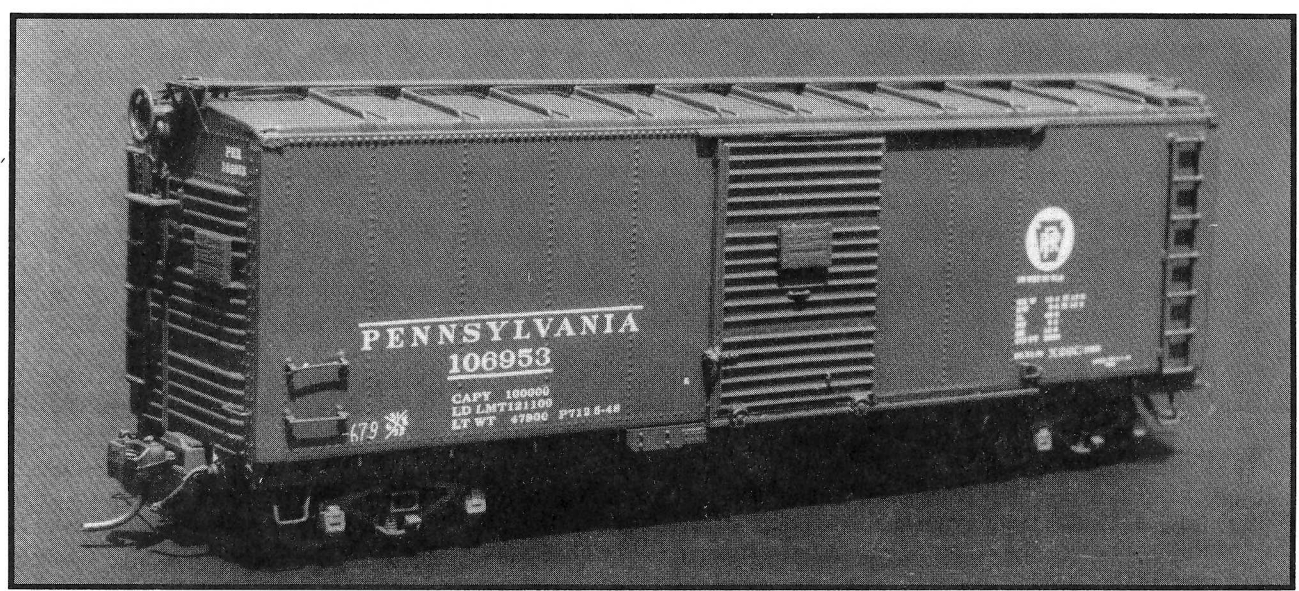


U4.1-18



Unibody

# Pennsy's X-26c



Following World War II, the Pennsylvania Railroad turned to converting several classes of out-of-date boxcars to new steel equipment of modern dimensions. The X-26 series was the first target. The X-26 rebuilds derived from the road's block of 9900 single sheathed boxcars from the USRA. The Pennsy got the largest block of these cars, nearly half the production total of 1919-20. The original single sheathed car of 8'6" interior width and 9' interior height became a modern steel car of 9'2" width and 10' 6" height. The X-26C was the equivalent of an A.A.R. 1944 design boxcar--at a lesser cost. The work was done at the Pennsy's Terre Haute, Indiana shops. The PRR completed over 3500 X-26C rebuilds with various versions from 1945 through 1949.

Rebuilding the X-26 consisted of adding new 10 section steel sides and a Murphy paneled roof to the surviving underframe and ends. The corrugated Murphy ends from the USRA car were increased in height. A plate of approximately 18" was added to the top of the

corrugations, enabling the ends to match the increased height of the sides. Since the exterior width of a single sheathed car end is narrower than postwar steel cars, a vertical angle was added to the edges of the ends where they attach to the sides. The use of the USRA 50 ton underframe created a visual characteristic found on most rebuilds of boxcars--the recessed side sill with vertical brackets, rather than a set of tabs at the bottom of the sides found on A.A.R. cars. The door opening on the rebuilds was increased to 7 feet. A pre-war Youngstown door was used on most cars, but Superior and postwar Youngstown doors were used, also.

The X-26C rebuilds were placed in the series 104260-107759. The 106759-107259 series of late 1948--perhaps other series as well--got 7 panel Superior doors. The postwar style of light weight ribbed door and diagonal paneled roof was used on the last 500 cars, the 107260-107759 series. Photos indicate that Ajax,

- \_\_\_ Kit #U4.1 Pennsy X-26C with pre-war Youngstown door, circle keystone decals (1945-late '50s), \$25
- \_\_\_ Kit #U4.2 Pennsy X-26C with pre-war Youngstown door, shadow keystone decals (1954-1970s), \$25
- \_\_\_ Kit #U4.3 DT&I leased X-26C with pre-war Youngstown door and DT&I small circle decals (1950s), \$25
- \_\_\_ Kit #U4.4 Pennsy X-26C with 7 panel Superior door, circle keystone decals (1948-late '50s), \$25
- \_\_\_ Kit #U4.5 Pennsy X-26C with 7 panel Superior door, shadow keystone decals (1954-1970s), \$25
- \_\_\_ Kit #U4.6 DT&I leased X-26C with 7 panel Superior door and small circle decals (1950s), \$25
- \_\_\_ Kit #U4.7 PRR X-26C w/ post-war Y'town dr., diagonal panel roof, circle keystone ('49-late '50s), \$25
- \_\_\_ Kit #U4.8 PRR X-26C w/ post-war Y'town dr., diagonal panel roof, shadow keystone ('54-1970s), \$25
- \_\_\_ Part #TM6 Pennsy coil-leaf 2D-F12 trucks with V-9306 sideframes in white metal with metal wheelsets, \$6.00
- \_\_\_ Part #TM7 Pennsy twin coil 2D-F8 trucks with V-9306 sideframes in white metal with metal wheelsets, \$6.00
- \_\_\_ Part #TM1 Cape Line Andrews trucks, \$6.00
- \_\_\_ Part #D1 Kadee coupler, one set, \$1.25

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Add \$3.00 for shipping per five kits in U.S. ( MO residents add 5.975% ), Canada \$5.60 for one-two kits

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