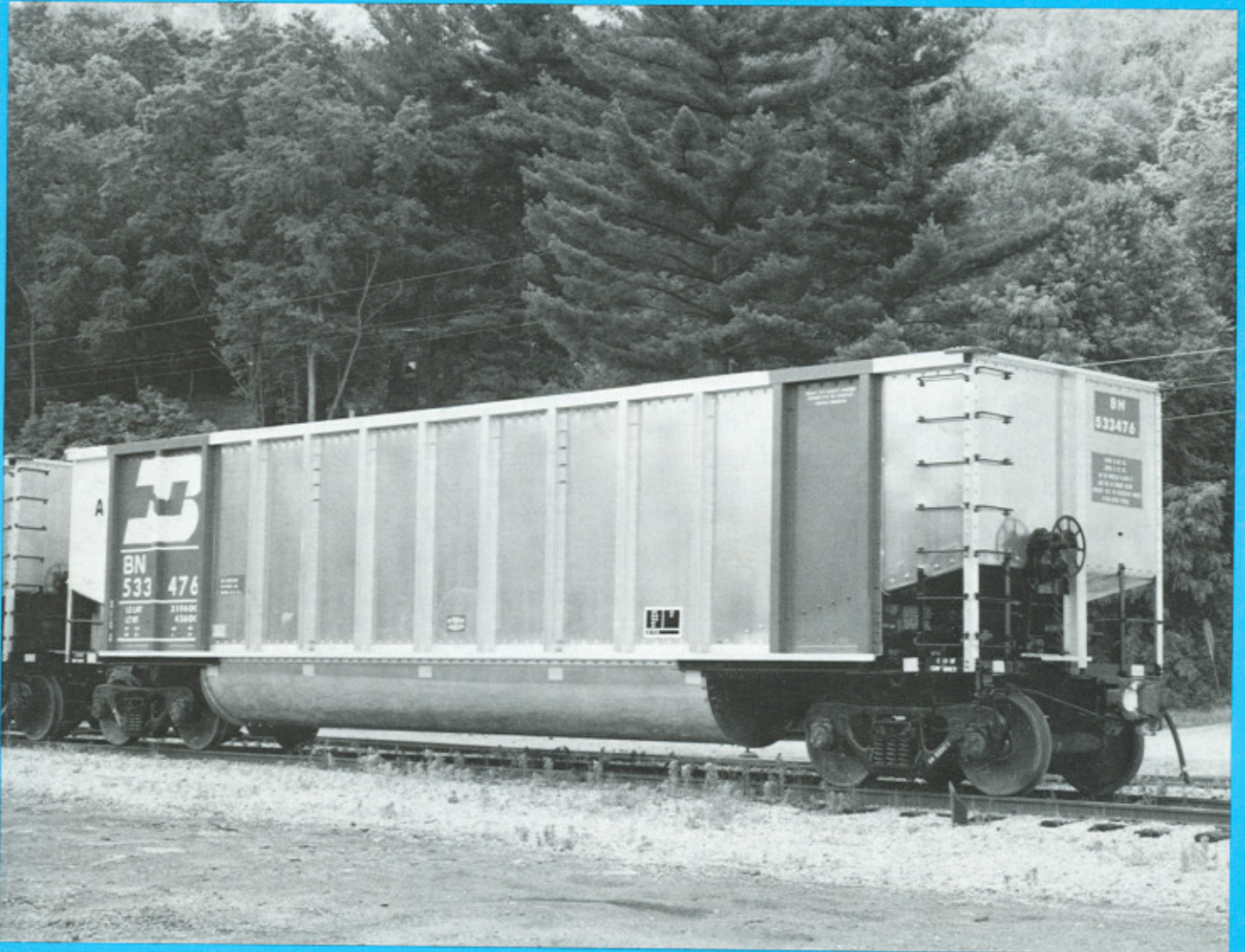


FREIGHT CARS

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COVER PHOTO:

BN 533476 was built in 1990 by Bethlehem Steel Car. Photographed at Johnstown, PA July 1, 1990. Ken Lehman photo.

NOTICE

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OBJECTIVES

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

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

FREIGHT CAR NEWS

RAILROADS

ABBEVILLE-GRIMES RAILWAY CO. is leasing 100 new built box cars from Greenbrier Leasing. The "50-foot" high cube (5757 cu.ft.) box cars were built in 7-90 by Gunderson in Portland, Oregon. These have 12-foot plug doors. Number series is AG 1000-1099. Color is green with white lettering and white Stone Container Corp. logo. [C.W. Shaver, J.L. Becker]

ATCHISON, TOPEKA AND SANTA FE added another 80 bi-level auto racks to its fleet. The latest, ATSF 89150-89229 were built in 7-90 by Thrall Car's Winder, GA plant. ATSF class is BL-9.

ATLANTIC AND WESTERN Rwy CO. has acquired twelve new PD5000 covered hoppers numbered ATW 45178-45189 built 6-90 by ACF's Milton plant. [T. Hodun, C.W. Shaver]

BC RAIL has added 300 new-built center-divided lumber flat cars to its fleet. Numbers are BCOL 873200-873499 built by National Steel Car in 10=12-90. These are being leased from CGTX Incorporated. [C.W. Shaver]

BUFFALO AND PITTSBURGH RAILROAD Over 20 former TCAX all-door box cars were sighted as relettered with BPRR reporting marks. The cars come from various TCAX and HTCX series most built by Thrall Car 1973-74. The cars retain the TCAX number. Examples are BPRR 319, 322, 324, 345, 2010, 20078, 20081-20083, 20149, 20153-20157, 20162-20163, 20185, 20192, 20196-20197, 20230 and 30000. [D.G. Casdorff]

BURLINGTON NORTHERN has received delivery of its 1000 grain hoppers from Trinity. BN 466000-466999 were built by Trinity's Greenville plant 6=10-90. The cars are rated for 286,000 lbs. gross rail loading. They have a 4750 cu.ft. capacity.

Bethlehem Steel delivered 240 "Bethgons" to the BN in 7=8-90. Numbers are BN 533401-533640. Capacity is 4400 cu.ft. Some of these are coupled by drawbars in five unit sets of consecutive numbers. [K. Lehman, M.B. Foley]

New-built box cars are still rare these days. BN has acquired yet another series in 1990. BN 375880-375999 (120 cars) are Plate F high cube, double plug door, 50'6" IL box cars built by Gunderson 5=6-90. Capacity is 6236 cu.ft.

Late last year, the Burlington Northern rebuilt a number of former Great Northern 138100-138399 box cars from 70-ton, general-service XMs into 100-ton special-products XPs. Examples are BN 375652 (rebuilt 10-90) and 375733 (rebuilt 12-90). [D.G. Casdorff]

CANADIAN NATIONAL CNA 554500-554939 box car series. At least some cars appear to be from various WCTR series (100500-100999, 101600-101699 and 101700-101899.) [C.W. Shaver]

CHICAGO AND NORTH WESTERN is leasing more grain cars from GERSCO. CNW 470862-471035 were originally NAHX covered hoppers built in 5-81 and 2=3-82 by Ingalls Shipbuilding. [C.W. Shaver]

CHICAGO, CENTRAL & PACIFIC has acquired 220 triple hopper cars, numbered CC 40000-40219. The cars are bright red with white rotary ends. Owner is Utility Fuels (UFIX). [C.W. Shaver]

COE RAIL is leasing 116 container flat cars from Greenbrier Leasing numbered CRLE 80000-80115 most likely former SP/SSW. [C.W. Shaver]

The former SFLC 903000-903021 rebuilt 60-foot container flat cars were transferred to Coe Rail in 1990. New series is CRLE 4000-4027. These are being leased from Greenbrier Leasing.

Also acquired were 100 RBL refrigerator cars rebuilt in 9-90 and painted gray with a large "Champion International Corp." logo on the sides. Series is CRLE 10300-10399. These are probably former SP/SSW cars now being leased by Coe Rail from Greenbrier Leasing. [D.G. Casdorff]

Additional information on the CRLE 71000-71199 series (cf. FCJ 35:3). The 200 cars are 50'7", 5243 cubic foot capacity, 70-ton box cars built in 1970. They were delivered to Coe Rail in 1990 after being rebuilt by Gunderson, Portland OR 4=6-90 from double-door to single-door box cars. These are former SP 220000-, SSW 61650- and 66000-series cars. [T. Hodun, D.R. McQueen]

CONRAIL rebuilt a number of H43A hoppers into smoothside "bathtub" gondolas in early 1990. The cars retain the previous H43A hopper numbers (e.g. CR 475070, rebuilt 4-90). Capacity is 3892 cu.ft. and 100-tons.

Conrail is leasing twenty (20) insulated, loader-equipped, 60-foot box cars (XLI) from the Santa Fe. The cars come from various Santa Fe box car classes (e.g. CR 375518, ex-ATSF class Bx-219, built 1977; CR 375508, ex ATSF class Bx-171, built 1974). Conrail Numbers are CR 375500-375519.

A number of used gondolas were acquired from a presently unknown source (e.g. CR 584768). These appear to have originally been red with gold lettering. They were built in 3-70 by Bethlehem Steel Car and have a 1807 cubic foot capacity. [D.G. Casdorff]

Conrail rebuilt some former Erie gondola class GE 52H into "bathtub" gondola cars. Capacity is 3560 cu.ft. and 103 tons. Conrail also acquired 80 used gondolas from the SB 6100-series built by Berwick in 1980. Conrail series is 584900-584979. [T. Hodun]

Conrail has acquired forty-six (46) of the new "TTQX" 20'2" extra height auto racks. These were built by Thrall Car at Winder, GA (Job 596). [C.W. Shaver]

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ALNX 396470. Built 3-81. New paint scheme. Painted 4-90. June 16, 1990. Richard Yaremko.



PPU 300008. Built 9-89 by Thrall Car. Tractor flat car (cf. FCJ 35:5). San Pedro, CA. December 1990. David G. Casdorff.

FREIGHT CAR NEWS

COPPER BASIN RAILWAY has acquired a number of new-built Thrall Center Beam lumber flat cars. These are 73'0" inside length cars built at MFC CLIL (Job 653) in 9-90. Numbers are CBRY 2100-2155. [C.W. Shaver]

Transportation Corporation of America is leasing a number of 4750 cu.ft. capacity covered hoppers to the Copper Basin Railway (e.g. CBRY 803346, built 1-81 by Thrall Car as part of job 790H). [D.R. McQueen]

R.J. CORMAN RAILROAD, MEMPHIS LINE A couple of new box cars sighted were lettered for this company. RJCM 2037 is ex-MMID 2037, exx-MDDE 2037, nee-VC 9186 or 9187. RJCM 2276 is also ex-MMID, exx-MDDE; it's one of those cars rebuilt from a FGE reefer (about a foot added to the height of car). RJCM 12049, probably ex-Chicago, Missouri and Western, exx-YS 12049, nee-YS 2049. [C.W. Shaver]

CP RAIL Previously unreported to FCJ. One hundred 5-unit container-only single-stack "spine cars" were delivered with CP reporting marks in 3 = 4-89 by Canadian builder, National Steel Car. Numbers are CP 525000-525099. Owner-lessor is Alberta Intermodal Service. [D.R. McQueen]

CROSBYTON RAILROAD CO. is operating sixteen (16) nee-BAR mechanical refrigerator cars relettered from GBW reporting marks (e.g. CBYN 11102, 11110, 11133, 11213 and 11224). All 16 ex-GBW cars went to the CBYN. [M.B. Foley]

CSX TRANSPORTATION acquired 550 new-built three bay hoppers from Bethlehem Steel Car built 11 = 12-90. Series is CSXT 295000-295549. These have extended sides for coke service and are lettered "Coke Express." The extra high sides will be removed in 7-10 years when existing coke batteries will be shut down due to changing steel production technology and EPA regulations. The cars will initially be used on unit coke trains from the LTV coke battery in Pittsburgh (Glenwood) to the LTV steel mills in Cleveland and Chicago. [C.W. Shaver]

CSX also acquired its first new-built double-stack container cars in its own reporting marks. Thirty cars, numbered CSXT 620300-620329, were built 9-90 by Gunderson. Livery is blue with large "CSX Intermodal" logos. These are of Gunderson's "Maxi-Stack III" design. [D.G. Casdorff]

CSX's first insulated 48-foot containers have been delivered to CSL Intermodal (e.g. 780231 built 1-91 by Monon). The containers have a light weight of 9,530 lbs. and capacity of 3472 cubic feet. [Hal Brown]

DENVER & RIO GRANDE WESTERN has acquired 125 new built quadruple coal hoppers from Trinity Industries. These are the first new built coal cars delivered to the DRGW since 1982. The cars were built at Greenville in 12-90 (additional dates probable) and are numbered DRGW 40500-40625. 3610 cu.ft. capacity. [M.B. Foley]

In addition to the new hoppers mentioned above, the DRGW has began operating a number of hoppers that were originally

lettered for the UMP. The hoppers are numbered in the DRGW 7000s and were built by both the C&O (DRGW 7001-7150) and N&W (DRGW 7201-7233) shops. [C.W. Shaver]

ELGIN, JOLIET AND EASTERN has acquired the former CBRY 501-540 series of gondola cars. The cars were originally built by Thrall Car in 9-81 for the Nevada Northern (series NN 501-540). The series is now EJE 89501-89540. [C.W. Shaver]

GENESEE AND WYOMING has acquired a number of box cars from the BAR 7200-7265 series (nee-LEF) in 1990 (e.g. GNWR 7203). GNWR 7150-7174 (25 cars) came from the BAR 7150-7174 series. The cars were originally GNWR 300011-300035! These cars went from the GNWR to the ICG in about 1985 (ICG 503275-503299, or thereabouts), then to the BAR in 1989, and finally back to the GNWR in 1990. [C.W. Shaver]

GOLDEN TRIANGLE RR is leasing 150 box cars (5355 cu.ft.) from ITEL. GTRA 1050-1199. [C.W. Shaver]

GRAND TRUNK WESTERN has apparently raised the roof on 100 more box cars now numbered GTW 384100-384199 late last year (e.g. GTW 384197 rebuilt 12-90 at the Port Huron Shops). Based on dimensions of previously known GTW box cars, these cars appear to have been rebuilt from the GTW 383458-383575 and/or 383249-383450 series (cars in the 384000-384099 series were rebuilt from these series earlier). This new group is different from the earlier raised-roof cars, though - two more inches of inside height (13'4"), greater cubic foot capacity (7467 versus the 7373 of the earlier), and a lower weight capacity - only 60,000 pounds. The capacity is starred; total weight on the rail will not exceed 138,000 pounds which is less than for a 50-ton car!

Also note that "PHS" was used for shop identification instead of the previously used "VT"; for the Port Huron Shops. [C.W. Shaver]

GRAYSONIA, NASHVILLE & ASHDOWN RR. CO. has 34 cars numbered GNA 3400-3433. These covered hoppers were rebuilt in 7-90 by Kustom Karr of Green Cove Springs, FL. Cubic foot capacity is 2707. These probably came from the CSXT 226118-226387 series (nee B&O/C&O 600600-600899). Build date: 5-67 [C.W. Shaver]

GREEN BAY & WESTERN is leasing 100 (75 new-built and 25 used) 3000 cu.ft. covered hoppers from ITEL. These have GBW reporting marks. GBW 6000-6074 were built 11-90 (Lot 2117). GBW 6075-6099 were originally GBW 9000-9099 covered hoppers. They later went to USLX reporting marks (USLX 1700-1724) and are now once again back in GBW reporting marks. [C.W. Shaver]

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HARTFORD & SLOCOMB RR CO. has recently (mid-90) acquired 48 of the 50 coil steel cars from the PLE 42250-42299 series. HS retained the original P&LE numbers. [C.W. Shaver]

ILLINOIS CENTRAL RR is operating a number of former SP 50-foot plug door box cars for newsprint roll service numbered 532850-532874. These are from the SP 292612-293096 series (originally EFCX 3901-4400). [M.B. Foley]

INDIANA HARBOR BELT Most of the gondolas in the IHB series 15001-15147 came from the South Shore. However, up to 20 cars have been added (1990) to this series that are ex-Providence & Worcester (all of series nee-D&H).

One hundred (100) general-service flat cars numbered IHB 2000-2099 came from Conrail (e.g. 2000 built 8-59, CR class F41F; 2083, built 12-59, nee-PRR 480297). [C.W. Shaver]

KANSAS CITY SOUTHERN has acquired a number of 89-foot piggyback flat cars. One group are ex-DRGW (nee WP) from the 8801-9000 series. These retain their original numbers and are relettered only in KCS reporting marks. The second group is being leased from Greenbrier Leasing and appear to be former SP cars. There are 200 of these now numbered KCS 8600-8799.

A number of former SP/SSW ACF Center Flow covered hoppers were rehabilitated by Gunderson in 8 = 9-90. Painted blue with "Golden West Service" logos. Numbers range from 512000 to 530014 (not inclusive). These come from a number of different SP/SSW classes.

KCS 310000 + 310094 are ex-LGIX 10101-10110 (nee-FREX). All ten cars were acquired in mid-1990.

Monon has built a number of 48-foot containers for the KCS for lease from TransAmerica Leasing. These were built in 7-90 and have a 3466 cu.ft. capacity and a light weight of 10,107 lbs. Numbers sighted range from KCSU 280014-280091. In addition, KCS is also leasing chassis to go with their new containers (e.g. KCSZ 141002-141050). [C.W. Shaver, E.A. Neubauer, C. Palmieri, D.G. Casdorff]

LOUISVILLE AND WADLEY RAILWAY CO. has acquired seventy 5059-cu.ft. RBL-refrigerator cars from Conrail. LW 10000-10069 are ex-CR 360582-360656, nee-EL 69275-69349. [C.W. Shaver]

McCLOUD RIVER RR is operating a number of used bulkhead flat cars. MR 21200-21229 are ex-CBRY 1200-1229, exx-NN 1200-1229, nee-ADN 500-529. [C.W. Shaver]

MID-MICHIGAN RR has acquired a number of ex-NAHX covered hoppers. [E.A. Neubauer]

MISSISSIPPI DELTA RR MSDR 200001-200030 (30 cars) came from the LRWN 5000-5099 and/or the LRWN 1301-1342 series box cars (both were originally from the AA 5000-5099 series built by CNCF). [C.W. Shaver]

NORFOLK SOUTHERN N&W had some roofs raised on some box cars. 625012, class B-111a appears to have come from the 600500-600530 series box cars, class B-111.

SOU 864000-864099 are rebuilt and renumbered 86-foot high cube box cars (done sometime during 1990).

Also beginning with the January 1991 issue of the ORER, the N&W and Southern are now listed under Norfolk Southern. [C.W. Shaver]

THE ROBERVAL AND SAGUENAY RAILWAY CO. has acquired a number of new-built 107-ton, aluminum, hopper cars (AAR:HTS) built by Thrall Car in 7-90 (e.g. RS 421, 440). [D.R. McQueen]

SABINE RIVER AND NORTHERN RR SRN 7252-7379 is a series of used box cars that are new to the fleet. These were built in 6-76 and have a 5392 cu.ft. capacity. These originated in the VSO 6000-6199 series [C.W. Shaver]

SAN LUIS CENTRAL has acquired the ten former HCRC 150-159 series ACF Center Flow covered hoppers. Numbers are SLC 4000-4009. [C.W. Shaver]

SOO LINE In late 1989/early 1990, the SOO acquired 115 ex-MIDX (nee DEGX) 5-bay rapid discharge hopper now numbered SOO 121500-121614. These come from three different MIDX series. 121500-121552 built 5 = 7-78 (DEGX/MIDX 78000s); 121553-121607 built 2 = 4-80 (80000s) and 121608-121614 built 12-81 (81000s).

Additional ACF PD5000 Center Flow covered hoppers have been added to the fleet and numbered SOO 101075-101104, built 8 = 9-90 by ACF's Milton plant. [C.W. Shaver, T. Hodun]

SOUTHERN PACIFIC has acquired its fourth series of double-stack container cars in SP reporting marks. Class FC-320-4 began deliveries from Gunderson in October 1990. Series is SP 513235-513245. Build dates reported so far are 10 = 11-90. These are Gunderson's "Maxi-Stack III" design.

Itel Rail rebuilt at least one (SP 615219) 86-foot highcube box car at its Junction City shops in 12-89. The car was reclassified from B-70-19 to B-70-19R. [D.G. Casdorff]

SOUTHERN RAILWAY OF BRITISH COLUMBIA acquired 100 new-built Thrall Centerbeam flat cars (FBC). SRY 73000-73099 were built at Thrall's MFC CLIL (Clinton, IL) shops in 12-90 (additional dates possible) as job 662. These are of the 73-foot "lightweight" design. The cars are owned by ITEL. [C.W. Shaver]

UNION PACIFIC. Trinity's Greenville plant has delivered 515 coal hopper cars to the UP late last year. The cars are marked CHTT and numbered 500200-500714. [Wil Jamison]

CHTT is also acquiring new aluminum GT coal gondolas numbered CHTT 640000-Series built by Thrall Car at Chicago

FREIGHT CAR NEWS



CSXT 295103. One of the new hopper cars being used for coke transport. Built 11-90. Columbus, OH. 12-16-90. Dwight Jones.



GATX 61585. Built 6-90 by Trinity. This is one of the first new-built LPG cars delivered since 1982. The car is leased to Mobil Oil. ATSF Hobart Yard. August 1990. David G. Casdorff.

Heights (Job 659). The cars bear the UP class G-100-L02. [M.B. Foley]

Itel Railcar Council Bluffs, IA is relettering ex-LEF 4500-series GT coal gondolas to CHTT series 640200-640273. [M.B. Foley]

The Greenville plant of Trinity has delivered 105 new-built coal hoppers with TNM reporting marks. TNM 20000-20104 were built in 11 = 12-90 with rotary couplers on one end. Cu.ft. capacity is 3610. [M.B. Foley]

UP has acquired 122 new type auto racks. These are labeled as 20'2" high racks (about 18" higher than previous). These are tri-levels mounted on existing flat cars lettered TTQX (also a "new" reporting mark for TT) and were built by Thrall's Winder, GA plant in 10 = 11-90 as part of job 594.

Mechanical refrigerators from the class R70-25 have recently (1990-91) been rebuilt and renumbered into the UPFE 461789-series (from the UPFE 460101-460700 series). Numbers have been seen as high as 462042 with a rebuilt date of 2-91.

Mechanical refrigerators from the class R70-23 have been rebuilt and renumbered into the UPFE 461701-461788 series (from UPFE 459401-459500). [C.W. Shaver]

Many readers of FCJ may have noted the various private owner reporting marks appearing on rehabilitated Union Pacific grain hoppers. Livery is standard UP covered hopper blue-gray and a UP Shield emblem. Apparently the various shippers to which the reporting marks are assigned are at least paying part of the cost of rehabilitation. Reporting marks seen so far are as follows: CAGX, CMTX, CRGX, DDDX, FCCX, and NIKX. Information on other reporting marks would be appreciated. [D.G. Casdorff]

UPPER MERION AND PLYMOUTH RAILROAD UMP 120500 is ex-LDCX 20500 (Evans built, 12-80, 4780-cu.ft. capy). It was originally from MKT series 4100-4199. The car is owned by Louis Dreyfus, leased to UMP Leasing and subsequently leased to UMP Railroad. [C.W. Shaver]

WHEELING & LAKE ERIE has relettered into its reporting marks (WE) over 1,300 ex-N&W freight cars. All appear to have retained their former N&W numbers. [C.W. Shaver]

WISCONSIN CENTRAL is leasing 350 ex-Southern (nee RBOX) cars from GERSCO. These are numbered WC 24000-24349. The cars were refurbished at GERSCO's Sayre, PS shops. [T. Hodun]

WC 28000-28173 (174 cars) are box cars ("50-foot", 5080 cu.ft.) that have an interesting bit of history. Origin of these cars is the CB&Q 20700-20899 series: which later became the BN 316900-317104 series. These were sold to the NOKL (and relettered NOKL), rebuilt at MCO ASH 7 = 12-90, then repainted for the WC by the C&NW at Clinton, IA. [C.W. Shaver]

Fifty "50-foot" used high cube box cars were purchased by the Wisconsin Central in late 1990. WC 29000-29049 were rebuilt 10 = 11-90 by Gunderson. [D.G. Casdorff]

PRIVATE OWNERS and LESSEES

ADM TRANSPORTATION has acquired a number of new covered hoppers. ADMX 90001-90150 are the first 5800 cu.ft. covered hoppers for ADM. These were built by ACF in 6-90 (additional dates probable).

ADMX 50171-50207 (37 cars) are the latest known deliveries of ACF Pressure Aide PD5000 covered hoppers. Build dates 12-90 = 2-91.

ADM also received 100 new 25,500 gallon, DOT 111A100W1 tank cars early this year. ADMX 25401-25500 were built in 1-91 by Trinity, Longview TX for soybean-oil transport. [C.W. Shaver]

AIR PRODUCTS AND CHEMICALS INC. acquired a small number of LPG tank cars from Trinity Industries in 1990. These are 33,700 gallon high pressure (DOT 105J400W) cars (e.g. APRX 5013-5021 built 6-90 at Longview). [D.G. Casdorff]

AKZO CHEMICALS has taken over the lease of a number of sulfuric acid tank cars from Stauffer Chemical (e.g. ACFX 76724-76727 were built 1-85, non insulated, no coils, 13668 gallon).

A number of new-built cars are being leased from ACF Industries (e.g. ACFX 73755-73759 built 9-90 at Milton). These are DOT 105A300W, 17300 gallon tank cars. [T. Hodun]

Akzo is also leasing a small number of Thrall 5165 cu.ft. covered hoppers from GERSCO (e.g. NAHX 550930, 550942, built 7-90 at Chicago Heights). [D.G. Casdorff]

ALLIED CHEMICAL COMPANY has added 21 new-built high-pressure tank cars for hydrogen fluoride transport to its fleet. These were built by Union Tank Car at the East Chicago plant. The cars are 22,900-gallon, DOT 112S400W, non-insulated tank cars with external headshields. ACTX 423026-423046 were built 11-90. [D.G. Casdorff]

AMEROPAN OIL. Very little information available at this point on some new-built, 23,500 gallon, DOT 111A100W3 tank cars being leased from Union Tank Car (e.g. UTLX 642400, built 11-90). [T. Hodun]

AMOCO CHEMICAL CO. received six 20,450 gallon, insulated, coiled, lined tank cars for maleic anhydride service. AMCX 120027-120032 were built 1-90 by Trinity Longview. [D.G. Casdorff]

Amoco acquired 160 covered hoppers from ACF in early 1990. AMCX 160040-160199 are 5250 cubic foot Center Flows built in 2-90 at ACF's Huntington plant. [T. Hodun]

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ARCHER MINERAL CORP. ARHX 1-139 are new-built Bethlehem Coal-Porters (e.g. ARHX 7 + 49 were built 3 = 4-90 by Bethlehem Steel). These are stencilled 4000 cu.ft. [E.A. Neubauer, C.W. Shaver]

ARCO CHEMICAL CO. is leasing over 100 new-built 23,600 gallon, insulated, coiled, DOT 111A100W1 tank cars from General American Transportation (e.g. GATX 3340-3404, built 11-90, Trinity Longview; GATX 11187, built 6-90, Trinity Oklahoma City). [D.G. Casdorff]

ARISTECH CHEMICAL CORP. is leasing a small number of 20,500 gallon, insulated, coiled, lined tank cars from Union Tank Car Co. (e.g. UTLX 641857 built 3-90 by UTC ECH). [D.G. Casdorff]

ASARCO INC. In addition to the recent Trinity built sulphuric acid tank cars delivered (cf. FCJ 35:6), Asarco also acquired another 105 sulphuric acid tanks built by Union Tank Car. These are numbered ASTX 5001-5055 (built 1,3-90) and ASTX 5065-5114 (built 4-90). [D.G. Casdorff]

ASHLAND OIL began leasing a number of new-built tank cars from Union Tank Car in early 1990 (e.g. UTLX 500069, built 1-90). These are 26,500-gallon, non-insulated, coiled tank cars probably being used for crude oil transport. [T. Hodun]

AZTECA MILLING CO. is leasing a number of new-built ACF PD5000 covered hoppers from ACF Industries (e.g. ACFX 45303-45317 built 7,9-90). [T. Hodun]

BASF CORP. DBCX 800-897 (cf. FCJ 35:6) add 2-90 to the build dates for this series. [D.G. Casdorff]

BARCROFT CO. is leasing several new-built ACF PD5000 covered hoppers from ACF Industries (e.g. ACFX 45253-45254 built 7 = 8-90). [T. Hodun]

BORDEN CHEMICAL CO. is leasing a number of new-built 21,000 gallon, insulated, coiled tank cars from ACF Industries (e.g. ACFX 73858-73867 built 5-90 by ACF Milton). [T. Hodun]

CANADA STARCH CO. ("CASCO", a Canadian subsidiary of CPC) is leasing 67 tank cars from Procor, numbered PROX 76000-76066, built in 6-90 by Union Tank Car. [C.W. Shaver, D.G. Casdorff]

CARGILL INC. is leasing a number of new built PD5000 covered hoppers from ACF Industries (e.g. ACFX 45155-45177, built 5-90).

Nine 23,500 gallon, insulated, coiled, DOT 111A100W1 tank cars were added to the fleet in early 1990. CRGX 16000-16008 were built by ACF's Milton plant in 5-90. They carry no Cargill logos, but are marked as leased to the Excel Corporation. [E.A. Neubauer, T. Hodun]

CHEVRON USA, INC. added two series of new-built tank cars to its fleet. CHVX 290601-290640 are 27,000 gallon, insulated, coiled, DOT 111A100W3 tank cars built by Trinity Oklahoma City in 4 = 5-90. CHVX 290001-290069 are 23,600 gallon, insulated, coiled, DOT 111A100W3 tank cars built by Trinity Longview in 3-90 (additional dates probable).

Chevron continues to increase its covered hopper fleet (cf. FCJ 35:6 for previous orders). The latest are Trinity 5851s built at the Dallas, TX plant (e.g. CHVX 890377, built 8-90). [D.G. Casdorff]

CHICAGO FREIGHT CAR LEASING added 100 new-built 3000-cu.ft. covered hoppers from Trinity Greenville. CRDX 9300-9399 were built in 5-90. [C.W. Shaver]

CHRYSLER RAIL TRANSPORTATION CORP. has acquired a number of ACF Center Flows from LUCX (XTRX 7009 is ex-LUCX 7009).

Also, former PLMX cars are appearing in XTRX markings. XTRX 11105 (built by Portec in 11-79) and XTRX 12375 (built by FMC). These retain their original PLMX numbers. [C.W. Shaver]

COAL SUPPLY CORPORATION received 190 aluminum Bethlehem CoalPorters in early 1990. The cars are painted black (unusual for aluminum cars) with yellow rotary ends. These cars (CSCX 3001-3190) were built in 4-90 by Bethlehem Steel. [C.W. Shaver]

COASTAL REFINING became the fourth known lessee of new-built LPG tank cars in 1990. These are being leased from Union Tank Car (e.g. UTLX 910062, built 6-90 by UTC ECH, DOT 105J400W, 33,675 gallons). [D.G. Casdorff]

CONOCO INC. has added 15 new-built multi-compartment, insulated, coiled, DOT 111A100W3 tank cars to its fleet. CONX 2259-2273 have three compartments, 6100, 4075, and 10300 gallons. The series was built in 8-90 by Union Tank Car. [D.G. Casdorff]

CONSOLIDATION COAL CO. added 240 rapid discharge coal cars to its fleet in early 1990. ACCX 90001-90240 were built by Trinity 1 = 4-90. [Wil Jamison]

CORNING, INC. is leasing a small number of new-built 5165-cu.ft. covered hoppers from GERSCO (e.g. NAHX 550900-550911 built 8-90 by Thrall Car). [C.W. Shaver]

CPC INTERNATIONAL is leasing over 100 new built 17,500 gal. corn syrup tank cars from Union Tank Car (numbers range from 600409 through 600535 built 6 = 8-90 by Union Tank Car). [Wil Jamison, C.W. Shaver]

CRYSTAL CAR LINE has acquired six new-built Pressure Aide covered hoppers. CCLX 51000-51005 were built by ACF in April 1990. [C.W. Shaver]

FREIGHT CAR NEWS

DEAL PETROLEUM is leasing a number of new 23,700-gallon, insulated, coiled, DOT 111A100W3, petroleum-products tank cars from Union Tank Car (e.g. UTLX 650600, 650615, built 7-89 by Union Tank Car). This group may number up to fifty (50) tank cars (series limits are UTLX 650567-650616). [D.G. Casdorff]

DOW CHEMICAL is leasing at least thirty new-built 16,300 gallon, insulated, coiled, DOT 111A100W1 tank cars. Each car has a full length walkway and three inlets. ACFX 94177-94206 built 9-90 at Milton. These cars are for magnesium hydroxide service.

Dow is also leasing a number of unusual tank cars with external headshields from ACF Industries. The tank cars are all circa 21,000 gallon, DOT 111A100W1, non insulated, and have no coils (e.g. ACFX 94001-94174 built 7-10-90 by ACF Milton. Most of these are being used for the transport of chloroform. [T. Hodun, D.G. Casdorff]

In its own reporting marks Dow has added eighty 20,400 gallon tank cars numbered DOWX 70180-70259 built 8-90 by Trinity's Longview, TX plant. These are used in latex service. [C.W. Shaver]

E.I. DUPONT Acquired 14 new-built hydrogen peroxide tank cars from Procor's Oakville, ONT plant in Canada. DUPX 7835-7848 were built 3-90. These are DOT 111A60W7 tank cars with a 20,200 gallon capacity.

Dupont is leasing some new-built hydrogen fluoride tank cars from Union Tank Car (e.g. 970014, built 2-90 by Union Tank Car). This type of tank car has external head shields. DOT class is 112S500W. Capacity is 22,128 gallons. [D.G. Casdorff]

EXXON CHEMICAL AMERICAS ECUX 860051-860100 is a new series of fifty 5851-cu.ft. Trinity "Poly-Flo" covered hoppers built in 7-90 [C.W. Shaver]

FMC is leasing a number of new-built covered hoppers for soda ash service from ITEL. Most (about 400) of the new ITLX 40000-40499 series are actually marked for FMC service (cf. ITEL).

Add additional build dates and increased series limits to the Hydrogen Peroxide tank cars being leased from General American Transportation (cf. FCJ 35:7). GATX 73808-73817 built 4-5-90 by Trinity Tulsa. [D.G. Casdorff]

GENERAL AMERICAN TRANSPORTATION CORP. GACX 60151-60276 were formerly lettered HTCX 6060-6180 (built 1-3-89) and HTCX 6181-6185 (built 5-89). These are Thrall built 5750-cu.ft. carbon-black covered hoppers. [C.W. Shaver]

GENERAL ELECTRIC RAILCAR SERVICES CORP. NAHX 97175-97233 are former UMP 7095-series coal hoppers built by the C&O in 1979. [T. Hodun]

CPI series 389450-389649 covered hoppers (NACC serial numbers 465440-465639) have been relettered and renumbered into the NAHX 467000-467199 series.

NAHX 490000-490095 were originally from the WAR 16000-16099 series Pullman-Standard covered hoppers built in 1-80. These came to GERSCO via the CSXT/SBD 252913-253010 series. [C.W. Shaver]

GEORGIA POWER CO. Thrall Car delivered 150 coal hoppers (3800 cu.ft.) 8-9-90. Numbers are GALX 90001-90150. [Wil Jamison]

HILL & GRIFFITH CO. is leasing forty (40) additional Trinity Power-Flo covered hoppers from Chicago Freight Car Leasing Co. These are numbered in the CRDX 11050-11099 series (previous group was CRDX 11000-11039). [C.W. Shaver]

J.M. HUBER is leasing a number of new-built ACF PD5000 covered hoppers from ACF Industries (e.g. ACFX 45116-45119 built 7-90). [T. Hodun]

INTEROX is leasing a number of 22,250 gallon aluminum tank cars for hydrogen peroxide service from Union Tank Car (e.g. UTLX 140000 built 8-90 by Procor Oakville). These are DOT 111A60ALW2 tanks with full center sills. [D.G. Casdorff]

ITEL RAIL added 500 new covered hoppers, ITLX 40000-40499 (see also FMC, above). The cars were built 11-90 = 1-91 by Trinity's Greenville, PA plant. These are 4750 cubic foot capacity cars.

Boston & Maine series 105-119 (5100-cu.ft. "Blue-Island reefers") have become USLX 3029-3043. [C.W. Shaver, M.B. Foley]

JOHNSON & JOHNSON CONSUMER PRODUCTS, INC. is leasing four new-built ACF PD5000 Center Flows from ACF Industries (ACFX 45416-45419, built 1-91 at Milton). [T. Hodun]

KEEBLER COMPANY is leasing a number of new-built ACF PD5000 Center Flow covered hoppers from ACF Industries (e.g. ACFX 45262-45264 built 9-90). [C.W. Shaver]

KERLEY ENTERPRISES is leasing some new tank cars from General American Transportation (e.g. GATX 3890, built 1-90; 3930-3931, built 3-90 by Trinity). [D.G. Casdorff]

LEVER BROTHERS CO. is leasing a number of new built ACF PD5000 covered hoppers from ACF Industries (e.g. ACFX 45318-45336, 45356, 45361-45364 built 9-10-90 at Berwick). [T. Hodun]

MAERSK began operating sixty (60) new-built double-stack container cars in its own reporting marks. MAEX 100000-100059 were built 1-2-90 by Gunderson [C. Palmieri, C.W. Shaver, D.G. Casdorff]

FREIGHT CAR NEWS

MAPCO ALASKA PETROLEUM, INC. Add a 6-90 build date to the TILX 260442-260511 series leased to Mapco (cf. FCJ 35:8). [C.W. Shaver]

MIDWEST ENERGY SERVICES MIDX 101-110 are ex-SSGX 101-110 (Pullman-Standard 9681A, 8-73; 1006A, 1-79). [M.B. Foley]

MOBIL OIL became the first lessee of the new-built LPG tank cars. The cars are 33,600 gallon, high pressure (DOT 105J400W) tanks built 4 = 6-90 by Trinity Longview. The cars are being leased from General American Transportation (e.g. GATX 61501-61611). [D.G. Casdorff]

MONSANTO CO. is leasing a number of new-built 16,000 gallon, 100-ton, insulated, non-coiled, DOT 111A100W2 tank cars from ACF Industries (e.g. ACFX 73441 built 7-90 by ACF Milton).

New-built phosphorus transport cars are being leased from Union Tank Car (e.g. UTLX 641873, built 8-90). These are 14,000 gallon, DOT 111A100W1 tank cars. [D.G. Casdorff]

Monsanto is also leasing a small number of new-built 15,000 gallon stainless steel, insulated, coiled tank cars from ACF Industries (e.g. ACFX 73711-73722, built 5-90 by ACF Milton). [T. Hudun]

NALCO CHEMICAL CO. is leasing a number of new-built 20,800 gallon hydrochloric acid tank cars (insulated, uncoiled, DOT 111A100W5) from ACF Industries (e.g. ACFX 73723-73732 built 5-90 by ACF Milton). [T. Hodun]

NATIONAL SALVAGE AND SERVICE CORP. Some additional information on this company. All of those former SP/SSW box and refrigerator cars relettered for this company (NSSX 10000-10139, ex WCRC 10000-10139) are being used to ship garbage from New York to Iowa. [C.W. Shaver]

NATIONAL STARCH & CHEMICAL is leasing up to ten (10) new-built, three compartment, insulated, coiled, lined, DOT 111A100W1, tank cars from ACF Industries (e.g. ACFX 73125, built 6-89 by ACF MILT). Probable series is ACFX 73125-73134. [D.G. Casdorff]

ACFX 45428-45432 are new-built PD5000 covered hoppers being leased to National Starch & Chemical. These were built in 2-91. [T. Hodun]

JOHN NEAS TANK LINES INC. acquired 10 new-built, insulated 23,500 gallon tank cars from builder Union Tank Car in 8-90. Series is JNTX 1041-1050. [D.G. Casdorff]

NORTHERN INDIANA PUBLIC SERVICE CO. Previously unreported are thirty new-built aluminum coal cars numbered NORX 2100-2129. These were built in 11-89 by Thrall Car, Chicago heights (job 600). Capacity is 4325 cu.ft. [C.W. Shaver]

NORTHERN STATES POWER CO. is operating 240 new-built, aluminum, 5-bay, 4000 cu.ft. coal hoppers, numbered NSPX 90001-90240. The cars were built 5 = 6-90 by Thrall Car, Winder, GA (Job 622). These are being leased from Transportation Corporation of America. [M.B. Foley, C.W. Shaver]

Another 240 coal cars were added to the fleet later in 1990. NSPX 90501-90740 were built 7 = 10-90 by Trinity's Greenville and Mt. Orab plants. These have a 4080 cu.ft. capacity. [C.W. Shaver, M.B. Foley]

OCCIDENTAL CHEMICAL CORP. ELECTROCHEMICALS & SPECIALTY PRODUCTS. American Car & Foundry has delivered its first 3200 cubic foot capacity CenterFlow twin hoppers since the mid-Sixties. The HOKX 750000-series were built 12-90 = 2-91 at the Milton plant (numbers sighted so far range as high as HOKX 750139). [T. Hodun]

OCCIDENTAL CHEMICAL CORP. PVC RESINS has acquired a number of new built, new design covered hoppers for plastics service. OCPX 70701-70834 were built by the ACF Huntington plant in 8 = 9-90. These are the largest size plastics service covered hoppers built to date, with a stencilled capacity of 6200 cu. ft. [M.B. Foley, D.G. Casdorff]

OLIN CORP. is leasing a number of new-built hydrochloric acid tank cars from ACF Industries. These are DOT 111A100W5, non-insulated, 20,800-gallon cars (e.g. ACFX 73961 built 7-90 by ACF Milton). [D.G. Casdorff]

OXY PETROCHEMICALS has acquired 150 new-built covered hoppers from Thrall Car. Numbers are ALAX 61401-61550 built in 6 = 8-90.

PACIFIC RAIL DISMANTLING has acquired at least nine rebuilt flat cars (probably ex FAs) for wrecked freight car transport (e.g. PRDX 55100, built 7-76 and 55500 built 11-68). The cars were rebuilt and converted in 10-90 by the GERSCO shops at Mira Loma, CA. [D.G. Casdorff]

PENFORD PRODUCTS CO. is leasing a small number of new-built 21,000 gallon tank cars from ACF Industries (e.g. ACFX 72977 built 11-90, insulated, coiled).

Also, additional PD5000 covered hoppers (cf. FCJ 35:8) are being leased from ACF Industries (e.g. ACFX 45396-45397 built 10-90). [T. Hodun]

PENNZOIL PRODUCTS began leasing a number of new-built 23,500 gallon insulated, coiled tank cars from Union Tank Car Co. (e.g. UTLX 642146-642158, 642177, 642185 built 6 = 7-90 by UTC ECH). [C.W. Shaver, D.G. Casdorff]

PETROWAX is leasing a number of new-built 25,900 gallon, insulated, coiled, DOT 111A100W1 tank cars from Union Tank Car (e.g. UTLX 642318-642320, 642324, 642327, 642330-642331, 642333, 642336-642337, 642341, 642431; built 9 = 11-90 by Union Tank Car). [M.B. Foley, T. Hodun]

FREIGHT CAR NEWS

Petrowax is also leasing new Trinity built tank cars from General American Transportation (e.g. GATX 54120). [C.W. Shaver]

PHELPS DODGE is leasing several recently built sulphuric acid tank cars from General American Transportation (e.g. GATX 7312-7373, built 9 = 12-89 by Trinity). [D.G. Casdorff]

PHILLIPS 66 COMPANY acquired some new tank cars in 1990. Only few details available presently. PSPX 29471-29512 is the present known series limits. PSPX 29501 has a built date of 8-90. [C.W. Shaver]

Also, add a 4-90 build date to the PSPX 2204-2324 series covered hoppers mentioned in FCJ 35 (p. 8). This gives a built date range of 4 = 5-90. [D.G. Casdorff]

PPG INDUSTRIES is leasing some new-built chlorine transport tank cars from Union Tank Car (e.g. UTLX 920107, built 6-90 by Union Tank Car, East Chicago). These are 90-ton, DOT 105S500W, insulated tank cars. [T. Hodun]

PROCOR LIMITED added thirty new-built 5810 cu.ft. capacity covered hoppers to its fleet. UNPX 123600-123629 were built in 1-90 by Procor Oakville (plant code P-75). [D.R. McQueen]

PROCTER & GAMBLE is leasing a number of new built ACF PD5000 (Pressure Aide) Center Flows from ACF Industries (e.g. ACFX 45375-45394 built 11-90). [T. Hodun]

Trinity Leasing is leasing a number of new-built "Power-Flo" 5125 cu.ft. covered hoppers to P&G (e.g. TILX 5103-5115 built 12-90 at Ft. Worth). [D.G. Casdorff]

RAIL BRIDGE CORPORATION. Additional information on the RBCX 1001-1020 series (cf. FCJ 35:9). Build date 5-90. Owner/lessor: Greenbrier Intermodal. [D.G. Casdorff]

RAISIO CO. is leasing a number of new-built 5125 cu.ft. Trinity Power Flo covered hoppers (e.g. GACX 10160-10161 built 8-90 at the Fort Worth plant). [E.A. Neubauer]

REACTIVE METALS INC. is leasing several new-built tank cars from General American Transportation for sodium metal transport (e.g. GATX 26338-26343, built 9-90 by Trinity, Longview). These are 20,600-gallon, DOT 105S300W, insulated, coiled, unlined tank cars.

RMI has several chemical plants in Ashtabula, OH and produce sodium metal and chlorine. This is the second block of Trinity new-built GATX initialed sodium metal tanks in the past few years. RMI has a large fleet of full center sill and stub sill T543s hauling most of the sodium metal produced, all GATX SHN built. [T. Hodun]

REXENE PRODUCTS has increased its leased fleet of covered hoppers and tank cars in 1990. This includes new-built 5800-cu.ft. covered hoppers from ACF Industries (e.g. ACFX 68104,

68157 built 5-90 and 68206) and a number of 25,300 gallon, insulated, coiled, DOT 111A100W1 tank cars for styrene monomers service (e.g. ACFX 94214-94245 built 10 = 11-90 by ACF Milton). [C.W. Shaver, D.G. Casdorff]

SID RICHARDSON has added thirty new-built carbon-black covered hoppers to its fleet numbered SRCX 950-979. These were built by Thrall Car in 10-90 (job 640). [C.W. Shaver]

SETHNESS PRODUCTS is leasing a number of 17,600 gallon tanks cars from General American Transportation (e.g. GATX 4554 built 8-90 at Oklahoma City). [E.A. Neubauer]

J.R. SIMPLOT has acquired another fifty new hi-cube cryogenic (RC) refrigerator cars numbered 6100-6149. These are similar to the earlier 6000-series cars, but have a slightly different livery. The new 6100-series cars have gray excess-height areas on the ends instead of white. These were built in 8-90 by Gunderson (additional dates probable). [C.W. Shaver]

A.E. STALEY is leasing a number of new-built ACF PD5000 covered hoppers from ACF Industries (e.g. ACFX 45221-45224, 45244-45248, built 8-90). [T. Hodun]

Staley has introduced a new reporting mark (STSX) and received delivery of 535 new-built corn syrup cars. The new tank cars were built by Trinity's Longview plant (e.g. STSX 1772, built 11-90). These are 17,600 gallon, DOT 111A100W3, lined, insulated and coiled tank cars. [D.G. Casdorff]

SWINDELL-DRESSLER ENERGY SUPPLY CO. is adding more rapid-discharge coal hoppers to its 600+ sized fleet. SDEX 10659-10703 were built in 10-90 by Trinity Industries. [C.W. Shaver]

TENNECO MINERALS COMPANY is leasing eighty (80) new-built 100-ton, 16,300-gallon, DOT 111A100W1, insulated, coiled, tank cars from ACF Industries numbered ACFX 94282-94361, built 1 = 2-91 at Milton. [T. Hodun]

TEXACO REFINING & MARKETING is leasing 23,600 gallon tank cars from General American Transportation (e.g. GATX 3225, 3301, 3307 built 6 = 7-90 at Trinity's Longview plant). These are insulated, coiled, DOT 111A100W1 tank cars. [E.A. Neubauer, D.G. Casdorff]

TRAILER TRAIN continues receiving new double stack container cars. Also, add a 5-90 build date to the DTTX 72482-72581 Thrall Car built series (cf. FCJ 35:9).

Add a 6-90 build date to the DTTX 73359-73458 (cf. FCJ 35:9). The latest new-built Gunderson, Portland, Oregon double-stack container cars are as follows:

DTTX 73279-73358	GWG52	1 = 4-90
DTTX 73459-73538	GWG52B	7 = 10-90
DTTX 73539-73558	GWG52B	12-90 = 1-91

FREIGHT CAR NEWS

Trinity Industries continues to build new double stack container cars. In *Freight Cars Journal* 35 (p.9), we mentioned the DTTX 74154-74225 series. We now know that DTTX 74186-74225 are actually class RWG52Cs (the previous report listed these as class RWG52Bs). Build dates for the 74186-74225 group are 9=10-90 so far. We need additional sightings of DTTX 74154-74185 to confirm class and build dates (the only sighting we have now is DTTX 74170, RWG52C, built 6-90).

All-purpose spine cars (articulated single stack container and/or trailer platforms) continue to be delivered from four manufacturers.

Bethlehem Steel	BAF55A	TTAX 78420-78584	7=9-90
Bethlehem Steel	BAF55B	TTAX 78585-78699	9=10-90
Gunderson	GAF55B	TTAX 79000-79124	11-90=1-91
Thrall Car	TAF55	TTAX 77200-77324	8=10-90
Trinity	RAF55B	TTAX 76509+	8-90
Trinity	RAF55B	TTAX 76525-76584	9=10-90
Trinity	RAF55	TTAX 76608-76706	1-91

Additional 73-foot Center Beam lumber flat cars were delivered to Trailer Train in 1990 (e.g. TTZX 86987, built 4-90; 87122, built 6-90; 87145, built 7-90 at Thrall Car Clinton, IL). Class TSH75. Numbers for the TTZX cars now go as high as 87281.

TTQX is a new reporting mark for Trailer Train. The present definition is for the new extra-height triple deck auto rack (cf. Conrail and Union Pacific). These 20'2" racks are designed to carry vans and trucks on the upper levels and autos on the lower level, and are used for Chrysler Corporation service. [D.G. Casdorff, C.W. Shaver]

TRANSPORTATION EQUIPMENT, INC. added 50 tank cars to its fleet. TEIX 2400-2449 were built in 8-90 by Gulf RailCar of Houston, TX. These are 23,500 gallon, insulated, coiled, DOT 111A100W3 tank cars leased to Exxon. [D.G. Casdorff]

UNION CARBIDE continues to increase its fleet of leased tank cars from Union Tank Car (e.g. UTLX 201162 built 10-89 by Union Tank Car, 27,200 gallon, non-insulated, non-coiled, PL 3066 lined general-service tank car and UTLX 641706 built 11-89 by UTC, 20,500 gallon, insulated, coiled, PL 3070 lined, general-service tank car). [D.G. Casdorff]

UNION TANK CAR's leasing fleet acquired fifty-two (52) plastic granules hoppers from Transportation Corporation of America in 1989: UTCX 48025 (ex TCAX, unknown number), and UTCX 48026-48076 (ex TCAX 65050-65100). [E.A. Neubaauer]

UNOCAL is now the third known operator of new built "LPG" tank cars. Unocal is leasing a number (about 50) 33,700 gallon high-pressure tank cars from General American Transportation for butadiene inhibited service (e.g. GATX 66101-66143 built 6=7-90 by Trinity Longview [D.G. Casdorff])

U.S. PETROLEUM is leasing a number of new-built 26,500-gallon, insulated, coiled, unlined tank cars from General American Transportation (e.g. GATX 54116, built 10-90 at Trinity's Longview plant). [T. Hodun]

WESTVACO CORPORATION Former Southern Pacific woodchip gondolas (GTS). About a dozen cars were sighted in fresh paint (probably painted 1-91) on 2-9-91 numbered WVCX 20121-20131. A few days later on 2-16-91 the cars had been renumbered to WVCX 2121-2131. Westvaco originally received some ex-SP woodchip gons of the same type in about 1986 (cf. FCJ 17/18:5). There are a total of forty (40) in this new series, numbered WVCX 2120-2139. These are owned by Westvaco (as opposed to the earlier cars that were leased from Greenbrier). [D.G. Casdorff, C.W. Shaver]

XTRA (See Chrysler Rail Transportation Corp.)



WVCX 2124. This car had just been renumbered from WVCX 20124. Former Southern Pacific woodchip gondola car class G-100-17. Colton, CA. David G. Casdorff.

THE MIDWESTERN GRAIN CARS: PART 1 THE GARVEY ELEVATOR COMPANY, INC. (GELX)

by James Kinkaid

Although grain is predominately moved by either railroad owned covered hoppers, or via cars owned or leased out by the various big private owners, (i.e., General Electric or Pullman-Standard), if one looks through an Official Railway Equipment Register, numerous smaller companies can easily be found to exist, especially throughout the midwest.

Out in the middle of the wheat belt, the Garvey Elevator Company, (GELX), is just such a company. Garvey, with headquarters located in Hutchinson, Kansas, owns and operates about 100 cars and at one time also leased another 50 cars from North American.

The Garvey cars can be broken down into three broad groups: the Pullman-Standard Cars, the ACF cars and the leased cars.

The Pullman-Standard cars

In April 1966, Garvey Elevator first went into the railroad car ownership business with the delivery of 25 Pullman-Standard 4427 cu.ft. covered hoppers from their Butler, PA plant. These cars, GELX 10-34, were from the production lot #9125 and were serialized 1 thru 25. These cars averaged 61,900 lbs. light weight and averaged 201,100 lbs. load limit. All of these cars were equipped with the standard gravity outlets, 4 piece continuous hatches, high mounted Ajax brake gear and ASF ride control 100 ton trucks with the standard 36" wheels. Since these are the smallest capacity cars in the Garvey fleet, the Garvey people naturally enough refer to these cars as the "small hoppers."

In February of 1975, Garvey returned to Pullman-Standard for six more cars, GELX 35-40. These were the newer 4750 cu.ft. style cars, as the 4427 cu.ft. style production was terminated circa late 1971. These cars came from production lot #9761, and were serials 211A-216A, (the remaining 210 cars in lot #9761 were PTLX initialed). According to Mr. Otto Gehrt, the traffic manager at Garvey Elevator, some of these cars were purchased to fill voids left in the roster due to attrition of several of the 4427 cars, with the others being added to increase the fleet capacity.

In any case, Garvey Elevator went back a third time to Pullman-Standard, picking up two more cars of the 4750 cu.ft. design, these being GELX 41 and 42.

These were delivered in November 1976, and were from production lot #9866A, with they being serials 1A and 2A, (these two cars having been added to a GTW production run which was lot #9866). According to Mr. Gehrt, these two cars were definitely replacements for other destroyed cars.

All of the 4750 cars had low mounted Universal model 7400-3 brake gear, 4 piece continuous hatches, standard gravity outlets, ASF ride control trucks and Cardwell-Westinghouse MK-50 draft gear. All of the Pullman-Standard cars were painted light gray with black markings and a red "Garvey Elevators Inc." logo. Unlike their ACF cousins, the logos for the P-S cars had to be modified a bit to accommodate the ribs. Note that the large "G" had to be draped over a rib on the 4750 cars due to the closer rib spacing. Although most of the existing 4750 cars still have

their original paint, all of the 4427 cars have been repainted. The paint on the repainted cars varies, but most are a very light gray, almost white in color.

The ACF cars

In August 1979, the ACF Huntington, WV plant delivered 28 Center Flow® cars to Garvey Elevator, those being GELX 7901-7928. These were serial numbered 64501-64528. These cars were of the 4650 cu.ft. type, had 5090 gravity outlets, 4 piece continuous hatches, Universal 7400-3 brake gear, ASF ride control 100 ton trucks and Cardwell-Westinghouse model R-500 draft gear. The cars averaged 64,800 lbs. light weight and 198,200 lbs. load limit.

Once again, Garvey went back to ACF, and in August 1981 their Huntington plant delivered 50 more cars, those being GELX 8101-8150, which were serialized 72518-72567. Note that the first two digits of the ACF car numbers reflect the year built. These were also of the 4650 cu.ft. design, and also incorporated 4 piece continuous hatches, Universal model 7400-3 brake gear, and the ASF 100 ton ride control trucks with the 36" wheels. However, instead of the 5090 outlets, these incorporated the 5059 outlet style, and had the National Castings Div., (a division of Midland-Ross Corporation) model NC-660 draft gear. Both the 7901 and the 8101 classes were equipped with the Universal model 2300-DJ slack adjuster.

Like the Pullman-Standard cars, all of the Garvey ACF cars were painted the "standard" gray with black markings. All of the 7901 cars had the red Garvey logo centered on the car sides. However, some of the 8101 class cars were delivered from the builder without logos, as is shown on the GELX 8101. The following cars, (at a minimum) did not have any logo applied: 8101, 8102, 8115, 8125, 8129, 8131 and 8148. At least two cars had a modified, or "spread" logo, apparently applied after a repair/repaint, and possibly utilizing the P-S logo stencils. These two cars were the GELX 8142 and 8150. A further one-time only modification to the Garvey logo can be found on GELX 7906. This was made using an obviously homemade stencil after a major repair - note the letter cutouts used to hold the stencil in one piece.

All of the Garvey Elevator owned cars are kept in a very clean state, and in good repair, possibly reflecting the fact that these cars are likely to return home often, instead of being out "there" all of the time.

The Leased Cars

In addition to their own cars, for some time Garvey Elevator leased 50 cars from the North American Company. These were also of the 4750 Pullman-Standard design, and were marked NAHX 54400-54449. These were also built at Pullman-Standard's Butler, PA plant, being built from 12-73 thru 1-74, and were from production lot #9693, (this lot included 400 NAHX cars, with some of GTW coincidentally). The car serial numbers are believed to be 101-150, although confirmation is desired on



The 7901 series class car. This photo illustrates the importance of getting those photos NOW, not later, as GELX 7901 was destroyed less than two months later. Wichita, KS. 8-21-90.

this fact. The lease start date is unknown, but these cars most likely went direct from P-S to Garvey and into service. This lease was terminated in 1984, but they can still be seen in their Garvey paint scheme, as was witnessed in Kansas City in October of 1990.

At the height of Garvey's operations, they owned or leased a total of 161 cars, not really an extensive operation, but hard to describe as small either. The cars, according to Mr. Gehrt, are mainly used to shuttle grains between the various Garvey elevators, of which there are nearly 40 in Kansas alone. They do see some occasional service to the Gulf ports, usually running in small blocks of cars. Routing is via the ATSF and UP, (nee MP). These cars really move, especially in the warm months. In my near daily trek to trackside, I've yet to see a GELX car sit in one place for more than 24 hours. I would imagine that their car utilization is quite high.

Several cars have been destroyed over the years, with 10, 11 and 40 known to having been off of the roster for some time and GELX 8138 being destroyed around 1983. The biggest headache though, came at 2035 hours on October 12, 1990, when the ATSF Railway took a big chunk out of Garvey's roster. At that time, the Santa Fe suffered a derailment in the vicinity of Mulvane, KS, reportedly due to a broken wheel. Of the 20, (according to the ATSF) cars that were derailed, with 19 being listed as destroyed, Garvey owned 16, with another damaged! Besides ACFX 17215, 19912 and 19947, the following GELX cars were condemned and cut up on site: 25, 28, 29, 7901, 7903, 7905, 7916, 7924, 7927, 8104, 8116, 8119, 8124, 8127, 8133 and 8136. Car 8140, the 17th car, was rerailed and only suffered minor bruises. Garvey has not yet decided exactly how they will replace these cars.

As the cars are not too common outside of the wheat belt,

there may not be many folks who might want to model them. However, for those so inclined, there are several alternatives. The simplest would be the ACF cars. For these the McKean, (ex-Front Range) 4650 ACF models would be exactly right on, although I haven't checked out the outlet styles yet. The logo would have to be hand painted, but so was the prototype! The red color of the logo is faded now, but appears to have been a rather bright red when new, possibly something like the Burlington's "Chinese" red.

As for the Pullman-Standard cars, there are several ways to go about these, but all are either kit-bashes or scratchbuild jobs. For the 4427 cars, there was a good article in the Jan/Feb 1985 *Model Railroading* magazine, which showed how to nicely adapt an Athearn 4740 car. This involved new sides along with correcting the length, etc. The 4750 cars would be a scratchbuild option, at least until someone wakes up and puts out one in plastic. However, for this one, there were plans and a production roster published in the December 1983 *Mainline Modeler* magazine. The *Mainline Modeler* issue is still available thru the publisher, but I do not know if the *Model Railroading* issue is available or not.

This concludes the first part of this three part article. In our next installment, we'll continue on with the mid-western based grain cars, this time focusing on the Garvey Grain Division of Garvey International. Don't let the similar sounding name fool you. This is quite a different operation indeed, both in operations and equipment.

ACKNOWLEDGMENTS

I would like to thank the following people for their most invaluable help with this article: Mr. Otto Gehrt and Mr. Eric Neubauer.

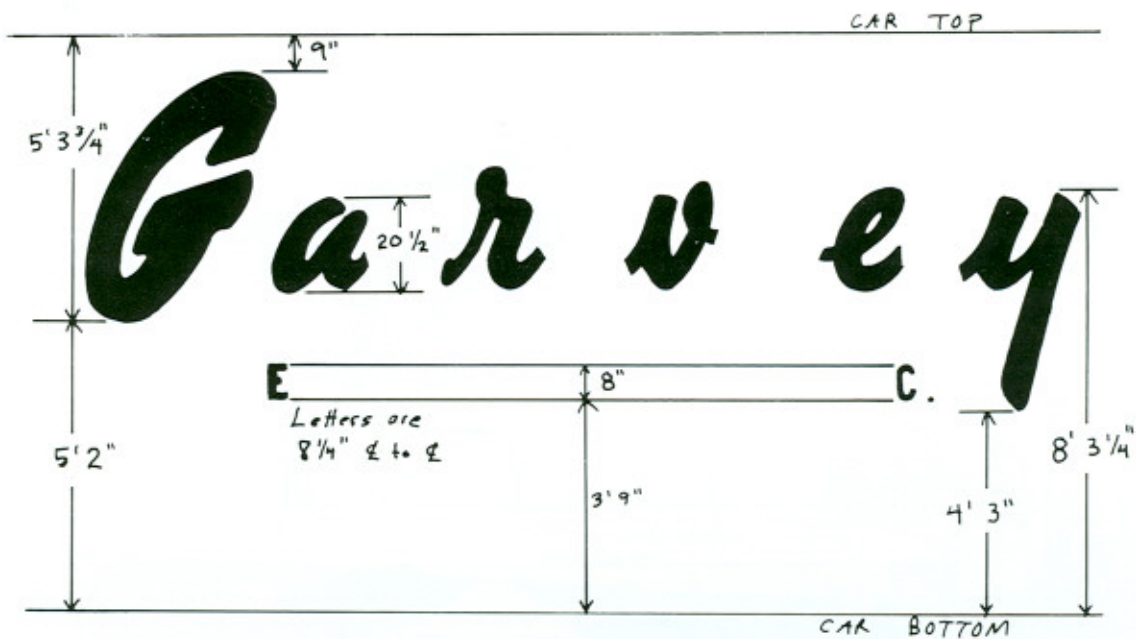
THE MIDWESTERN GRAIN CARS: PART I



GELX 28. This car, one of the Pullman-Standard 4427 cu.ft. cars from the first P-S order, was destroyed 10-12-90. Photographed August 1990.



GELX 35 is the class car of Garvey's second Pullman-Standard order, built 2-75.



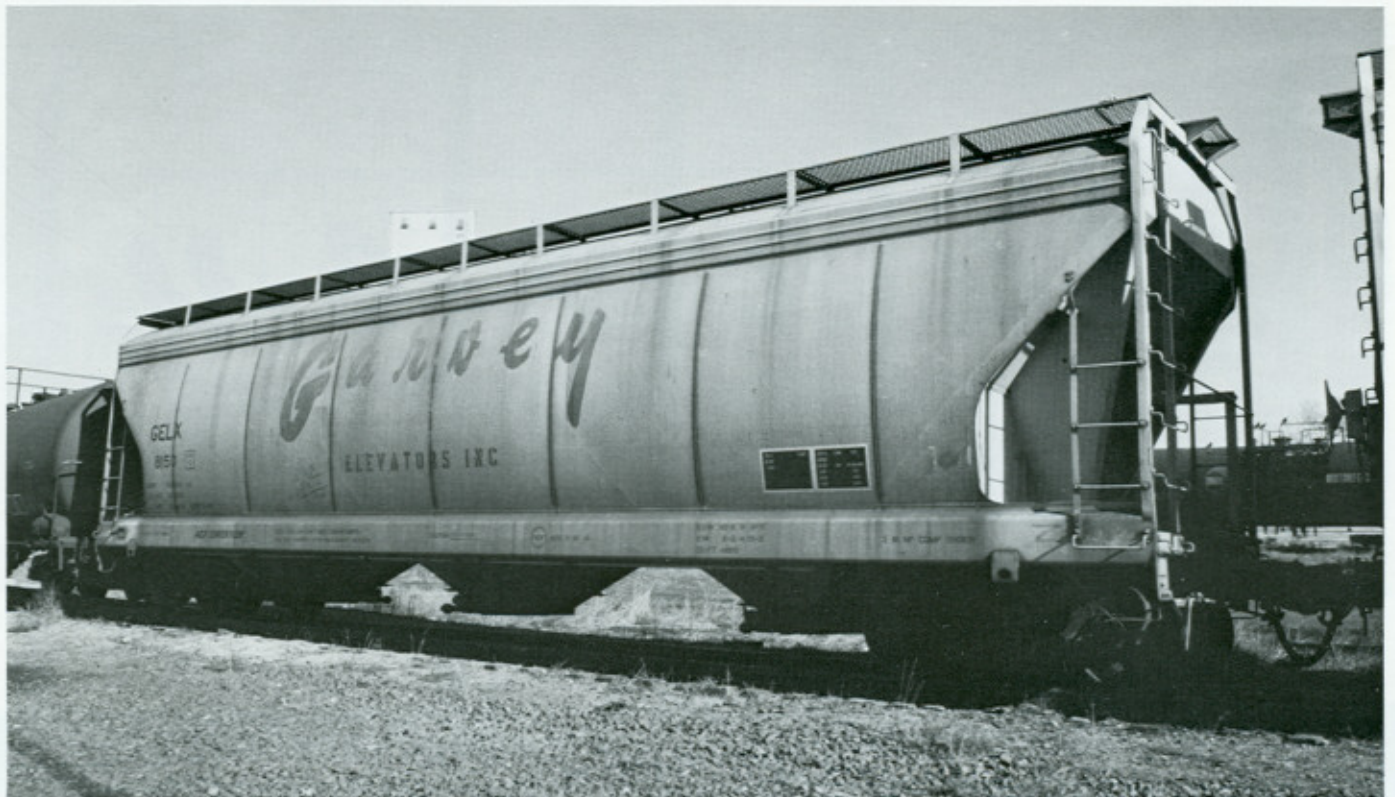
Logo for Pullman-Standard cars.



This logo, slightly different from the ACF style, was used on all of the rib-side hoppers. On the 4750 cu.ft. cars the 'G' had to be draped over one of the ribs.

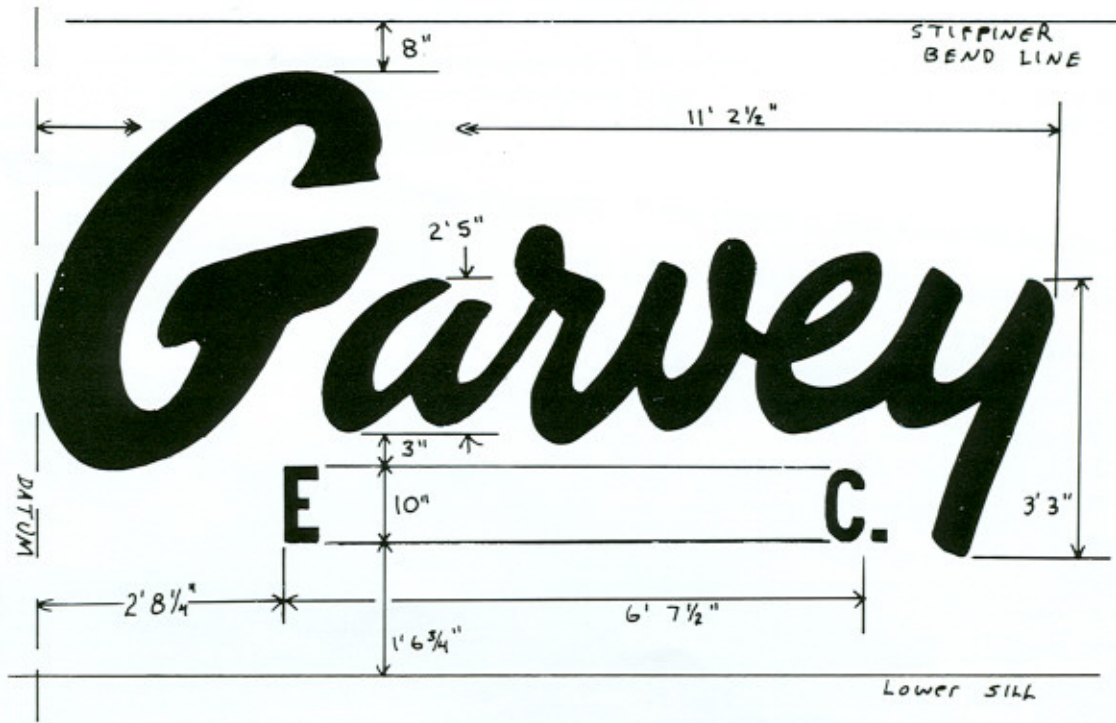


GELX 8101. Note that this car was delivered without any logo. Wichita, KS. October 1990.



GELX 8150. This car along with 8142, have the "spread" logo - probably not original to the cars.

FIG. 11
ACF logo
JAK



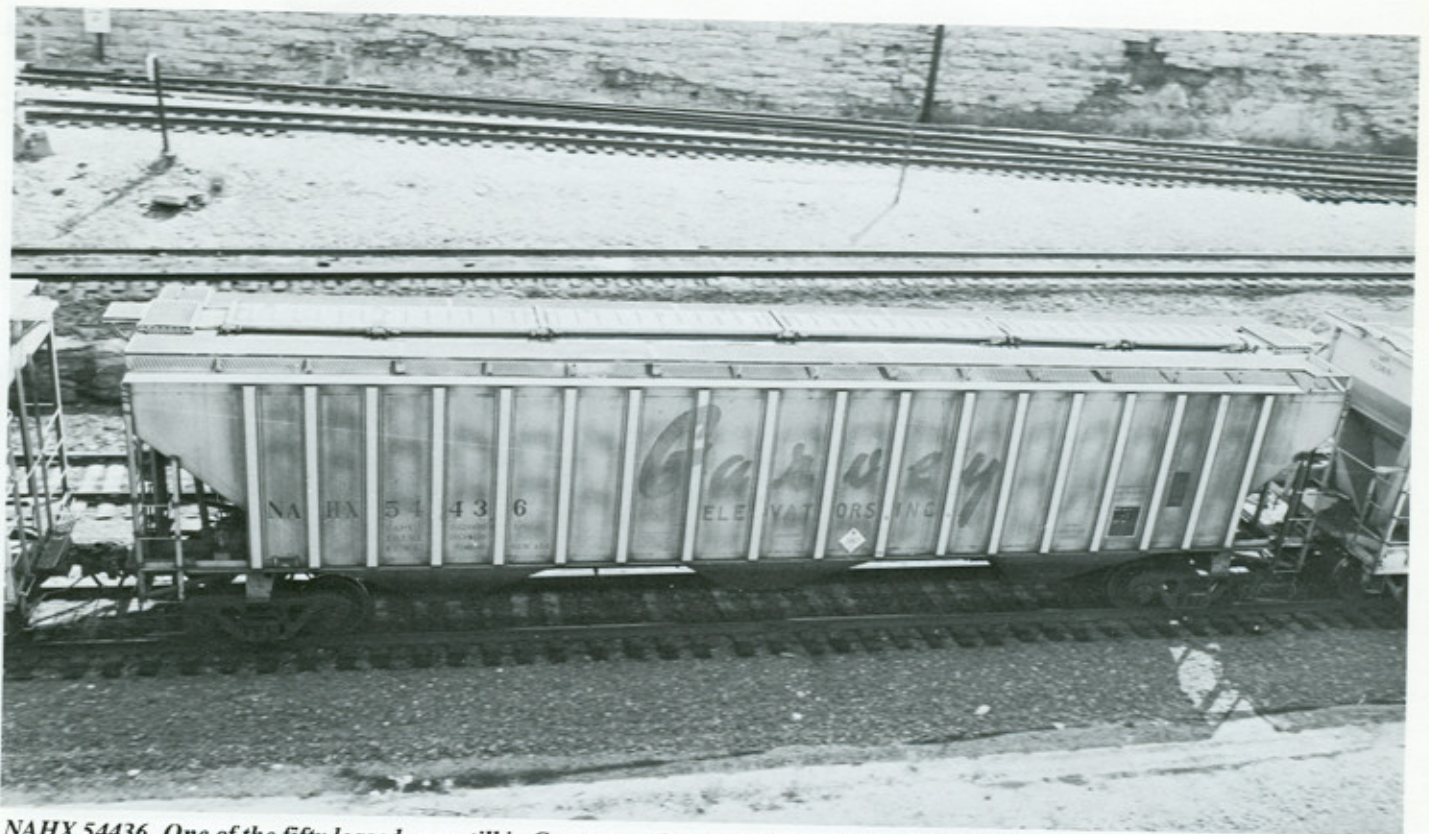
GELX 8106
Logo for ACF cars.



Note hand painted logo.



GELX 7906 illustrates the one-only "split" Garvey logo, applied after an extensive repair. Wichita, KS. October 1990.



NAHX 54436. One of the fifty leased cars still in Garvey marks over six years after the end of the lease. Kansas City, MO 10-9-90.

'BLUE ISLAND' REEFERS

by David G. Casdorph

"Blue Island Reefers" was the nickname that was proposed by this author about six years for the USEX/Evans 5100 cu.ft. RBL-refrigerator cars. Named so, because most (if not all) were built at Blue Island, IL by the United States Railway Equipment Co. and later Evans Products. Closest HO scale kit: Details West #500 (50' Double Plug Door Box).



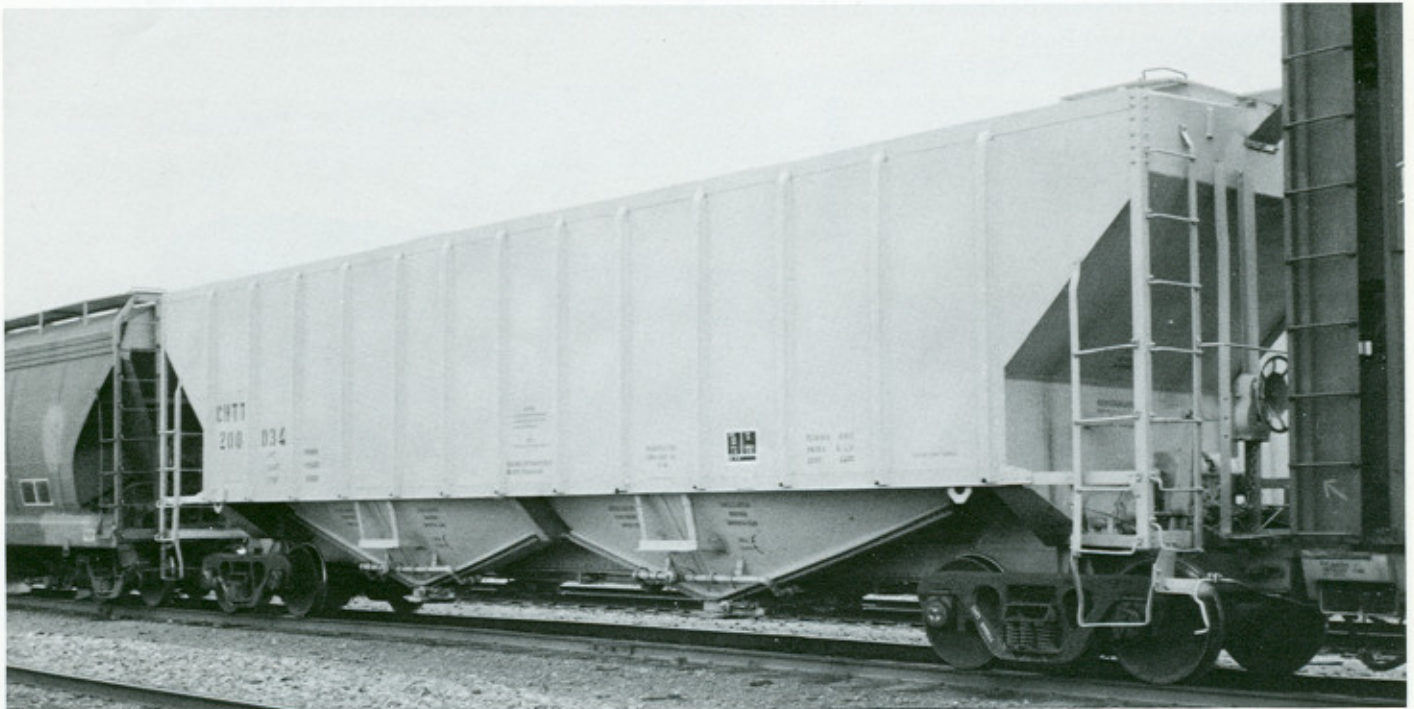
LNAC 5333. Built 6-77. Photographed in Vernon, CA on June 28, 1983. David G. Casdorph.



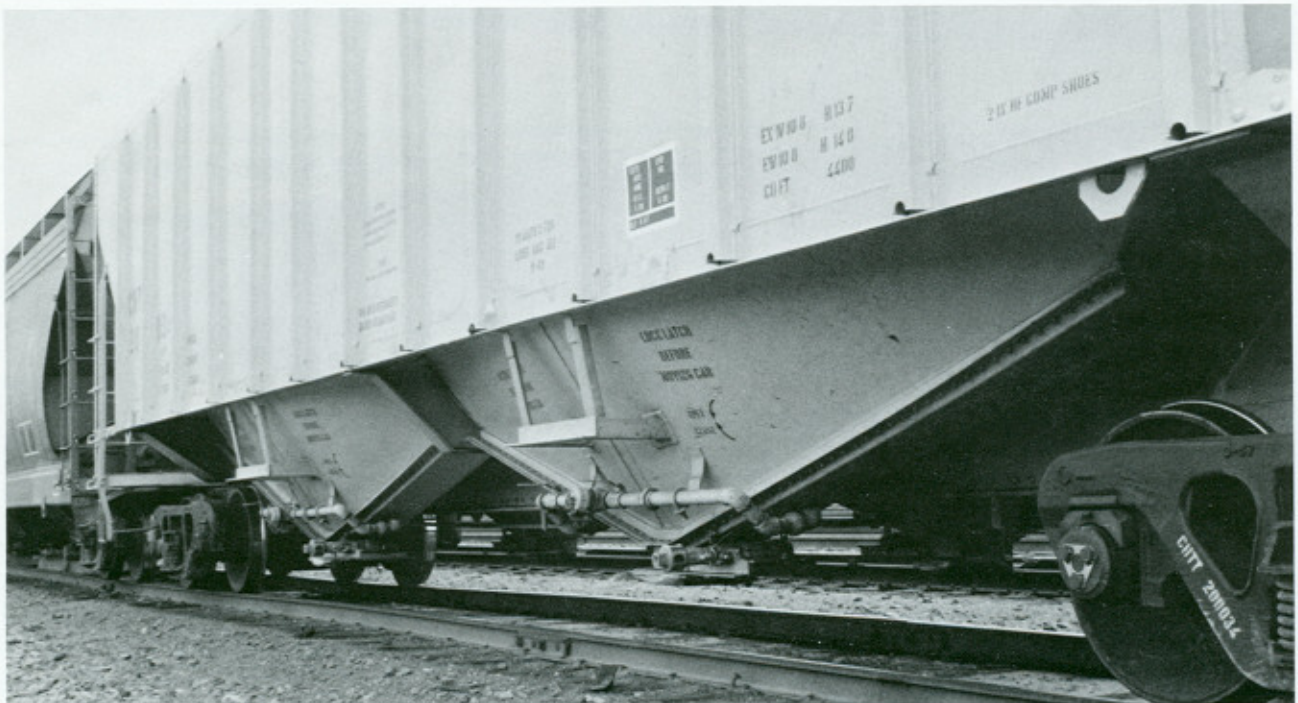
WC 1011. Photographed in Industry, CA in March 1989. David G. Casdorph.

CHTT 200034 FLUIDIZED-GRAVITY COVERED HOPPER CONVERSION

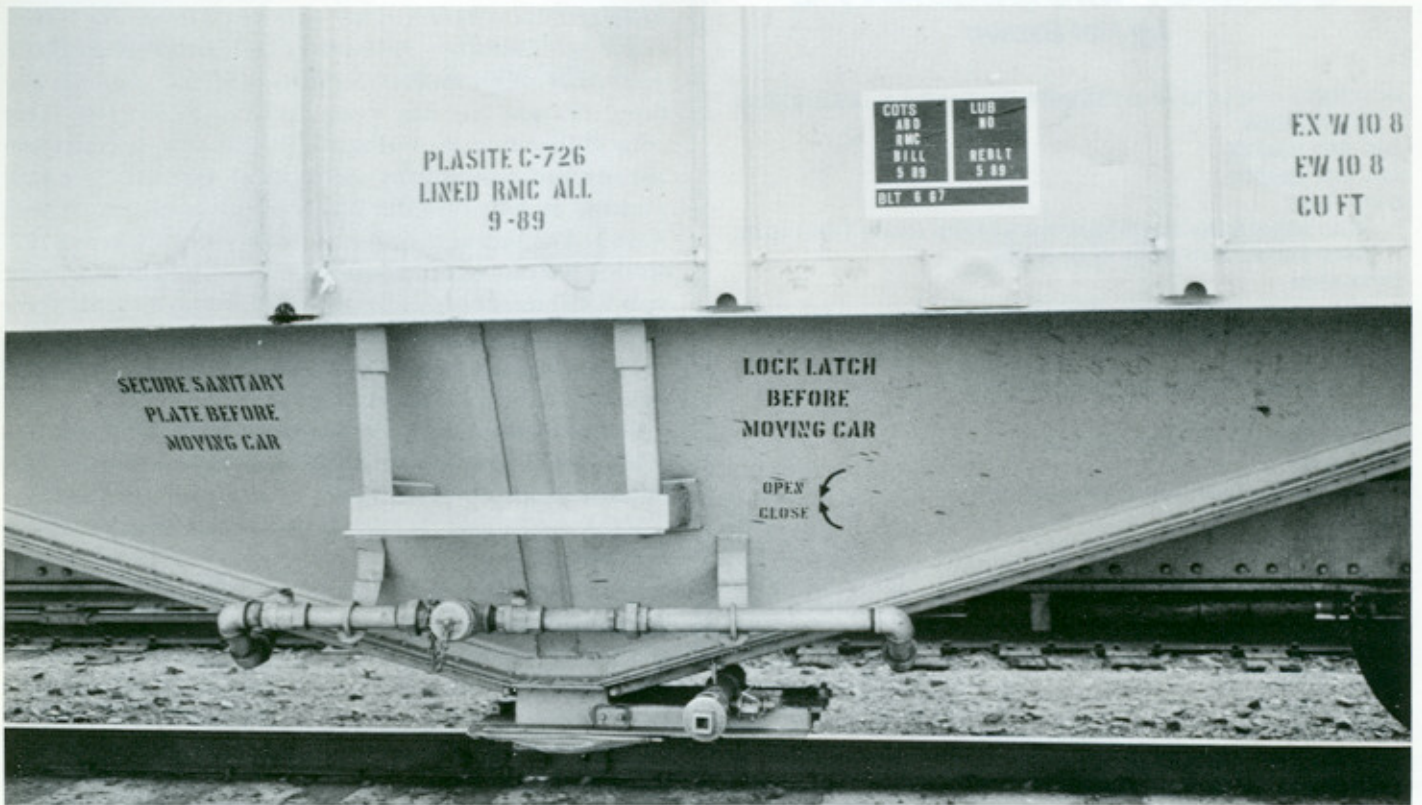
by Raymond M. Jorgensen



CHTT 200034. This car is part of the CHTT 200001-200076 series. The cars were originally built as grain hoppers. This car was built in 6-67 and converted to a fluidized-gravity covered hopper in 5-89 by Railcar Maintenance Company's Bill, Wyoming shops. These photographs were taken at C&NW Proviso Yard on June 8, 1990 by the author.



CHTT 200034. Detail showing new hopper bays.



CHTT 200034. Detail of new bay and piping for fluidizing operation.



CHTT 200034. Detail left side 'A' end.

CONSIST MISCELLANY 2

by Hal Brown

DOLORES 2-17-91 1 CXLAF 12 CSX (NEW ORLEANS, LA) LOS ANGELES
FORWARDER

SSW 9372 SD45T-2

SSW 9282 SD45T-2

DTTX 63042

SEAU 152109 SEAU 426850 SEAU 803744 SEAU 604879 TEXU 411492

GSTU 862556 GSTU 810761 SEAU 143269

DTTX 63124

SEAU 104920 SEAU 137627 SEAU 410137 KNLU 419930 UFCU 236059

SIHU 134444 SEAU 464119 SEAU 604516 SEAU 602241 SEAU 803774

SP 2365

SEAU 803848 SEAU 143985 TEXU 413651 SEAU 136649 SEAU 109527

TTAX 79023

CTIU 298526 CTIU 486263 GSTU 605291

TTAX 79015

SCPU 413664 TPHU 450588 UFCU 635277

TTX 602125

REAZ 240098

TTX 150221

KLFU 600185 AKLU 291162

RTTX 156535

REAZ 236802

TTWX 971634

FECZ 630398

VTTX 300312

DCIU 520002 ICLU 946046 ICLU 946235

VTTX 302033

SEAU 102665

TTWX 973808

SEAU 600963 SEAU 464545

RTTX 251774

UPSZ 85170 NONZ 297981

TTAX 76419

REAZ 236675 SPLZ 750178 USAZ 631659

REAZ 238405 REAZ 651194

TTWX 971836

CRZ 653910 USAZ 254103

TTWX 971542

REAZ 634160

RTTX 156496

REAZ 610870

TTOX 140253

REAZ 238521

RTTX 602022

CSXZ 236366 CFKZ 250902

TTWX 974693

XTRZ 653789 REDZ 250439

NTTX 67075

TRIU 446108 SEAU 467742 SEAU 465757 SCZU 469923 SEAU 463870

TTWX 975680

SEAU 462261 SEAU 461649

TTWX 980363

SEAU 467807 SEAU 467695

SP 900281

SEAU 801249

RTTX 601242

REAZ 238353 SPLZ 937007

25 LOADS 0 EMPTYS 2684 TONS 3473 FT. TRAIN TOTAL

UNITS: 7200 HORSEPOWER 142 FT.

TOTAL TRAIN LENGTH: 3615 FT.

ADDITIONAL NOTES AND CORRECTIONS TO "NORFOLK SOUTHERN'S 1989-1990 COAL HOPPER REBODY AND NEW ACQUISITIONS PROGRAM" (FCJ 35:10). The first 2,150 new cars were given class designation H49. They differ slightly from the H12 and H12A cars that preceded them, and so a new class number was required. First deliveries were expected in July 1989 but I believe that none arrived until August. The last were delivered in early 1990. Later in 1990 another 300 cars were delivered as class H50 (thus making the total 2,450 mentioned in the article). The major change is the application of a crossover stop above the coupler on the 'A' end.

The 2,150 H49 cars are NW 144000-146149, and the 300 H50 cars are NW 146150-146449.

For your interest, the preceding new cars on N&W were:

H12 3,833 cars 138001-141525 and 142001-142308, built Roanoke Shops 1974-1978, and

H12A 1,672 cars 142309-143980, built Roanoke Shops 1981-1982.

Incidentally, the application of the suffix 'R' to the class designations of the rebuilt H11B thought H11E cars was an afterthought, which was a little surprising as the design of the new bodies is, as you note, of greater capacity and has straight slope sheets. The stencilled word 'REBODY' was also an afterthought, and again many rebodied cars do not bear this marking. *Andrew Dow*

ABBREVIATIONS COMMONLY USED IN FREIGHT CARS JOURNAL

The **equal sign** or "=" is used in month/year dates to indicate through and inclusive; the **addition sign** or "+" is used to indicate not inclusive; **ACF MILT** = American Car & Foundry Milton PS (builder); **BSC JTN** = Bethlehem Steel Car Johnstown PA (builder); **cf** = see also; **cu.ft.** = Cubic foot capacity; **DOT** = Dept. of Transportation (usually followed by a tank car class); **e.g.** = for example; **ex** = previous operator; **exx** = before the previous operator; **FA** = auto rack on flat car; **FB** = bulkhead flat car; **FBC** = center-divided bulkhead flat car; **FM** = general-service flat car; **gal.** = gallon(s); **GB** = gondola car; **GSC GV** = Trinity Greenville PA (builder); **GT** = high-sided gondola car; **GTS** = special purpose high-sided gondola car; **GUX P** = Gunderson Portland OR (builder); **HM** = Hopper car with two hoppers; **HT** = Hopper car with three or more hoppers; **IL** = Interior length; **Job** = builder's job number follows; **Lot** = builder's lot number follows; **MFC CLIL** = Thrall Car Clinton IL (builder); **nee** = original operator and/or owner; **Plate** = clearance diagram "plates" (B,C,E,F and F+ are the most common); **PSM BESS** = Trinity Bessemer, AL (builder); **RBL** = Isothermic refrigerator car; **RC** = cryogenic refrigerator car; **RPL** = mechanical refrigerator car; **TC CH** = Thrall Car Chicago Heights (builder); **TRN LGV** = Trinity Longview, TX (builder); **TRN OKC** = Trinity Oklahoma City OK (builder); **UTC ECH** = Union Tank Car East Chicago (builder); **XL** = loader equipped box car; **XM** = general-service box car; **XP** = special-products box car.