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EVANS 4780 CU. FT. COVERED HOPPERS

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COVER PHOTO

USLX 26765 was leased to CO-OP Grain & Supply Company of Roseland, NE, when this car was photographed on April 6, 1985, in Vernon, CA.

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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.

MIDWESTERN GRAIN CARS: PART 3 — THE EVANS 4780 CU. FT. COVERED HOPPERS

by James Kinkaid and E. A. Neubauer

In this third and final part of our series about the midwestern based grain cars, we'll present drawings, an Evans 4780-cuft covered hopper production roster, and a dispositions summary. Please note that the roster and dispositions summary have a data closing date of June 30, 1991.



KJRY 621. Keokuk Junction Railway acquired sixty 4780's from the Ferdinand in 1981. Photographed in Colton, CA, on October 19, 1985, by D. G. Casdorff.

EVANS 4780-CUFT COVERED HOPPER CARS A SHORT HISTORY

The first Evans 4780 cars were built for the Toledo, Peoria and Western in August and September of 1977, at the Evans USEX, (U.S. Equipment) plant in Washington, IN, (USEX WA). The production of these cars continued through June of 1981. Some cars were built at the Evans SIECO, (Southern Iron and Equipment Co., an independent builder who came under control of Evans about 1977) plant at Ashland City, TN, (SIECO AC) in 1980 and 1981. Some cars were also built at the Evans plant at Blue Island, IL, (USEX BI) in 1980.

The roster details the known Evans cars, although there are probably more that haven't been logged in yet. (If anyone has more information on any Evans 4780 cars that are not in the roster, please send to FCJ for forwarding on to Eric). Production totals were approximately 4000 units, or an average of about 1000 a year. Noteworthy is the fact that while about 1/3rd of the production run went to railroads, (instead of private owners and/or leasing companies), all went to shortlines. The largest railroad to purchase any of these cars outright was the Missouri-Kansas-Texas, who also bought some cars under their lease

marks, OKKT. At the present time, one major railroad, the Burlington Northern, does own some of these cars through secondhand acquisitions.

In looking at the various cars and at the photographs, it becomes apparent that few, if any, changes took place during the production run of these cars. The short, four year run probably has something to do with this fact. However, two cars, BN 463471 and BN 465285 were found to have Youngstown (YSD) car sides installed, probably from original manufacture. However, these sides are visually similar to the Evans sides, and were only noticed on account of the 2 x 4" metal placard attached to the "BR" side of the car, at the center of the car side.

Most cars are used in grain service, but the USLX cars are diversified into such areas as malt service and chemicals, (i.e. sodium carbonate, potash and bauxite(?)).

Modeling these cars should be fairly easy, with one major exception: the roof stiffeners. These are quite visible, even from ground level, and may be hard to build into the model. Otherwise, since the car is mostly welded, the hopper bays, outlet gates and some topside items could come from the Athearn kit (in HO). The sides and ends should be easy to do.

EVANS 4780-CUFT COVERED HOPPER CARS

PRODUCTION ROSTER

INIT	NUMBER	SERIES	QUANT	BUILT	BLDR/PLANT	NOTES
ADMX	60001	60010	10	1980		
AOCX	2220	2234	15	5-78	USEX WA	
AR	1100	1149	50	8-78	USEX WA	
ATW	20000	20049	50	6-78	USEX WA	
ERES	7000	7099	100	12-77 = 2-78	USEX WA	
FRDN	26400	26424	25	3-81	USEX WA	
FRDN	26477	26719	243	3 = 6-81	USEX WA	
FTCX	80001	80100	100	6 = 7-80	SIECO AC	
GGIX	116	150	35	8-79	USEX WA	Orange.
GGIX	151	225	75	8 = 10-79	USEX WA	Green.
LEF	80000	80024	25	8 = 9-78	USEX WA	
LOAM	3000	3099	100	10 = 11-77	USEX WA	MP pool.
LOAM	99000	99139	140	6 = 8-79	USEX WA	
LOAM	99140	99149	10	10-79?	unknown	
MKT	4100	4199	100	3 = 4-78	USEX WA	
NOKL	3300	3374	75	10 = 11-80?	unknown	
NOKL	3497	3499	3	2-81?	unknown	
NOKL	3700	3799	100	2-81	SIECO AC	
NOKL	3800	3899	100	2-81	USEX WA	
OKKT	3000	3349	350	11-80 = 1-81	see notes	3000-3234 (AC). 3238-3349 (WA).
PT	208000	208159	160	11-79	USEX WA	
RILX	100	124	25	10-80		
TPW	18201	18300	100	8 = 9-77	USEX WA	
UELX	10000	10024	25	9-77	USEX WA	ADM: gray.
UELX	30182	30281	100	3 = 5-79	USEX WA	ADM: yellow.
UELX	30372	30471	100	8 = 12-80	see notes	30372-431 (AC). 30432-471 (BI).
UELX	60110	60134	25	5 = 6-79?		Possibly secondhand. Acquired 1980.
UELX	60135	60254	120	8 = 11-80	see notes	60135-184 (AC). 60189-221 (BI). 60224-254 (WA).
UELX	65000	65149	150	6,9 = 10-79	USEX WA	ADM (gray) and Tabor Grain (blue).
UELX	20020	20029	10			
USLX	20110	20311	202	4 = 5,9 = 10-78	USEX WA	FMC.
USLX	20325	20399	75	6-80	SIECO AC	Allied Chemical.
USLX	20400	20509	110	6 = 8-78	USEX WA	Allied Chemical.
USLX	20510	20516	7	5-81	USEX WA	Allied Chemical.
USLX	20525	20749	225	10-78 = 1-79	USEX WA	Louis Dreyfus.
USLX	20760	20789	30	1-79	USEX WA	Rahr Malting.
USLX	20930	20949	20	3-80	USEX WA	Great Western Malting.
USLX	20960	20989	30	3-81	USEX WA	Comet Rice Mills.
USLX	26000	26099	100	2 = 3-79	USEX WA	
USLX	26100	26354	255	4 = 5,7,9 = 10-79	USEX WA	Various CO OPs.
USLX	26355	26449	95			
USLX	26450	26476	27	8-80	SIECO AC	Far-Port CO OP, Imperial, NE.
USLX	26527	26536	10	11-80	USEX WA	
USLX	26537	26541	5	10-80	USEX WA	Farmers CO OP Assn., Fairmont, NE.
USLX	26650	26674	25	6-80	USEX WA	
USLX	26675	26699	25	8-80	SIECO AC	Farmers CO OP, Clarks, NE.
USLX	26700	26742	43	9 = 10-80	USEX BI	Various CO OPs.
USLX	26743	26760	18	10-80	USEX WA	Various CO OPs.
USLX	26900	26999	100	3 = 4,7-80	SIECO AC	Union Chemical and Great Western Malting.
USLX	27229	27329	101	8 = 9-80	USEX WA	

**EVANS 4780-CUFT COVERED HOPPER CARS
DISPOSITIONS SUMMARY**

APALACHICOLA NORTHERN RR acquired a half-dozen from a presently unknown source in 1985. These were numbered AN 3702, 3707, 3714, 3721, 3725, and 3728. In 1990, another half-dozen were acquired, numbered between AN 3702 and 3734.

BURLINGTON NORTHERN has acquired a total of 98 Evans 4780 covered hoppers. Thirty-eight were acquired in 1988 and are ex FTCX 80001-80038. These were numbered BN 463438-463475.

In 1989, another sixty were acquired from a presently unknown source and numbered BN 465241-465300.

COLUMBUS AND GREENVILLE Rwy received its first Evans 4780's in 1980. These were ex PT 208135, 208138-208159. The 23 cars retained the same numbers and were only relettered CAGY.

In 1983, the CAGY acquired fifty ex LOAM cars from the LOAM 3000-3099 series. Some of these were subsequently leased out to other companies during the 1983-1987 period.

Thirty-one cars were acquired from a presently unknown source in 1987. These were numbered CAGY 601-631.

CENTRAL STATES ENTERPRISE operated seventy-five cars numbered CSKX 7000-7039, 7051 and 7065-7098. These were ex ERES, same numbers, acquired in 1979.

EVANS RAILCAR LEASING (successor to United States Railway Equipment Co. and predecessor to ITEL Rail) added sixty cars under these reporting marks in 1983. These are ex CSKX 7000 + 7098, nee ERES 7000 + 7098.

FERDINAND RAILROAD (later HARTFORD AND SLOCOMB) used quite a variety of Evans 4780s. The first were 203 cars acquired in 1983 numbered FRDN 3000-3099 (ex LOAM), FRDN 3497-3499 (ex NOKL), and FRDN 3800-3899 (ex NOKL).

In 1984, the FRDN acquired about one-hundred more cars from various USLX series. These were numbered FRDN 4155-4251 and 4252 + 5266. Also in 1984, the FRDN acquired 13 nee ERES 7000-series cars which are thought to have come from Central States Enterprise. These were numbered FRDN 4268-4279. Forty-nine cars were received from the ATW 20000-series. These were numbered FRDN 4280-4328. Two cars, numbered FRDN 4329 and 4335 are nee ERES cars. And lastly, also acquired in 1984 were six ex USLX cars still lettered for Farmers CO OP, Mead, NE. These later cars were numbered FRDN 4336-4341.

In 1987, FRDN acquired about twenty 4780's (at least 18) from the USLX 26170 + 26260 and 26761 + 26827 groups. The FRDN retained the same numbers and relettered them with the FRDN reporting marks.

GARVEY INTERNATIONAL, GARVEY GRAIN DIVISION acquired all of its second-hand 4780's from NOKL's 99000-

series from 1982-1986. Numbers are 101 + 114, 138, 186, 226-231, and 241-250.

KEOKUK JUNCTION RAILWAY acquired sixty cars in 1981 from FRDN 26531 + 26718. These were relettered and renumbered KJRY 531 + 718.

LOUIS DREYFUS CORPORATION has an assortment of 4780's. The following is a summary:

LDCX 20300-20347	48	ex ? in 1988
LDCX 20400-20444	45	ex ? in 1988
LDCX 20445-20558	114	ex OKKT 3045-3158 in 1988
LDCX 20559-20594	36	ex ? in 1988
LDCX 20595-20604	10	ex ? in 1989
LDCX 20605-20614	5 +	ex ? in 1988
LDCX 20615-20616	2	ex ? in 1989
LDCX 20617-20710	94	ex NOKL 3700 + 3799 in 1988
LDCX 20711-20852	141 +	ex FRDN 4155 + 4328 in 1989
LDCX 20853	1	ex ? in 1988
LDCX 20854	1	From TPW 18201-series
LDCX 20855-20858	4	ex ? in 1988
LDCX 20859-20868	9 +	ex USLX in 1988
LDCX 20869-20877	9	ex ? in 1988
LDCX 20878-20905	27 +	ex ? in 1988, nee FRDN
LDCX 20906-20909	4	ex ? in 1988
LDCX 20910-20976	66 +	ex ? in 1988, nee FRDN
LDCX 20977-20991	13 +	ex USLX in 1988
LDCX 20992-20997	5 +	ex ? in 1988
LDCX 20998	1	ex USLX in 1988
LDCX 20999	1	ex NOKL in 1988
LDCX 21000-21001	2	ex USLX in 1988
LDCX 21002-21063	62	ex ? in 1988, nee LOAM 3000's

NORTHWESTERN OKLAHOMA RR acquired its 150 cars in 1980. NOKL 99000-99149 are ex LOAM 99000-99149.

The next group was acquired in 1983. Eleven cars were numbered between NOKL 3006 and 3091. These were ex LOAM same numbers.

In 1987 the NOKL acquired thirty 4780's from the USLX 26665-26740 group. The cars were relettered but not renumbered.

PULLMAN LEASING/ITEL RAIL purchased the entire Evans/USRE fleet. All former USLX cars have been or will soon be relettered to PLCX reporting marks under ITEL ownership.

INTERAIL, INC. added ten former NOKL 99000-series cars to its fleet in 1986. These were numbered RILX 200-209.

TERRE HAUTE, BRAZIL and EASTERN RR added twenty-six ex USLX/TPW 18201-series cars to its fleet in 1990. New numbers are TBER 5024-5028, 5034, 5041-5059.

TENNKEN RAILROAD TKEN 2000-2024 (25 cars) were acquired from a presently unknown source in 1984.

UPPER MERION AND PLYMOUTH RAILROAD UMP 20404 + 21045 and UMP 120500 are former LDCX cars acquired in 1990.

UNITED STATES RAILWAY EQUIPMENT/EVANS RAIL-CAR LEASING. Often when a lease runs out on a series of cars under railroad reporting marks, the owner-lessor will re-acquire them into their own fleet's reporting marks. The following is a summary of known renumberings:

USLX 7040-7050	11	ex ERES 7040-7050
USLX 7052-7064	13	ex ERES 7052-7064
USLX 7099	1	ex ERES 7099
USLX 7002, 7089	2	ex CSKX in 1983, nee ERES
USLX 18201 + 18300	93	ex TPW 18201-18300 in 1983
USLX 18301-18317	17	ex LOAM 3000 + 3099 in 1983
USLX 18318-18322	5	ex ? in 1983
USLX 18329-18368	40	ex ? circa 1987/88
USLX 20030-20079	50	ex AR 1100-1149 in 1983
USLX 20825-20924		(20877 is ex TPW 18227)

WISCONSIN & SOUTHERN acquired fifty cars from the NOKL 3700-3899 series in 1983. The WSOR retained the same numbers.

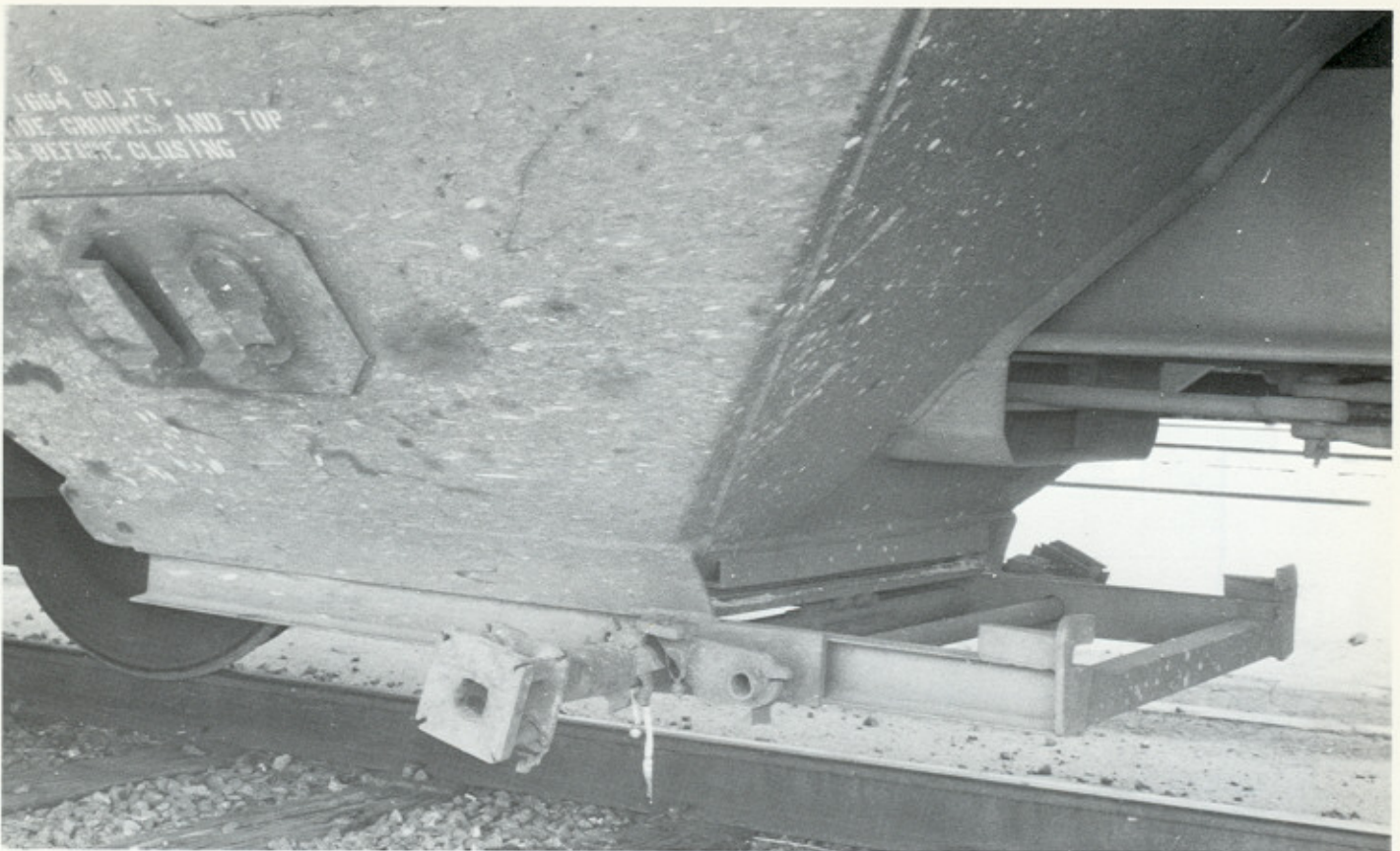
LESSEE

Examples

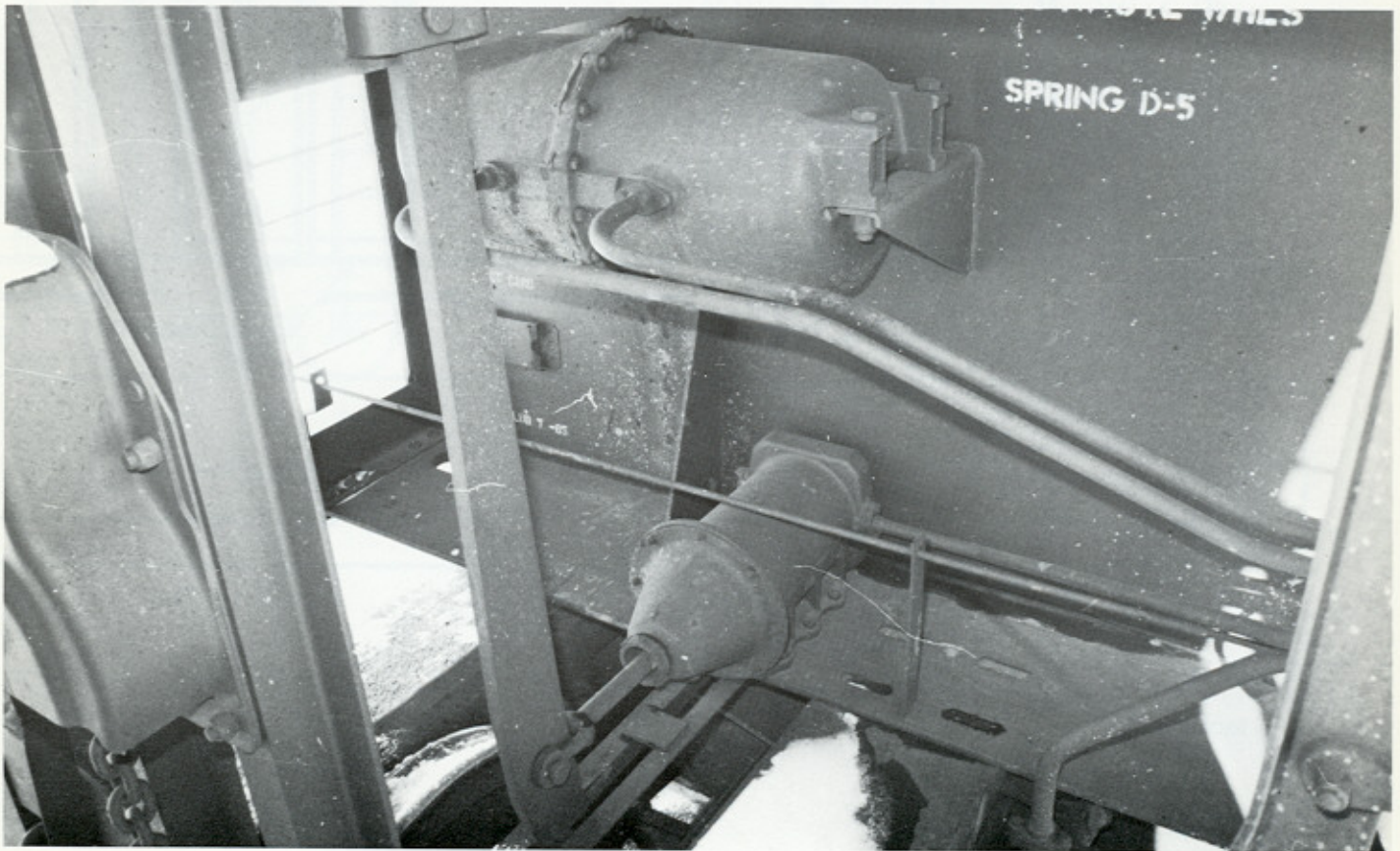
Allied Chemical	USLX 20325-20516
Aurora CO OP	USLX 26129
CO OP Grain & Supply, Roseland, NE	USLX 26756
Comet Rice Mills	USLX 20983
Daycin, NE	USLX 26257
Dodge City CO OP	USLX 26744
Far-Port CO OP, Imperial, NE	USLX 26450-26476
Farmers CO OP Assn., Fairmount, NE	USLX 26537-26541
Farmers CO OP, Clarks, NE	USLX 26675-26699
Farmers CO OP, Hampton	USLX 26181
Farmers CO OP, Hemingford	USLX 26142
Farmers CO OP, Hordville	USLX 26709, 26713, 26718
Farmers CO OP, Merna	USLX 26702-26703
Farmers CO OP, St. Edward, NE	USLX 26720, 26725
Farmers CO OP, Ulysses	USLX 26756
Farmers CO OP, Waverly	USLX 26527-26536
Farmers CO OP, York	USLX 26234-26248
FMC	USLX 20110-20311
Great Western Malting	USLX 20930-20949, 26935, 26947
Greenwood Farmers CO OP	USLX 26331
Hampton CO OP	USLX 26263-26264
Louis Dreyfus	USLX 20525-20749
MFA/CFI	USLX 27229-27329
Rahr Malting	USLX 20760-20789
Union Chemical	USLX 26985-26994



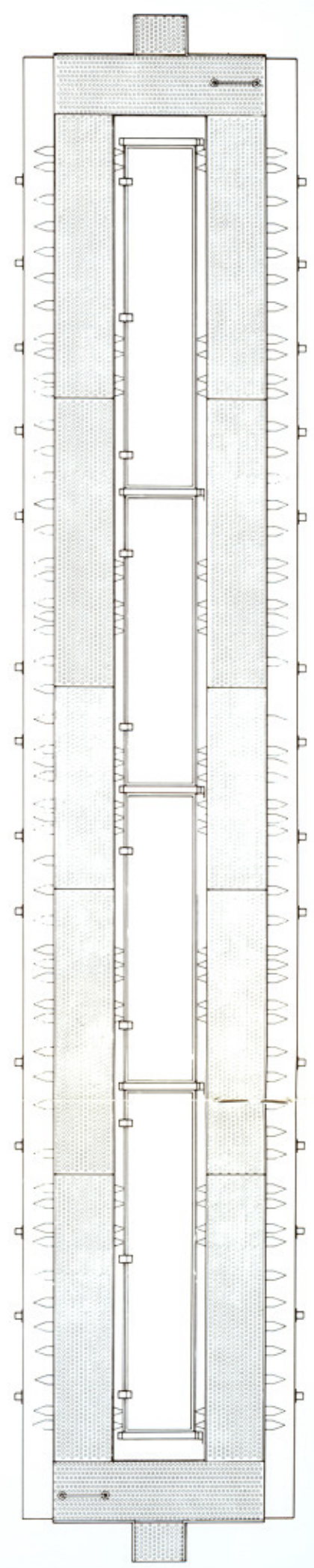
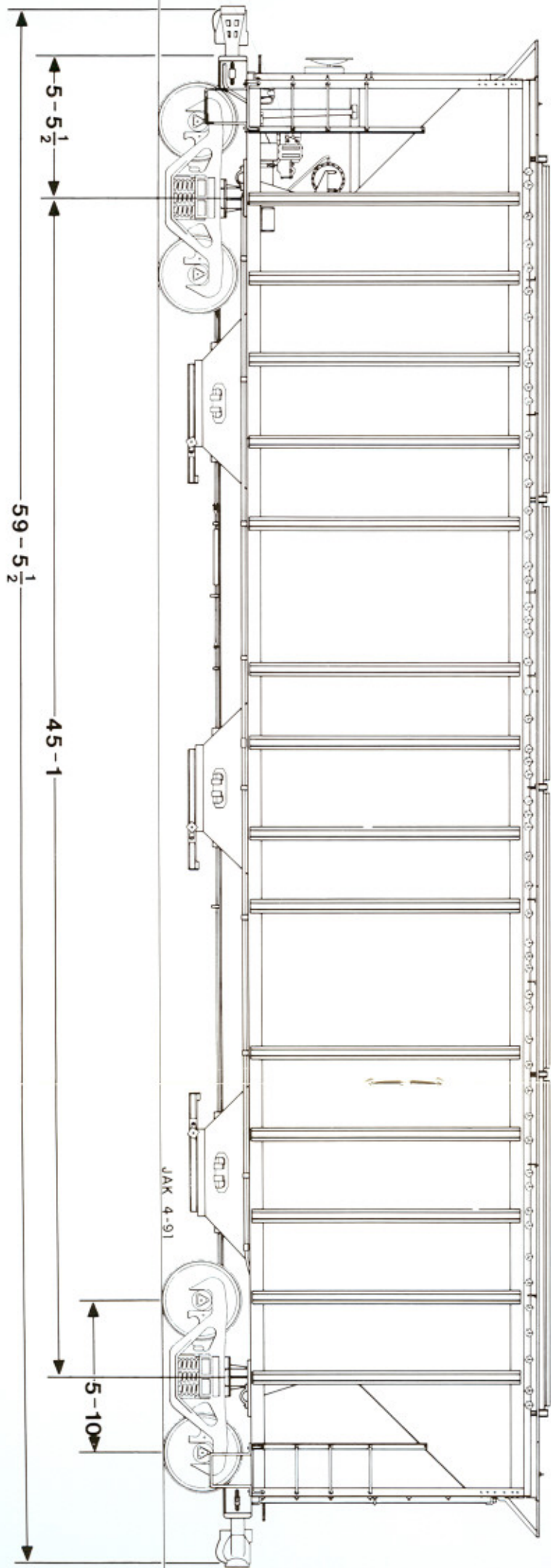
NOKL 3878. Photographed in Colton, CA, on October 13, 1984, by D. G. Casdorff.

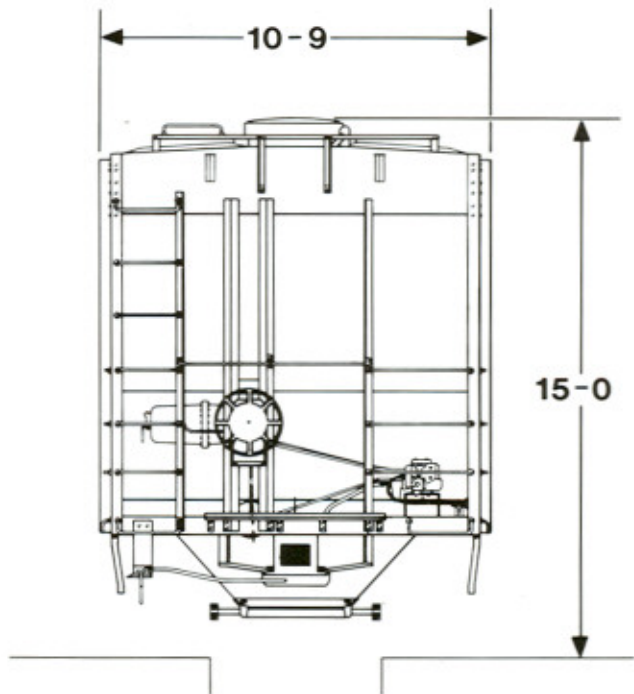
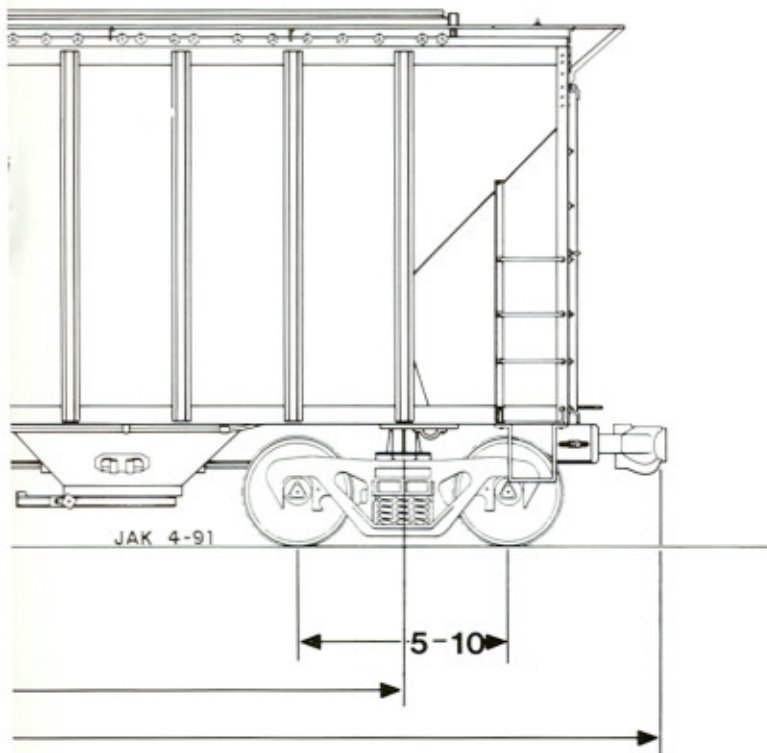
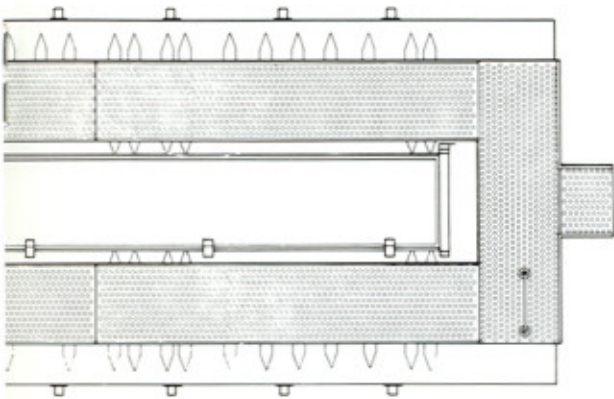


Detail of hopper bay.



Part of the "B" end showing the brake cylinder and air reservoir.





$\frac{3}{16}'' = 1 \text{ foot}$



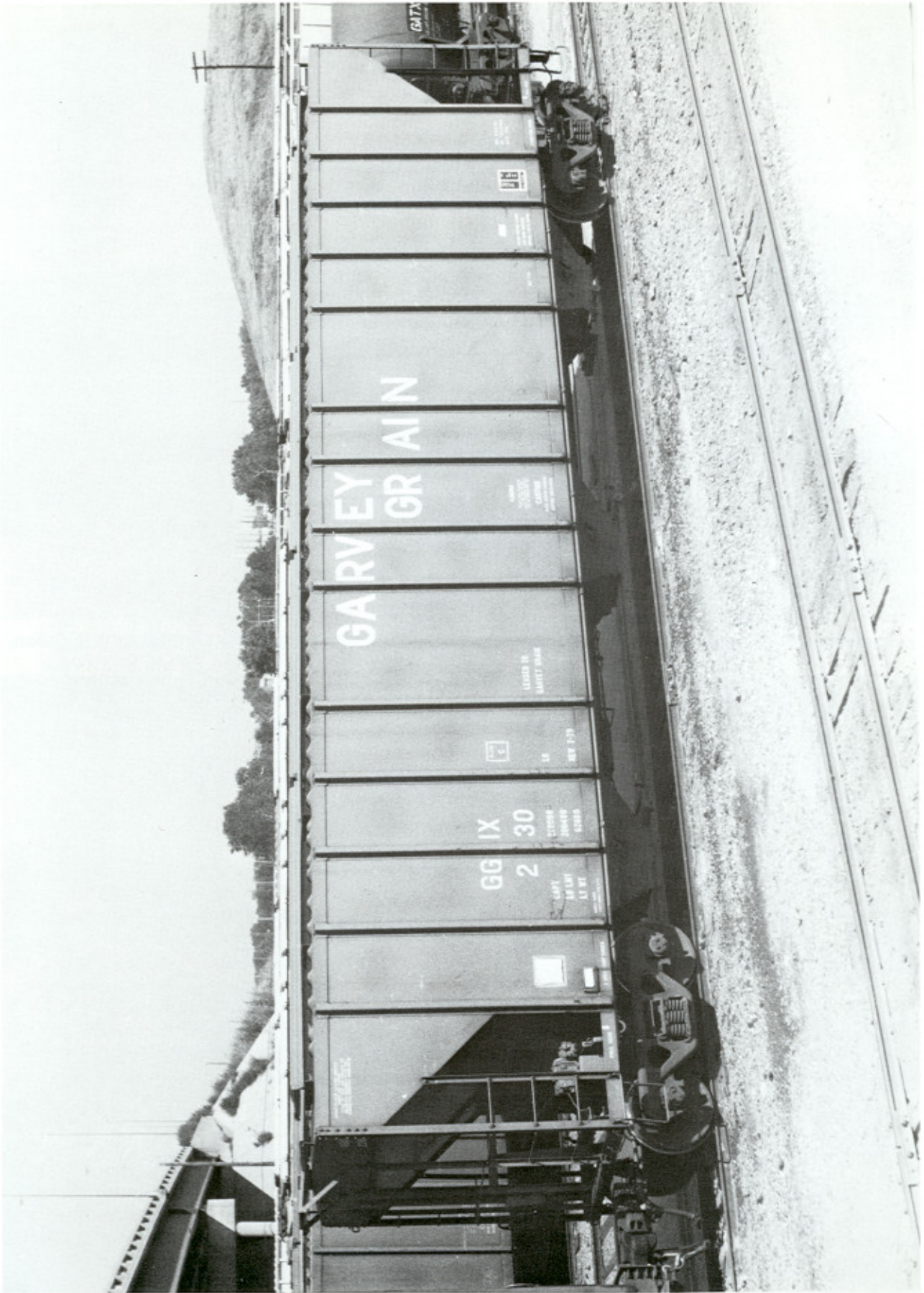
3/4 view of "B" end.

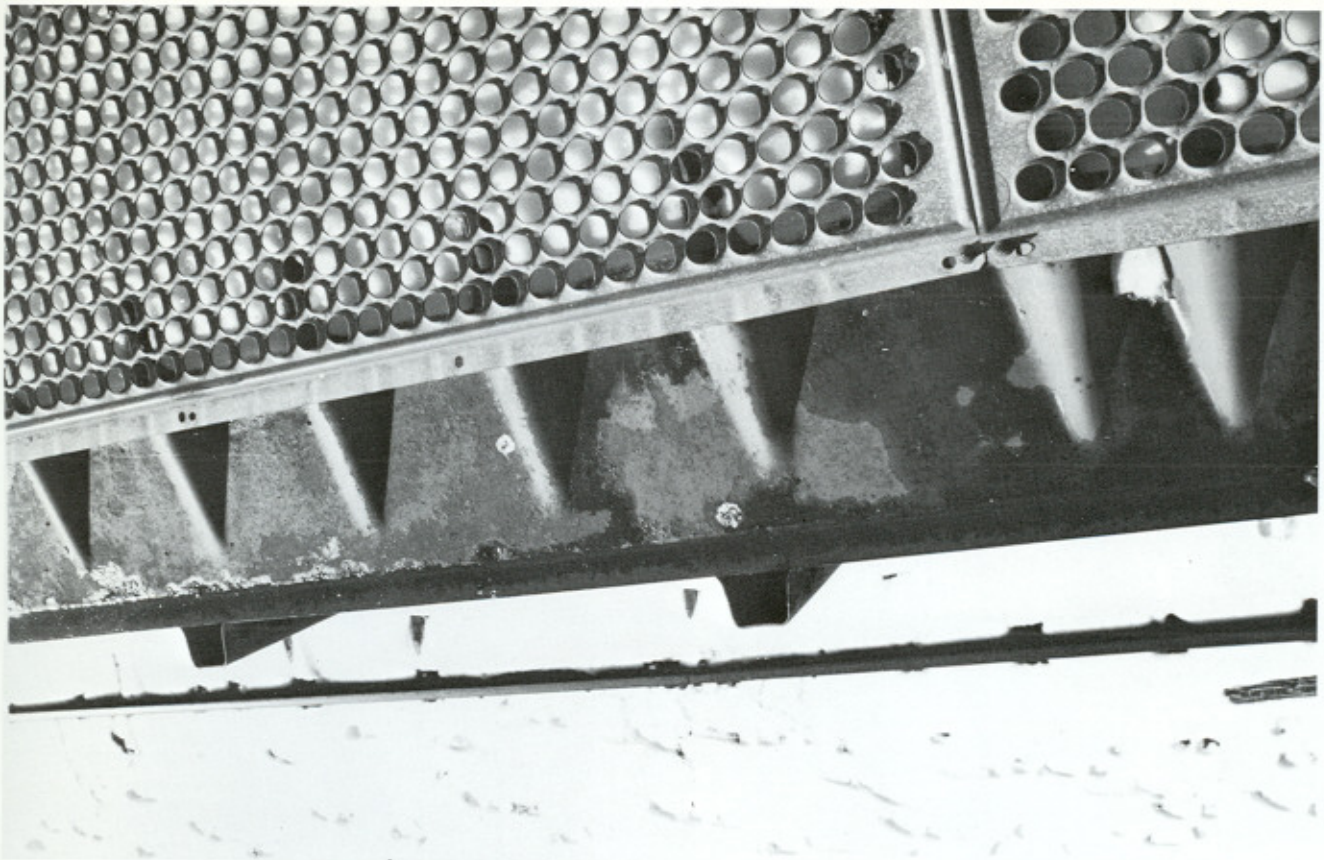


USLX 26331. Leased to Greenwood Farmer's CO OP. Photographed in Dallas on February 17, 1983, by J. R. Quinn.

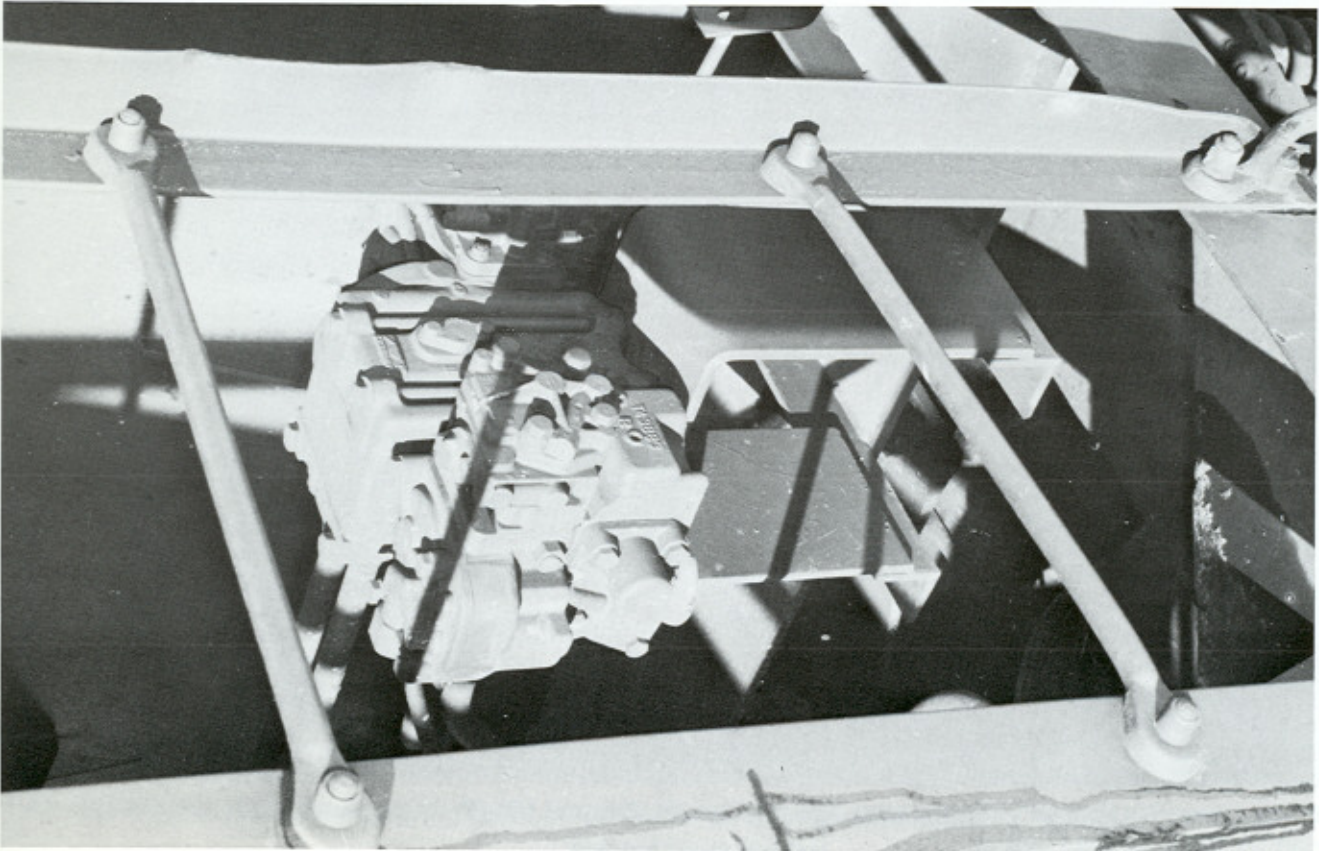


USLX 20983. Leased to Comet Rice Mills. Photographed in Chino, CA, on July 31, 1983, by D. G. Casdorff.





Detail on roof stiffeners, top of side ribs, and part of roofwalk.



Triple valve detail.



UELX 65019. Leased to Tabor Grain. Photographed in Council Bluffs, IA, on October 4, 1980, by J. R. Quinn.



USLX 26720. Leased to Farmer's Cooperative Association, St. Edward, NE. Photographed in San Luis Obispo, CA, on August 18, 1985, by Pat Holden.

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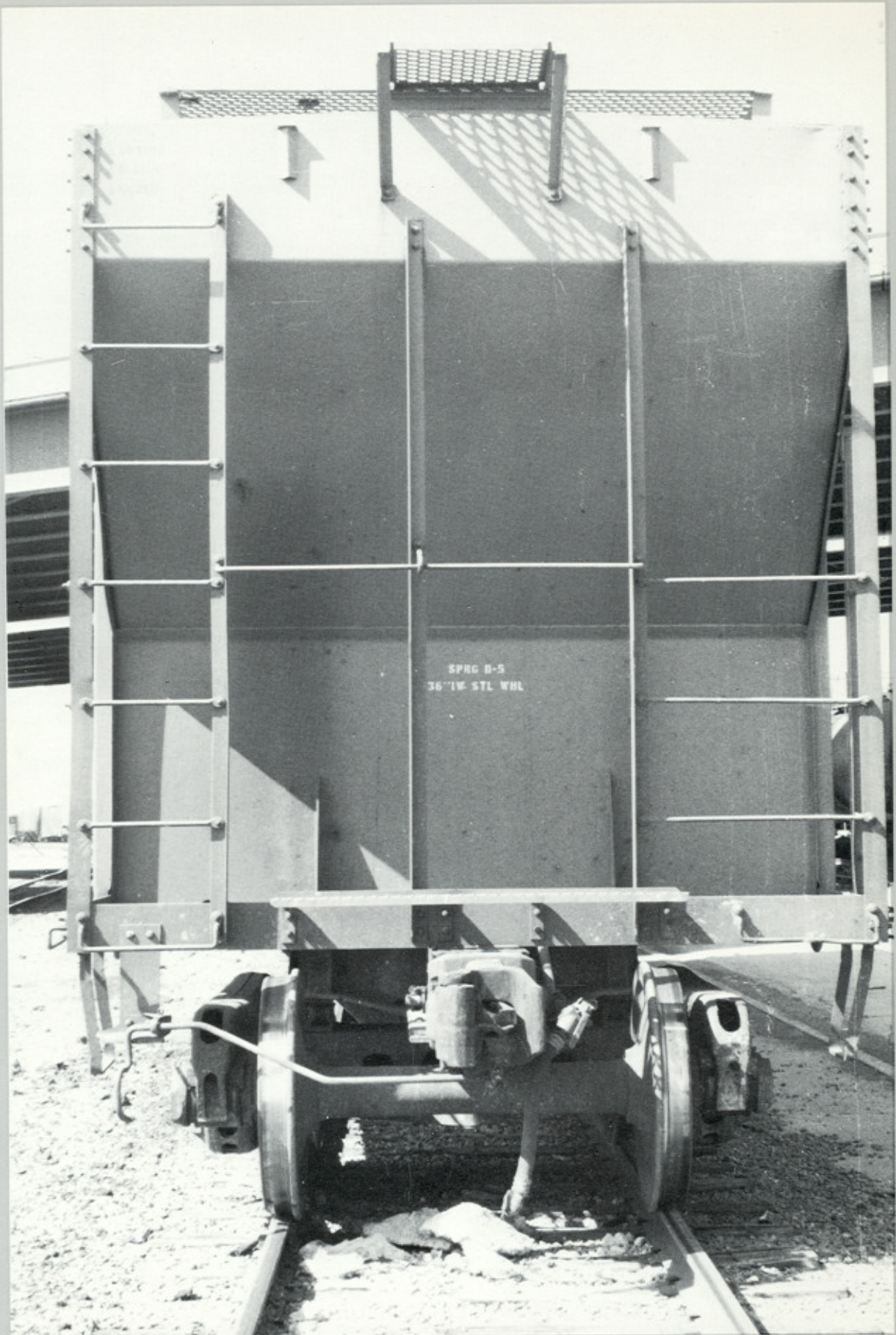
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