

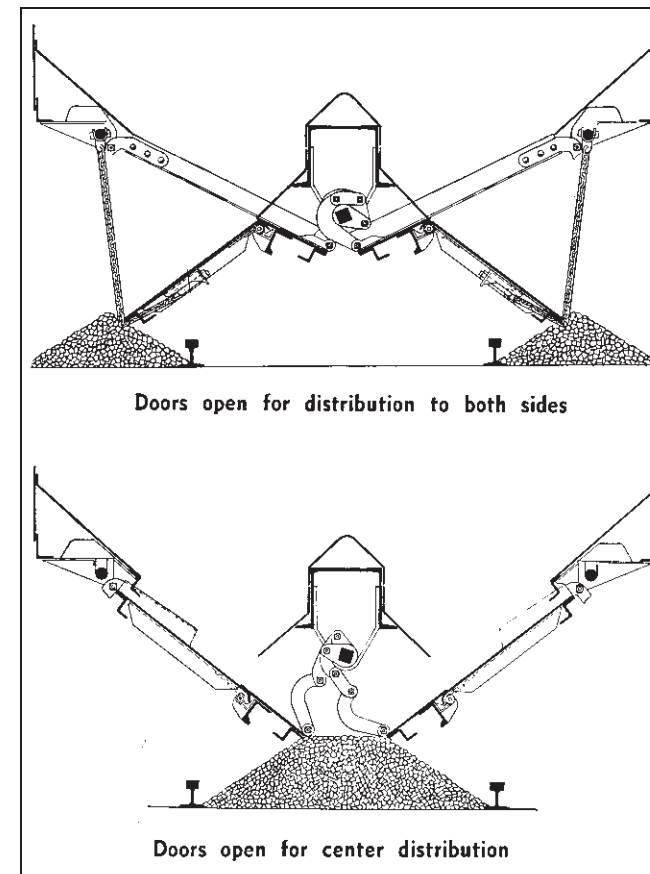


(Above) SP 13291 was photographed in 1952 with the usual 1946 lettering for ballast cars: car number and data in the second panel from the left, medallion in the last panel. Dump doors and operating levers are clearly shown; center dump to right, side dump to left. The Vulcan trucks are original. (negative 8091, CSRM)

(Right) This interesting view shows a car, SP 13459, which received the new block lettering but was not renumbered. It also has a replacement handbrake wheel, and is shown at Niland, California on January 20, 1957. (two photos, Chet McCoid, Bob's Photo collection)



(Left) When renumbered, cars looked like this; see Table 4-2 for a list. The car, formerly SP 13258, was at Ogden, Utah on July 13, 1957. Notice in both of these views that snubbers have replaced a spring group in each truck. It might not ordinarily be thought that improved ride characteristics were essential for ballast loads.



**Table 4-2**  
**1956 Renumbering, 1905–1942**  
**Hopper Cars**

Class	Original Numbers	New Numbers
H-50-1	SP 90900–91299	450000, 450001
H-50-5	SP 13088–13487	470000–470398
H-50-6	SP 13500–13599	470399–470498
H-70-2	SP 13600–13949	470499–470848
H-70-3	SP 13950–14099	470849–470986
G-50-11, -12*	SP 92400–93899	450002–450089

\*HD gondola conversions—see page 59

(Left) The dumping arrangements of the Hart Selective Ballast Car, either inside or outside the rails. (Rodger Ballast Car Company)

(Below) Builder photo for Class H-50-6, a 1937 order of 100 Hart Selective Ballast Cars, which were a design of the Rodger Ballast Car Company, built under contract by AC&F. They were very similar to Class H-50-5, most visibly different in the Klasing hand brake. (American Car & Foundry)

