



## **PRESSED STEEL CAR COMPANY 37-FOOT HOPPER-BOTTOM GONDOLAS**

**PITTSBURGH AND LAKE ERIE/PITTSBURGH, MCKEESPORT AND YOUGHIOGHENY AND RIO GRANDE WESTERN/DENVER AND RIO GRANDE/DENVER AND RIO GRANDE WESTERN**

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### **HO-6000 SERIES**

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#### **General History:**

Riding on the success of the designs of its predecessor, Schoen Pressed Steel Company, the Pressed Steel Car Company of Pittsburgh, Pennsylvania began building some of the first universal steel freight cars in 1899. A standard 37 foot hopper-bottom gondola was designed in 1901, and so far as we can tell, three railroads purchased this design: Pittsburgh and Lake Erie, its affiliate, the Pittsburgh, McKeesport and Youghiogheny, and the Rio Grande Western. These cars rode on Pressed Steel's distinctive Diamond arch-bar trucks. The hopper bottom gondola was quickly phased out by the PSC Company's next development, the 36-foot steel drop bottom gondola introduced in 1906, which was the basis for the USRA "General Service" gondola standards.

#### **Rio Grande Western/Denver and Rio Grande Western Version**

The Rio Grande Western received 100 cars in May 1901. Photos suggest these were painted oxide brown, consistent with the rest of the railroad's freight car fleet. In 1909 the Rio Grande Western merged into the Denver and Rio Grande in 1909. Effective October 1909 these cars were renumbered 18100 to 18198. They retained these numbers for the rest of their lives. Not long after the D&RG took over these cars were probably repainted black. In 1923 the Denver & Rio Grande was bankrupt and reorganized as the Denver and Rio Grande Western railway; the cars were initially patched, given a W at the end of the original reporting marks. They were repainted again beginning in August 1926 with the "Royal Gorge Route" button herald. Beginning in June 1936, the herald was updated to say "Royal Gorge - Moffat Tunnel Route" (Bernhard). We offer both heralds with our decals. 92 cars remained in December 1930, 69 cars remained in January 1940, and all were off the roster by 1950.

#### **Pittsburgh and Lake Erie/Pittsburgh, McKeesport and Youghiogheny Version**

1,000 units were split evenly between the P&LE and the PMcK&Y during 1901 and 1902. They held P&LE numbers 5900-6399 and PMcK&Y numbers 15000-15499. These cars featured cushioned striker plates that later disappeared from Pressed Steel's offerings. Photos suggest these were deemed unnecessary and removed as the cars were shopped at some point prior to 1911, so our safety-appliance version doesn't have these features. These cars were probably painted black. The "New York Central Lines" herald was to be applied to self clearing hoppers, gondolas and double deck stock cars, effective January 31st, 1905 (Link). At this time, the "R.R." stenciling was removed from the reporting marks. In addition, the road number was placed underneath the reporting marks. At some point prior to 1915, a block of updated weight, capacity and build date stenciling was placed under the road number; it probably remained there

until these cars were retired. Official Railway Equipment Register entries indicate that the P&LE either retired or sold off the majority of its fleet during 1924. In May 1925, 5 cars remained on the P&LE. 2 cars remained in April 1926. On the PMcK&Y, 5 cars remained in January 1925 and 2 cars remained by April 1926. All were off the roster by 1930.

**Roster Data:**

<b>Railroad:</b>	<b>Number Series:</b>	<b>Builder:</b>	<b>Year Built:</b>	<b>Total Number:</b>
RGW	801-900	Pressed Steel Car Co.	1901	100
D&RG/D&RGW	18100-18198 (renumbered 10-1909)	Pressed Steel Car Co.	1901	100
P&LE	5900-6399	Pressed Steel Car Co.	1901	500
PMcK&Y	15000-15499	Pressed Steel Car Co.	1902	500

**Bibliography**

Bernhard, Josh. Personal correspondence. 2022.

Link, Terry. "New York Central Freight Car Roster." *Canada Southern Railway*,  
<https://www.canadasouthern.com/caso/NYC-MODELS-FREIGHT-PAINT.htm?fbclid=IwAR274slwmKNxSNb2fVxhKe82Hnt1aAyNqd4IKB2cmyvQ47gdcNvsFUgoKHY>.