

FREIGHT CARS

FEBRUARY 1992

Journal



Full Color News Photos
ATSF FT-60 Drawings
ACF's New 6111
More Freight Car Repairs

42

FREIGHT CARS JOURNAL

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COVER PHOTO

ALAX 62407 is the subject of a short photo article on this new design appearing on page 6.

NOTICE

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OBJECTIVES

Freight Cars Journal began publication in 1983 to promote and disseminate the study of railway freight cars and related industries. We are interested in all eras of railroad history and especially welcome contributions on steam-era freight cars. Articles on steam-era revenue freight equipment will be given priority over articles on contemporary equipment. However, if there is insufficient steam-era material, we feel a need to preserve history as it occurs today before it is lost and avoid the shortsightedness of our progenitors. Thus, a special ongoing project of *Freight Cars Journal* has been to document those freight cars built since the cessation of the annual reviews presented by *Railway Age* in 1982.

Freight Cars Journal continues to document tens of thousands of freight cars that have been built since the early 1800s. The Editors welcome new historical information, reviews and corrections including roster information, modeling suggestions, technical evolution, logos and liveries, etc.

FREIGHT CAR NEWS



MMID 3619. Built 2-91 PSM BESS. 2980 cubic foot capacity. Hagerstown, MD April 2, 1991. Kenneth Lehman.

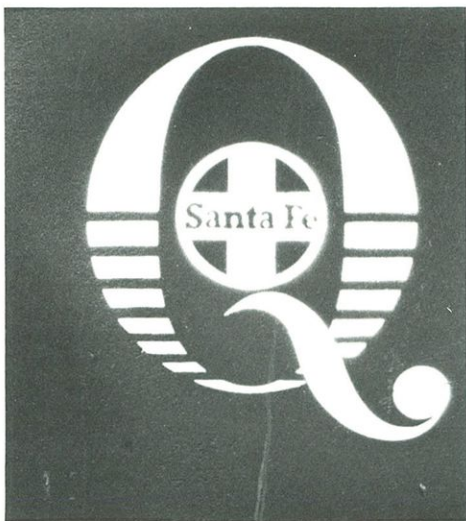


AG 2026. Built 7-90 GUX P. 5757 cubic foot capacity. Photographed March 28, 1991 in Hagerstown, MD. Kenneth Lehman.

RAILROADS

ABBEVILLE-GRIMES RAILWAY CO. In addition to the 100 cars mentioned in FCJ 38:3, the Abbeville-Grimes received another 100 identical new built box cars from Gunderson, AG 2000-2099 were also built 7-90. [K. Lehman]

ATCHISON, TOPEKA, AND SANTA FE recently began adding a "Q" logo to its high-sided freight cars. This makes the fifth railroad car operator to introduce some sort of "Q" on its freight cars (Union Carbide, Monsanto, CSX, and Conrail being the other four). [D.G. Casdorph]



Santa Fe's new "Q" logo as it appears on the upper right hand corner of this grain hopper. D.G. Casdorph.

BURLINGTON NORTHERN Additional information on the new Gunderson built double-stack container cars noted in FCJ 39. BN 64003-64018 are single well cars. BN 64019-64049 are the three-unit drawbar sets.

BN has also acquired 130 new-built 66'0" I.L. gondola cars with 39" bulkheads. The series is BN 580610-580739. Built date reported so far is 6-91. Capacity is 3366 cubic feet. Builder is Gunderson. [C.W. Shaver]

CONRAIL has acquired 54 former DTI (later GTW) 9600-9799 series gondola cars. The cars were rebuilt in 4 = 7-91 and classed by Conrail as GX-52A. Numbers are CR 585000-585053. [C.W. Shaver]

CHICAGO AND NORTH WESTERN has received delivery of 575 new-built coal hoppers from Trinity's Greenville plant. CNW 870100-870674 were built 5 = 7-91. The cars are green, with yellow rotary coupler ends and are triple hoppers with 4000-cuft capacity. These are the first brand-new CNW freight cars since the 1981 wave of 3,050 covered hoppers. [C.W. Shaver]

CSX TRANSPORTATION CSX's "bathtub gondola" rebuilding program is about 300 cars beyond the 4-91 report to the ORER and 3500 cars above where it was in the 4-90 report to the ORER. A recent example, CSXT 386384, was rebuilt in 3-91 from a hopper built in 3-75. CSXT's rebuilt bathtub gons, beginning with 382800, will eventually reach at least through CSXT 389809. [C.W. Shaver]

Add an 8-90 date to the CSXT 620300-620329 series of articulated, double stack, container cars noted in FCJ 38:5. [D.G. Casdorph]

DENVER AND RIO GRANDE WESTERN acquired the ex KCS 900001-901091 series 100-ton coal gondolas. The cars were built in 1984 by United American Car for the Kansas City Southern. Series is now DRGW 900001-901091 (remember the last digit is a check digit only on six-digit KCS cars). [D.G. Casdorph]

DULUTH, MISSABE AND IRON RANGE RAILWAY has acquired some used gondolas from the EJ&E (e.g. DMIR 87945 is ex EJE 87945). [C.W. Shaver]

ELGIN, JOLIET AND EASTERN acquired a number of 60-foot general-service flat cars from the Union Pacific in mid-1990. EJE 6250-6299 were originally built in 1968 as part of the MKT 13100-13199 series. [D.G. Casdorph]

ESCANABA & LAKE SUPERIOR RAILROAD has added 100 former NRUC 5277-cuft box cars to its fleet. ELS 20000-20099 are being leased from GERSCO. The cars have been repainted blue recently. The blue is a slightly darker shade than the NRUC blue. [C.W. Shaver]

GALVESTON RAILWAY, INC. has also added a 767000-series to its fleet. These too are former SSW/SP box cars that were converted from double door to single door (see FCJ 40).

In addition to the various box cars being added to the fleet, the Galveston Railway has also acquired the former WCRC 7400-7449 series Gunderson built center-partition flat cars. Cars are still in red but the original "Fort Hill Lumber" markings have been replaced with "Tricon Forest Products" lettering. New series is GVSR 7400-7449. [C.W. Shaver]

Also, GVSR 7621-7630 were recently acquired. These are Thrall built "Center Beam" flat cars from the WP 1401-1410 series. The Galveston Railway is leasing these from Chrysler Rail Transport (successor to the Transportation Corporation of America). [C.W. Shaver]

More former SP rebuilt piggyback flats are being rebuilt again for extra-long special flat car service (e.g. pipes). This time they're going into GVSR marks (others have gone to WCRC, CRLE etc). GVSR 8400-8499 are assorted classes F-70-57, F-70-60, and F-70-67's. [D.G. Casdorph]

FREIGHT CAR NEWS

GEORGIA NORTHEASTERN RAILROAD has acquired thirty-four 5059-cuft insulated box cars, numbered GNRR 10035-10068, from the Louisville & Wadley LW 10036-10069 series. The L&W obtained them from Conrail; they were originally built by FGE for lease to the Erie Lackawanna.

The GNRR has also added 52 former Y&S box cars to its fleet in 1991 (e.g. GNRR 12037 is ex-YS 12037). [C.W. Shaver]

GREEN MOUNTAIN RAILROAD has acquired six 5150-cuft covered hoppers from somewhere in the NAHX 550000-series. Numbers are GMRC 5009-5014. [C.W. Shaver]

HARTFORD & SLOCOMB RR CO. has acquired 275 covered hoppers from Itel. HS 1765 came from PLCX 18493-18510 or thereabouts (lot 1008, 1-79, Farmers Cooperative Elevator Company, previous lessee); HS 1798, 1800, 1805, 1830 were built by Thrall Car in 10-80 (part of job 769) and were originally leased to Union Equity; HS 1879 is a former ConAgra car (PTLX 33336-33410 or 34695-34770); and HS 1899 is a former FarMar-Co car (PTLX 14411-14710). This is an interesting group of cars; the series is HS 1708-1982. Included are various build dates, and some of the cars are 4740-cuft as well as 4750-cuft. The other interesting thing is that these cars are being leased to three different railroads; HS 1708-1782 to the GTW, 1783-1832 to ATLT, and 1833-1982 to HESR. I guess the cars can make more money for Itel if they're lettered with railroad marks, otherwise why not leave them in their original series? [C.W. Shaver, D.G. Casdorff]

ILLINOIS CENTRAL is leasing former SP intermodal flat cars from Greenbrier Intermodal (series: IC 900480-900579). An example is IC 900534 which is ex SP 900534. [C.W. Shaver]

MARYLAND MIDLAND RAILWAY has acquired thirty new-built covered hoppers for cement transport. MMID 3601-3630 were built by Trinity's Bessemer. AL plant in 2-91. The cars have a 2980 cubic foot capacity (other, recent examples of new-built cement hoppers have had a 3000 cubic foot capacity). These are being based from the Lehigh-Portland plant in Union Bridge, MD, a major MMID customer. [K. Lehman]

MIDLOUISIANA RAIL has acquired 350 used box cars from various sources and numbered them in the MDR 9001-9350 series (e.g. MDR 9151, 5277-cuft. nee Virginia Central; MDR 9202, 5260-cuft. nee LEF, etc.).

MDR 8171-8186 are Evans box cars that appear to have originally come from the RV 2000-2049 series via someone else (CSXT, ETRY are possibilities). These are part of the MDR 8001-8300. All 650 cars (8001-8003, 9001-9350) are being leased from ITEL. [C.W. Shaver]

MISSISSIPPI DELTA RAILROAD recently acquired 100 (leased from GERSCO) box cars with raised roofs. The series is MSDR 192000-192099. [C.W. Shaver]

NORFOLK SOUTHERN has finally done it — (re)introduced "NS" as one of their reporting marks! The first cars we've seen with the new NS reporting mark are a new series of auto transporter cars. NS 171000-171200 are refurbished flat cars (NS 171065 was built in 4-77) that have new-built racks on them. The racks are class FB-515 and were built in 5-91 by Thrall Car, Winder, GA as part of job 669. The auto racks themselves have separate numbers (as is the tradition of Norfolk Southern to do). These are prefixed for the first time by an "NS" as well. Rack numbers are in the 20000-series. [C.W. Shaver]

The next group of cars that have been noted with the "new" NS reporting marks are those former box car-to-piggyback trailer flat conversions. These are being renumbered into a NS 157000-series. Does the Norfolk Southern have a renumbering plan in the works? [D.C. Casdorff]

SANDERSVILLE RAILROAD has acquired seventy (70) new-built woodchip hoppers!! SAN 100-169 were built in early 1991 by Trinity (SAN 136 was built 4-91). The cars have a 7526-cuft capacity. [N. Herring]

SEMINOLE GULF RAILWAY L.P. has acquired eleven 5277-cuft box cars from the GBW 1730-1759 series. Seminole Gulf's numbers are SGLR 1731, 1733, 1737, 1742, 1746-1751, and 1758. [C.W. Shaver]

SOUTHRAIL CORPORATION Additional information on the nee D&H 15000-15149 series gondolas noted in FCJ 39. It appears that all twenty (20) of the TWRY ex D&H gondolas went to SouthRail; all twenty-five (25) of the PW, ex D&H gondolas went to the IHB; and the fifty-five (55) CSS ex D&H gondolas were split between the two railroads. Of these cars, 23 have been transferred again, this time to the Burlington Northern (BN 560950-560972). [C.W. Shaver]

UNION PACIFIC began leasing a number of former SP rebuilt piggyback cars from Greenbrier in early 1990. These are numbered as CHTT 8900-8949 (UP class F-70-L01) and 8950-9038 (UP class F-70-L02). [D.G. Casdorff]

UP has also gotten more of the rebuilt Pullman-Standard grain hoppers with two pairs of Airslide-like outlets (see Jorgensen's article FCJ 38:22). Thirty of them (CHTT 200107-200136) were rebuilt during mid-1991 (7-91 noted). Chrysler Rail Transport is the lessor. These cars have a 4400-cuft capacity. Also, nobody has sighted any cars from the CHTT 200077-200106 series, whenever they were rebuilt (late 1990 or early 1991?). [C.W. Shaver]

WCTU RAILWAY got all twenty of the FFIIX bulkhead flat cars (173000-173019) from Procor Limited. Numbers are WCTR 173000-173019. Also note the WCTU 173145-173154 series. These were acquired in late 1989/early 1990. They are ex-MSRC (same nos.), exx-RSP (same nos.), nee-UNPX (same nos.). [C.W. Shaver]

FREIGHT CAR NEWS



FLIX 8614. 202 HTS Built 3-91 TRN FWS. 2300 cubic foot capacity. Photographed June 1991 south of Mulberry, FL. D.G. Casdorph.



ACFX 79226. Painted 7-90 ACF MILT. Built 2-80 ACF MILT. Safety-Kleen Oil Service, Inc. Tank is non-insulated and has heater coils. 23,399 gallon capacity. Feb. 16, 1991. Johnstown, PA. Kenneth Lehman photo.

FREIGHT CAR NEWS

WISCONSIN CENTRAL WC 34000-34051 are modern looking twin open top hoppers (HM) with an 1800-cuft capacity. The cars look new-built. Does anyone have any further information on these? [C.W. Shaver]

PRIVATE OWNERS AND LESSEES

ADM TRANSPORTATION Something new for ADM — a series of Trinity Power-Flo covered hoppers. ADMX 51001-51046 were built in 5 = 6-91 at Trinity's Fort Worth plant. These are of the 5125-cuft design.

Also, add a 5-91 build date to the corn syrup cars noted in FCJ 40 (ADMX 17431-17592).

Trinity's Longview plant is delivering another 165 vegetable oil tank cars to ADM. The series is numbered ADMX 25501-25665. Build date reported so far is 8-91 (additional dates probable). [C.W. Shaver]

AIR PRODUCTS AND CHEMICALS INC. Previously unreported were six 32600-gallon, DOT 105J300W tank cars acquired in 1989 and built by Procor. APRX 3428-3433 were built in 5-89. [D.G. Casdorph]

AKZO CHEMICALS, INC. Additional information on the pressure tank cars being leased from ACF Industries (c.f. FCJ 38:8). ACFX 73763 was built 12-90 by ACF Milton. It is a 17300-gallon, DOT 105A300W tank car. [T.E. Cobb]

AMEROPAN OIL is leasing some 23500-gallon, insulated, coiled, DOT 111A100W1 tank cars from Union Tank Car Co. (e.g. UTLX 642932, 642400-642401, 642404, and 642406, built 11-90 UTC ECH). [D.G. Casdorph]

AMOCO OIL is leasing forty new-built LPG tank cars from Trinity Industries Leasing Company for propylene transport. Series is TIMX 33400-33439 (e.g. TIMX 33402, 33410, 33425, built 5-90 TRN LGV). These are 33600-gallon, DOT 105J400W tank cars. [D.G. Casdorph]

ARCO CHEMICAL Additional information on GATX 3340 et al noted in FCJ 38:9. Known low and high numbers are GATX 3340 and 3416 respectively. Build dates: 11-90, 1-91. [D.G. Casdorph]

Arco has added a number of insulated, pressure tank cars to its fleet of leased cars. From General American Transportation — GATX 26585 + 26631 were built 3 = 5-91 at Trinity's Oklahoma City plant. And, from Union Tank Car Co. — UTLX 900723 + 900816, built 3 = 6-91 UTC ECH. These are 25750-gallon, insulated. DOT 105J300W tank cars. [D.G. Casdorph]

ARISTECH CHEMICAL is leasing fourteen new-built tank cars from ACF Industries. ACFX 94480-94492 were built 7-91 at ACF Milton. These are 21000-gallon, insulated, coiled, DOT 111A100W1 tank cars. [T. Hodun]

BAYCHEM INTERNATIONAL Previously unreported were a number of 23600-gallon, insulated, coiled, DOT 111A100W1, tank cars being leased from General American Transportation (e.g. GATX 35561, built 4-89 TRN LGV). [D.G. Casdorph]

BORDEN CHEMICAL has acquired seventy-plus methanol tank cars for lease from Union Tank Car (e.g. UTLX 201192 + 201264 built 4-91 UTC ECH). These are 30000-gallon. DOT 111A100W1, non-insulated, non-coiled, general service tank cars. [C.W. Shaver]

BP OIL COMPANY acquired twenty-five new-built 25000-gallon tank cars numbered BPOX 25001-25025. The cars were built in 10-89 by Trinity Longview. [D.G. Casdorph]

BRIMSTONE GROUP, LTD is leasing forty new-built 13800-gallon molten sulphur tank cars from General American Transportation numbered GATX 50060-50099 (e.g. GATX 50084, 50089, 50093, 50099 built 3-90 TRN LGV). [D.G. Casdorph]

CARBONIC INDUSTRIES CORPORATION. Previously unreported — Carbon dioxide tank cars leased from General American Transportation. Examples are:

GATX 7804	8-88	TRN TULS
GATX 38055	7-87	TRN FW
GATX 38064	7-87	TRN FW
GATX 38077	12-86	TRN FW

These are 20100-gallon, DOT 105A500W tank cars. [D.G. Casdorph]

CARGILL, INC. has taken delivery of a new design of covered hopper from Trinity. SAMX 11236-11406 (170 cars) were built 3 = 4-91 at Trinity's Bessemer, AL plant. These are 5551-cuft capacity quads with full length roof hatches. Examples were seen hauling spent grain. [T. Hodun].

There is a slightly new design variation in a recent order of ACF "Center Flow" covered hoppers being leased from ACF Industries by Cargill (e.g. ACFX 45529, 45533, 45539, built 8-91 ACF MILT). The cars are stencilled as having a 4970-cuft capacity. [T. Hodun, E.A. Neubauer]

Cargill has also acquired two-hundred fifty new-built corn-syrup tank cars built by Trinity's Longview plant. CRGX 5577-5826 were built 5, 7-91 (additional dates probable). These are 17600-gallon, insulated, coiled, DOT 111A100W3 tank cars. [C.W. Shaver]

ACF's NEW 6111 COVERED HOPPER

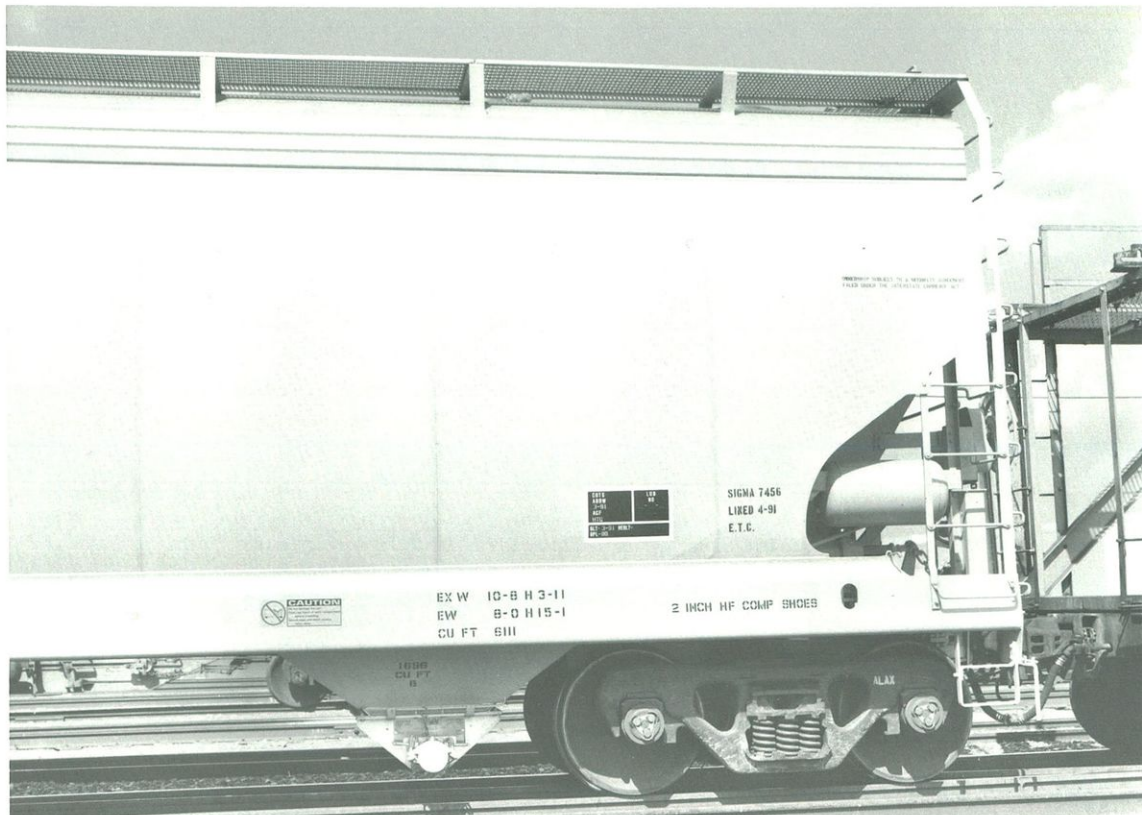
by David G. Casdorff



ALAX 62407 is part of a group of 160 covered hoppers delivered by ACF in early 1991. The cars are similar to ACF's recently introduced 6200 cubic foot covered hoppers. The photos in this article illustrate one of the new 6111 cubic foot cars. Though the car is actually stencilled as having a 6111 cubic foot capacity, one will note that the hopper capacities only add up to 6110 cubic feet. The two outer hoppers each have a 1696 cuft capacity. The two inner hoppers each have a 1359 cuft capacity.



ALAX 62407, detail of left side, "A" end.



ALAX 62407, detail of right side, "B" end. Note the car was lined with Sigma 7456 by East Texas Coatings, Inc., (Nash, TX) in 4-91 (a month after the build date of 3-91).



ALAX 62407, entire left side looking from the "B" end.

THE ATSF FT-60 HEAVY DUTY FLAT CAR

by James Kinkaid and C. T. Bossler

Drawings by James Kinkaid

This is the third in the series "Heavy Capacity and Special Type Flat Car FD FW FM FMS* LA (* = with stenciled capacity of 200,000 lbs. or more).*

Although quite simple and very basic, the ATSF Ft-60 cars are unusual in one major respect: with a capacity of 200,000 lbs., they qualify as Heavy Duty Flat Cars, and as such are listed in a separate section in the *Official Railway Equipment Registers*. Indeed, when I encountered ATSF 90065 at Argentine Yard in Kansas City, this car was so low key that it wasn't until I pulled out the Equipment Register that I realised what it was. So, since this car was on the outside yard track, I went ahead and measured and photographed it, with the accompanying drawings as the result.

Research has shown that the cars were built by Thrall Car at their Chicago Heights plant, and were originally built in at least two groups: the ATSF Ft-60's, AAR class FBS (ATSF 94365-94394, Thrall lot 413-B, in copper anode service); and TP 820980-820999, AAR class FBS (Thrall lot presently unknown, possibly 413-A?, also in copper anode service). In late 1974, the Santa Fe "modified" eight of its original thirty copper anode cars from the ATSF 94365-94394 series into general-service (AAR class FM) heavy duty flats and numbered them ATSF 90060-90067. It is these modified heavy duty flat cars that are the subject of the scale drawings in this article.

All of the cars were built in late 1967 through early 1968. Not all data on the heavy duty flats are available, but the following build dates and light weights give some indication about these cars: 90060 (48700 lbs.); 90065 (51400 lbs., built 1-68); 90066 (built 12-67); and 90067 (50100 lbs., built 12-67).

The FM cars were intended for general service, although at some point in time they were fitted with coupler locks for tandem loading of boiler modules. As I was unaware of this when I measured the car in Kansas City, I didn't think to look for the locks, but since the Equipment Register no longer make any mention of them, I doubt that they are still installed, at least not on all of them.

The cars have a 50k wooden floor, which is 2 $\frac{3}{4}$ " thick and of varying width (this being from 5 $\frac{3}{4}$ " to 8 $\frac{3}{4}$ "), and meets the open top concentrated load requirements of the AAR rule 4d. The cars also came with Scullin 5-10" trucks with 6 $\frac{1}{2}$ x 12" axles and 36" wheels, due of course to the 100-ton capacity. The brake gear is a Universal model 5934, a vertical shaft type, which drops down to a nearly floor level so as to be out of the way for loads. Other than the addition of three triangular gussetts under the floor edge near the car upper sides, there apparently have been no modification to these cars since built. The car that I measured was exceptionally clean and in good repair, even more so considering the way that large loads are frequently tied down (via welding tie downs directly to the car sides).

The Santa Fe's original FBS cars, due to their copper anode racks, have an average weight somewhat higher than the later modified FM cars. The FM average light weight is 49300 lbs., while the FBS averages out at 56500 lbs. I would presume that the Texas and Pacific FBS cars weigh about the same, as there is no visual difference between the two lots. I do not have on hand a publishable-quality photograph of the FBS cars, but in the *1974 Car and Locomotive Cyclopedia*, a photo of TP 820981 may be seen on page S3-164 and the Santa Fe copper anode car is illustrated in the *1970 Car and Locomotive Cyclopedia* on p. 298. As of July 1990, all of the ATSF cars were still in service, and six of the Texas and Pacific cars were still noted in the Equipment Register.

For those so inclined to model, this car would be an ideal scratchbuilder's project. With no rivets except for the grabs, and wooden floor, it should be relatively easy, and might make a nice first time scratchbuilders project, because as you can see, the title "Heavy Duty Flatcar" doesn't always mean exotic.

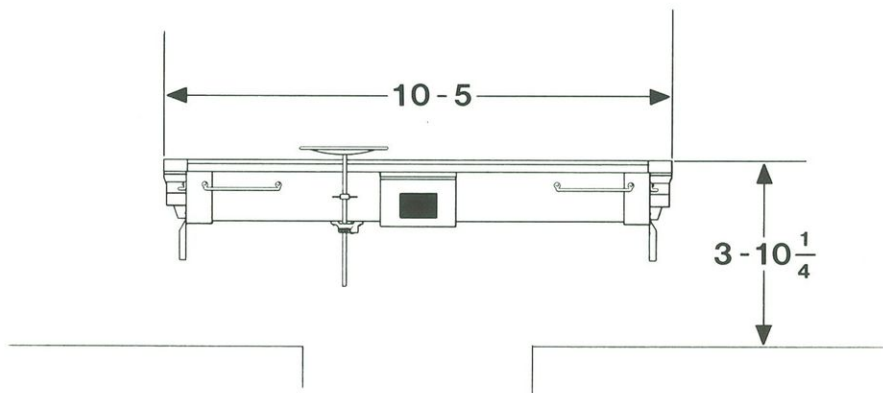
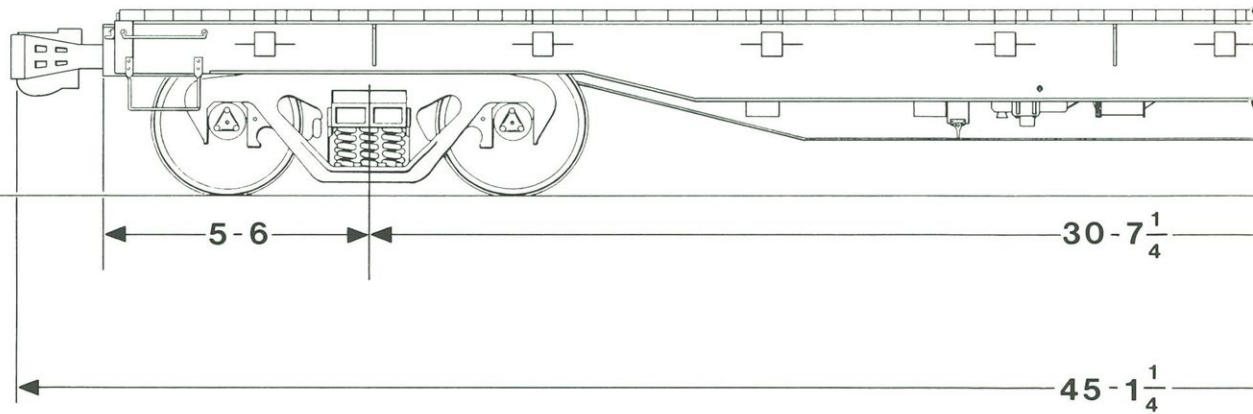
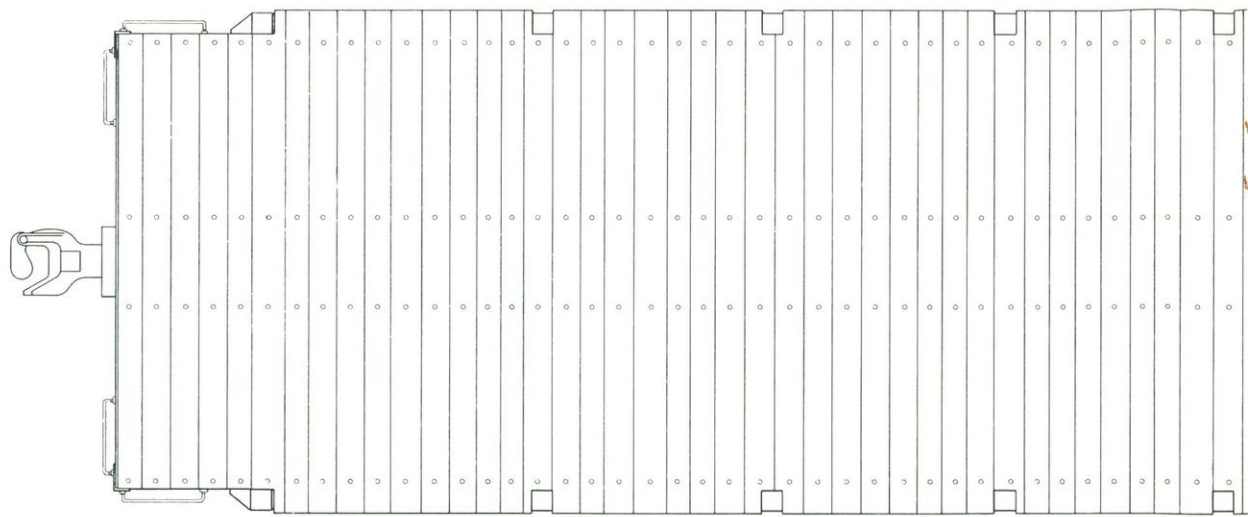
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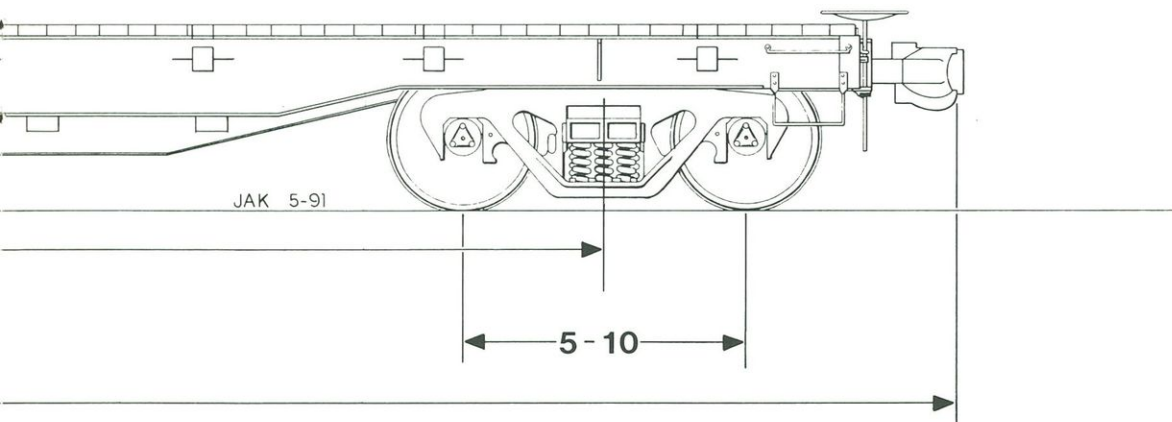
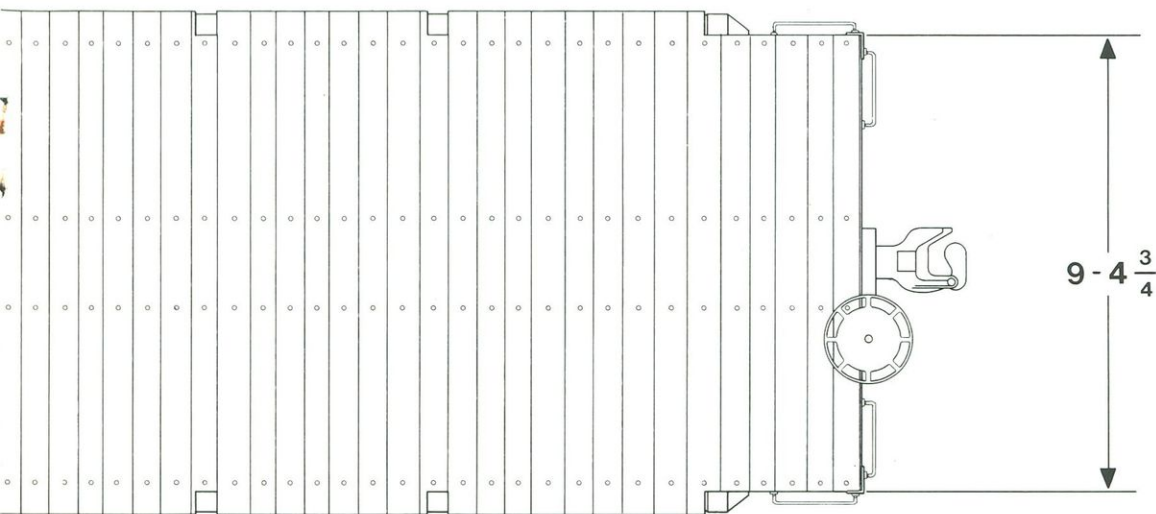
C. T. Bossler, E. A. Neubauer, Richard Schleicher, and Tom Chenoweth.

AUTHOR'S NOTE

Due to the fact that ATSF 90065 was on the outside bowl track at Argentine, I was unable to access the underside for measurements. However, by utilizing various slides and photographs, I arrived at what I considered the correct height of the underframe above the rail. But as this article approached publication date, more information via the Santa Fe Historical Society arrived, which had the data regarding the underframe to rail height, and which indicated that I had miscalculated that height by 2 inches. In addition, the length over the drop shaft of the brake gear was missed by 2 inches as well.

However, all other marked dimensions, along with all other major (and many minor) dimensions were actually measured off the car itself. Because this drawing was already in press with the arrival of the new information, Dave Casdorff and I decided to leave the original drawing as is and note the two deviations here.

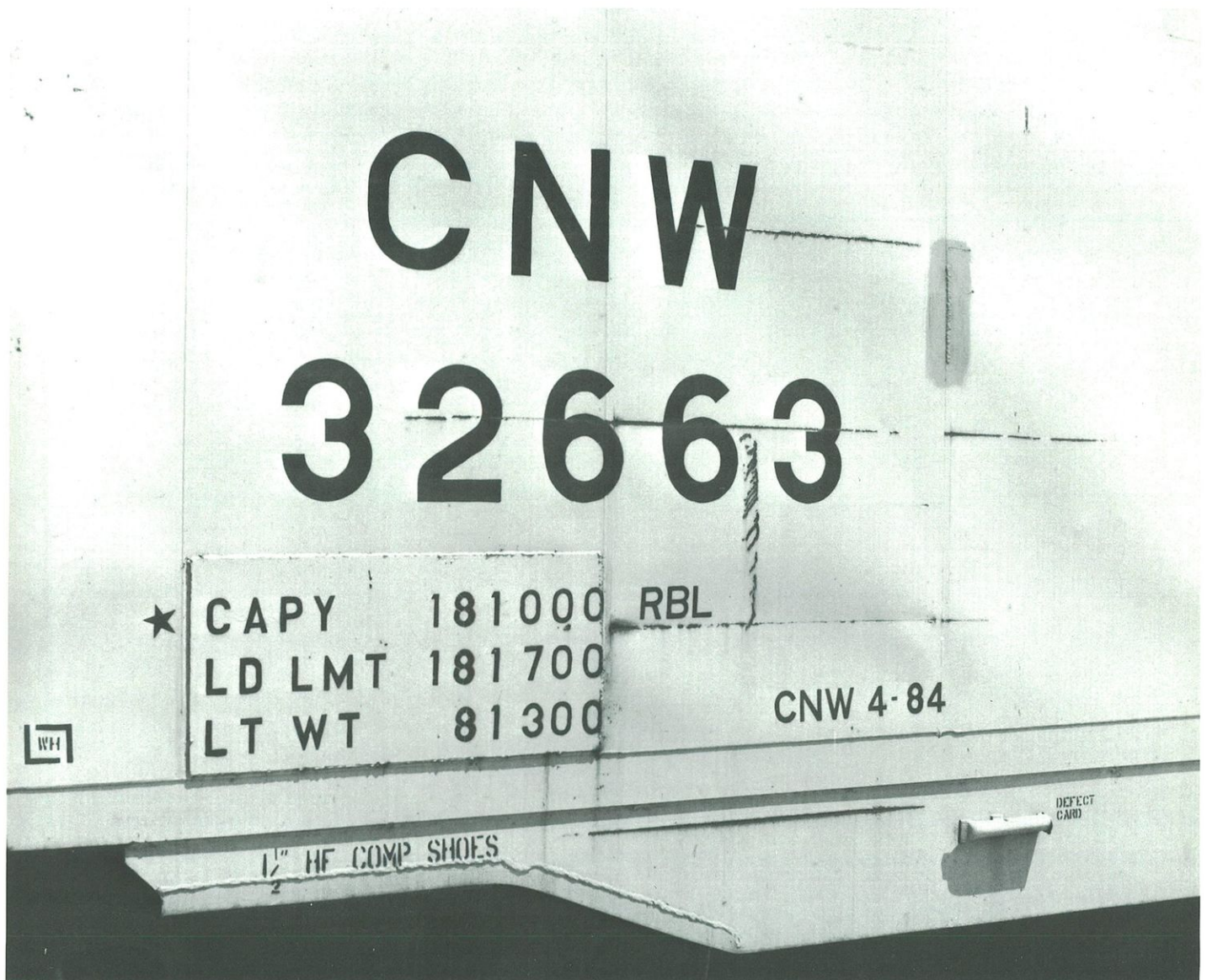




Scale: $\frac{1}{4}$ " = 1 foot

FREIGHT CAR REPAIRS 2. MORE SUGGESTIONS FOR FREIGHT CAR INDIVIDUALITY IN MODELING

by David G. Casdorph



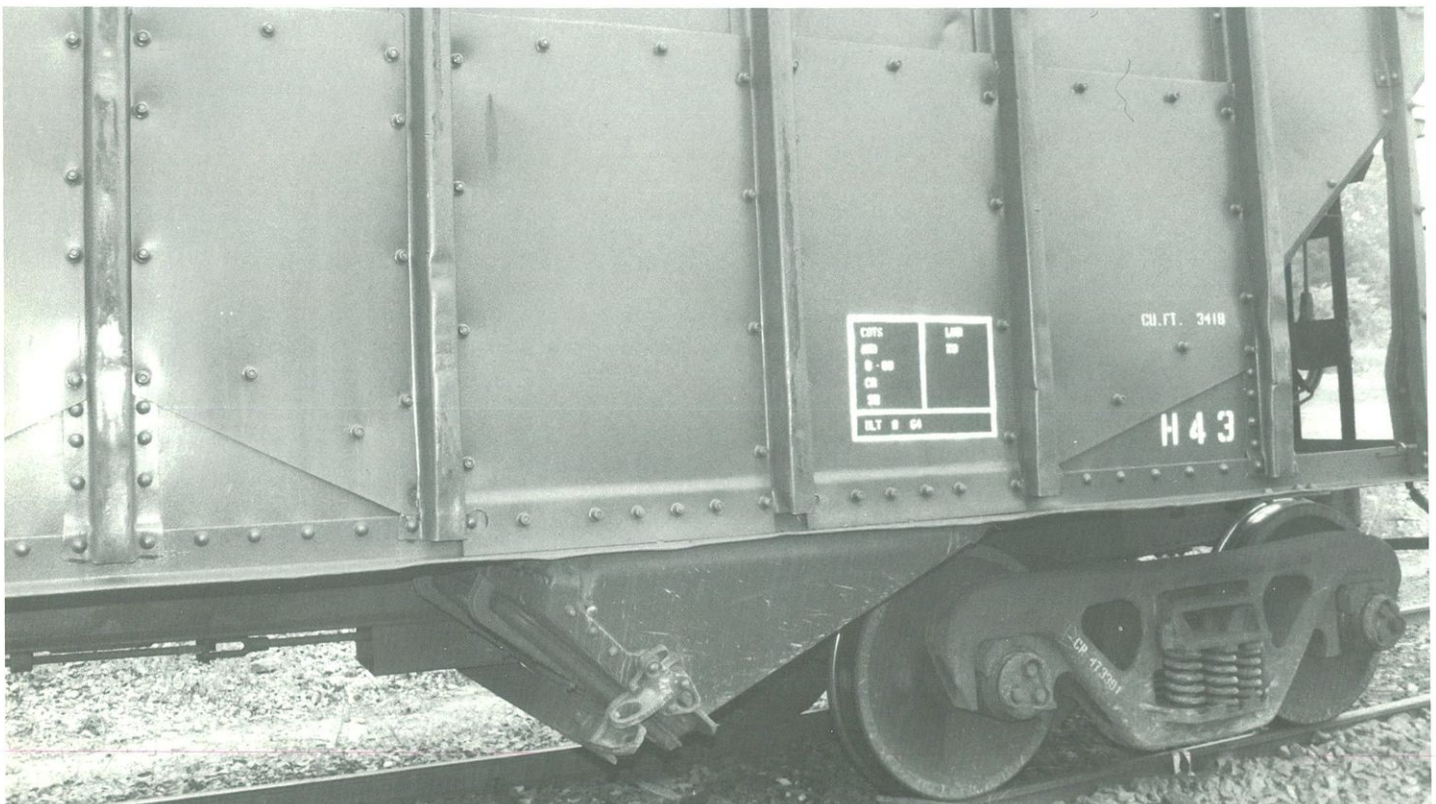
CNW 32663. The damage and repairs evident in this photo offer several suggestions in modeling. First note the rectangular plate with the CAPY, LD LMT and LT WT data. Depending on your modeling scale this can be made easily from scrap styrene cut to shape.

Next, note the three horizontal cuts (the largest is the middle one running through the car's number). These can be simulated by using a scribe (such as Mascot's #300) and then carefully painting a rust color in the line.

Lastly, in the upper right of this photo the repairers have hand brush painted over some weld beads to prevent rust from occurring.



SOU 43704 is an interior post, "smoothside" box car. The repair panels are obvious and again can be made by using thin sheet styrene simply glued over the existing car side and then airbrushing the entire car.



This Conrail H43 coal hopper has had new panels precut to fit between the ribs and even overlap the side sill. This will definitely be more challenging to the modeler due to the "bolted on" method of attaching the panels.

FREIGHT CAR NEWS

CARGILL, INC. - SALT DIVISION has had quite a few changes to its roster recently. A review of the new CLSX covered hopper cars appears below (acquired 2 = 3-91):

CLSX 101-135	8-65	4750	nee SAL 35035-35124
CLSX 201-263	8-65	4800	nee LN 250000-250099
CLSX 401-418	5-69	4750	nee LN 250100-250136

[E.A. Neubauer, C.W. Shaver, T. Hodun]

CHEMICAL LIME, INC. is leasing some ACF PD5000 covered hoppers from ACF Industries. ACFX 45518 was built in 5-91 at Berwick. [T. Hodun]

CHEVRON has acquired twenty-six new-built ACF Center Flow covered hoppers. CHVX 891001-891026 were built 1-91 by ACF. These are of the 5800-cuft design. [C.W. Shaver]

Chevron added 35 LPG tank cars to its fleet in late 1989/early 1990, thus actually preceding those noted in FCJ 38. CHVX 189501-189535 were built 1-90 by Trinity Longview. These are 33700-gallon, DOT 105J300W tank cars. [D.G. Casdorph]

A new series of T106's were acquired in 1991. The series begins with CHVX 291001 (e.g. 291005 built 2-91 and 291077 built 7-91, TRN LGV). These are 23600-gallon, insulated, coiled, DOT 111A100W3 tank cars. [D.G. Casdorph]

CONOCO, INC. is leasing thirty-eight new-built 23600-gallon, insulated, coiled, DOT 111A100W1 tank cars from Trinity Industries Leasing Company numbered TILX 250570-260607 (e.g. TILX 260576, 260580, 260585, built 1-91 TRN OKC).

Conoco is also leasing some new-built tank cars from GERSCO (e.g. NATX 37138 and 37158, built 10 = 11-90 TRN OKC). These are 30000-gallon, non-insulated, uncoiled, DOT 111A100W1 tank cars. [D.G. Casdorph]

CONSERV, INC. is leasing a number of new-built 13800-gallon molten sulphur tank cars from General American Transportation (e.g. GATX 69324, 69331, 69336, 39337 built 9 = 10-90 by TRN LGV). [D.G. Casdorph]

CPC INTERNATIONAL (aka "Corn Products") is leasing a number of 17600-gallon tank cars from General American Transportation (numbers sighted range from GATX 4488 to 4534 so far). An example is GATX 4512, built 2-90 TRN LGV. Compare these to the UTLX cars noted in FCJ 38:9. [D.G. Casdorph]

CRYO-TRANS, INC. has gone back to its tradition of naming its cars with a new group of seventy cars (CRYX 1273-1342). These were built by Gunderson in 4 = 5-91. Capacity is 6902-cuft.

CRYX 1286 (and very probably others) have another variation on the Cryo-Trans lettering scheme. The car is basically in standard white-with-orange paint scheme, complete with name on door (Georgetown, in this case), but has a "Universal Frozen

Foods" logo on the right side. This consists of a light blue snowflake and dark blue lettering (large "Universal Frozen Foods", small "Subsidiary of Universal Foods, Inc."). [C.W. Shaver]

DEGUSSA CORPORATION acquired fifty-four 5850-cuft covered hoppers for carbon black transport. DCBX 1001-1054 were built 12-90 TC CH. [D.H. Smith/D.G. Casdorph]

THE DETROIT EDISON COMPANY has acquired new aluminum coal gondola cars built by Thrall Car. DEEX 5501-5627 and 8925-8999 have cars with 5-91 build dates. It should be noted that the cars in the 5501-5627 series are the second group of cars to occupy this series — Detroit Edison got rid of its steel-sided cars in series 5501-5800 to the Chicago & Illinois Midland (as reported in FCJ 39:3), just a month or two before getting the aluminum cars.

Add a 3-91 to the dates of cars in the DEEX series 5153-5500 (Thrall job 656, see FCJ 39:4).

Details on some older DEEX aluminum coal gons; cars in series 7601-7966 were built by Ortnier in early 1985 (1-85 observed); cars in series 8101-8776 were built by Greenville in late 1985 (11-85 noted). Both series have yellow-painted rotary ends, as do all of the new Thrall cars mentioned above. [C.W. Shaver]

DOW CHEMICAL Additional information (see FCJ 34:7). Add a 6-89 build date to the UTLX 600284 + 600350 caustic soda tank cars being leased from Union Tank Car. These are insulated and coiled. Lithcote lined the cars with Sigma 7436 in 7-89. [D.G. Casdorph]

Dow is also leasing more new-built tank cars from ACF Industries. The latest, ACFX 94394-94417, were built in 5-91 at Milton. These are 21000-gallon, non-insulated, uncoiled, DOT 111A100W1 tank cars. [T. Hodun]

Previously unreported — leased chlorine cars from General American Transportation (e.g. GATX 68805 built 4-87 TRN LGV, cf. FCJ 28:8) and Union Tank Car (e.g. UTLX 27545 built 7-83 UTC ECH and UTLX 27567 built 1-83 UTC ECH; UTLX 920071, 920075, built 11-88 UTC ECH). These are 90-ton capacity, high-pressure, DOT 105A500W (105S500W for the 1988 UTLX cars) tank cars. [D.G. Casdorph]

Previously unreported — leased general-service tank cars from General American Transportation (e.g. GATX 22975 built 8-89 TRN LGV, 20400-gallon non-insulated, non-coiled, DOT 111A100W1, Sigma 7436 lined). [D.G. Casdorph]

Previously unreported — leased general-service tank cars from General American Transportation (e.g. GATX 28419, built 7-87 TRN LGV). [D.G. Casdorph]

Previously unreported — leased high-pressure vinyl chloride tank cars from Union Tank Car Co. (e.g. UTLX 900524, built 10-88 UTC ECH, a 25700-gallon, DOT 105J300W tank car). [D.G. Casdorph]

FREIGHT CAR NEWS

EADES COMMODITIES COMPANY has acquired four of the new Trinity 5551-cuft design covered hoppers (e.g. SCGX 5204, built 4-91 TRN BESS). This design appears to be similar to the larger 5851-cuft design cars, but with steeper slope sheets. [E.A. Neubauer]

ENVIRONMENTAL PROTECTION AND IMPROVEMENT CORP. (R.J. Longo Construction Co. Inc./Virotech Systems Inc. dba EPIC) began running 28-cubic yard open top containers for refuse transport in early 1991. The containers were built by Accurate Industries, Williamstown, NJ. The containers are 20-foot by 8-foot. Because of the weight these were originally being loaded only three to an 89-foot flat car (which normally could hold four 20-foot containers). [J.L. Becker]

About the end of July, EPIC began placing the first of 200 new built two-unit, three-trucked, articulated, "spine" cars numbered EPIX 91001-91200. The cars can carry two containers per unit (total four per car). Each unit has a 144000 pound capacity and have an overall length of 87' 11". Another unusual thing about the cars is the AAR mechanical designation of "LF" instead of FCA like other recently built container "spine" cars. The cars are believed to have built by Berwick Freight Car, but, this has not been confirmed as of press time. [C.W. Shaver]

ETHYL CORPORATION is leasing a number of new-built 20500-gallon, insulated, coiled, DOT 111A100W3 tank cars from Union Tank Car Co. (e.g. UTLX 641970, built 4-90 UTC ECH). [D.G. Casdorph]

Previously unreported, GATX 30356 + 30387 were built 10-87 by Trinity (this is part of the Series GATX 30301-30400). These are 30000-gallon, non-insulated, uncoiled, DOT 111A100W1 tank cars usually used in hexene transport. [D.G. Casdorph]

ETHYL PETROLEUM ADDITIVES, INC. is acquiring new built 21000-gallon, insulated, coiled, DOT 111A100W1 tank cars from ACF's Milton, PA plant. Examples ECDX 912101-912106 were built in 8-91. Note the unusual numbering system used by this fleet. The first two numbers are the year (1991). The second two numbers are the gallons times 1000 (21000). And, the last two numbers are the individual car numbers. [T. Hodun, E.A. Neubauer]

EXXON CHEMICAL AMERICAS has relettered and renumbered fifty former Union Tank Car covered hoppers. These are renumbered as follows:

UTCX 46086-46099 to ECUX 858001-858014
UTCX 46215-46239 to ECUX 858015-858039
UTCX 46075-46085 to ECUX 858040-858050
[C.W. Shaver]

FINA OIL AND CHEMICAL Previously unreported. Fina began leasing a small number of 23700-gallon, DOT 111A100W1 tank cars from General American Transportation in 1986 (e.g. GATX 28302, built 9-86 TRN FW). [D.G. Casdorph]

GANTRADE CORPORATION is leasing some new-built tank cars from General American Transportation (e.g. GATX 3503 built 2-91 TRN LGV). This is a 23600-gallon, insulated, coiled, DOT 111A100W1 tank car. [D.G. Casdorph]

GENERAL AMERICAN TRANSPORTATION. They're ba-a-ack! Articulated "Airlides," that is. The example seen was GACX 46879. Both sections of this car were built in 6-70 (I could tell which unit was the original 46879, because it still has the square logo-plate from a previous lessee). The pair is connected by a drawbar; overall length is 88'0". This car was repainted in 4-91. There are apparently three other articulated cars, 46780, 47135, and 47142. [C.W. Shaver]

GENERAL ELECTRIC RAILCAR SERVICES CORPORATION added another 120 insulated, coiled, general-service tank cars in late 1990. NATX 50515-50634 were built 11 = 12-90 by Trinity's Oklahoma City plant. [D.G. Casdorph]

B.F. GOODRICH INTERMEDIATES is leasing some new-built LPG-like tank cars from Union Tank Car Co. (e.g. UTLX 910056, built 7-90 UTC ECH). These are 33700-gallon, DOT 105J400W tank cars for propenes transport. [D.G. Casdorph]

GRAIN PROCESSING CORPORATION is leasing a few ACF PD5000 covered hoppers from ACF Industries. ACFX 45508 and 45513 were built 5-91 at Berwick. [T. Hodun]

Previously unreported were a number of new-built, 30000-gallon, non-insulated, uncoiled tank cars being leased from General American Transportation (e.g. GATX 24050, built 1-88 TRN TULS). [D.G. Casdorph]

GWJ LEASING CORPORATION has rebuilt a number of covered hoppers and numbered them in the GWIX 4016 + 4107 group. The cars probably come the GWIX 52000's that were originally from the NAHX 52000's. These were originally built in the first half of 1966 at AMFB TX. Rebuild dates are 2 = 5-91 ECC WR. [E.A. Neubauer]

FARMLAND INDUSTRIES has acquired seventy new-built open-top phosphate hoppers from builder Trinity Industries. FLIX 8600-8669 were built 2 = 5-91 by Trinity, Fort Worth. The cars are of an Ortner rapid discharge design. Each car has a 2300 cubic foot capacity.

Also, previously unreported was the transfer of about 65 former CSX dry-rock phosphate hoppers in 1989. There are two groups FLIX 6600-6644 (1970 cu.ft. capy) and FLIX 7700-7719 (2684 cu.ft. capy). [D.G. Casdorph]

FREIGHT CAR NEWS

HENKEL CORP. is leasing a number of new-built tank cars from General American Transportation (e.g. GATX 37189, built 3-91 TRN OKC). [D.G. Casdorff]

J.M. HUBER Previously unreported — leased 20400-gallon, insulated, coiled, general-service tank cars from General American Transportation (e.g. GATX 34395, 34396, built 7-88 TRN LGV). These have since been re-stencilled as being leased to Trinity Chemical Industries, Inc. [D.G. Casdorff]

LUBRIZOL CORPORATION is leasing a number of new-built insulated, coiled, 20400-gallon general-service, DOT 111A100W1 tank cars from General American Transportation (e.g. GATX 37184 built 3-91 TRN OKC). [D.G. Casdorff]

MOBAY CORPORATION is leasing twenty new-built 23500-gallon, insulated, coiled, DOT 111A100W3 tank cars from Jansen Rail Car. [D.G. Casdorff]

MOBIL OIL CORPORATION Previously unreported — at least 75 non-insulated, coiled, 26400-gallon, DOT 111A100W1 tank cars leased from General American Transportation (GATX 53933 + 54002 built 8 = 10-89 TRN OKC). [D.G. Casdorff]

MONSANTO COMPANY is leasing additional tank cars (e.g. UTLX 641893, built 2-91) for phosphorus transport from Union Tank Car (cf. FCJ 39:5 and FCJ 38:11). [T.E. Cobb]

NASHTEX LEASING America's newest tank car builder and designer, Texana Tank Car of Nash, TX has delivered its first tanks to Nashtex Leasing (presently unconfirmed, but I'm fairly confident that this is associated with Texana Tank). NTLX 1001-1047 were delivered 8-90 = 6-91. These are 30000-gallon, non-insulated, uncoiled, DOT 111A100W1 tank cars. [D.G. Casdorff]

JOHN NEAS TANK LINES INC. Add a 7-90 build date to the series of ten 23500-gallon tank cars built by Union Tank Car and numbered JNTX 1041-1050 (see FCJ 38:11).

NORTH DAKOTA MILL AND ELEVATOR ASSN Additional information (see FCJ 39:5). GACX 56814 and 56822 were also built in 12-90 and leased to North Dakota Mills. [T. Hodun].

In addition to those mentioned above and in FCJ 39, North Dakota Mills has also acquired a few new-built "Airlides" in 1991. GACX 56924-56924 were built in 5 = 6-91 at Trinity's Fort Worth plant. These are of the newest "Airlide" design with a 4895-cuft capacity. [D.G. Casdorff]

OCCIDENTAL CHEMICAL CORPORATION AGRICULTURAL PRODUCTS acquired one-hundred 13600-gallon, insulated, coiled, DOT 111A100W1 tank cars for molten sulphur transport. OCCX 3001-3100 were built 12-89 = 2-90 by Gulf Railcar Inc. [D.G. Casdorff]

OCCIDENTAL CHEMICAL, ALATHON POLYMERS DIVISION In addition to the ACF built 6200-cuft covered hoppers acquired in late 1990 (see FCJ 40), the Alathon Polymers Division has added 160 ACF built 6111-cuft covered hoppers. ALAX 62251-62410 were built 3-91 at ACF's Huntington, WV plant (additional dates probable). [D.G. Casdorff]

OCCIDENTAL CHEMICAL CORPORATION, PETROCHEMICALS DIVISION acquired fifteen new-built 21200-gallon, insulated, coiled, DOT 111A100W3 tank cars in 1990. OPIX 21001-21015 were built 6-90 UTC ECH. [D.G. Casdorff]

OLIN CORPORATION is leasing a number of new-built 20400-gallon, insulated, coiled, AAR 111A100W1 tank cars from General American Transportation (e.g. GATX 37126, built 6-90 TRN LGV). These are being used for toluene diisocyanate transport. Compare to FCJ 35:8 for those leased from Union Tank Car and Trinity Industries Leasing. [D.G. Casdorff]

PHELPS DODGE began leasing 102 new-built 13600-gallon, non-insulated, uncoiled, DOT 111A100W2 tank cars in 1989 for sulphuric acid transport from Union Tank Car. Numbers are UTLX 125104-125205 (e.g. UTLX 125137, built 4-89 by UTC ECH). [D.G. Casdorff]

PROCOR has received delivery of one-hundred sixty-one 5810-cuft quad covered hopper cars from National Steel Car. UNPX 123660-123820 were built 5 = 6-91. [T. Hodun, D.R. McQueen, C.W. Shaver]

SHELL OIL can be added to the growing list of companies acquiring and/or leasing new-built LPG (and LPG-like) tank cars. Examples leased to Shell — UTLX 910004, 910006, 910014, 910020, built 1 = 2-90 UTC ECH; UTLX 910246 and 910253, built 6-91 UTC ECH. These are 33700-gallon, DOT 105J400W tank cars. [D.G. Casdorff]

STEPAN COMPANY recently began leasing a number of 20600-gallon, insulated, coiled, DOT 111A100W1, tank cars from Union Tank Car (e.g. UTLX 650637 built 1-91 UTC ECH). [D.G. Casdorff]

SUN REFINING & MARKETING is leasing new-built LPG tank cars from Union Tank Car Co. An example is UTLX 910176, built 3-91 UTC ECH. This is a 33900-gallon, DOT 105J400W tank car. [D.G. Casdorff]

TENNECO MINERAL COMPANY is leasing a number of 3200-cuft ACF "Center Flow" covered hoppers from ACF Industries. ACFX 28517, 28522, 28523, and 28526 were built in 6-91 by ACF Milton. [T. Hodun]

FREIGHT CAR NEWS



GATX 96820. Converted 1-91 to a DOT class 111A100W5. Leased to Pioneer Chloralkali. Photographed in May 1991 at Mojave, CA on the new Fuji Velvia (ISO 50) slide film. Note how white the whites are! D.G. Casdorph.



UCEX 91220. Built 4-91 TRN MO. 4000 cubic foot capacity. Photographed at Cheyenne, WY on June 28, 1991. T.E. Cobb.

FREIGHT CAR NEWS

TEXACO REFINING & MARKETING has substantially increased its fleet of leased LPG cars in 1991. Examples include:

GATX 61651 + 61700	3 = 4-91	TRN LGV
TILX 300810 + 300814	3-90	TRN LGV
TILX 400126	4-90	TRN LGV
UTLX 910127 + 910151	10 = 11-90	UTC ECH

All of the above cars are circa 33700-gallon, DOT 105J400W tank cars. [D.G. Casdorph]

TRANSCISCO LEASING COMPANY has acquired 575 new-built aluminum "CoalPorters" from Bethlehem Steel Car. The cars are unpainted aluminum (yellow rotary ends, yellow panels for the reporting mark and number; just like on the Chicago Rail Link BethGons of 1989), and they're 4400-cuft (same as the BN car on the cover of FCJ 38), load limit 219000 pounds. With an overall length of 53'1", they're as long as the CRL's 4300-cuft cars - almost 5½ feet longer than CSXT's - but their extreme height is 12'10", three inches taller than CRL's 4300-cuft aluminum cars and 15 inches taller than CSXT's 3560-cuft steel cars. The FCJ staff believes these cars are the ones mentioned in the May 1991 *Railway Age* that were ordered by the Union Pacific. The most interesting thing about the cars is the stencilling near the number: "Car Structure Designed For 286000 lb. GRL." The load limit and light weight add up to 263000 pounds and the 6½" x 12" bearings are typical 100-ton. A 286000 pound gross rail load would add a good ten tons to the capacity (making it about 121 tons for this car), and would justify the car's huge size. A similar capacity rating was done with last year's order of BN covered hoppers. Numbers are MCHX 30000-30574, built 3 = 5-91. [C.W. Shaver]

TRINITY CHEMICAL INDUSTRIES, INC has acquired the lease on a number of J.M. Huber 20400-gallon general-service tank cars circa 1990 (see J.M. Huber entry above for more details on the tank cars). [D.G. Casdorph]

TRINITY INDUSTRIES LEASING has added a series of new-built four-compartment tank cars to its fleet (multi-compartment tank cars are rare). Some examples are TILX 210000, 210001, and 210004, built 6 = 7-91 at Trinity's Longview plant. These are insulated, DOT 111A100W1 tank cars with each compartment having about a 5550-gallon capacity. [T.E. Cobb]

TRINITY METHANOL CO. is leasing a number of 30000-gallon, non-insulated, uncoiled tank cars from Union Tank Car (e.g. UTLX 201189, built 4-91 UTC ECH). [D.G. Casdorph]

TTX, COMPANY (TRAILER TRAIN) has received its first production four-unit 89-foot drawbar flats. The order is for fifty cars numbered RTTX 165000-165049. These are capable of carrying various length trailers including a dozen 28-foot pups. Trailer Train class for these is 4BSF11. Rebuild dates for this group range from 6 = 8-91. The original 89-foot flats were built in 1968-69 by Bethlehem Steel Corporation. [D.G. Casdorph]

Continued deliveries of articulated "all-purpose spine cars" include TTAX 76748 + 76798 built 6 = 7-91 at Trinity's Dallas plant. [D.G. Casdorph]

UNION CARBIDE has begun leasing a small number of new-built 24000-gallon, DOT 105J100W tank cars for ethylene oxide transport (e.g. UTLX 910088, built 9-90 UTC ECH).

And is leasing two more groups of new-built non-insulated, uncoiled tank cars from Union Tank Car (e.g. UTLX 201218, built 3-91, DOT 111A100W1, 29950-gallon; and UTLX 201242, built 1-91, DOT 111A100W3, 27400-gallon). [D.G. Casdorph]

UNION ELECTRIC COMPANY has acquired a number of new-built aluminum coal hoppers built by Trinity in 1991 (e.g. UCX 91220, HTS, built 4-91). [T.E. Cobb]

UNION TANK CAR Previously unreported. About 400 tank cars were built in 1984 for molten sulphur service. UTLX 61000 + 61420 were built 3 = 9-84. These are insulated, coiled, DOT 111A100W1, 13500-gallon tank cars. [D.G. Casdorph]

Union Tank Car also added twenty 23400-gallon, stainless steel, insulated, coiled, DOT 111A100W6 tank cars numbered UTLX 647089-647108 to its leasing fleet. These were built in 10-89 by Procor. [D.G. Casdorph]

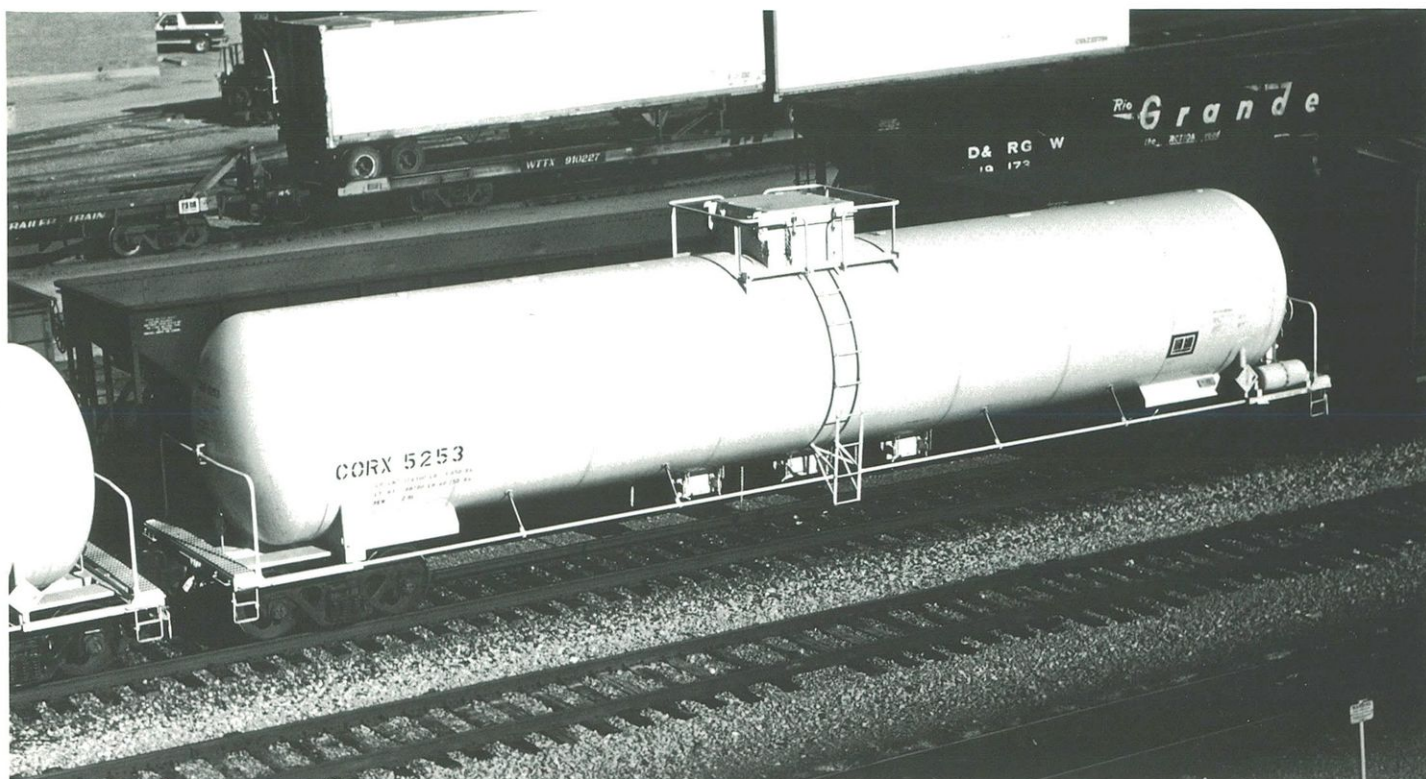
Union Tank Car's leasing fleet has also acquired one-hundred 6100-cuft covered hoppers. Numbers are UTCX 59134-59233 built in 9 = 10-90 by Thrall Car. [D.G. Casdorph, C.W. Shaver]

VERTAC, INC. Previously unreported. ACFX 77188-77197 were built in 4-85 at ACF Milton. ACFX 77196 was originally leased to Vertac and has recently been re-leased to Cedar Chemical Corp. These are 17400-gallon, insulated, DOT 105A500W tank cars for chlorine transport. [T. Hodun]

VISTA CHEMICAL is leasing new-built LPG tank cars from Union Tank Car Co. (e.g. UTLX 910027, 910034, 910046, built 4 = 5-90 UTC ECH). These are 33700-gallon, DOT 105J400W tank cars. [D.G. Casdorph]

WESTVACO CORPORATION Previously unreported. Westvaco began leasing ten 10000-gallon, insulated, coiled, DOT 111A100W1 tank cars from Shippers Car Line, ACF (now known as ACF Industries) in 1982. ACFX 75757-75766 were built 11 = 12-82 by ACF Milton. [T. Hodun]

FREIGHT CAR NEWS



CORX 5253. Built 2-91 UTC ECH. Photographed July 5, 1991 in Denver, CO. Hal Brown.



SAN 136. Built 4-91 by Trinity. Wood Chip Hopper. Jesup, GA, May 23, 1991. Neill Herring.



CLSX 414 at Allentown, PA in June 1991. E.A. Neubauer.



CR 503844 is a class G52L displaying the new "Conrail Quality" logo. Photographed May 1991. E.A. Neubauer.



GATX 4515. Built 2-90 TRN LGV. Leased to Corn Products for corn syrup transport. Allentown, PA July 1991. E.A. Neubauer.

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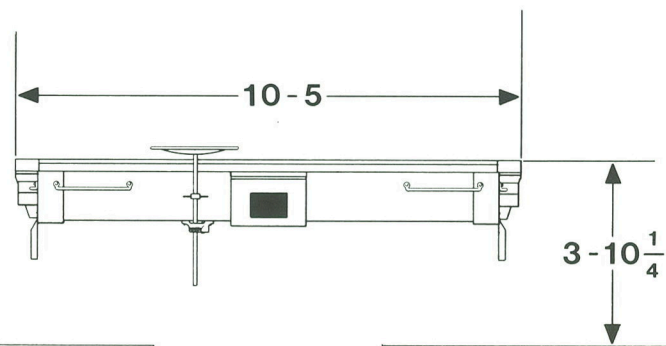
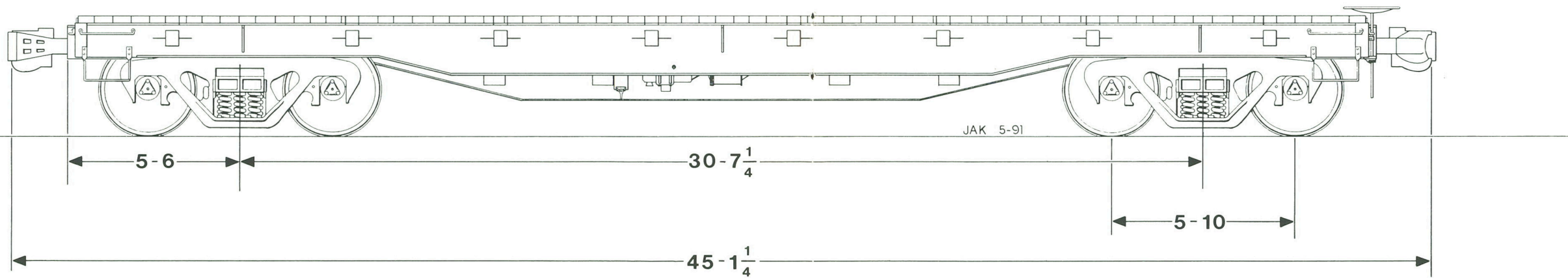
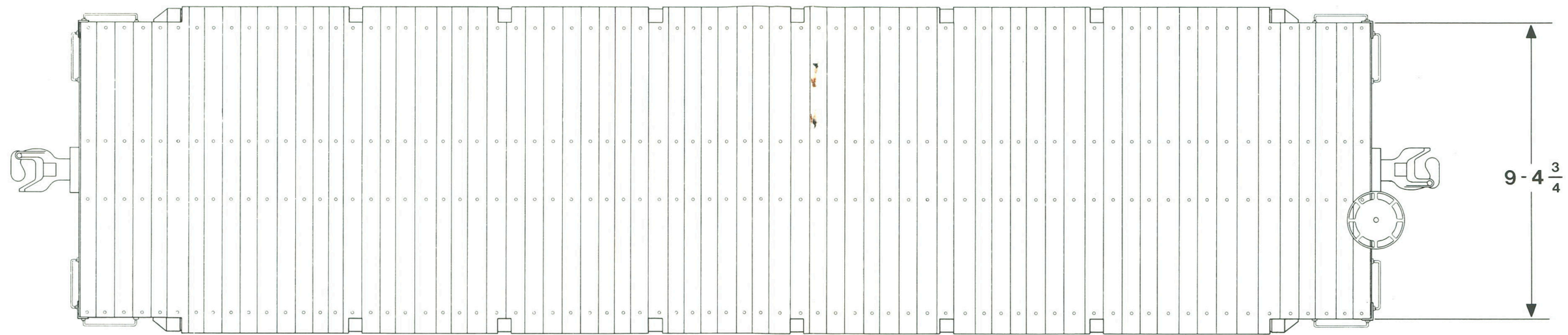
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