

## *B. and M. Tests "Damage-Free" Freight Cars*



*View of the new 50-ton all-steel experimental freight car, 10 of which have been leased by the B. and M. in the hope of safeguarding and expediting valuable freight*

INTRODUCING to New England a new type of "damage-free" steel freight cars, the Boston and Maine management has leased on an experimental basis 10 new 50-ton box cars.

The new cars were designed by the General American-Evans Company for the purpose of helping railroads reduce claims for freight damaged in shipment. The cars are 50 feet long, which means 25 per cent more lading space than the conventional 40-foot box car, and they are equipped with special loading devices which make possible a larger load. The loading device and the greater space combined are expected to add about 50 per cent to the capacity compared with standard cars.

The new cars were put into service immediately on our lines in handling less-than-carload merchandise and newsprint between points on our system and points in Maine. Shippers using the cars for the first time are given careful instructions in how to load them and each shipment is studied closely to determine how the cars measure up to the expectations of their builders.

The Evans damage-free loading device on the cars consists of eight rails on either side of the car interior. As the car is loaded the rails are slipped into place from door post to corner post, holding the load in place and forming

shelves to support the weight of the shipment so that it does not bear heavily upon freight beneath. The wall rails have locking devices on each end which are easily operated by hand.

The cars are equipped with trucks intended to absorb shocks and provide a "Pullman-like" ride for fragile merchandise. The underframe is specially designed to eliminate shocks resulting from handling in freight yards.

The car exteriors are finished in a conspicuous green with a yellow stripe on either side extending diagonally downward from one end to the bottom of the eight-foot sliding door. The letters "DF" for damage-free, are painted on the striping. On the other end of the cars is painted the letters GAEX and the car numbers, their capacity (100,000 pounds), the load limit (159,240 pounds), and the car weight when light (59,240 pounds).

The General American-Evans Company, builders of the cars, plan to lease these cars on a 10-year basis rather than sell them, and propose to build up a pool of such cars and follow their individual movements closely so that cars can be diverted from one railroad to another as shortages or surpluses may arise, after the manner of privately owned pools of tank cars and refrigerator cars.