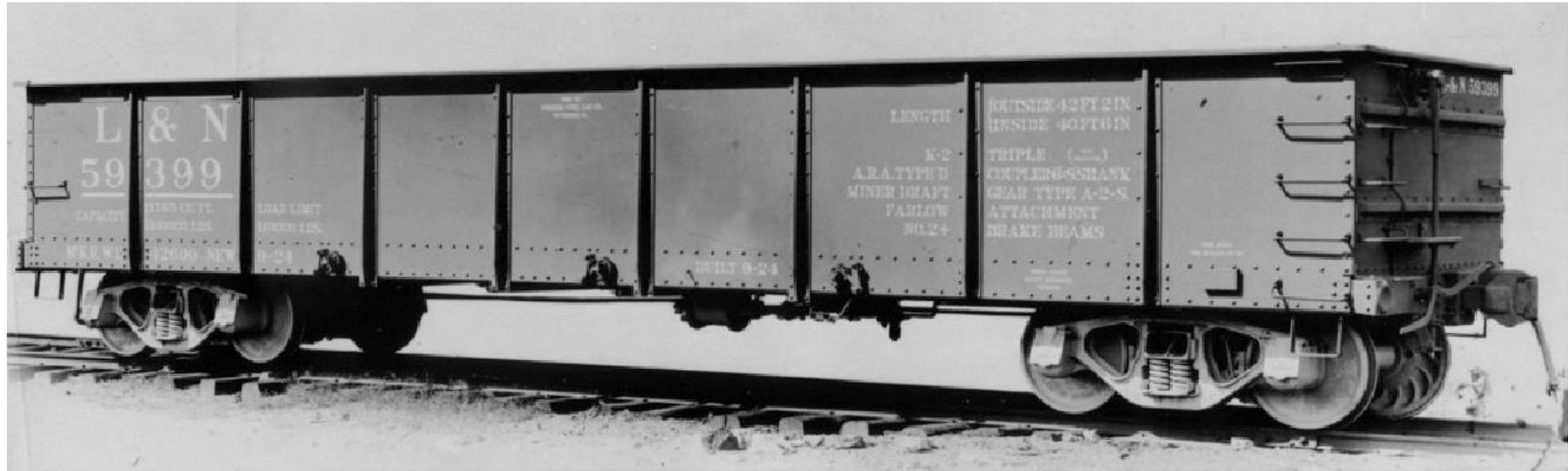


L&N Steel Gon History



The prototype cars for this kit are the Louisville and Nashville all steel gons purchased from Pressed Steel Car during the 1920s. Originally numbered in the 50000-59999 series, the cars had an inside length of 40' 6" and an inside height of 4' 7 ½". The 50-ton car had a capacity of 1765 cu. ft. They were equipped with 6 drop doors and their ends were flat with two horizontal reinforcing ribs.



Car 59399 was part of the 1924 delivery of cars from Pressed Steel Car Co. In all, the railroad purchased over 9,000 cars from Pressed Steel between 1924 and 1930. They were placed into the 50000-59999 series. The cars came equipped with 6 parallel drop doors, KD brakes, and lever hand brakes. As per most L&N cars, they were equipped with Carmer cut levers. Most of the first groups of cars came with Dalman two-level trucks and the later groups of cars had a simple ARA cast side frame truck. Pressed Steel Car photo.



This builder's photo of 53399 is one of the 1927 cars – stenciled 1-24-27. As evident from the two builder photo car numbers, these cars were inserted into the number series starting from the high end of the series. The photo clearly shows the extended 4 middle posts carrying below the car sill. On the car underframe, each of the crossbearers corresponding to these posts had heavy plates attached across the center sill for added support. Inside the car body, triangular gussets were also used at these locations.

The cars were painted a boxcar red with white lettering. Prior to about 1950, the lettering sizes for the reporting marks were 12" for the initials and 10" for the numbers. Thereafter, the railroad adopted the more standard 9" and 7" sizes. Pressed Steel Car photo.



This circa early 1940s view of 54530 shows an as-built car hauling coal. It gives a good view of the car end, the grab iron placement (note the lower “ladder” grab is a half drop and half straight grab), and the Carmer cut lever. Notice there is only one side grab in place next to the reporting marks. Bill Welch collection.



This mid-1940s view of the B end of 53926 shows off the lever hand brake applied to these cars. Bill Welch collection.



A circa 1953 photo of 52946 shows a car that now has the smaller reporting marks and the *Old Reliable* slogan, but still retains the original drop doors. Notice that a second grab iron has been added to the left edge of the side of the car. Bill Welch collection.



Beginning in 1950, a number of the cars had their drop doors removed and were reassigned to general service. The cars were renumbered at that time and given GB designation by the railroad.

This circa 1956 photo of 49502 depicts a car that has had AB brakes added, the drop doors welded shut, and the door locks removed. The smaller reporting marks and the slogan were both 1951 additions. The car rides on Dalman 2-level trucks. This car was built in 1927 and had been originally placed in the 53000-53999 series.



This photo of 48705 is of another renumbered car. In addition to having the drop doors welded shut and the door mechanism removed, this car has had extra posts added to the middle three panels to enhance the car's superstructure. The original triangular gussets inside the car have been removed and a 15-foot horizontal reinforcement plate along the top cord has been added. Circa mid-1950s photo. Bill Welch collection.

40' Steel Drop-Bottom Gondolas in Revenue Service

As noted, these cars were acquired from Pressed Steel Car Company beginning in 1924. Additional cars were added each year through 1930. In all, over 9,000 cars were purchased.

When the first batch of 1,000 cars were delivered, the railroad categorized them as GA cars and inserted them into the 59000-59999 series. As future orders were received, they were assigned numbers below these, essentially filling almost all the numbers from 50000-59999 by the time the last order was received in 1930.

Certain cars from the series were renumbered beginning in 1950, when groups of them had their drop doors removed (or sealed) and were reclassified as GB gondolas. Company records show these conversions occurring over a fairly long period of time with the converted cars being first placed into the 49000-49999 series, and later into the 29000-29999 and 48200-48999 series as well. Not all numbers in each of these series were used.

The chart on the following page maps out the quantity of cars in revenue service for each number series reported in the ORERs as of the given dates. See also the 1940 Diagram Sheets.

<u>ORER date</u>	<u>As Built # of cars (GA)</u>		<u>Modified # of cars (GB)</u>	
Dec 1927	53000-56499	3500		
	57400-59999	2600		
Jan 1931	50000-56499	6448		
	57400-59999	2596		
Jan 1943	50000-59999	9012		
Oct 1950	50000-59999	8690	29000-29999	Vacant
			49500-49999	280
Jan 1953	50000-59999	7599	29000-29499	337
			48980-49999	999
Jan 1954	50000-56499	4716	29000-29999	614
	57400-59999	2408	48980-49999	999
Oct 1955	50000-56499	3953	29000-29999	952
	57400-59999	1781	48980-49999	999
Oct 1957	50000-56499	3729	29000-29999	959
	57400-59999	1579	48700-49999	1020
Jul 1961	50000-56499	518	29000-29999	262
	57400-59999	35	48200-49999	219