FREIGHT CARS JOURNAL

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PULP AND CHIP EQUIPMENT IN THE SOUTHEASTERN PAPER INDUSTRY

TRAILER TRAIN'S F89G

30

FREIGHT CARS JOURNAL

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SBD 433331. Built 7-75 by Greenville Steel Car. Vidalia, GA 10/15/87.

FROM THE EDITOR

Welcome to issue #30 of Freight Cars Journal. There are several items I wanted to bring to your attention.

As you've probably noticed we've accelerated our MONOGRAPHS program. The idea behind these is the result of numerous readers writing in and asking for more material even if the dues go up. I do want to get much, much more material in each FCJ. . .but I feel this should be the result of increased numbers of members (which is the only way other than advertising) to increase page count. At thesame time I did not want to raise dues. . . some people are on a very fixed income and they're barely able to afford the dues now. Thus, came about the Monographs. . .it allows those members that can afford more and want more to acquire more at your discretion. These Monographs will be printed in very limited quantities (150-300 each) and will not be reprinted unless somebody wants to lay down the money for at least a hundred reprints). I base the quantity on the number of orders I've received by the pre-publication date.

As of March 1st, 1989. . .there are less than 100 copies left of Monographs numbers 1-5 (some are below 50). So, if you want them. . .get them soon.

Next, the Post Office changed our zip code. . .so I had to send out CofA's and change advertising etc. anyway . . .I thought I would get a larger box (I've had that 1458 box for nearly 15 years). Therefore, please note our new address:

FREIGHT CARS JOURNAL
P. O. BOX 2480
MONROVIA, CA 91017

We plan to do a series of bi-annual freight car reviews on each of the nine major US/Canadian railroads. This presently includes ATSF, BN, Conrail, CSX, NS, SP, UP and CN, CP. The first will be CSX, Conrail and Norfolk Southern. What we need are good B&W prints etc. and anybody that wants to do an article or whatever. Please don't send photos yet. . .but if you could drop us a line and explain what you can help with . . .

Lastly, you'll note the change in news presentation. It's computer generated print. The reason for the change is primarily to decrease the timelag between closing date of the news and the publication date.

ATLANTA AND ST. ANDREWS BAY is operating 100 new built (Gunderson 8-88) center partition flat cars from Washington Central. Numbers WCRC 2400-2499. [DGC]

ATLANTIC & WESTERN continues to add more new Trinity built Airslide covered hoppers to their fleet. The latest being ATW 56592-56641 built 11-88-1-89. All 4895 cuft versions built at Trinity's Fort Worth plant. [DGC/CWS]

ATSF - SANTA FE The Topeka Shops rebuilt 34 class FT-32 wallboard flat cars and renumbered them to ATSF 96091-96124. Rebuild dates 8-9-88.

In addition, Santa Fe has acquired several hundred more tri-level auto racks from Thrall's Winder plant. These are classes TL-14 (flat nos. ATSF 700300-700399) and TL-15 (flat nos. ATSF 700415+). [DGC]

BURLINGTON NORTHERN has made several significant new built car acquisitions. This includes several hundred 52'8" high cube boxcars (BN 376750-376959) built by Gunderson 11-12-88. The first new built mill gons since the early 80's (Conrail's and Railgon's being the last) were delivered to the BN by Thrall Car's Chicago Heights in 10-11-88. Numbers BN 567380-567499. These are 100t 52'6" 2826 cuft gondolas. Lastly, the number series for BN's recent Centerbeam flats are BN 625000-625179 built by Thrall 6-8-88. [MBF/CWS/DGC/TH]

CEDAR VALLEY RR recently acquired 165 covered hoppers from the PVGX 1000-1174 series. Cedar Valley (CVAR) retained the same numbers. [CWS]

CANADIAN NATIONAL has added several dozen rebuilt/raised roof 60-foot boxcars for automotive service late last year (e.g. CNA 794903 roof raised and rebuilt to 7314 cuft in 8-88). These are similar to the NW (see Norfolk Southern), NOKL, and UP cars. The CN cars mentioned here as well as the NW, NOKL and UP cars were all rebuilt by "TR BC"...which we suspect may be Transco in Bucyrus, Ohio (can anybody confirm or deny?). [DGC]

CONRAIL is adding over a 1000 new auto racks to its fleet. These include classes ML3K (built 7-8-88, tri-levels); ML3L (built 4-7-88, tri-levels); and ML2G (built 10-88, bi-levels). [DGC]

CSX TRANSPORTATION 1989 budget calls for the acquisition of eight hundred additional Bethlehem built "Bethgon" coal gondolas (2000 were recently delivered late 1988) and two hundred fifty tri-level auto racks and five hundred fifty bi-level auto racks.

CSX has also added a large number of new built 45-foot, 102" wide, 110" inside height piggyback vans. This includes:

CSXZ 235000-235249	250	Stoughton		
CSXZ 236400-236899	500	Miller	3337 cuft	Transamerica
CSXZ 236900-237599	700	Dorsey	3335 cuft	Transamerica
CSXZ 238000-238399	400	Dorsey	3324 cuft	XTRA, Inc.

[CWS/DGC]

DELAWARE AND HUDSON is leasing about forty 100t HKS hoppers for ore service from Railtex. These were former ATSF class Ga-123 and Ga-127's. D&H numbers are 1600-1639. [TH]

ESCANABA & LAKE SUPERIOR has acquired thirty-nine RBL-reefers from Conrail and reclassed them as XP boxcars. ELS numbers remain the same as the former Conrail numbers. The cars come from the CR 360853-360906 and 366300-366325 series. [CWS]

NEWS

GREEN BAY AND WESTERN RR. Two hundred of the 7000- and 8000-series 70t boxcars (owned by Itel) have gone to the Sabine River and Northern. In addition, GBW has received twenty-five ex- Grand Trunk Western 60-foot double door waffle side boxcars (at least eighteen from the GTW 317500-317517 series). They will be used for loading by James River Paper Co. in Green Bay. The GBW numbers are the same as the former GTW numbers. [WGC]

HARTFORD AND SLOCOMB has added fifty former LNAC RBL-reefers to its fleet. New numbers are HS 11000-11049. [CWS]

IOWA INTERSTATE recently placed a small number of coil steel covered gondola cars in service. The 100t cars were rebuilt by the LRS's Laurinburg Shops in 6 and 12-88. IAIS numbers are 6000-6024. [DGC/CWS]

K.W.T. RAILWAY is acquiring eighty-two boxcars. Some if not all are of NRUC ancestry. Series are KWT 4201-4250 and 4251-4281 known so far. [CWS]

McCLOUD RIVER RR is now operating 200 new Thrall built Center Beam flat cars numbered MR 9100-9299. Build date so far noted is 10-88. These are 73' 100t cars for lumber service. [DGC]

MISSISSIPPI DELTA RR has acquired a number of newly rebuilt 50-foot, single door, 70-ton boxcars from General Electric Railcar Services (GERSCO) (e.g. MSDR 194211 rebuilt by GERR TX 10-88. Built originally by ACF in 7-67. The cars have a 4680 cuft capacity). [DGC]

NORFOLK SOUTHERN will acquire 1000 new open hoppers from Trinity. NS has also acquired its first piece of equipment with no NW or SOU identification. These being a new class of bi-level enclosed auto racks (FB-103) built by Thrall in 11-12-88. These racks are mounted on TTGX initialed flats.

In addition to the above, NS has ordered new woodchip cars, multi-level auto racks, covered hoppers and coil steel gondolas.

NS is also one of the roads receiving raised roof/rebuilt 60-foot boxcars similar to the CNA, NOKL and UP (e.g. NW 600989 rebuilt 6-88 by TR BC, class B-119a). [CT/WJ/CWS/DGC]

NORTHWESTERN OKLAHOMA acquired fifty former SP 40-foot high cube boxcars from the SP 605000's. New numbers are NOKL 77000-77049. In addition, NOKL has acquired a number of 60-foot double door high cube boxcars numbered NOKL 961133- 961150. These have had their roofs raised and have been rebuilt 11-12-88. They have a UP class designation "A-100-29" and are identical to the UP cars of the same class - including paint and lettering (lacking only the UP shield logo). See also Union Pacific below. [CWS/DGC]

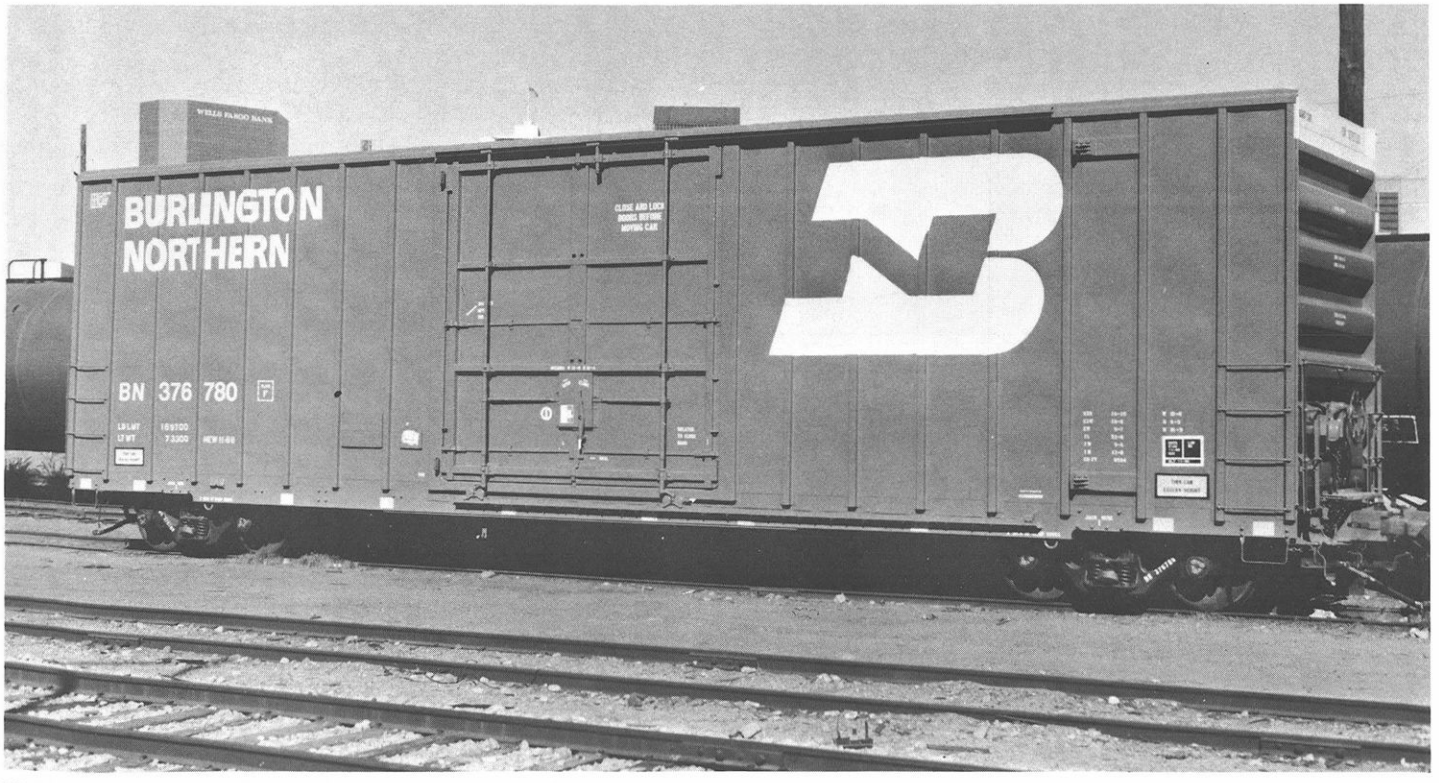
PLM FINANCIAL SERVICES has acquired one-hundred twenty 110-ton aluminum rotary gondola cars numbered PLMX 220-339. [CWS]

QUEBEC CENTRAL recently added a 210000-series of boxcars. At least some of these come from the CIRR 2000-2199 series built by Pullman-Standard. The cars were rebuilt during 1988 by Kustom Kar. [TH/CWS/DGC]

ROCHESTER & SOUTHERN is now operating 76 former GOHX-initialed Bethlehem Steel built open hoppers. Numbers are RSR 72200-72275 (same numbers as GOHX).

SOO LINE is still using the "MILW" reporting mark for cars being added to their fleet. Thirty-eight former PVGX and CAGX covered hoppers were recently added numbered MILW 2000-2038. The SOO has also acquired possibly several hundred 89-foot container flatcars that are ex-Southern Pacific 900000's. Numbers sighted so far are SOO 55028-55212. [CWS/DGC]

MRL 10049 was one of several hundred new built boxcars built by Gunderson in 1988. Montana Rail Link received 100 of these double plug door cars in 10-88. (David G. Casdorph)



BN 376780. Burlington Northern was the other customer for Gunderson's new boxcars. The most obvious difference in the BN and MRL orders is the BN's wide single-plug versus MRL's double-plug door configuration. (Ed McCaslin)

NEWS

SOUTHERN PACIFIC recently placed in service its new Gunderson built 125-ton double stack container cars with Trailer Train. These are in full Trailer Train livery with Southern Pacific "logo" (73113, 73122 built 3-89). [DGC]

TERRE HAUTE, BRAZIL & EASTERN has acquired five used 5100 cuft RBL refrigerators that are apparently being leased from ITEL. The new series is TBER 1000-1004 from the USLX 11716-11750 group. In addition, TBER has acquired sixty covered hoppers from ITEL numbers TBER 5000-5023 (4750 cuft) and 5024-5059 (4780 cuft) (5040 was originally a TPW car). [CWS]

TEXAS, OKLAHOMA & EASTERN recently acquired four hundred new Thrall built Center Beam lumber cars. Numbers are TOE 4500-4799 (9-88) and 8000-8099 (8-9-88). The cars were built at Thrall's Cartersville plant. [CWS]

TEXAS SOUTH-EASTERN received 20 new Thrall built Center Beam lumber cars in October 1988. Numbers are TSE 6001-6020. [EAN]

UNION PACIFIC has acquired a number of newly rebuilt 60-foot double sliding door high cube boxcars numbered UP 961100-961132. The cars have had their roof raised and were apparently rebuilt by a private rebuilder in 10-88. UP class is A-100-29. These have brand new Youngstown doors. Cubic foot capacity is 7234. These are identical to the NOKL cars reported above.

UP is also leasing some cars from GERSCO that were formerly Conrail/Penn Central class H56a covered hoppers (e.g. NAHX 890535, 890728). [CWS/DGC]

WCTU RAILWAY Co. has acquired a presently unknown number of 66-foot, 100-ton bulkhead flat cars from CP RAIL (e.g. WCTR 317543, 317604, 317606). These are from the CP 317510-317609 built by Marine Industries in 3-4-81 [DGC]

WISCONSIN & SOUTHERN continues to add more second-hand cars to its fleet. The latest being a small number of GATX built 3500 cuft covered hoppers that possibly came from DOWX (i.e. WSOR 302+323). Also thirty-six ex-GTW 138000 series 2600 cuft covered hoppers now numbered WSOR 501001-501036. Lastly, the Wisconsin & Southern is now leasing two hundred fifty RBL-reefers (USEX built) from Itel Railcar. Numbers of these are WSOR 503001-503250. [CWS]

WISCONSIN CENTRAL added two dozen former IMCX 6500-series, ACF built 2980 cuft covered hoppers to its fleet. Numbers for these are WC 6000-6023.

Also five former Southern Pacific class B-70-26-R (built in 1965 and rebuilt in 1979/80), 70t general-service boxcars were placed in the WC 25950-25954 series. [DGC/CWS/KA]

PRIVATE OWNERS AND LESSEES

ADM TRANSPORTATION has added five hundred sixty 100t 17,500 gallon corn syrup tank cars numbered ADMX 16841-17430 built 10-88-2-89 by Trinity. American Car & Foundry delivered 100 new 30,000 gallon alcohol tank cars built 9-88-1-89 (ADMX 29801-29900). ADM also acquired forty-eight used 5700 cuft ACF "Center Flow" covered hoppers numbered ADMX 60001-60048. [TEC/DGC/TH]

AMERICAN COLLOID began leasing a small number of new Thrall built (11-88) 5165 cuft PD covered hoppers from GERSCO (e.g. NAHX 550629-550632) [MBF]

AMERICAN PRESIDENT COMPANIES (APC) acquired 300 more 53-foot containers. This latest group were built by Monon in 8-9-88 (APCU 530301-530600). Monon also delivered an additional series of 48-foot containers in 9-88 (i.e. APLU 482811 etc). All the Monon built containers so far have been leased from XTRA. APC also added a number of new Fruehauf built 48/102 containers that are leased from Transamerica Leasing (e.g. APLU 483425).

APC continued to add more new Thrall built 125t double stack container cars under Trailer Train reporting marks (DTTX 72100-72231 built 9-12-88 and 72232-72261 built 1-89 Trailer Train class TWG52). APC has also started operating its first Gunderson built double stack cars. These are also Trailer Train initialed and are Gunderson's new 125-ton design (e.g. DTTX 73045-73084 built 11-88). [DGC]

AMOCO CHEMICAL CO. has acquired their first ACF built 5800 cuft Center Flow plastics hoppers. Series begins at AMCX 7865 and up (e.g. AMCX 7866 built 1-89 by ACF). [TH]

ARISTECH is leasing some new Trinity built 5850 cuft covered hoppers from General American (e.g. GACX 73204 built 9-88 and GACX 73272 built 11-88). [EAN]

B.J.O. CORP. has acquired 268 ex-DR covered hoppers. BJOX 101-368 are ex DR 101-368. [CWS]

BORDEN CHEMICAL is leasing a small number of vented 5800 cuft covered hoppers from ACF (e.g. ACFX 41118 built 5-88 by ACF MILT). In addition, Borden Chemical is also leasing a small number of 30,000 gallon methanol tank cars from General American Transportaion (e.g. GATX 24004-24008 built 9-88 by Trinity). [CWS/EAN]

CANADIAN CARBON LTD. ACF recently converted a small number of covered hoppers for carbon black service for Canadian Carbon (e.g. ACFX 74126, 74131 converted 6-7-88 ACF MILT). [DMQ]

CARGILL is leasing a few new ACF built PD5000 covered hoppers from ACF (e.g. ACF 51701-51715 built 6-88). [EAN]

CGTX added forty-five new built 5880 cuft 100t covered hoppers that were built by Lavalin (former Hawker Siddeley). Numbers are CGLX 10000-10044 built 7-8-88. [DMQ]

CHEMICAL WASTE MANAGEMENT began leasing a number of new-built 23,600 gallon, insulated, coiled, 100-ton tank cars from General American Transportation (e.g. GATX 56716 built 1-89 and GATX 56725 built 12-88 by Trinity's Longview plant). [DGC]

CHEVRON has acquired one hundred twenty 100t 23,600 gallon insulated, coiled tank cars built delivered 9-10-88 by Trinity. Series is CHVX 288001-288120. [TEC/DGC]

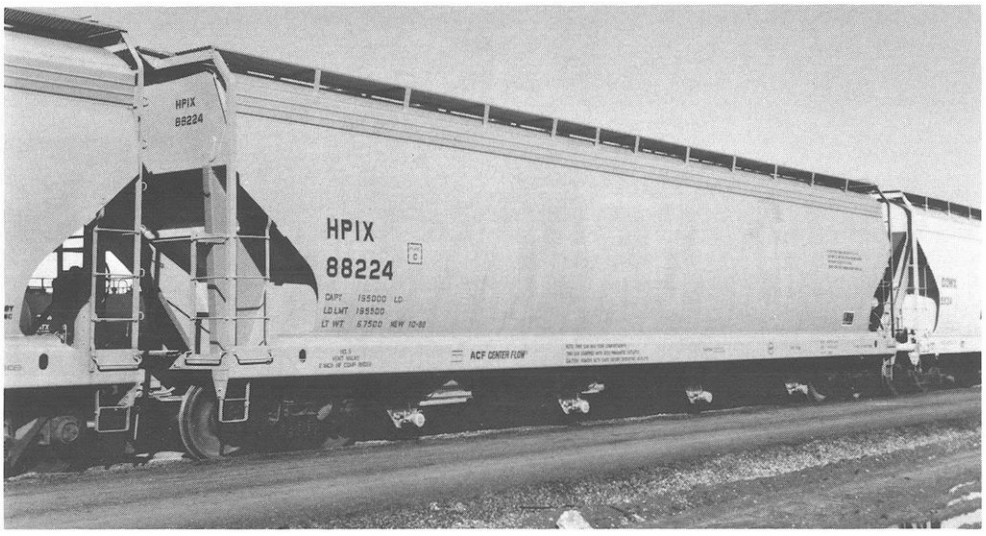
CHICAGO FREIGHT CAR LEASING has acquired fifty Trinity built Power-Flo covered hoppers numbered CRDX 11000-11049 (11007 was built 1-89 and leased to Hill & Griffith). Also, Hoosier Railcar is rebuilding early (mid Sixties) 4180 cuft Airslide covered hoppers for Chicago Freight Leasing (e.g. CRDX 2506 built in 7-65 was rebuilt in 1-89 and is now leased to ConAgra, Inc.)
[CWS]

CHIEF PETTY PAPER is a new private company owning freight cars. In 1988 they acquired three former P&LE 50'6" box cars from the former PLE 39500-39999 series. Reporting marks are KHCX. [CWS]

CRYO-TRANS, Inc. is receiving another batch of fifty-two cars converted by CEECO to AAR "RC" cryogen refrigerators. The newer cars have a new slogan on the right side of the car, "Protecting Today's Perishable's For Tommorow". [CWS/KA]

DOW CHEMICAL continues to increase its leased fleet. This includes some 29,900 gallon tank cars (e.g. GATX 24025 built TRN LGV 10-88) and a number of 5810 cuft covered hoppers (for Dow Canada, e.g. NCHX 580174 built 1-88 by National Steel Car).

Highest numbers sighted so far for the new built ACF 5800 cuft Center Flows is 20430 built 9-88 at Milton. The series which begins at DOWX 20350 are apparently being sent to Fitzgerald Railcar for painting and lining.



ACF HUNTINGTON, W. VA shops were reopened in late 1988. Himont's HPIX 88224 was one of the first orders delivered from Huntington. This car was built in October 1988. (David G. Casdorph).

CORN SYRUP TANK CAR DELIVERIES continue in large numbers from Trinity. Both A.E. Staley and ADM Transportation have been receiving large numbers of this type car. This car, GATX 4095 is one of at least 250 cars built by Trinity in 1988 and leased to A.E. Staley. (David G. Casdorph).

HOKX 111130 is one of many new chlorine transport tank cars that was delivered in 1988. Several hundred chlorine cars were recently built by American Car and Foundry, Trinity, and Union Tank Car for deliveries to Occidental and Olin. The car illustrated was built by Union Tank Car in 8-88. (David G. Casdorph)

Dow also began leasing more new-built Thrall 5800 cuft covered hoppers from Union Tank Car (e.g. UTCX 47618 built 11-88, job 504-C) and additional 5850 cuft covered hoppers from General American Transportation (e.g. GACX 73440 built 12-88 lot 2057).

Previously unreported were sixty+ vinyl chloride tank cars built by Trinity in 6-87 (e.g. GATX 26388-26450). Lastly, Dow also began leasing more new-built Thrall 5800 cuft covered hoppers from Union Tank Car. (e.g. UTCX 47618 built 11-88, job 504-C). [DGC/CWS/EAN/DMQ]

EXXON added 200 new built tank cars. This includes HPLX 411001-411100, a series of 23,500 gallon 100t insulated, coiled tank cars built by Union Tank Car in 9-88. HPLX 361001-361100 are 27,200 gallon 100t tank cars built 10-11-88 by Union Tank Car.

Exxon is also leasing a number of new built tank cars. Ten cars from GATX built 12-87 by Trinity (100t 29,900 gallon tank cars numbers GATX 30291-30300). [TEC/DGC]

FRUIT GROWERS EXPRESS is rebuilding and repainting a number of their mechanical refrigerator cars. The recent ones have been done at their Jacksonville, FL shops (the Alexandria, VA shops appear to be closed down).

GENERAL AMERICAN TRANSPORTATION purchased fifty Trinity "Power Flo" PD covered hoppers. Numbers are GACX 10000-10049 built at Trinity's Fort Worth plant June to August 1988.

GATX has also acquired some if not all the tank cars of Consolidated Transportation Corp. (e.g. GATX 13904, 13905 are ex-COTX 1009, 1010 built in 1984 by ACF's Milton plant). [DGC]

GEORGIA KAOLIN is leasing twenty-five new clay slurry tank cars from ACF. The 13,800 gallon tank cars are numbered ACFX 72833-72857 built 11-88 by ACF.

Also, add a 5-88 build date (ACFX 72678) to the group mentioned in FCJ 28 page 8. [EAN]

GEORGIA PACIFIC has acquired 30 new tank cars for its fleet. GPBX 735-749 are 90t chlorine tank cars built in 12-88 by ACF. GPPX 8710-8724 were built in 6-88 by Union Tank Car. [TH]

GOODSON POLYMERS is leasing some new Trinity built 5850 cuft covered hoppers from General American Transportation (e.g. GACX 73373 built 12-88, lot 2057-F).

GRAIN PROCESSING is leasing nearly fifty new 30,000 gallon 100t tank cars from ACF. Numbers are ACFX 72881-72929 built 9-88 by ACF MILT. [TH/EAN]

GREENBRIER LEASING has purchased twenty new 60-foot center partition lumber products flats built in 9-88 by Gunderson. These cars have "Domtar Gypsum" logos. Numbers GBRX 9000-9019. In addition twenty new 100 ton double stack container cars were delivered from Gunderson in 9-88. Numbers GBRX 2375-2394.

HIMONT USA INC. continues to receive cars for its HPIX 88000-88499 series. The latest were built by ACF's Huntington, West Virginia plant (that was only recently reopened) in October 1988 (e.g. HPIX 88224). [DGC]

HOECHST CELANESE CORP. is leasing some new Thrall Car built 5800 cuft covered hoppers from Union Tank Car (e.g. UTCX 46657 built 11-88, job 504-A).

H O G X America's first new built stock cars in how many years? Information sent in so far indicates the cars are Green & Yellow and have one-digit numbers (e.g. HOGX 2 and 4). [KA] (editor's note: These may be the 60-foot stock cars that the Union Pacific and Gunderson have been talking about)

INTERDOM INC. is operating a few more 100 ton double stack containers cars with Trailer Train (e.g. DTTX 63338-63342 built 8-88 by Gunderson). [DGC]

KATALISTIKS INTERNATIONAL is leasing some new ACF built PD5000's from ACF Industries (e.g. ACFX 51907 built 1-89). [TH]

MOBIL CHEMICAL began leasing a number of new built 5800 cuft covered hoppers from Wisconsin & Southern Leasing Co. (WSOX 5802, 5822 built 10- and 12-88). The cars were built by the newly formed Gulf Railcar Inc. at the former Richmond Tank Car facility in Houston. The covered hoppers are the former RTC 5800 cuft design and are equipped with "Norson" pneumatic outlets.
(DGC)

NU-WEST INDUSTRIES recently began leasing a few tank cars that have been converted into phosphoric acid tank cars by Union Tank Car (e.g. UTLX 13804 converted 10-88 and UTLX 13998 converted 8-88). [DGC]

OCCIDENTAL is doing a major expansion of the fleet. This includes the following:

HOKX 111000-111150	UTC 8-11-88	16,400 caustic soda tank cars
HOKX 111151-111300	ACF 8-9-88	16,300 caustic soda tank cars
HOKX 132001-132250	TRN 4-88	90-ton chlorine tank cars
HOKX 132251-132284	ACF 6,11-88	90-ton chlorine tank cars
HOKX 132301-132382	TRN 6-88	90-ton chlorine tank cars
HOKX 132401-132445+	ACF 1-89	90-ton chlorine tank cars

[TH/EAN/DGC]

OLIN has also been very busy adding more tank cars to its leased fleet. This includes fifty 89 ton chlorine tank cars with heavy duty saddles (e.g. ACFX 77367-77416 built 3-5-88 by ACF); several dozen 89 ton chlorine tanks (also with heavy duty saddles) numbered ACFX 73500-73527+ built 11-12-88 by ACF MILT. General American is leasing a number of 90 ton chlorine tank cars to Olin (e.g. GATX 8073+8081 and 68905+68940 built 8-88 by Trinity). Olin is also leasing 90 ton chlorine tank cars from Trinity Leasing (e.g. TILX 400098-400116 built 7-88 by Trinity). [TH/EAN]

OREGON METALLURGICAL is leasing a small number of new-built chlorine transport tank cars from General American Transportation (e.g. GATX 68942 built 8-88 by Trinity). [DGC]

PENNZOIL is leasing a small number of 26,700 gallon crude oil tank cars from General American (e.g. GATX 31602 built 4-88 by Trinity) [TH]

PROCTER & GAMBLE have added over a hundred new ACF built PD5000 covered hoppers from ACF Industries (e.g. ACFX 51720+51735 built 6-7-88 and 51807+51836 built 9-88). P&G is also leasing some of the GATX owned "Power Flo's" (see GATX listing).

PULLMAN LEASING acquired (or possibly re-acquired) a number of former Southern grain hoppers. These come from the SOU 88000-88499 series built by Pullman-Standard in 1980 (e.g. PLCX 16690). [CWS]

REACTIVE METALS recently began leasing five interesting Sodium Metal tank cars from General American numbered GATX 20087-20091 built by Trinity 4-87.
[TH]

RESIDCO recently acquired sixty-five Portec built 4750 cuft covered hoppers. Numbers are OFCX 260391+260409 and OFCX 102250-102299. These were originally lettered BRAX. [CWS/DGC]

SHELL OIL added five 23,500 gallon insulated coiled tank cars built 11-88 ACF MILT numbered SCMX 4404-4408. [TH]

J.R. SIMPLOT added twenty new Trinity built sulphuric acid tank cars numbers JRSX 1000-1019 (built 5-88). Also one new built cyrogenic refrigerator car (JRSX 6000) was delivered in 7-88 from a presently unknown builder. [DGC/CWS]

A.E. STALEY is leasing several dozen PD5000 covered hoppers from ACF Industries (e.g. ACFX 51911-51926 built 11-88, 1-89 by ACF). Also Staley is leasing two hundred fifty new 17,600 corn syrup tank cars from General American Transportation numbered GATX 4051-4300 built 10-88-1-89 by Trinity. [DGC]

EASTMAN TENNESSEE added another one hundred seventy-one Thrall built 100t plastics pellets 5800 cuft covered hoppers. ETCX 58525-58295 were built 10-12-88. [EAN]

TRAILER TRAIN added a number of single-level articulated "spine" cars to the fleet. Many of these have had Santa Fe logos applied to the center sills. This includes numbers NTTX 66060-66078 (Trinity's Ortner Div. Mt Orab plant built 8-88, Trailer Train class RSF50A); NTTX 66079-66139 (OFC MO 11-12-88, Trailer Train class RSF50B) and NTTX 67120-67149 (BSC JTN 10-88, Trailer Train class BSF50C).

Other recent acquisitions include more 100-ton double stack container cars built by Thrall (DTTX 62729+62747 built 10-88, class TWG 50L) and more "Front Runners"; these from Trinity's Greenville Division (TTOX 145595-145626 built 12-88-1-89, class RLF10A). Note the new TTOX reporting mark for this type car which indicates it has passed the modified trucks.

DTTX 72262-72321, class TWG52 were built by Thrall Car in 2-89. These have no operator logos on them and are part of the continued deliveries of Thrall's new 125-ton double stack container cars being delivered to Trailer Train. [DGC/CWS]

UNION CARBIDE recently increased its leased fleet of tank cars. This includes ACFX 72382-72384 two-compartment tank cars (built 4-5-88 by ACF); ACFX 72514-72561 (23,500 gallon tank cars built 7,9-88 by ACF); ACFX 72699+72730 (30,000 gallon tank cars built 9-88, 1-89 by ACF); UTLX 200809-200867 (30,000 gallon tank cars built 8-10-88 by Union Tank Car); and UTLX 640341-640382 (23,600 gallon coiled tank cars built 8-9-88 by Union Tank Car). [TH/DGC]

VISTA CHEMICAL is leasing a small number of 5800 cuft covered hoppers from ACF Industries (e.g. 41145-41155 built 6-88 ACF MILT). [EAN]

WESTLAKE is leasing a number of new Thrall built 5800 cuft covered hoppers from Union Tank Car (e.g. UTCX 46955-46971 built 6-7-88) and new Trinity built 5850 cuft covered hoppers from Pullman Leasing (e.g. PLCX 46563 built 3-88). [EAN]

WINDSOR MINERALS added some more leased new ACF built PD5000 covered hoppers to its fleet recently (e.g. ACFX 51933 built 1-89). [TH]

WISCONSIN ELECTRIC acquired 200 new Thrall built 105-ton rotary coal gondolas numbered WEPX 1309-1508 delivered 8-9-88 from the Chicago Heights plant. [MBF]

WITCO has added a number of leased tank cars previously unreported to FCJ during the past few years. This includes GATX 17771-17784 (built by Trinity 8-84); ACFX 76827-76896 (built 4-85 by ACF); GATX 29353-29388 (built 1-86 by Trinity); and the newest ACFX 72858-72861+ (built 1-89 by ACF). All of these are 26,600 gallon non-insulated, coiled crude oil tank cars. [TH]

ZINC CORPORATION OF AMERICA acquired eighty ex-St.Joe Minerals 2563 cuft Ortner built covered gons built in 8-9-72. ZCAX 72000-72079 are ex-SJMX 72000-72079. [TH]

NEWS

U.T.L.X. #75966

by Lee Fisher

I always liked the looks of these Union Tank cars with their long catwalk overhangs. I never could figure out what the ''deal'' was with them; what a strange look they have. So when I recently spotted one handy I thought I might photograph it and get a couple of major dimensions and study it all.

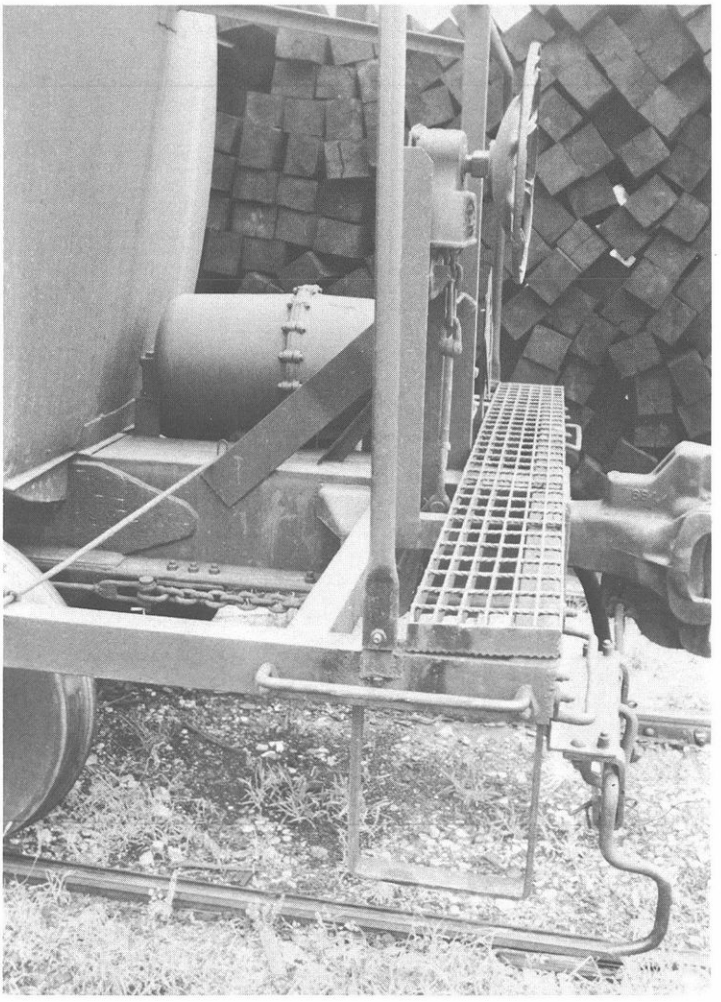
The car is stenciled as being built in September of 1970 and as now being leased to Chevron Chemical. I checked in the Official Railway Equipment Register for October 1978, my latest edition, and the only one I have since the car was built and did not find it listed. There is a major series of 71,000-79,999 shown with a total of 7346 cars in it but no specific series with #75966.

I don't know much about the car itself; it was sitting for a couple of days on a siding north of Charlotte, N.C. and the only information I have on the cars contents is from the stenciling on the side, ''Not for Flammable Liquids'' just above the D.O.T. classification and tank testing dates on the right side of the car.

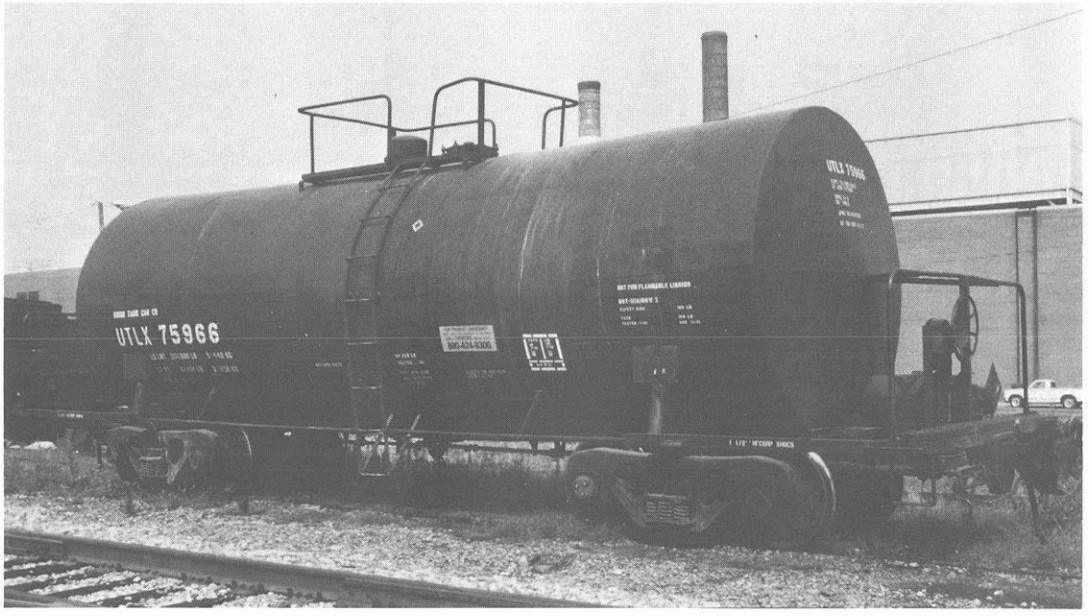
This design represents a class of car which because of their normal loads of high density require a car with specific design features. Because of the tanks contents it is relatively short; 31'-6'' each.

The car therefore has a rather short wheelbase of 24'-6'', which it must have to properly support the tank. The frame, on the other hand, is long to, I suppose, enable the car to be coupled to a wider range of equipment of various lengths, ultimately saving switching crews time and effort.

All of the dimensions shown were measured off of the car itself and quite a few other details were measured so everything drawn is to good scale.



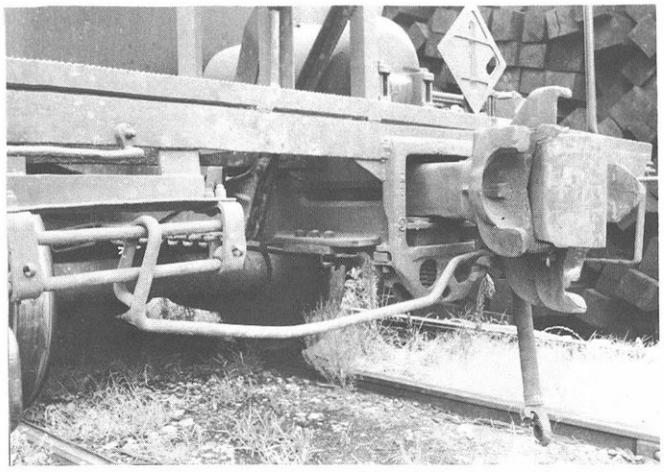
There is the catwalk, the handrail with it's bracing and the centerframe. Notice how the tank is cut so it can set down around the frame which has extra side plates welded to itself at that point for strength.



What a nice solid stance the car has. With those extended catwalks and frame and the body sag it gives the feeling of confidence and endurance. And endure it has, it has been patched, painted and rebuilt over the years and it still looks pretty good. The tank diameter measured an average of 10'-0½'' and you can see earlier seams underneath the body; notice where the shadows begin on the side of the car.

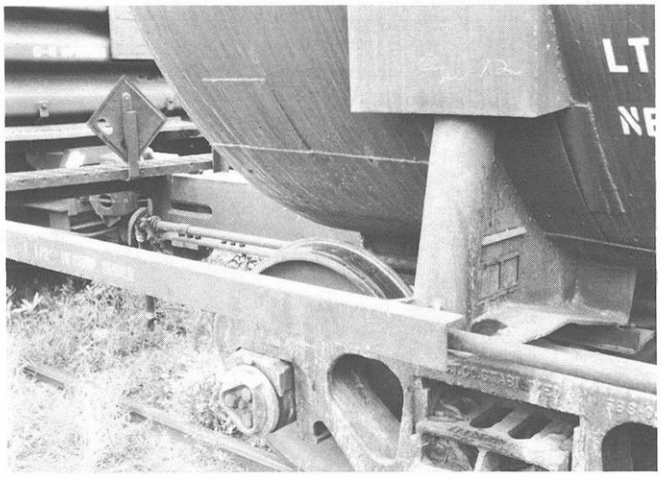
Here is the ''B'' end of the car with the brake apparatus all resting in a general Union Tank layout. The reservoir is bolted to braces welded to the top of the centerframe and the valve is behind it. The car is equipped with individual truck mounted brake cylinders.

The sag in the tank design is barely visible in either of these side shots but it's there. I estimated it to be about 3''-4''; the car will empty faster and stay cleaner as a result.

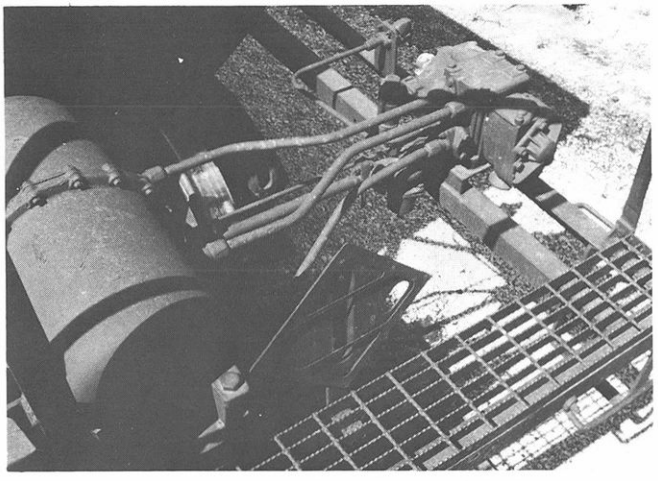


Here you can see the striking plate which is a fairly thin casting and having spring chambers on it's bottom giving a smoother travel to that safety coupler.

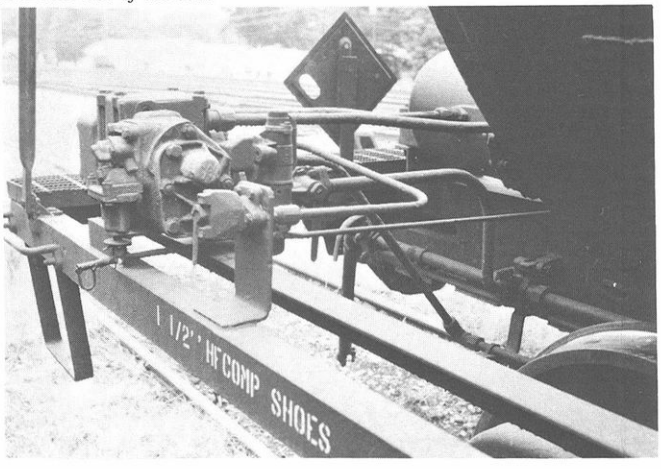
A good close up of the end of the tank as it rests around the centerframe. It may or may not show up as printed here but there is a line of rivets along the side of the frame where the tank is attached to it by an angle. You'can also see the outside face of the tank saddle and body bolster which are of typical Union Tank design, and behind that you can just make out the dark corner of the wheel well cut into the tank for the inboard wheel and axle; it's 4'' or so deep and depicted on the drawing.



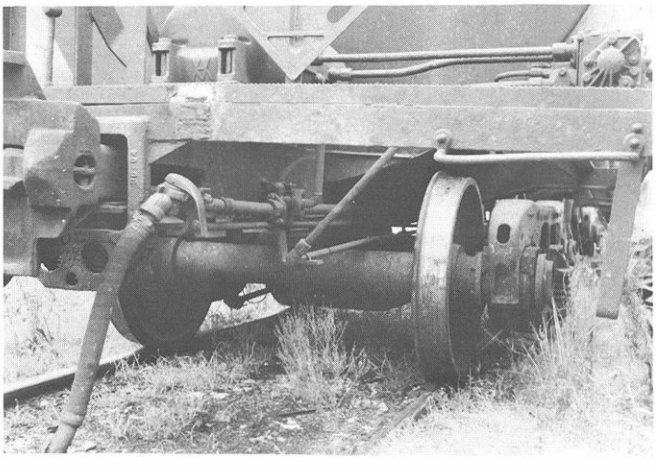
Here's the inside face of the tank saddle and body bolster. Further in there you can see the edge of the bolster plate that rests on the truck and there is the train line just above it traveling along the lower flange of what's left of the centerframe. That vertical stiffener is there for strength as it is just above the truck side bearing support. The card holder there is also on the opposite side and end of the car.



This shows the piping leaving the valve and how it is bolted to that channel it's on and the channel is welded to the exterior side angle and an extra 3''x3'' angle.



You can see how all the various air lines split up and how the smaller line to the truck mounted cylinders leaves the valve and turns down at a 45 degree angle and is hung below the centerframe. It and the main train line travel together the length of the car and are attached offset to the center of the body by flat bar stock welded to the body. There on the tank is a good sized patch applied at some time in the cars life.



From this perspective you can see how the bottom of the tank intersects the centerframe at about the level of the centerline of the coupler; or about 34'' or 35'' off the top of rail. This ''positions'' the tank on the frame.

UNION TANK CAR COMPANY
75966

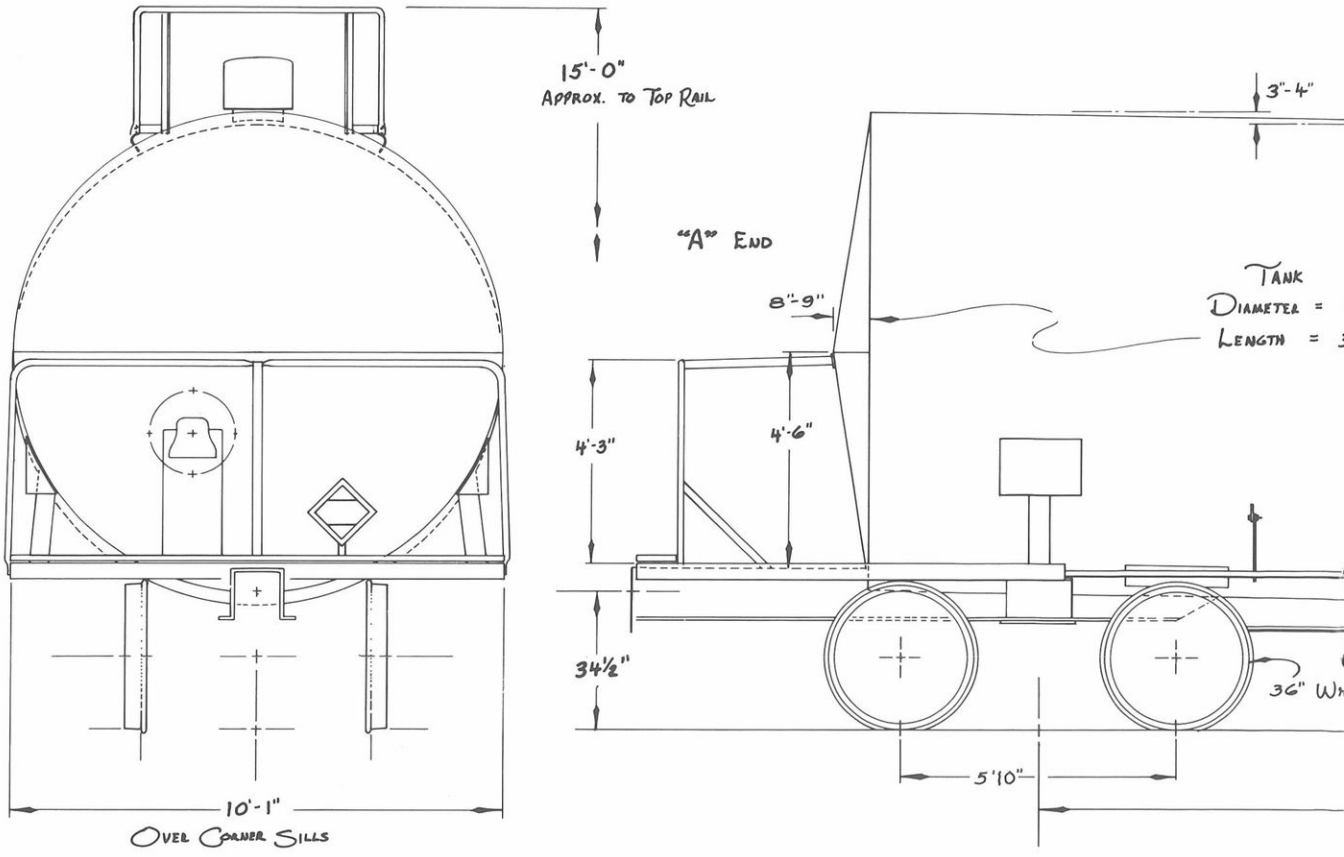
AS PHOTOGRAPHED IN AUGUST 1988

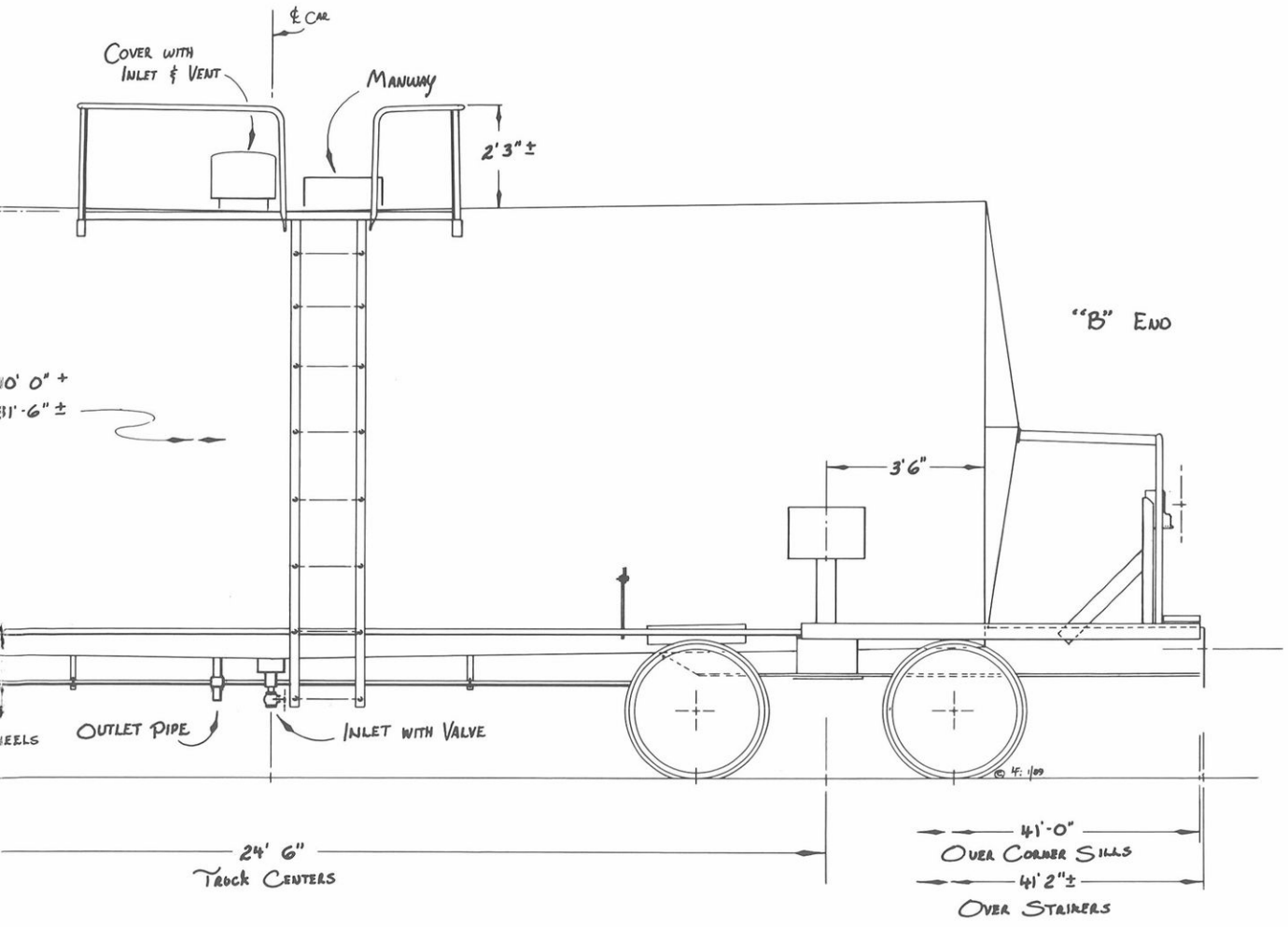
&

LEASED TO CHEVRON CHEMICAL

13,528 GALLONS BUILT 9-1970

D.O.T. 111A100 W-3




℄ CAR
COVER WITH INLET & VENT
MANWAY
2'3" ±
"B" END
3'6"
OUTLET PIPE
INLET WITH VALVE
24' 6"
TRUCK CENTERS
41'-0"
OVER CORNER SILLS
41'2"±
OVER STRIKERS

PULP AND CHIP EQUIPMENT IN THE SOUTHEASTERN PAPER INDUSTRY

Text and photos by Neill Herring

The pulp and paper industry in the southeastern states is a relatively new one, dependent upon production technology which was not developed on a commercial scale until the 1920's. Growth of the industry was retarded by the depression of the 1930's, a period of chronic overcapacity in most industries, and the war years of the 1940's, when capital resources were diverted to military production. The technology necessary for southern yellow, slash, pitch and loblolly pines to be usable in production of pulp for making paper and other pulp products was developed by Dr. Charles Herty, who devised solvent methods for removing the high quantities of lignin from the wood's cellulose fiber.

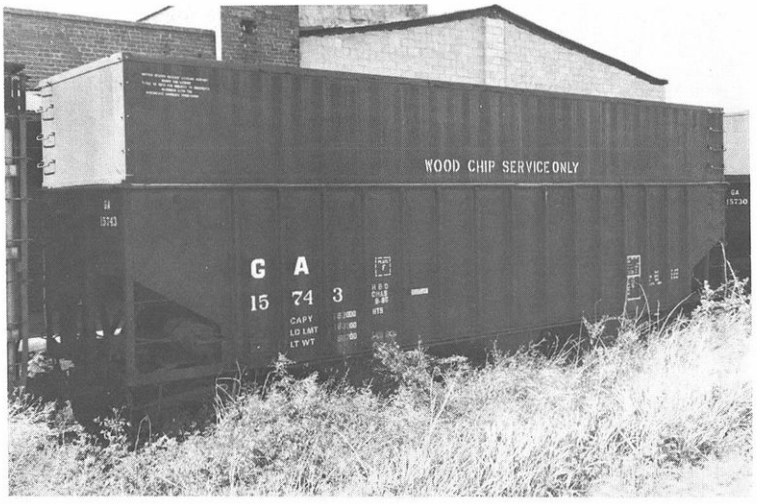
Once underway, the southern industry expanded vigorously, and many of the largest paper and pulp facilities anywhere are now operating in the southeast. At present the state of Georgia has 12 major papermills operating within its borders, while several equally large plans are located just beyond those boundaries in neighboring states. Georgia is presently the largest producer of paper and pulp among the states, and approximately two-thirds of its land area is devoted to commercial forest, the largest such acreage in the nation. This industry requires a large fleet of railroad equipment for movement of raw materials and finished products.

Pulp and paper mills tend to be located on or very near large sources of water, generally rivers, because of large water demand in both production processes and for cooling. Commercial forest land, public and private, tends to be located in areas which are either historically unsuited to sow crop agriculture because of terrain, or in areas where previous agricultural practices, chiefly cotton production, left behind soils of low productivity. While most mills are near forest land, none are situated so as to facilitate a purely "local" supply of pulpwood.

(Ironically, few Georgia mills produce "finished" paper products such as coated board or "slick" paper, even though the state provides 80 percent of domestic kaolin output, the key component in these products. This paper related traffic out of state is quite large, but separate from the pulp and paper traffic.)

The movement of raw materials from the forests to the mills has utilized several different types of freight cars. Pulpwood, logs of 6 to 12 inches in diameter, about 6 feet long, are the historic raw material, and those have moved in boxcars, gondolas and flatcars in the earliest days; later via pulpracks, bulkhead end flatcars with shallow trough floors to insure load stability. Boxcar loading was phased out by the late 1950's and early '60's as rack capacity became sufficient to handle the traffic. Early racks were converted from other types of cars, most frequently flat cars and boxcars. Extant company photographs from the Central of Georgia show that road's fleet of ventilated boxcars, made obsolete for fruit shipment by refrigerator cars, being converted to pulp racks at the company's Macon shops.

SBD 403381, showing the detail of casting.



GA 15743. Built 6-60. This is an example of an extended sides hopper car. Augusta, GA 4/19/88.

SBD 430401. Vidalia, GA 10/15/87. Shows what can happen if lading gets wet thus increasing weight and buckling the sides.

Southern 134642. Built 8-80 by Greenville Steel Car. Dalton, GA 9/17/87.

Southern 139843. Bult 8-80 by Ortner Freight Car. Brosnan Yard, Macon, GA 9/26/87.

GPSX 571 built 1-80 byThrall Car. Collier, GA. 10/8/87.

Eventually custom pulp racks came to supplant converted equipment and boxcars. Most of these cars are built from rolled sheet and plate stock, riveted in the earlier period, later welded. Cast steel cars have also been built in significant numbers. Due to the nature of the lading and its handling, pulp racks tend to receive higher levels of abuse than other freight cars. With the notable exception of the cast steel cars, pulp racks which have seen much service exhibit dents and contusions, even in heavy components.

As demand for pulp continued to grow with the growth of mills, sources other than pulp logs were sought, and mill waste, chips, splinters and dust from sawmills, became a common source for pulp. This material had previously been considered uneconomic waste and had been burned. During the 1950's many sawmill towns in the south were marked by columns of smoke omitted from large, truncated teepee like sheetmetal waste burners, all of which were made obsolete by the paper industry's demand for their fuel.

To handle the chip loads conventional open top hoppers were employed, but the relatively low weight-to-volume ratio of the lading meant high tares, and hoppers were soon converted to exclusive chip lading by the application of sheet metal extentions to their sides and ends, considerably increasing volumes. Chip hoppers built for the purpose also began to appear in ever larger capacities. As capacities increased so did the number of openings for discharge. Eventually a fleet of extremely large cars began to appear in this service. A problem with chips as lading lies in their ability to absorb rainwater, and that seems to be the ultimate limitation (other than clearances) on capacity. A wet load puts a strain on the upper chord of the carside and can cause buckling and rupture, a tendency partly corrected for by additional metal applied to that area.

As mill material handling equipment evolved, the high side chip gondolas become more common, with both rotary and tilting unloading equipment used in discharge. Mills using car tilting devices require cars with end doors.

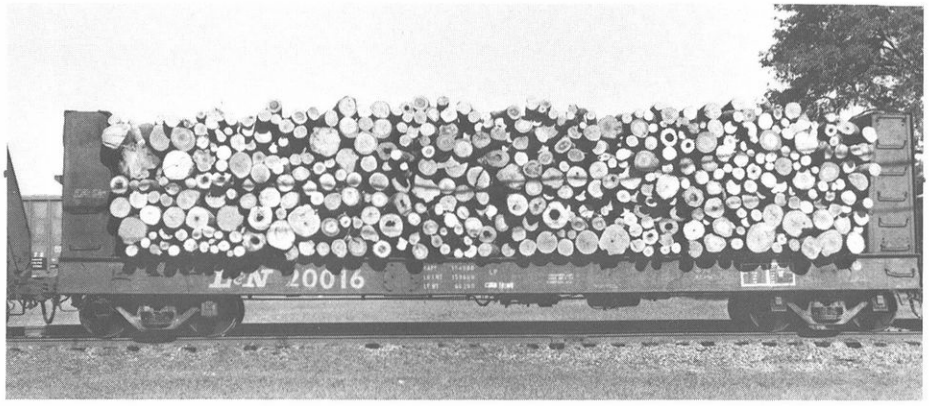
The most recent trend in freight cars serving the raw materials end of the pulp and paper industry has seen the use of cars handling whole logs instead of the traditional pulp lengths. The mills have adapted to handle these whole tree trunks so as to afford more efficient operation for truck-borne loads, but some freight cars have come into use in similar service. Most of these cars handle logs of 30 to 50 feet in length, although there are some skeletal frame cars designed to carry shorter lengths in two ''bundles''.

Locations at which pulp and paper raw materials are loaded onto freight cars consist of a spur (or spurs) in a flat lot, generally separated from the line providing service, minimizing chances for loading and mishaps to interfere with train movements. Pulpyards, where racks are loaded, normally feature stacks and piles of pulpwood awaiting movement and loading machinery, tractors with hydraulic lifts and dangling claws. Some pulpyards also operate very large chainsaws, mounted on their own railways, which are capable of cutting truckloads of logs to pulp lengths while still loaded.

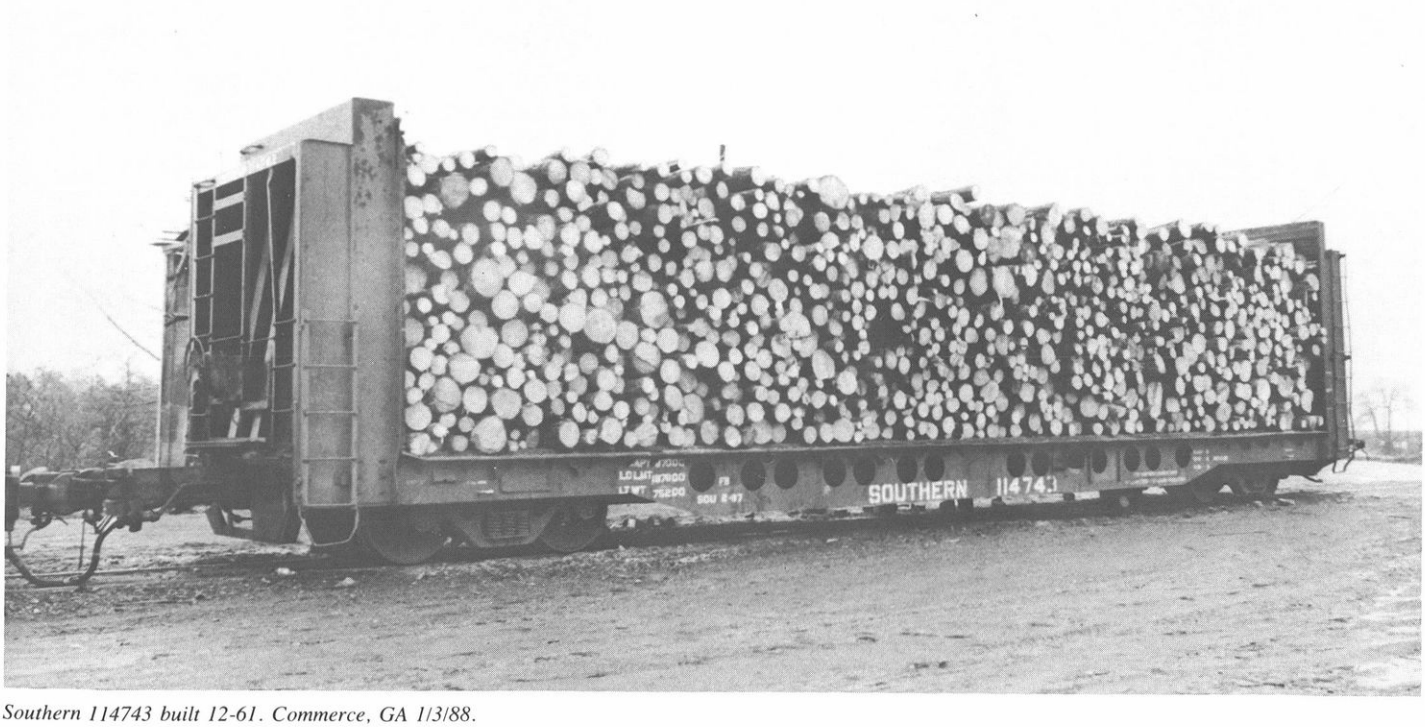
Sawmills which contribute loads to chip hoppers and gondolas normally use conveyor loaders equipped with separators for removing bark and large waste from the chip stream, providing ''clean'' material for the mills.

Problems currently facing the railroad industry in supplying the pulp and paper industry come from truck competition, particularly the conversion of mill equipment for the receipt of logs, rendering truck trailers more competitive in that load handling is reduced to a single cycle. There are also problems associated with car dispatching. These latter seem to flow from recent rail industry mergers which have caused shifts of dispatching centers to new centralized offices unfamiliar with customer requirements. That, coupled with minimal additions to the fleet in the decade of the 1980's has resulted in ''shortages'' of equipment to customers, driving them to competitive media or entirely out of this always marginal business.

Most of the equipment used in these movements is most easily viewed at loading locations, the paper mills themselves being large, fairly secure plants not easily accessible to unauthorized persons.



L&N 20016. Built 4-56. Jesup, GA 10/14/87.



Southern 114743 built 12-61. Commerce, GA 1/3/88.

SEABOARD SYSTEM WOODCHIP HOPPER CAR FLEET

by Eric A. Neubauer
photos by Neill Herring

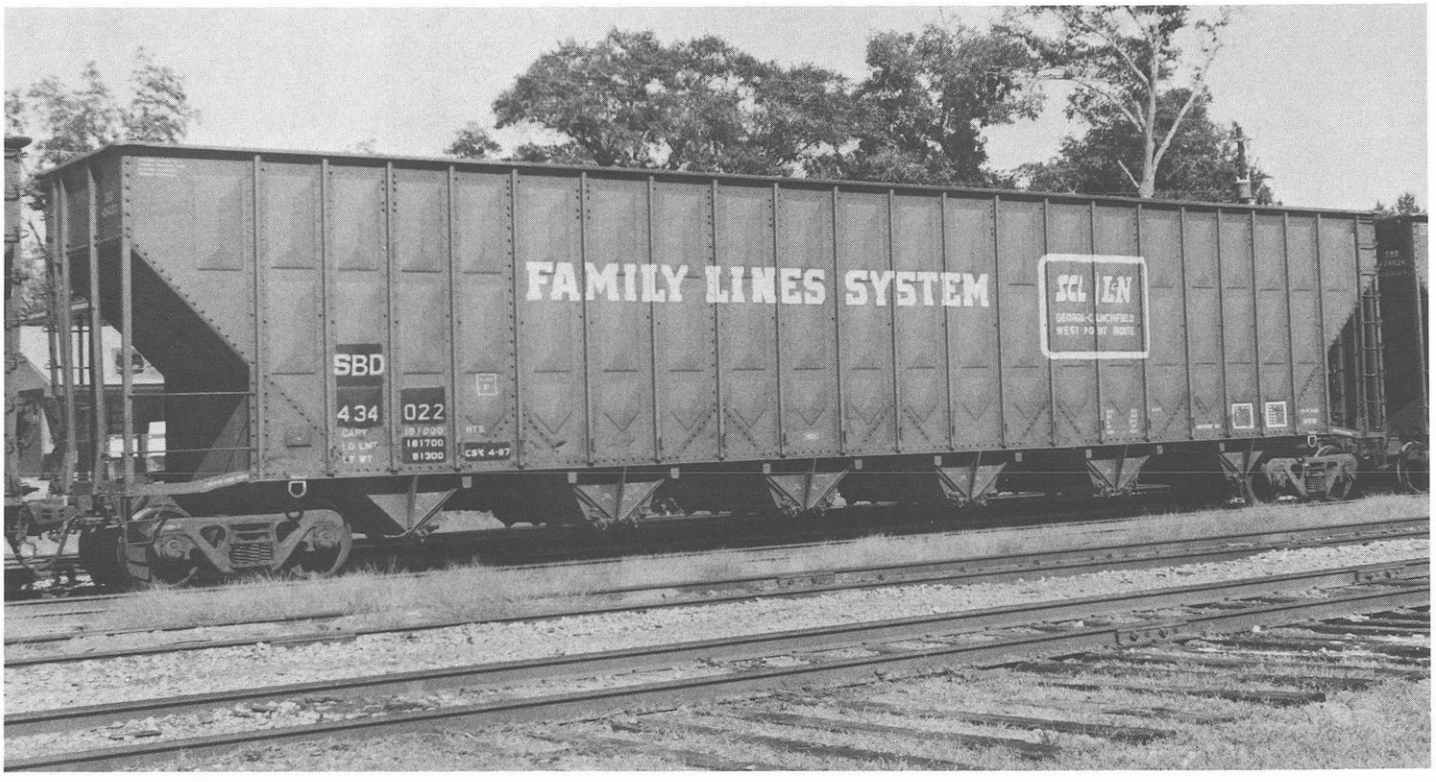
SBD 433331. Built 7-75 by Greenville Steel Car. Vidalia, GA 10/15/87.

SBD 433398 built 9-75 by Greenville Steel Car. Vidalia, GA 10/15/87.

SBD 430654 built 5-70. Helena, GA 5/22/88.

SBD 431215 built 7-64. Helena, GA 5/22/88.

SBD 433162. Built 3-71 by Ortner Freight Car. Vidalia, GA 10/15/87.



SBD 434022. Built 3-81 by Greenville Steel Car. Vidalia, GA 10/15/87.

PRIMARY ROSTER

Less than 4000 cuft.

L&N	30873	30999	127	100HTS	3620	Rblt.fr. HM 1958-59.

4137-4800 cuft.

ACL	83700		1	140HTS	4230	Rblt.fr. HT in 1958.
GA	15500	15519	20	140HTS	4137	Rblt.fr. HT 1960-61
GA	15600	15649	50	154HTS	4800	Rblt.fr. HT 1968-69.
GA	15700	15750	51	154HTS	4660	Blt.6-60. Rblt.fr. HT ETSX OZ 1969-70.
L&N	30620	30699	80	150HTS	4746	Rblt.fr. HT in 1971.
L&N	30800	30849	50	150HTS	4746	Rblt.fr. 150000+156149 in 11-63.
L&N	30850	30854	5	154HTS	4250	Rblt.fr. HT in 1968-69.

5400-5850 cuft.

ACL	84200	84299	100	140HTS	5400	GSC GV 12-66 H-1.
ACL	84300	84499	200	140HTS	5400	PS 1-3-64 H-1.
ACL	84500	84699	200	140HTS	5400	ACL WX 1959-60. H-1.
ACL	84700	84899	200	140HTS	5400	GSC GV 8-9-60 H-1.
ACL	84900	84999	100	140HTS	5400	GSC GV 12-66 H-1.
SCL	190000	190179	180	140HTS	5400	PS BESS 8-9-68 H-1.
SCL	190180	190579	400	140HTS	5400	PS BESS 5-70 LOT 9453 H-4.
SCL	190580	190659	80	140HTS	5400	Rblt.fr.H-1 (ACL 84500-899) WX 8-76. New class H-1-A.
SCL	190660	190729	70	140HTS	5400	Rblt.fr.H-1 (ACL 84500-899) WX 8-76. New class H-1-A.
SCL	190730	190929	200	140HTS	5400	Rblt.fr.H-1 (ACL 84500-899) WX 3-77. New class H-1-A.
SCL	191030	191229	200	140HTS	5400	Rblt.fr.H-1 (ACL 84500-899) WX 11-78. New class H-1-A.
SCL	684200	684999		ex ACL 84200-84999.		
L&N	30700	30799	100	154HTS	5700	GSC GV 3-4-65.
SAL	36200	36399	200	140HTS	5850	GSC GV 5-62.
SAL	36400	36499	100	154HTS	5850	GSC GV 1966.
SCL	190930	191029	100	154HKS	5850	Rblt.fr. SAL 36200-399 in 1978.
SCL	836200	836499		ex SAL 36200-36499.		

7000 cuft.

AWP	46000	46034	35	181HTS	7000	PS BESS 9-71 lot 9574.
GA	16000	16124	25	183HTS	7000	GSC GV 7-8-74.
L&N	31000	31049	50	188HTS	7000	OFC 9-10-63
L&N	31050	31099	50	188HTS	7000	OFC 5-65.
L&N	31900	31999	100	180HTS	7000	OFC 5-6-81
L&N	32000	32029	30	HTS	7000	OFC 12-69.
L&N	32030	32054	25	HTS	7000	OFC 5-70.
L&N	32055	32111	57	HTS	7000	OFC 9-71.
SCL	195000	195399	390	HTS	7000	PS BESS 8-9-71 lot 9555 H-5.
SCL	195400	195599	300	180HTS	7000	PS BESS 12-72 lot 9612 H-5.
SCL	195600	195974	375	183HTS	7000	GSC GV 9-12-74 H-5-A.
SCL	195975	196174	200	HTS	7000	GSC GV 7-8-75 H-5-B

SCL	196175	196274	100	180HTS	7000	GSC GV 1-77 H-5-B.
SCL	196275		1	HTS	7000	
SCL	196276	196474	199	181HTS	7000	OFC COV 7-10-81 H-5-B.
SCL	196475	196774	300	181HTS	7000	GSC GV 1-2,4-81 H-5-B.
WA	26000	26034	35	181HTS	7000	PS BESS 9-71 lot 9574.

SEABOARD SYSTEM RENUMBERINGS

SBD	430000	430048	ex GA 15700-15750.
SBD	430060	430132	ex L&N 30620-30699.
SBD	430150	430197	ex L&N 30800-30849.
SBD	430210	430409	ex SCL 191030-191229.
SBD	430410	430809	ex SCL 190180-190579.
SBD	430810	430989	ex SCL 190000-190179.
SBD	430990	431089	nee ACL 84900-84999.
SBD	431090	431189	nee ACL 84200-84299.
SBD	431190	431221	nee ACL 84300+84899.
SBD	431225	431424	ex SCL 190730-190929.
SBD	431425	431574	ex SCL 190580-190729.
SBD	431588	431666	nee SAL 36200-36499.
SBD	431667	431766	ex SCL 190930-191029.
SBD	431767	431861	ex L&N 30700-30799.
SBD	431880	432004	ex GA 16000-16124.
SBD	432005	432379	ex SCL 195600-195974.
SBD	432380	432579	ex SCL 195400-195599.
SBD	432580	432613	ex AWP 46000-46034.
SBD	432614	432647	ex WA 26000-26034
SBD	432648	433037	ex SCL 195000-195389.
SBD	433038	433047	ex SCL 195390-195399.
SBD	433048		ex ?
SBD	433060	433170	ex L&N 32000-32111.
SBD	433190	433284	ex L&N 31000-31099.
SBD	433300	433499	ex SCL 195975-196174.
SBD	433500	433599	ex SCL 196175-196274.
SBD	433600		ex SCL 196275
SBD	433601	433799	ex SCL 196276-196474.
SBD	433800	434099	ex SCL 196475-196774.
SBD	434100	434199	ex L&N 31900-31999

Logos & Liveries 2
NORFOLK SOUTHERN STANDARD COLOR SCHEME 1988

by Chris Toth

CAR TYPE	CARBODY PAINT COLOR	STENCIL PAINT COLOR
BOXCAR	BROWN	WHITE
CABOOSE	RED	WHITE
COIL STEEL	BLACK	WHITE
COV. HOPPER - STEEL	GRAY	BLACK
COV. HOPPER - ALUM.	UNPAINTED	WHITE
FLAT	BROWN	WHITE
GONDOLA - STEEL	BLACK	WHITE
GONDOLA - ALUM.	UNPAINTED	WHITE
AUTO RACK	BROWN	WHITE
OFFICE/BUSINESS	RED	GOLD
OPEN TOP HOPPER	BLACK	WHITE
COMPANY SERVICE CARS:		
ASSIGNED TO MofW DEPT.	ORANGE	WHITE
ASSIGNED TO MECH. DEPT.	BLACK	WHITE
ASSIGNED TO MATERIAL MANAGEMENT DEPARTMENT	GREEN	WHITE
MISCELLANEOUS:		
BEST FRIEND OF CHARLESTON FLAT & BOXCAR	GRAY	WHITE
EXHIBIT CAR	GRAY	WHITE
RADIO CONTROL CAR	BROWN	WHITE
SCALE MONITOR	BLACK	WHITE
SCALE TEST	BLACK	WHITE
TANK	BLACK	WHITE

RAILBORNE

by John L. Becker

Quite a few things have been happening with recent container production lately, both domestic and international.

A newcomer to foreign container builders appearing in the United States is Bangkok Container Industries, Bangkok, Thailand. Several companies have taken delivery of 20-foot containers including Genstar (e.g. GSTU 250849-1 built 1-88 type 2210); ITEL (e.g. ITLU 659529 built 11-88 type 2210); and K-Line (e.g. KLTU 103837-103868 built 10-88 type 2200 and ESSU 266001-266329 built 8-88).

Evergreen Marine's "Evergreen Heavy Industries Corp." is apparently the new name for the former "Evermaster" builder. Evergreen has recently received a number of type 4310 (vented 40-foot) steel containers with this builder's name (e.g. EISU 129027 built 7-88).

Fruehauf USA hasn't built containers for a long time and they now appear to be getting into the domestic container market. Transamerica ICS has recently accepted delivery of a number of 48-foot/102" wide domestic containers that were built by Fruehauf's Harrisburg, PA plant in 11-88 (e.g. ICSU 482413+482550). Some of these have NYK logos.

Lastly, domestic 45-foot container service is still being initiated by other companies including ITEL's one hundred ITLU 45001-450100 and a newcomer, Distribution Service Ltd, (e.g. DSLU 450489).

John L. Becker
P. O. Box 307
Biglerville, PA 17307

Stacks & Flats 3

TRAILER TRAIN'S F89G AND THE SIERRA CAR AND FOUNDRY HO SCALE MODEL "KTTX"

by David G. Casdorph

Last year (1988), a model company Sierra Car & Foundry released an HO scale kit they called a 90' KTTX TOFC flatcar. The prototype for this car seems to most closely compare to Trailer Train's class F89G. These cars were built by American Car and Foundry between 1964 and 1966.

Of the 89-foot flatcar produced before the flush deck designs, this one falls into what I call a "channel side" design. That is when looking at the "side sill" they look similar to a "C" shape having an outward facing flange at the top and the bottom. These cars are identifiable to builder by several methods. The easiest way I've found is by the shape of the sidesill on the ends. The ACF cars form an almost square shape and a slightly raised "X" appears at the corner.

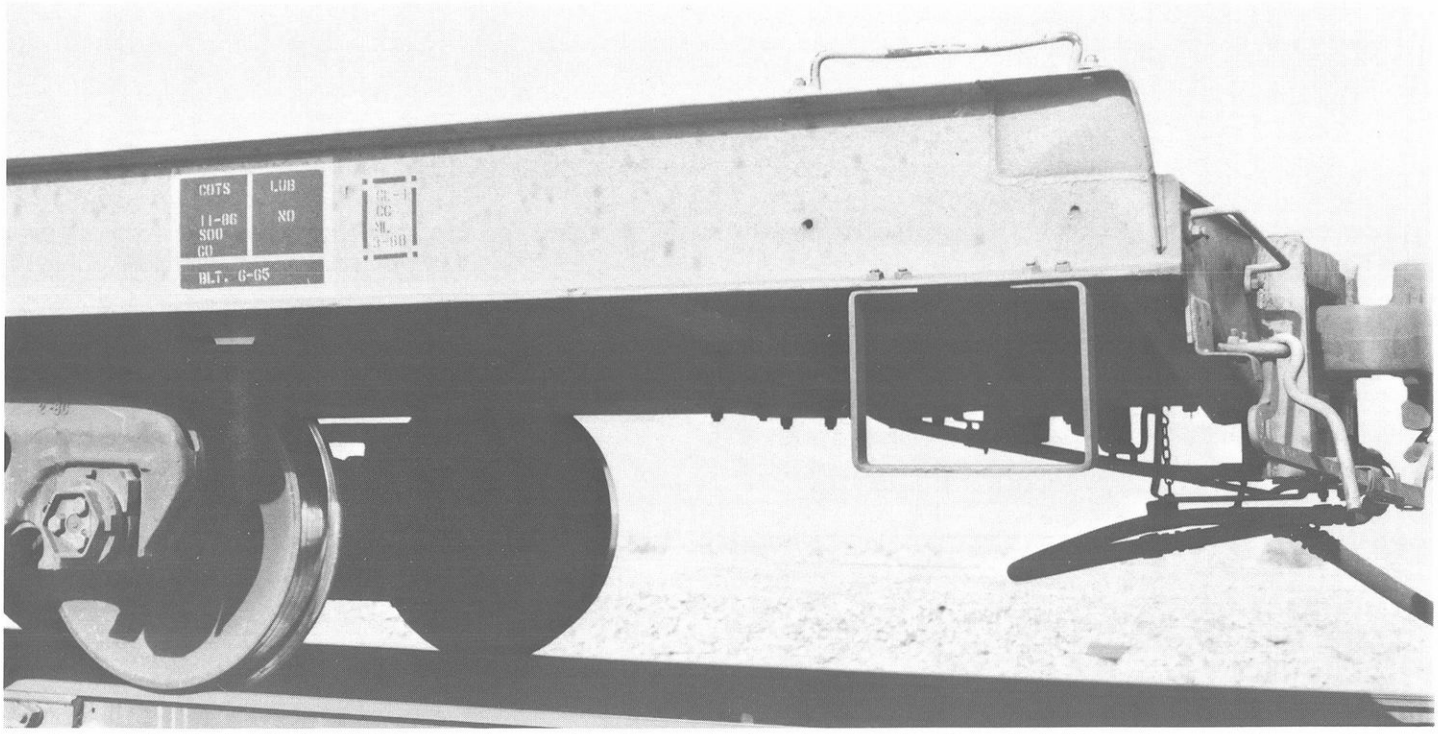
From the material I have there appears to have been only a total of 1,777 cars delivered to Trailer Train. Most of these were delivered as cushioned cars for auto rack service (these are the F89GH's). Only 910 cars were delivered without cushioning and used for piggyback trailer service. Please note that these cars have NOT been renumered for the KTTX cars. The KTTX cars come from former auto rack service cars that have had their rack removed and new fixed hitches applied at the ends of the cars for back-to-back trailer oading. The following is a roster of Trailer Train's F89G's and F89GH's with numbers as delivered:

NUMBER	SERIES	QUANTITY	CLASS
600000	600909	910	F89G
910348	910402	55	F89GH
910470	910584	115	F89GH
910827	910827	1	F89GH
911007	911022	16	F89GH
911091	911181	91	F89GH
911190	911203	14	F89GH
911221	911223	3	F89GH
911238	911261	24	F89GH
911377	911425	49	F89GH
911509	911557	49	F89GH
911864	911994	131	F89GH
912064	912082	19	F89GH
912357	912419	63	F89GH
912492	912684	193	F89GH
912713	912756	44	F89GH
		1777*	

Sierra Car & Foundry's HO scale model is a fairly nice kit. It's made with resin-like plastic so there's a different method for glueing etc. The car is reasonably easy to put together though. . .it only took me a little over an hour. I especially like the method of attaching the side sills to the floor/frame. . .very effective. It's not as detailed as a good injection molded kit but it does have sufficient detail for the average modeler. The hitches ARE the correct design for the rebuilt KTTX cars.

My main criticism is directed at the fact that it does use a resin-like plastic. This type of plastic is even more subject to heat warpage and care must be taken to inspect the kit's main body (the floor/center sill piece) for warpage. It can be corrected. . .but it's just a nuisance. The other comment is directed toward the decals that come with the kit. . .they're terrible. . .I won't even mention the name of the decal make here. . .because I know they're capable of better and I suspect that the reason these came out so poorly was probably do to poor original artwork.

Lastly, the instructions were good. . .I do like seeing a historical background to the model. . .but unfortunately this one contained numerous errors in historial content. I have the following corrections: Introduced in 1964 (possibly even 1963)/ overhaul and conversion by CalPro and most other Trailer Train contract shops/ No F89G or GH's that I can find in the 154000-series/ only a few cars were originally initialed TTX as noted in roster/ cars numbered in the 912000 series as noted above were originally in that number series.



Here is the end of the "side sill" of an F89G. Note how the corner is nearly squared at the top (relative to the other designs). Also note the rectangular area at the upper right corner. Though not clearly visible in this view . . . this area forms a slightly raised "X" pattern within the rectangle. (David G. Casdorph)

ON BOXCARS REBUILT WITH TWO DIFFERENT ENDS

by David G. Casdorph

"B" end view of SBD 160487 showing the original end applied.

"A" end view of SBD 160487 showing the new end applied in February 1985.

A few years ago I stumbled on an interesting and rather uncommon boxcar rebuild. It was Seaboard System's SBD 160487, a 60'9" boxcar that was originally built with wrap-around Pullman-Standard ends. When the Seaboard rebuilt the car (repairs and painted) in February of 1985, they replaced the "A" end with a newer more modern non-terminating "square" corrugated design.

Why would a railroad replace a whole end? Well, one reason might be because the car was wrecked and the old end damaged beyond repair. But more likely, it seems, was that the car was damaged due to interior load shift. This is a fairly common occurrence with boxcars used in heavy products service like paper loading. Most of the time the ends withstand the damage and the sides buckle. But it's possible that the ends were punctured or the side-to-end joint was damaged thus requiring a whole new end.

Either by wreck or by load shift, this would make an interesting model conversion and a unique car on one's layout.

THE FREIGHTCAROLOGIST

Letter to the Editor

January 9, 1989

Dear Dave,

FCJ pages 15 and 16:

Comment: In 7-60, the series shows 9100-9150 (29 cars) and 24100-24150 (20) cars. I have a feeling that the low number in 1961 is not accurate--maybe shows the 9100 series without taking the 24100 series into consideration. There were also 49 cars in the series 24100-24150 in 1-62.

--I hope you can get an explanation of where 9151-9199 went and when. Actually my 4-57 ORER has an interesting listing for these cars: 9100-9150 (49) XM; 9151-9189 (38) BX; 9192-9199 (8) BX. Now it's possible that the 9151+ group went back into the Official Register of Passenger Train Equipment.

--I think that we can assume that between 1957 and 1960 the cars in series 9151-9199 went back to the ORPTE, and were box express cars carrying those numbers. They were probably removed from box express service in about 1968, since the 24150 series is not in the 10-67 ORER, and it's no longer listed by 1976.

Actually, this is where it would be helpful to know not only the year, but the month of the ORER used. The 1957 listing showed the cars, but no mention of the breakdown I found in the 4-57 ORER is made. So a 1-57 ORER must have been used. And in 1960 (or is that dot at '59), he shows the full series, while I show half as of 7-60. The date of transferring those cars back to the Passenger Equipment Register could be fixed between that dot and 7-60.

Carl W. Shaver

RESEARCH REQUESTS

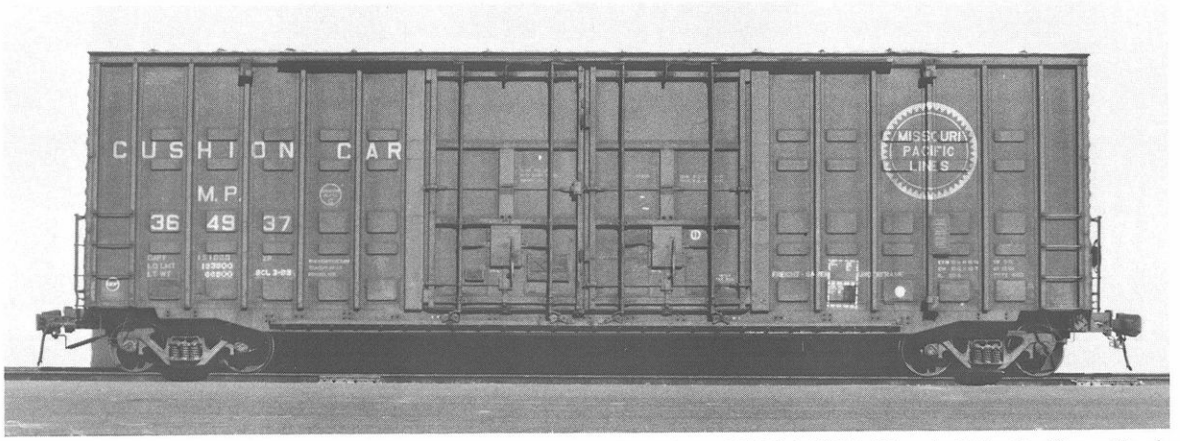
John Kurtz, 2578 Road, Lansdale, PA 19446 wants to know where he can obtain detail drawings showing dimensions of various pre-1940 freight cars, particularly the PRR steel container cars, also PRR supply and camp cars?

Charles Molnar, 23837 Edward, Dearborn, MI 48128 is interested in communicating with those interested in piggyback trailers, flatcars and operations.

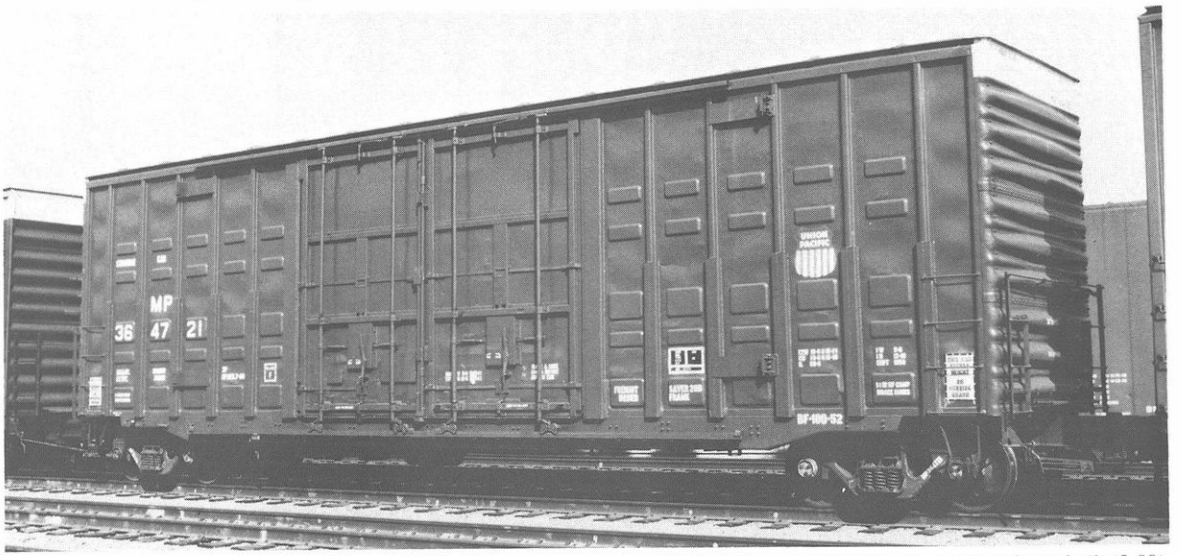
Stephen McMillan, 2672 N. Moreland Apt. #7, Cleveland, OH 44120 is looking for information, drawings, and photos of Conrail's heavy duty flat cars. Especially the early years of Conrail when they had quite a variety of heavy duty flat cars.

UNION PACIFIC'S (MISSOURI PACIFIC) NEW REBUILT 100-TON HIGH-CUBE BOXCARS

Text and photos by David G. Casdorph



MP 364937 is shown here in its original paint and lettering scheme from ACF (Series 364775-364999). When the Union Pacific combined with the Missouri Pacific the UP gave this series the class designation BF-70-34.



MP 364721 as rebuilt by the DeSoto Shops in 7-88. The cars have newly added reinforcements to the side posts and new built (5-88) 100-ton trucks. Since this series was originally 70-ton cars (UP class BF-70-40), the Union Pacific has issued a new class to the rebuilt cars. The new class on this one is BF-100-52.

A Close-up of the reinforcement channels applied to the side posts of these cars.

THE FREIGHTCAROLOGIST

Dear Dave,

We have finally received Volume 3 of our index from the printer. The more I work with these indexes the clearer it becomes that they are really a tool hiding in books clothing. The feed back I have received is that they help so much with both Historial, Prototype, or Model research that more time than ever is spent on the hobby. The time spent is "doing" rather than "looking" which makes everyone happy.

I would like to make all FREIGHTCAROLOGISTS aware that an index to all of the major train magazines now exists. In the latest two volumes ALL photographs of significance are listed. These serve as a ready reference to find that prototype thatis being sought. We have three volumes released. The first covers "Trains" & "MR" from 1934-1985 contains 28,000 entries and lists for $20.00. Volume 2 covers "RMC" from 1933 to 1987 has 30,500 entries and lists for $24.00. Volume 3 covers "Railroad/Railfan" has 60,000 entries and lists for $40.00. Order direct and add $3.00 shipping for each book. Earl Stephans; RD1 Box 101; Chenango Forks, NY 13746.

I am also happy to send out some sample pages if requested with a SASE.

Earl Stephans

HEAVY CAPACITY AND SPECIAL TYPE FLAT CARS

by C. T. Bossler

FD FW FM* FMS* LS
***with stenciled capacity of 200,000 lbs. or more**

INTRODUCTION

Two research associates have approached me with the idea of a column devoted to the above mechanical designations account my interest in them for many years. This is hoped to be a reasonably regular column given that my time, even though retired is at a great premium.

My interest in rolling stock traces back many years to grade school days watching freight moving through Fleetwood on the East Penn Branch of the Reading. As time passed, a multitude of structural variations, lengths and capacities surfaced. Of this great diversity, the most unusual and most rare were those cars of the mechanical designations that appear above.

Later, it was discovered that "Bible" of Freight Car historians, the official railway equipment register maintained a section devoted to these cars. As usual, virtually nothing is without exception and the general exclusions in that list are privately owned cars and those designated FMS.

With the above as a good starting point, a section of my library was dedicated as premier repository for all data and information that could be accumulated relative to these cars. Over the years, that has expanded into 22 three ring binders and occupies six lineal feet.

Most of us are familiar with FD and its depressed center floor the full width of the car designed to handle unusually high and unusually heavy loads. Early cars were fabricated; later General Steel Castings Corp. of Eddystone, Pennsylvania and Granite City, Illinois offered a line of cast steel depressed center bodies, the most common of which is approximately 58 feet long with a 21 foot long well and a capacity of 125 tons. There were other larger and smaller designs in their line of these cars which will be discussed in the future.

The well hole flat (FW), also having a depressed center section, but not the full width of the car was in considerably less favor as its side structure restricted the width of loads. Most of these were fabricated, but again, General Steel offered a small line of body castings, however all of the four axle size.

FM* and FMS* as they apply to this area have capacities which meet or exceed the criteria established over the years, now at 200,000 lbs. or more stenciled capacity. They are more sturdily built cars for heavy loads which do not need the offset of the well hole or depressed center for overhead clearances. Today, there are some which are difficult to spot from the traditional FM as they are on four wheel trucks. Heavy duty flats are more commonly thought of as six, eight and 12 axle cars. Here too, General Steel offered a small line of cast steel bodies.

LS is the most recent addition to this group of mechanical designations and is applied to Schnabel flats which carry their loads between the two end sections. Generally accepted as the First American Schnabel is Westinghouse Electric (WECX) 200 with a construction date of June, 1957. It has four 6 wheel trucks under it. These cars have developed to the point where Combustion Engineering (CEBX) 800 has under it nine pairs of four wheel trucks. More on these in later columns.

In future columns, the present plan is to discuss specific series, groups, classes and designs of cars. The next column is expected to discuss KCS 700002 to 700053. Data needed to make it more complete includes diagram, builder and date, the six individual numbers as well as what special service they were assigned to.

You can send the above information needed to me at 1212 N. 6th St., Reading, Pennsylvania 19601.

UNION TANK CAR COMPANY
75966

AS PHOTOGRAPHED IN AUGUST 1988
&
LEASED TO CHEVRON CHEMICAL
13,528 GALLONS BUILT 9-1970
D.O.T. 111A100 W-3