



(Above) This is a lettering addition of the 1950s which caused comment for years. Southern Pacific added a large letter "S" in a white diamond to the dome of certain cars. These were cars which had been *equipped* for liquid sugar service (not which were *in* that service). Usually the modification was only to the bottom outlet of the cars (many cars also received a lining; some lost their heater pipes), and in later years many cars with the diamond-S on the dome were obviously in fuel service. See Table 14-3 for a list of these cars. (Shasta Division Archives)

(Below) In the early years of the diamond-S cars, those actually *in* sugar service were stenciled below the car number, "FOR LIQUID SUGAR LOADING ONLY," as in this example at Crockett, California in 1964, with part of the California & Hawaiian Sugar plant in the background. The car shown, SP 62857, was formerly SP 58636. (J.L. Haugh photo, Arnold Menke collection)



(Above) The diamond-S cars in sugar service were often seen at the C&H plant in Crockett, California but of course the cars were also assigned to other sugar plants, including those of Union Sugar, American Sugar, Holly Sugar, and Spreckels Sugar. Cars for Spreckels were given "Polyclutch" linings as part of their preparation for sugar service; this car was at Spreckels, California, on October 22, 1967. Though tank cars did not have to be re-weighed as did most freight cars (liquid cargo tariffs were by gallonage, not weight), this one, former SP 58581, shows a re-weigh at Watsonville Junction in July, 1967. (Henry Bender)

(Below) The subject of this photograph at Crockett on July 24, 1954 was the local freight train behind Consolidation 2543, but on a C&H siding in the background are Class O-50-13 tank cars SP 58697 and 58712. Note the diamond-S, which obviously is not associated only with the 1960s. (Wilbur C. Whittaker)

