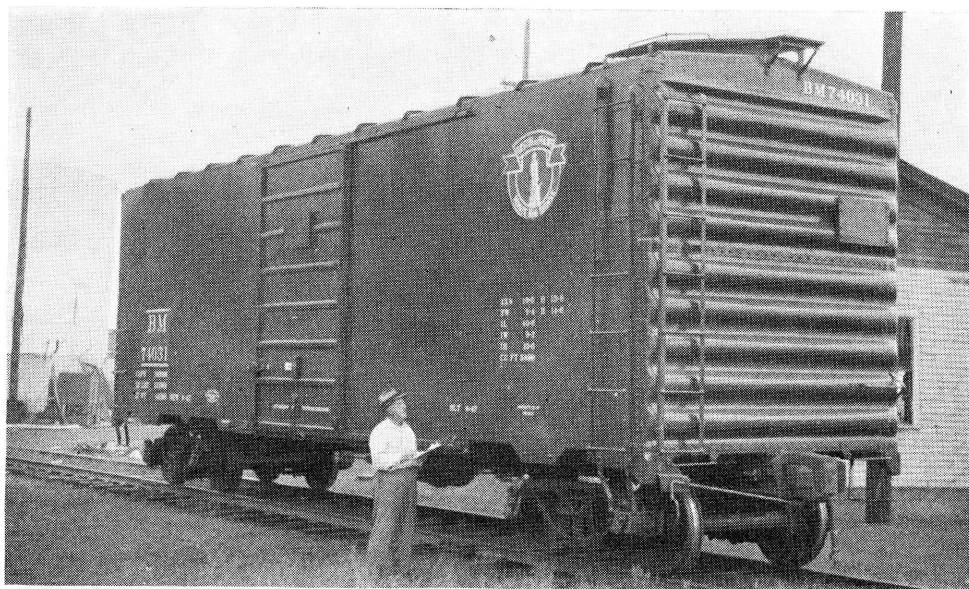


## *New Box Cars Represent Modern Technique*



*Yardmaster L. J. Greenwood, Yard 21, Boston, inspects one of our 500 new box cars*

By S. B. Dyer,  
*Engineer of Tests*

THE Boston and Maine Railroad now has in service 500 new box cars, valued at approximately \$1,870,000, but not all of them actually have made their appearance on our lines as yet.

The new cars are of a standardized design developed by the Pullman Standard Car Manufacturing Company at its Michigan City, Ind., plant. Traditionally railroads have specified the make of ends, roofs, sides, doors, etc., when ordering cars, but by going to a standardized design for these cars the B. and M. was able to obtain faster delivery.

The departure from our previous box cars is in the high percentage of welding. The underframe is nearly 100 per cent welded and is built entirely of rolled shapes and plates to the complete exclusion of castings. This change is most noticeable in the built-up strikers, the welded front and back draft stops and the built-up bolster center braces between the A.A.R. type center sills, which are seam-welded together at the top for their entire length.

The side sheets are welded to the side frame in a horizontal position on the jig of an automatic welding machine and then taken to the spot position for application to the car as a unit. The roof is completely welded and applied in the next spot position where it is welded to the side plates.

It is only in the corrugated ends and application of safety appliances that riveting has been able to hold its own against the more modern welding practice.

Officials of our railroad who visited the Pullman plant during construction of our cars were impressed by the precision-like activity on the erecting floor. The cars move to about 20 different locations during the assembling work and the work is so timed that completed work at each position is ready to move in 20 minutes. This produces three cars an hour. A car starting on the assembly line at 7 A.M. is out of the steel shop by night with a coating of interior paint and ready for lining in the woodworking shop.

First of our new cars went into service last August and as rapidly as they were released they were put into the general traffic movement to help relieve the nation-wide car

shortage. Thus the new cars began moving in many directions throughout the country and some may not appear on our lines for months yet.

The new cars have steel exteriors and

wooden interior lining. They are 40 feet, six inches long, and have a load capacity of 50 tons. Their interior space, 3,898 cubic feet, makes them the largest capacity cars of 40 foot length ever owned by our railroad.

*Young Railroaders Meet*