



**Gulf, Mobile & Ohio Historical Society  
HO Scale Car Project No. 33  
Detailing and Information Sheet  
40 ft. 24000-Series Boxcars**

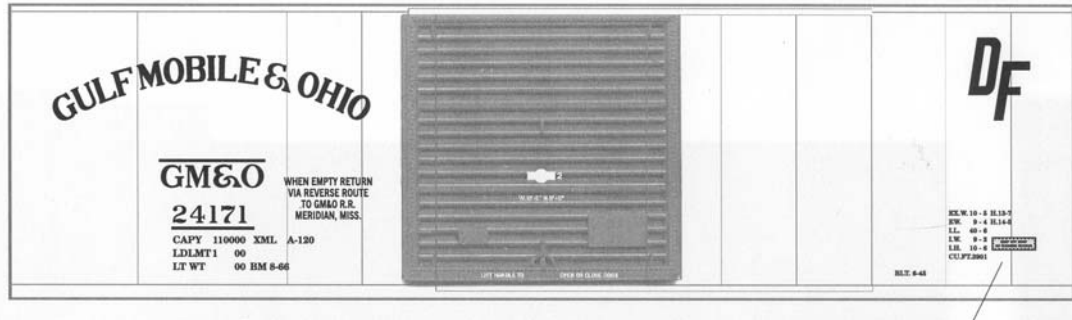
Throughout the 1960's, the GM&O rebuilt 40 ft. boxcars into their "Damage Free" fleet at both the Bloomington and Frascati Shops in Illinois and Alabama, respectively. They were selected here and there from the existing lots of 8000, 9000, 21000, 22000, 26000-series cars of true GM&O lineage, and the 50,000-series boxcars previously owned by the Alton. The selections made from these various series were combined to form the green, "DF" 24000-series boxcars. Each car was installed with a minimum of four interior belt rails and associated hardware. The door openings were enlarged to 9ft.-10in. square, with a new 10ft. door installed. To support the larger door, a heavier, Pullman-Standard style sill was placed along the bottom of the car, with heavy gussets added at each of the bottom corners of the doorframe. Cars rebuilt after 1966 had their roof walkways removed, and all but the end ladder to the brake wheel was cut to four feet in height. The boxcars rebuilt during the 1970 and 1971 programs also received roller bearing axles, but reused the old trucks by simply eliminating the journal covers. These cars lasted throughout the GM&O years, with many making it through the ICG era as well. A few even endured into the early 1990's, but by then they were nothing more than relics of a bygone time in American Railroading.

Depending on what era you model, weather your 24000-series boxcars accordingly. During the ICG era, many of the GM&O heritage cars had their return routes painted over with green paint of various shades. This is easily accomplished with a little masking tape, and don't worry about being neat! Doors were also damaged from time to time and replaced with brown or orange doors from GM&O, IC or ICG cars, depending on what was available. All these things can be done to these cars with absolute authenticity. A number of these cars made their way to the Chicago Central & Pacific and Paducah and Louisville railroads as MOW equipment. By 1995, however, they were all gone from the railroading scene.

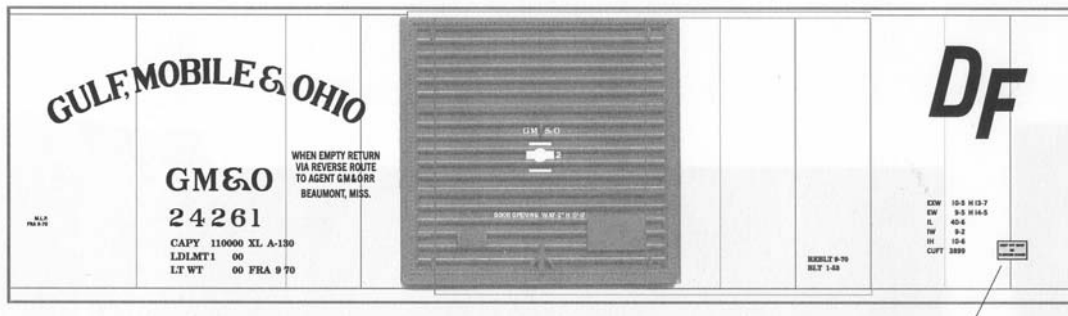
Enjoy this set, and look for our upcoming sets of GM&O freight and MOW cars. **Thank You!**



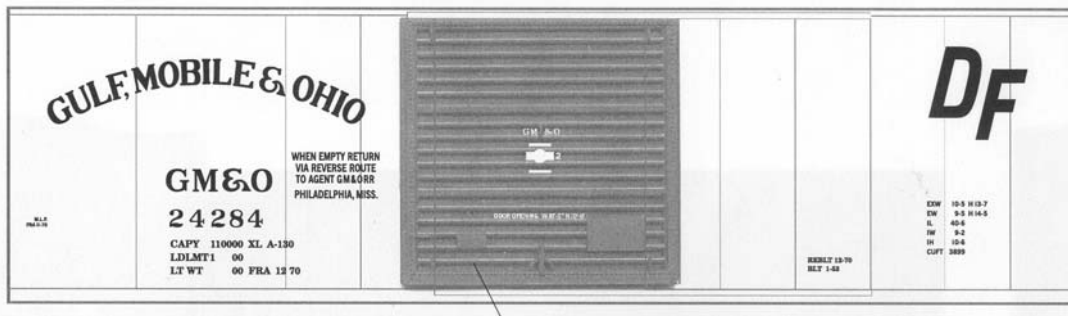
**Car No. 24057** Has very slim "DF" logo on right side. Build with full ladders and roofwalk. For an upgrade, look into an etched brass or nickel roofwalk from Plano. Only series rebuilt with a 10ft. Superior door.



**Car No. 24171** Has the next version of the “DF” logo, which is the same size but slightly thicker. Note roofwalk warning on lower right of body, leaving the walkway off this car. Cut all ladders except for the one to the break wheel off at four rungs. Has 10ft. Pullman-Standard door.



**Car No. 24261** Has same full sized “DF” logo as the 50ft. green boxcars. This car also has the roofwalk warning on the lower right, subsequently no roof walkway. Ladders should be cut down in the same manner as car no. 24171. Has 10ft. Pullman-Standard door.



**Car No. 24284** Has same full sized “DF” logo as car no. 24261. This car has no roofwalk warning even though its roofwalk was removed and the ladders cut. Has 10ft. Pullman-Standard door.