

FREIGHT CARS

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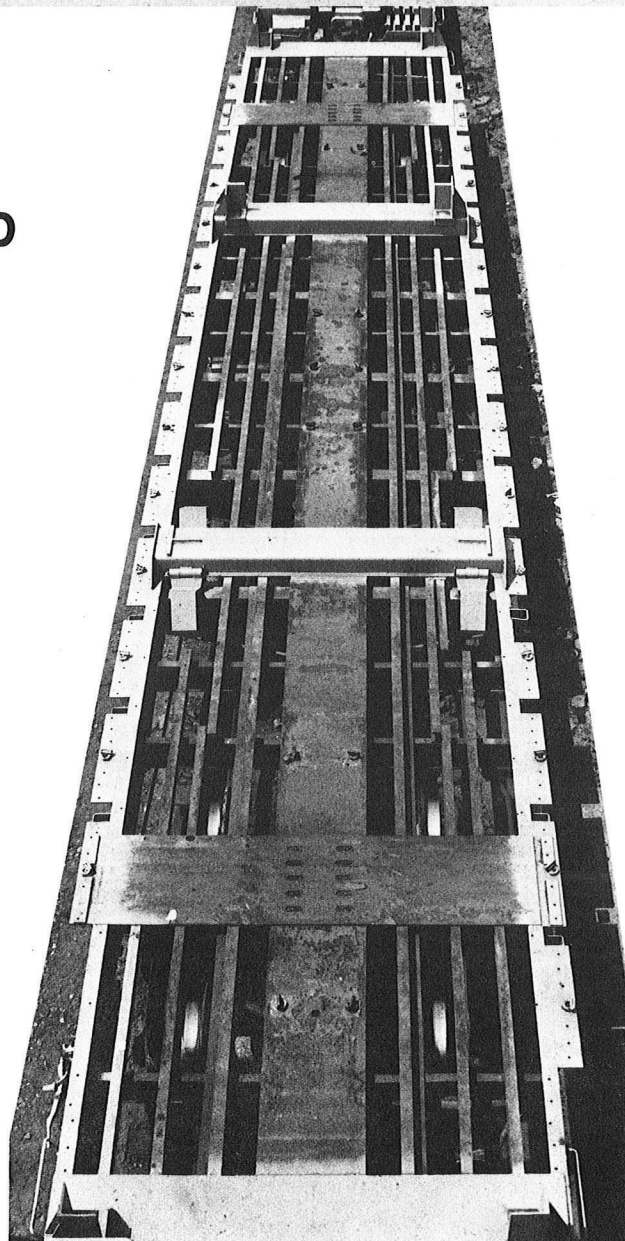


LEHIGH & NEW ENGLAND FREIGHT CAR ROSTER

CLASS 1 & 2
RAILROAD NEWS

SHORTLINE
NEWS

PRIVATE OWNERS
& LESSEES NEWS



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-Cover Photos-

Canadian National 398000, the new articulated grain hopper designed especially for branch lines. See page 8. (photo by Mark Kindrachuk, 23 July 1985)
VTX 97697, Trailer Train's newest container car conversion. Formerly a standard flat car, now has flooring removed and container brackets added for transporting either three 20-foot or one 40-foot and one 20-foot containers (D.G. Casdorff)

LEHIGH & NEW ENGLAND FREIGHT CAR ROSTER

compiled by ERIC A. NEUBAUER

Lehigh & New England freight equipment was simply ordinary. Good Photographs are rare, especially of LNE Railroad equipment. Most photographs I have seen are of LNE Railway equipment. LNE Railway was a Central of New Jersey subsidiary which took over a portion of the LNE Railroad in 1961. Only the cars in the LNE 8001-8750 and 12101-12801 series were acquired by the LNE Railway. The remaining LNE Railroad cars were dispersed to the Central of New Jersey, Reading Co., Union Pacific, Boston & Maine and others still unknown.

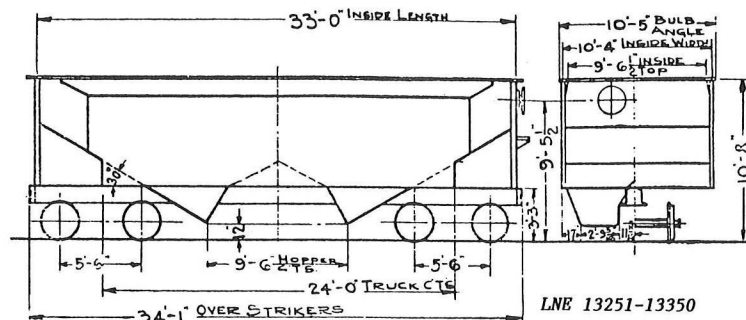
For the most part, boxcars were boxcar red, open hoppers were black and covered hoppers were grey. The earliest cars had "LEHIGH AND NEW ENGLAND" spelled out. By the late 1930's this had been replaced by the circular red, white and black herald. After 1950, very large "LNE" reporting marks were used on most cars. For a while, boxcars were painted black with a white stripe at the bottom of the side. This is possibly an uncommon variety applied to repainted cars only. The return to boxcar red was probably made before 1956.

Boxcars of the series 5001-6100 and 6500-6700 were double sheathed, steel underframe, 36-foot cars typical of the period. The ends were wood with no external ribs or braces. Boxcars 7001-7200 were single sheathed, steel frame, 40-foot cars with composite ends. Boxcars 8001-8750 were very similar to the Pennsylvania RR's X-29 type. The last order had 4/4 dreadnought ends and Stanray rectangular panel roof. Boxcars 8751-9058 are obviously 40-foot PS-1's, but I have never seen a photograph of one of these.

Coal hoppers 3001-4723 are ribbed, steel cars. Hoppers 4724-4873 are 30-foot offset side cars, but they are narrower than is standard and have only five side stakes visible at the top of the side. Hoppers 13001-13350 and 14001-15400 are 33-foot offset side hoppers with nine side stakes visible at the top of the side. Peaked ends were not used by the Lehigh and New England.

Covered hoppers 12101-12801 were standard designs. These generally have 10 square hatches and triangular openings between the hoppers. Hoppers 18001-18200 were either PS-2 or GV-2 cars with two hoppers. They are essentially identical designs. Hoppers 18201-18400 are the CH-29 type covered in FCJ #10.

The gondola cars were of various steel frame designs. LNE 13283 and 12188 are shown in the 1940 Car Builders Cyclopedia. LNE 18001 is shown in the 1957 Car Builders Cyclopedia.



LEHIGH & NEW ENGLAND REVENUE FREIGHT CARS

REPORTING MARKS	QUAN	TYPE	CUBIC FEET	BUILDER	DATE	NOTES
LNE 101-115	15	40 GM	771			By 1906
LNE 125-135	11	50 GM	650			By 1906
LNE 197	1	60 GM	828		1907	Rebuilt?
LNE 198	1	60 GM	501			By 1906
LNE 199	1	60 GM				By 1906
LNE 201-210	10	40 FM	33'8"			By 1906
LNE 211-220	10	50 FM	33'8"			By 1906
LNE 221-227	6+	40 FM	33'8"		1907	
LNE 228-231	4	50 FM	33'8"		1911?	
LNE 232-244	13	50 FM	32'6"			Ex-Panther Creek 12-13
LNE 251-257	3+	60 FM	33'8"		1910	Rebuilt
LNE 300-339	40	50 GA	680			Acquired 1903/04 ?
LNE 400-474	75	60 GA	832			Acquired 1904/05 ?
LNE 701-710	8+	60 FM	33'8"		1911	Reblt/Reno from 251-257
LNE 711-714	3+	60 FM	33'8"		1913	Rebuilt
LNE 715-716	1+	60 FM	33'8"		1915/16	Rebuilt
LNE 800-825	26	50 GA	680			Acquired 1904/05 ?
LNE 901-905	5	100 FM	37'2"	Standard Stl.	1909 ?	Ex Panther Creek 12-13 Conv. to GB 1915/16 Ex PP&B in 1-96
LNE 1001-1050		40 XM				
LNE 1001-1300	300	80 GA	1408	Cambria Stl.	1908	Retired 1928-Trucks to LNE 6501-6700
LNE 1301-1500	200	80 GA	1408	Cambria Stl.	1914?	
LNE 3001-3500	500	100 HM	1670	Cambria Stl.	1911	
LNE 3501-3600 ?	100	100 HM	1670	Cambria Stl.	1913	
LNE 3601-3673 ?	73	100 HM	1670	Standard Stl.	1909=1910	Ex Panther Creek in 12-13
LNE 3674-4173 ?	500	100 HM	1670	Pressed Stl.	1914 ?	
LNE 4174-4723	550	100 HM	1670	Pressed Stl.	1916	
LNE 4724-4873	150	100 HM	1890	Pressed Stl.	1934	
LNE 5001-5300	300	60 XM	2448	AC & F	1908	
LNE 5301-5600	300	60 XM	2448	A.C.& F	1911	
LNE 5601-6100	250	60 XM	2448	A.C.& F	1913	
LNE 6501-6700	200	80 XM	2448	Standard Stl.	1913	
LNE 7001-7200	200	100 XM	3000	L & N.E.	1928	Rblt from 5001-6100 with trucks from 1001-1300
LNE 8001-8200	200	100 XM	3056	Pressed Stl.	1927	
LNE 8201-8500	300	100 XM	3056	Magor	11-30=1-31	
LNE 8501-8750	250	100 XM	3056	Magor	6-34	
LNE 8751-9050	300	100 XM	3885	Pullman-Std	1956	
LNE 9051-9053	3	100 XM	3903	Pullman-Std	1956	
LNE 9054-9058	5	100 XM	3903	Pullman-Std	8-57 ?	
LNE 10001-10200	200	100 GB	857	Pressed Stl.	1916	Off roster by 1925
LNE 10201-10297	100	100 GB	857	Magor	5-23	3 replaced cars in the 10001-10200 series
LNE 10298-10397	100	100 GB	1421	A.C. & F	1934	
LNE 12001-12080	80	100 LO	1528	L. & N.E.	1933	Conv.fr. 3001-4723
LNE 12101-12175	75	140 LO	1790	A.C. & F	1937	
LNE 12176-12225	50	140 LO	1790	A.C. & F	8-38	
LNE 12226-12275	50	140 LO	1790	A.C. & F	8-39	
LNE 12276-12350	75	140 LO	1790	A.C. & F	1940	
LNE 12351-12465	115	140 LO	1790	A.C. & F	7-41	
LNE 12466-12565	100	140 LO	1790	A.C. & F	1942	
LNE 12566-12665	100	140 LO	1790	A.C. & F	7-48	
LNE 12666-12700	35	140 LO	1790	Bethlehem Stl.	1950	
LNE 12701-12801	101	140 LO	1892	Pullman-Std	8-53	
LNE 13001-13250	250	100 HM	2124	Bethlehem Stl.	11-36	
LNE 13251-13350	100	100 HM	2124	Bethlehem Stl.	1939	
LNE 14001-14300	300	100 HM	2124	Pressed Stl.	3-41 ?	
LNE 14301-14600	300	100 HM	2124	Pressed Stl.	1942	
LNE 14601-14900	300	100 HM	2124	Bethlehem Stl.	1944=1-45	
LNE 14901-15400	500	100 HM	2124	A.C. & F	1951	
LNE 18001-18100	100	140 LO	2003	Greenville	4-6-57	
LNE 18101-18200	100	140 LO	2003	Pullman-Std	1957	
LNE 18201-18400	200	140 LO	2006	A.C. & F	1957	

NOTES-

FM- Typical general-service flat car
 GA- Gondola car with fixed sides and ends and having a drop bottom designed to dump between the rails (hinged crosswise to car)
 GM- Gondola car having low fixed sides, drop ends and solid bottom
 GB- Gondola car having fixed sides and ends and solid bottom.

HM- Open hopper car having fixed sides and ends and a bottom with two divided hoppers with doors hinged crosswise of car.
 LO- Closed hopper car. Self-clearing, bottom discharge, fixed ends and sides. Openings provided for loading through roof or sides.
 XM- General Service boxcar

CLASS 1 & 2 RAILROAD NEWS

ATSF: Earlier this year the Santa Fe began converting over a hundred of their drop frame forty-foot piggyback vans from the series SFTZ 801000-801149 and 801150-801449 to vented vans. The modification includes cutting rear doors and front wall of the trailers and adding vent doors. Trailers receiving this modification are relettered SFVZ. (D.G. Casdorff)

BANGOR & AROOSTOOK: has recently picked up one-hundred 50' 6" single door general service boxcars from the New Orleans Public Belt. The cars, built by Pullman-Standard in 1979 are in the BAR series 5200-5299 and are being used for paper service. (Carl W. Shaver)

CHESSIE SYSTEM-B&O: deliveries of their 1985 auto rack order have entered service. The new racks are of the Whitehead & Kales design and are built by Thrall. These racks have the "clamshell" doors. All are tri-levels placed on ETTX flat cars, have rack numbers in the B3000s and were built in July 1985. (Carl W. Shaver)

CHICAGO & NORTH WESTERN: in June, this year acquired a single-trailer piggyback flat originally XTRX 100. Like the other recent conversions, it was made from a boxcar built in 12-76 and rebuilt into a flat in 2-85. The car is gray with black lettering and bears a red "XTRA" logo. The railroad renumbered and relettered the car to CNW 40000. (C.W. Shaver)

CHICAGO, SOUTH SHORE & SOUTH BEND: acquired 105 cars from the Pittsburgh & Lake Erie this year. The cars were relettered only by the CSS and retain the P&LE numbers as follows. 50 gondolas from the PLE 15000-15249 series; 4 coil cars from the PLE 42000-42249 series; 15 coil cars from the PLE 42300-42449 series; 14 gondolas from the PLE 50000-50799 series; 16 gondolas from the PLE 51000-51599 series; and 6 coil cars from the PLE 142000-142249 series. (Carl Shaver)

CONRAIL: continues production of their G52D class gondolas built at the Samuel Rea Shops, the latest build date was sighted on CR 582607 as being built in 4-85.

Conrail has also placed in service some new 100 ton ballast



SFVZ 801320 vented drop-frame piggyback trailer (David G. Casdorff)

hoppers built by Greenville Car in 11-84. The new cars bear the Conrail class BH1C. (Carl W. Shaver, Tony Hodun)

FLORIDA EAST COAST: not to be left out in the recent scramble for new auto racks has acquired some new tri-level Portec design with R.A.V.E. doors racks built by Thrall Car in June 1985. Quantity not known at present time. (D.G. Casdorff)

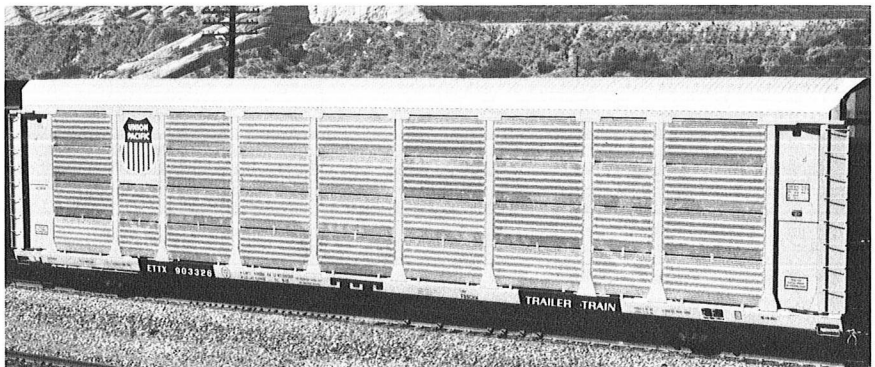
KANSAS CITY SOUTHERN: has acquired 400 piggyback dry-vans from Brae this year. These include 200 ex BRAZ 650001-650200 series 45' vans built by Brae 4-5-83 (model F RPVW-Z-455T-S-5); and 100 ex-BRAZ 750101-750200 series 45' vans built by Brae in 3-83 (model GSVW-Z-454T); and 100 ex-BRAZ 750201-750300 also built by Brae in 3-83 (model GSVW-Z-455T-5" Wedge). All trailers retain their ex-Brae numbers but are relettered KCSZ. (David G. Casdorff)

MISSOURI PACIFIC: adds more new built tri- and bi-level auto racks. This includes over 330 tri-level racks built by Thrall 5-7-85 and over 40 bi-level racks also built by Thrall in 7-85. The racks are mounted on their respective ETTX and TTGX flats and have the Union Pacific logo and livery.

The MP also acquired 12 used refrigerator cars from the UPFE series 451501-452750 for Maintenance of Way service. MP redesignated the cars as "MWM"s and assigned the numbers MP 14625-14636. (Gene Semon)

SEABOARD SYSTEM: Many of the former RDSZ intialed refrigerated piggyback trailers are being relettered. So far, five different intials have been sighted on these former Seaboard trailers. These include AXXXZ (Agricultural Express of America; BDSZ (???); NWIZ (Nationwide); TDSZ (Transamerica); and VEGZ (also ???).

The Seaboard is also trying out some new special hoppers (AAR designation "LM") that also have a tank in the center for transporting sulphur. The hopper part of the car is intended to carry phosphate (See photo next page). So far, the Seaboard has only placed in service two of these cars numbered SBD 225140-225141. These are assigned the Seaboard class LM-1. The cars were built by Thrall's United American Division in February, 1985. The AAR class 111A100W-1 tank will carry 12,408 gallons of molten sulphur. The hopper capacity of the car is 3690 cubic feet. The car is 51'6" inside length. The AAR designation "LM" indicates that the car has an enclosed tank and



ETTX 903326 with new Missouri Pacific auto rack #3914 built by Thrall



Seaboard 225141, built by Thrall's United American Division in 2-85 is a combination covered hopper and tank car for molten sulphur loading. (Richard Yaremko photo)

and is suitable for handling certain dry commodities as well as some liquid substances. (Richard Yaremko)

SOUTHERN PACIFIC: Apparently the latest build date for those F-70-46D class intermodal flats is June 1985.

The SP also announced a new weekly double stack service from Los Angeles to East St. Louis, ILL for Nippon Yusen Kaisha (N.Y.K. Line), marking the first time for a U.S. railroad to provide such service for a Japanese ocean carrier. (David G. Casdorff)

SHORTLINE NEWS

CHICAGO, WEST PULLMAN & SOUTHERN: acquired 40 second hand Thrall built 4750 cube covered hoppers from the Peoria and Pekin Union Rwy, that were originally Chicago Freight Leasing cars. CWP's series is numbered CWP 8740-8779 (retaining the same numbers as the P&PU and CRDX series). (Carl Shaver)

FERDINAND RR: recently acquired 155 used Evans built covered hoppers now numbered FRDN 4000-4154 from Evans Railcar Leasing USLX 5600's series. These are 100-ton 4750 cuft design cars built in 1974. (D.G. Casdorff)

JEFFERSON WARRIOR RR: has acquired some boxcars built by CNCF (Mexico) in 2-79 now numbered in the JEFW 1000s. The cars are second hand, painted blue with white data. Former owner and quantity acquired not presently known. (Carl Shaver)

LITTLE ROCK & WESTERN: recently acquired 100 second-hand 50' 6" general service boxcars from the Texas, Oklahoma and Eastern. The series is LRWN 3200-3299 (retaining the TOE numbers). (Carl Shaver)

LOUISVILLE, NEW ALBANY AND CORYDON RR: is picking up a presently unknown quantity of Evans built 52'5" 5100 cube RBLs that were formerly Roscoe, Snyder & Pacific's series 2000-2059. (Carl W. Shaver)

MARYLAND MIDLAND's series MMID 2000-2014, recently acquired was originally lettered for the NYSW and built by the Fruit Growers Express in 6-79 as 70-ton 50'6" boxcars. There was apparently an intermediate owner? (Gary A. Smith)

MINNEAPOLIS, NORTHFIELD AND SOUTHERN: returned their series MNS 50013-50082 to Evans Railcar Leasing this year. They are now USLX 13613-13682. (Carl W. Shaver)

Mc CLOUD RIVER RR: is getting a presently unknown number of 50'6" double-door 70-ton box cars from the City of Prine-

ville's series COP 7001-7400. Mc Cloud River's series will probably be in the MR 7135+ numbers (car sighted was 7145). (Carl W. Shaver)

NEVADA NORTHERN: has picked up a series of second-hand bulk-head flat cars originally built by Thrall Car in 8-73. The Nevada Northern numbers are NN 1200-1229, aquired from the Minnesota, Dakota and Western series MDW 1200-1229. These were originally lettered for the Ashley, Drew and Northern Rwy series ADN 500-529. The cars have an inside length of 56'8". (David G. Casdorff)

NORTHWESTERN OKLAHOMA: has picked up 12 used RBL reefer cars from the Central Wisconsin that were originally MKT (Katy) cars. This includes four 59'6" RBLs numbered NOKL 8805, 8807, 8815, and 8864 and eight 50'-7" RBLs numbered NOKL 8918, 8940, 8956, 8963, 8967, 8984, 8985 and 8987. All cars retain the same numbers as the MKT and CWRC numbers. (Carl Shaver)

SAN LUIS CENTRAL RR: has picked up 15 used mechanical refrigerator cars from the Santa Fe. The cars are now numbered SLC. 100-114. They were built in 1969 and the Santa Fe classed them as Rr 92's. (Carl Shaver)

SABINE RIVER & NORTHERN: recently acquired fifty 50'6" 70-ton single-door boxcars from

the New Orleans Public Belt. Cars are now numbered SRN 5400-5449. (Carl W. Shaver)

TEXAS, OKLAHOMA & EASTERN has been acquiring quite a few cars from several different sources this last year or so. The following is what I have on these so far:

Present TOE Series:	Former owner and Series:
5000-5052	OPE 15101-15200
5100-5179	YW 25101-25200
5200-5269	POTB 101-150 (??)
5300-5376	GW 1001-1200
5400-5441	UO 1500-1549
5500-5549	SERA 5000-5049
5600-5647	ONW 5001-5250
5700-5739	POTB 151-225
5800-5889	POVA 35001-35100

Note that the TOE 5500-5549 series was renumbered sequentially by replacing the second digit with a "5". (Carl W. Shaver)

WATERLOO RR has been acquiring quite a few used cars lately including some from the Maryland & Pennsylvania RR. Series WLO 553014-553049 is one such series. These were built by the Berwick Company in 1-2-79 as part of the MPA series 9450-9599. The cars are 50'6" 70-ton food products boxcars (AAR designation "XF"). (Carl Shaver, David Casdorff)

PRIVATE OWNERS & LESSEES NEWS

ADM TRANSPORTATION CO: has a new series of cars numbered ADMX 18001-18004 that are painted all white and have an attractive "full-length" dark blue/medium blue/gold logo. The cars were built in 1978 by Union Tank and are marked "Uni-Temp". ADMX 18003 was relined in 4-85. (David G. Casdorff)

AMERICAN PRESIDENT LINES continues to add more new built articulated double stack intermodal cars to their roster. The latest is a series of APLX 4500's built as job 865 by Thrall Car in July and August 1985.

APL has expanded their container fleet by quite a bit. They being the first to order 1400 new 48' containers for domestic service.

They have also placed in service 1050 new Fruehauf built 40' x 9' 7" high containers in the series APLU 963935-964984 this year. (David G. Casdorff)

CHICAGO FREIGHT CAR LEASING CO: acquired some ACF built 5701 design Center Flows from Dependable Properties, Inc. series DEPX 1012-1059. The CRDX cars apparently retain the same numbers but at least one appeared to have been renumbered (CRDX 1047). (CWS)

CARGILL, Inc. added another 50 tankers to their fleet this year numbered 7000-7049. Builder not known yet, but at least one build date has been reported as 5-85.

E.I. DUPONT DE NEMOURS has acquired quite a few second-hand covered hoppers lately including the series now numbered as DUPX 37501-37558 that are possibly ex-Conoco, Inc. These are ACF designed "Center Flows" of their 5700 cubic foot model. (Carl W. Shaver)

EVANS RAILCAR LEASING received their MNS 50013-50082 leased cars back and relettered/re-numbered them to USLX 13613-13682. These are Evans built 52'5" 5100 cuft RBL reefers. (Carl Shaver)

EXXON CHEMICAL AMERICAS: an additional build date for that new Richmond Tank built series of covered hoppers was sighted as 7-85 (on cars 847104 and 847125). All of this series is leased from General Electric Railcar Services. (Carl Shaver)

FRUIT GROWERS EXPRESS CO: is acquiring a number of former Santa Fe mechanical refrigerator cars (possibly up to 900±). The FGE cars come from four known Santa Fe reefer series: SFRC 55900-56249; SFRC 56250-56299; SFRC 56300-56649; and SFRC 56650-56699. All are 50'10" single door refrigerator cars. (Carl Shaver)

GENERAL AMERICAN TRANSPORTATION: is building some new TiO2 tank cars for lease to Dupont. They are built by Trinity's Longview, Texas plant in 7-85. (GATX 21853 sighted). (Eric A. Neubauer)

GEORGIA POWER COMPANY has ordered 600 new aluminum rapid discharge hopper cars (design II) from Ortnor. (Stuart Thomson)

HELM FINANCIAL has just received some if not all of the aluminum covered hoppers from Railserv Funding Corp. series RSVX 301-345 (sighted 5 cars 330-345). These were originally lettered for the Western Pacific RR. (Carl Shaver)

LYKES BROTHERS STEAMSHIP CO has joined the forty-five foot container service (as its competitor American President Lines initiated). (D.G. Casdorff)

MBF INDUSTRIES has sold at least some of their series MBFX 6000-6049 Trinity built covered hoppers to a company with the reporting marks "BDCX". (Carl W. Shaver)

PROCOR LTD built some caustic soda tank car in July of 1984 in the series PROX 64011-64043. The cars were built at their P-75 plant (Jim Stanitz)

PLM FINANCIAL SERVICES added a new built series of 19 cars numbered PLMX 12700-12718 late last year. The cars were built by Portec, Winder Georgia in December 1984. They are of a 4750 cuft design and are painted dark gray with black lettering (David Casdorff)

PULLMAN LEASING CO: add a 4-85 date to the Gulf Oil leased cars of the series PLWX 44558-44757 built by Pullman Standard Manufacturing (Trinity) Bessemer, ALA. (sighted 44682) (William B. Kelly)

SHIPPER'S CAR LINE has been leasing new cars built by its parent ACF.

Carlton is leasing some new Center Flow covered hoppers in the series ACFX 38835-38949. (sighted 38939 built 5-85).

Georgia Kaolin has been adding quite a few cars to their clay slurry tank leased fleet. This includes ACFX 76419-76448 built 5-84; ACFX 76466-76493 built 7-84; ACFX 76610-76659 built 9-10-84; and ACFX 71041+ built 7-85. All built by ACF's Milton plant. Cars are all approx. 13850 gallon capacity and restricted to clay slurry service. (Eric Neubauer, Jim Stanitz)

Norchem, Inc. has just acquired some newly built leased cars numbered in the low 39000s (ACFX 39003/39048 sighted) built by ACF's Huntington plant in 8-9-85. These cars are of the 5400 cuft design and have 5135 pneumatic outlets.

Union Carbide has placed in service some new 21000 gallon tank cars built ACF's Milton plant and leased from Shipper Car Line (ACFX 76963 sighted built 7-85). The car has the new Union Carbide livery of very bright blue with white lettering. (David G. Casdorff)

TRAILER TRAIN has added to the variety of different types of container cars in service in North America with another

intermodal container car conversion. The cars are being lettered VTTX and numbered in the 97500s, 97600s. The cars were formerly 60-foot 1975 Thrall built flat cars (similar to MDC's H.O. scale model). The floors were removed and four brackets were attached. Two at each end (which are actually just the fixed container pedestals) and two in the middle area. One of the middle brackets has collapsible pedestals so as to accommodate either a 40' container or two 20-foot containers. The whole car is thus capable of transporting either three 20-foot containers or one 40-foot container and one 20-foot container. With the removal of the floor, the car exposes its center sill and six floor supports for a rather interesting appearance. The first of these conversions that I have seen was done in August, 1985.

Trailer Train is also working on a 48' well flat with small wheels, 28" maybe, but a short wheelbase truck at each end, maybe only a 3' wheelbase. 125 ton trucks are also being considered. The 48' well will allow a 50', 53' or two 28' containers on top.
(Dave Casdorff, Stuart Thomson)

TRINITY INDUSTRIES LEASING placed in service 50 new tank cars of the series TILX 260331-260380. Some if not all cars are leased to Swift Independent Packaging. The cars were built by Trinity, Fort Worth, TX in late 1984. (260348 built 10-84) (David G. Casdorff)

TENNESSE EASTMAN COMPANY is acquiring new built covered hoppers and tank cars for its fleet. This includes the ETCX 58001-58080 ACF Huntington built Center Flow covered hoppers of the 5800 cube design. The latest build date sighted is 3-1985 for this series.

In addition, a series of 22 22,500 gallon tank cars built by Trinity, Longview have entered service as ETCX 22000-22021. These cars have build dates of 6-7-85 so far. They have light grey tanks with black lettering. (William B. Kelly)

UNION TANK CAR CO: continues building new cars from their East Chicago plant for lease to various private companies.

American Dry Ice Corp. is leasing two new built liquid carbon dioxide tank cars. UTLX series 900035-900036 built in April, 1985. The cars light weigh about 97000 pounds.

Dupont is leasing the new series of used cars built by the General American Transportation Corp. in 1967. The series is UTLX 600169-600219, which are all 70-ton, 10400 gallon "beer can" tank cars that were probably originally lettered GATX or maybe even DUPX.

Louisville Edible Oil Products began leasing new built 20,000 gallon vegetable oil tank cars from UTLX. (cars sighted: UTLX 650099 and 650110) Cars were built in May, 1985 by UTC. Cars have white tanks with black bottoms and black data. There is a red and dark blue decal logo above the car number.

Shell Oil is the lessee of some of the new Thrall built 5800 design 4-bay covered hoppers. Sighted was UTCX 58404, Thrall job # 832-M built 4-85. These cars are being used for plastic pellets service.

Union Oil of California is leasing a new series of three-compartment tank cars in the UTLX 2625-2644 series.

(Tony Hodun, Carl W. Shaver, David G. Casdorff)

WISCONSIN POWER AND LIGHT COMPANY: acquired 127 rotary end gondolas last year built by Bethlehem Steel in September, 1984. The cars are 47'8" inside length and have a cubic capacity of 4000 cubic feet. They are 100 ton cars painted black with gray rotary ends. An interesting feature of these cars is they all have newly applied ACI labels! (Carl W. Shaver)

BELOW: Exxon Chemical Americas ECUX 847031 photographed in Los Angeles, August 1985. This is one of the new unusual looking 100-ton covered hoppers built by Richmond Tank Car for Plastic pellets service with Exxon. Total 150 cars in series 847001-847150. All are leased from General Electric Railcar Services Co. Cubic capacity is 5800 cuft. Cars have new Youngstown outlets. This car was built in May, 1985. Total production of this design known to date is 276 including its sister series RTMX 580001-580126.

(David G. Casdorff photo)



BUILDERS' PRODUCTION & DESIGN NOTES

Stack Train Update: As of the middle of August the situation looks as follows. Companies with stack train in service include A.P.L. (8 trains); Sea-Land (4 trains); Maersk Lines (1 3/4, i.e. 175 wells or 35 cars from Trailer Train); U.S. Lines (1 train from Trailer Train); Burlington Northern (6 trains); Southern Pacific (their original fleet of 44 cars or 214 wells). Companies that either have stacks on order or are expected to order stacks soon are as follows. A.P.L. has another 9 trains (900 wells) on order, some from Trailer Train. Sea-Land is expected to order another 2 trains (200 wells). U.S. Lines may get another train. Southern Pacific's order looks like it'll be 350 wells. And Orient Overseas Container Lines, Lykes Brothers Shipping, Mitsui O.S.K., Seapac, Conrail, Chessie, Norfolk & Western, Santa Fe and Canadian Pacific/Soo Line are all expected to order one or more trains of stacks. (Stuart Thomson)

Unit Train Coal Cars Greenville Steel just got a big order for some 600 aluminum coal gondola cars. Don't know what design, but has a steel U frame. There will probably be some 3000±

unit train type coal cars ordered yearly for utility service from now on. ACF's coalveyor car may soon be developing design failures. Ortner is now building this design and just completed an order for a Wisconsin Utility. (Stuart Thomson)

Forty-eight foot Containers are almost a must now due to truck competition. Steamship lines will transload their 40-foot long 8½ foot high containers into larger high-cube domestic containers on a 3 to 2 ratio. (S. Thomson)

CANADA'S NEW ARTICULATED 108-ton GRAIN HOPPER prototype was recently introduced this year.

The car was conceived, designed and built by the Canadian National Railways.

Development of this new car was prompted by the fact that Canada's existing grain boxcar fleet is declining and the cost for the boxcar rehabilitation is increasing. Further, many branch lines cannot safely handle the present generation of 100-ton grain hoppers. One such line being the line to the Port of Churchill, which will be used in shipping grain to European markets. Much of the development costs of this car were provided under agreements from the Economic Regional Development Agreement between the government of Manitoba and the federal government.

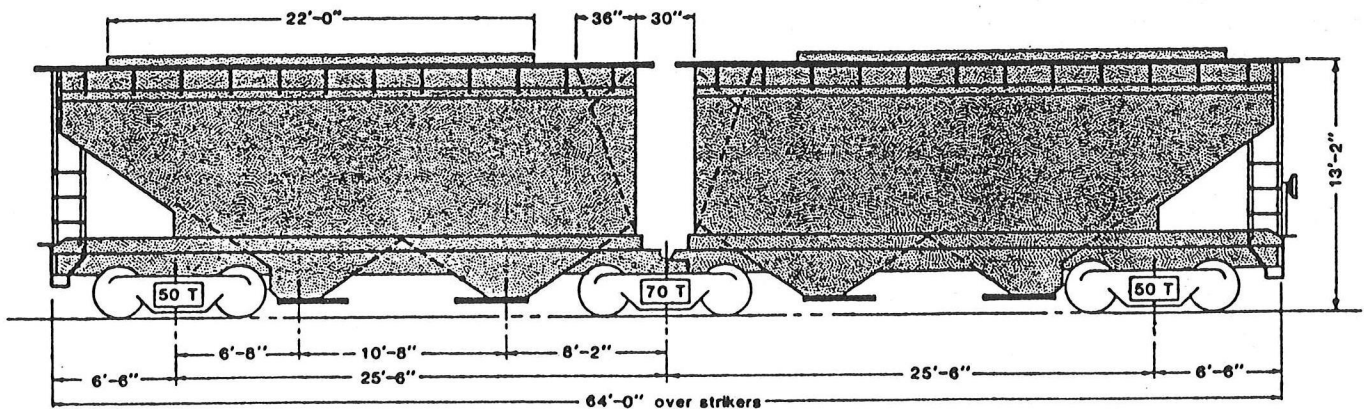
A study conducted by the CN of various car types resulted in the selection of the articulated

design. The car features two bodies and three trucks. The center truck is capable of supporting 70-tons, while the two end trucks will each support 50-tons. This arrangement results of axle spacing results in less track loading than present 70-ton hoppers. The cars also has a low center of gravity and relatively short truck centers (25½-foot). The features provide good dynamic stability and make the car ideal for rail lines with severe surface irregularities. This also results in a more uniform track load distribution and feature that will subject the rail and track structure to lower stresses, thus decreasing track maintenance costs.

The car rolled out of the Canadian National Railways' Transcona Shops in June 1985. It weighed 70,500 pounds with a capacity of 4750 cubic feet and 216000 pounds. The car is numbered CN 398000 and is 64-foot long (over strikers) and 13'2" high. The car has four bays and uses 33" wheels. (We would like to thank the Canadian National Railways for sharing this information and below drawing with us--Mark Kindrachuk)

BELOW: is a general arrangement diagram of the new articulated grain hopper recently built by CN's Transcona Shops. (Courtesy CN Railways)

ARTICULATED 108 TON COVERED HOPPER CAR CHURCHILL — GRAIN SERVICE



SPECIFICATIONS

- Gross Rail Load 286,000 lb
- Tare Weight 70,000 lb
- Capacity 216,000 lb
- Volume 4,700 cu ft
- Material — 70,000 psi High Tensile Steel
- — 50,000 psi High Tensile Steel
- Coupled Length 66'-6"
- Height 13'-2"
- Width — Max. 10'-8"
- Wheels 33" x 1 — Wear
- Trucks — 2 at 50 ton
- — 1 at 70 ton