

This table produced by Frank Dewey and Ed Young shows railcar production and refurbishment at the B&O's Washington, Ind., shops after 1940. A history of the shops appears in the B&ORRHS Sentinel, first quarter 2012, Volume 34, Number 1. It has been compiled from books and materials in the authors' collections.

Class	Number built	Converted from	Number series	Date	Comments
I-5D	260	new	C-1901--C-2160	1925-29	Caboose; wood w/ steel under frame and ends; cupola 24' long
I-13	34	CI&W 651-700	C-1802--C-1835	1941	Caboose; wood w/ steel under frame and bay window; converted L-6 stock cars; C-1800 & C-1801 converted at Mt. Clare; 36' long
I-16	75	M-13 & M-13A boxcars	C-2350--C-2374 C-2750--C-2799	1942 1943	Caboose; wood w/ steel under frame and bay window; converted from M-13 and M-13A 40' boxcars; 28' long
I-17	12	new	C-2850--C-2861	1952-53	Caboose; all steel w/ bay window; 24' long
I-17A	12	I-17	C-2862--C-2873	1953-54	Caboose; all steel w/ bay window; 24' long
	12	new	C-2874--C-2885	1955	ditto
	12	new	C-2886--C-2897	1956	ditto
	12	new	C-2898--C-2909	1958	ditto
	12	new	C-2925--C-2936	1959	ditto
	12	new	C-2937--C-2948	1960-61	ditto

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L-6	49	CI&W 651-700	13000-13048	1927-28	40' long stock cars; 11 cars refurbished and renumbered at Washington Shops converted to I-13 cabooses in 1941
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Class	Number built	Converted from	Number series	Date	Comments
M-15 series	9449	new	several series	1910-1924	40' boxcars; wood sheathed w/ steel under frame; double-door; built for B&O by other car builders
M-24	500	new	187000-187499	1919	40', 50-ton boxcars; outside-braced wood sheathed USRA design; built for B&O by Haskell & Barker
M-15H	2000	M-15	81000-82999	1930s	40' boxcars; wood sheathed w/ steel under frame; converted from double-door to single-door
M-15J	3500	M-15A	83000-86499	1930s	40' boxcars; wood sheathed w/ steel under frame; converted from double-door to single-door
M-24B	40	M-24A	287000-287039	1937	40', 50-ton boxcars; outside-braced wood sheathed hopper-bottom cars; 18 cars converted at Shops
M-15M	180	M-15D	294000-294179	1939	40', wagon-top boxcar; all steel, single-door; for carrying automobiles.
M-55L	9	M-55	166400-166408	1940	40', steel; single door boxcar; auto parts – axles
M-55J	43	M-55	166300-166342	1947	40', steel; single door boxcar; auto parts – engines

M-53B	13	M-53	167100-167112	1949	40', steel wagontop, single door boxcar; auto parts – axles
M-55E	20	M-55	166100-166119	1949	40', steel; single door boxcar; auto parts – Buick engines
M-55K	13	M-55	166126-166138	1949	40', steel; single door boxcar; auto parts – Olds engines
M-57D axles	16	M-57	292200-292210,	1949	50', steel; double door boxcar; auto parts – 292300-292304
M-58C	9	M-58	292600-292608	1949	50', steel double door boxcar; auto parts – front axles
M-59A	32	M-59	298900-298931	1949	40', steel double door boxcar; auto parts – Chevy engines
M-24D	40	M-24A	167050-167089	1950-1951	40', 50-ton boxcars; outside-braced wood sheathed 15 cars converted at Washington Shops; for auto parts service to carry Chevrolet rear axles
M-56	1000	new	285000-285999	1952	40' steel; single door boxcar w/ Duryea under frame
M-58H	23	M-58/M-58B	293100-293119,	1954-55	50', steel double door boxcar; auto parts – V-8 engines 292515, 292519, 292560
M-15N??	400	M-15K	374000-374399	1955	40', wagon-top boxcar; all steel, single-door
M-15NB	47	M-15L	374900-374948	1955	40', wagon-top boxcar; all steel, single-door
M-15P	400	M-15K	375000-375399	1955	40', wagon-top boxcar; all steel, single-door
M-15NA	376	M-15K	374500-374875	1956	40', wagon-top boxcar; all steel, single-door
M-15PE	47	M-15NB	377000-377046	1955	40', wagon-top boxcar; all steel, single-door; 19 cars were converted at Washington, Indiana
M-15PD	352	M-15NA	374500-374875 376000-376351	1956	40', wagon-top boxcar; all steel, single-door; 87 cars were converted at Washington, Indiana
M-56A	112	M-56	?????	1960	40' steel; single door boxcar; auto parts
M-70	46	M-64	472000-472045	1962	50', 70-ton auto parts car
M-73	110	M-58	475500-475609	1962	50', steel, 70-ton; double door; auto parts car
M-71	18	M-64	473000-473017	1963	50', 70-ton auto parts car
M-77A	46	M-58	478100-478145	1963	50', steel, 70-ton; double door; auto parts car
M-65AA boxcar	8	M-65	289158-289164,	1964	50' DF-1 – 19 belt rails; all steel; double door 289244
M-65AB	10	M-65	289165-28174	1964	50' DF-1 – 19 belt rails; all steel; double door boxcar
M-73A	15	M-73	475521, 475525-475531 475533-475539	1965	50', 70-ton auto parts – glass

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O-39D	20	M-24	32500-19	1950	<b>xx'</b> , 50-ton coke car
O-39E	8	M-15f	32076-83	1953	<b>xx'</b> , 40-ton coke car
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P-36B	30	P-35 7000-7039	8050-8079	1964	<b>xx'</b> , 50-ton bulkhead flatcar; pulpwood car; P-35 cars made from M-15PC boxcar under frames
P-25E	10	P-25C	9804, 9811, 9816, 9818-9819, 9823-9825, 9841	1964	<b>xx'</b> , 70-ton packaged lumber flatcar
P-25F	20	P-25C	8080-8099	1965	<b>xx'</b> , 70-ton pulpwood flatcar
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C-17	98	Troop sleeper	1700-1755, 1757-1799	1947	Passenger express car; some later converted for Maintenance of Way service

**Data in red are either unknown or uncertain**

