

# Burlington Route Historical Society

## FREIGHT CAR DATA SHEET



### CB&Q/C&S 70-ton Triple Hoppers

The Burlington owned a total of 2,503 triple hoppers, all but three 1935 experimental cars built in the company's Havelock, Nebraska, shops between 1948 and 1961. Of this total, 2,350 were CB&Q cars, while 150 were built for the subsidiary Colorado & Southern. All were 70-ton-capacity cars built to the 1934 AAR standard with offset sides (i.e., the vertical ribs were inside the side sheets, and the side sheets tapered in at the top and ends). They were 40 feet, 8 inches long inside and rode on cast steel trucks of AAR design (the so-called Bettendorf truck), having a 5-foot, 8-inch wheelbase.

The first 500 cars, CB&Q 170000-170499, class HT-10, were turned out late in 1948 and early in 1949, and the last 10 cars of the lot were experimentally equipped with roller bearing journals in standard friction bearing journal boxes with lids. In later years, these cars could not be differentiated from sister cars with friction bearing trucks. As originally painted, however, the 10 roller bearing hoppers (170490-170499) were immediately distinguishable from all their sisters. The other 490 cars of the lot were painted the standard mineral red color (including trucks) and lettered in white, with "Everywhere West" on both sides. The 10 roller bearing cars, however, were painted reefer orange (a color the Q was then beginning to paint its company service equipment and some waycars) with black underbodies and trucks. They were lettered in the same style as the other cars, only in black. Just below and to the left of the Burlington Route herald on each side appeared the following stencilling:

TIMKEN - ROLLER - BEARINGS  
GREASE - LUBRICATION  
AS PER INSTRUCTIONS

The orange cars kept this paint scheme only until they

required repainting (after at least 10 years of normal service), at which time they received the standard paint scheme of the day, without their special stencilling, as roller bearings were becoming common by then.

A second, identical lot of 600 cars, numbered CB&Q 170500-171099 and classed HT-10A, was completed at Havelock during 1951, followed by a third lot of 750, CB&Q numbers 171100-171849, also class HT-10A, in 1953. Like the original cars, all of these were painted mineral red and lettered in white, including the script "Everywhere West" slogan on both sides.

In 1960, another 500 cars were constructed at Havelock, numbered CB&Q 172000-172499, classed HT-10B and equipped with Timken roller bearing trucks. They were joined in 1961 by the final group of 150 class HT-10C cars, built for the Colorado & Southern as C&S 20000-20149, also outfitted with Timken roller bearing trucks and equipped with heavier gauge steel sides and ribs for iron ore service between Sunrise/Guernsey, Wyoming, and the CF&I steel mill at Pueblo, Colorado. All 650 of these cars were painted in what was by that time the standard paint scheme: Chinese red body with black trucks, full-color (red, white and black) Scotchlite Burlington Route heralds and white lettering. They carried the "Everywhere West" slogan in block gothic lettering on one side, with "Way of the Zephyrs" on the other side, immediately below the herald. And in keeping with the standard of that time, a white stripe extended to each side of the herald, and white stripes were applied above and below the reporting marks/car number and the "Everywhere West"/"Way of the Zephyrs" slogans.

Any of the 1948-1953 cars repainted between 1959 and 1963 were also given this Chinese red paint scheme.



First of the HT-10's, CB&Q 170000, in a builder's view. Note that the stencilling shows a new date of January 1949, even though the photo was taken on Dec. 28, 1948. For book-keeping purposes, none of the triple hoppers was officially added to the roster until after the start of the new year.—CB&Q photo, Rod Masterson collection

One of the 10 roller-bearing-equipped HT-10's, the 170491, in its orange and black paint. The roller bearings are hidden in standard friction bearing journal boxes complete with lids. This view was made in Galesburg shortly after the car's completion in February 1949.—C. W. Burns photo, Gib Allbach collection





HT-10A CB&Q 170636, fresh from the Havelock shops in mineral red paint on March 1, 1951.—CB&Q photo, Rod Masterson collection



Above, left side and B end of HT-10A CB&Q 171146 at Havelock on Jan. 19, 1953.—CB&Q photos, Rod Masterson collection

Below, one of the first group of Chinese red cars, HT-10B CB&Q 172010, in a pair of Havelock builder's views dated April 5, 1960. The glossy black-painted roller bearing trucks are all but hidden in shadow.—CB&Q photos, Rod Masterson collection



Broadside builder's photo of the first of the 150 Chinese red HT-10C's for subsidiary Colorado & Southern, C&S 20000, taken Aug. 9, 1961. These cars had heavier gauge steel side ribs and sheeting for iron ore service. Note the "Way of the Zephyrs" slogan on this, the car's left side.—CB&Q photo, Rod Masterson collection

During 1962, 1963 and 1964, the cars built in 1951—HT-10A's 170500-171099—were overhauled at Havelock and repainted into what was to become the new standard paint scheme for triple and quad hoppers. The lettering and markings were identical to those of the Chinese red paint scheme, the cars were painted black rather than red. And once again, the cars received the "Way of the Zephyrs" slogan on one side, with "Everywhere West" on the other. There appears to have been no rule as to which side got which slogan.

Although the black paint scheme was intended to be representative of the cars' assignment to coal service, a number of them joined the C&S cars in iron ore service and were soon covered with a reddish iron ore (hematite) dust that made them look as if they were painted chocolate brown.

During the years 1966-1968, the cars built in 1953—HT-10A's 171100-171849—were rebuilt in Havelock. Their rebuilding was more extensive than that given the 1951 cars, as by now the weaknesses of offset-side cars were well documented and they were no longer in favor. The offset-side design allowed a load in the car to exert pressure on the side sheets and eventually loosen them from the interior vertical ribs. By placing the side sheets inside the ribs, the load merely pushed the sheets tight against the ribs. Consequently, the 1966-1968 rebuilds received new vertical ribs and new inside sheeting, making them outside-braced cars. Additionally, huck bolts and welding, rather than rivets, were used to fasten the new side sheeting to the car framing. The 742 cars completed under the program were assigned new numbers in the 172500-173241 series, classed HT-10D and painted black with white lettering and full-color painted (not Scotchlite) heralds. No slogans were applied, and no striping was used in conjunction with the herald or the reporting marks/car number.

A sizeable number of the 1948-1949 cars were ultimately



A Chinese red repaint, roller-bearing-equipped Q 170496, poses with still incomplete stencilling at Havelock on April 5, 1960 (the same day Q 172010, opposite, was turned out). The Burlington Route herald is a Scotchlite decal.—CB&Q photo, Rod Masterson collection

repainted in one of the two black paint schemes—either with or without white stripes and slogans. A smaller number of the 1960-1961 cars received the simplified black paint scheme during the 1967-1970 period, but the vast majority retained their Chinese red colors through the Burlington Northern merger.

## Modeling the triple hoppers

Amazingly, even as common as the AAR standard triple hopper is, there is presently no accurate model of the Burlington version available in any scale. HO gaugers are the luckiest, however. The old Ulrich metal triple hopper kit—still to be found occasionally—comes extremely close to matching the Burlington cars, the only discrepancy being the angle of the sloped side sheets at each end of the car. This is a minor inaccuracy, especially when compared to the only currently available alternative, Roundhouse/MDC's three-bay offset-side hopper. This plastic model is nearly identical to the Ulrich car—except for those sloping side sheets at each end. The MDC car features a combination step/slope, common on many roads, but not on the Q. Overall, however, the MDC kit does convey the general appearance of the Burlington cars. The only way to get a truly accurate model in HO is to kitbash one from a pair of either the Athearn or Walthers offset-side twin hoppers; both have accurately tapered side sheets at each end.

For the rebuilt, outside-braced cars, MDC's three-bay rib-side kit is as close as you'll come in HO, and it can be made a lot closer by scraping off most of the rivets.

In N scale, Con Cor offers a plastic model of the offset-side car nearly identical to the Ulrich HO version. For rib-side cars in N scale and for the offset-side car in O scale, kitbashing two twin hoppers is the only solution—the Kadee version in N, the Weaver twin in O.



While it looks the same as the 170496, the 170897, here in a right side view at Eola, Illinois, on May 1, 1963, is actually painted black rather than Chinese red, since the triple hoppers were used primarily in coal service. Note the partially obscured "Way of the Zephyrs" slogan.—CB&Q photo, Rod Masterson collection

Below, one of the 742 HT-10A's rebuilt between 1966 and 1968 as HT-10D's with outside ribs/inside sheeting and simplified black paint with no striping and a painted full-color herald. Q 172808, originally outshopped in March 1953, was rebuilt in November 1966. Note the absence of a retainer valve on the B end.—CB&Q photos, Rod Masterson collection



# CB&Q/C&S Triple Hoppers built by Havelock Shops

Car Numbers	Class	Qty.	Cubic Capy.	Truck No.	Date Built
CB&Q 170000-170499	HT-10	500	2,773	73	1948-49
CB&Q 170500-171099	HT-10A	600	2,773	73B	1951
CB&Q 171100-171849	HT-10A	750	2,773	83	1953
CB&Q 172000-172499	HT-10B	500	2,773	97	1960
C&S 20000-20149	HT-10C	150	2,773	86B	1961
CB&Q 172500-173241	HT-10D	742	2,773	83	1966-68*

\* Rebuilt from 171100-171849 series cars.



Painted black for coal service but seen here (at Denver in December 1966) loaded with sugar beets, outside-braced rebuild Q 172731 had been turned out of Havelock just a month earlier.—Hol Wagner

**BN Numbers:** In 1970, BN began renumbering cars from Q series 170000-172499 into BN series 516500-516899, and by 1972 there were 710 cars thus renumbered. In 1971, BN began rebuilding these cars and renumbering them into the 516000-516399 series; there were 301 cars in this series by 1972 and 395 by 1974, at which time there were only 45 cars left in series 516500-516749, although there were still 578 cars in series 517150-518999. Additionally, another rebuilding program was undertaken which resulted in 71 cars from Q series 170250-170649 being renumbered into BN series 512600-512999 by 1974. The 1966-68 Havelock rebuilds to outside-braced configuration, Q 172500-173241, were originally to be renumbered BN 519000-519741, but by 1972, none had yet been renumbered. By 1974, however, there were 298 cars in this series, but there were also 400 cars in the 516750-517149 series. And to further complicate matters, in 1972 there were four cars from Q series 172500-173241 in BN series 515392-515709, although by 1974 only one of these remained: BN 515392, formerly 172800. Initially the C&S cars retained their numbers, but after the C&S was finally absorbed by the BN in 1980, these cars too began to be renumbered into a variety of number series.

The old Ulrich HO metal kit, no longer in production, comes closest to matching the offset-side HT-10's. To be more accurate, the angle of the taper at the top of the side panels at each end should be parallel to the 30 degree angle of the hopper slope sheets—a minor shortcoming.—Model and photo by Mike Spoor

