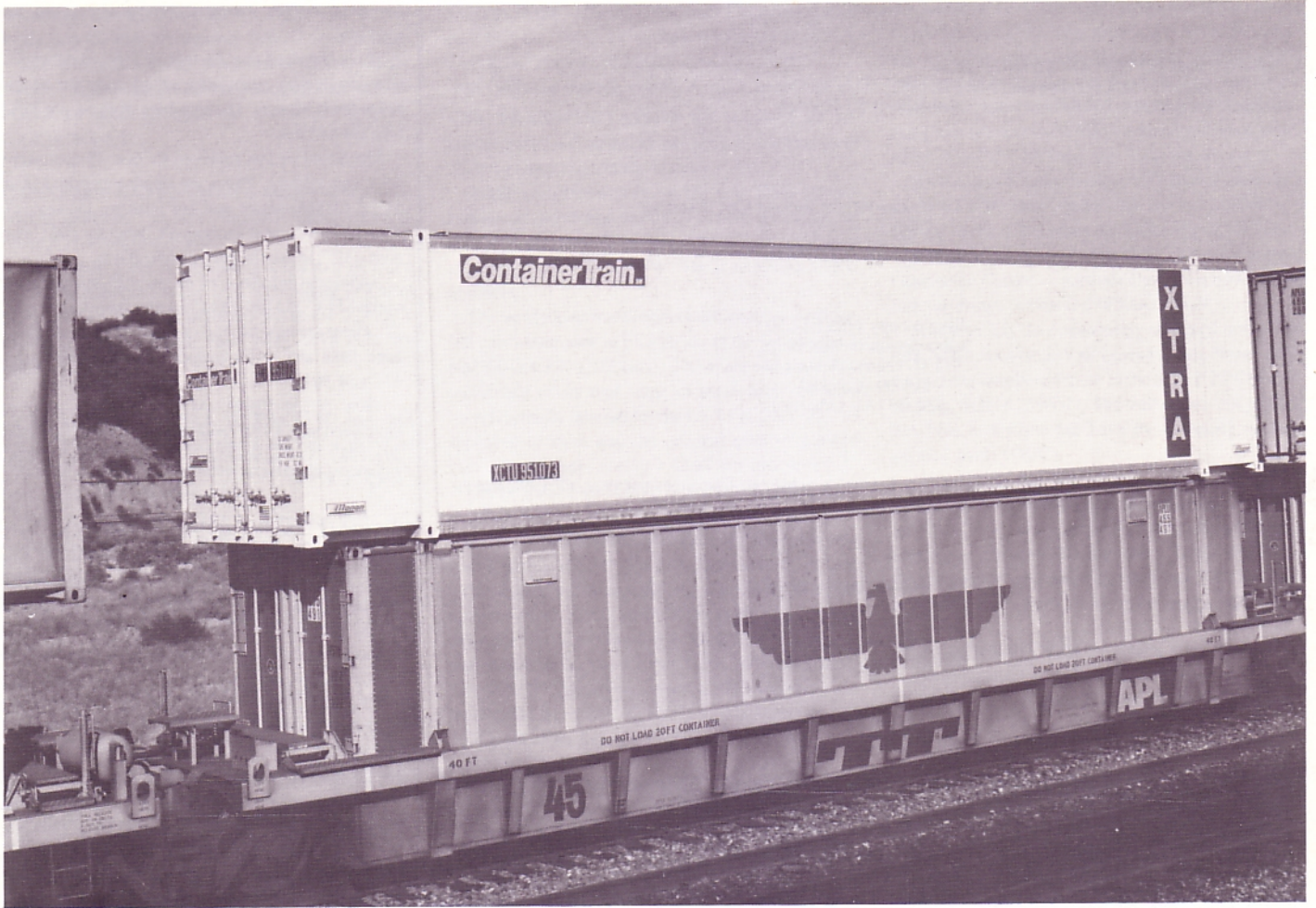


FREIGHT

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JOURNAL



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EDITORS: David G. Casdorff
Eric A. Neubauer

STAFF: John L. Becker
Jim Eager
Tony Hodun

Ed McCaslin
Al Tuner
Richard Yaremko
Duane L. Karam Jr.

NEWS/SIGHTINGS/CONTRIBUTORS:

Carl W. Shaver, Mark Kindrachuk, Mike B. Foley, Don McQueen, Gary A. Smith, Dennis Sanchez, Jim Stanitz, Fred Krause, Hal Brown Jr., and Robert R. Harmen.

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DAVID G. CASDORPH
P.O. BOX 1458
MONROVIA, CA 91016

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— Cover Photo —

SIGN OF THE TIMES . . . XTRA recently sold their entire international container fleet to ITEL and then turned around and acquired a new fleet of domestic containers to be marketed under the signature mark "Container Train". XCTU 951073 is an example of one of the new 48-foot series being delivered from Monon. Livery is white container with XTRA standard red and gold reporting marks, "Container Train" logo and vertical "XTRA" logo. (David G. Casdorff photo)

FREIGHT CAR NEWS

CLASS I and II RAILROADS

ATCHISON, TOPEKA AND SANTA FE has received 1000 new 45-foot by 9'6" high by 102" wide insulated containers from American builder Monon during the second-quarter 1988. Numbers are SFTU 768000-768999. These have a 3219 cubic foot capacity.

Three Hundred new 48-foot by 9'6" high by 102" wide containers were also added with the 45-foot order from Monon. The numbers of these are SFTU 689000-689299.

The Santa Fe has received its first 48-foot piggy-back van trailers. These are being numbered in the SFTZ 610000-series and are built by Dorsey. The vans have the most current 48' long by 102" wide with 110" inside height specifications.

Additional information on the 125-ton stack cars of the SFLC 254100-254199 series mentioned in FCJ 27. There are now build dates ranging from March to June 1988 and so far includes Thrall builder's jobs 474 and 501.

TPW 50531-50540, ACF built RBLs were re-numbered into ATSF reporting marks and numbers in late 1987. The new series is ATSF 525560-525569. (DGC/CWS)

BC RAIL. Additional Thrall Centerbeams were being built in 4-88 from Cartersville for BC Rail. These are apparently a different series than the one mentioned in FCJ 27 (BCIT 873953 built 4-88, Thrall job 500-2).

More information on the BCIT 873000-873099 series mentioned in FCJ 27. These were built 2=3-88 by Thrall Car Cartersville as job 477-A. (EAN/HAL/CWS)

BURLINGTON NORTHERN has placed in service its first 125-ton double-stack container cars. These are owned by Trailer Train but have BN logos. The cars, numbered DTTX 73000-73029 (30 cars) were built by Gunderson in 5-88. This is a new design for Gunderson differing most noticeably in the lack of bulkheads so characteristic of the Gunderson design. The new cars side sill is much taller. The cars weigh about 89-tons and are capable of carrying 20-, 40-, 45- or 48-foot containers. Trailer Train has classed these as GWG 52.

In addition, a number of former GBRX/NYSW 6700-6719, nee GBRX 2000-2019 stacks cars has been acquired by BN in early 1988. These were built in early 1985 by Gunderson. BN 63993 is an example of a car from the new BN number series.

In mid-1987, BN acquired 14 former KWTX three-unit articulated single-level COFC/TOFC cars. They were built by Pacific Car and Foundry in 1984 and 1985. BN's numbers are BN 637300 and 627302 to 637314. Modelers in H.O. scale should note that this is the Front Range 4100/4110 kits.

250 more new-built 3000-cuft cement covered hoppers have been acquired from Trinity's Greenville plant. Build dates are 3-88 for the series. BN 441500-441749.

FREIGHT CAR NEWS

When the first Thrall Center-beams were introduced in the mid-seventies, the Burlington Northern acquired what was then the largest fleet of this type car. Since that time, this type car has gone through several changes and several production "booms" with relatively little response from the BN. It appears that now the BN is once again acquiring more new-built Center-beam cars of the 73' design from Thrall. Series limits and quantity presently unknown. BN 625050 built by Thrall Car Cartersville in 6-88 with job number 503-2 is an example.

BN also wants to try some more of the "Beth-combo" (combination box and hopper) cars and has placed an order of eight for mid-1988 delivery. (DGC/CWS/AT)

CANADIAN NATIONAL is acquiring 400 former NRUC railroads "50-foot" boxcars. These are numbered CN 418000-418399.

Bethlehem Steel is rebuilding a number of triple bay open hoppers for the CN. Rebuilding began in May, 1988. CN series numbers are in the 328500's (328502-328520 sighted built 9-66, 3418 cuft, rebuilt 5-88 BSC JTN). (TH)

CHICAGO, CENTRAL & PACIFIC has had some of its cars repainted into a red car with white lettering scheme. So far only covered hoppers have been sighted as been repainted.

Thirty-three former GACX Airslides were acquired and placed into a 826000-numbered series. At least some of these are from the GACX 46000's. The original "4" is dropped and replaced with an "82" . . . thus making GACX now CC 826787 (formerly leased to ADM). (CWS)

CHICAGO AND NORTH WESTERN has recently done a major refurbishing of the CNW 155100-155599 series "50-foot" boxcars that were built by ACF in 12-73=1-74. CNW Clinton shop dates so far are 11-87=3-88.

Additional rebuild date for the CNW 438000-series mentioned in FCJ 27 is 4-88.

The Clinton shops have begun yet another major conversion program of single-trailer intermodal flatcars. These are numbered in the CNW 780100--series. Original build dates are 8=10-68. The first of these rebuilds began coming out of the shops in 5-88. The latest conversions so far are dated 6-88. (CWS/DGC)

CONRAIL's auto rack fleet is expanding again with the new class ML3L tri-level enclosed racks built 4=6-88 by Trinity's Greenville plant. Conrail rack numbers sighted so far range from 6320 to 6454. These are all mounted on ETTX initialed Trailer Train flats.

Several X58c class boxcars have been renumbered into a new series in April 1988 (e.g. CR 209913-209920 built 1=2-65). (DGC)

CP RAIL has been acquiring a number of used freight cars lately.

CP 87000-series are former MILW 4500-4599 series 50'6" high-cube (Plate F) 100-ton boxcars acquired from the SOO LINE.

Possibly up to 155 originally Reading XLj 1971 built boxcars are being acquired by CP Rail. New numbers are CP 203000-203154.

A number of former SCL (thought to be the 21450-22449 series built 10=12-69 by PS BESS lot 9423) boxcars have been acquired by CP Rail. New numbers sighted so far range from CP 209414 to 209715.

CP 318132 is an example of a car from the 318000-318283 series of new-built Centerbeam flats built in 4-88. These are being leased to CP Rail from Canadian General. (EAN/TH/DMcQ/CWS)

CSX TRANSPORTATION has acquired the remaining AVAZ initialed piggyback trailers from XTRA (more than likely leased).

Additional information on the new CSX 48-foot containers mentioned in FCJ 27. There are 200 in the series CSXU 680000-680199 built in 4-88 by Monon as model MSX-DC-00-48W. These also have XTRU numbers.

The newly acquired Gunderson Center — partition flat cars mentioned in FCJ 26 are in the series CSXT 600560-600759 (200 cars). These are red cars. The possibility exists that some of these may not have been originally lettered for the CSXT (CSXT 600753 appeared to have had the original number painted over). Build dates are 10=12-87 for this series.

CSXT's Raceland Shops have been refurbishing a number of former B&O 371400-371799, 52'5" 100-ton gondolas and renumbering them into the new CSXT series (CSXT 705956-706051 seen so far). Refurbishing includes replacing side sheets, replacement of worn parts, and complete repaint. Refurb dates for this series are 3=4-88 so far. Raceland is also refurbishing the former B&O 370112-371399 series 52'5" gondolas. New CSXT numbers for these range from 705175-705718 and a refurb date of 2-88 sighted so far.

Series CSXT 358250-358349 is a new series of used coal hoppers that are or were originally owned by XTRA. These were built in 1979 by Portec. Former operator(s) presently unknown (These cars do have full XTRA logo).

CSXT's Tampa, Florida shops are also busy repainting and refurbishing covered hoppers for the fleet. This makes five locations known to FCJ that CSXT is repainting and refurbishing its cars (Raceland, Waycross, RCS Gordon, Louisville and now Tampa).

Three-axle CSRZ 821000-series piggyback trailers for shipment of expensive foreign automobiles was sighted and photographed by Dwight Jones of the C&O Historical Society. He reports that CSXT acquired three such trailers for auto transport. These are very similar to the PMTZ trailer photo shown in FCJ last year. (DGC/HAL/CWS)

ILLINOIS CENTRAL RR CO. received 400 new-built 45-foot van piggyback trailers earlier this year. These have the new ICRR logo and were built by Stoughton. (HAL)

MISSOURI-KANSAS-TEXAS has acquired 100 cement hoppers built by Trinity's Greenville plant in 4-88. Numbers are MKT 500-599. (MBF)

NORFOLK SOUTHERN. Norfolk & Western has applied some of the FT-202 class auto racks to older N&W 89' flat cars. An example of this is NW rack number 5384 built in 12-87 by Thrall Car Winder placed on (formerly AAR:FMS) N&W 420115.

Photos have appeared in several publications including Trains and the N&W Historical Society Newsletter of the "experimental" paint scheme using the Norfolk Southern logo on coal hoppers. Well, it's more than experimental. NS is now refurbishing its earlier H11 (1972 and prior built) hoppers replacing defective parts, new hopper body AND (yes) a full repaint including the Norfolk Southern logo. About fifty were sighted passing through Birmingham (during the NMRA convention week) with paint dates of 7-88 from the Roanoke Shops.

NS has also ordered another 600 Road Railers for a total of 1600. This latest order are to be Mark V's adding to the 1000 Mark IV's already in service.

Southern's recent acquisition of the new-built Gunderson Center — partition flat cars is now known to total thirty. Series is 118300-118329.

Southern has also apparently obtained some former North American Van Lines straight frame trailers and has numbered these in the SOUZ 259000-series (e.g. SOUZ 259052). The trailers are still painted NA blue and white but have the company identity painted over. (DGC)

SOO LINE, in addition to their recently acquired new-built auto racks (see FCJ 27) has also acquired a number of former ICG auto racks. Those sighted so far are tri-level enclosed (mounted on ETTX initialed cars) auto racks built in 1976 by Portec. (DGC)

SOUTHERN PACIFIC. Additional information for the new F-70-95 class auto racks mentioned in FCJ 26. Build dates now noted 1=2-88. SP rack numbers range from 87177 to 87241. (DGC)

UNION PACIFIC has acquired approximately 300 (reportedly 180 73-foot and 120 60-foot) new Thrall built Center-Beam flatcars. Series numbers are UP 273500-273679 (73-foot) and UP 260100-260219 (60-foot cars). These include several job numbers (examples are UP 273533 with job 477-B and 273646 built 5-88 with job 491).

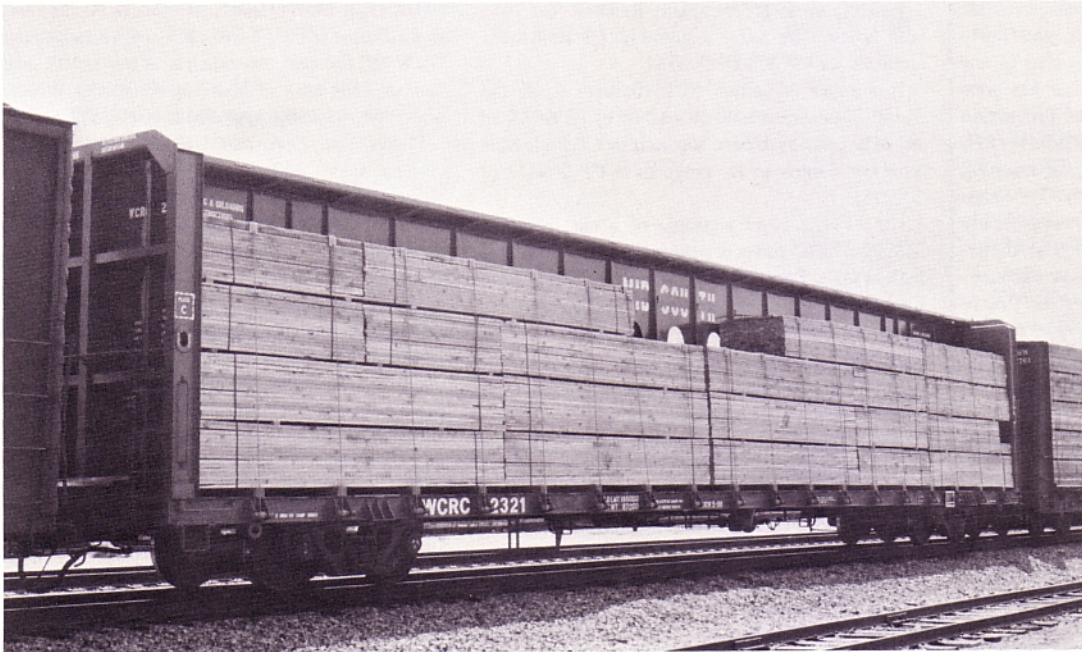
Union Pacific is also getting new auto racks after a several years hiatus. These are bi-level enclosed racks mounted in TTGX initialed Trailer Train flats. They were built by Thrall Car Winder in 4-88. UP's rack numbers are in the 7700's.

A number of former MP auto racks are being refurbished, repainted and numbered (these didn't have numbers before) into the 52000 and 53000's (rack numbers) in early 1988.

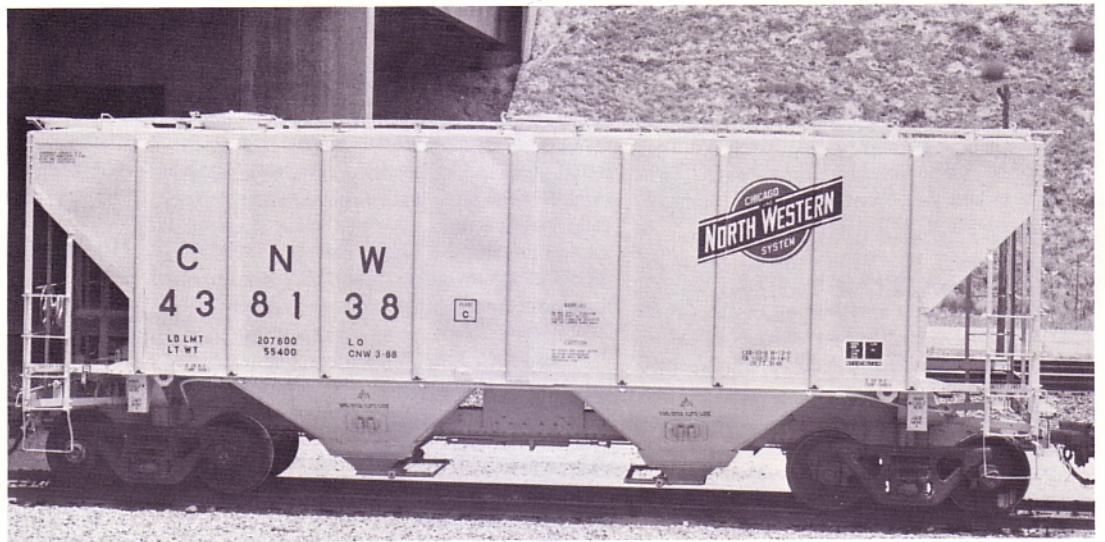
Twenty-four of the current 67 bulk tank containers are to be dedicated to food grade service (e.g. juice and liquor products). (EAN/DGC/HAL)

WISCONSIN CENTRAL is receiving 95 ex-Southern Pacific 50'4" seventy-ton loader equipped boxcars (XL). These were originally built in 1964, rebuilt in the Seventies, classed B-70-23-R and numbered into the SP 656550-656699 series. Wisconsin Central has numbered these into the 25700's (WC 25700-25794). (CWS/DGC)

FREIGHT CAR NEWS



WCRC 2321, a Gunderson built center-partition car built in May 1988. This car is steel gray with full color Mid-South logo (in the middle).



CNW 438138 is part of the new series of rebuilt (shortened) former grain cars being made into cement hoppers. The cubic capacity is 3148. This car was rebuilt in 3-88 at the CNW Clinton Shops. (David G. Casdorff photo)



CR 216681, was recently renumbered from CR 278961, and is shown here in GE appliance service. The series was originally built for the Penn Central in 1969 as class X-64. (David G. Casdorff photo)

FREIGHT CAR NEWS



MSDR 81080 shows its obvious origins of the P&LE. Mississippi Delta acquired quite a few of the 100-ton triple hoppers. (Mark Kindrachuk photo)



CSXU 680005 is one of the new built 48-foot domestic containers for CSXT. These, like other recent deliveries, were built by Monon. This is the typical livery on this container with no CSXT logos. Note also the CSXZ chassis, also built by Monon. (David G. Casdorph photo)



TTBA 965615 was originally operated by the ICG. Recently the ICG sold a number of this type of auto rack to the CSXT. (David G. Casdorph photo)

FREIGHT CAR NEWS

SHORTLINE RAILROADS

THE CANEY FORK AND WESTERN RR (TN) has acquired 20 ACF Center Flow covered hoppers ex-Indiana Hi-Rail (HRC) originally owned by the Railroad Car Management Co. (LUCX). Numbers are CFWR 77512-77531. (EAN)

COPPER BASIN RAILWAY (AZ) has acquired 125 new built Thrall Center-Beam flat cars.

CBRY 1800-1849 are cream with purple lettering built in = 12-87 by Thrall Car job 467-B.

CBRY 1900-1974 are gray with blue ends built 11-87 by Thrall Car 467-A. (EAN)

CORINTH AND COUNCE RR CO. (MS) has acquired 100 second-hand "50-foot" boxcars from Southern Railways. Cars are numbers CCR 6906-7005 and come from the SOU 527700-527848 series built in 1971 for the "old" Norfolk Southern as 2100-2249 by American Car and Foundry.

IOWA TRACTION RR CO. has acquired 100 former Conrail class X75 seventy-ton boxcars. Numbers are IATR 1100-1199. (CWS)

LAKE ERIE, FRANKLIN & CLARION has recently reacquired 75 coal cars from Consumers Power. The cars were originally LEF 4500-4574. They went to CPOX in 1985 (same numbers) and were returned to the LEF in June 1988. (CWS)

LITTLE ROCK AND WESTERN RWY (AR) acquired 100 former GMRC 2000-2099 series covered hoppers. These were originally built by National Steel Car. Cubic foot capacity is 3500. New numbers are LRWN 12000-12099. (CWS)

McCLOUD RIVER RR (CA). An update on the previously mentioned Center-Partitioned cars. The lower numbered cars (9010-9020 sighted) are blue and have "Longtree, Inc." on the center-partition. Build date 10-87 by Gunderson. Higher numbers (9033-9088) are black with "Tricon Forest Products" on the center-partition. Build dates 9 = 10-87. (EAN)

MIDSOUTH RAIL CORP. (MS) has acquired 100 60'10" boxcars from the EACH 4001-4150 series. New MidSouth numbers are MSRC 4300-4399. See also Washington Central for some WCRC flat cars that have MidSouth logos. (CWS/DGC)

MISSISSIPPI DELTA RR (MS) has acquired a large number of former P&LE open hopper coal cars (now owned by GERSCO). The numbers have not been changed. These come from three different P&LE series: 80000-80299, 80500-81349 and 71500-81999. The reporting marks are now MS DR.

The builder has been identified on the MS DR 20000-20099 centrebeam flat cars mention in FCJ 27. These were built by National Steel Car in 1 = 2-88. (DMcQ/EAN)

MONTANA RAIL LINK has also acquired 100 used ACF built Center Flows numbered MRL 50001-50100. In addition several hundred ex BN, nee Great Northern 138700+ series 50'8" boxcars have also been obtained. (DGC)

OLD AUGUSTA RR CO., earlier this year acquired 200 former Texas, Oklahoma and Eastern (TOE) 50'6" Pacific Car and Foundry 1980 built boxcars. Old Augusta RR retained the original numbers. This new series is OAR 3200-3399. (DGC)

ST. LAWRENCE RAILROAD (NY) has acquired (and in some cases reacquired) a number of 50'6" 70-ton boxcars from the ICG 501500's through the 502200's series. The cars were originally NRUC "per diem" cars (including NSL) that were being operated by the ICG for the last few years. The St. Lawrence Railroad retained the ICG numbers on the cars replacing only the reporting marks with "NSL". (DGC)

TEXAS, OKLAHOMA AND EASTERN (AR) acquired 50 seventy-ton boxcars from the ADN in May 1988. These have been renumbered and re-initialed by the TOE. New numbers are TOE 7100-7149 built by SIECO Atlanta for the AD&N in 4-79. (DGC)

WASHINGTON CENTRAL (WA) has acquired 100 new-built Gunderson center-partition flat cars numbered WCRC 2300-2399. These are unusual in the fact that they are steel blue and complete with the MidSouth logo! They are initialed WCRC however. Built 5-88.

WCRC 7400-7449 is another new built series of center-partition. Gunderson built flatcars. These were built 3-88 and are red cars with "Tree Source" on the center-partition. Build date 3-88.

WCRC 10000-series are a new series of second-hand cars formerly SSW (Cotton Belt) high-cube Gunderson built loader equipped boxcars (former SSW class B-100-11 built in 1967). There are 49 of these presently known (highest number seen so far is WCRC 10048). (EAN/DGC)

WILLIAMINA AND GRAND RONDE RR recently acquired fifty 4750-cuft covered hoppers that were originally PLMX and built by Trinity in 1978. The new series is numbered WGR 5001-5050. (DGC)

PRIVATE OWNERS AND LESSEES

ACF INDUSTRIES has acquired some new 30,100 gallon alcohol tankers built 10-87 by ACF's Milton plant (e.g. ACFX 72166).

Additionally, some sulphuric acid tankers have been added to their leasing fleet (e.g. ACFX 72656 built 6-88 at ACF Milton, 13,632 gallons).

Other ACFX additions are listed under their lessees in this issue. (TH/DGC)

ADM TRANSPORATION is adding another small batch of ACF PD5000 Center Flow covered hoppers to its fleet. The new cars were built in 5-88 at ACF's Milton, PA plant. Numbers are ADMX 50101 to 50130. (CWS)

AIR PRODUCTS. In 1986 (previously unreported to FCJ) Air Products received two dozen 30,100 gallon, 100-ton methanol tank cars built by Union Tank Car. APRX 3032-3055 built 3-86. (DGC)

ALLIED FIBERS. (see also FCJ 27) also has another group of the Thrall 5800-cuft covered hoppers that are being leased from Union Tank Car beginning late last year (e.g. UTCX 57173 built 10-87 by Thrall Car as job 463-D). They may have been renumbered as the original first two numbers appear to have been replaced with the "57". One will also note that job 463-D also includes cars leased to Tennessee Eastman Co. (See FCJ 27). (DGC)

AMBER MILLING previously unreported to FCJ began leasing ten new-built GATX "Airlides" in 1986. GACX 56452-56461 were built in 10 = 11-86. (EAN)

AMERICAN PRESIDENT COMPANIES, the hottest news in the intermodal/container world is the first deliveries of 45-foot refrigerated containers to APC (these are the first production 45-foot refrigerated containers in the world). These are numbered in the 540000-series and are owned by Trans-america. Builder is Nippon Freuhauf. In addition, APC is adding more 40-foot refrigerated containers. A significant note to these is the use of front mounted self-contained clip-on generator sets (Thermo King CG-II-DC) to power the refrigerator unit on the container. This allows refrigerated containers to be loaded literally anywhere in a stack car without the need for special outside apparatus (i.e. this makes the generator equipped stack car sets nearly obsolete).

Additional exterior-post aluminum 48-foot containers are also being delivered. These are the first 48-foot exterior post containers delivered since the initial batch delivered a few years ago. Most of APC's 48-footers are of the "smoothside" variety.

APC is also taking delivery of a number of 40-foot (type 4510) corrugated steel containers built by Associated Industries China, Inc. (AIC) in 4-88.

The first non Thrall built container stack car entered service with APC's fleet. DTTX 74002 was built 7-88 by Trinity's PSM Bessemer plant. Though Trailer Train initialed the car did have "APC Stack Train" (note not "Liner Train") logos. The car is 125-ton capable and is the same otherwise as DTTX 74000 (see Trailer Train). (DGC)

BASF-WYANDOTTE CORP. began leasing a number of new-built Hydrochloric Acid tankers from General American in late 1985. The cars were built in 9 = 10-85 by Trinity Longview. Examples are GATX 61090-61103. (DGC)

S.M. BROOKS has acquired two new-built 30,000 gallon tank cars built 10-87 by ACF's Milton plant numbered TJRX 30002-30003. (DGC)

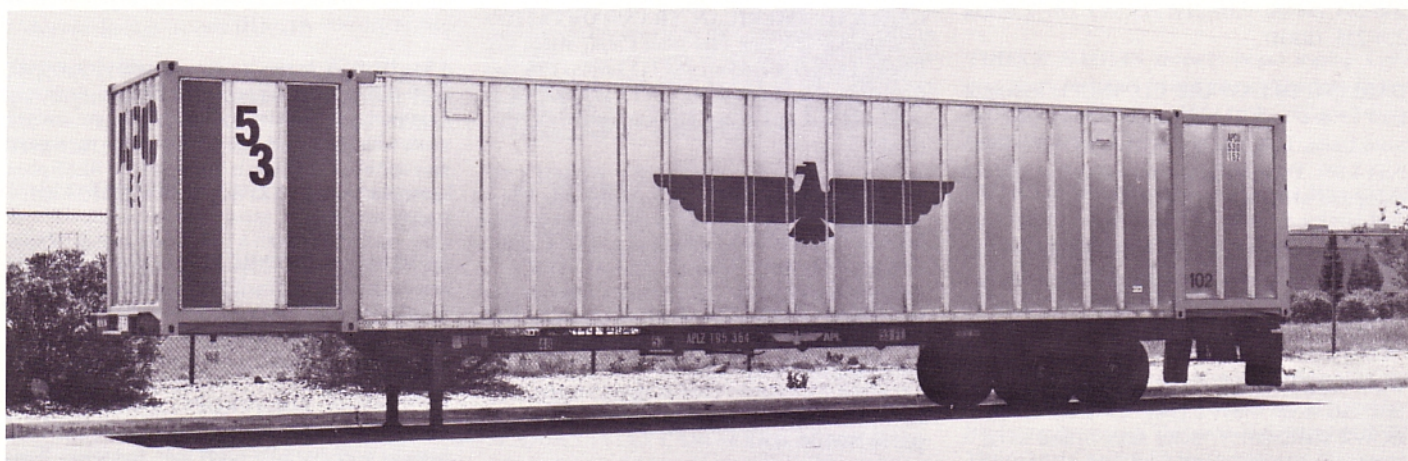
CAIN CHEMICAL is leasing at least fifty or more 5850-cuft covered hoppers from Pullman Leasing. The cars were built by Trinity's Pullman Standard Manufacturing Bessemer plant in 3 = 4-88 as lot 2043 (examples: PLCX 46655-46699). (DGC)

CARGILL is adding several hundred new built corn syrup tankers (17,500 gallon insulated/coiled 100-ton) to its fleet. These are being built by Trinity's Longview, TX plant. Build dates so far sighted are 4 = 6-88. Numbers begin in the CRGX 4700's and continue into the 4900's.

FREIGHT CAR NEWS



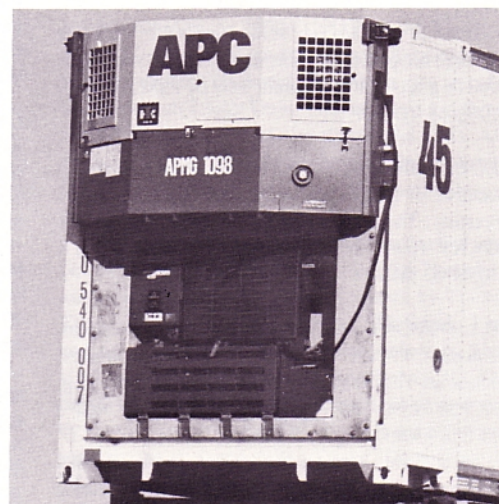
MAEU 108431, a 19-post container, is part of a new series and displays the new Maersk livery. The large "MAERSK" is in black and the log is blue and white on aluminum container. (David G. Casdorff photo)



APCU 530152, part of the new 53-foot series containers being operated by APC. The vertical bands are red, white and blue with a black "53". (David G. Casdorff photo)



APLU 540007 is a new refrigerated 45-foot domestic container (first 45-foot reefer containers).



APMG 1098 on front of APLU 540006 is an example of the new clip on generator units used to fuel and power APC's new reefers. The unit is self-contained allowing refrigerated containers to be placed anywhere on a stack car or flat car. (David G. Casdorff)

FREIGHT CAR NEWS

In addition, Cargill is leasing at least 16 new built ACF PD5000 Center Flows from ACF Industries. Examples are ACFX 51701-51716 built 6-88 at ACF's Milton plant. (CWS/TH)

CEDAR CHEMICAL CORP. is leasing a small number of new built chlorine tank cars from ACF Industries (e.g. ACFX 77417 built 6-88, 17340 gallon, 180T, 105A500W). (TH)

CHEMICAL PRODUCTS CORP. is leasing ten new built 100-ton 16,200 gallon caustic soda tank cars from Union Tank Car (UTLX 630025-630034 built 2-87 by Union Tank Car). (DGC)

CHEVRON USA, INC. recently began leasing some new-built 5800-cuft covered hoppers from ACF Industries (e.g. ACFX 41133, 41134 built 1=2-88 by ACF). (EAN)

CITY OF COLORADO SPRINGS, Department of Public Utilities acquired 21 used unit coal cars from the Colorado and Western in 1986. CSUX 79090-79110 are ex C&W 187, 189, 192-195, 200-203, 206-207, 209-211, 213, 217, 220, 222, and 224-225. (RRH)

DARLING DELAWARE CO. INC. is leasing at least 15 new built 23,480 gallon, 100-ton tank cars from Union Tank Car (e.g. UTLX 640467-640483 built 4-88). These are black tanks with white data and green and white logos. (CWS)

DeGUSSA CORP. recently began leasing a small number of new-built hydrogen peroxide tank cars from Union Tank Car (e.g. UTLX 200544 built 4-88 by Union Tank Car). (DGC)

DOW CHEMICALS recently received 100 chlorine tank cars from Trinity's Longview plant numbered DOWX 80012-80111. Build dates sighted so far is 1-88 and others are probable. AND began leasing a number of chlorine cars from General American Transportation (e.g. GATX 68840 built 6-87 by Trinity).

Dow is also leasing some new-built 5850-cuft covered hoppers from General American Transportation (e.g. GACX 73150 built 7-88 by PSM BESS lot 2052-B). (DGC)

LOUIS DREYFUS CORP. has been receiving a number of Evans built 4780 cuft covered hoppers recently. These are probably from the MKT and/or OKKT fleet. New numbers are in the LDCX 20500's. (MBF)

E.I. DUPONT de NEMOURS CO. is leasing additional "Ti-Pure" tank cars from ACF Industries. These are 13,850 gallon, 100-ton, 211A100W1 (e.g. ACFX 72590 and 72591 built 5=6-88 by ACF's Milton plant).

In addition, Dupont has recently added a small number of 20,700 gallon, 100-ton Ferric Chloride Solution tank cars to their fleet of cars being leased from ACF Industries (e.g. ACFX 72362-72372 built 2,4-88 by ACF's Milton plant). (TH)

ESSEX has begun leasing some new-built hydrogen fluoride tank cars from Union Tank Car (e.g. UTLX 950009 built 1-88 by Union Tank Car). (EAN)

EXXON CHEMICAL AMERICAS. An interesting development in the world of articulated cars was sighted with ECUX 102208. This car consists of two short tank cars connected by a drawbar. Numbers are ECUX 102200-102214. It's not presently known the commodity they carry. (CWS)

EVERGREEN MARINE, a Taiwan based ocean carrier has acquired 500 new 23'6" container chassis for domestic American intermodal transfers. EMCZ 825001-825150 were built by Hyundai in 5-88. EMCZ 820001-820350 were built by Transcraft also in 5-88. (HAL)

FINA OIL AND CHEMICAL is leasing new-built 5850-cuft covered hoppers from two sources both built by Trinity's PSM BESS in 7-88. Lot 2050 are Pullman Leasing cars (e.g. PLCX 46834-46847 built 7-88) and lot 2052-A are General American Transportation cars (e.g. GACX 73113-73121 built 7-88).

GENERAL AMERICAN TRANSPORTATION is acquiring 184 tank cars from Chino Mines Co. (Phelps Dodge) operations and 115 surplus tank cars from Monsanto. In addition, GATX is acquiring all of the 694 tank cars of the Olin fleet (initials OLNX). (HAL)

GENERAL ELECTRIC, MT VERNON, IN. is leasing a small number of 5850 cuft design covered hoppers from Pullman Leasing (e.g. PLCX 46413 built 11-87 by PSM BESS lot 2053-A). (DGC)

GENERAL ELECTRIC RAILCAR SERVICE CORP (GERSCO) has acquired a number of cars (possibly all) from the CNW 172000-172499 series 1973 built ACF Center Flow covered hoppers. Cars retain the same numbers with only the initials changed to NAHX. (DGC)

GEORGIA GULF CORP. has introduced some new reporting marks (GGCX) and has received a number of ACF Centerflow 5800 cuft covered hoppers. Number series is 5800-5949. These were built by ACF's Milton plant in 1=3-88 and are equipped with 5131 outlets. (DGC)

GEORGIA KAOLIN CO., INC has just added more kaolin slurry cars to its leased fleet from ACF Industries. These are 13,800 gallon, 100-ton, DOT 111A100W1 tankers (examples of this newest group are ACFX 72638 and 72697 built 6-88). (TH)

B.F. GOODRICH. Additional information to the B.F.G. entry in FCJ 27. Numbers range from ACFX 72224-72251 (now sighted) with build dates of 10=12-87. The cars are 10,000 gallon, 70-ton (not too many 70-ton tank cars being made these days). These are gray with a blue logo — "B.F. Goodrich Elastomers and Latex Division." (TH)

W.R. GRACE & CO. began leasing a small number of 18,650 gallon, 100-ton, coiled, lined tank cars from Shippers Car Line (now ACF Industries) in 1987 (e.g. ACFX 71779 built 4-87 by ACF Milton). (DGC)

GRAIN PROCESSING CORP. is leasing a small number of "Airslide" covered hoppers built by Trinity Fort Worth in 8-87. These are the 4895-cuft design and are presently the latest confirmed "Airsides" production examples (GACX 56535). (DGC)

GREENBRIER LEASING has added 31 new-built double-stack articulated container cars to its fleet early this year. GBRX 2344-2374 were built 2=3-88 by Gunderson, Portland, OR. These are 100-ton, 20/20/45/48-foot container capacity cars. (DGC)

HAMILTON MATERIALS is leasing a small number of ACF PD5000 Center Flow covered hoppers from ACF Industries (e.g. ACFX 51695 built 6-88 ACF Milton). (TH)

HIMONT USA, INC. is adding 500 new-built ACF 5800 cuft conventional Center Flow covered hoppers to its fleet. Number series is HPIX 88001-88500. These are the first of this design to be placed in Himont USA's HPIX initialed fleet. Dates built so far is 6-88 by ACF Milton. (TH/CWS)

HOECHST FIBER CORP. are leasing some new-built 5800-cuft covered hoppers from Union Tank Car (e.g. UTCX 46321 built 5-88 by Thrall Car as part of job 409-A). (TH)

J.M. HUBER began leasing a series of new-built 5850-cuft covered hoppers from General American Transportation for clay loading. These are painted white with black markings (as opposed to the normal grey and black). Builder is Trinity's PSM BESS plant as lot 2042-B built 7-88 (e.g. GACX 73056-73061). (DGC)

HUNTSMAN CHEMICAL has begun leasing a new-built series of Thrall 5800 cuft covered hoppers from Union Tank Car (e.g. UTCX 46243-46254 built 5=6-88 by Thrall Chicago Heights as job 487-E). (TH)

HUNTSMAN POLYPROPYLENE CORP. recently acquired 36 second-hand ACF Center Flow covered hoppers from Shell Oil. Huntsman Polypropylene numbers have remained the same (HPPX 5824 to 5862). These were former Shell Oil SCPX 5824-5862. (CWS)

I.B. CHEMICAL began leasing a small number of tank cars from Union Tank Car in 1985 (previously unreported to FCJ) (e.g. UTLX 200117 built in 9-85 by Union Tank Car). (DGC)

INTERDOM, INC. In FCJ 27 we mentioned the Interdom double-stack container cars. Now, to go with them Interdom has acquired some new 48'/102" containers. These are built by Monon and are gray containers (others delivered to Santa Fe, CSXT, XTRA etc. are white) and have a blue, white and black rectangular logo. The new reporting marks for Interdom, Inc. is "IDIU" and these are numbered in the 680000's. (DGC)

KENTUCKY-TENNESSEE CLAY CO. began leasing a number of clay slurry tankers in 1986 from Shipper's Car Line (Now ACF Industries) (e.g. ACFX 71250 built 3-86 by ACF MILT). The cars are white with a large red and white "K-T" logo. (DGC)

K-LINE, a Japanese ocean carrier has added more of the rebuilt TWG-53 Trailer Train class double stack cars to its domestic U.S. freight car fleet (see also FCJ 27). Numbers for these Trailer Train/K-Line

FREIGHT CAR NEWS

cars go up to DTTX 61522 now with the latest rebuild date of 6-88. These cars were former APLX cars and are being rebuilt by Thrall's Clinton shop to accept 20-foot containers on each well.

K-Line has also joined the 45-foot container race. These are the first exterior-post 45-footers I've seen since the APL versions. These are numbered in the KLFU 900000's. (DGC/FK)

LYONDELL PETROCHEMICAL CO. is leasing some of those recently acquired newly-built tank cars of Pullman Leasing's PLCX 129000-series (e.g. PLCX 129011-12904 built 9 = 10-87). (DGC)

MAERSK LINE has now introduced a new reporting mark and has acquired its "own" double-stack container cars. MAEX 7000-series were built by Gunderson, Portland, OR in 7-88. These are 125-ton cars painted powder blue with black lettering and Maersk logos on each unit. (MBF)

MISSISSIPPI POWER CO. recently increased its unit coal fleet from 459 to 563 cars. 104 former Colorado and Western cars of the C&W 101-185 series (85 cars) and from the 186-225 series (19 cars) have been reinitialed to DGEX (same numbers). (The other 21 cars of the 186-225 series went to the City of Colorado Springs in 1986). (RRH)

MONSANTO began leasing some new-built 30,000 gallon general-service tank cars from Union Tank Car Co. (e.g. UTLX 200325 built 1-88 by Union Tank Car). (DGC)

NALCO CHEMICAL CO. Previously unreported to FCJ. Nalco began leasing a small number of 20,850 gallon, lined, 111A100W5 tank cars from Shippers Car Line (now ACF Industries) in 1985 (e.g. ACFX 71097 built ACF Milton). (TH)

NATIONAL CARBONIC is leasing some new-built carbon dioxide tankers from Union Tank Car (e.g. UTLX 900109-900111 built 1-88). (DGC)

NATIONAL STARCH & CHEMICAL is leasing a small number of ACF PD5000 Center Flow covered hoppers from ACF Industries (e.g. ACFX 51674-51679 built ACF Milton 5-88). (CWS)

NIPPON YUSEN KAISHA (N.Y.K.) a Japanese ocean carrier, has also joined the 45-foot container race. These are the more common "smoothside" variety. Numbers are in the NYKU 450000's and were built by Jindo. (DGC)

OCCIDENTAL CHEMICALS has definitely gone on a buying spree . . . adding several hundred cars to both their own initialed fleet and their leased fleet.

The biggest addition is 250 new-built chlorine tank cars numbered HOKX 132001-132250. These were built by Trinity Fort Worth in 1 = 2-88 (more dates very likely).

Thirty-four new-built 90-ton chlorine tank cars were built by ACF Milton in 6-88 as HOKX 132251-132284.

In addition, Occidental is leasing some 90-ton chlorine tank cars from ACF Industries (e.g. ACFX 77475 built 6-88 by ACF Milton).

At least 29+ new caustic service, 100-ton, 16350 gallon, DOT 111A100W1 tank cars were also built in 6-88 by ACF Milton. The numbers of these so far are HOKX 111151-111179.

Occidental has also placed some 16,500 gallon, 100-ton, caustic service cars built by Union Tank Car into their fleet (e.g. HOKX 111008 built 6-88). (TH/DGC)

OLIN CORP. (see also FCJ 24) There are eventually to be 200 of these caustic soda tank cars. Numbers sighted so far range from GATX 90676-90749 built 10-87 by Trinity Longview. Olin is also leasing over 100 new-built 90-ton chlorine tank cars from ACF Industries. Numbers range from ACFX 77367-77475 built 2 = 4-88 by ACF Milton. (TH)

ORIENT OVERSEAS CONTAINER LINE has added a number of 20-foot vented containers (type 2210) built in 4-88 by Hyundai. Numbers are in the OOLU 235000's (e.g. 235295 sighted). These are owned by Genstar of San Francisco, CA. (JLB)

PHILLIPS 66. Previously unreported to FCJ are thirty 100-ton 13,500 gallon, molten sulphur tankers built by Trinity Longview in 2-83. Series is PSPX 13601-13630. (DGC)

PLM FINANCIAL SERVICES acquired 60 Trinity 1981 built 4750 cuft covered hoppers in late 1987 from a presently unknown source. Numbers for PLM are PLMX 49015-49074.

In early 1988 PLM has acquired a number of unit-coal gondolas (AAR: GT) that retain their numbers in the 8000's and 9000's. All are ex-CIM (some were also lettered WSOR for a time). The 9000's were originally owned by the Commonwealth Edison Company and are some of the oldest unit-train coal gons around. The 8460 is part of the CIM series 8359-8553, which are ex-BN gons (574784-574999). (CWS/DGC)

PULLMAN LEASING acquired forty-nine 4750-cuft covered hoppers from the Grand Trunk Western earlier this year. These were built in 8-72 as GTW 315180-315229. (CWS)

REAGENT CHEMICAL & RESEARCH INC. acquired sixty new-built hydrochloric acid tank cars built by Trinity Longview in 8 = 9-87. These are 100-ton 20,500 gallon tank cars. Series is RCRX 1196-1255. (DGC)

SCANDINAVIAN CARGO SEA, MIAMI FL can be added to the list of container operators getting ex-USLU containers. Initials for this operator are "SIHU." (DGC)

S.C.M. CHEMICALS has begun leasing a small number of titanium dioxide tank cars from Union Tank Car (e.g. UTLX 300526-300532 built by Union Tank Car in 6-88). (TH)

SHELL OIL as you may have read in the commercial press will be increasing the number of the unit oil trains that operate from Bakersfield to Carson, CA (and vice versa). The new General American Transportation "Tank Train" cars have begun to show up. These are numbered in the GATX 41600's. Numbers sighted so far range from GATX 41629-41663 built by Trinity Longview 6 = 7-88. The cars are insulated, coiled, 100-ton, 23,700 gallon Tank Train cars.

Shell is also leasing some 100-ton, 23,600 gallon styrene tank cars from General American Transportation as well. Numbers sighted range from GATX 56481-56493 built 4-88 by Trinity Longview and lined with Carbozinc 11 at Trinity Saginaw, TX. (DGC)

SOLTEX POLYMER CORP. is adding some new Thrall 5800-cuft covered hoppers to its ELTX initialed fleet (e.g. ELTX 1514-1540 built 3 = 4-88 by Thrall car as jobs 472-F and 480-E). (CWS/EAN)

H.C. SPINKS began leasing several dozen clay slurry tank cars from Union Tank Car in late 1986. The 100-ton tankers have full Spinks logos (e.g. UTLX 300156-300174 built 10 = 11-86). (DGC)

STANDARD OIL recently began leasing some 25,800 gallon tank cars from Union Tank Car (e.g. UTLX 640167 built 10-87 by Union Tank Car). (TH)

THE STEPAN COMPANY began leasing a small number of new-built 100-ton, 20,500 gallon, coiled, insulated tank cars from General American Transportation in late 1987 (e.g. GATX 19292 built 9-87 by Trinity Longview). (DGC)

TENNESSEE EASTMAN CO. Previously not reported were five 4-compartment tank cars that were built by Trinity Tulsa in 8 and 12-86. New built multiple compartment tank cars are rare these days and 4-compartment cars for chemical transportation even rarer (the only others FCJ is aware of were three cars for Union Carbide in 1982). Numbers on these are ETCX 4000-4004. All are DOT 111A100W1's. Each compartment is about 5450 gallons. Total capacity on ETCX 4002 was 21848 gallons. (DGC)

THIELE KAOLIN recently began leasing some clay slurry tank cars from General American Transportation (e.g. GATX 65672 built 7-87 by Trinity Longview). (DGC)

TRAILER TRAIN continues to accept deliveries of new freight equipment. This includes several hundred new-built Thrall Center-Beams (TTZX initials):

Job:	Built:	Nos.Sighted:
451	7 = 8-87	86434-86543
454	8-87	86578-86676
467-C	12-87 = 1-88	86717-86804

Trailer Train has also acquired fifteen 125-ton Gunderson built double stack container cars (see also BN listing this issue). This series is numbered DTTX 73030-73044 built 6-88 by Gunderson. This group has no operator logos.

Trinity has delivered its first production 125-ton double-stack container cars to Trailer Train. These are numbered in the 74000's and bear the TT class RWG-52. The 5-unit articulated cars have evolved from the earlier "Backpacker" 100-ton cars already in service with Trailer Train. The car consists of three middle 48-foot wells and two 40-foot end wells. All wells are 53-foot capable on the top. The first unit DTTX 74000 was delivered in 4-88 from the Bessemer, AL plant.

A new series of "spine cars" have been tested and delivered. NTTX 110030, built 11-87 by Hyundai, assembled 12-87 by Cal Pro and classed by Trailer Train as YSF-50P. Lot number is HD-S-001. The cars are 5-unit single-level container only cars. The first production series is numbered NTTX 68000-68009 (10 cars). Final assembly is being done by Gunderson, Portland, OR. Build dates for these seen so far is 4 and 6-88. Trailer Train class is YSF50. Lot HD-SP-002.

Build dates for the new TTLX "Impack" TOFC 5-unit articulated cars built by Bethlehem (see FCJ 27) are known to range from March to August 1988 (3 = 8-88). (DGC/MBF/EAN)

A JOURNEY TO THE LAND OF PHOSPHATE

by David G. Casdorff

Eric A. Neubauer

Edwin E. Casdorff

This survey is based on the results of two Freight Cars Journal expeditions to the "Bone Valley" region of central Florida in 1984 and 1986. This area is one of the few areas in the world with high concentrations of phosphate rock (Idaho and Morocco being others). As is usually the rule, the transport industry reflects the local resources and industry of the area. Based on this principle we can assume the freight car "fauna" of the area should be somewhat unique.

Unique it is . . . for here are cars, many of which, appear no where else. The area generally lies just south of Lakeland and between Tampa and Orlando. Here we find a myriad of specially designed cars for transporting both wet and dry rock phosphate. Many of these dating back to the fifties and only a few have been illustrated or discussed in either the trade or historical magazines. In further searching we begin to see the association of a number of other freight car types associated with the overall phosphate industry.

Covered hoppers (the same designs used for grain shipments) are used to export processed phosphatic fertilizer of which is eventually used in growing grain and grain products. Molten sulphur and phosphoric acid cars are seen and used for the shipment of these products much because of the phosphate rock industry in the area.

In Figure 1, we see how the phosphate rock travels from the open pit mines through washing, classification and eventual separation into dry or wet rock for shipment to customers. Much of the dry rock is exported through the Port of Tampa to other countries. Figure 2 shows the processes in the production of phosphoric acid.

What follows is a selected "catalog" of freight cars associated with the phosphate industry that we observed in each respective expedition. The dry- and wet-rock phosphate car series are the most complete of all the types presented here. The phosphate-fertilizer, phosphate-cement, sulphur, phosphoric acid cars are very random sightings and represent only a small portion of these respective types entering the area.

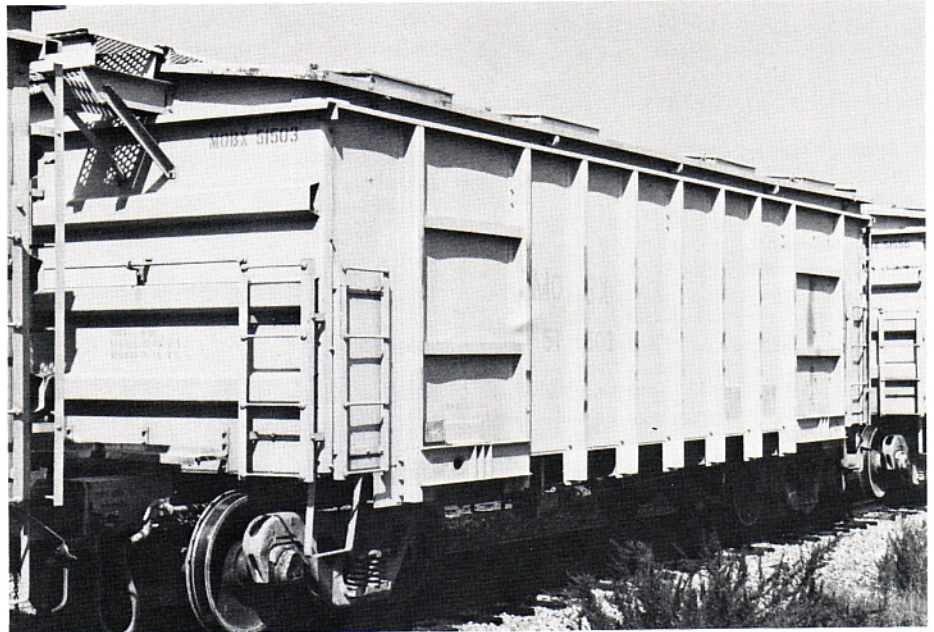
PHOSPHATE-DRY ROCK CARS

There were two private-owner series of cars noted. Both are Ortner 2755 cuft covered rotary gondolas.

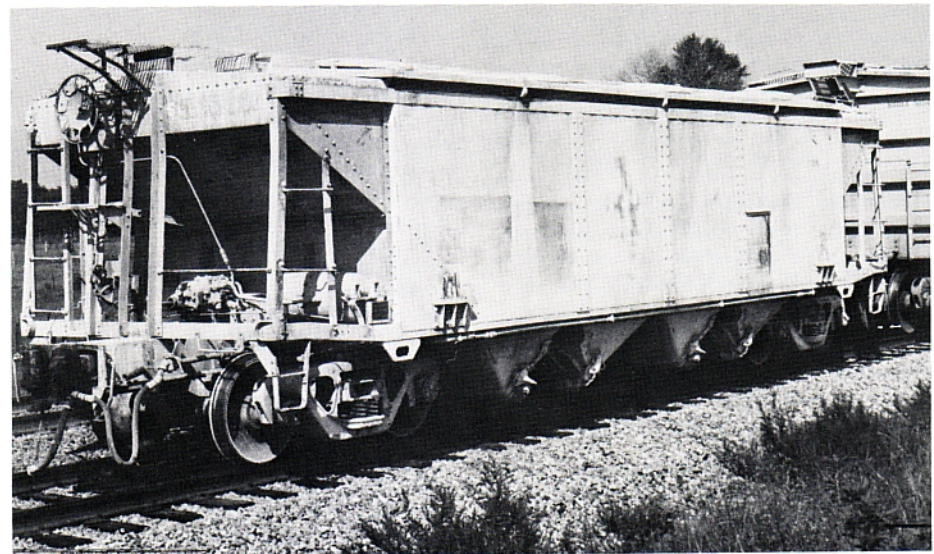
BPPX 2755-2824. Brewster Phosphate of Bradley, Florida has this series of 70 cars built by Ortner in 11 = 12-80. Cubic capacity if 2755.

MOBX 51500-51569. Mobil Oil has a small fleet of seventy covered rotary gondolas available for dry rock transport. These cars were built by Ortner in 9 = 10-80 with a cubic capacity of 2755 cuft.

Most of the phosphate-dry rock in this area, however, is moved in Seaboard/CSXT cars. Much of this fleet is composed of older (1950s/1960s) 70-ton covered hoppers and "flip-tops" of 1970-cuft capacity primarily of Atlantic Coast Line ancestry. The newer cars were delivered to the Seaboard Coast Line in 1973 and 1981 and are 100-ton covered rotary gondolas similar to the Brewster Phosphate and Mobil Oil cars.

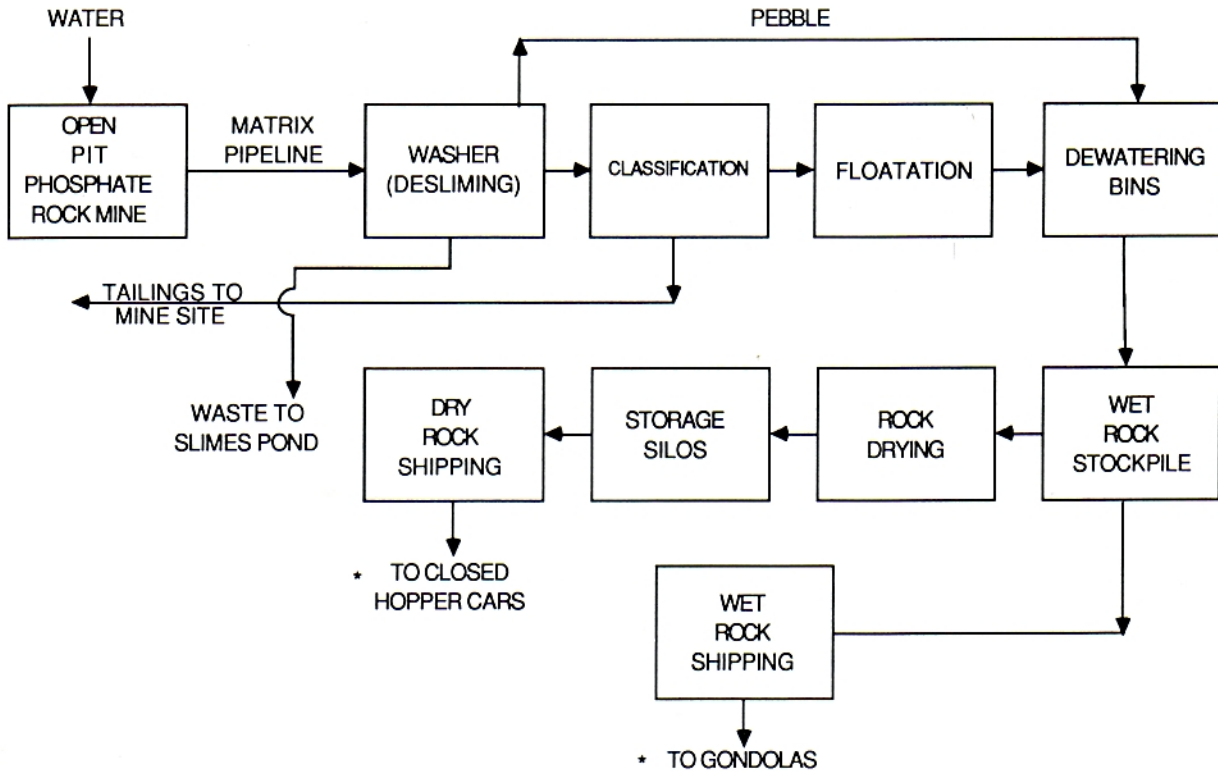


MOBX 51503 is one of seventy cars of the Mobil Oil co. operating dry-rock phosphate cars in the area. This car was built in 1980 by Ortner.



SCL 859590 is a 70-ton dry-rock hopper built for the Seaboard Air Line in 1962. The cars were originally numbered SAL 59475-59624. The Seaboard Coast Line added an "8" in front of the series making them SCL 859475-859624. When the Seaboard System came to being they were again renumbered, this time into the SBD 652072-652204 series. The CSX numbers are the same as the SBD.

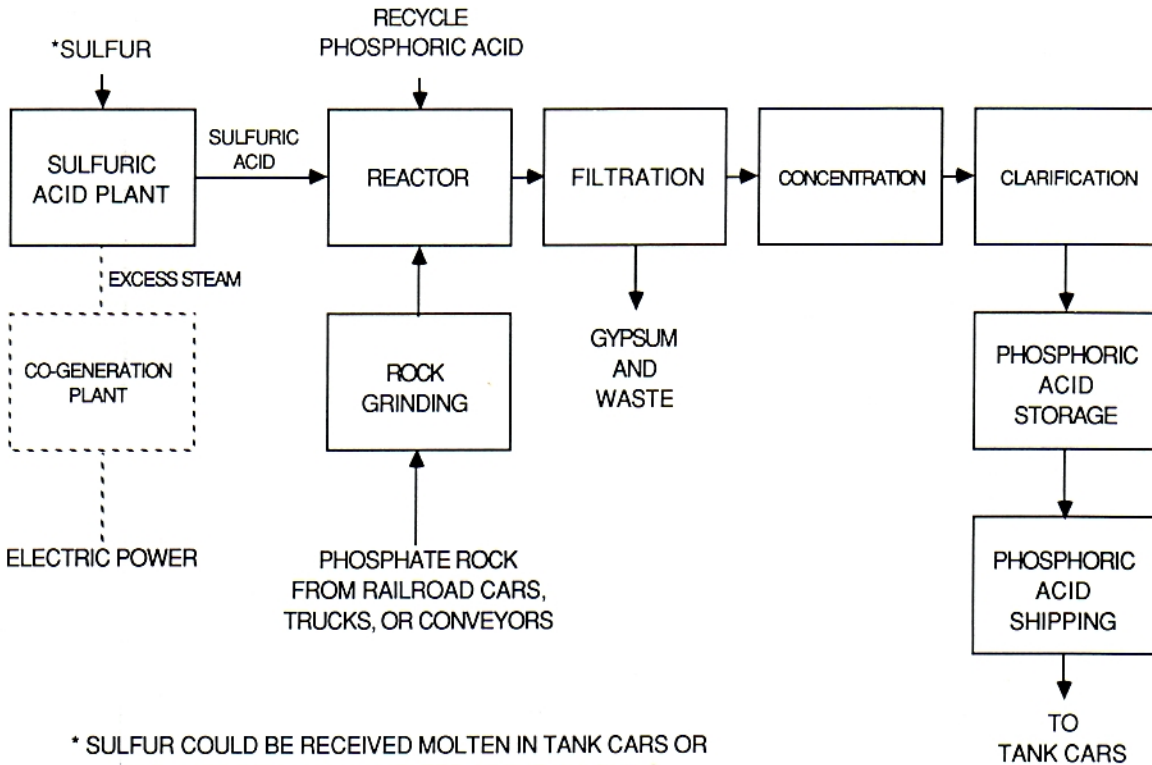
PHOSPHATE ROCK MINE AND BENEFICIATION PLANT



* GENERALLY SHIPPED TO PHOSPHATIC FERTILIZER PRODUCERS - ALSO SHIPPED TO A PORT FOR EXPORT SHIPLOADING

FIGURE 1.

PHOSPHORIC ACID PLANT



* SULFUR COULD BE RECEIVED MOLTEN IN TANK CARS OR RECEIVED DRY AND BE MELTED AT THE SULFURIC ACID PLANT

FIGURE 2.

SBD/CSXT 651000-651189. 154 HTR. Built 9=10-50. 1970 cuft. These come from the SCL 200000-200199. Where they came from before that is not presently known.

SBD/CSXT 651190-651589. 154 LO. Built 4=6-51 by American Car and Foundry. 1970 cuft. Class U-8. These come from the SCL 739600-739999 series. Originally from the ACL 9200-9999 series.

SBD/CSXT 651590-651773. 154 HTR. built 6-54 and 8=8-57 by Greenville Steel Car. 1970 cuft. Class U-10. From SCL 610000-610199. Originally ACL 10000-10199. They were converted to "flip-tops" by Bethlehem Steel in 1969 for the SCL.

SBD/CSXT 651774-652063. 154 LO. Built 3=4-62 by American Car and Foundry. 1970 cuft. Class U-12. From the SCL 610200-610499 series. Originally ACL 10200-10499.

SBD/CSXT 652072-652204. 154 HTR. Built 4=5-62 by American Car and Foundry. 1970 cuft. Class US-12. From SCL 859475-859624 series. Originally SAL 59475-59624.

SBD/CSXT 652220-652417. 195 LO. built 12-65 = 2-66 by Bethlehem Steel. 2684 cuft. Class U-14. The only 100-ton covered hopper dry-rock series discussed here. These are from the SCL 610500-610699 series. Originally ACL 10500-10699.

SBD/CSXT 660000-660199. 200 GTR. Built 8=9-73 by Bethlehem Steel. 2728 cuft. Class GR-1. Originally SCL 201000-201199.

SBD/CSXT 660220-660419. 200 GTR. Built 6=8-81 by Bethlehem Steel. 2713 cuft. Class GR-1-A. Originally SCL 201200-201399.

PHOSPHATE WET-ROCK CARS

All the wet-rock cars in this survey were "owned" by the Seaboard System/CSXT. Generally they are 100-ton open hoppers or rotary gondolas with a capacity between 2100 and 2220 for post-1960 built cars or about 1550 cuft for the earlier cars. (1960 built).

SBD/CSXT 630000-630424. 163 HMS. Built 2=3, 9=10-60 by American Car and Foundry. 1552 cuft. From the SCL 156150-156574. The cars were refurbished and renumbered from ACL class U-11's (ACL 5600-6099) by the Seaboard in 1980/1981 and classed at that time by the SCL as H-6-A. These are twin hoppers.

SBD/CSXT 630480-630850. 200 HMS. Built 3=6-6, 2220 cuft. Class U-13. From SCL 737000-737402. Originally ACL 7000-7402.

SBD/CSXT 631530-631929. 200 HTS. Built 5=11-66 by Bethlehem Steel. 2100 cuft. Class U-15. From the SCL 736600-736999 series. Originally ACL 6600-6999. The series was going through an extensive refurbishing program 6=12-86 by CSX and were one of the first cars lettered CSXT.

SBD/CSXT 631930-632129. 200 HTS. Built 10-73=4-74 by SCL's Portsmouth Shops from parts supplied by Bethlehem Steel. 2100 cuft. Class H-7. Originally SCL 155250-155449.

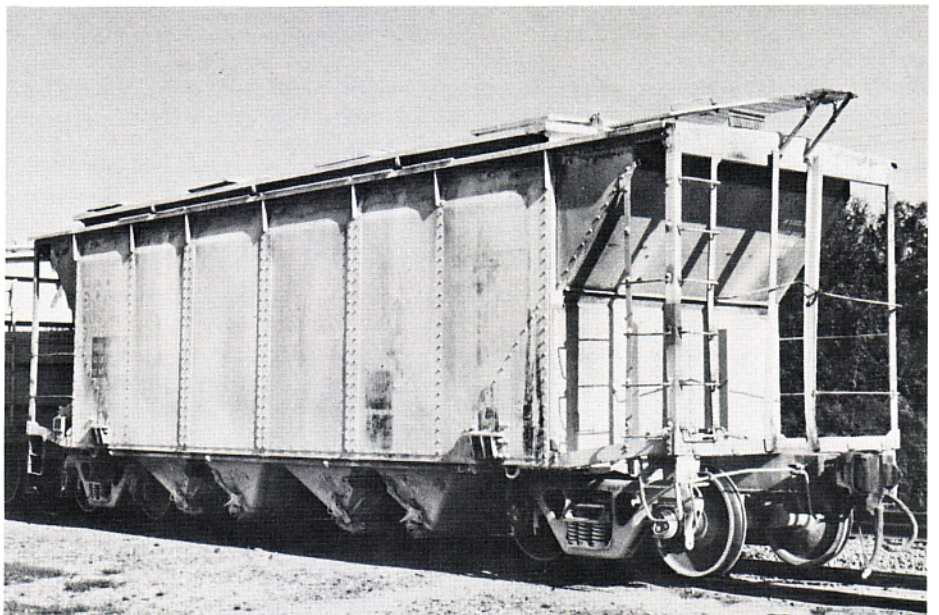
SBD/CSXT 632130-632329. 200 HTS. Built 2=3-81 by Bethlehem Steel. 2100 cuft. Class H-7-A. Originally SCL 155700-155899.

SBD/CSXT 640000-640147. 200 GT. Built 2=2-68 by Bethlehem Steel. 2165 cuft. Class G-1. Originally SCL 150000-150149.

SBD/CSXT 640148-640273. 200 GT. Built 7=8-72 by Bethlehem Steel. 2165 cuft. Class G-1. Originally SCL 150150-150279.



SBD 652387 was originally an Atlantic Coast Line class U-14. This is a covered hopper for the transportation of dry-rock phosphate. Built in 1966 by Bethlehem Steel.



SCL 610615 the same class as SBD 652387 is shown here in its usual Seaboard Coast Line scheme.



SCL 737039. A wet-rock phosphate hopper. Wet-rock cars are open hoppers. The cars of this series were originally the Atlantic Coast Line 7000-7402 series. Later became SCL 737000-737402 and finally became SBD/CSXT 630480-630850.

SBD/CSXT 640274-640473. 200 GT. Built 7=9-75 by Bethlehem Steel. 2165 cuft. Class G-1. Originally SCL 150280-150479.

SCL 735600-736099. 154 HMS. Built 2=3,9=10-60 by American Car and Foundry. 1552 cuft. Class U-11. Originally ACL 5600-6099. None sighted in the new SBD/CSXT number series. Possibly these are going to SBD/CSXT 630425-630449. Other U-11's were rebuilt into the SCL 156150-series and reclassified as H-6-A (then later renumbered into the SBD/CSXT 630000-series).

CEMENT-PHOSPHATE CARS

Cement-phosphate cars are pretty much self explanatory. They are designed to carry phosphate one way and cement for the return or seasonal loading of cement and phosphate. This type of car is somewhat unique to the ACL/SAL/SCL/SBD systems. Only two series were sighted (but other series exist).

ACL 89200-89799. 200 LO. Built 3=4-65 by Pullman Standard. 2929 cuft. Class L-13. Still in original ACL lettering.

SCL 202000-209. 154 LO. Built 9-57. Builder not identified. 2006 cuft. Class LO-3-A. This series is apparently a rebuilt and renumbered series by Seaboard Coast Line (as it bears a SCL class). Refurbishing/renumbering apparently occurred about 1977. Original series not identified.

MOLTEN/LIQUID SULPHUR CARS

Molten sulphur cars today appear in the form of 100-ton tank cars with about a 13,500 gallon capacity. Molten or liquid sulphur is used in this industry for the production of sulphuric acid, combined in a reactor with phosphate rock for the eventual production of phosphoric acid. (See Fig. 2)

In this survey we saw cars from three builders and four owners/lessees.

AMOCO Oil fields two series of molten sulphur cars, both series built by Trinity:

AMOX 13000-13074. 197 T. Built 12-80 by Trinity.

AMOX 13075-13374. 197 T. Built 10=11-81 by Trinity.

CANADIAN GENERAL had at least one car available for liquid sulphur transport during the periods of this survey (CGTX 13225. 200T. Built 3-78 by GATX (lessee series limits unknown).

CANADIAN OCCIDENTAL. TILX 135100-135269. 198 T. Built 1=3-84 by Trinity. This is a series of 170 sulphur cars owned by Trinity Leasing. Of this overall series a number of cars were noted as being leased to Canadian Occidental Petroleum (numbers 135171-135261). No other lessees were identified in this series during this survey.

INTEREDDEC leases several series of liquid sulphur tank cars from Union Tank Car. Several of these were noted during the survey periods:

UTLX 61110-61185. 200T. Built 3=5-84 by Union Tank Car.

UTLX 61373-61382. 200T. Built 8-84 by Union Tank Car.

PHOSPHORIC ACID CARS

Not as common as the liquid sulphur cars, but a few series were sighted in this survey. Phosphoric Acid is essentially the result of combined sulphuric acid and phosphate rock (see Fig. 2).

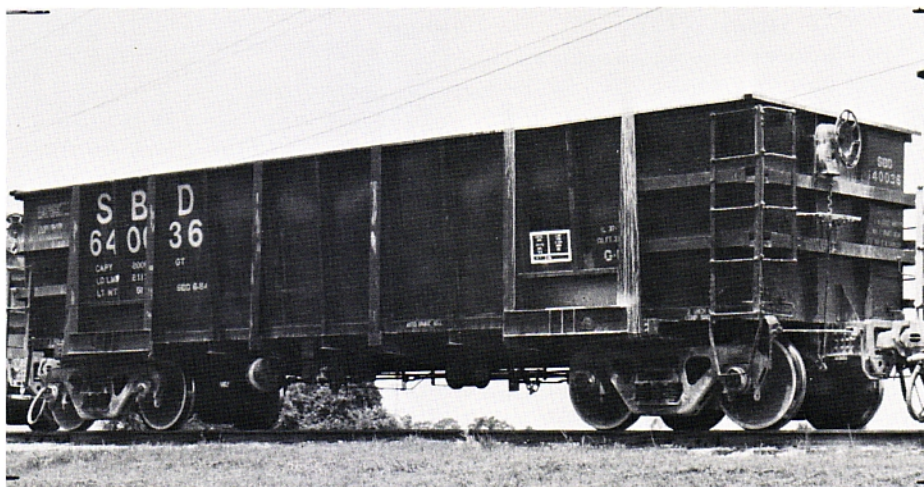
Generally, these are 100-ton 14,700 gallon tank cars.

INTERNATIONAL MINERALS has a series of 85 cars. IMCX 3100-3184. 200T, built 5-81 by GATX.

KAISER CHEMICAL had one car in use in the area during the survey period. Leased from Union Tank Car (UTLX 14734. 200T. Built 1-75 by Union Tank Car).



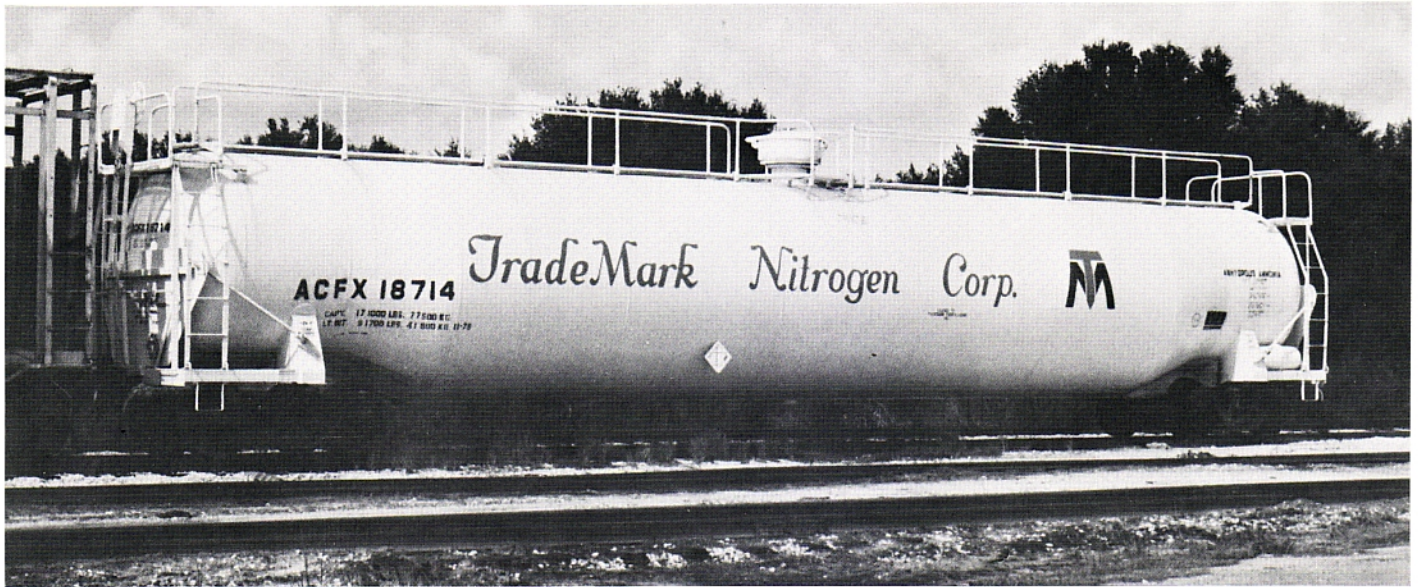
SCL 155787. These are some of the last wet-rock cars to be delivered in the United States. Series is SCL 155700-155899. Class H-7-A. Builder Bethlehem Steel in 1981. SBD/CSXT numbers are now 632130-632329.



SBD 640036. This one of the rotary gondolas used for wet-rock transport. There were two other series nearly identical to this one, all classed G-1.



AMOX 13018 is a Trinity designed and built molten sulphur tank car. Typically molten sulphur cars are small 13,500 gallon, coiled and insulated 100-ton tank cars.



ACFX 18714 is one of the several anhydrous ammonia cars seen in the area. Its similar in size and design as LPG tank cars. Ammonia is used in combination with phosphate to make the phosphatic fertilizers MAP and DAP. (see text).

AMMONIA CARS

Anhydrous Ammonia cars are very similar to LPG cars (and many were formerly LPG). They have about 33,000 gallon capacity and are usually 100-ton high-pressure tank cars. Ammonia is used as one of the ingredients of the various types of phosphatic fertilizer (see MAP and DAP below).

ROYSTER and TRADEMARK NITROGEN (ACFX 18677 and 18714 respectively) logos were sighted. Both are rather colorful cars with multi-colored logos. In addition, Borden Chemical has a series of 100 cars (BCDX 401-500) that were built by Richmond Tank Car in 6-8-79.

PHOSPHATIC FERTILIZER

Phosphatic fertilizer is a dry fertilizer processed from the phosphate rock. Much of this is used as the fertilizer in the Midwest for our crops. There are four major types. MAP (mon-ammonium phosphate), DAP (di-ammonium phosphate), TSP (tri super phosphate) and GTSP (granular tri-super phosphate). The most common used is DAP.

Phosphatic-Fertilizer covered hoppers are usually larger covered hoppers of common designs. These include the common Pullman-Standard 4750 cuft design (many used at other times of the year for grain transport) and a few ACF Center Flow designs (3560, 4600 and 4650). All are 100-ton cars and usually have gravity outlets.

GARDINER leases a number of ACF Center Flow cars from Shippers Car Line (now ACF Industries). This includes some 4600 cuft designs (i.e. ACFX 49177 built 7-75 and ACFX 49363 to 49419 built 5-78). In addition, some of the older design 3560-cuft Center Flows (e.g. ACFX 62931 to 62981 built 4-67).

INTERNATIONAL MINERALS has 250 ACF Center Flow 4650-cuft designs in their own reporting marks, IMCX 10100-10349. These were built in 2,8=9-74 by ACF.

NITRAM leases a number of Pullman-Standard 4750-cuft designs from North American (now GERSCO). Some are in NAHX reporting marks (e.g. 475398 built 11-74). Nitram also has two small series of cars under their own reporting marks. NITX 11-18 (NACC 482700-282707), built 4-79 by Pullman-Standard and NITX 20-60 (NACC 482709-482748) built 6-79 by Pullman-Standard.

W.R. GRACE leases some Trinity 4750-cuft design covered hoppers from Union Tank car (e.g. UTCX 43565-43576 built 2=3-79)



WAR 15135 is a standard sized (4750 cubic foot) modern grain hopper. This one built by Pullman-Standard in 1979.

WARRENTON RAILROAD has a number of series of covered hoppers. At least three series were noted as being assigned to serve the phosphate industry in Florida (these have since gone to other owners including Seaboard then CSX)

WAR 15000-15199 were built 12-79=1-80 by Pullman-Standard and assigned to New Wales, FL.

FOR FURTHER READING

Several good articles have appeared in recent years dealing with this area. Below is a selected list.

Bossler, Craig. 1969. "Atlantic Coast Line Covered Hopper Car (Phosphate)." RAILROAD MODEL CRAFTSMAN, October 1969, pp 47. This is basically an HO scale drawing with two supporting photos and short text. The drawing and one photo show the class U-12. The other photo and supporting text show and discuss differences in the U-10 and the U-12. No builder or build dates are mentioned.

Haelig, Arthur. 1986. "Freight Cars of the Bone Valley". LINES SOUTH June 1986, pp 9-16. This is the first of only two parts that has appeared so far. This portion discusses the "roofed" or closed cars (dating back to the early 1900's). There are a few diagrams and a chart

showing quantities of cars from 1922-1976. There are 9 photos (unfortunately of very poor reproduction). This is a very good historical introduction to the phosphate cars of this region. Haelig, Arthur. 1986. "Freight Cars of the Bone Valley." LINES SOUTH, September 1986, pp 4-9. This second part deals primarily with the open hopper classes and a few of the cement-phosphate covered hoppers. 7 photos (much better reproduction than in the first part). 4 diagrams.

Pinkepank, Jerry A. "Wet Rock, Dry Rock and the Seaboard." TRAINS October 1984, pp 46-53. Though very little details of freight cars used in this area, this article does present an excellent overview of the operations. There is one of excellent TRAINS maps and of course a number of photos including quite surprisingly 6 little (1 1/4" high by 2 3/4" wide) photos of phosphate cars. The yellow-highlighted text-caption for the freight cars is quite good. The main text deals with the typical "day-in-the-life-of" operations.

ACKNOWLEDGEMENTS

We would like to thank Ed McCaslin for preparing the computer version of the graphs. These were made from the original sketches by Edwin E. Casdorff.

GENERAL AMERICAN TRANSPORTATION REFRIGERATOR CAR ASSIGNMENTS 1952

Courtesy Terry Metcalfe

About fifteen years ago, Bob Richardson of the Colorado Railroad Museum salvaged the paper records from the Union Pacific's Denver Car Shops as that facility was being torn down. As time was of the essence, the records were not stored in the most logical order. The collection sat unorganized for a decade and a half virtually undisturbed in a narrow gauge boxcar on the museum's property in Golden, CO. By a chance happening, Terry Metcalfe of the Union Pacific Historical Society literally stumbled over the collection one day and an attempt at organization was begun. Over a two year period the collection was organized in its original condition as much as possible. An early discovery was a complete file index that made the task somewhat simple.

The collection contains primarily material relating to the activities at the UP's Denver facilities. The UP material includes about 5,000 blueprints relating to virtually every piece of UP freight cars. Of these, 100 or so are Painting Lettering and Numbering diagrams or General Design diagrams. Perhaps the most useful aspect of these blueprints is that they are snapshots of how things were done at a particular point in time. The original linens for the diagrams which are still stored at Omaha do not have the old info still on them as the practice is to erase the areas that change and reissue the diagrams. The collection also contains about two file drawers of correspondence relating to changes and construction of freight cars. As an example, a complete day to day history of progress on the construction of the F-50-15 class of Flatcars in 1951 is included. More detail than most people would care to know!

Some material also relates to other service type carriers as well. Railway Express Agency's fleet were often serviced at Denver so there is quite an extensive file on individual car repairs made in the early fifties for them. There is a little bit of information on UTLX and GARX reefers which is reproduced here.

The Museum is committed to publishing any material it has, so items of general interest will be reproduced in FCJ and perhaps RMC and more detailed coverage of Union Pacific equipment will be published in The Streamliner (Official Publication of the Union Pacific Historical Society) and in an upcoming book by Terry Metcalfe entitled "Union Pacific Freight Cars 1936-51."

Any readers interested in browsing the collection or in asking specific questions on the contents can contact Terry Metcalfe, Union Pacific Historical Society P.O. Box 5653 Arvada, Colorado 80005-0653.

Omaha, Feb. 26, 1952.

Mr. H.M. Turner, Portland (20)	Mr. D.L. Keeney, North Platte (5)
Mr. A.K. McNeill Salt Lake (15)	Mr. W.O. Horne, Kansas City (10)
Mr. R.M. Jones, Los Angeles (10)	Mr. R.V. Tye, Kansas City (5)
Mr. R.E. Edens, Ogden (6)	Mr. C.J. Colombo, Cheyenne (15)
Mr. J.E. Mulick, Omaha (15)	Mr. D.O. Shoults, Denver (15)
Mr. W.M. Calhoun, Co. Bluffs (5)	Mr. T.P. Argubright, Kansas City (10)
Mr. O.E. Johnson, Omaha (5)	Mr. J.J. Thiesen, Laramie (2)

Attached for your guidance is list of refrigerator cars owned by General American Transportation Corporation, showing refrigeration alignment.

These cars developing empty must not be used for any loading, but returned promptly to loading point via service route, in absence of instructions to the contrary. If return routing not available, wire this office for disposition.

H.E. Shumway

Cy — Mr. O.I. Larsen, Omaha.

GARX RSM TYPE CARS ASSIGNED AS LISTED

GARX	200 to 399	GAHT U.S. Yards	CJ	Chicago, Illinois
	725 to 733	Dugdale Packing Co.		St. Joseph, Mo.
	735 to 747	GAHT U.S. Yards	CJ	Chicago, Illinois
	775 to 784	Kingan & Company		Indianapolis, Ind.
	795 to 799	GAHT U.S. Yards	CJ	Chicago, Illinois
	833	Krey Packing Co.		St. Louis, Mo.
	852	Kingan & Company		Indianapolis, Ind.
	864 to 881	Krey Packing Co.		St. Louis, Mo.
	882 to 892	Kingan & Company		Indianapolis, Ind.
	1061 to 1062	Dugdale Packing Co.		St. Joseph Mo.
	1091 to 1099	Krey Packing Co.		St. Louis, Mo.
	1102	GAHT U.S. Yards		Chicago, Illinois

1110 to 1124	Peoria Packing Co.		Peoria, Illinois
1125 to 1141	GAHT U.S. Yards	CJ	Chicago, Illinois
1142 to 1169	Peoria Packing Co.		Peoria, Illinois
1175 to 1176	GAHT U.S. Yards	CJ	Chicago, Illinois
1200 to 1299	Dugdale Packing Co.		St. Joseph, Mo.
1600 to 1625	Dugdale Packing Co.		St. Joseph, Mo.
1650 to 1664	Kingan & Company		Indianapolis, Ind.
1700 to 1724	Kingan & Company		Indianapolis, Ind.
1725 to 1799	Krey Packing Co.		St. Louis, Mo.
1803 to 1821	GAHT U.S. Yards		Chicago, Illinois
1851 to 1896	Superior Packing Co.		St. Paul, Minn.
1900 to 1999	American Stores Co.		Pueblo, Colorado
2000 to 2014	Kingan & Company		Indianapolis, Ind.
2015	Dugdale Packing Co.		St. Joseph, Mo.
2030	Kingan & Company		Indianapolis, Ind.
2032 to 2033	Dugdale Packing Co.		St. Joseph, Mo.
2042	Kingan & Company		Indianapolis, Ind.
2052	Dugdale Packing Co.		St. Joseph, Mo.
2100 to 2122	American Stores Co.		Pueblo, Colorado
2900 to 2949	Kingan & Company		Indianapolis, Ind.
2965	GAHT U.S. Yards	CJ	Chicago, Illinois
2975 to 2999	Kingan & Company		Indianapolis, Ind.
3000 to 3064	Kingan & Company		Storm Lake, Iowa
3100 to 3199	Kingan & Company		Indianapolis, Ind.
3200 to 3241	Kingan & Company		Indianapolis, Ind.
3250 to 3299	Kingan & Company		Storm Lake, Iowa
3300 to 3390	Kingan & Company		Indianapolis, Ind.
3444 to 3448	Emge Packing Co.		Fr. Branch, Ind.
3449	Emge Packing Co.		Anderson, Ind.
3450 to 3453	Weil Packing Co.		Evansville, Ind.
3461 to 3463	Dugdale Packing Co.		St. Joseph, Mo.
3465	Emge Packing Co.		Ft. Branch, Ind.
3466	Emge Packing Co.		Anderson, Ind.
3467 to 3468	Emge Packing Co.		Ft. Branch, Ind.
3500 to 3579	Kingan & Company	KNGX	Omaha, Nebr.
3580 to 3599	Kingan & Company		Storm Lake, Iowa
3610 to 3618	GAHT U.S. Yards	GARX	CJ
3650 to 3679	Krey Packing Co.		Chicago, Illinois
3702	Emge Packing Co.		St. Louis, Mo.
3703 to 3713	Emge Packing Co.		Anderson, Ind.
3703 to 3713	Emge Packing Co.		Ft. Branch, Ind.
3800 to 3824	Krey Packing Co.		St. Louis, Mo.
3835 to 3844	GAHT U.S. Yards		CJ
5000 to 5018	GAHT U.S. Yards		CJ
5019	Kingan & Company		Chicago, Illinois
5020 to 5031	GAHT U.S. Yards		CJ
5032	Kingan & Company		Chicago, Illinois
5034	GAHT U.S. Yards		CJ
5036	Kingan & Company		Indianapolis, Ind.
5039 to 5048	GAHT U.S. Yards		CJ
5100 to 5114	Superior Packing Co.		Chicago, Illinois
5100 to 5114	Superior Packing Co.		St. Paul, Minn.
5500 to 5501	Kreinberg & Krasny, Inc.		Cleveland, Ohio
5502	GAHT U.S. Yards		CJ
5503	GAHT U.S. Yards		Chicago, Illinois
5503	Kreinberg & Krasny, Inc.		Cleveland, Ohio
5600 to 5607	Swift & Co. U.S. Yards		CJ
5610	Kreinberg & Krasny, Inc.		Chicago, Illinois
5611 to 5614	GAHT U.S. Yards		CJ
5615 to 5616	Kreinberg & Krasny, Inc.		Chicago, Illinois
65048 to 65049	Swift & Co. U.S. Yards		CJ
65060	GAHT U.S. Yards		Chicago, Illinois
65071	GAHT U.S. Yards		CJ
65072 to 65078	Kreinberg & Krasny, Inc.		Chicago, Illinois
			Cleveland, Ohio

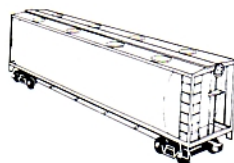
RS TYPE ASSIGNED VARIOUS PACKERS

GARX	8000 to 8019	Ill. Meat Co.	Return	GAHT U.S. Yds.	Chicago, Ill.
	8110 to 8124	Ill. Meat Co.	Return	GAHT U.S. Yds.	Chicago, Ill.
	9300 to 9324	Kingan & Co.	Return	GAHT U.S. Yds.	Chicago, Ill.
	9400 to 9414	Un.Pkers, Inc.	Return	GAHT U.S. Yds.	Chicago, Ill.
	9420 to 9424	Derby Foods, Inc.	Return	GAHT U.S. Yds.	Chicago, Ill.
	9471 to 9474	Un.Pkers, Inc.	Return	GAHT U.S. Yds.	Chicago, Ill.
	90600 to 90618	Hately Bros.	Return	GAHT U.S. Yds.	Chicago, Ill.
	90619	Kingan & Co.			Indpls., Ind.
	90622 to 90623	Hately Bros.	Return	GAHT U.S. Yds.	Chicago, Ill.
	90625 to 90649	Krey Pkg. Co.	Return	Bremen Ave.	St. Louis, Mo.
LMLX	1400 to 1474	Libby, McNeil	Return	IHB	Blue Isle, Ill.
	1475 to 1499	Libby, McNeil	Return	GAHT U.S. Yds.	Chicago, Ill.
	1500 to 1549	Libby, McNeil	Return	GAHT U.S. Yds.	Chicago, Ill.
	1550 to 1599	Libby, McNeil	Return	IHB	Hammond, Ind.
MAHX	2000 series	Miller & Hart	Return	GAHT U.S. Yds.	Chicago, Ill.
RAOX	1000 series	Roberts & Oake	Return	GAHT U.S. Yds.	Chicago, Ill.

OTHER RS TYPE AS NOW ASSIGNED

GARX	7950 to 7959 & 7999	GAHT U.S. Yards	CJ	Chicago, Ill.
	*8000 series	GAHT U.S. Yards	CJ	Chicago, Ill.
	*8100 series	GAHT U.S. Yards	CJ	Chicago, Ill.
	*90600 series	GAHT U.S. Yards	CJ	Chicago, Ill.
	90800 series	GAHT U.S. Yards	CJ	Chicago, Ill.
	*9000	EJE Railroad		
	67000	GAHT U.S. Yards	CJ	Chicago, Ill.
GAHT — GENERAL AMERICAN HOLD TRACK				
*Exceptions listed above.				2/15/52

LO The Covered Hopper Column #3
by Eric A. Neubauer



Most covered hoppers change little during their lives. This column covers the areas where exceptions to this rule are common.

CARS NOT BUILT AS COVERED HOPPERS — In the early years of covered hopper history many railroads converted open two bay hoppers by adding roofs and modifying outlets. USRA hoppers were popular, being used by CNJ, PRR, RDG and others. This solution was not ideal because the slope sheets were too gentle. Later conversions usually involved steeper slope sheets and raised sides. At this point, the open hopper origin became less obvious. Conversions were rare after the early 1940's, but the RDG converted some ribbed hoppers in the late 1950's and some offset hoppers in the late 1960's.

For some reason quadruple open hoppers fell out of favor on both the LV and RDG in the late 1930's. Both railroads converted hundreds to covered hoppers. The RDG shortened theirs to two compartments and added roofs which rose almost vertically from the sides for a bit before sloping gently up to a peak. The LV did all kinds of things with theirs, not always including shortening. They possibly had the most varied fleet of cars rebuilt from open hoppers.

Covered hoppers have been rebuilt from box and tank cars as well.

RAISED ROOFS — Many carbon black companies had the roofs of their 45'10" cars raised during the 1960's. Increased varied from a few inches to nearly a foot. All cases are similar. The roof was cut off right below the side plate, and new sections of sheets and posts spliced in. Few carbon black cars built before 1961 have not been rebuilt.

About the same time all DUPX 3500 cu. ft. General American built bulk plastic cars were enlarged by raising the roof from just below the side plate and extending the slope sheets, making these cars similar to the 4000 cu.ft. cars.

The Southern raised the roofs on numerous older cement cars and substituted 100 ton trucks. PS-2 and older designs were involved. The additional height was added a little below the roof. Since the splice sheets are lapped over the original sheets, this conversion is easier to see. Many of the Southern cars have become age restricted, so cars remaining in revenue service are scarce.

GRANUFLATOR CONVERSIONS — Many carbon black cars have square ended compartments and an inflatable membrane to push the carbon black over to the hopper outlet. A number of cars built with slope sheets have been converted. No change in the side was necessary since the side sheets covered the whole side anyway. However, the end sheet was extended all the way down to the end sill closing off the area which used to be open under the then present slope sheet. An end sheet splice is an indication that the car did not always appear that way. Use of granulators increases capacity from 4727 to 5720 cu.ft.

SHORTENED CARS — A surplus of grain and shortage of dense lading (e.g. cement or sand) cars occurred in the 1980's. Hundreds of three compartment grain cars were shortened to two compartment cars. CFC had several programs which shortened about 150 ex-CR, GCGX and NAHX? Center Flow cars. These now have CRDX and MKT initials and are numbered in the high 6000's.

About 450 cars with PLCX and SOO initials were shortened from PS grain cars. Rebuilding of this type is difficult to notice when done neatly. A weld seam is found in the middle of the car but the seams on different sheets may not line up. A change from elongated or continuous to round hatches may be present, and should be obvious.

AIR ACTION CARS — PLM, who also shortened some of the grain cars, is rebuilding the hoppers of PS

grain cars (4750 cu.ft.) to make them suitable for corn starch and flour. About 100 have been rebuilt into the PLMX 20000 series. The length remains the same, but the hoppers are distinctly different. Additional cars have BWCX initials.

BALLAST CARS — The majority of ballast cars in service today have been converted from covered hoppers since the 1970's. Any old two compartment covered hopper with about 2000 cu.ft. is suitable. Age restricted (over 40 years old) cars are preferred, but cars as new as 1961 have been seen. Roofs are removed and the hopper outlets are changed. The EL may have had some of the earlier, and the ATSF, BN, CNW and CR all have large fleets. This is about the only way to find the older cars these days, at least the sides, ends and underframes are original. By the way, the BN cars show the car ancestry on the center sill near the middle of the car.

THE FREIGHTCAROLOGIST

RESPONSE TO FREIGHTCAROLOGIST, FCJ 27

Dear Mr. Casdorff:

I feel a need to respond to *The Freightcarologist* in FCJ 27, particularly in reference to the letter from Frank Pearsall and your reply. These made me think about why I subscribe to FCJ and why I take photos of freight cars now.

Like many railfans and modelers, I used to take photos of locomotives only, except for an occasional caboose or oddball piece of equipment, of course. After all, locomotives are rather obvious, aren't they? And most freight cars are rather less obvious, as well as being so apparently abundant.

The change in my habits occurred when I began to take photos of the vanishing Missouri Pacific equipment to contribute to the Missouri Historical Society. Gene Semon of that group said that the real need was for freight equipment photos, so I concentrated on those. In order to know what I was photographing, I looked up the MP in the ORER, which brought the realization that I knew very little about freight cars. Sure, some boxcars had dreadnought ends and some had plugdoors, and lengths varied: Wasn't that all? Hardly! Now I'm trying to make up for all those years of casual assumptions about freight cars and learn a little more, so I subscribe to FCJ and other magazines that concentrate on freight cars, as well as paying a little more attention.

Don't, on the other hand, get me wrong. I'm not a fanatic about it. My model railroad cars are not necessarily absolutely correct; there's just not time enough in my life to make each freight car "right" and have more than a few. So I compromise some. I do try to buy models that are essentially correct, and where they are not, I make detail changes to improve them.

The more I learn about freight cars (and passenger cars and locomotives), the more fascinated I am with the variety and with the opportunities to photograph those varieties while they're still here. Right now, I'm concentrating (like several others) on the MKT, but I want to get more information on the cars of my former employer Olin (and Olin Mathieson) Corporation. My interests also include all the equipment of the Roscoe, Snyder & Pacific, as well as the Texas & Pacific; these two are tough because most of the rolling stock is gone or relettered.

You and FCJ provide an invaluable service to me, both as a railfan photographer and a model railroader, even though I am not trying to produce completely accurate freight car models. Please continue. I'll help where I can.

Sincerely,
A. Richard Smith

Dave,

Regarding your comments in *Freightcarologist*, FCJ 27.

I agree we all need a common nomenclature for describing freight car designs. But I have a problem with 2 of your three common terminologies.

1) While the individual railroad CLASS designation is quite specific it is only useful if you know the class system or roster of that railroad since CLASS designations are not usually listed in the ORERs. Therefore 2) car SERIES is also essential!

As for 3) DESIGN CAPACITY, I have a problem with using CUBIC CAPACITY alone for cars, especially house cars since loading equipment effects this value and most of us are simply not familiar with it. I insist that INTERIOR LENGTH be included as well, even for gons, hoppers, and covered hoppers since we are all familiar with the size of a car in these terms. I think exterior length is too confusing: is it length over end sills, strikers, or coupled length?

Tank cars present a difficult problem as the ORERs only present WEIGHT capacity, not gallonage or ANY length. Tank length and outside diameter would be especially helpful but unobtainable.

I also have a problem with your nomenclature for car sides. Your insistence on counting posts can be ambiguous. Re the ATSF Plate F boxcars. For ACF you count 5. What about door posts and end posts? (To which the ends are welded.) But clearly there are 6 PANELS. I know, the sides are continuous sheets, but I said panels, not sheets. We've had this argument before. Also, I'm not sure if BFF's ends should be classed as Pullman. Are they Pullman supplied or just a generic fabrication?

At any rate I thought the ATSF comparison was an excellent way to demonstrate the signatures of different carbuilding architecture used by ACF, Berwick, and Pullman, except for the caption switch on page 10.

I strongly disagree with your assertion that manufacturers should NOT pursue common prototypes. While many of the best candidates have already been produced (like Robins' Rails 50 ft. PS1 and Front Range's ACF with their correctable flaws, some hopelessly butchered like DW's FGE RBL), there are still plenty of common cars to be done, like the 53 ft. GSI flat (#29) or 52 ft. Thrall gons (#35) or 4427 cuft PS2 on the survey.

I'm more than willing to accept slight variations in size and detailing among cars otherwise of the same design if it means a manufacturer can letter and sell enough cars to make money. I do agree however, that ONE particular car be followed and that you can always letter them anyway.

For example: GATC's 50 ft. RBLs. (Survey #18) They were produced with 10-0 and 10-6 YPDs, centered and offset, with three different side sills but for over 30 roads collectively. One kit just could not satisfy all the variations without becoming the "generic" car you fear.

UNLESS you do several kits for different versions of a car with shared ends, roof, underframe, like the PC&F flat roof RBLs (Survey #24): flat riveted sides or with exterior posts, single 10-6 YPDX, 14-0 YPDX or 6+8 double. Of course MDC tackled these using this method but failed miserably with their "high roof" series. But then Front Range Fred hit dead on with his ACF 40 & 50 footers. He laughed all the way to the bank with those.

Sure I'd like to see a model of the SP/SSW's FMC/Gunderson cars, but who else had them? I wouldn't bet MY \$30,000 on them thanks! I can kitbash one from MDC's. You miss the economics of plastic. This is NOT model airplanes with WORLDWIDE sales and appeal. SP modelers MAY buy several, everyone else MAY buy one. That just doesn't cut it. I bought more than a DOZEN each of the PS1 and ACF 50 ft. XMs, single and double Airlides, two dozen of FRP's various 40 ft. cars. That's the quantity you have to sell to stay in business.

Come on Dave, you helped tally MRING's survey. The most popular choices were ALL common designs! But YES, do ONE particular version! Let those who want specific cars customize them and let the brass or resin boys do the oddball stuff.

Jim Eager

RESPONSES TO THE FRANK PEARSALL LETTER OF THE FREIGHTCAROLOGIST #27 . . .

Dear Dave:

Just got my latest FCJ in the mail, and after reading Frank Pearsall's letter I'm "smokin'". You deserved about a thousand "ataboy's" for the original column in FCJ #26. Needless to say I agreed with everything stated, and felt that it was a compendium of the many conversations we've had the past six years about the state and condition of the hobby of model railroading.

Pearsall's letter exemplifies his ignorance about modeling, whether it be the IMPS variety or that expounded in *Model Railroader*. Quote "IT IS TOO BAD THAT A HOBBY HAS BECOME A RELIGION. THEY ARE MISSING OUT ON THE FUN THAT A HOBBY IS SUPPOSED TO OFFER."

Virtues like the **work** that goes into a fine scale model are somehow not fun. Well excuse me . . . I didn't know that I wasn't having fun when I hobby. In fact I've been experiencing something rather unpleasant . . . like going to church when I try to create as accurate a reproduction of the prototype as possible. Apparently work and religion don't rate very high with Mr. Pearsall. Dealing with reality doesn't either. I guess it's too much work and too much morality that have got us into the non-competitive mess we are in today. Or is it the fact that we've become lazy, non-discriminating and obsessed with "escaping from reality." Dishonesty is what the problem in the hobby is today reflected by the above mentioned attitudes. *Model Railroader* and its 178,842 faithful have hijacked the word "modeling" in a dishonest attempt to rationalize their behavior of playing with little toy trains. It would be interesting to see what *Model Railroader's* circulation would be if it changed its name to TOY TRAIN without changing its content. Its attributing the term "modeling" to "playing" that earned the hobby of model railroading the disrespect of the other modeling disciplines.

Its dishonesty for a manufacturer to come out with something they call a scale model when it isn't remotely even close. Its dishonesty when a manufacturer paints and letters his product in every road imaginable even though a particular road didn't have that prototype . . . just because "paint schemes sell."

THE FREIGHTCAROLOGIST

The fact that Gould sold his line to Don Tichy because he couldn't make any money is not the fault of the market but rather of Gould's poor understanding of the market. While I love his crane I only need one of them. However I'm counting on at least a dozen of the AAR boxcars when Tichy brings them out. The fact that Gould's selection of what he chose to market was unappealing is more the problem than that there are no buyers out there. Ever try to find one of those E&B airslide covered hoppers. Good luck!

To wrap up I must go back to what our good mutual friend and modeler and manufacturer and tool and die maker Dick Curtis told us. It costs more money to bring a screwed up model out on the market because of all the extra engineering that has to go into the design of the die work than it costs to bring out a correct scale model. So all we want are correct scale models from the manufacturers. The squirrels don't care as long as its painted in whatever scheme they like. So let's have correct scale models and we 20 thousand can dictate whats on the market. The rest will buy them anyway as they don't care and won't know.

Cheers,
Richard Yaremko

Dear Dave,

Frank Pearsall's rambling diatribe (FCJ 27, pp 13-14) manages to offend almost everybody, as it was obviously intended to do, but since it accomplishes little else I won't waste my time or yours on a point-by-point rejoinder. However, I do want to point out that Pearsall's basic assumption is false, rendering the rest of his tirade largely meaningless. He assumes that we're all in the same hobby. Some readers of FCJ are railroad historians and some are scale model railroaders and some are both.

There are a lot of people, Pearsall included, who've never gotten over their first train set. They're still buying toy trains in ready-to-run or quickie-kit form, putting them on the track, and running them around in circles. Often they wear funny hats so they can pretend to be engineers, and some of them join modular clubs so they can run their toy trains around in REALLY BIG circles. Since they're adults, in age if not in maturity, they don't want to admit that they're playing with toy trains, so they try to dignify it by calling it model railroading. What a swell hobby! It's easy. It doesn't take any brains, any knowledge, or any skill. Tyco and Life-Like and Athearn and Atlas will do almost all of it for you; all you have to do is spend some money at the local hobby store. And it's fun (as in "are we having fun yet?"). It says so right on the cover of *Model Railroader*, so it must be true because MR sells more copies every month than Pearsall can count on his fingers and his toes.

Pearsall dwells on how many more of these self-styled "model railroaders" there are than genuine scale modelers. This is news? We live in a culture where mindless mediocrity outdraws meaningful activity every time. Just look at how many people hang out in shopping malls watching other people hang out in shopping malls, or how many "sports fans" swill beer and watch the big game on TV every Saturday in contrast to those who are actually out playing a sandlot game or running a couple of miles.

Though Pearsall goes on and on about "the average modeler," it's apparent that he's really presenting a caricature of a sub-normal modeler. But even if he had any real information about the elusive "average modeler," who cares? I never wanted to be an average modeler (or an average anything else), much less someone who thinks it's fun to play with toy trains. While others who've toyed with trains for awhile have drifted on to tie-dying or Pachinko or video games or collecting Kachine dolls or whatever other trendy pastime momentarily caught their attention. I've been a scale modeler railroader for forty years. Why? Because building and operating accurate models of the real thing has offered me countless challenges, endless opportunities to learn and grow, and—above all—the satisfaction of real lasting achievement. To say that I've merely been having "fun" would be to trivialize the rewards I've found in scale model railroading.

But then, there's no way Pearsall and the other buffoons he claims to represent could possibly know how gratifying real model railroading can be, since they've never tried it. And when you're intimidated by something as simple as getting a pair of Kadees mounted right side up, what better way to compensate for your inadequacies than to ridicule those whose accomplishments far surpass your own? Way to go, Frank. I sure hope you feel better about yourself and your toy trains now that you've put us smart-a-- prototype modelers in our places.

Sincerely,
Richard H. Hendrickson

A rebuttal to Frank Pearsall

True, model railroading is a hobby, not a religion for me. But just because it's a hobby doesn't mean it has to be a joke. My hobby is researching and building accurate scale models of prototype railroad equipment that interests me, be it through scratchbuilding, kitbashing, or if I'm lucky, painting and detailing. And though this hobby is enjoyable and fun, I do take it seriously. I also like to talk others who share my interests, personally or through the pages of magazines or newsletters featuring accurate prototype scale modeling.

Obviously there are others like me who do read FCJ and MAINLINE and are members of the various RR historical/technical societies. We may not be the majority but that's irrelevant. To me quality counts far more than quantity.

The popular hobby press may have to pander to the broadest cross section of their consuming public but so does McDonalds and least-common-denominator model railroading has the same appeal to me as a Big Mac. I for one want to be inspired and educated by excellence, not bored by mediocrity.

I don't care how many readers MODEL RAILROADER . . . or THE SCALE COUPLER have. I also don't buy either But I do buy ALL the other magazines listed, plus MODEL RAILROADING and I'm a member of four societies. I also have an appreciation for fine model building even if not of my favorite prototypes or eras, that's why I still buy the NG&SLG long after my interest in narrow gauge has waned. I wouldn't presume to tell others how to enjoy their hobby but I won't be dictated to by the majority either. Let's leave the "model railroading is fun . . ." types to enjoy themselves.

OK, what about plastic models? While I agree that the majority of "modelers" want shake-the-box kits or even r-t-r toys painted for their favorite roads . . . whether or not they actually had them or are accurate, that is no reason for us to accept no-prototypes trash. And you can forget about \$2.50 cars, you're showing your age. As for Mr. Gould's fantastic kits of rather rare prototypes I needn't say more. And E&B's gon was an equally rare PRR 65 footer. Thrall's 52 ft. car was second choice in the FCJ/MODEL RAILROADING survey.

I'll continue to lobby manufacturers to produce accurate scale models of common prototypes that will have a good chance of selling . . . both to others like myself, and to toy-train types, lettered for Gorre & Daphetid no doubt.

Jim Eager

Dave,

The following is an excerpt from a sermon delivered by the Right Reverend Winder, when he was the guest speaker recently at the Revised Projectile Mosque.

Welcome, brothers and sisters, to the Revised Projectile Mosque. The subject of today's sermon is "Model Railroading — Hobby or Religion?" Now I do know, brothers and sisters, for some among you have confessed, that there are those in our flock who are unsure of their beliefs. Well let me tell you, I just could not believe my ears when I heard that there was dissent in our family, for we are truly a family. I know, deep in my heart, that you CAN get along with each other. Some of you may have even been witness to the philosophy of Brother Pearsall, who is trying to drive a wedge into our faith. There have been rumors, and I dearly pray that they are only rumors, brothers and sisters, that there are those among you who have been practicing, in secret, the pagan ritual of, dare I even say it, "Shake the Box Modeling." Please let it not be true. It seems that Brother Pearsall endorses this doctrine. Now I have personally witnessed Brother Pearsall's pointless and meaningless attacks on our brethren, the narrow gauge modelers. While their approach to the faith is a little different than ours, we fully support them in their efforts, for they are as devout in their dedication to accurate representation as we ourselves are. Another faction of our faith, the Hundman clan, have also been the targets of Brother Pearsall's barbed arrows. I do believe, deep, deep down, as I know you all do, that we all DO want to become even more proficient in our devotion, because to do so can only make the world a better place for all of mankind. Brother Pearsall insists that some folks look down on him and his followers, and that their attitude indicates, may I quote, "a basic personality disorder." What is the point, brothers and sisters, what does he gain from attacking our brethren? I feel that Brother Pearsall needs our help, and I do mean each and every one of us, to help save him from this dark evil that is lurking at his doorstep. We must do all that we can to make sure that this disease does not spread any further than it already has. We must STOP this beast before it gains a foothold in this world. SPREAD THE WORD, brother and sisters, for I know that there are others out there who share our beliefs, but need to come forward to bask in the glory that is PROTOTYPE MODELING!

As you can see, the Right Reverend Winder has some definite views on the subject of prototype modeling. I think he has hit the nail squarely on the head. Looking forward to seeing all of you at services soon.

Hal Brown Jnr.

THE FREIGHTCAROLOGIST

(Reply to Jim Eager)

Thank you Jim for your comments. I'd like to respond to a few points that Mr. Eager brought up.

RE: Common terminologies. Series is essential, but we still need a combination if at all possible. Interior length is good as most of us do relate to that but remember that the same problems that affect cubic capacity affect interior length . . . especially "house cars." Exterior length is definitely confusing but sometimes necessary to identify close-to or same designs. As Jim notes a combination is probably best.

RE: Box car side nomenclature. First I want to say that Jim's method of counting "panels" is certainly a viable alternative. We need to bring out each other's ideas so we can see the pluses and minuses of each other's system. My post count has rules . . . simply don't count the end (which is not always there) and the door posts. I guess I have a problem with the word "panel" . . . panel on an interior-post car is a panel or separate piece . . . panel if used here is really a space on the sheet between the posts. What do other readers use to identify boxcar sides?

RE: Kit manufacturers and common prototypes. Okay, I'll re-phrase my original statement . . . Kit manufacturers should do a specific prototype car-whether its a multi-operator car (common design) or just simply a well interchanged, large series, often seen car from one or few railroads or owners. What I was trying to say was manufacturers shouldn't RESTRICT themselves to only the "common designs."

The key is to do a specific prototype . . . which doesn't eliminate the possibility of variation options (yes, even side sill variations) . . . THEY CAN DO VARIATION OPTIONS WITH AIRPLANE MODELS . . . THEY CAN DO IT WITH FREIGHT CARS. True, American prototype freight cars are not as worldwide in sales and appeal as model airplanes . . . but does that mean "game over?" It won't happen overnight . . . because there is an "education" (or re-education) process that has to take place in the industry before consumers and manufacturers are willing to accept these changes. The same education process took place in the model airplane industry during the early Sixties.

(Reply to Hendrickson, Yaremko, Eager and Smith)

There seems to be a common line among Hendrickson, Yaremko, and Eager comments to Mr. Pearsall. That is we are NOT interested in mediocrity and we want the hobby to progress, to excel and set higher standards of quality and research.

Mr. Yaremko brings out an excellent point with Dick Curtis' reminder that it costs more to "re-design" the prototype to make a scale model . . . why not just duplicate the prototype. Mr. Smith calls attention to the word "compromise" . . . a very important element in our strive for higher quality with reference to time and money. Something we all have to do on nearly every model. But how much should we compromise . . . are we trying to make a fleet of these? I'd like the readers to be thinking about this in terms of "Compromise-what, why and how?"

Another common element. In the past we saw the combining of toy trains into scale modeling. In more recent years we are starting to see a move to re-separate and identify prototype modeling. Though I may not always agree with Model Railroader's philosophy . . . I do think we might be forgetting the importance that Model Railroader has in the industry . . . and that is to bring new people into the hobby at an "entry" level (remember we didn't start off as advanced modelers). And Model Railroader has from time to time presented some excellent modeling and prototype articles.

We all have been (or are or will be) beginners at one time or another. What separates the mediocre modeler from a beginning scale modeler is his or her attitude towards quality, achievement and improving skills.

The people that want to excel . . . will . . . they'll find a way . . . and as for the others, my botany professor once said, "you know how you can tell the difference between the MEDIOCRE modeler and a plant . . . the plant grows" . . .

— David G. Casdorff

RESEARCH REQUESTS

GENE SEMON, 326 Franklton St., Marion, OH 43302 needs help in developing the history and equipment of the AMERICAN REFRIGERATOR TRANSIT CO. Seeking photos, drawings, diagrams, articles, etc. on the A.R.T. Co., its equipment and its facilities.

ROBERT R. HARMEN, 6144 Lafayette Ave., Omaha, NE 68132 is looking for any information regarding the operations and equipment of UNIT COAL TRAINS for a forthcoming book. Needs photos, data, maps etc. on any unit coal operation.

JOHN SUSKEWICZ, JR., 349 Roosevelt Road, Pittsburgh, PA 15237 wants plans and photos on ICE COOLED REFRIGERATOR CARS, especially FGE, WFE, BRE, National and REA. Also survivor locations and mechanical cars. Also need to find any survivor REEFER converted by Chicago Freight Car Leasing from troop sleepers.

RAILBORNE

CHASE A SUGAR PIG

In this month's column I am going to relate the story of the traveling journey of AVAZ 258113, "Preferred Pool" 45' rail trailer.

The trip begins with the shipper notifying the draymen, in this case MIDLANTIC TRANSFER, LTD, via a pre-note [a pre-note is a notice of an impending arrival of a trailer. This pre-note includes the trailer initials and numbers, consignee, product, date and time consignee requests delivery, and a shipper number.]

The shipper will then notify the railroad (carrying RR) of the shipment and then the railroad will notify the draymen when the pig is grounded.

Now is when we (MTL) come into the scene, on WED, MAY 11, AVAZ 258113 was shipped out of Savannah, GA bound for the RF&P Potomac Yard at Alexandria, VA. This particular trailer had 44,000 pounds of brown sugar for a bakery/factory in York, PA.

On May 13, MTL was notified by RF&P that AVAZ 258113 was grounded and ready for pick-up. Monday, May 16, an MTL fleetdriver was at the yard picking up the trailer. Later that day, the driver was at the bakery in York unloading the pig, the entire load was palletized, easing delivery for the driver.

On May 18, the empty pig was taken back to Pot Yard and dropped off.

The pallets from the pig were taken off and are kept until they are accumulated to make a trailer-load.

They are then returned to the shipper at a 9-1 free ratio agreement with the railroad. That is, for every 9 trailers shipped and hauled by the same draymen, we can ship 1 trailer of dunnage (packing, crating, and pallets) back at no cost to the draymen (us).

The trailer in this article — AVAZ 258113 — is a 45' FRUEHAUF, built in February of 1979 and its VIN (Vehicle Identification Number) is HPV 653113.

In the future, I am planning to do an in depth article on UPSZ/UPOZ rail trailers (United Parcel Service) and any information, comments, and photos will be greatly appreciated. Also, any information on MARTRAC (AAR code MAR) will also help and be greatly appreciated.

John L. Becker
P.O. Box 307
Biglerville, PA 17107

THE MAPLE LEAF CARS #1

Photos by Mark Kindrachuk



CPAA 42353 is a 70-ton 50'6" loader equipped auto parts boxcar assigned to the DT&I Detroit, Michigan (now GTW). Photographed in Saskatoon April 1988. (Mark Kindrachuk photo)



CPAA 42748, another 70-ton 50'6" auto parts boxcar was built by Fruit Growers Express at their Alexandria Shops in 1979. Note the "X" ends on this car. Saskatoon April 1988. (Mark Kindrachuk photo)