

Technical drawing of a Penn Central X79 boxcar, showing top, side, and end views.

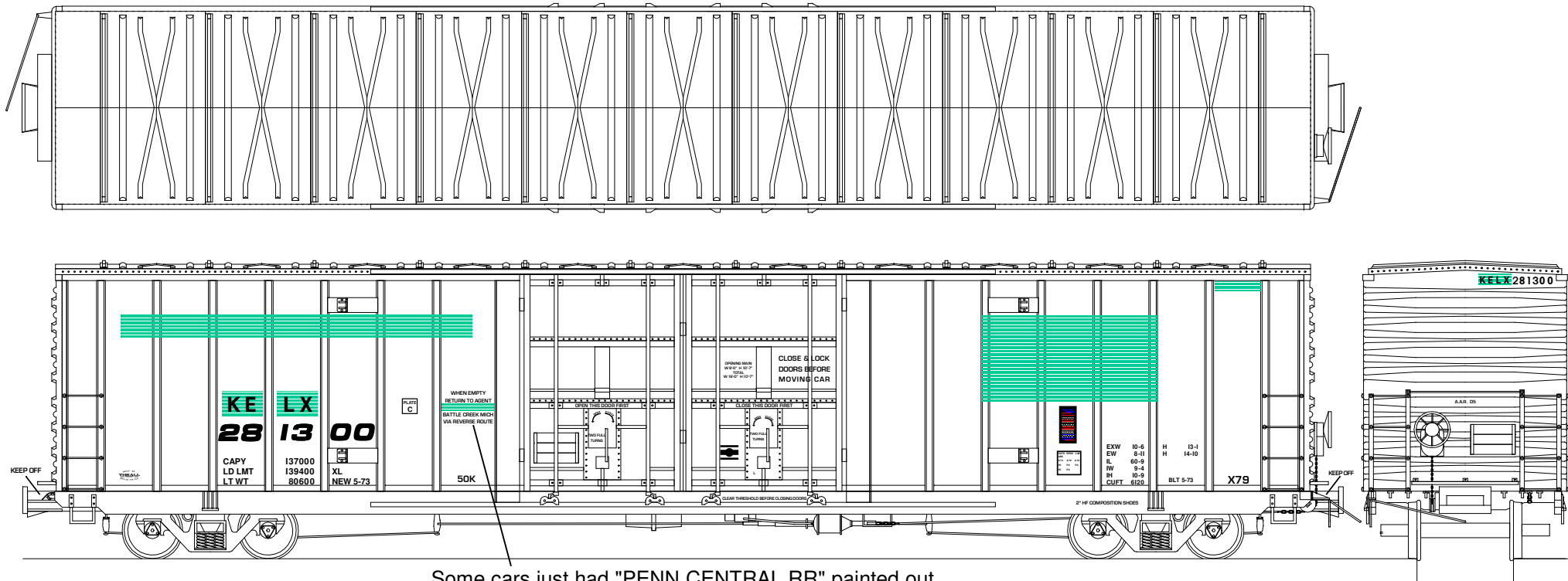
Top View: Shows the layout of the car with 10 X-bracing sections.

Side View: Displays the car's profile with the following details:

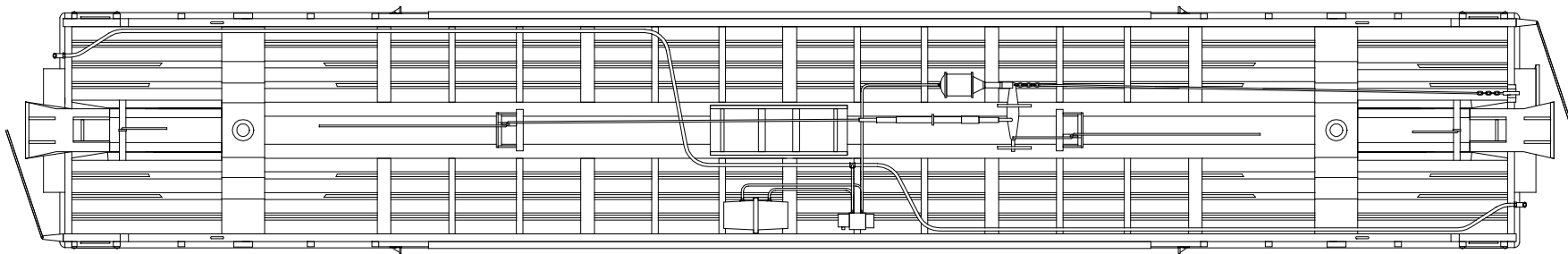
- Car Identification:** P 28 13 00
- Capacity:** CAPY LD LMT LT WT
- Weights:** 137000, 139400, 80600
- XL NEW 5-73**
- 50K**
- PLATE C**
- WHEN EMPTY RETURN TO AGENT PENN CENTRAL B.R. BATTLE CREEK MICH VIA REVERSE ROUTE**
- DOORS:** DOOR 1 (left), DOOR 2 (right), DOOR 3 (right)
- DOOR 1:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 2:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 3:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 4:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 5:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 6:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 7:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 8:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 9:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 10:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 11:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 12:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 13:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 14:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 15:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 16:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 17:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 18:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 19:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 20:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 21:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 22:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 23:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 24:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 25:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 26:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 27:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 28:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 29:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 30:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 31:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 32:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 33:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 34:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 35:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 36:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 37:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 38:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 39:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 40:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 41:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 42:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 43:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 44:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 45:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 46:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 47:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 48:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 49:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 50:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 51:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 52:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 53:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 54:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 55:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 56:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 57:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 58:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 59:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 60:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 61:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 62:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 63:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 64:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 65:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 66:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 67:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 68:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 69:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 70:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 71:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 72:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 73:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 74:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 75:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 76:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 77:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 78:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 79:** 10'-6" W, 13'-1" H, 13'-1" L, 14'-10" H
- DOOR 80:** 10'-6" W, 1

On April 1, 1976 Penn Central was merged into Conrail and all X79 cars were transferred. Most cars continued on in full PC paint until the remaining portion of the ten year lease from the Kellogg Company expired in June 1983. A few X79 cars did receive full Conrail paint jobs in the late 70's.

RAIL YARD MODELS ***PENN CENTRAL X79 BOXCAR***



Some cars just had "PENN CENTRAL RR" painted out, others had the entire "Return to..." block covered



When the X79 fleet was returned to the Kellogg Company they had their PENN CENTRAL lettering, reporting marks and logo painted out. Cars were given KELX reporting marks, but retained their original Penn Central numbering, becoming KELX 281300-281399. The PC green paint-out cars can be modeled by starting with a faded Penn Central green, then using a different shade of green to make the paint out areas. Some photos show a blue-green paint used for covering the affected lettering. In the early 90's, the paint used to cover the lettering became washed out revealing some of the original lettering. This can be simulated by applying all of the lettering, then using paint washes to carefully cover selected areas of the "painted out" lettering. Also note, that by this time the unpainted galvanized roof had started to show some signs of rust.