000 lb.	15
Woodchip Stl. Und. Fm.	119165 to 119224	41 6	9 6	10	43 4	10 4	14 5		14 5					3968	100000 lb.	61
Woodchip Stl. Und. Fm.	119225 to 119230	49 10 41 5	9 2	10 2	51 7	10	14 1		15 7					4261	100000 lb.	6
Woodchip Stl. Und. Fm.	110231 to 119240	50 1	9 2	10 2	51 7	10	14 1		15 7					4684	100000 lb.	10
Woodchip Stl. Und. Fm.	119241	50 3	9 2	9 11	51 7	10	14 5		15 7					4582	100000 lb.	1
Woodchip Stl. Und. Fm.	119242 to 119261	50 1	9 2	10 2	51 7	10	14 1		15 7					4684	100000 lb.	17
Woodchip Stl. Und. Fm.	119262 to 119276	49 10 41 5	9 2	10 2	51 7	10	14 1		15 7	6 5 3 10	4 1			4261	100000 lb.	14
Woodchip Stl. Und. Fm.	119277 to 119284	53 5 43 6	8 9 8 9	10 3 10 3	54 9 54 9	8 10	14		14	10 11 3 8	3 10			4411	100000 lb.	8
Woodchip Stl. Und. Fm.	119285 to 119294	50 1	9 2	10 2	51 7	10	14 1		15 7			8 9	9 8	4684	100000 lb.	10
Woodchip Stl. Und. Fm.	119295	41 6	9 6	10 5	43 4	10 3	14 10		14 10					4134	100000 lb.	1
Woodchip Stl. Und. Fm.	119300 to 119349	50 1	9 2	10 2	51 7	10 0	14 1		15 7			8 9	9 8	4684	100000 lb.	48
Forward																27822

134

FREIGHT EQUIPMENT—Continued																		
Brought Forward		ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.					27822
Woodchip Stl. Und. Fm.	119350 to 119379	50 1	9 2	10 2	51 7	10	14 1		15 7				8 9	9 8	4684	100000 lb.	30	
Woodchip Stl. Und. Fm.	119380 to 119389	49 10 41 5	9 2	10 2	51 7	10	14 1	15	15 7	7 9 6 5 3 10	4 1				4261	110000 lb.	10	
Woodchip Stl. Und. Fm.	119390 to 119448	49 10 41 5	9 2	10 2	54 1	10	14 1		15 7	6 5	4 1	9 11		4261	110000 lb.	29		
Woodchip Stl. Und. Fm.	119500 to 119699	59 7	9 11 8 9	10 8	63 11	10 7	14 3	14 3		3 10		8 9	10	6009	195000 lb.	200		
Woodchip	119700 to 119999	59 6	10 8 8 9	10 8	63 10	10 7	14 3							6007	195000 lb.	300		

118351	BUILT 5-51	CUFT 370S	41 FT	NORT HERN	PACI	FIC	NORT HERN	PACI	FIC	118 309	118 331	80000 88000	80000 88000	ST 5-51	ST 11-51	N.P.	N.P.	N.P.	
	BUILT 5-51	CUFT 370S	41 FT	NORT HERN	PACI	FIC	NORT HERN	PACI	FIC	118 316	118 348	80000 88000	80000 88000	ST 5-51	ST 12-51	118309	118330	118348	
	BUILT 11-51	CUFT 370S	41 FT	NORT HERN	PACI	FIC	CAPY LD LMT	CAPY LD LMT	CAPY LD LMT	118 330	118 351	LI WT 44600	LI WT 44600	1-W WOOD STEEL WHEELS NEW STD.	1-W WOOD STEEL WHEELS NEW STD.	N.P.	N.P.	N.P.	
	BUILT 12-51	CUFT 370S	41 FT	NORT HERN	PACI	FIC	CAPY LD LMT	CAPY LD LMT	CAPY LD LMT	118 330	118 351	LI WT 44600	LI WT 44600	1-W WOOD STEEL WHEELS NEW STD.	1-W WOOD STEEL WHEELS NEW STD.	118316	118331	118351	
118661- 118688	NORTH ERN	PACIFIC	118661	118672	118685	NP	LP	LP	EXW 10-1 EW 9-1 IL 50-1 IW 9-2 IH 10-2 CUFT 4261 BLT 339	H 13-10 H 14-5	EXW 10-1 EW 9-1 IL 50-1 IW 9-2 IH 10-2 CUFT 4261 BLT 339	H 13-10 H 14-5	CAPY 110000 LD LMT 123000 LT WT 54000	CAPY 110000 LD LMT 122900 LT WT 54100	1-W WOOD STEEL WHEELS NEW STD.	1-W WOOD STEEL WHEELS NEW STD.	N.P.	N.P.	N.P.
	NORTH ERN	PACIFIC	118662	118677	118687	NP	LP	LP	EXW 10-1 EW 9-1 IL 50-1 IW 9-2 IH 10-2 CUFT 4261 BLT 339	H 13-10 H 14-5	EXW 10-1 EW 9-1 IL 50-1 IW 9-2 IH 10-2 CUFT 4261 BLT 339	H 13-10 H 14-5	CAPY 110000 LD LMT 122900 LT WT 54100	CAPY 110000 LD LMT 123200 LT WT 53800	1-W WOOD STEEL WHEELS NEW STD.	1-W WOOD STEEL WHEELS NEW STD.	118661	118677	118685
	NORTH ERN	PACIFIC	118661	118672	118685	NP	LP	LP	EXW 10-1 EW 9-1 IL 50-1 IW 9-2 IH 10-2 CUFT 4261 BLT 339	H 13-10 H 14-5	EXW 10-1 EW 9-1 IL 50-1 IW 9-2 IH 10-2 CUFT 4261 BLT 339	H 13-10 H 14-5	ST 8-56	ST 11-56	118672	118687	118687		
118875- 118899	N P N P	CAPY LD LMT	CAPY LD LMT	CAPY LD LMT	110000 126200 50800	110000 125700 51300	110000 125700 51300	LR 11-64	118 8	118 8	75	LP	LP	BLT 5-32	BLT 5-32	118875	118889	118889	
	N P N P	CAPY LD LMT	CAPY LD LMT	CAPY LD LMT	110000 126200 50800	110000 125700 51300	110000 125700 51300	LR 11-64	118 8	118 8	83	LP	LP	BLT 5-32	BLT 5-32	118875	118889	118889	
	N P	CAPY LD LMT	CAPY LD LMT	CAPY LD LMT	110000 126000 51000	110000 126400 50600	110000 126000 51000	LR 11-64	118 8	118 8	78	93	LP	BLT 5-32	BLT 5-32	118875	118889	118893	
	N P	CAPY LD LMT	CAPY LD LMT	CAPY LD LMT	110000 126000 51000	110000 126400 50600	110000 126000 51000	LR 11-64	118 8	118 8	78	99	LP	BLT 5-32	BLT 5-32	118875	118889	118899	
119000- 119098	NORT HERN	PACIFIC	NP	NP	119002	119 002	LP	LP	CAPY 110000 LD LMT 119000 LT WT 58000	CAPY 110000 LD LMT 119000 LT WT 58000	EXW 10-0 EW 8-9 IL 49-0 IW 9-2 IH 10-0 CUFT 4261 BLT 9-23	H 14-5 H 15-2	ST 10-59	ST 11-59	119002	119053	119053		
	NORT HERN	PACIFIC	NP	NP	119026	119 026	LP	LP	CAPY 110000 LD LMT 119200 LT WT 57800	CAPY 110000 LD LMT 119200 LT WT 57800	EXW 10-0 EW 8-9 IL 49-0 IW 9-2 IH 10-0 CUFT 4261 BLT 9-23	H 14-5 H 15-2	ST 2-60	ST 9-60	119026	119070	119070		
	NORT HERN	PACIFIC	NP	NP	119039	119 039	LP	LP	CAPY 110000 LD LMT 118800 LT WT 58200	CAPY 110000 LD LMT 118800 LT WT 58200	EXW 10-0 EW 8-9 IL 49-0 IW 9-2 IH 10-0 CUFT 4261 BLT 9-23	H 14-5 H 15-2	ST 2-60	ST 9-60	119039	119097	119097		
	NORT HERN	PACIFIC	NP	NP	119053	119 053	119	LP	CAPY 110000 LD LMT 118800 LT WT 58200	CAPY 110000 LD LMT 118800 LT WT 58200	EXW 10-0 EW 8-9 IL 49-0 IW 9-2 IH 10-0 CUFT 4261 BLT 9-23	H 14-5 H 15-2	ST 3-65	ST 9-65	119053	119097	119097		
119300- 119349	NORT HERN	PACI	FIC	119304	119304	NP	NP	LP	CAPY 110000 LD LMT 124000	CAPY 110000 LD LMT 126000	EXW 10-0 EW 8-9 IL 50-1 IW 9-2 IH 9-11 CUFT 4582 BLT 10-23	H 14-5 H 15-2	NP	NP	119304	119327	119327		
	NORT HERN	PACI	FIC	119319	119319	NP	NP	LP	LT WT 53000 ST 8-61	LT WT 51000 ST 4-62	EXW 10-0 EW 8-9 IL 50-1 IW 9-2 IH 9-11 CUFT 4582 BLT 10-23	H 14-5 H 15-2	NP	NP	119319	119334	119334		
	NORT HERN	PACI	FIC	119326	119326	NP	NP	LP	CAPY 110000 LD LMT 123500	CAPY 110000 LD LMT 125900	EXW 10-0 EW 8-9 IL 50-1 IW 9-2 IH 9-11 CUFT 4582 BLT 10-23	H 14-5 H 15-2	NP	NP	119326	119349	119349		
	NORT HERN	PACI	FIC	119327	119327	NP	NP	LP	LT WT 53500 ST 8-61	LT WT 51100 ST 5-62	EXW 10-0 EW 8-9 IL 50-1 IW 9-2 IH 9-11 CUFT 4582 BLT 10-23	H 14-5 H 15-2	NP	NP	119327	119349	119349		
	NORTH ERN	PACIFIC	119334	119334	NP	NP	LP	CAPY 110000 LD LMT 125800	CAPY 110000 LD LMT 126300	LT WT 51200 ST 4-62	LT WT 50700 ST 5-62	EXW 10-0 EW 8-9 IL 50-1 IW 9-2 IH 9-11 CUFT 4582 BLT 10-23	H 14-5 H 15-2	NP	NP	119334	119349	119349	
119357- 119378	NORT HERN	PACIFIC	N P	N P	119358	119 358	LP	LP	CAPY 100000 LD LMT 118500	CAPY 100000 LD LMT 118700	EXW 10-0 EW 8-9 IL 50-1 IW 9-2 IH 9-11 CUFT 4582 BLT 10-23	H 14-5 H 15-2	NP	NP	119358	119358	119358		
	NORT HERN	PACIFIC	N P	N P	119360	119 360	LP	LP	LT WT 50500 ST 4-64	LT WT 50300 ST 5-64	EXW 10-0 EW 8-9 IL 50-1 IW 9-2 IH 9-11 CUFT 4582 BLT 10-23	H 14-5 H 15-2	NP	NP	119360	119360	119360		
	NORT HERN	PACIFIC	N P	N P	119368	119 368	LP	LP	CAPY 100000 LD LMT 118400	CAPY 100000 LD LMT 118300	EXW 10-0 EW 8-9 IL 50-1 IW 9-2 IH 9-11 CUFT 4582 BLT 10-23	H 14-5 H 15-2	NP	NP	119368	119368	119368		
	NORT HERN	PACIFIC	N P	N P	119371	119 371	LP	LP	LT WT 50600 ST 5-64	LT WT 50700 ST 5-64	EXW 10-0 EW 8-9 IL 50-1 IW 9-2 IH 9-11 CUFT 4582 BLT 10-23	H 14-5 H 15-2	NP	NP	119371	119371	119371		
	NORT HERN	PACIFIC	N P	N P	119378	119 378	LP	LP	LT WT 50600 ST 5-64	LT WT 50700 ST 5-64	EXW 10-0 EW 8-9 IL 50-1 IW 9-2 IH 9-11 CUFT 4582 BLT 10-23	H 14-5 H 15-2	NP	NP	119378	119378	119378		

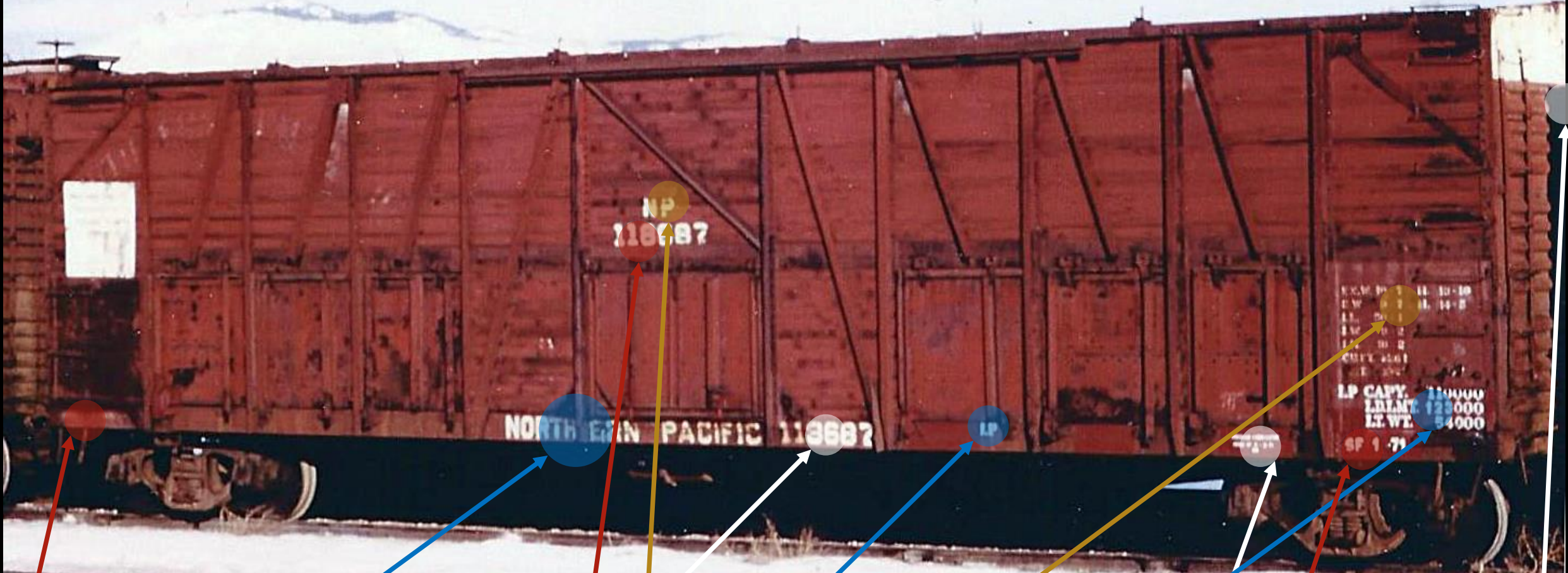
WOODEN WOODCHIP CARS (Mostly Boxcar Conversions)

- Roughly 575 woodchip cars were converted between 1951 and 1965, mostly from boxcars
- A “dogs breakfast” of cars, in various number series
- For a detailed article on many of these cars, see the Summer 2002 issue of The Mainstreeter. An excellent article by Mike Davison.





118309-118351	BUILT 12-51	CURT 379S	41 FT	NORTHERN PACIFIC FIC	NORTHERN PACIFIC FIC	118309	118331	80000 88000	80000 88000	ST 5-51	ST 6-51	N.P.	N.P.	N.P.
	BUILT 12-51	CURT 379S	41 FT	NORTHERN PACIFIC FIC	NORTHERN PACIFIC FIC	118316	118348	80000 88000	80000 88000	ST 5-51	ST 11-51	118309	118330	118348
	BUILT 12-51	CURT 379S	41 FT	NORTHERN PACIFIC FIC	NORTHERN PACIFIC FIC	118316	118348	80000 88000	80000 88000	ST 6-51	ST 12-51	N.P.	N.P.	N.P.
	BUILT 12-51	CURT 379S	41 FT	NORTHERN PACIFIC FIC	NORTHERN PACIFIC FIC	118330	118351	LTWT 44600	LTWT 44600	1 IN WOOD STEEL WHEELS NEW STD	1 IN WOOD STEEL WHEELS NEW STD	118316	118331	118351



118661	118662	118661	118672	118685	NP	LP	LP	EXW 10-1 H 13-10 EW 9-1 H 14-5 LL 50-1 LW 9-2 HL 10-2 CUFT 4261 BLT 3-39	66E LTR 1929 LIND 2-01 HI 2-6 AI 1-02 TI	5-41 H 1-6 AXH 01-01 H 1-01 AXH	EXW 10-1 H 13-10 EW 9-1 H 14-5 LL 50-1 LW 9-2 HL 10-2 CUFT 4261 BLT 3-39	66E LTR 1929 LIND 2-01 HI 2-6 AI 1-02 TI	5-41 H 1-6 AXH 01-01 H 1-01 AXH	CAPY 110000 LD LMT 123000 LT WT 54000	CAPY 110000 LD LMT 122900 LT WT 54100	ST 156	ST 157	NP 118661 NP 118662 NP 118672	NP 118677 NP 118685 NP 118687	NP 118661 NP 118662 NP 118672	NP 118677 NP 118685 NP 118687
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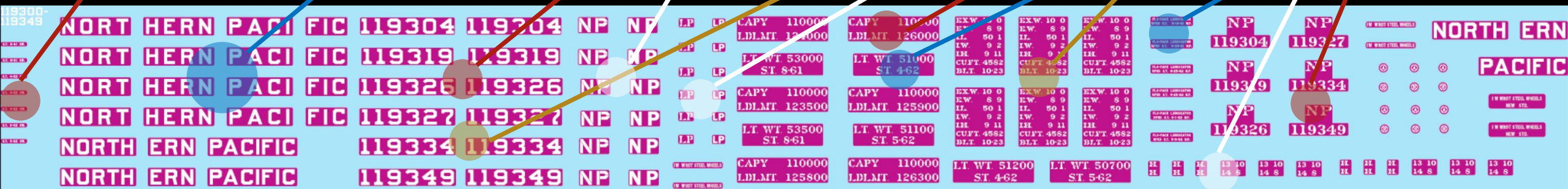
118875 118889	NP	NP	NP	CAPY. LD LMT LT WT	CAPY. LD LMT LT WT	CAPY. LD LMT LT WT	110000 126200 50800	110000 125700 51300	110000 125700 51300	LR 1164	118 8	118 8	75	LP	DLT 532	IL 53-0 IW 8-9 IH 10-3 CUFT 4740	IL 53-0 IW 8-9 IH 10-3 CUFT 4740	IL 53-0 IW 8-9 IH 10-3 CUFT 4740	NP 118875	NP 118889	NP 118875	NP 118889
118875 118889	NP	NP	NP	CAPY. LD LMT LT WT	CAPY. LD LMT LT WT	CAPY. LD LMT LT WT	110000 126200 50800	110000 125700 51300	110000 125700 51300	LR 1164	118 8	118 8	83	LP	DLT 532	IL 53-0 IW 8-9 IH 10-3 CUFT 4740	IL 53-0 IW 8-9 IH 10-3 CUFT 4740	IL 53-0 IW 8-9 IH 10-3 CUFT 4740	NP 118875	NP 118889	NP 118875	NP 118889
118875 118889	NP	NP	NP	CAPY. LD LMT LT WT	CAPY. LD LMT LT WT	CAPY. LD LMT LT WT	110000 126400 51000	110000 125600 51400	110000 126000 51000	LR 1164	118 8	118 8	78	93 LP	DLT 532	IL 53-0 IW 8-9 IH 10-3 CUFT 4740	IL 53-0 IW 8-9 IH 10-3 CUFT 4740	IL 53-0 IW 8-9 IH 10-3 CUFT 4740	NP 118875	NP 118889	NP 118875	NP 118889
118875 118889	NP	NP	NP	CAPY. LD LMT LT WT	CAPY. LD LMT LT WT	CAPY. LD LMT LT WT	110000 126400 51000	110000 125600 51400	110000 126000 51000	LR 1164	118 8	118 8	89	99 LP	DLT 532	IL 53-0 IW 8-9 IH 10-3 CUFT 4740	IL 53-0 IW 8-9 IH 10-3 CUFT 4740	IL 53-0 IW 8-9 IH 10-3 CUFT 4740	NP 118875	NP 118889	NP 118875	NP 118889

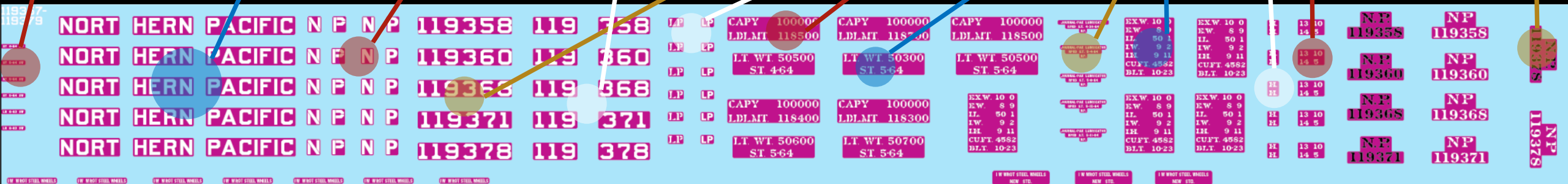
Unclear if end car numbers were black or white, so both included.



119000-119098	NORTHERN PACIFIC	NP NP 119002	119 002	LP LP	CAPY 110000	CAPY 110000	EXW 100 H 145	ST 10-59	NP 119002	NP 119053	1W WHITE ON CAST STEEL WHEELS	TOP WIRE NETTING MUST BE STORIED INSIDE CAR WHEN EMPTY	TOP WIRE NETTING MUST BE STORIED INSIDE CAR WHEN EMPTY
	NORTHERN PACIFIC	NP NP 119026	119 026	LP LP	LD LMT 119000	LD LMT 119000	EW 89 H 152	ST 11-59	NP 119026	NP 119070	1W WHITE ON CAST STEEL WHEELS	TOP WIRE NETTING MUST BE STORIED INSIDE CAR WHEN EMPTY	TOP WIRE NETTING MUST BE STORIED INSIDE CAR WHEN EMPTY
	NORTHERN PACIFIC	NP NP 119039	119 039	LP LP	LD LMT 119200	LD LMT 119200	IL 4910	ST 2-60	NP 119039	NP 119097	1W WHITE ON CAST STEEL WHEELS	TOP WIRE NETTING MUST BE STORIED INSIDE CAR WHEN EMPTY	TOP WIRE NETTING MUST BE STORIED INSIDE CAR WHEN EMPTY
	NORTHERN PACIFIC	NP NP 119053	119 053	LP LP	LD LMT 118800	LD LMT 118800	IL 100	ST 9-60					
	119097	NP NP 119070	119 070	097	LT WT 58200	LT WT 58200	CUPT4261	ST 3-65					

Netting decal extra, not appropriate for this car





GONDOLA WOODCHIP CARS

(Gondolas with Wood Extensions)

- Roughly 442 gondolas were converted to woodchip cars between 1955 and 1964, with several variations
- Based on NP records, virtually all gondola woodchip cars were renumber into the 118000-119999 series. But early, not the case.
- One third lasted until 1975
- For a detailed article on many of these cars, see the Summer 2002 issue of The Mainstreeter.



54000-54600 CAPY 100000 LB LMT 117300 LTWT 51700 N.P. 540 45 542 28 545 67 544 60

118519 NP NORTHERN PACIFIC GS ST 10-59 CAPY 100000 LB LMT 113300 LT WT 55700 118525 NP NORTHERN PACIFIC GS LR 6-60 CAPY 100000 LB LMT 114500 LT WT 54500 118551 NP NORTHERN PACIFIC GS ST 6-60 CAPY 100000 LB LMT 114500 LT WT 54400 119168 NP NORTHERN PACIFIC GS ST 9-62 CAPY 100000 LB LMT 114000 LT WT 55000 119130 NP NORTHERN PACIFIC GSS GSS CAPY 100000 LB LMT 113300 LT WT 55700 119221 GSS GSS NORTHERN PACIFIC GSS GSS

118400 NP CAPY 110000 LB LMT 123500 LT WT 53500 118411 NP CAPY 110000 LB LMT 123500 LT WT 54600 118414 NP CAPY 110000 LB LMT 121000 LT WT 56000 118421 NP CAPY 110000 LB LMT 123500 LT WT 53500 119151 NP THESE DOORS MUST BE UP BEFORE CAR IS MOVED

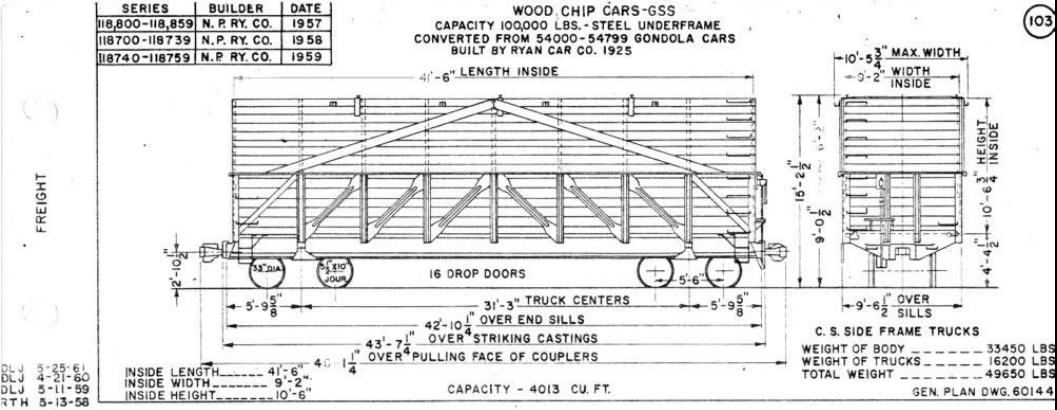
118504 STEEL SILLS 118538 STEEL SILLS 3204 CU FT 40 FT 118521 STEEL SILLS 118877 STEEL SILLS 3204 CU FT 40 FT 118544 STEEL SILLS 118580 STEEL SILLS 3204 CU FT 40 FT 118504 CAPY 80000 LOAD LIMIT 98400 LT WT 37600 ST. 6-43 118538 CAPY 80000 LOAD LIMIT 98300 LT WT 37700 ST. 9-43 118580 CAPY 80000 LOAD LIMIT 98600 LT WT 37400 ST. 11-43 118521 CAPY 80000 LOAD LIMIT 98000 LT WT 38000 ST. 6-43 118544 CAPY 80000 LOAD LIMIT 98800 LT WT 37200 ST. 9-43 118877 CAPY 80000 LOAD LIMIT 94400 LT WT 41600 ST. 12-49

118119 111222333444555666777888999000 118119 111222333444555666777888999000 118119 111222333444555666777888999000 118119 111222333444555666777888999000

GON SHEET 2

Three Subclasses

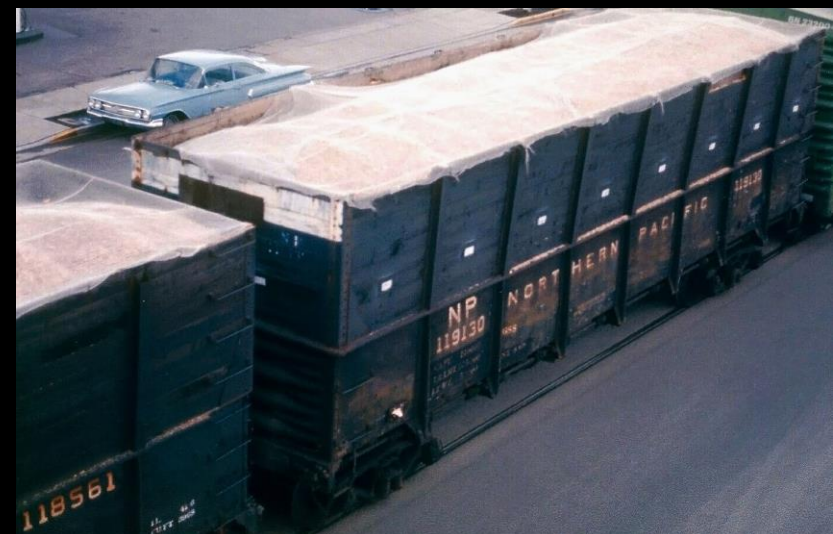
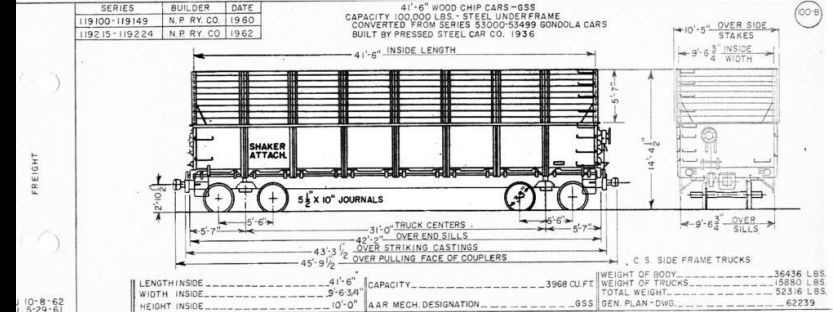
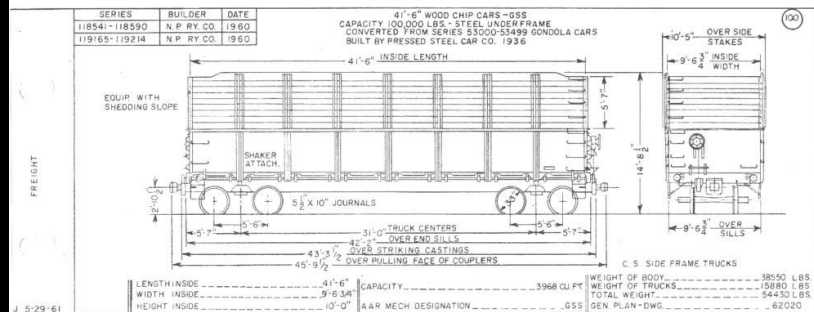
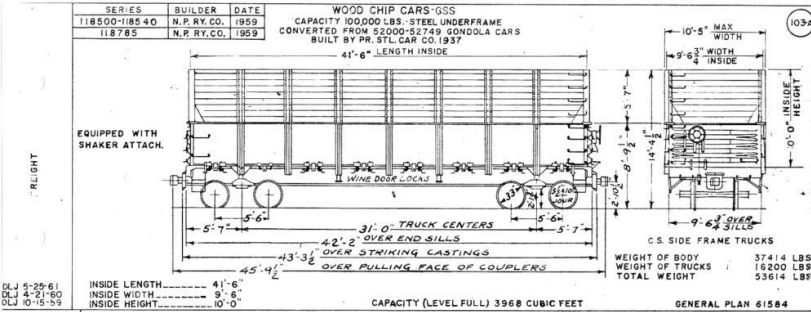
- Composite Gons with extensions made of boards
- Steel Gons with extensions made of boards
- Steel Gons with extensions made of plywood



Composite Gons w/board extensions

- Diagonal exterior braces (not painted white)
- No side stakes, but wood slats
- At least one example of car not being renumbered (temporary extensions? Seasonal?)
- Many retired in 1969, although car above in lower right has HBO date of 2-73
- Lettering very similar to standard composite gondola

Left Ainsworth collection, top Jim Fredrickson, right Rick Leach photo



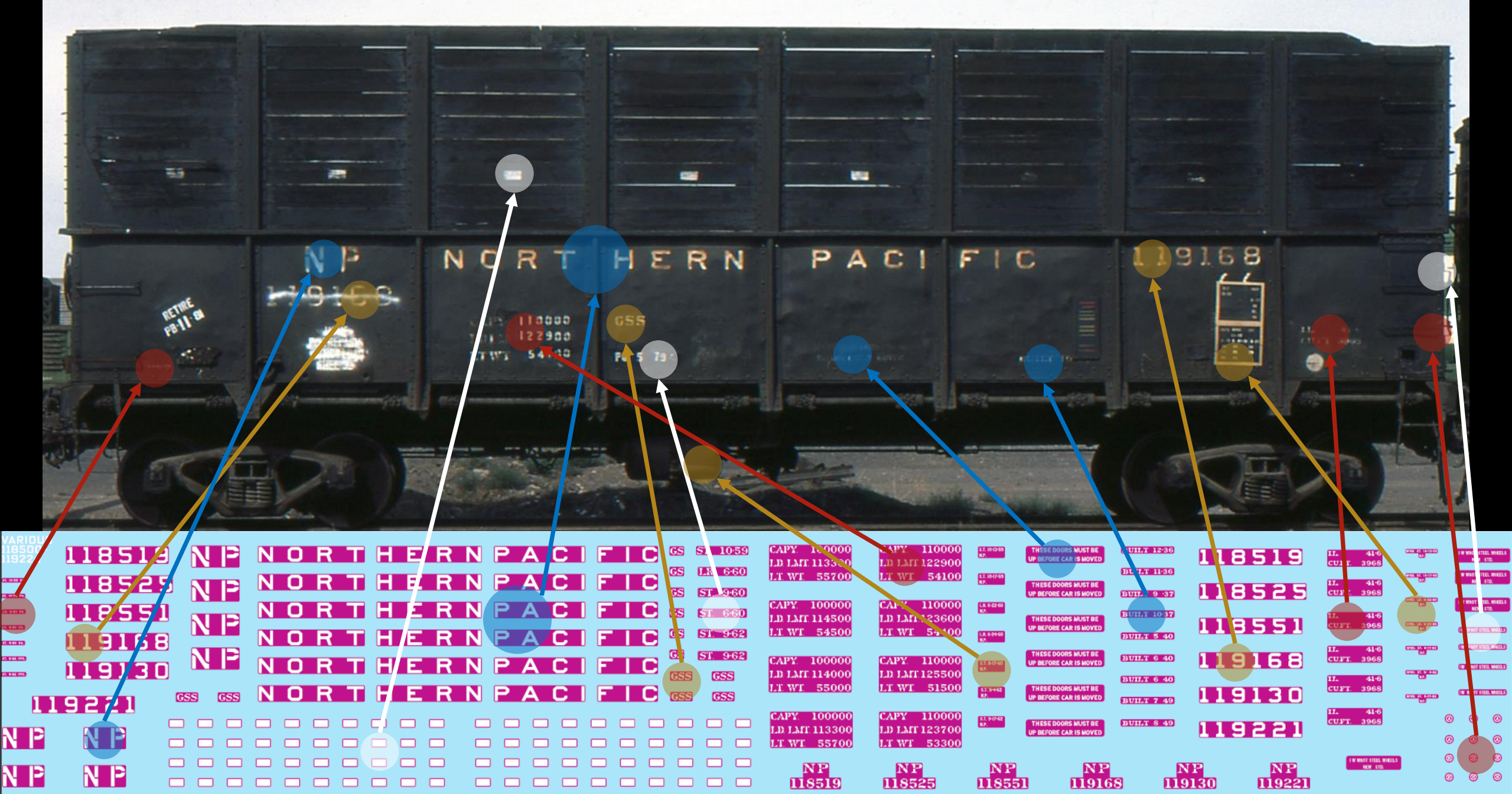
Steel Gons w/board extensions

- Metal side stakes with wood slats (2x8 in drawings)
- Extensions apparently permanent
- Most common woodchip gon style
- Painting & Stenciling very similar to standard steel gondola
- Many lasted into the 1970s

Netting decal, get from other sections

Most had very sparse car end stenciling.



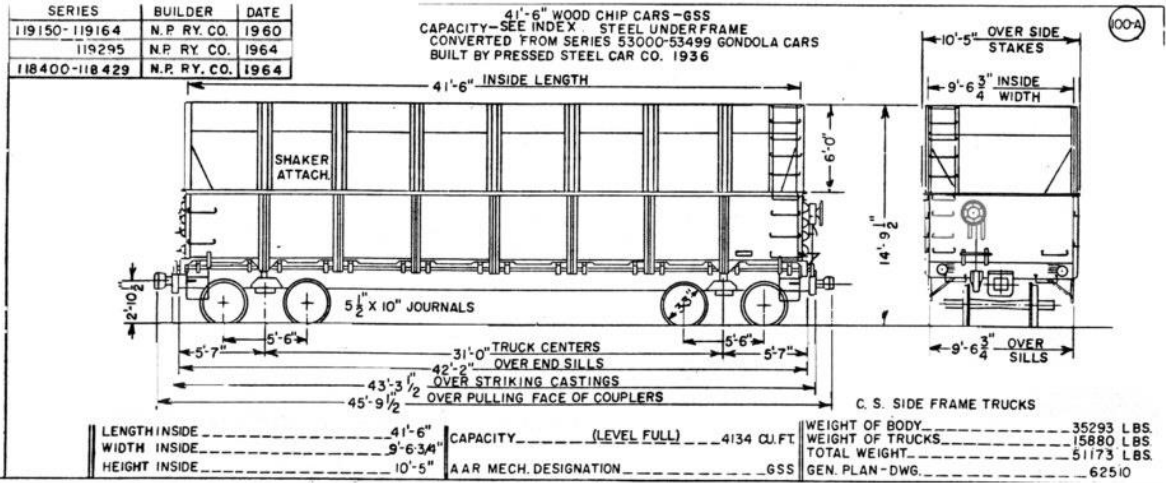


118519	NP	NORTHERN PACIFIC	GS	ST 10-59	CAPY 100000	LD LMT 113300	LT WT 55700	118519	NP	NORTHERN PACIFIC	GS	ST 10-59	CAPY 100000	LD LMT 113300	LT WT 55700
118525	NP	NORTHERN PACIFIC	GS	LR 6-60	CAPY 110000	LD LMT 122900	LT WT 54100	118525	NP	NORTHERN PACIFIC	GS	LR 6-60	CAPY 110000	LD LMT 122900	LT WT 54100
118551	NP	NORTHERN PACIFIC	GS	ST 9-60	CAPY 100000	LD LMT 114500	LT WT 54500	118551	NP	NORTHERN PACIFIC	GS	ST 9-60	CAPY 100000	LD LMT 114500	LT WT 54500
119168	NP	NORTHERN PACIFIC	GS	ST 9-62	CAPY 110000	LD LMT 123600	LT WT 54100	119168	NP	NORTHERN PACIFIC	GS	ST 9-62	CAPY 110000	LD LMT 123600	LT WT 54100
119130	NP	NORTHERN PACIFIC	GS	ST 9-62	CAPY 100000	LD LMT 114000	LT WT 55000	119130	NP	NORTHERN PACIFIC	GS	ST 9-62	CAPY 100000	LD LMT 114000	LT WT 55000
119221	GSS	GSS	GSS	GSS	CAPY 110000	LD LMT 125500	LT WT 51500	119221	GSS	GSS	GSS	GSS	CAPY 110000	LD LMT 125500	LT WT 51500
NP	NP				NP	NP	NP	NP	NP				NP	NP	NP
NP	NP				NP	NP	NP	NP	NP				NP	NP	NP

Unknown photographer, Richard Yaremko Collection

FREIGHT

2-31-64
6-4-64
5-29-61



Steel Gons w/plywood extensions

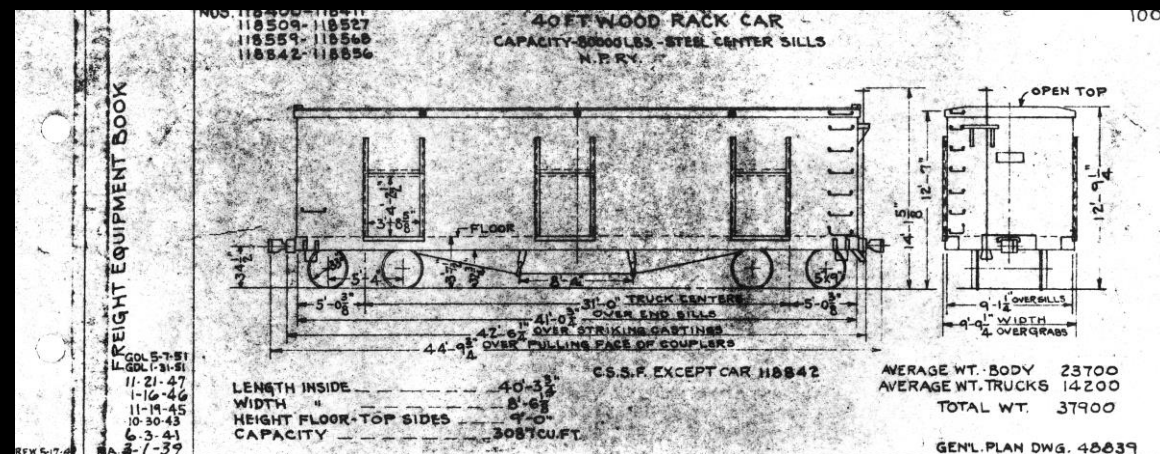
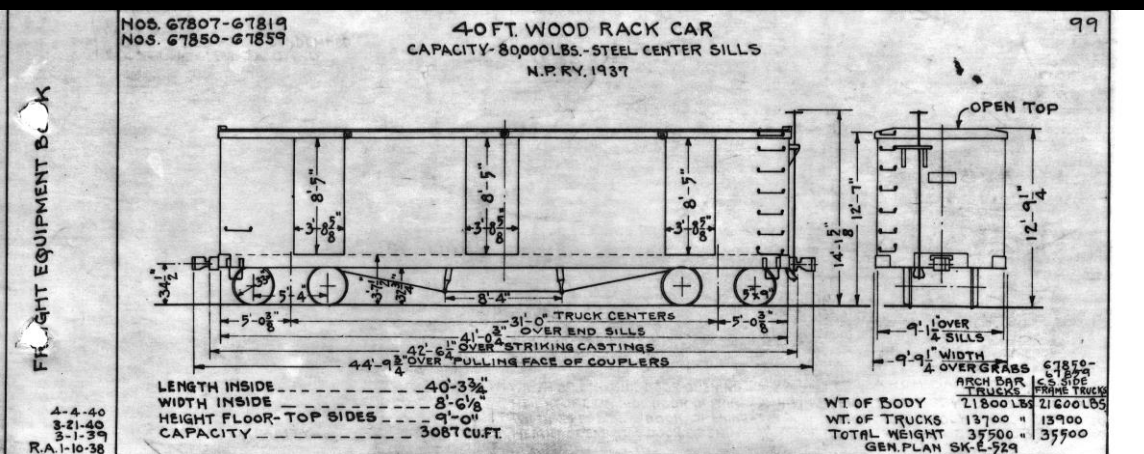
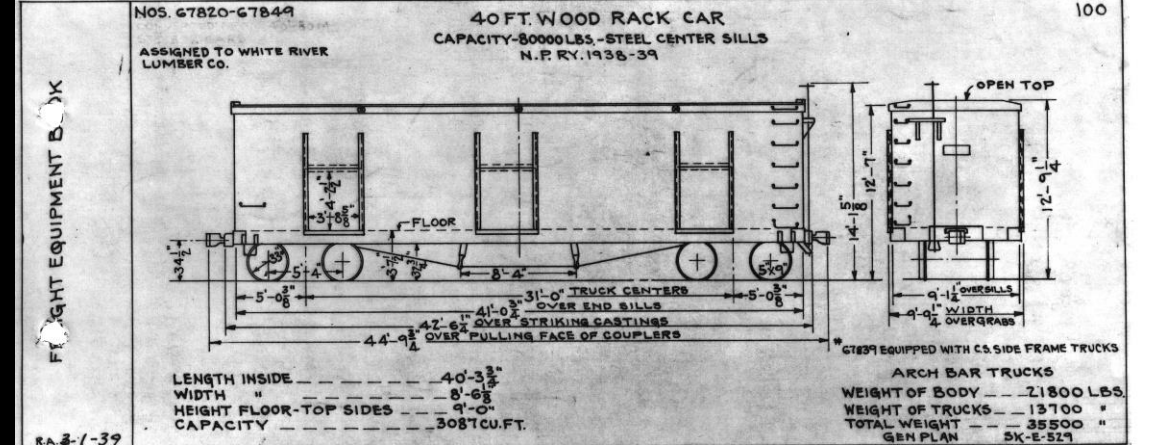
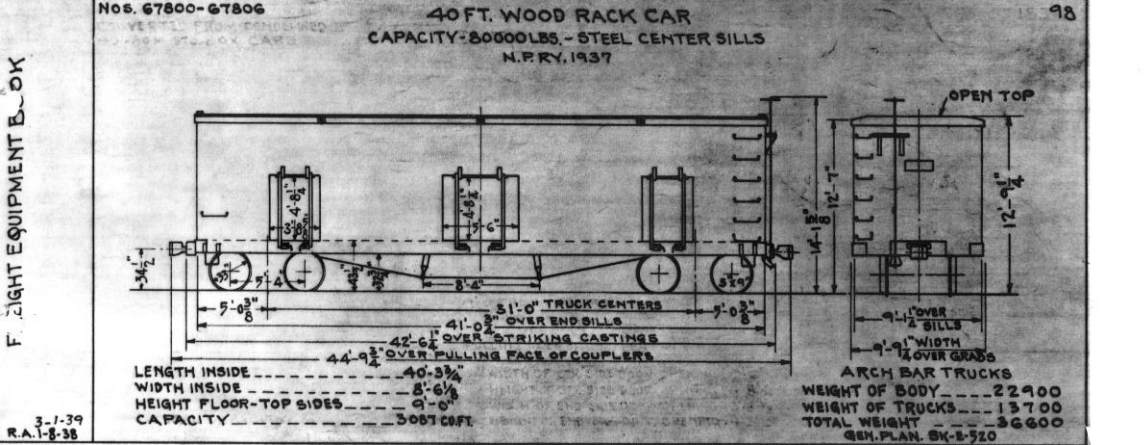
- Plywood extensions, substantial side stakes
- Lettering is not similar to gondola, with NORTHERN PACIFIC painted on extensions
- Lettering now includes more dimensional data (IL, IW, IH)
- Many lasted until the late 1970s, some into 1980s





WOOD RACK CARS

- The Northern Pacific tendered a fleet of scruffy cars to haul “hog fuel”, essentially scrap wood and lumber
- Covered here are cars from late 1930s to 1950s
- All appeared to feature a truss-rod underframe
- Fun cars to model!

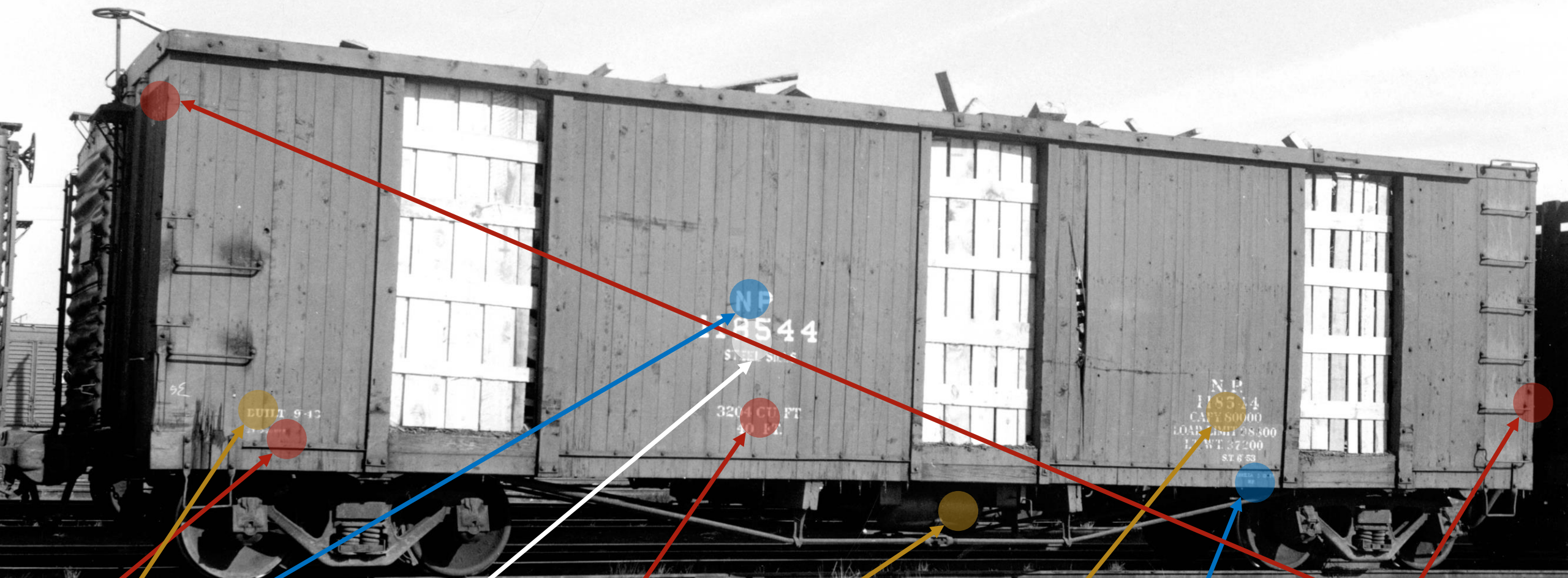


67800-67849

- The first three images are from a 1940 Freight Equipment Book
- Later renumbered to the 118XXX series, per final image

1940 Book, Last Image 1960s Book





118500-118590	BUILT 9-43	NP	N.P.R.	118504	STEEL SILLS	118538	STEEL SILLS	3204 CU FT 40 FT	ST. 6-12-43 NP	NP 118504 CAPY 80000 LOAD LIMIT 98400 LT WT 37300 ST. 9-43	NP 118538 CAPY 80000 LOAD LIMIT 98300 LT WT 37700 ST. 9-43	NP 118580 CAPY 80000 LOAD LIMIT 98600 LT WT 37400 ST. 11-43	NP 118504	NP 118544
01-01-00	BUILT 6-43	NP	N.P.R.	118521	STEEL SILLS	118877	STEEL SILLS	3204 CU FT 40 FT	ST. 5-12-43 NP	NP 118521 CAPY 80000 LOAD LIMIT 98000 LT WT 38000 ST. 6-43	NP 118544 CAPY 80000 LOAD LIMIT 98800 LT WT 37200 ST. 9-43	NP 118538	NP 118521	NP 118877
01-01-00	BUILT 6-43	NP	N.P.R.	118544	STEEL SILLS	118580	STEEL SILLS	3204 CU FT 40 FT	ST. 5-11-43 NP	NP 118521 CAPY 80000 LOAD LIMIT 98000 LT WT 38000 ST. 6-43	NP 118544 CAPY 80000 LOAD LIMIT 98800 LT WT 37200 ST. 9-43	NP 118538	NP 118521	NP 118877
01-01-00	BUILT 9-43	NP	N.P.R.	118544	STEEL SILLS	118580	STEEL SILLS	3204 CU FT 40 FT	ST. 12-7-40 EX.	NP 118521 CAPY 80000 LOAD LIMIT 98000 LT WT 38000 ST. 6-43	NP 118544 CAPY 80000 LOAD LIMIT 98800 LT WT 37200 ST. 9-43	NP 118538	NP 118521	NP 118877
01-01-00	BUILT 11-43	NP	N.P.R.	118544	STEEL SILLS	118580	STEEL SILLS	3204 CU FT 40 FT	ST. 12-7-40 EX.	NP 118521 CAPY 80000 LOAD LIMIT 98000 LT WT 38000 ST. 6-43	NP 118544 CAPY 80000 LOAD LIMIT 98800 LT WT 37200 ST. 9-43	NP 118538	NP 118521	NP 118877
01-01-00	BUILT 9-49	NP	N.P.R.	118544	STEEL SILLS	118580	STEEL SILLS	3204 CU FT 40 FT	ST. 12-7-40 EX.	NP 118521 CAPY 80000 LOAD LIMIT 98000 LT WT 38000 ST. 6-43	NP 118544 CAPY 80000 LOAD LIMIT 98800 LT WT 37200 ST. 9-43	NP 118538	NP 118521	NP 118877
01-01-00	BUILT 9-49	NP	N.P.R.	118544	STEEL SILLS	118580	STEEL SILLS	3204 CU FT 40 FT	ST. 12-7-40 EX.	NP 118521 CAPY 80000 LOAD LIMIT 98000 LT WT 38000 ST. 6-43	NP 118544 CAPY 80000 LOAD LIMIT 98800 LT WT 37200 ST. 9-43	NP 118538	NP 118521	NP 118877
THESE DOORS MUST BE UP BEFORE CAR IS MOVED														



STEEL WOODCHIP CARS

- Despite 600 “converted” woodchip cars on the roster in 1965, the NP needed more
- Order new all-steel, 61 foot woodchip cars in 1966
- They lasted a long time...

[illegible][illegible]

NP 119500 119564 CAPY 195000 CAPY 195000 LP NEW 5-66
LD LMT 196100 LD LMT 196100 LT WT 66900
LT WT 66900
NP 119538 119589 CAPY 195000 CAPY 195000 LP NEW 5-66
LD LMT 196100 LD LMT 196100 LT WT 66900
LT WT 68000
NP 119543 119613 CAPY 195000 CAPY 195000 LP NEW 6-66
LD LMT 196100 LD LMT 195000 LT WT 68000
LT WT 68000
NP 119550 119686 CAPY 195000 CAPY 195000 LP NEW 6-66
LD LMT 196200 LD LMT 197600 LT WT 66800
LT WT 65400

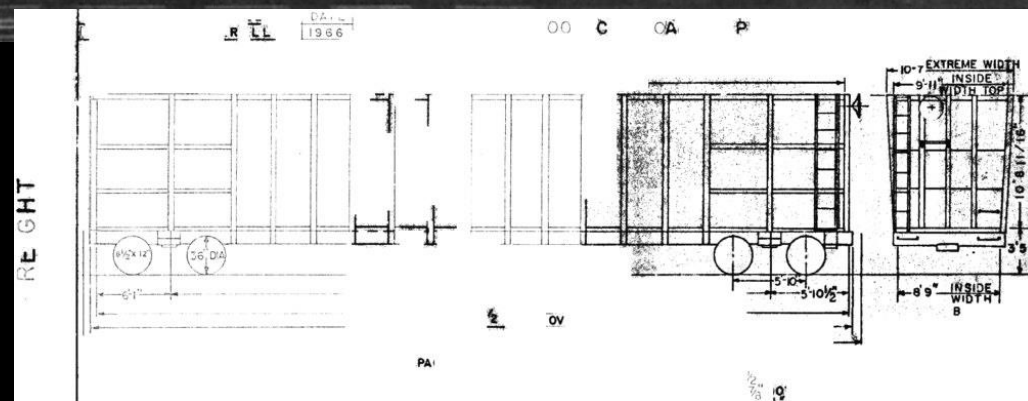
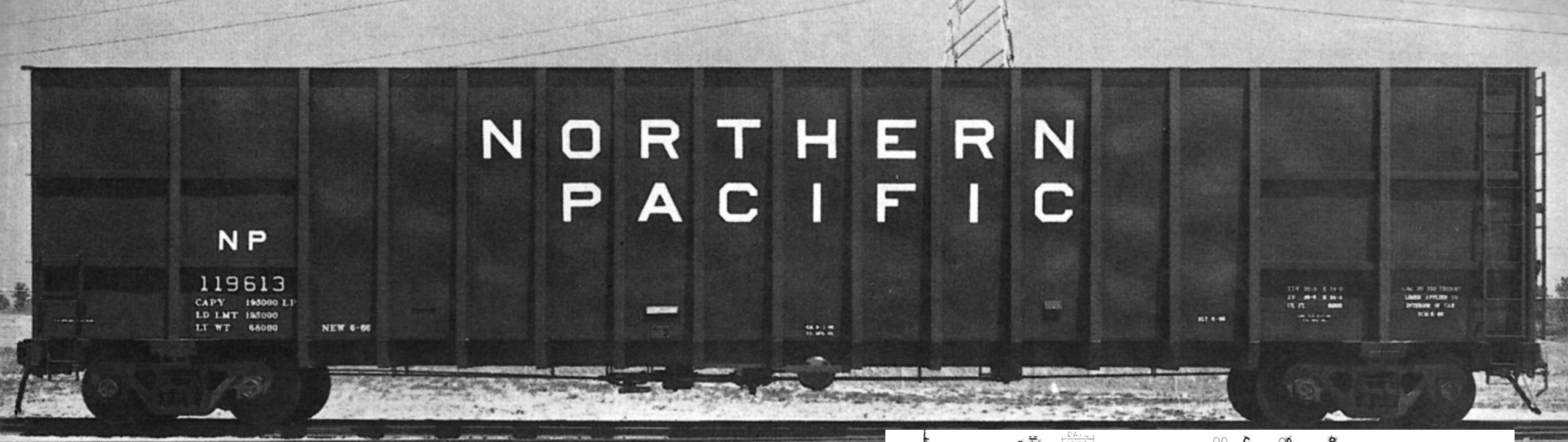
NP 119700 119841 CAPY 195000 CAPY 195000 LP NEW 3-67
LD LMT 196700 LD LMT 196700 LT WT 66300
LT WT 66300
NP 119723 119896 CAPY 195000 CAPY 195000 LP NEW 4-67
LD LMT 196500 LD LMT 196200 LT WT 66500
LT WT 66800
NP 119770 119897 CAPY 195000 CAPY 195000 LP NEW 4-67
LD LMT 196300 LD LMT 196700 LT WT 66700
LT WT 66300
NP 119809 119932 CAPY 195000 CAPY 195000 LP NEW 4-67
LD LMT 196300 LD LMT 196700 LT WT 66700
LT WT 66300

NP 582511 582623 LP LP
LD LMT 197100 LD LMT 197100 LT WT 65900
LT WT 65900
NP 582517 582639 CAPY 195000 CAPY 195000 LP NEW 12-68
LD LMT 197100 LD LMT 197100 LT WT 65900
LT WT 65900
NP 582545 NP CAPY 195000 CAPY 195000 LP NEW 1-69
LD LMT 197100 LD LMT 197100 LT WT 65900
LT WT 65900
NP 582586 CAPY 195000 CAPY 195000 LP NEW 1-69
LD LMT 197100 LD LMT 197100 LT WT 65900
LT WT 65900

NP 58 2658 2706 LP LP
LD LMT 195100 LD LMT 195100 LT WT 67900
LT WT 67900
NP 58 2664 2713 CAPY 194000 CAPY 194000 LP NEW 5-69
LD LMT 195100 LD LMT 195100 LT WT 67900
LT WT 67900
NP 58 2676 2737 CAPY 194000 CAPY 194000 LP NEW 6-69
LD LMT 195100 LD LMT 195100 LT WT 67900
LT WT 67900
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LD LMT 195100 LD LMT 195100 LT WT 67900
LT WT 67900

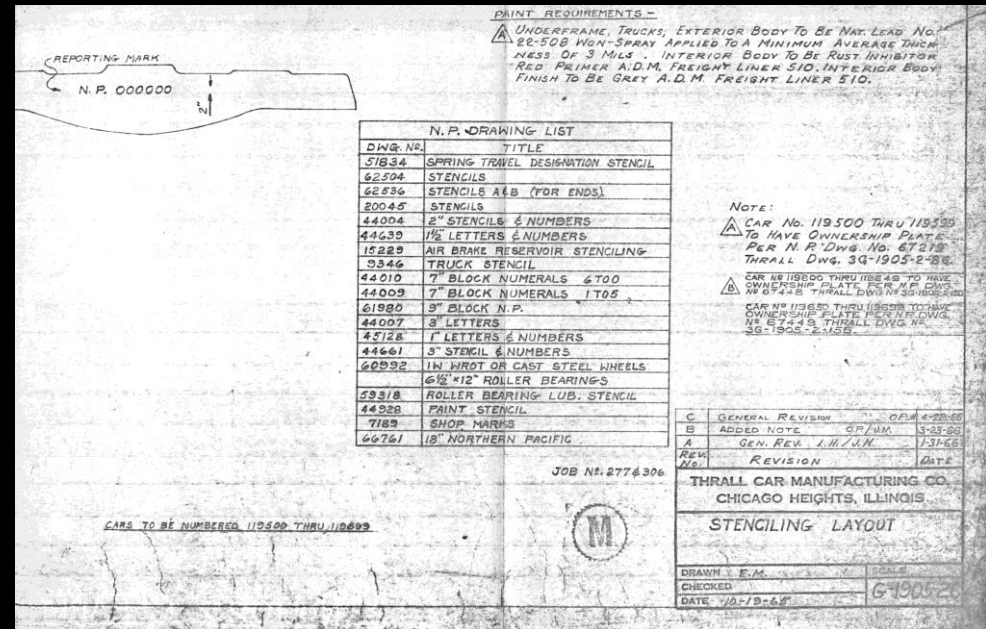
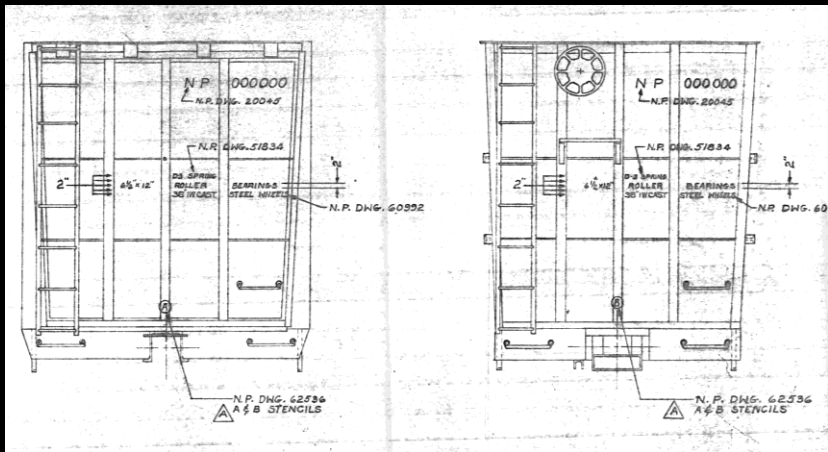
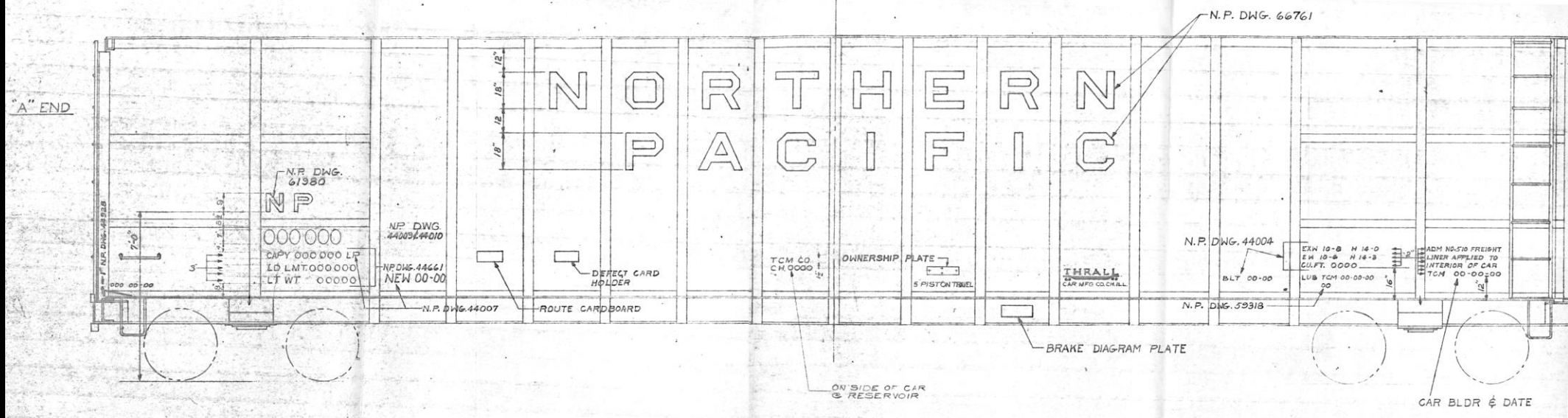
NORTHERN NPACIFIC CPACIFIC
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STEEL GONS SHEET 3



119500 – 199699

- 200 cars built by Thrall Car Company of Chicago IL, 1966

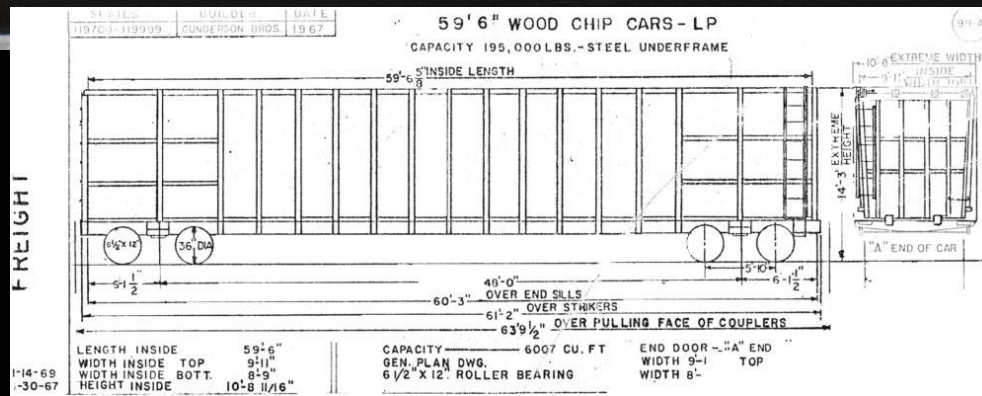


Painting & Stenciling – Thrall Car 1966



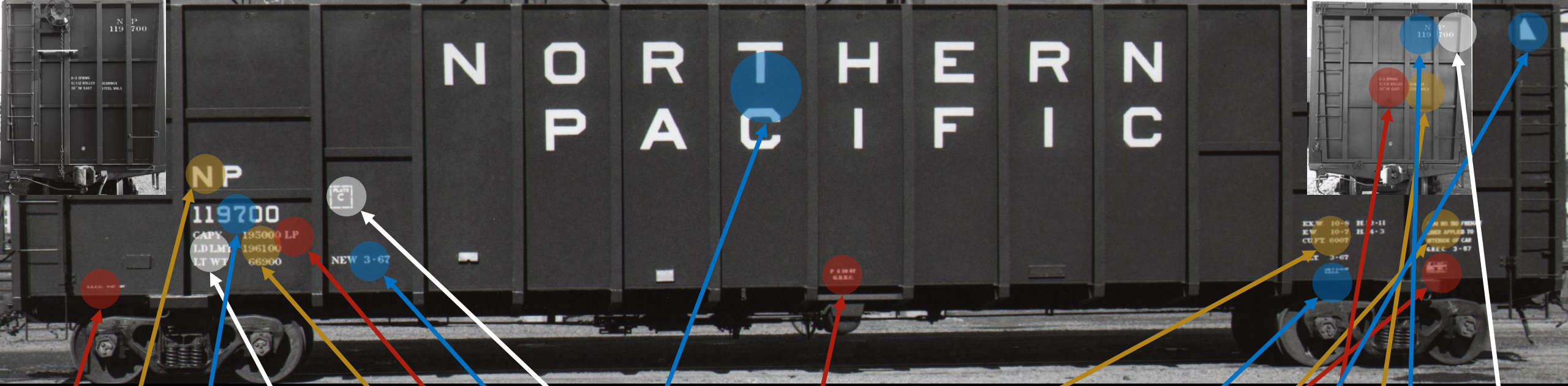
NP 119500	NP 119564	CAPY 195000	CAPY 195000	LP NEW 5-66	T.C.R. CO. CH. 5-12-66	5" PISTON TRAVEL	BLT 5-66	EXW. 10-8 H. 14-0	ADM NO. SIO FREIGHT	61" x 12"	D-3 SPRING ROLLER	D-3 SPRING ROLLER	BEARINGS STEEL WHEELS	119500	119564
NP 119538	NP 119589	LD LMT 196100	LD LMT 196100	LP NEW 5-66	T.C.R. CO. CH. 5-12-66	5" PISTON TRAVEL	BLT 5-66	EXW. 10-7 H. 14-3	LINER APPLIED TO INTERIOR OF CAR	61" x 12"	36" I-W CAST	36" I-W CAST	BEARINGS STEEL WHEELS	119538	119589
NP 119543	NP 119613	LD LMT 195000	LD LMT 195000	LP NEW 6-66	T.C.R. CO. CH. 5-14-66	5" PISTON TRAVEL	BLT 6-66	EXW. 10-7 H. 14-3	ADM NO. SIO FREIGHT	61" x 12"	36" I-W CAST	36" I-W CAST	BEARINGS STEEL WHEELS	119543	119613
NP 119550	NP 119686	LD LMT 196200	LD LMT 196200	LP NEW 6-66	T.C.R. CO. CH. 5-14-66	5" PISTON TRAVEL	BLT 6-66	EXW. 10-7 H. 14-3	ADM NO. SIO FREIGHT	61" x 12"	36" I-W CAST	36" I-W CAST	BEARINGS STEEL WHEELS	119550	119686
NP		LD LMT 196800	LD LMT 196800	LP NEW 6-66	T.C.R. CO. CH. 5-14-66	5" PISTON TRAVEL	BLT 6-66	EXW. 10-7 H. 14-3	ADM NO. SIO FREIGHT	61" x 12"	36" I-W CAST	36" I-W CAST	BEARINGS STEEL WHEELS	12233445	67788990





119700 – 199999

- 300 cars built by Gunderson Brothers/FMC of Portland OR, 1967. The biggest lot
- Classic billboard NORTHERN PACIFIC
- Yellow triangle in upper corner to indicate end with unloading door
- Did Thrall initiate the design, and Gunderson license?



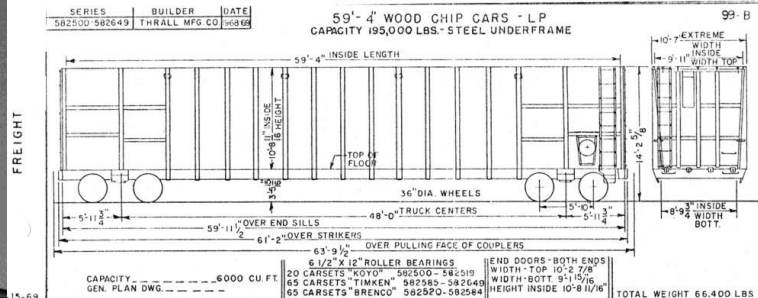
NP 119700	NP 119841	CAPY 195000	CAPY 195000	LD LMT 196700	LD LMT 196700	LP NEW 3-67	PLATE C	EXW 10-8 H 13-11	EXW 10-8 H 13-11	EXW 10-8 H 13-11	ADM NO. 510 FREIGHT LINER APPLIED TO INTERIOR OF CAR G.B.E.C. 3-67	ADM NO. 510 FREIGHT LINER APPLIED TO INTERIOR OF CAR G.B.E.C. 4-67	D-3 SPRING 6) X12 ROLLER 36\"/>
NP 119723	NP 119896	LD LMT 196500	P 3 17 67 G.B.E.C.	LD LMT 196500	LD LMT 196200	LP NEW 3-67	PLATE C	EW 10-7 H 14-3	EW 10-7 H 14-3	EW 10-7 H 14-3	ADM NO. 510 FREIGHT LINER APPLIED TO INTERIOR OF CAR G.B.E.C. 3-67	ADM NO. 510 FREIGHT LINER APPLIED TO INTERIOR OF CAR G.B.E.C. 4-67	D-3 SPRING 6) X12 ROLLER 36\"/>
NP 119770	NP 119897	LD LMT 196500	P 3 29 67 G.B.E.C.	LD LMT 196500	LD LMT 196800	LP NEW 4-67	PLATE C	EW 10-7 H 14-3	EW 10-7 H 14-3	EW 10-7 H 14-3	ADM NO. 510 FREIGHT LINER APPLIED TO INTERIOR OF CAR G.B.E.C. 3-67	ADM NO. 510 FREIGHT LINER APPLIED TO INTERIOR OF CAR G.B.E.C. 4-67	D-3 SPRING 6) X12 ROLLER 36\"/>
NP 119809	NP 119932	LD LMT 196300	P 4 5 67 G.B.E.C.	LD LMT 196300	LD LMT 196700	LP NEW 4-67	PLATE C	BLT 3-67	BLT 4-67	BLT 4-67	ADM NO. 510 FREIGHT LINER APPLIED TO INTERIOR OF CAR G.B.E.C. 4-67	ADM NO. 510 FREIGHT LINER APPLIED TO INTERIOR OF CAR G.B.E.C. 4-67	BEARINGS STEEL W.H.S.
		LD LMT 196700	P 4 19 67 G.B.E.C.	LD LMT 196700	LD LMT 196300	LP NEW 4-67		/ RET VALVE	/ RET VALVE	/ RET VALVE			BEARINGS STEEL W.H.S.

NORTHERN
PACIFIC



Detail Photos

- Some nice detail photos from Rick Leach



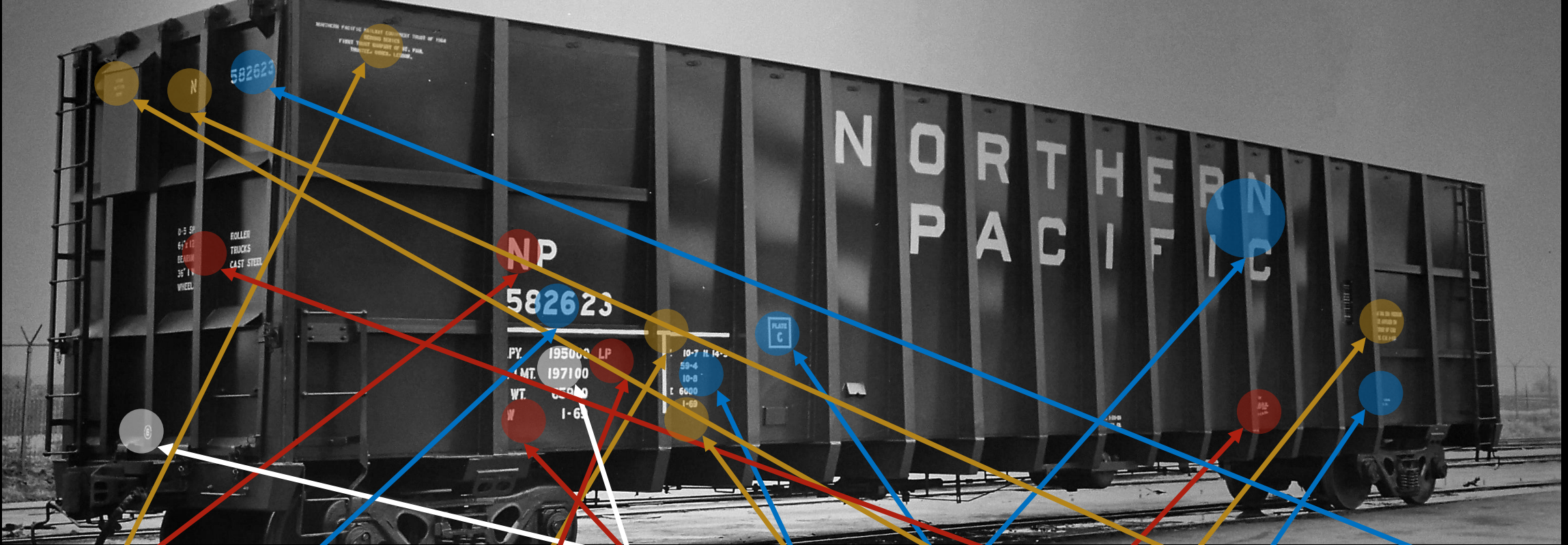
THRALL CAR MFG. CO

BOX 218 • CHICAGO HEIGHTS, ILLINOIS 60412

1969

582500 – 582649

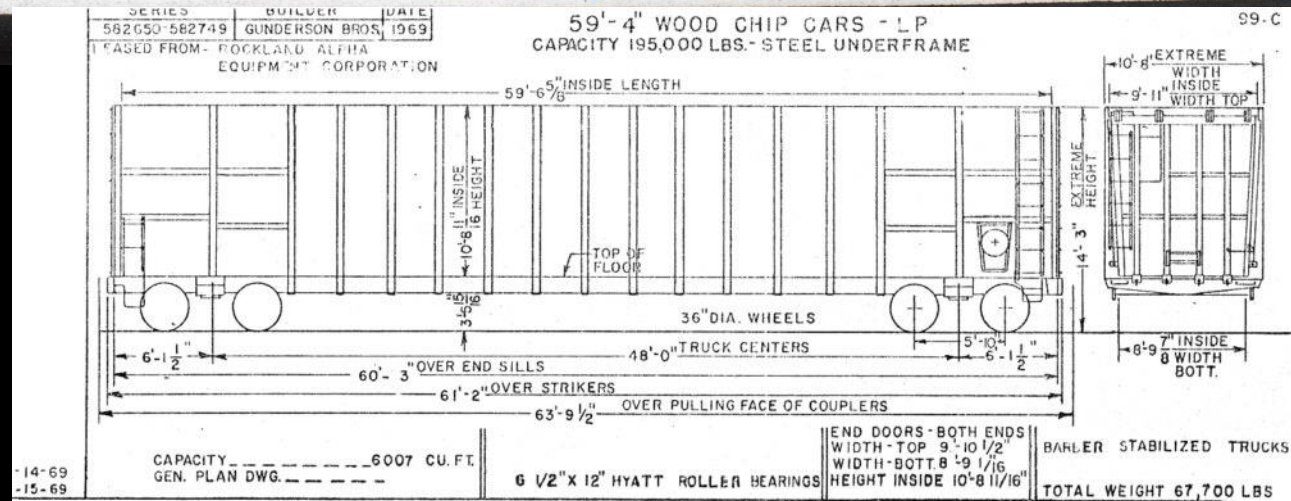
- 150 cars built by Thrall Car Company of Chicago IL, 1968-1969
- Due to the impending merger, the lettering changes to the pre-merger scheme. BUT, billboard NORTHERN PACIFIC is previous style with Thrall
- ACI plate, lease stencil upper left, other small differences



THRALL 582500- 582649	NORTHERN PACIFIC RAILROAD COMPANY FIRST TRUST COMPANY OF ST. PAUL MINN. TRUCKS, CAST STEEL	582511	582623	LP	LP	CAPY 195000 LD LMT 197100 LT WT 65900	CAPY 195000 LD LMT 197100 LT WT 65900	EX 10-7 H 14-3 RL 98-4 RH 10-8 CU FT 6000	EX 10-7 H 14-3 RL 98-4 RH 10-8 CU FT 6000	PLATE C	PLATE C	ADM NO. 510 FRIGHT LINER APPLIED TO INTERIOR OF CAR T.C.M. C.H. 12-68	ADM NO. 510 FRIGHT LINER APPLIED TO INTERIOR OF CAR T.C.M. C.H. 1-68	D-5 SPRING 61" 12" BEARING 36" 1-W WHEELS	D-5 SPRING 61" 12" BEARING 36" 1-W WHEELS	ROLLER TRUCKS CAST STEEL	ROLLER TRUCKS CAST STEEL	582511	582586
NP	NORTHERN PACIFIC RAILROAD COMPANY FIRST TRUST COMPANY OF ST. PAUL MINN. TRUCKS, CAST STEEL	582517	582639	LP	LP	CAPY 195000 LD LMT 197100 LT WT 65900	CAPY 195000 LD LMT 197100 LT WT 65900	EX 10-7 H 14-3 RL 98-4 RH 10-8 CU FT 6000	EX 10-7 H 14-3 RL 98-4 RH 10-8 CU FT 6000	PLATE C	PLATE C	ADM NO. 510 FRIGHT LINER APPLIED TO INTERIOR OF CAR T.C.M. C.H. 12-68	ADM NO. 510 FRIGHT LINER APPLIED TO INTERIOR OF CAR T.C.M. C.H. 1-68	D-5 SPRING 61" 12" BEARING 36" 1-W WHEELS	D-5 SPRING 61" 12" BEARING 36" 1-W WHEELS	ROLLER TRUCKS CAST STEEL	ROLLER TRUCKS CAST STEEL	582517	582623
NP	NORTHERN PACIFIC RAILROAD COMPANY FIRST TRUST COMPANY OF ST. PAUL MINN. TRUCKS, CAST STEEL	582545	NP	LP	LP	CAPY 195000 LD LMT 197100 LT WT 65900	CAPY 195000 LD LMT 197100 LT WT 65900	EX 10-7 H 14-3 RL 98-4 RH 10-8 CU FT 6000	EX 10-7 H 14-3 RL 98-4 RH 10-8 CU FT 6000	PLATE C	PLATE C	ADM NO. 510 FRIGHT LINER APPLIED TO INTERIOR OF CAR T.C.M. C.H. 12-68	ADM NO. 510 FRIGHT LINER APPLIED TO INTERIOR OF CAR T.C.M. C.H. 1-68	D-5 SPRING 61" 12" BEARING 36" 1-W WHEELS	D-5 SPRING 61" 12" BEARING 36" 1-W WHEELS	ROLLER TRUCKS CAST STEEL	ROLLER TRUCKS CAST STEEL	582545	582639
NP	NORTHERN PACIFIC RAILROAD COMPANY FIRST TRUST COMPANY OF ST. PAUL MINN. TRUCKS, CAST STEEL	582586		LP	LP	CAPY 195000 LD LMT 197100 LT WT 65900	CAPY 195000 LD LMT 197100 LT WT 65900	EX 10-7 H 14-3 RL 98-4 RH 10-8 CU FT 6000	EX 10-7 H 14-3 RL 98-4 RH 10-8 CU FT 6000	PLATE C	PLATE C	ADM NO. 510 FRIGHT LINER APPLIED TO INTERIOR OF CAR T.C.M. C.H. 12-68	ADM NO. 510 FRIGHT LINER APPLIED TO INTERIOR OF CAR T.C.M. C.H. 1-68	D-5 SPRING 61" 12" BEARING 36" 1-W WHEELS	D-5 SPRING 61" 12" BEARING 36" 1-W WHEELS	ROLLER TRUCKS CAST STEEL	ROLLER TRUCKS CAST STEEL	NP	NP

NORTHERN
PACIFIC

Guidance
pointers a bit
of mess,
apologies



582650 – 582749

- 100 cars build by Gunderson Brothers/FMC of Portland OR, 1969
- Now we see the rounded billboard NORTHERN PACIFIC



NP 58 2658 2706	NP 58 2664 2713	NP 58 2676 2737	NP 58 2699 2749	NP 58 2706	NP 58 2713	NP 58 2737	NP 58 2749	NP 58 2706	NP 58 2713	NP 58 2737	NP 58 2749
NP 58 2658 2706	NP 58 2664 2713	NP 58 2676 2737	NP 58 2699 2749	NP 58 2706	NP 58 2713	NP 58 2737	NP 58 2749	NP 58 2706	NP 58 2713	NP 58 2737	NP 58 2749
NP 58 2658 2706	NP 58 2664 2713	NP 58 2676 2737	NP 58 2699 2749	NP 58 2706	NP 58 2713	NP 58 2737	NP 58 2749	NP 58 2706	NP 58 2713	NP 58 2737	NP 58 2749
NP 58 2658 2706	NP 58 2664 2713	NP 58 2676 2737	NP 58 2699 2749	NP 58 2706	NP 58 2713	NP 58 2737	NP 58 2749	NP 58 2706	NP 58 2713	NP 58 2737	NP 58 2749



No ACI Plate
provided



Thrall 119500 – 199699 1966



Thrall 582500 – 582649 1968-69



Gunderson 119700 – 199999 1967



Gunderson 582650 – 582749 1969

Quick Tour of Differences...

- Thrall has 12 “center” panels, Gunderson 10. Gunderson has small extra horizontal brace
- 1966/1967 cars have unloading door on one end, later cars have doors on both ends, brake wheel on side. Later cars have box for netting
- Later cars have pre-merger Painting & Stenciling, ACI plate, lease stencil. Gunderson used more authentic NP stencils



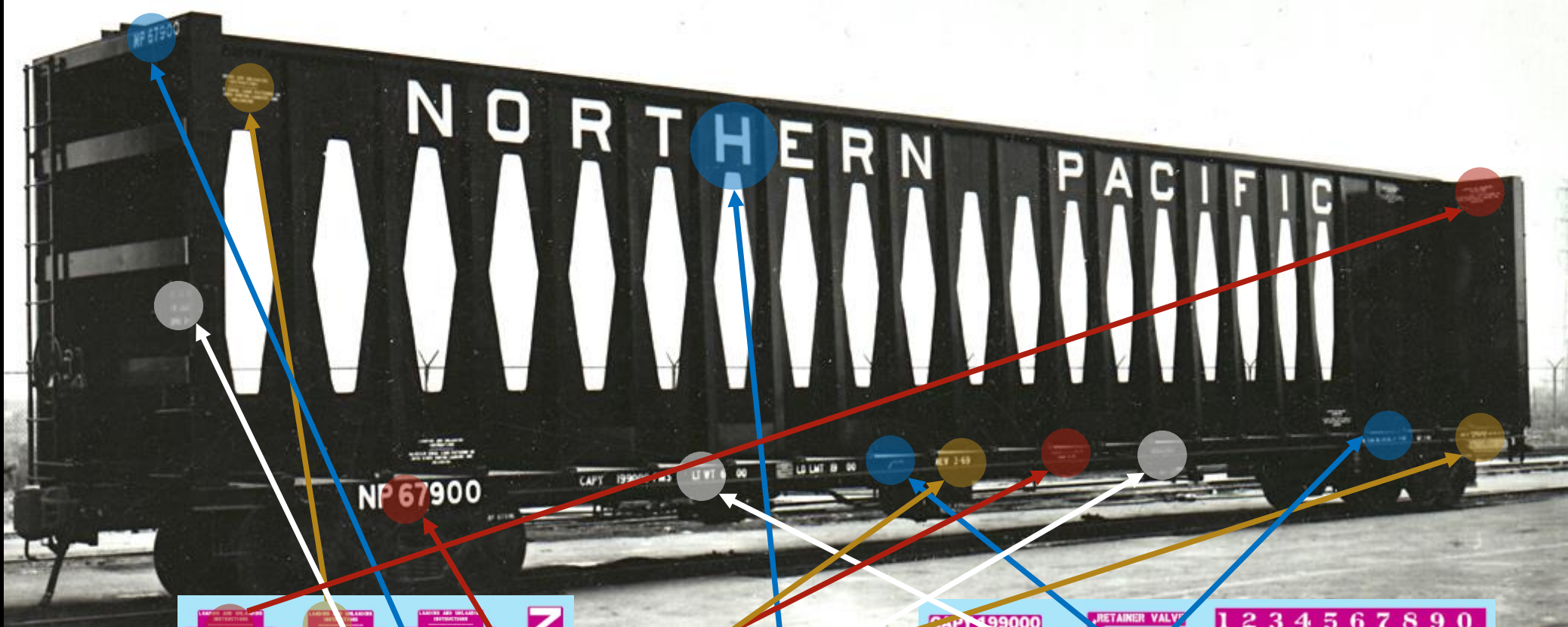
CENTERBEAM FLATCAR

- Working with Thrall, the NP tendered the first commercially successful centerbeam design
- Five NP cars put in service March 1969
- See article in the Spring 2000 issue of The Mainstreeter



67900 - 67004

- 5 cars built by Thrall, NEW 3-69
- Classic billboard NORTHERN PACIFIC



NP 67900

NP 301 DRAP - DEAP
(W CAMP. WLS.
DPS

NEW 3-69

BUILT BY **TRAILER** CO. CH. ILL.

TRANSPORTATION CORP. OF AMERICA
OWNER LESSOR

CAPT 199000

LT LMT 199300

LT WT 63700

RETAINER VALVE

FMS

BLT 3-69

LUB. TCM. CO. CH. ILL. 3-5-69

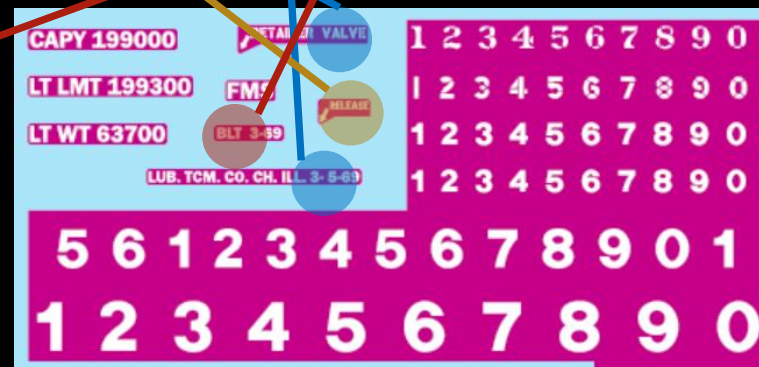
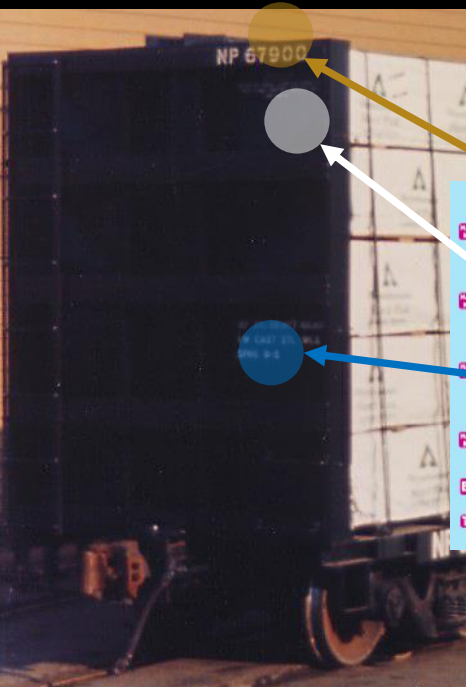
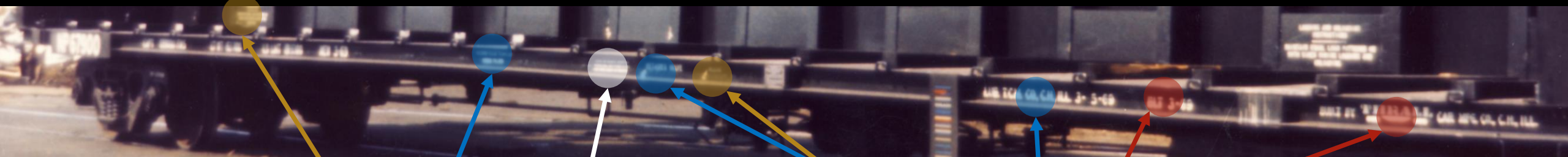
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1	2	3	4	5	6	7	8	9	0
1	2	3	4	5	6	7	8	9	0
1	2	3	4	5	6	7	8	9	0

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

NORTHERN
PACIFIC



Same photo included for clarity, not other side of car



No ACI Plate provided

The "LOAD AND UNLOAD..." warning appears as many as 7 places on each car side/end pair

Bottom number jumble to be used for other four road numbers

An abstract geometric design on a black background. It features several parallel lines in yellow and red. Two lines, one yellow and one red, run diagonally from the top-left towards the bottom-right. Another set of parallel lines, also in yellow and red, runs diagonally from the top-left towards the bottom-right, intersecting the first set. The lines are thick and have a slight 3D effect due to the perspective.

End