

FREIGHT CARS

• HISTORY • MODELING • NEWS

JOURNAL



FREIGHT CARS JOURNAL

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— Cover Photo —

Pennsylvania 256145 is one of the larger twin bays of this period yielding a 2003 cubic foot capacity. This car was built in 4-54.

RESEARCH REQUESTS

William L. Burge, Jr., P.O. Box 3515, Nashua, NH 03061 is interested in corresponding with others interested in corn syrup tank cars.

Hans Kuring, 2115 Highland St. Allentown, PA 18104 has for sale 35mm kodachromes of freight cars. Mostly fallen flags. Excellent quality. Send LSSAE for list.

John Suskewicz, Jr., 349 Roosevelt Road, Pittsburgh, PA 15237, wants to borrow/buy or xerox of kit diagram for Ambroid/Northeastern "1 in 5000 kit" for Matheson dry ice reefer (exx PRR R-7) or prototype photo.

Ronald W. Chamberlain, 2533 S. Kansas, Wichita, KS 67216 is looking for prototype information regarding the "O" scale #6245 40-foot plug door box car made by Atlas Tool Co.

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

Eric Neubauer, 268 Russell Road, Princeton, NJ 08540. Next project is the carbon black covered hoppers. Needs to know what members have available. Need only reporting marks and number that you have photos or other information on.

FROM THE EDITOR

This issue is a little covered hopper dominant. It was actually intended (back in January when I planned this issue) to be an all covered hopper issue. Anyway, we do have a nice presentation of some interesting covered hoppers from a variety of builders in the late forties and fifties that Richard Yaremko was fortunate to acquire. In addition, Bob Janzen requested (on January 18, 1989) to do a Southern Pacific/Cotton Belt covered hopper roster and thus we present that.

Craig Bossler presents an excellent description of one of the lesser common flat cars, a heavy-duty flat on the Kansas City Southern.

MONOGRAPHS. Our printer unfortunately had some problems with the covers of the Monograph #8 (BN roster), thus delaying its release far beyond the expected date. This also caused a domino effect on Monograph numbers 10 (CSXT) and 11 (1989 Freight Car Annual). Hopefully we will be able to get these out by October and November respectfully.

With the above situation in mind, I've decided to hold off on announcing any further Monographs until we get caught up and #11 is in the hands of those who ordered them.

Monographs have been doing quite well. Of the recent ones the Southern roster and the 60-foot auto parts books are nearly sold out. For those interested in quantities (number printed) of each Monograph. #1 (250), #2 (500), #3 (300), #4 (200), #5 (250), #6 (100), #7 (200), #8 (250), #9 (500). I doubt that they will be reprinted unless there suddenly develops some outrageous demand for them.

-David G. Casdorff

Journal of CONTAINER-TRANSPORT (ISSN 1045-0645)

A journal for the container enthusiasts, historians and modelers! Focusing primarily on today's freight container revolution. Emphasis will be on container logos and liveries, container types, builder's designs, fleet rosters, etc. In addition there will be news and notes on container ships, container freight cars, handling equipment and chassis, 6x9 format, glossy paper throughout, COLOR and B&W photos, rosters, drawings, etc. Two issues: \$10.00. Checks must be made payable to "Society of Freight Car Historians," P. O. Box 2480, Monrovia, CA 91017.

Journal of RAILWAY TANK CARS (ISSN 1045-067X)

This journal will explore probably one of the least understood subjects of railway rolling stock - the tank car. Focus will be on modern cars (a few dating back to the 50s). Discussion of tank car types, relationship to industry, builder's identification, designs, lessees, lettering, products, production, tank car maintenance shops and nearly everything a modeler and/or historian would want to know about modern tank cars, 6x9 format, glossy paper throughout, B&W photos, rosters, drawings, etc. Two issues \$10.00. Checks must be made payable to "Society of Freight Car Historians," P.O. Box 2480, Monrovia, CA 91017.

SOUTHERN PACIFIC/COTTON BELT COVERED HOPPERS

by David G. Casdorff
and Eric A. Neubauer

INIT	NUMBER	SERIES	QUANT	XXX/AAR	BUILT	BUILDER	CAPY	CLASS	ORIGIN	NOTES
BLCX	1000	1009	10	200L0	5-65	ACF HTG	3500		Builder	
BLCX	1010	1059	50	200L0	1965	ACF HTG	3500		Builder	
BLCX	1060	1079	20	200L0	12-65	ACF HTG	3500	H-100-14	Builder	
SP	1000	1009	10	200L0	5-65	ACF HTG	3500		BLCX	
SP	1010	1059	50	200L0	1965	ACF HTG	3500		BLCX	
SP	1060	1079	20	200L0	12-65	ACF HTG	3500	H-100-14	BLCX	
SP	165000	165174	175	140L0	9-51	ACF	1958	H-70-8	Builder	
SP	165175	165324	150	140L0	11-53	PS	1958	H-70-10	Builder	
SP	400000	400001	2	100L0			2345		SP	1.
SP	400002	400005	4	100L0			2438		SP	2.
SP	400006	400006	1	100L0			2350		???	3.
SP	400007	400009	3	100L0			1350		T&NO	4.
SP	400013	400024	12	140L0			2375		???	5.
SP	400025	400224	200	140L0	1946,1949	GATX	1958	H-70-4	SP	6.
SP	400225	400424	200	140L0	9-49	ACF	1958	H-70-6	SP	7.
SP	400425	400599	175	140L0	9-51	ACF	1958	H-70-8	SP	8.
SP	400600	400749	150	140L0	11-53	PS	1958	H-70-10	SP	9.
SP	400750	401099	350	140L0	8-55	PS BUT	2893		Builder	
SP	401100	401349	250	140L0	3-57	PS BUT	2003	H-70-16	Builder	10.
SP	401350	401549	200	140L0	2 = 3-58	PS BUT	2003	H-70-18	Builder	
SP	401550	401598	49	140L0	2-46	GATX	1958	H-70-4	T&NO	11.
SP	401600	401749	150	140L0	9-49?	ACF	1958	H-70-6	T&NO	12.
SP	401750	401824	75	140L0	9-51	ACF	1958	H-70-8	T&NO	13.
SP	401825	402047	223	140L0	1953 = 54?	PS	2893		T&NO	14.
SP	402048	402297	250	140L0	4-57	PS BUT	2003	H-70-16	T&NO	15.
SP	402298	402322	25		9-51		1958	H-70-8R	SP	16.
SP	402423	402447	25		11-53		1958	H-70-10R	SP	17.
SP	402523	402547	25		4-57		2003	H-70-16R	SP	
SP	403000	403014	15	140L0	2-61?	GATX	2600		Builder	18.
SP	403015	403024	10	140L0	12-60?	GATX	3500		T&NO	19.
SP	403025	403049	25	154L0	3 = 65	GATX EC	2600	H-70-23	Builder	
SP	403050	403079	30	140L0	12-61 = 1-62	GATX	3600	H-70-22	Builder	20.
SP	403080	403104	25		3 = 66	GATX	2600	H-70-23	Builder	
SP	403105	403204	100	154L0	6 = 7-68	GATX	2600	H-70-25	Builder	21.
SP	404000	404024	25	185L0	2-63	GATX	4180	H-100-8	Builder	22.
SP	404025	404049	25	185L0	4-64	GATX	4180	H-100-8	Builder	23.
SP	404050	404074	25		6-65	GATX	4180	H-100-13	Builder	24.
SP	404075	404099	25		2-66	GATX EC	4180	H-100-13	Builder	25.
SP	490000	490099	100	180L0	10-59?	PS BUT	3219	H-100-1	Builder	26.
SP	490100	490499	400	200L0	1 = 2-75	ACF HTG	2970	H-100-31	Builder	27.
SP	491000	491059	60	200L0	6 = 7-62	ACF BER	3960	H-100-5	Builder	28.
SP	492000	492039	40	200L0	7 = 8-62	GSC GV	4000		Builder	29.
SP	493000	493199	200	200L0	1 = 4-63	PS	3920	H-100-9	Builder	30.
SP	493200	493399	200	200L0	1 = 4-63	PS	3920	H-100-9	Builder	31.
SP	493400	493400	1	200L0	1964	PS	3920	H-100-9	Builder	32.
SP	493401	493685	285	L0	1 = 4-63		3920	H-100-9R	SP	33.
SP	496000	496199	200	190L0	2 = 3-65	ACF HTG	4460	H-100-12	Builder	
SP	496200	496299	100	196L0	10-66	ACF HTG	4650	H-100-18	Builder	
SP	496300	496449	150		2 = 3-65	ACF HTG	4460	H-100-12R	SP	34.
SP	496450	496699	250	197L0	7 = 8-80	ACF HTG	4650	H-100-39	Builder	
SSW	10551	11350	800	L0	1978 = 79	QC FW	4750		PLMX	
SSW	12298	12298	1		9-80	FMC P	4700		PLMX	
SSW	70000	70499	500	196L0	9 = 10-79	ACF HTG	4650	H-100-38	Builder	
SSW	70630	70704	75			ACF HTG	4650	H-100-12R	SSW	35.
SSW	70705	70784	80		8-67	ACF HTG	4650	H-100-18R	SSW	36.
SSW	71500	71667	168			ACF HTG	4650	H-100-18R	SSW	37.
SSW	73500	73939	440	196L0	12-71 = 1-71	ACF HTG	4650	H-100-27	Builder	
SSW	73940	73949	10		1-72?	ACF HTG	4650	H-100-27	Builder	
SSW	73950	73999	50	196L0	1-72	ACF HTG	4650	H-100-27	Builder	
SSW	74000	74099	100	198L0	11 = 12-72	ACF HTG	4650	H-100-28	Builder	
SSW	74100	74499	400	197L0	11 = 12-72	ACF HTG	4650	H-100-28	Builder	
SSW	74500	74799	300	197L0	7 = 10-74	ACF HTG	4650	H-100-30	Builder	

SSW	74800	74999	200	197L0	9=10-74	ACF HTG	4650	H-100-30	Builder	
SSW	76000	76024	25	140L0	2-46?	ACF	2765		Builder	38.
SSW	76025	76074	50	140L0	1951?	ACF	2765		Builder	39.
SSW	76075	76149	75	140L0	10-55?	PS	2893		Builder	
SSW	76200	76299	100	196L0	3=4-70	ACF HTG	4650	H-100-25	Builder	
SSW	76300	76499	200	196L0	8-67	ACF HTG	4650	H-100-18	Builder	
SSW	76500	76549	50	180L0	7-59?	PS	3219		Builder	40.
SSW	76550	76699	150	180L0	7-59?	PS	3219		Builder	41.
SSW	76700	76749	50	180L0	12-59?	PS	3219		Builder	42.
SSW	76750	76799	50	180L0	12-59?	PS	3219		Builder	43.
SSW	76800	76849	50	178L0	1961	GATX	3500		Builder	44.
SSW	76850	76884	35	178L0	10-62	GATX	3500		Builder	45.
SSW	76900	76949	50	196L0	8-71	ACF HTG	4650	H-100-26	Builder	
SSW	76950	76999	50	196L0	8-71	ACF HTG	4650	H-100-26	Builder	
SSW	77000	77049	50	140L0	10-49	ACF	1958		Builder	46.
SSW	77050	77074	25	140L0	1951?	ACF	1958		Builder	
SSW	77075	77099	25	140L0	10-55?	PS	2003		Builder	47.
SSW	77100	77199	100	140L0	10-57?	PS	2003		Builder	
SSW	77200	77649	450	197L0	7=8-69	ACF HTG	4650	H-100-24	Builder	
SSW	77650	77699	50	197L0	7-69	ACF HTG	4650	H-100-24	Builder	
SSW	77700	77899	200	197L0	1-68	ACF HTG	4650	H-100-20	Builder	
SSW	77900	77974	75	194L0	11-67	PS BUT	4785	H-100-21	Builder	48.
SSW	78600	78899	300	196L0	5=6-77	ACF HTG	4650	H-100-33	Builder	
SSW	78900	78999	100	197L0	6-77	ACF HTG	4650	H-100-33	Builder	
SSW	79000	79039	40	200L0	7-62	ACF HTG	3960	H-100-5	Builder	49.
SSW	79100	79299	200	190L0	4=5-63		3920	H-100-9	Builder	50.
SSW	79300	79399	100		2=3-65	ACF HTG	4460	H-100-12	Builder	
SSW	79400	79449	50		10-66	ACF HTG	5250	H-100-19	Builder	
SSW	79500	79524	25	140L0	8-62	GATX	2600		Builder	51.
SSW	79525	79549	25	140L0	6-64	GATX	2600		Builder	
SSW	79600	79699	100		4-70	ACF HTG	4650	H-100-25	Builder	
SSW	79700	79774	75	188L0	4-64	GATX	4180	H-100-8	Builder	52.
SSW	79775	79799	25		6-65	GATX EC	4180	H-100-13	Builder	
SSW	79800	79899	100	196L0	10-66	ACF HTG	4650	H-100-18	Builder	
SSW	79900	79999	100	196L0	4-70	ACF HTG	4650	H-100-25	Builder	
SSW	800000	800499	500		4=5-78	ACF HTG	4600		ROCK	53.

11919*

NOTES

1. Ex SP 90600-90601 abt. 1956.
2. Ex-SP 90590-90592 abt. 1956.
3. Ex? abt. 1956.
4. Ex-T&NO 3997-3999 abt. 1962.
5. Ex- 14100-14111 abt. 1956. Eight 36 x 36 inlets. Four gravity outlets.
6. 90802-90901, 94305-94404. abt. 1956. Eight 36" x 36" inlets. Four 13" x 24" outlets.
7. Ex 90602-90801 abt. 1956. Eight 36" x 36" inlets. Four 13" x 24" outlets.
8. Ex-SP 165000-175174 abt. 1956. Eight 36" x 36" inlets. Four 13" x 24" outlets.
9. Ex-SP 165175-165324 abt. 1956. Eight 36" x 36" inlets. Four 13" x 24" outlets.
10. Eight 30" inlets. Four 13" x 24" outlets.
11. Ex-T&NO 4000-4049 abt. 1962. Eight 36" x 36" inlets. Four 13" x 24" outlets.
12. Ex-T&NO 4050-4199 abt. 1962. Eight 36" x 36" inlets. Four 13" x 24" outlets.
13. Ex-T&NO 3900-3974 abt. 1962. Eight 36" x 36" inlets. Four 13" x 24" outlets.
14. Ex- T&NO 3675-3899 abt. 1962. Ten 30" inlets. Six 13" x 24" outlets.
15. Ex-T&NO 3425-3474 abt. 1962. Eight 30" inlets. Four 13" x 24" outlets.
16. Rebuilt SP Houston 1977.
17. Rebuilt SP Houston 1977.
18. AIRSLIDE. Six 20" inlets. Two 9" x 12" outlets.
19. DRY-FLO. Ex T&NO 3975-3984 abt. 1962. Ten 20" inlets. Six 6" pneumatic outlets and six 9" x 12" gravity outlets.
20. SERIES 14. LINED ADM 410. Ten 20" inlets. Four 9" x 12" gravity outlets.
21. SERIES 39
22. AIRSLIDE. Ten 20" inlets. Four 9" x 12" outlets.
23. AIRSLIDE. Ten 20" inlets. Four 9" x 12" outlets.
24. AIRSLIDE.
25. AIRSLIDE.
26. SERIES 5. Numbers 490005,22,38,39,54,72 have pneumatic outlets. Others have Six 13" x 24" gravity outlets.
27. Stencilled as '2970'. Actually a type '2971'.

28. SERIES 17. ALUMINUM. Five 30" inlets. Twelve 4½" pneumatic outlets and six 13" x 24" gravity outlets.
29. Ten 30" inlets. Six 6¼" pneumatic outlets and six 13" x 24" gravity outlets.
30. Ten 30" inlets. Six 4½" pneumatic outlets and six 13" x 24" gravity.
31. Ten 30" inlets. Six 4½" pneumatic outlets and six 13" x 24" gravity.
32. Ten 30" inlets. Six 4½" pneumatic outlets and six 13" x 24" gravity.
33. Reblt 4-79 = 1-80 Houston. From SP 493000-493400.
34. From SP 496000-496199 in 1980.
35. From SSW 79300-79399 in 1980.
36. From SSW 79800-79899 in 1980.
37. From SSW 76300-76499 in 1980.
38. Ten 36" x 36" inlets. Six 13" x 24" gravity outlets.
39. Ten 30" inlets. Six 13" x 24" gravity outlets.
40. Ten 30" inlets. Six 5" pneumatic outlets and six 13" x 24" gravity outlets.
41. Ten 30" inlets. Six 13" x 24" gravity outlets.
42. Ten 30" inlets. Six 5" pneumatic outlets and six 13" x 24" gravity outlets.
43. Ten 30" inlets. Six 13" x 24" gravity outlets.
44. DRY-FLO. Ten 20" inlets. Six 6" pneumatic outlets and six 9" x 12" gravity outlets.
45. DIA FLO EQUIPPED. Ten 20" inlets. Four 6" pneumatic outlets and six 6" x 6" gravity outlets.
46. Eight 36" x 36" inlets. Four 13" x 24" gravity outlets.
47. Eight 30" inlets. Four 13" x 24" gravity outlets.
48. LOT 9279.
49. ALUMINUM. Five 30" inlets. Twelve 4½" pneumatic outlets. Six 13" x 24" gravity outlets.
50. Reblt PB 5-80. Ten 30" inlets. Six 5" pneumatic outlets and six 13" x 24" gravity outlets.
51. AIRSLIDE. Six 20" inlets. Two 9½" x 9½" outlets.
52. AIRSLIDE. Ten 20" inlets. Four 9½" x 9½" outlets.
53. From ROCK 800000-800499 in 1980.



WSOR 79496. Wisconsin & Southern acquired a number of former SSW/SP covered hoppers without renumbering. The stencil under the "ON" in "Cotton Belt" says "Notice pneumatic gate feature is not operational use gravity gate only." (M.B. Foley photo)



SP 401108. One of the more recent repaints with the large black "Southern Pacific" spelled out across the sides.



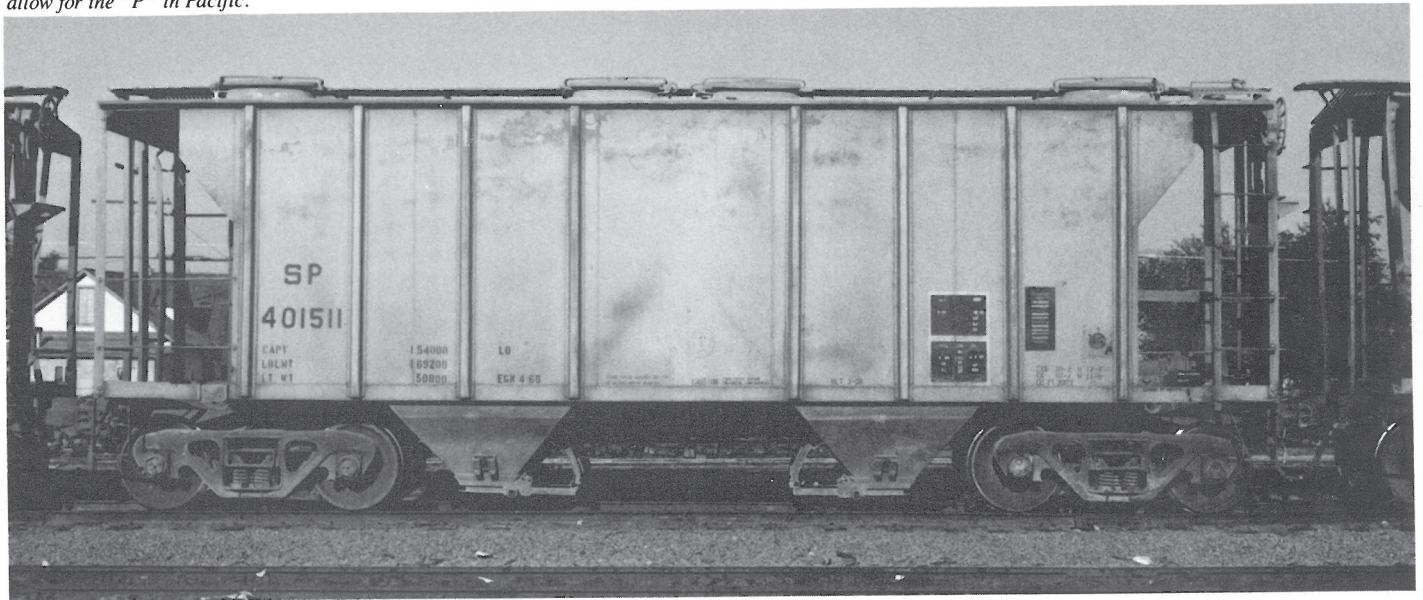
SP 401279. Earlier paint. This one appears to not have received a logo as on the next car (SP 401333).



SP 401333. Passing through Mojave, CA in 1986.



SP 401444. Note how the "Pacific" is more evenly spaced in this paint version. Compare to SP 401108. Also the "SP" is not separated by a post and is all in one panel to allow for the "P" in Pacific.



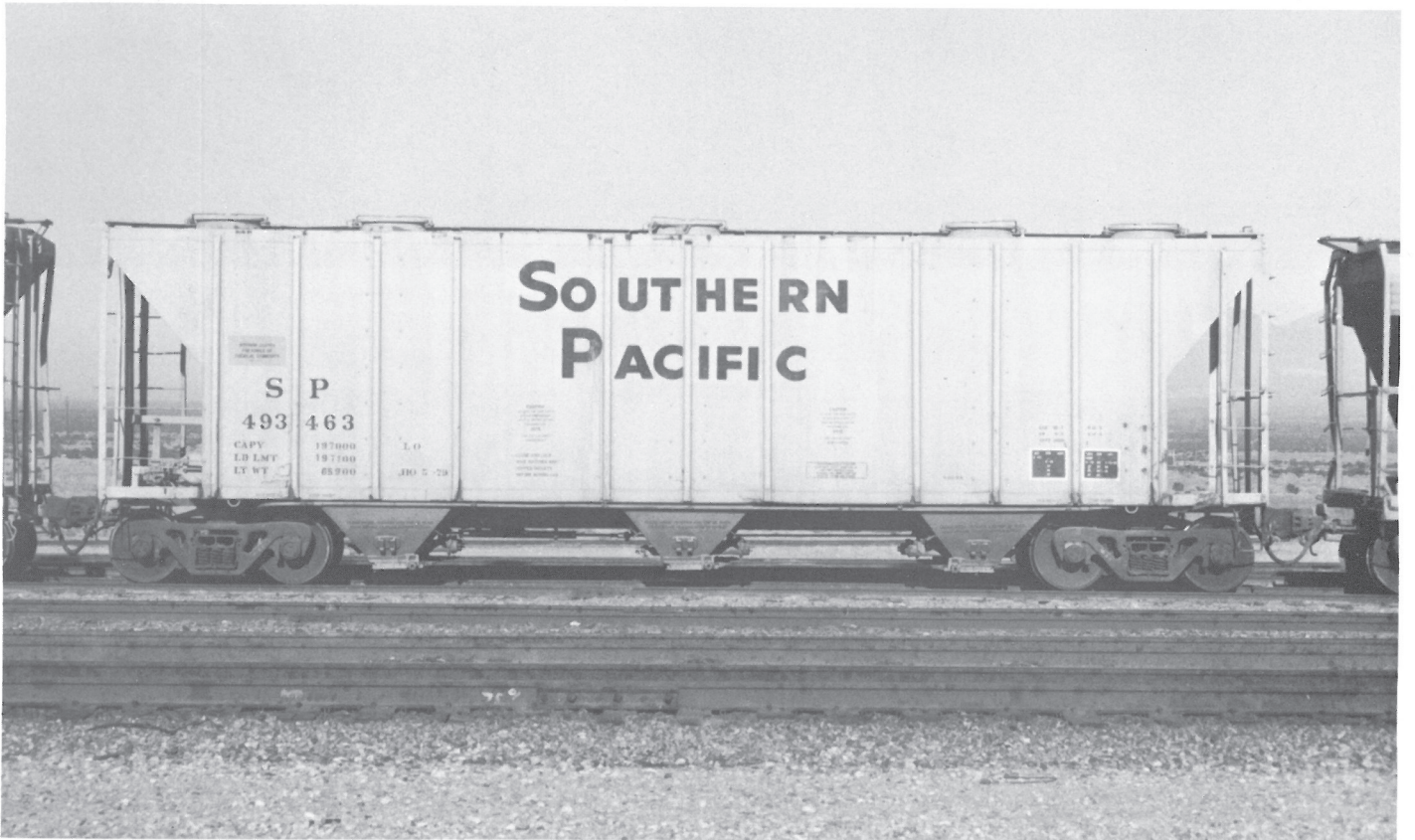
SP 401511. Unusual style reporting marks and number. This car appears to have been repainted without large lettering or logos as there are no remains of any lettering showing.



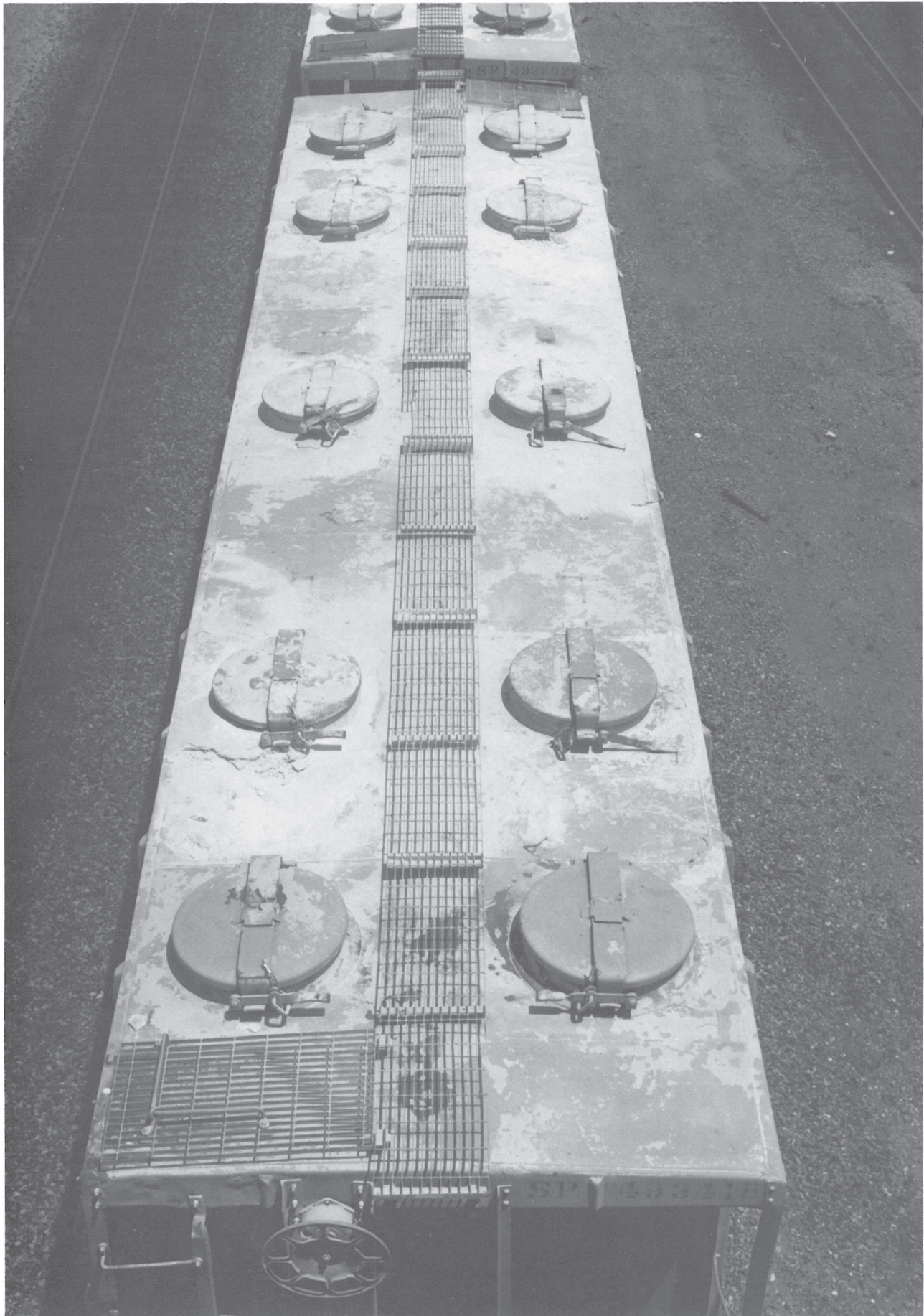
SP 402427. A slightly different arrangement on lettering because of the side post distribution.



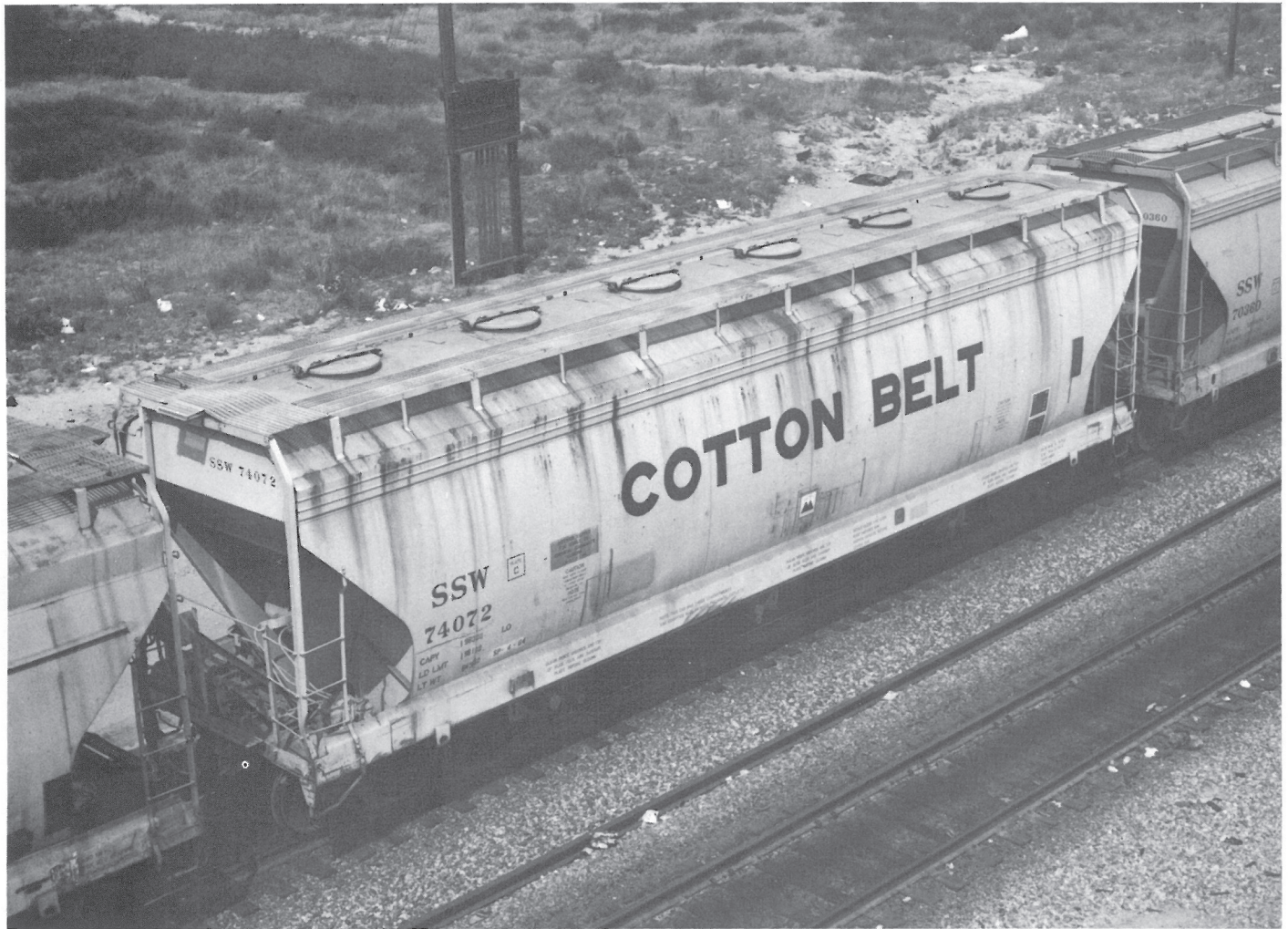
SP 403126. A single bay GATX "Airslide" built in 7-68.



SP 493463. This car was rebuilt and painted at the Houston, TX shops in May 1979.



SP 493418. Top view showing arrangement of hatches and walkway.



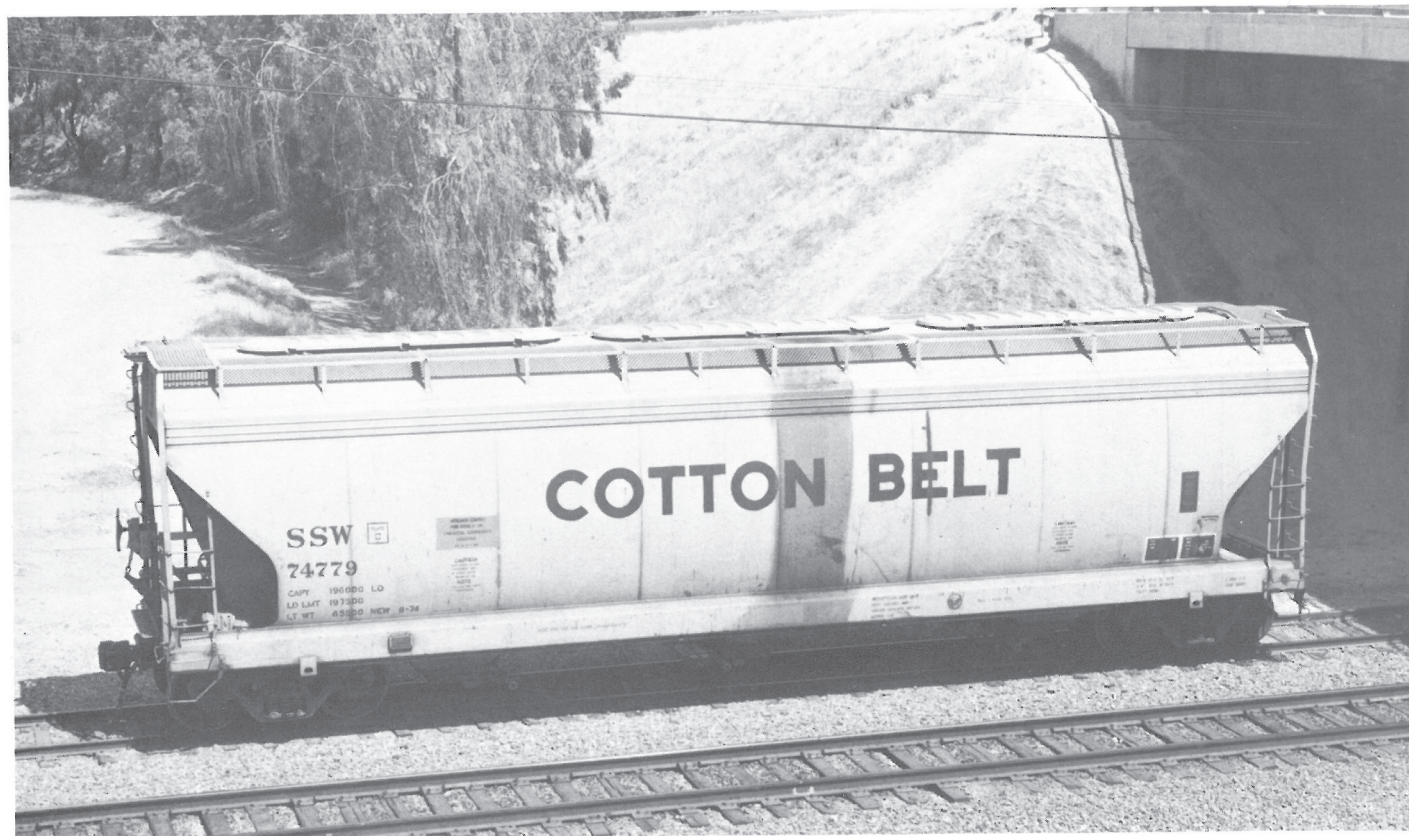
SSW 74072. Note the six round inlets usually associated with car used for chemical loading. The yellow rectangle to the right of the "Plate C" logo and left of the "C" in Cotton, says "Interior coated for edible or chemical commodity loading."



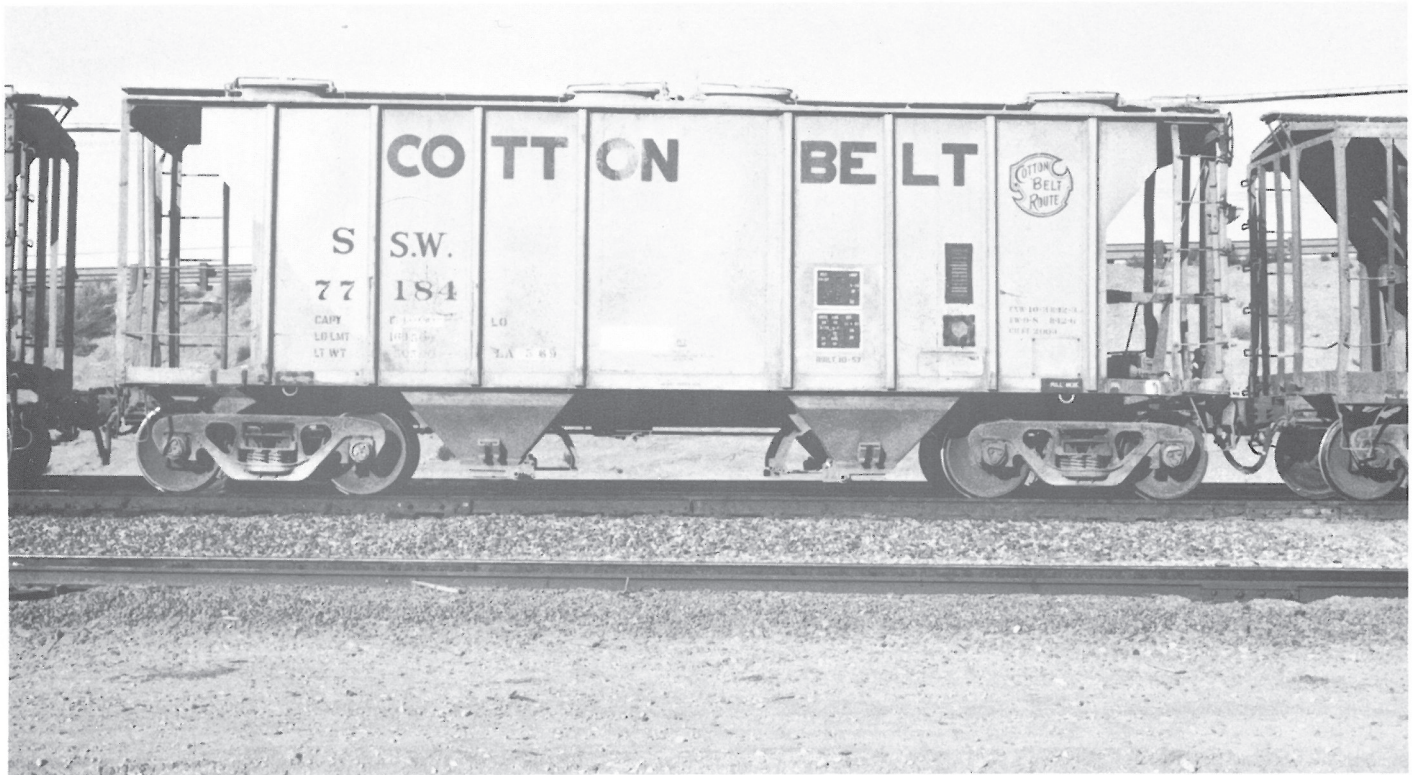
SSW 12339. Blue car with black lettering. Former PLMX 12339. Built by FMC in 1980.



SSW 79452. Four bay ACF built "Center Flow." Note the pneumatic and gravity outlets.



SSW 74779. Three bay. Built in 8-74 by ACF.



SSW 77184. Built October 1957 by Pullman-Standard.



SSW 79176. Painted and reconditioned in 1980 by the SSW.

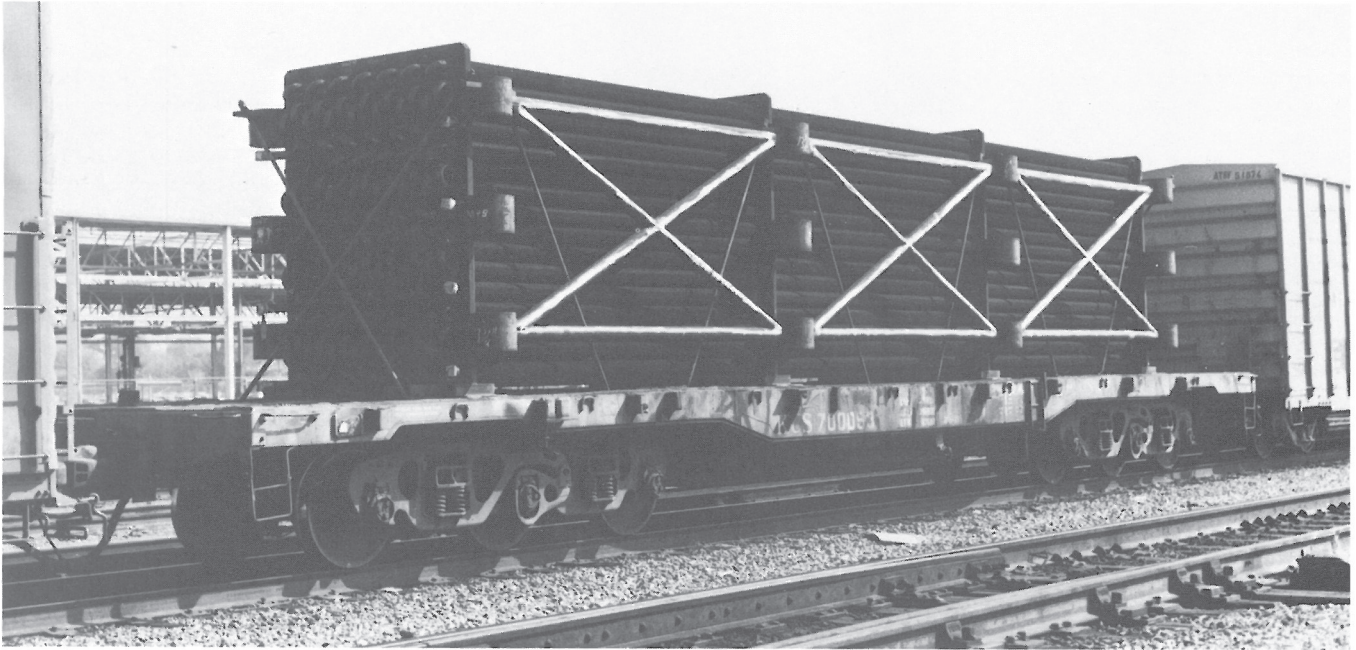


SP 496378. ACF "Center Flow" repainted in Sacramento in 8-79.

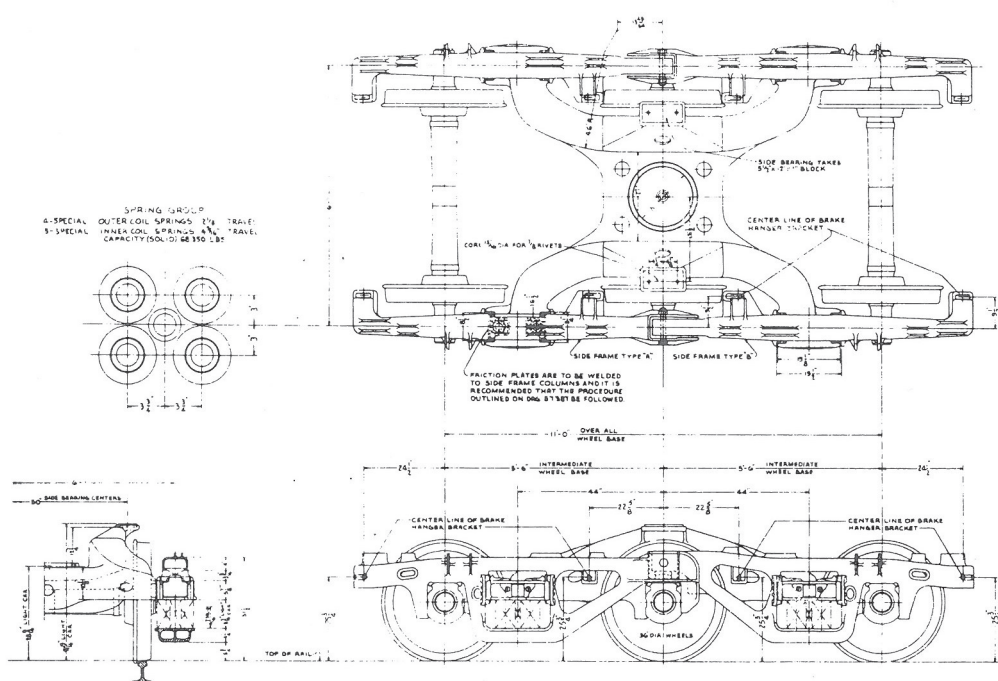
Kansas City Southern

700002-700053

HEAVY CAPACITY AND SPECIAL TYPE FLAT CARS
 FD FW FM* FMS* LS
 *WITH STENCILED CAPACITY OF 200,000 LBS. OR
 MORE
 By C.T. Bossler



PROPERTY OF AMERICAN STEEL FOUNDRIES PATENT NOS. 2953995-2720172-2637780-3109387
 PATENT PENDING



NO. PART	DRG. NO.	DESCRIPTION
4	700002	SIDE FRAME (TYPE "A")
4	700002	SIDE FRAME (TYPE "B")
1	700002	TRUCK BOLSTER (HIGH TENSILE)
32	3193-259	SPECIAL OUTER COIL SPRING 2 1/2" TRAVEL
40	3193-259	SPECIAL INNER COIL SPRING 4 3/8" TRAVEL
16	53395	RISE CONTROL SPRING
16	71803	WINGED FRICTION SHOE
16	42813	FRICTION PLATE
4	42784	UPPER BEARING BLOCK
4	42785	LOWER BEARING BLOCK
4	42805	BOLT AND NUT ASSEMBLY
2	42783	CENTER PLATE RING WEAR PLATE
4	42791	SIDE BEARING BLOCK
32	37557	BOLTER WHEEL SURFACE WEAR PLATE (MILD)
32	37556	APPLICATION OF BEARING BLOCKS
32	57387	APPLICATION OF FRICTION PLATES
32	57386	APPLICATION OF CENTER PLATE RING AND WEAR PLATE
32	57386	METHOD OF ASSEMBLING RISE CONTROL ELEMENTS IN TRUCK BOLSTER
32	71043	METHOD OF ASSEMBLING TRUCK BOLSTER
32	81026	SMALLEST UNIT COLLIDER SINGLE SHOCK BOLTER
32	87850	APPLICATION OF RAIL SURFACE WEAR PLATE BEARING TRUCK BOLSTER ASSEMBLY FOR 1/2" DIA. R.S. JOINTS

16 PINS ARE REQUIRED TO ASSEMBLE ONE CAR SET OF TRUCKS. PINS ARE THEN REMOVED AND CAN BE USED FOR SUBSEQUENT ASSEMBLIES.

LHT

NOTE: LIGHT CAR HEIGHT IS BASED ON RAIL LOAD OF 120,000 LBS. FOR CARS WITH RAIL LOAD NOT EXCEEDING 200,000 LBS.

ARRANGEMENT OF A.S.F. SIX WHEEL RISE CONTROL TRUCK	
65 1/2" JOURNALS	36" DIA. WHEELS
10 1/2" DIA. R.S. JOINTS	10 1/2" DIA. R.S. JOINTS
72734	72734
72734	72734

Many times information on freight cars is not nearly as readily available as for locomotives, by far the most dominant interest among railroad historians and the perhaps less enthusiastic "fans" and buffs". Many fail to realize if it wasn't for the cars, we wouldn't need the engines. In too many cases, the complete history of series of freight cars has been lost forever. The information shown in these columns is based on what is available to the author, or what may have reasonably transpired based on partial information and past experience.

KCS 700002-700053

The first series of cars to which this column is devoted is KCS 700002-700053. Despite the seemingly large group of numbers allotted, there were only six such cars built, being 700002, 700011, 700029, 700037, 700045 and 700053. The rather unique KCS freight equipment numbering system is explained on *Freight Cars Journal*, No. 3, on page 16, as item 0054. The subject cars were built by the Darby Rail Car Corp. of Kansas City, Kansas in August 1967 and delivered in September, 1967. As of March 16, 1989, all six were in service.

A notation added to the registration in the Official Railway Equipment Register (ORER) during 1969 indicates these cars are assigned to special service at Shreveport, LA. Information has surfaced indicating two major users to be Riley-Beaird of Shreveport and Delta Southern Co. of Baton Rouge, LA. These cars are, however, not confined to these two shippers.

The bodies of these cars are essentially sixty foot long weldments fabricated from various steel plate and shapes. The principal dimensions can be obtained from the diagram and the rough drawing based on the various sources of information with some detail proportioned from the few available photos. Unfortunately, one important aspect of construction, being the deck has eluded this writer. It is known to be of steel plate, however the arrangement has not surfaced. Contemporary deck construction is at times a series of butt welded plates, and on other occasions, plates welded to the underframe, side and end members with a spacing appearing generally over the bolsters and cross members.

Camber appears evident in some of the illustrations available. A broadside which scales to approximately $\frac{3}{4}$ " = 1' indicates a camber of between four and six inches over the sixty foot span of the car body. Some camber may have dissipated in cars heavily used or abused by overload. For ease in producing the related drawing, camber was not included. Refer to the grid accompanying the diagram for additional general information.

The Twenty-six stake pockets are not traditional, in that they do not have the flange normally associated with attaching them to the side frame. The pockets applied to these cars appear to be simply steel plate with two 90° bends, and welded to the car side. Channel stock may have been used, having been cut to appropriate lengths, however, this appears less likely account the uncommon proportion of these pockets.

In addition to the stake pockets, twenty-four "U" shaped loading band anchors are provided on the sides for additional securement of the lading. What

is unusual about those applied to these cars is their size, being at least double, possibly more than the traditional proportion. The logic here is likely related to the unusually heavy loads.

Over the years weights fluctuate, sometimes considerably. Capacity has been generally in the 300,000 lb. range. Individual car weights vary also. In the 01-68 registration, these cars are shown with a light weight of 87,350 lbs; in 10-77, at 87,600 lbs. and another source shows the tare weight in March, 1989 as 98,900 lbs.

Information made available indicates that as of October 1, 1975, all six cars were converted to non cushion type couplers "to permit their use for turn-bolster shipments." This commerce oriented nomenclature appears to indicate loads spanning and supported on more than one car.

From my own observations, the vertical end located brake staff has also been replaced by what appears to be an Elcon National product as illustrated in the *Car and Locomotive Cyclopedia*, Fourth Edition (1980) on page 647. Its location is near the right end of one side. This arrangement is common on many "platforms" as recent trailer train advertising refers to their fleet of flats.

The most evident physical change has been in the trucks. The original American Steel Foundries six wheel trucks have been replaced by the Buckeye design. The Buckeye has been the most successful six wheel freight truck ever designed. There are numerous profile variants. Without specific information, one can only speculate that the ASF trucks were not satisfactory. Timken roller bearings and 36 in. diameter wheels were used with these cars.

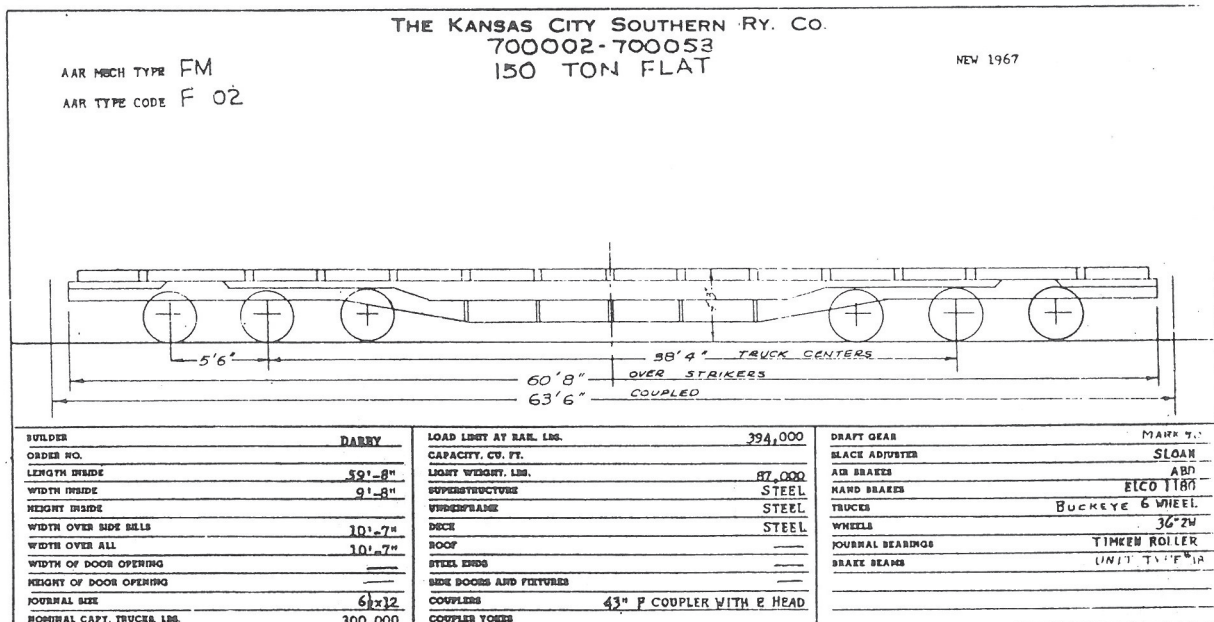
When built, these cars were painted white which was at that time in common usage on the KCS, with black lettering. The only photo available to me in that scheme, and unfortunately, of rather poor quality, indicates the trucks were black. It is not known if the deck was painted, or left to turn rusty brown.

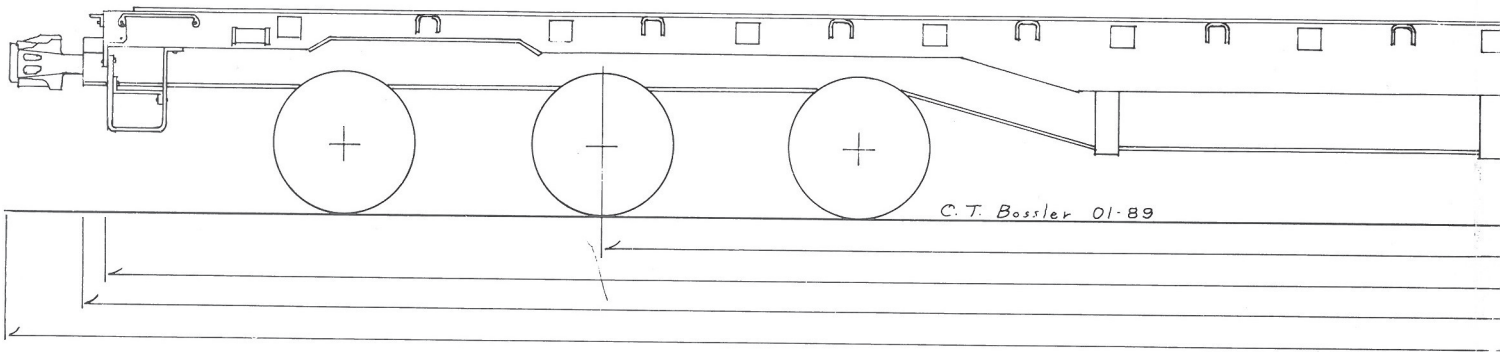
Subsequent shopping and repainting finds these cars in the current common standard of light brown with white lettering. In both cases, the lettering appears to be similar to condensed gothic. In the latter scheme, the trucks have been painted body color.

The KCS roster also includes two other interesting high capacity series. One is a group of 75 gondolas numbered 404004-404748 on six wheel trucks on the Buckeye design, originally used for handling coal. Most have been reassigned to wood chips, some appearing to have sides extended by 30 inches. Judging by the capacity, they retained their six wheel trucks, even though they barely get any kind of a workout in wood chip service. A hidden benefit of this capacity comes to light after observing SBD 430401 on P. 16 of FCJ 30 which shows what can result when wood chips become very wet.

Another group of flats, eight axle cars, built by Maxson are numbered 710008-710041; at its peak consisting of six cars, and recently five cars. These may be covered in a future column.

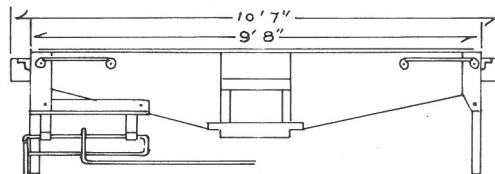
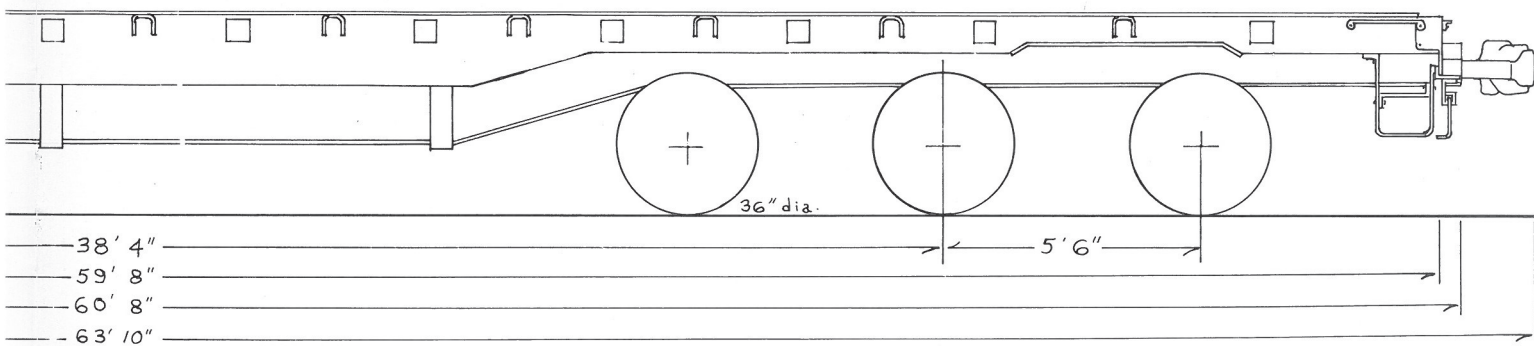
My thanks to David G. Casdorph, Ambrose T. Hennek, Eric A. Neubauer, Charles G. Pitcher and David P. Wagner for photo references and/or information on the cars covered in this column.





KANSAS CITY SOUTHERN
60 FT 6 AXLE FLAT

SCALE:



RAILROADS

ATLANTIC AND WESTERN RY CO. is operating fifteen (15) new-built 5165-cuft pressure differential covered hoppers. These are being leased from GERSCO. The cars were built by Thrall Car in 2-89 and retain the GERSCO numbers. ATW 550745-550759. [EAN]

In addition, ATW has recently begun leasing some 5165-cuft pressure differential covered hoppers from GERSCO that were originally leased to Conagra (e.g. ATW 550503 built 8-88). [DGC]

ATCHISON, TOPEKA and SANTA FE is getting one-hundred (100) new Gunderson built double stack container cars. SFLC 254200-254299 began deliveries in August 1989. Gunderson is labeling these as "Maxi-Stack 2-1/2" cars. They have all 48-foot wells but only the A&B wells are 20-foot capable. [DGC]

BURLINGTON NORTHERN is now operating thirty new-design Gunderson double stack container cars from Trailer Train. Series is DTTX 73085-73114 built 4-89. These have BN Twin-Pack logos on each well. The cars are the latest step in the double-stack container car development. These offer the versatility of being able to load any size container from 20 to 48-foot on any bottom position/any well. [DGC]

Previously unreported were the DTTX 72151-72181 series of new design Thrall Car built container double stack cars. These have all five 48-foot wells. Built by Thrall in 11-88. [CWS]

BN has also acquired more new gondolas. These are 64-foot gondolas with bulkheads and have corrugated side panels (e.g. BN 580416-580470 built 5-6-89 by Trinity's Mt. Orab plant. Cubic capacity is 3170.) [DGC]

CHICAGO AND NORTH WESTERN has acquired a number of new-built tri-level, fully enclosed auto racks that are mounted on Trailer Train flat cars (e.g. ETTX 701268, 701539, 701578, and 701609). The racks were built by Thrall Car's Winder, Georgia plant in 5-6-89. [DGC]

CHICAGO RAIL LINK has acquired 550 aluminum Coalporters from Bethlehem Steel. Numbers are CRL 1001-1550 built 4-7-89 by BSC JTN.
[K. Lehman/C.W. Shaver/M.B. Foley]

CSX TRANSPORTATION has acquired several hundred former Southern pulpwood cars (e.g. CSXT 408192 is ex SOU 140410).

CSX has also recently acquired eighty-four 3000-cuft covered hoppers from the IMCX 11600-series built by Midwest Freight Car in 4-81. Number range sighted so far is CSXT 228413+228497 ex IMCX 11602+11676. [EAN]

FLORIDA WEST COAST RAILROAD acquired twenty-five (25) new Thrall Car built Center-Beam flats in late 1988. Series is FWCR 86000-86024 built in 10-88 (Job 509-2). Cars are blue. [C.W. Shaver]

GOLDEN TRIANGLE RAILROAD has recently acquired fifty Pullman-Standard 5344-cuft boxcars originally VTR series 11000-11299. [CWS]

GREEN BAY & WESTERN has acquired five more used covered hoppers. GBW 210-212 were former RRRX-initialed cars built by Marine Industries; GBW 213 and 214 were built by Pullman-Standard. [C.W. Shaver]

HURON & EASTERN has acquired twenty-five former Seaboard System Pullman-Standard built 4750-cuft covered hoppers. HESR 253410-253434 are ex SBD 253410-253434, nee from WAR 15000-15199. [C.W. Shaver]

IOWA INTERSTATE has a acquired fifty used piggyback flats. IAIS 902661+902724 were formerly SFLC. 902700-902724 were ex TPW, nee PW 105076-105100. [C.W. Shaver]

KANSAS CITY SOUTHERN began double stack service with three Trailer Train cars. DTTX 73116-73118 have KCS logos on the A&B wells. The cars were built by Gunderson in 5-89 and are Trailer Train class GWG52B.

K.W.T. RAILWAY, INC. has also added some ex-Conrail class X-75 50-foot single door boxcars (e.g. KWT 1017). These are in addition to the former NRUC cars reported in FCJ 30:4. [DGC]

MARYLAND AND PENNSYLVANIA recently acquired two series of used box cars from the Delaware & Hudson. MPA 25500-25634 and 25700-26249 are ex D&H same numbers, nee NRUC road cars. [C.W.Shaver]

MID-MICHIGAN RAILROAD has acquired twenty appliance box cars that were originally ATSF Bx-172 class cars built in 1974 (ATSF 600500-600599). The cars were acquired by GERSCO probably in late 1988 and renumbered and repainted in early 1989 into the NADX 1900-1919 series. Mid-Michigan has recently relettered these into MMRR reporting marks. [C.W. Shaver]

MISSISSIPPI DELTA RR has acquired ninety-four 5184-cuft boxcars from the Grand Trunk Western GTW 309300-309399 series (built 1978). MSDR numbers are 194500-194593. [C.W.Shaver]

NORFOLK SOUTHERN Norfolk & Western has received its twin bay 2200-cuft hoppers. These were built by Trinity's Mt. Orab plant (formerly Ortner) in 5-89. N&W class H-48. One-hundred cars, NW 150000-150099. [EAN]

NS has also began receiving its new auto racks from Thrall Car's Cartersville plant. These are being lettered for the Southern and bear Norfolk Southern autorack class FB-507 (e.g. rack No. SOU 15585 built 3-89). [DGC]

PEORIA AND PEKIN UNION RAILWAY CO. added twenty (20) 52-foot mill gondolas to its fleet. The cars were formerly from CPAA series 346500-346560 being leased by CP Rail from D.J. Joseph. In April 1989, CPAA 346500-346519 were relettered to PPU 2050-2069. [M.Jeffries]

SOMERSET RR CORP. Joining a fleet of 190 Ortner built 3600-cuft GT coal cars are twenty-six new Bethlehem built 3600-cuft "Bethgon" GT's. SOM 501-526 were built in 3-89 by BSC JTN. [TH]

SOO LINE continues to acquire more new auto rack mounted on Trailer Train flat cars. The latest are fully enclosed bi-level racks built in 3-89 by Thrall Car's Cartersville, GA plant (e.g. TTGX 156719). [W.Jamison]

Soo Line has also acquired several hundred more grain cars from Pullman Leasing that are being numbered SOO 111000-111575. This series consists several types including 4740, 4750 and 4780-cuft cars. [C.W.Shaver]

STOCKTON TERMINAL AND EASTERN RAILROAD has added over four-hundred freight cars this year. All are thought to be ex Southern Pacific or Cotton Belt cars. These include a great variety of cars ranging from insulated boxcars, gondolas, piggyback flats, hopper cars to auto racks and mechanical refrigerators!! Numbers remain the same as the former SP/SSW/SPFE numbers.

TEXAS, OKLAHOMA AND EASTERN now has a 13200-13396 series. These were probably originally from the TO&E 3200's with the Burlington Northern as the intermediate operator (BN 223200-223269). [C.W.Shaver]

UNION PACIFIC Bethlehem Steel has confirmed it will produce (550) five hundred fifty aluminum Coalporters (rotary dump coal gondolas) for the UP. The cars are to be built through August 1989. [K. Lehman]

CHICAGO HEIGHTS TERMINAL TRANSFER is adding a number of PLM "Uniflo" covered hoppers to its fleet. The cars are being converted by RMC Topeka, KS from Missouri Pacific 711300's grain hoppers. CHTT 200000-200076 were converted 6-8-89.

WESTERN PACIFIC lives! A new series of bi-level auto racks has received WP prefixes (e.g. WP rack number 8235 built 6-89 by Thrall Car Cartersville). The racks have full UP livery and logos. These are the first pieces of freight equipment that have received any WP identity since the acquisition. [D.G.Casdorph]

WASHINGTON CENTRAL RR CO. recently added one-hundred fifteen (115) used former Southern Pacific/Cotton Belt 89-foot flat cars for steel pipe service. WCRC 8800-8814 come from various SP/SSW flat car series.

More new built Gunderson center partition cars are being added to the fleet. The latest are red with no operator name and built in 7-89 (e.g. WCRC 9524). WCRC 2500-2569 are the series limits for a recently-built group of center partition flat cars with "Hampton Lumber Sales" markings.

See also Superior Transportation Systems this issue for some newly converted piggyback flat cars. [DGC/CWS]

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WISCONSIN & CALUMET RR CO., INC. is acquiring a number of ex-SFLC 89'4" intermodal flatcars from GERSCO (e.g. WICT 902410, 902460, 902498). [DGC]

WISCONSIN CENTRAL has acquired two different series of former Southern Pacific "waffled" boxcars. WC 20100-20117 are from the SP 656200-656449 series, and WC 20150-20163 are from the SP 656450-656549 series. [C.W.Shaver]

PRIVATE OWNERS AND LESSEES

ADM TRANSPORTATION continues to receive more new built alcohol tank cars from ACF. The latest are the ADMX 29901-30050 built 5-8-89 by ACF's Milton plant. These are 30,000-gallon non-insulated, uncoiled tank cars. [TH]

AIRCO INDUSTRIAL GASES. Previously unreported to FCJ were thirty (30) new built high pressure, insulated, 20100-gallon tank cars built by Trinity's Tulsa plant in 6-7-88. Numbers are ARIX 1197-1226. [DGC]

AIR PRODUCTS & CHEMICALS recently began leasing some new 30,000-gallon tank cars from GERSCO (e.g. NATX 36043 built 2-89 by Gulf Railcar). [DGC]

AKZO CHEMICALS, INC. is leasing eighteen (18) new ACF built sulfuric acid tank cars from ACF Industries. ACFX 72863-72880 were built in 12-88 by ACF Milton. These are 13,600-gallon, uncoiled, non-insulated, DOT 111A100W2, Plasite 3066 lined tank cars. Exterior painting and interior lining was done by Trinity's Montgomery plant in 3-89. [T.Hodun]

AMERICAN PRESIDENT COMPANIES is now operating a number of new design/new built Gunderson 125-ton double stack container cars (e.g. DTX 73255, built 5-89). These are capable of carrying 20-foot to 48-foot containers in ANY bottom position (i.e. all five wells are 48-foot) and 48-foot and 53 footers in the top position. [DGC]

ANGLO-AMERICAN CLAYS is leasing a number of new-built 5850-cuft covered hoppers from Pullman Leasing (e.g. PLCX 46704, 46711, built 5-88, lot 2050 by Trinity's Bessemer, AL plant). [EAN]

ARCO CHEMICAL CO. is leasing a number of new-built tank cars from Union Tank Car Co. These are 100-ton, 23,500 gallon, insulated, coiled, lined tank cars. There are at least two series; an early 1988 series (e.g. UTLX 640463 built 3-88) and a late series (e.g. UTLX 640867 built 12-88 by Union Tank Car). [DGC]

ARIZONA CHEMICAL CO. is leasing two small groups of new built 23,600 gallon, 100-ton insulated, coiled tank cars from General American Transportation. The first group was built in 1987 (e.g. GATX 28355 and 28356 built 3-87 by Trinity Longview). The second group was built in mid-1988 (e.g. GATX 56537 built 6-88 by Trinity Longview). Both groups are general-service DOT 111A100W1 tank cars. [T.Hodun]

BASF CORPORATION is adding a number of new-built PD5000 ACF "Center Flow" covered hopper cars to its own fleet (e.g. DBCX 382 built 4-89). [T.Hodun]

CENTRAL ILLINOIS PUBLIC SERVICE CO. Thrall Car's MFC Clinton plant has rebuilt most if not all of the early CIPX rotary coal gondolas. CIPX 24+106 were sighted as being built in 9-10-74 and rebuilt in 6-89. [CWS]

CHEVRON U.S.A., INC. has acquired one-hundred eighty-five (185) new ACF built Center Flow 5800-cuft covered hoppers. Numbers are CHVX 889001-889185 built 11-88-2-89. The cars were built at ACF's Milton plant.

In addition, three-hundred eighty new Thrall built 5800-cuft covered hoppers are being added to the fleet. CHVX 889201-889580.

[K. Lehman / W. Jamison / C.W.Shaver]

CHRYSLER RAIL TRANSPORTATION CORP. has recently acquired most if not all of the Lincoln Grain (LGIX) ACF Center Flow covered hoppers. The cars have not had their LGIX numbers changed. New reporting marks assigned are COOX (e.g. COOX 291,297,311,1014,1066 etc.). [C.W.Shaver]

CITY PUBLIC SERVICE BOARD OF SAN ANTONIO, TEXAS has acquired (63) sixty-three new-built 4010-cuft rotary gondolas from Thrall Car, Clinton. The new cars are SATX 1237-1299 built 4-5-89. These are black with red rotary ends.

This makes the tenth series operated by SATX in the general group 1001-7110. The break-down of this group by series is as follows: 1001-1110, 1120-1186, 1188-1236, 1237-1299, 2001-2110, 3001-3110, 4001-4110, 5001-5110, 6001-6110 and 7001-7110. [C.W.Shaver/M.B.Foley]

CONTINENTAL CARBON CO. acquired a number of new built 5750 cuft carbon black covered hoppers from Thrall (e.g. WITX 5721 built 1-89). [DGC]

DETROIT EDISON CO. is acquiring a number of new rotary dump coal cars from Thrall Car. (e.g. DEEX 5000-5131 built 7-8-89). [M.B.Foley]

DOMTAR GYPSUM is operating more Gunderson built center-partition flat cars leased from Greenbrier (e.g. GBRX 9020-9065 built 7-8-89). [J.McLane/J.Harper]

DOW CHEMICAL Additional information to FCJ 30:9. Add an 11-88 build date to the new-built group of cars being leased from General American Transportation (e.g. GACX 73344 built by PSM BESS).

Dow is also getting more new built toluene diisocyanate tank cars. The latest were built by ACF in 6-89. Though toluene diisocyanate can be transported in class 111A100W1 tank cars; Dow uses 105A100W cars for their fleet. Numbers sighted are DOWX 80119-80132. These are insulated and coiled.

New 5800-cuft covered hoppers are being leased from ACF Industries. The latest were built at Huntington in 5-89 by ACF (e.g. ACFX 65709).

Also, previously unreported to FCJ - Dow is leasing some new built 23,600 gallon tank cars for polyol transport from General American Transportation (e.g. GATX 56673 built 12-88 by Trinity Longview).

[M.B.Foley/T.Hodun/EAN]

DSM CHEMICALS AUGUSTA INC. is now leasing some ACF PD5000 "Center Flows" from ACF Industries (e.g. ACFX 45054 built 8-89). (T.Hodun)

ENGELHARD added more clay slurry tank cars to its leased fleet from General American Transportation (e.g. 65546+65591 built 3-89 at Trinity's Longview plant). [EAN]

ENGLISH CLAY CORP (ECC) is leasing some new-built 5800-cuft ACF Center Flow covered hoppers from ACF Industries (e.g. ACFX 41651+41674, built 7-88). These are equipped with 5002E sparger outlets and were lined at RCS, Gordon, GA. [EAN/TH]

ESSO CHEMICALS is leasing some new built 30,500 gallon, non-insulated, uncoiled tank cars from GERSCO (e.g. NATX 36010 built 12-88 by G.R.I., Houston, TX). [DGC]

ETHYL PETROLEUM ADDITIVES, INC. acquired twenty-six (26) new built tank cars from builder Union Tank Car numbered ECDX 882301-882326. These are 100-ton, 23,500 gallon, insulated, coiled tank cars built in 9-88. [DGC]

FMC CORPORATION Earlier this year, FMC acquired sixteen 4750-cuft, Trinity built covered hoppers and numbered them FMLX 45400-45415. The probably came from what was left of the MBFX 4825-4974 series formerly leased to American Cyanamid. [C.W.Shaver]

FORMOSA PLASTICS CORPORATION USA is acquiring a number of new Trinity (PSM BESS) built 5850-cuft plastics hoppers (e.g. FPAX 890040-890043 built June 1989). [DGC]

GENERAL ELECTRIC, MT. VERNON, INDIANA is leasing some 5850-cuft covered hoppers from Pullman Leasing (e.g. PLCX 46946 built 2-89). [DGC]

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GENERAL ELECTRIC RAILCAR SERVICES CORP. GERSCO is adding new built tank cars to their fleet (see also Air Products & Chemicals, Esso, Rocky Mountain Transp., South Point Ethanol, Tex Par Energy). It's been nearly eight years since GERSCO/NACC have acquired new tank cars.

NAHX 360000-360049, covered hoppers, were actually stretched (usually its the other way around) by adding one hopper. The cars were probably 2785-cuft originally and enlarged to 3605-cuft. Rebuild date (known so far) is 9-88 at GERSCO's Texarkana shop.

NAHX 2900-3065 is a series of new built 2900-cuft 125-ton covered hoppers that are being used for sodium chlorate transport. These are aluminum cars built by National Steel Car (Canada) and at least some are leased to Alby Chlorates Ltd. Known build date for this series so far is June 1989. [EAN/CWS/DGC]

GENERAL MILLS is leasing several dozen new GATX "Airslides" (e.g. GACX 56694, 56705 built 6-7-89 by Trinity). [C.W.Shaver, E.A. Neubauer]

GEORGIA KAOLIN is leasing some new-built Trinity 5850-cuft covered hoppers from General American Transportation (e.g. GACX 73287, 73288, built 11-88, lot 2053C, at the Bessemer plant). In addition, a number of new-built ACF Center Flow covered hoppers are being leased from ACF Industries (e.g. ACFX 41918+41926, built 12-88).

Additional new-built clay slurry tank cars are being leased from both ACF Industries (e.g. ACFX 72852 built 11-88) and General American Transportation (e.g. GATX 65477+65468 built 2-89 by Trinity Longview). The ACF built cars are 13,800 gallon and the GATX cars are 14,475 gallon capacities. [EAN/TH]

GUX is a reporting mark for apparently a new leasing company (very possibly Gunderson). A series of new 73-foot center-partition flat cars are being built by Gunderson. GUX 1-27+ are some of the number seen. These were built in June 1989. [J.P.Harper]

HIMONT, USA, Inc. is acquiring a number of new Thrall built 5800-cuft covered hoppers for their fleet (e.g. HPIX 89005 built 5-89, 89043 built 6-89). [EAN/CWS]

HOECHST-CELANESE is leasing some new built 30,000 gallon tank cars from Union Tank Car (e.g. UTLX 201023 built 2-89 by Union Tank Car). [DGC]

J.M. HUBER has recently added more tank cars to its fleet. This includes JMHX 70045-70074 built 1-89+ at Trinity's Tulsa plant. These follow the earlier JMHX 70000-70044 built in 4-87 by Trinity Longview. Both of these groups are 14,500 gallon tank cars used for clay slurry transport.

JMHX 69040-69086 were built in late 1987 by Union Tank Car as 14,100 gallon clay slurry transport tank cars (e.g. JMHX 69079 built 10-87).

Huber is also getting fifty-five large 5750-cuft covered hoppers numbers JMHX 57572-57626. Builder presently unknown. [TH/DGC/CWS]

IBP, INC. is leasing some new built 23,500 gallon tank cars from Union Tank Car for transporting inedible tallow (e.g. UTLX 641425, and 641443 built 6-89 by Union Tank Car). [C.W.Shaver]

KATALISTICS INTERNATIONAL has begun leasing a few more pressure differential (PD) 5000 cuft covered hoppers from ACF Industries (e.g. ACFX 45058 built at ACF Berwick and completed at Milton in 8-89). (T.Hodun)

KENNECOTT COPPER CORP. added one-hundred twenty (120) new sulphuric acid tank cars in 1987. KCCX 2400-2519 were built in 3-6-87 by Trinity Longview. These are 13,900 gallon, 100-ton, Hersite P-403 lined, non-insulated, uncoiled, DOT 111A100W2 tank cars. [T.Hodun]

KOCH INDUSTRIES is now leasing a number of new built 23,500 gallon, 100-ton, insulated, coiled, class 111A100W1 tank cars from General American Transportation for asphalt service (e.g. GATX 56736, 56751, 56752, 56757, 56778 built 2-4-89 by Trinity). [M.B.Foley]

LUBRIZOL CORP. is leasing a small number of new Trinity built 23,500 gallon general-service, insulated, coiled tank cars from General American Transportation (e.g. GATX 19655, built 5-89 at the Longview, TX plant). [DGC]

MONSANTO CO. is leasing some new ACF built 21,000 gallon tank cars from ACF Industries (e.g. ACFX 72789 built 9-88 by ACF Milton). [EAN]

MONFORT OF COLORADO is leasing a number of new built 23,600 gallon tank cars from General American Transportation (e.g. GATX 3753-3792 built 7-8-89 by Trinity). [DGC/M.B.Foley]

NATIONAL STARCH & CHEMICAL is leasing some new tank cars from General American Transportation (e.g. GATX 34411 built 9-88 by Trinity).

In addition to these, National Starch is leasing some cars from Trinity Industries for vinyl acetate service (e.g. TILX 190085-190087 built 8-88 by Trinity Saginaw). [DGC]

NEKOOSA-EDWARDS PAPER CO. has acquired some used waffle sided box cars from the CNW 160000-161999 series (e.g. NEKX 8906). [C.W.Shaver]

NORD KAOLIN is acquiring some of the tank cars formerly leased to Corn Sweeteners, Inc. (ADM) (apparently, ADM's recent new-built acquisitions are going to free up a lot of their leased cars). (e.g. GATX 47380, 47436, 50436). [C.W.Shaver/ T.Hodun]

NORTH AMERICAN SILICA COMPANY is leasing at least a dozen new ACF built 5800-cuft "Center Flow" covered hoppers from ACF Industries. ACFX 65630+65646 were built 1-2-89 and are equipped with 5134A outlets. [TH]

OLIN CORPORATION is leasing some new Trinity built 20,400 gallon, general service, insulated, coiled tank cars for toluene diisocyanate transport from General American Transportation (e.g. GATX 36580 built 5-89 at the Longview, TX plant). [DGC]

In addition to the number of last year's newly leased chlorine cars from GATX and TILX, Olin also began lease of fifty-six (56) caustic soda tank cars from Trinity Industries. TILX 160000-160055 built 8-88 at Trinity's Longview, TX plant. [T.Hodun]

OCCIDENTAL CHEMICAL CORP. PVC RESINS has added a number of new Trinity built 6150-cuft covered hoppers for polyvinyl chloride transport (e.g. OCPX 70465 built by Trinity's PSM Bessemer, ALA plant).

New Chlorine tank cars continue to be delivered. The latest group was built by ACF in 6-89. Numbers sighted so far are HOKX 132584-132914. Chlorine cars are high-pressure, 17,300 gallon, insulated, and non-coiled.

New Caustic soda tank cars deliveries continue as well. The latest were built by Gulf Railcar in 4-89. HOKX 111301-111350. These are 100-ton 16,500 gallon insulated, coiled and lined tank cars. [DGC/TH]

PENNWALT CORPORATION is now leasing seven new hydrogen fluoride tank cars from ACF Industries (ACFX 73537-73538 built 6,8-89). These are 23,650 gallon, 100-ton, DOT 112S400W, uninsulated, non-coiled tank cars with external headshields. [T.Hodun]

PLM FINANCIAL SERVICES acquired (241) two-hundred forty-one 100-ton Pullman-Standard built 4000-cuft GT gondolas from CIM 300-549. The cars were built in 12-75 as part of lot 9874. [R.Kean]

PPG INDUSTRIES is leasing fifty (50) caustic soda tank cars from Trinity Industries numbers TILX 160056-160105 built 6-7-89). [C.W.Shaver/DGC]

PROCTER & GAMBLE is leasing a small number (20+) of 100 ton, insulated, coiled, 23,500 gallon tank cars from Union Tank Car (e.g. UTLX 640960 built 2-89 by Union Tank Car). [T.Hodun]

PULLMAN LEASING continues to add new tank cars to its fleet. The latest were built by Gulf Railcar of Houston, TX using former Richmond Tank Car designs (e.g. PLCX 224907+224929 built 5-89). These are 23,550 gallon, insulated, coiled general-service tank cars. [DGC]

QUANTUM CHEMICAL CORP./U.S.I. DIVISION is leasing more new 5400 cuft "Center Flow" covered hoppers from ACF Industries (e.g. ACFX 66157+66401 built 6-8-89 by ACF Milton). [TH]

QUANTUM CHEMICAL CORP./ EMERY DIVISION is leasing a number of new Trinity built 100-ton, 20,500 gallon general-service insulated, coiled tank cars from General American Transportation (e.g. GATX 36591 built 4-89 at the Longview plant). [DGC]

REILLY INDUSTRIES INC is acquiring a number of new ACF built 19700-gallon tank cars for lease from ACF Industries (e.g. ACFX 73127-73134 built 6-7-89). These are rather unusual cars in that they have electric heater coils in addition to the far more common steam heater coils. [T.Hodun]

ROCKY MOUNTAIN TRANSPORTATION is leasing several dozen new Trinity-built 23,600 gallon, insulated tank cars from GERSCO (e.g. NATX 50001-50027 built 5-89 by Trinity Longview). [DGC]

ROHM & HAAS COMPANY is leasing twenty-six (26) new built 100 ton, insulated, coiled, 23,500 gallon tank cars from ACF Industries. Numbers ACFX 73099-73124, built 7-89. These are equipped with external lading thermometers on each side of car. [T.Hodun]

SHELL OIL is leasing several new built 25,500 gallon tank cars from Union Tank Car for ethylene oxide transport (e.g. UTLX 900541 built 12-88). DOT class 105J100W. [T.Hodun]

J.R. SIMPLOT. JRSX 6000 was built in 7-88 by Gunderson. Cubic capacity is 6550. These are cryogenic refrigerator cars.

JRSX 6001-6050 were also built by Gunderson (e.g. JRSX 6037 built 1-89 and new 5-89). Apparently Simplot is doing additional installation or something on these cars at their Caldwell, Idaho shops (hence the reason for the difference in the "built" and "New" dates. They also appear to be rebuilding ex SSW/SP boxcars at this facility as well. The earlier acquired series JRSX 5000-5057 now appear to have been a part of this program.

[E.A. Neubauer / C.W. Shaver / G. Lopez-Cepero]

SOUTH POINT ETHANOL has just begun leasing a number of new 30,000 gallon tank cars from GERSCO (e.g. NATX 37066 built 8-89 by Trinity). [DGC]

STAUFFER CHEMICAL CO. recently began leasing some new Trinity built sulfuric acid tank cars from General American Transportation (e.g. GATX 21350 built 10-88 at Trinity's Saginaw plant). (cf. FCJ 27:4 e.g. GATX 21438-21439). Stauffer is also leasing at least 85 new ACF built sulphuric acid tank cars from ACF Industries. These are 13,100 gallon, insulated, coiled, class 111A100W2 tank cars. Numbers sighted from ACFX 73150-73234 built 6-89 by ACF Milton. In addition, two small series of sulphuric acid tank cars being leased from ACF Industries have not been reported in FCJ previously. These are the ACFX 72638-72660 and 72676-72677 (total 25 cars) series built in May 1988 by ACF. [D.G.Casdorph/T.Hodun]

STEPAN COMPANY is leasing some new c.23,000 gallon tank cars from General American Transportation (e.g. GATX 19667 built 5-89). [CWS]

SUN REFINING Previously unreported to FCJ. UTLX 640248 was built in 1-88 by Union Tank Car. Its a 100 ton, insulated, coiled, 23,500 gallon design that is part of a group of at least 20 cars. [T.Hodun]

Sun Refining is also leasing some new built 29,900 gallon, noninsulated, uncoiled tank cars from General American Transportation (e.g. GATX 29782 built 7-89 by Trinity's Oklahoma City plant). [DGC]

SUPERIOR TRANSPORTATION SYSTEMS has begun a new triple 28-foot trailer service between Oregon and Los Angeles, CA called "Triple Trax". Ten former Southern Pacific class F-70-44 General American built 89-foot flat cars were rebuilt and modified by Gunderson in May and June 1989 with three new hitches (not the originals). Numbers are WCRC 8100-8109. Cars are red with white lettering. Like STS's 86-foot high cube box cars, these also have individual names on each car. [D.G.Casdorph]

TEX-PAR ENERGY, INC. is leasing a series of new built 23,600 gallon, insulated, coiled tank cars from GERSCO (e.g. NATX 50075-50171 built 6-8-89 by Trinity Longview). [DGC]

TRAILER TRAIN The newest built 89-foot low-level flat cars for auto racks built by Bethlehem Steel are up to number 701609 with a build date of 5-89. So far all of these have been ETTX initialed. Class is BLH21C.

The latest Trinity deliveries of double-stack container cars to Trailer Train are now up to DTTX 74104, built 5-89, class RWG52.

Trailer Train is also receiving possibly up to 200 five-unit articulated "Impack" TOFC cars from Thrall Car's Chicago Heights plant. These will be the first TOFC cars that Thrall has built in several years. Cars are receiving Santa Fe logos on the center sills. Numbers should be TTLX 60400-60599 (up to 60566 have been seen). Trailer Train class is TLF51. Build dates so far are 6-8-89.

TT also began receiving its new-design and new-built Gunderson 125-ton double stack container cars earlier this year (see also BN and APC listings). These are numbered 73085 and above. These can carry 20, 40, 45 and 48-foot containers in ANY bottom position (any well). Trailer Train class for these new cars are GWG52B.

New 125-ton all 48-foot well Thrall built double-stack container cars were also acquired recently for operator Burlington Northern. The new design cars are classed TWG52a by Trailer Train. Thirty cars, DTTX 72152-72181 built 11-88 (Job 531).

Trailer Train has also received a number of USED 89-foot flat cars that are being rebuilt by Trailer Train's Hamburg shops for auto rack service. The cars were built in 1976 by Pullman-Standard and are Trailer Train class PSH23. Former owner presently unknown. Numbers are TTGX 942850+.

More Thrall Center Beam lumber flat cars are being delivered to Trailer Train. The latest batch was built in late 1988 (e.g. TTZX 86886 built 11-88). [DGC/CWS]

TRANSAMERICA DISTRIBUTION SERVICES has added 150 new-built 48-foot, 102" wide refrigerated piggyback trailers. These are the first known 48-foot refrigerated trailers to be employed in regular piggyback service. These were built in April 1989 by Great Dane. They have Thermo-King front mounted refrigeration units (e.g. TDSZ 542207, 542221). [DGC]

UNION CARBIDE continues to increase its leased tank car fleet. The latest are a number of 20,500 gallon, 100-ton, insulated, coiled, lined cars being leased from Union Tank Car Co. (e.g. UTLX 640911 built 2-89 by UTC). [DGC]

UNION OIL OF CALIFORNIA/UNOCAL is now leasing a number of new-built 30,000 gallon, 100-ton, uninsulated, non-coiled tank cars. Some are being leased from ACF Industries (e.g. ACFX 73143 built 4-89 by ACF MILT). While others are being leased from General American Transportation (e.g. GATX 98805 built 11-88 by Trinity's Tulsa plant)

Unocal is also leasing 20 new ACF built three-compartment tank cars from ACF Industries (ACFX 72757-72776 built 9-88, ea. compartment circa 8875 gallons). [DGC/EAN]

U.S. GYPSUM is leasing some new-built covered hoppers from ACF Industries (e.g. ACFX 51934 built 2-89). [EAN]

U.S. RAIL SERVICES acquired two-hundred eighty-five (285) 100-ton tank cars built by CNCF (Mexico) in 5-8-88. Numbers are RUSX 501-786. [DGC]

In addition, U.S. Rail Services has begun to receive its order of 500 plastics covered hopper cars (e.g. TQEX 58031 built 8-89 by Trinity Fort Worth). The series will be numbered TQEX 58001-58500. [E.A. Neubauer]

WITCO CORPORATION is leasing a number of new Trinity built 23,600 gallon insulated, coiled, lined tank cars from General American Transportation (e.g. GATX 56701 built 2-89 by Trinity). [DGC]

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NINE TWO-BAY COVERED HOPPERS FROM THE FORTIES AND FIFTIES

Photos from the Collection of Richard Yaremko

This brief pictorial of nine cars illustrates variations in design of American two-bay hoppers from the Forties and early Fifties. Most two-bay covered hoppers were being used in cement service at this time. It's interesting to note the range of sizes in even this small sample; 1790 to 2083 cubic foot. Most are 1958 cubic foot. There are six different manufacturers represented. The design variations are so numerous that it is beyond the parameters of this article. However I have tried to note a few features.

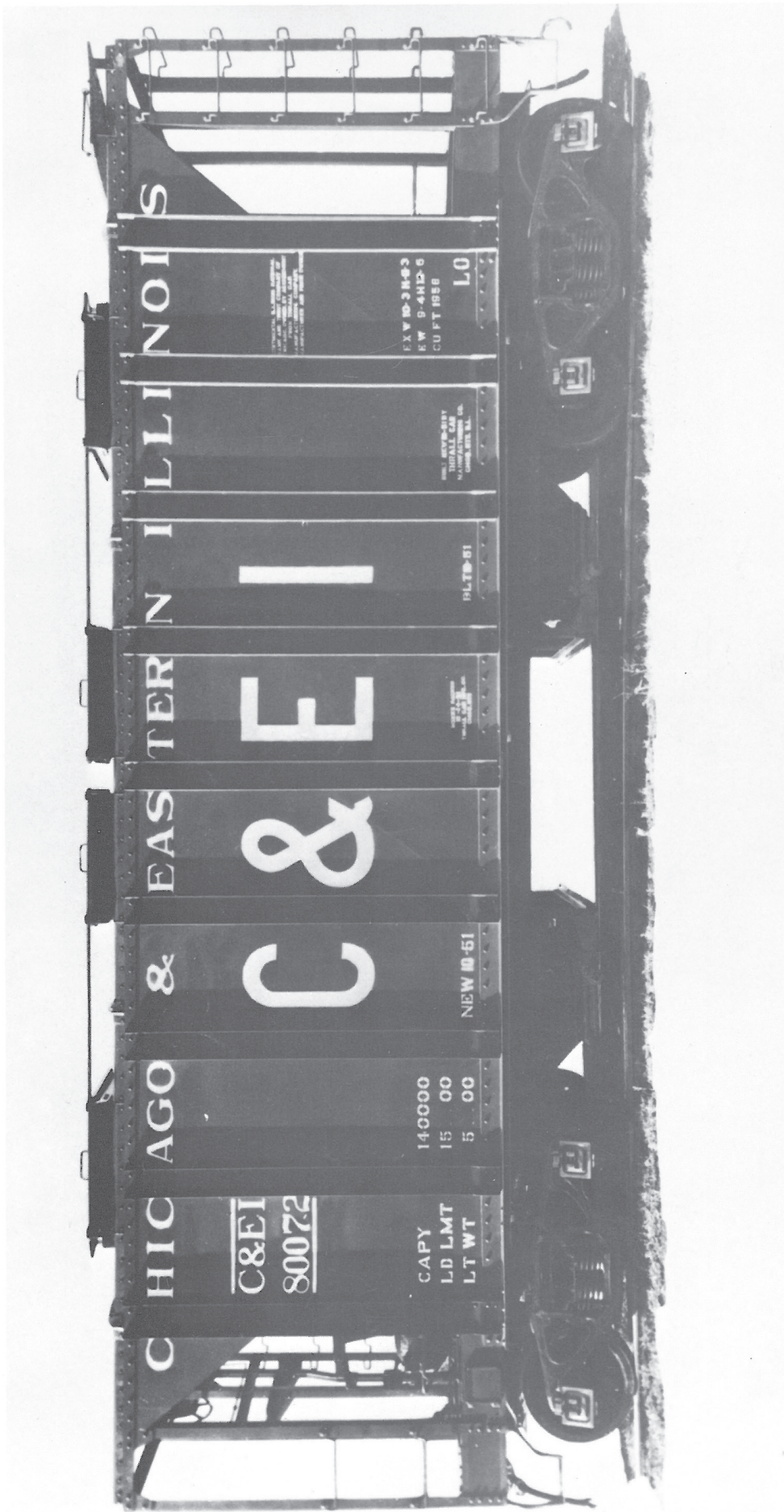
Things to look for are the inlets, bays, outlets, side sills, side plates, welded seams versus riveted seams, number of post and design of posts, safety equipment variances, open between bays, etc., etc., etc.



C.I.L. 4383. Series 4201-4390. Built by Pullman-Standard in 1953. A later built car than the CGW car. Note it still retains the welded side plates and this car does not have rivets on the first panel along the side sill.



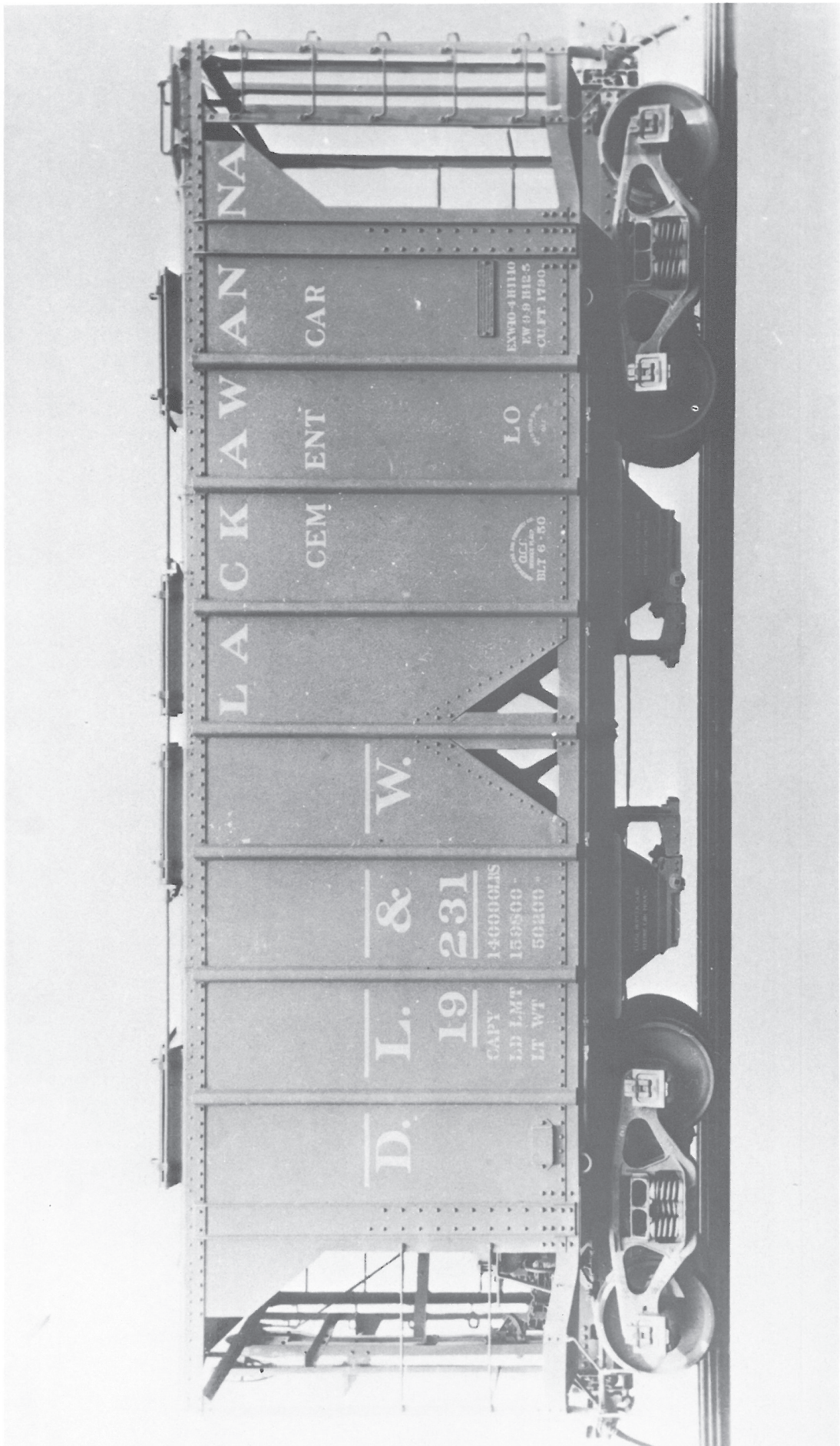
C&O 1143. Ralston Steel Car's version of the twin bay of the era. This photo is a little out of focus on the right side but most of the features are clear enough to define.



C&E 80072. Part of fifty cars built in 1951 by Thrall Car. Series 80050-80099.
 Note the post design on this car. Nine posts. Completely riveted along top and bottom.



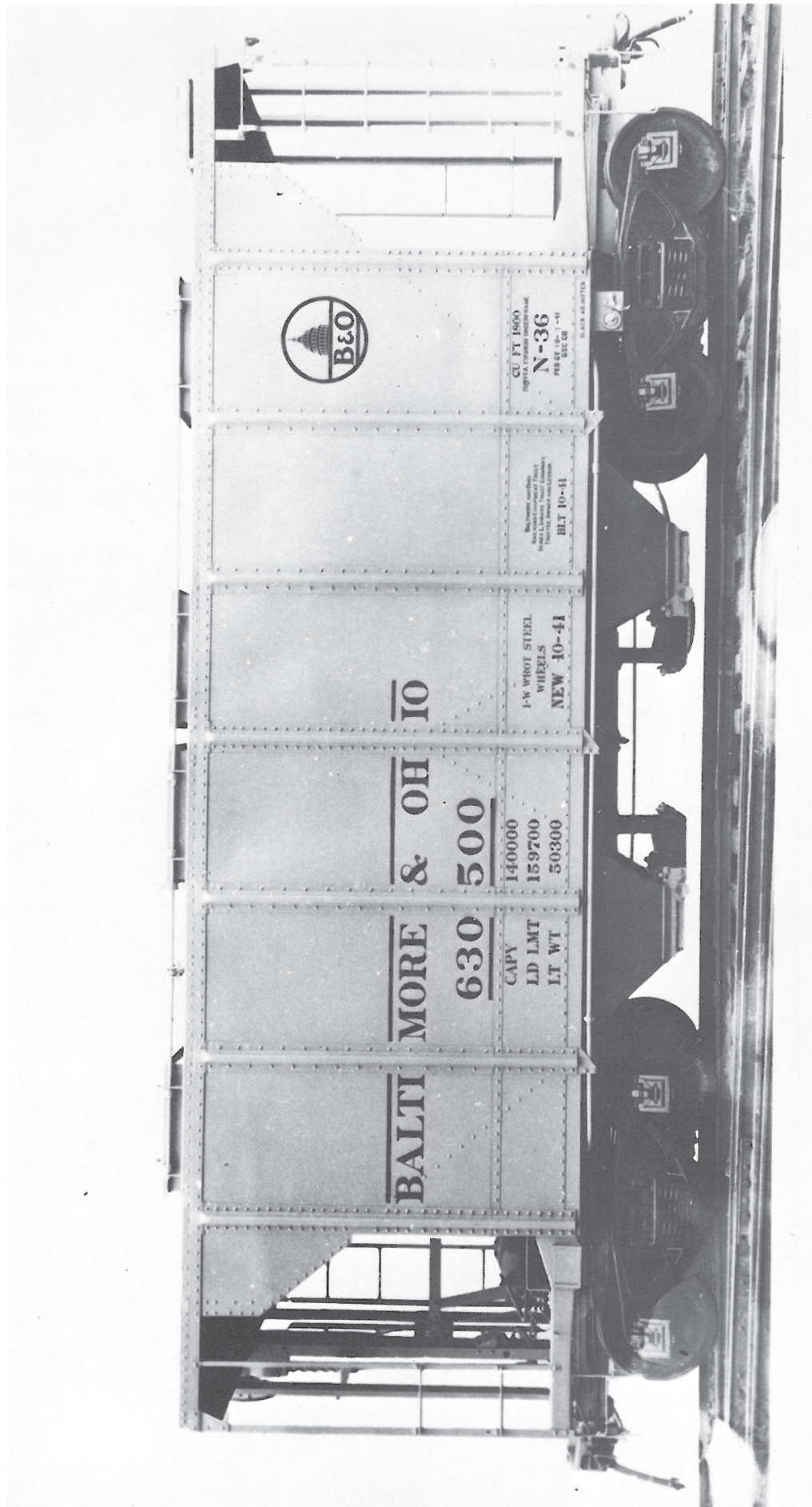
CGW 70025. Pullman standard design car. Built at their Bessemer, AL plant in 2-47. Series 70001-70040. Note in this case how Pullman-Standard has welded the side panels to the side sill. Compare to the ACF built DL&W 19231.



DL&W 19231. One of the smaller cement cars of this era (its only 1790 cuft) was built by ACF Berwick in 6-50. Series is 19000-19299. Comparing with CGW 70025, note how the entire bottom of the side plates are riveted to the side sill.



GN 71096. Part of the series 71000-71099 built in 1951 by ACF's Berwick plant. This is a much larger and more common size than the DL&W car also built by ACF illustrated above.



Baltimore & Ohio 630500 was built in 1941 by Greenville Steel Car. Part of 150 cars of the series 630500-630649. Note the rivet line running across the side just under the reporting marks and number line.



CRP 514. Clearly labeled for bulk cement only. This is a Bethlehem Steel built car. 2083 cubic foot capacity makes this the largest car illustrated in this pictorial. Series 501-750.