

FREIGHT CARS

Journal

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- EL 7100-7102 Depressed-Center Flats
- History of Draft Force Cushioning
- SAL 60000-60024 Box Cars
- Freight Car News

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FREIGHT CARS JOURNAL

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COVER PHOTO

Southern 5237 was built in 1963 by Pullman-Standard. Note the extension of the coupler, which is part of the car's cushion travel underframe (see the article on page 1 for more on "cushioned" freight cars).

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 and related subjects will be given priority over 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 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.

A HISTORY OF DRAFT FORCE CUSHIONING

by Eric A. Neubauer

A need to protect the car body and lading from draft forces arose early in railroad history. By 1890, dozens of draft gear designs were already in use. Typically, the coupler was allowed several inches of longitudinal movement in either direction before solidly engaging the center sill. The longitudinal movement was cushioned by springs. The draft gear was located within the center sill between the coupler shank and body bolster.

This arrangement is still used on many cars today, except for a change to friction dampening. Friction draft gears were introduced around 1900 and became increasingly popular. They were arranged so that a greater force resulted in a greater resistance, thus the amount of dampening varied as required. Friction draft gear have surfaces which slide against each other as the coupler moves, and springs which hold those surfaces together. Spring draft gear have springs which are compressed as the coupler moves.

A continuous draw bar arrangement was available by the 1890's. It transmitted tensile forces directly between the couplers. Forces were transmitted through springs to the car body. However, compressive forces were transmitted through the body in the usual fashion. It probably was not widely used, but was a forerunner of the traveling center sill.

The Duryea cushion underframe was introduced in the late 1920's. The most unusual feature was a travelling center sill. Forces were transmitted from the traveling sill to the body bolster through springs with stops which allowed a maximum of 7" travel in either direction. These springs were located between the center sills and extended from the bolster toward the center of the car. The greater travel provided more cushioning. Each coupler had 1" of spring cushioned movement within the center sill, active only in compression. In later versions, the couplers were rigidly keyed to the under frame and the cushion springs extend from the bolster toward the end of the car.

The B&O and Reading may have been the two largest users. They returned to using conventional draft gear around 1950. The obvious advantage of the Duryea cushion underframe was its cushioning capability. Disadvantages were additional construction costs, maintenance expense and weight (a ton or so). Some cars developed cracks in the center sills, and all were banned from interchange in the early 1970's. A Hulson cushion underframe was advertised in the 1953 *Car Builders*

Cyclopedia. It is very similar to the Duryea. In one version, rubber cushions substituted for springs. The same system was advertised in 1957 as the Waugh cushion underframe.

The Hydra-Cushion underframe was introduced in 1953. It had a traveling sill dampened by friction plates activated by a hydraulic cylinder which is located conspicuously under the center sill in the middle of the car. Travel of 10 to 20" was available. Keystone had a similar, purely hydraulic system located between the sills.

FreightMaster® also advertised a hydraulic cushion unit in 1961. It featured a fixed center sill. The coupler is mounted in a housing which telescoped into the centersill. Forces were transferred to the centersill by a hydraulic cylinder. Total travel (buff + draft) was about 7" per end. This type is known as end-of-car cushioning (EOC). The entire unit is located between the coupler and body bolster. Prominent centering springs located under the end of the center sill returned the coupler to a neutral position.

Both CTU (cushion travel underframe) and EOC (end-of-car) have been used recently. CTU had an advantage of greater cushioning - 30" in buff *or* draft for the biggest units. CTU as presently designed requires full traveling and fixed centersills adding at least 3000 lbs weight. EOC offer 30" maximum travel for buff *and* draft. About 30" of EOC equals 20" of CTU. Since EOC cushioning adds only about 100 lbs weight, it became more popular than CTU as soon as higher capacity models became available. Since 1960, there have been many manufacturers of both CTU and EOC cushioning.

SAL 60000-60024 SERIES BOX CARS

by David G. Casdorff

In 1965, Thrall Car delivered twenty-five (25) 60'9" IL, Plate C, double-plug door box cars to the Seaboard Air Line Railroad Company. The cars were numbered SAL 60000-60024.

The Sixties were an era of much diversity for American freight car designs. Many new types were either being introduced or just beginning to become popular. Sixty-foot box cars were introduced several decades before this car but, it wasn't until the 1960's that this length began to be produced in larger quantities.

This series remained in service for many years and was renumbered by the later Seaboard Coast Line to SCL 860000-860024.

Specifications

AAR Mech Desig: XML. **Builder:** Thrall Car, Chicago Heights. **Build Date:** 3-65. **Interior Length:** 60'9". **Coupled Length:** 68'7-1/2". **Interior Width:** 9'4". **Extreme Width:** 10'5-7/8". **Interior Height:** 11'2-1/4". **Extreme Height:** 15'3-1/2". **Plate:** C. **Cubic Foot Capacity:** 6316. **Load Limit:** 181900. **Light Weight:** 81100. **Door Opening:** 16'0-3/8". **Cushioning:** Keystone 20" Travel. **Special Equipment:** Evans DF-2 Loaders. 52 Lading Strap Anchors.



SAL 60003 was built in 3-65 by Thrall Car. This was photographed in August 1965 by K.B. King Jr in its original paint scheme. Richard Yaremko Collection.

CURRENT LITERATURE

Editors Notebook.....Milk traffic. *Railroad Model Craftsman* 60:8 (January 1992) p 134. Comments on the August 1991 Editors Notebook. Includes a photo of milk car DL&W 1673 and a table on milk shipments in 1951. Letter from Mark Charles.

Hediger, Jim. New York Central's Flexi-Van flatcar. *Model Railroader* 59:2 (February 1992) pp 96-101. Excellent article with numerous historic photos and a HO scale drawing by Charles Yungkurth.

Martin, T. Greg. Shadowing and highlighting: special weathering techniques. *Railroad Model Craftsman* 60:9 (February 1992) pp 80-83. Interesting modeling technique article using 40-foot box cars as examples.

Occhiello, Larry (compiler). *Listing of Freight Cars by Class and Car Number 1906-1991*. Norman, OK and Long Beach, CA: The Santa Fe Modelers Organization, Inc and The Santa Fe Railway Historical Society, Inc, 1991. A must have for any freight car enthusiast. This book is based on the Santa Fe "live" lists from 1906-1991.

On the ready track...California Railcar Corp. *Diesel Era* 3:1 (January/February 1992) p 4. Photo and short news note.

Safety Valve. Mather reefers. *Railroad Model Craftsman* 60:8 (January 1992) p 9. Comments on Martin Lofton's article in the August 1991 issue from Donald Valentine, Jr

Test Track..Impack intermodal car: HO scale. *Railroad Model Craftsman* 60:9 (February 1992) pp 106+. A review by Jim Panza on the Athearn "Impack" articulated piggyback car.

Test Track..Sicica sand covered hopper: HO scale. *Railroad Model Craftsman* 60:9 (February 1992) pp 113+. Review of the limited edition Central Hobby Supply No. 9105 covered hopper as reviewed by John Riddell.

Withers, Paul K. Southern/Norfolk Southern class BS25. *Diesel Era* 3:1 (January/February 1992) pp 33-36. Nice photo study of Southern's early all-door box cars.

Youngkurth, Chuck. An Erie/EL/Conrail four-bay covered hopper. *Railroad Model Craftsman* 60:8 (January 1992) pp 66-68. This article describes and illustrates a group of 1951 built covered hoppers. HO Scale drawing by Chuck Youngkurth.

NOTES AND COMMENTS

NW 164000 Series: N scale model.

by *Thomas R. Flagg*

I enjoy your journal and found quite interesting your article on the NW 164000 Pullman-Standard 50' boxcars in the August 1991 *Freight Cars Journal*, which I just received. I would like to make one small addition or suggestion, however: on p 25 you state there are no known scale models that replicate this prototype. I am not sure exactly how close a model has to be in order to be considered a replication, but the Micro Trains (ex-Kadee) N scale car #36000 series is very close to this car. It is available in undecorated kit form for \$6.15. It comes with a roofwalk, high ladders, and a high brakewheel, so would require a bit of modification, but I assume the car would still qualify as a replication despite that

difference. As you point out in the article, this was a car more suitable to the 50's than the late 1960's, so it's not surprising that Micro Trains chose to make it in the roofwalk version.

More seriously, although the ends are P-S they are the version with 4-4 ribs with a row of rivets between to join the two plates, requiring the fastidious modeler to insert a ninth rib over the row of rivets. But otherwise the car is very close indeed: the doors scale out to exactly 9'9" x 16', the door hardware looks the same; even the vertical rows of rivets at the ends of the sides are there, closer to scale than most HO rivets. In fact the car has been decorated for N&W, though in an earlier scheme.

THE ERIE LACKAWANNA 7100-7102 DEPRESSED-CENTER FLAT CARS

by James Kinkaid and Craig Bossler
Drawing by James Kinkaid

This is the fourth in the series "Heavy Capacity and special Type Flat Car FD FW FM FMS* LA (*= with stencilled capacity of 200,000 lbs or more)*

When one thinks of depressed center flat cars, I would imagine people generally think of the large 6-axle flats, or huge 8-axle span bolstered cars, etc. And while the large majority are indeed quite large and have an overabundance of axles, now and then along comes just the opposite; something small and simple.

The Erie Lackawanna car series 7100-7102, (now CR 766002-766004, class FE42A), is just such a type; small and simple. The EL 7100-7102 group was built by the Maxson Corporation in 1974, with EL 7102 being built or delivered on June 13, 1974. Although in railroad markings, the cars are marked as being owned by the Westinghouse Leasing Corporation, in Pittsburgh, PA, who is also identified as the lessor. The three cars as delivered had the following capacities: EL 7100 and 7102, light weight 64700 lbs and load limit 198300 lbs. EL 7101 had a light weight of 64400 lbs and a load limit of 198600 lbs. A recent Umler update shows that these numbers are still valid, indicating that most likely there have been no major modifications or alterations to these cars since they were built.

These cars feature a WABCO brake system, Elcon-6500 hand brake gear, FreightMaster® 15" EOC cushioning and Barber S-2-A, 5'10", 100-ton trucks with Hyatt 6-1/2 x 12" roller bearings and 36" wheels.

The loading platform, 18'6" long and 23" above the railhead, is solid one-inch thick steel plate. The upper end platforms are covered by 2-1/4" thick Oak planks. Although, not marked in any of the *Official Railway Equipment Registers* that I own, these cars are placarded "prohibited third rail," probably on account of the width of the dropped floor (remember the drop floor is 9' wide at only 23" above the rail). Because this car is so small and compact, there is no clearance to mount the brake equipment in its usual underfloor location. So, everything is piled on top of the B end platform.

These cars were painted in the regular Erie Lackawanna paint scheme of brown with white markings. CR 766002 was repainted by CR BL in May 1985. However, it is unknown as to when this car was transferred from EL to CR registry as the *ORER* did not make the change until between July 1986 and

January 1987.

This car might make a good candidate for modeling, especially since all of that brake gear is so exposed. Being welded just adds to its scratchbuilding appeal (at least to me). In HO scale at least, I am unaware of any commercial kit or import that might fill the bill. However, a long time ago, the old Marx company did offer a cast metal car that measures out quite nicely compared to the prototype. I have one of these models and it scales out to 41'6" overall. The car sides are proportioned about the same as the prototype. With the additional of ribs, and some detail work, this model would be quite passable.

Acknowledgments

I would like to thank Craig Bossler of course for all of his valuable help. Also, I owe thanks to Eric Neubauer and John Leonard for their help in preparation of this article.

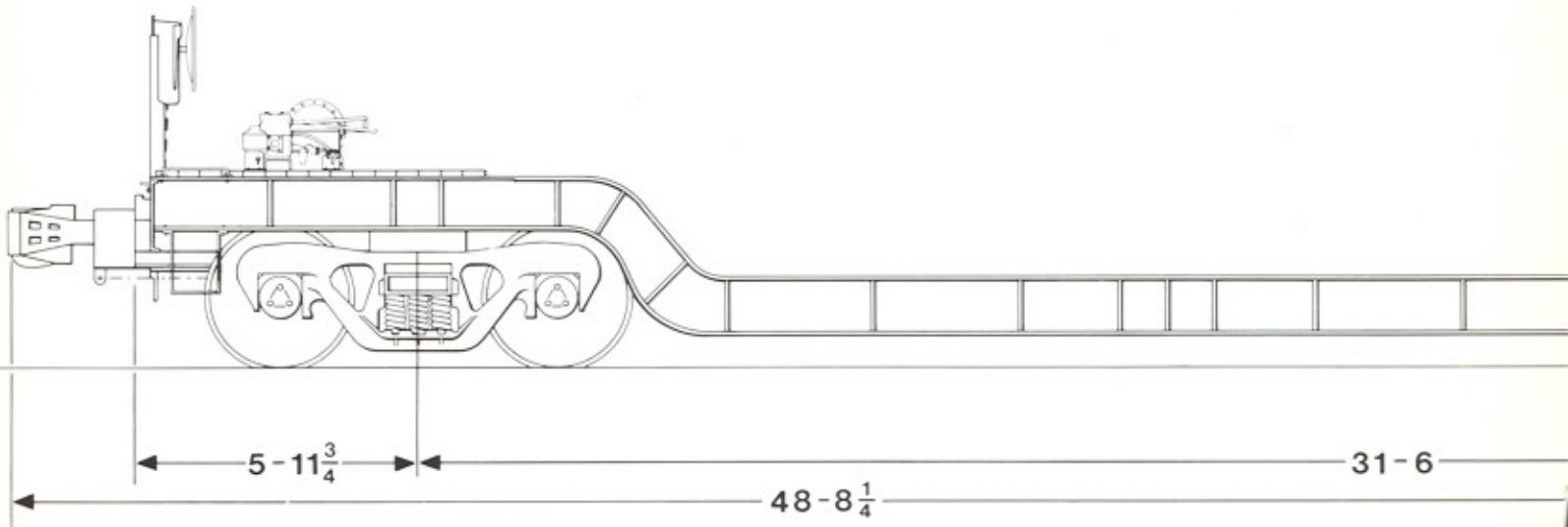
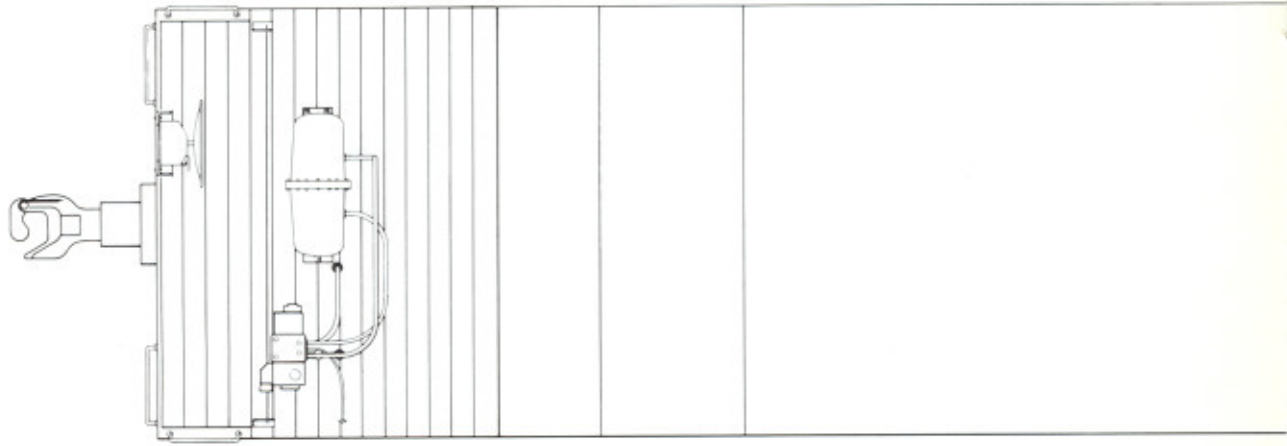


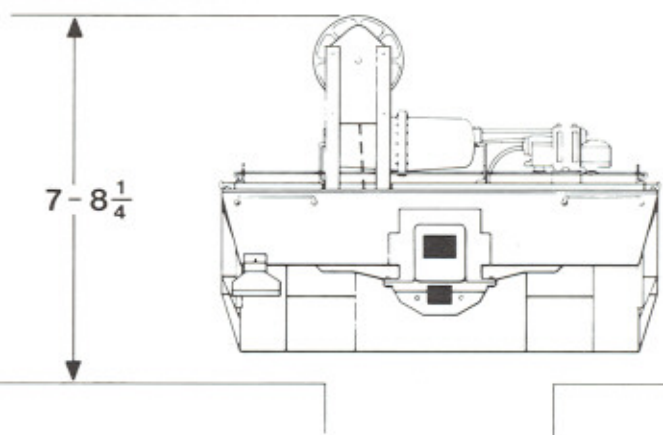
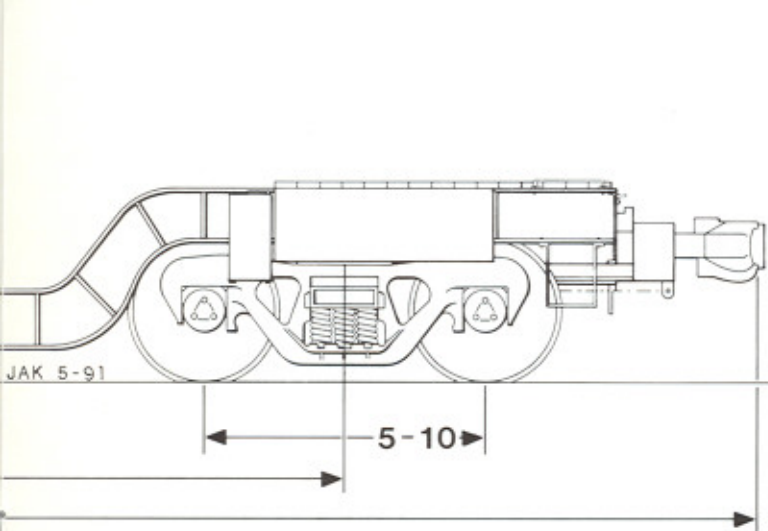
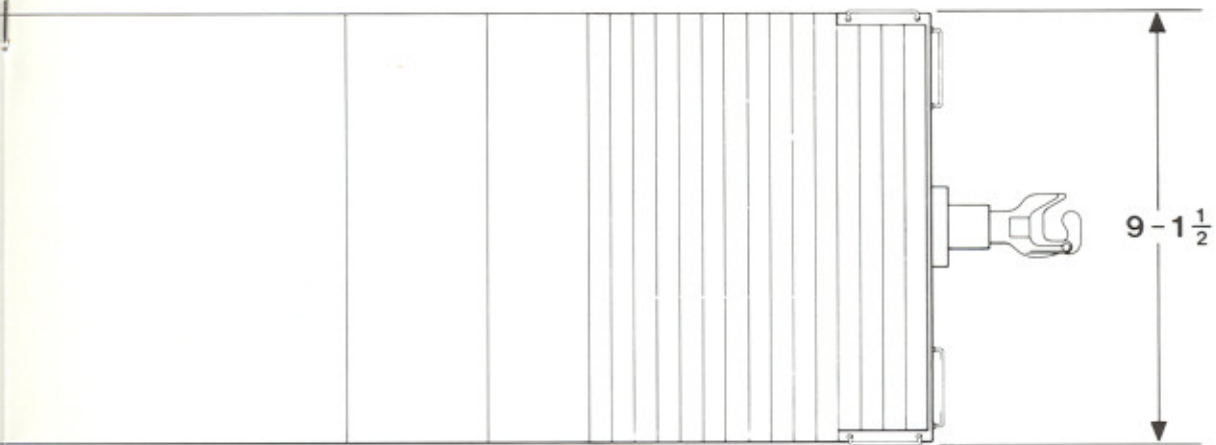
CR 766002 "B" end view.



(Above) CR 766002. Side view. Canonsburg, PA June 1990. (Below) Detail views of CR 766002.







1/4" = 1' Scale

FREIGHT CAR NEWS

Edited by David G. Casdorff

RAILROADS

Arkansas & Missouri has acquired eighteen gondola cars that are ex-BCLR, nee-XTRX 96000+96025. The cars retain the same numbers. Series is now AM 96000+96025. These were built by CNCF in Mexico. [C.W.Shaver]

Atchison, Topeka and Santa Fe "converted" four 2600-cuft single-bay Airslide® hoppers into two drawbar connected, two-unit Airslide® cars. ATSF 310400-310401 are the numbers applied to the two cars. [M.B.Foley]

Burlington Northern in addition to the new-built gondolas noted in FCJ 42, the BN is operating some used cars. Fifty gondolas, numbered BN 560900-560949, are being leased from Chrysler Rail Transportation Corporation. The cars were originally built in 4-80 by Thrall Car as part of job 761-B. These have a 2494 cu.ft. capacity.

A number of used covered hopper (grain) cars are being relettered into BN reporting marks and/or are being leased from other sources. From Itel are 2000 grain cars lettered and numbered in the Hartford and Slocomb fleet. Numbers are HS 20200-22199. And from Chrysler Rail Transportation come a number of former TCAX-initialed covered hoppers (e.g. BN 463741 and 463780). [C.W.Shaver/M.B.Foley/D.G.Casdorff]

Coe Rail, Inc. Greenbrier Leasing pulled ten cars, numbers 9018-9027, out of the middle of the WCRC series and relettered them CRLE. The "center-partion" flat cars were originally built in 6-89 by Gunderson. [C.W.Shaver]

Chicago, South Shore & South Bend RR has added 75 used gondola cars to its fleet. The cars, numbered CSS 43000-43074, all come from the SLSF 66000-66199 series. Many of the cars still have original Frisco logos. (See Indiana Harbor Belt for a related news note). [C.W.Shaver]

Conrail has acquired 200 new-built 2300-cuft capacity HTS hopper cars. Numbers are CR 493000-493199. [J.Becker]

CSX Transportation. Previously unreported. CSX acquired fifty former Manufacturers Railway Company (MRS) RBL-

refrigerator cars in 1989 for salt transport. CSXT numbers are CSXT 190000-190049. [J.Niederhauser/C.W.Shaver]

Delta Valley & Southern acquired five used box cars via the CAGY in late 1991. DVS 5526-5528 and 5530-5531 are ex-XTRX, nee ADN, same numbers. [C.W.Shaver]

Galveston Railway, Inc. continues to add more freight cars under its reporting mark. The following is a summary of cars entering service up through December 1991:

GVSF 8550+8560, 11 cars, FMS, F-70-28B
GVSF 132000+
GVSF 136000-136099, 100 cars, RBL, B-100-36, SSW 23750-24249
GVSF 138000-138049, 50 cars, RBL, B-100-38, SP 699500-699749
GVSF 459000-459034, 35 cars, FB, F-70-59
GVSF 461000-461044, 45 cars, FB, F-70-61
GVSF 512000-512019, 20 cars, LO, H-100-12R
GVSF 629000-629539, 540, HM, H-100-29

Some notes on the "Golden West Service" numbering. First note that the "Golden West Service" cars are all leased from Greenbrier Leasing. This is one reason why we're seeing this logo appear with so many different reporting marks.

Next, the second and third digits of the car's number represent the last two digits of the original SP/SSW class. (i.e. GVSF 138000 is an ex SP B-100-38 class). Further, it appears that the first digit indicates the car type

Lastly, at the present time, it looks as though all cars with the "Golden West Service" logos are being placed in designated number series regardless of the reporting marks. This may lead to some confusion between what is reported to the *ORER* and what is actually sighted. For instance, the October 1991 *ORER* lists the series GVSF 142000-142083 (84 cars). Yet, no cars have been sighted with GVSF reporting marks and these numbers. There have been cars sighted with these numbers that have VCY reporting marks. This system should, however, allow for easier transfers between reporting marks as leases expire and/or change. (C.W.Shaver/D.G.Casdorff)

Golden West Service. See Galveston Railway, Inc and Ventura County Railway.

Green Bay and Western. A series of two cars, GBW 11000-11001 are nee-PW 5347-cuft capacity box cars. I strongly

suspect these are modified cars from the GBW 10100-10243 series. [C.W.Shaver]

Hartford and Slocomb. HS 6400-6449 (50 cars) are 5077-cuft box cars with 16-foot door openings. These are owned by IteL Rail and leased to the NOPB. Car number HS 6405 is a former MR 2000-2399 series box car built by FMC.

HS 20000-20199 are various former IteL Rail grain cars (PLCX, PTLX, USLX etc). These are being leased to the Twin Cities & Western.

HS 20200-22199 (2000 cars) are being leased from IteL through the Hartford and Slocomb to the Burlington Northern. [C.W.Shaver]

Illinois Central RR is leasing 301 covered hopper cars from Chicago Freight Car. These are numbered IC 768300-768600 (e.g. IC 768493 is from the CRDX 7680-7879 series built by Pullman-Standard in 1978).

IC 768700-768849 (150 cars) are being leased from Chrysler Rail Transportation Corporation. One example, IC 768817 originally came from the GROX 1000-1129 series. [C.W.Shaver]

Indiana Harbor Belt RR Co has acquired 105 used gondola cars that were originally from the SLSF 66000-66199 series (see Chicago, SouthShore & South Bend RR for a related news note). IHB has retained the original SLSF numbers for its fleet (i.e. IHB 66169 is ex SLSF 66169). [C.W.Shaver]

Iowa Interstate began leasing a number of grain cars from IteL Rail. Numbers are in the IAIS 65000's (e.g. IAIS 65032 is ex SBGX, nee TLDX) [M.B.Foley]

Kansas City Southern acquired 200 used 60-foot door-and-a-half box cars from HELM Leasing. Numbers are KCS 758100-758199. Note that all 200 numbers in the series are filled, a further indication that KCS has gotten away from that one-in-ten validity-check numbering system - though these are numbered just above a series that is in the old system. The cars come from various former UP classes (MP cars) A-100-25, -26, and -27. [C.W.Shaver, Ed McCaslin, D.G. Casdorff]

Mid Atlantic Railroad Company. MRR 4081-4099 are 5258-cuft box cars that originated with the Lake Erie, Franklin & Clarion, but undoubtedly were obtained via one or more intermediate operators. [C.W.Shaver]

Mississippi Delta Railroad. MSDR 193000-193026 are being leased to CP Rail through MSDR from GERSCO (e.g. MSDR 193010 is ex-LRWN, nee Ann Arbor CNCF-built box car, still in full AA paint). [C.W. Shaver]

Norfolk Southern has acquired 257 bathtub gondola cars numbered NS 10000-10256. The cars were built in 7-91 by Trinity (additional dates probable). The cars have aluminum bodies. Norfolk Southern class is G-83. [W.B.Stanley]

Norfolk Southern is now beginning to renumber cars into

apparently some sort of new numbering system. Examples are as follows: NS 451001 is a class BS-186. NS 454120, class BS-31, 5105-cuft box car from the SOU 18000-18499 series.

NS 120000-120249 are center-divided flat cars that were built by Trinity's Greenville plant 8=12-91. These have a 73'0" interior length. The cars are painted brown with white lettering and data. Norfolk Southern class is F-63. [T.Hodun, C.W.Shaver, E.A.Neubauer, J.B.Becker]

Upper Merion and Plymouth RR Co. Four covered hoppers, numbered UMP 6404, 6431, 6448 and 6576 are former AGIX (same numbers) cars built by Pullman-Standard in 2-79. [C.W.Shaver]

Union Pacific. Missouri Pacific System. CHTT 500000-500105 were acquired in 1990. These are 3600-cuft steel hopper cars built in 1981 by Ortner. An Example, CHTT 500060, was built 3-81 OFC COV and is ex-GNFX 80082. The car is stencilled, "Owned by David Joseph Co." [M.B.Foley]

More R-70-25 mechanical refrigerator cars are being rebuilt and renumbered by the Union Pacific. The new numbers continue from the earlier rebuilds (UPFE 461879-462042). Highest number seen was UPFE 462326, rebuilt 10-91.

In addition to the new-built 20'2" high-cube auto racks that were delivered in late 1990 (see FCJ 38:8), the U.P. is having a number of standard tri-level racks rebuilt into the extended height versions (e.g. rack # MP 3828 was built in 1985 and placed on an ETTX Trailer Train flat car. In 1991, it was rebuilt into a 20'2" high rack and the flat cars was relettered to TTQX). [D.G. Casdorff]

Ventura County Railway Company. A number of "Golden West Service" box cars are showing up with VCY reporting marks. Examples are as follows:

VCY 142003+142005, XP, B-100-42
VCY 144028+144045, XP, B-100-44
VCY 172040+172081, B-100-72

Greenbrier Leasing is the lessor. See also a related note under Galveston Railway Inc. [D.G.Casdorff]

Wheeling & Lake Erie. Sometime in 1991, the WLE acquired seventy-five 52'6" gondolas that are ex-IHB, nee P&LE. Numbers range between WE 19027+19955. [C.W.Shaver]

WCTU Railway. It appears that WCTR got the entire BAR 9500-9674 series of FMC-built box cars. Numbers remain the same, only the reporting mark was changed to WCTR. These were owned by Procor Limited. They are now showing as owned by WCTR. [C.W.Shaver]

PRIVATE OWNERS AND LESSEES

ADM Transportation is leasing twenty-five new-built 23000-gallon tank cars from Union Tank Car. They are numbered UTLX 642880-642904. Built date noted so far is 8-90 UTC ECH. These are the first new-built leased cars that ADM has added since the early 1980s.

ADM's company initiated fleet continues to grow. More Trinity Power Flo® pressure differential covered hoppers were delivered in late 1991. ADMX 51047-51068 were built 10-91 TRN FW.

Another group of Power Flo® cars began arriving in 11-12-91. Numbers are ADMX 51069-51117. These too were built by TRN FW.

A summary of the paint schemes on the three recent groups of Trinity Power Flo® cars: ADMX 51000-51046, white cars and ADM logo only; ADMX 51047-51068, gray cars, ADM logo and Corn Processing Div; ADMX 51069-51117, white cars, ADM logo and Corn Processing Div.

Additional information on the ADMX 25501-25665 series of vegetable oil tank cars (*see* FCJ 42:5). Dates now range from 8-11-91. [C.W.Shaver]

ADM also acquired new-built Airslide® covered hoppers in 1991 (e.g. ADMX 53202, built 8-91 TRN FW). Despite rumors that the Airslide® design is no longer being built, it seems that some operators still prefer this type and size car. [E.A.Neubauer]

Air Products and Chemical Inc acquired twenty 22400-gallon, insulated, coiled, DOT 111A100W1 tank cars numbered APRX 2175-2194. Build date is 4-91 TRN LGV. [D.G.Casdorph]

Allied Chemical Company. Another series of tank cars were delivered to Allied (these are in addition to those reported in FCJ 38 and 39). ACTX 413313-413223 (11 cars) were built in 10-90 by Union Tank Car for hydrogen fluoride service. These are 13600-gallon, 70-ton (rare these days), DOT 112S400W, non-insulated, uncoiled, unlined, tank cars with external head shields. [T.Hodun]

Arco Chemical is leasing new-built 23600-gallon, insulated, coiled, DOT 111A100W1 tank cars from General American Transportation (e.g. GATX 3196, built 10-91 TRN LGV) for transporting polyol.

Arco is leasing more insulated, high pressure tank cars from General American Transportation of the same type noted in FCJ 42:5. These are 25750-gallon, DOT 105J300W tank cars (e.g. GATX 26695, built 10-91 TRN TULS) [D.G.Casdorph]

Arco Products Company, Division of Atlantic Richfield has a new reporting mark and new LPG tank cars. RCOX 5030-5089 were built 7-8-91 TRN LGV. RCOX 5090-5149 were built 10-91 TRN LGV (additional dates probable). Both series are 33600-gallon, DOT 105J400W tank cars. [T.E.Cobb/D.G.Casdorph]

Canat Ltd. has acquired 500 former CN 3800-cuft covered

hoppers. Likely origins for CNLX 7000-7499 are the CN 369000-369999 and/or CNIS 368000-368999 series. The cars were built in 1975 by National Steel Car. [C.W.Shaver]

Cargill has begun leasing a number of new design 4970 cubic foot ACF PressureAide® covered hoppers (e.g. ACFX 45552+45565, built 9-91).

A new series of T107 tank cars were delivered in 1991 numbered CRGX 16009-16045 (37 cars). Build date sighted so far is 10-91. The cars were built at Trinity Longview. [C.W.Shaver]

CGTX, Inc is acquiring new tank cars (e.g. CGTX 23248, built 10-91 TRN OKC, insulated, coiled, CTC 111A100W1, 23500-gallon and CGTX 30147, built 11-91, non-insulated). [D.G.Casdorph/R.Yaremko]

Chicago Freight Car Leasing Co. added eleven more Trinity PowerFlo® 5125-cuft covered hoppers numbered CRDX 11113-11123. The cars were built in 6-91 by TRN FW. [D.G.Casdorph]

Conagra, Inc. New Airslide® covered hoppers are still being built (*see also* ADM Transportation). Conagra is leasing a number of these from General American Transportation (e.g. GACX 56950 and 56951 built 10-91 TRN FW). [C.W.Shaver]

Dow Chemical. A new series of quadruple-bay covered hoppers have been delivered with numbers beginning with DOWX 020500. These have a 5760-cuft capacity and are used for plastic granules transport. The cars were built by ACF's Milton plant in 10-91 (additional dates probable). Highest number seen so far is DOWX 020557. [T.Hodun]

Dupont Canada has acquired nine new-built hydrogen peroxide tank cars built in 2-91 and numbered DOCX 19028-19036 [E.A.Neubauer]

E.I. Dupont Nemours. Previously unreported. DUPX 11401-11406 were built in 1-87 by UTC ECH. These are 12000-gallon, DOT 112S400W, 50-ton tank cars for hydrogen fluoride service. [T.Hodun]

EMAS is a company that has begun railway refuse transport operations. Reporting marks are EMAX. Their first cars include some ex-Conrail high cube box cars. This includes some 6340-cuft class X59's (e.g. EMAX 40018), class X59A's and a few Lot 987-B's (e.g. EMAX 40005). [C.W.Shaver]

General American Transportation is adding more "Arcticar" cryogenic refrigerator cars to its fleet. GARX 68001+68016 were built by Gunderson in 5-91. However, the cars did not enter service until 11-91. These are 67'8", single-plug door, plate F, 6854-cuft capacity cars. [J.L. Becker/M.B.Foley]

General Electric Railcar Services Corporation relettered one-hundred forty-three 4750-cuft grain hoppers acquired

from the Norfolk Southern in late 1991. The cars are numbered NAHX 490200-490342. These come from the ITC 2000-2149 and NW 712000-712216 series of cars built in 1975 by Pullman-Standard (lot 9784). [D.R.McQueen]

Grain Processing Corporation is leasing some new-built PD4970 covered hoppers from ACF Industries (e.g. ACFX 45579-45580, built 9-91 ACF MILT). [T.Hodun]

Greenbrier Leasing Corporation has received thirty new-built cars from Gunderson's Portland, OR plant. Numbers are GBRX 3000-3029. Build date reported so far is 8-91. These are interesting because they have American President Companies "APC Stack Train" logos on the cars at a time when Trailer Train has recently ceased placing operator logos on their cars.

Hoechst Celanese is leasing a number of new-built, stainless steel, insulated, coiled, 21000-gallon, DOT 111A100W6 tank cars from Trinity Industries Leasing (e.g. TILX 200003, 200004, 200007, 200015, and 200018, built 7-91 by TRN LGV). [T.E.Cobb/D.G.Casdorph]

IBP, Inc. Additional examples and build dates for the leased cars noted in FCJ 39:4. UTLX 642614 and 642642 were built in 2- and 3-91 respectively. [D.G.Casdorph]

In addition, IBP has recently begun leasing another group of tank cars from Union Tank Car Co that were built in 8-91 by UTC ECH (e.g. UTLX 642842, 642845). [C.W.Shaver]

ISP Management, Inc has leased a number of new-built 23500-gallon, insulated, coiled, tank cars from ACF Industries (e.g. ACFX 94524-94526, built 10-91 ACF MILT). [T.Hodun]

Itel Rail Corporation has acquired its first new-built tank cars to be lettered with its new ITLX reporting marks. Recently delivered were a number of insulated, pressure tank cars leased to Arco (e.g. ITLX 825011, built 7-91 TRN OKC). These are 25750-gallon, DOT 105J300W, lined tank cars for propylene oxide transport. [D.G.Casdorph]

In addition, Union Tank Car has built an order for 125 cars numbered ITLX 224936-225060. Built dates for this series that have been noted so far are 5=6-91. [C.W.Shaver]

Also note that Itel Rail has begun using its shortline railroads reporting marks for lease to other railroads. Especially notable is the recent lease of 2000 Hartford and Slocomb grain cars to the Burlington Northern.

Jansen Rail Car, Inc acquired twenty new-built 23500-gallon, insulated, coiled, DOT 111A100W3 tank cars in 1990. JRCX 1118-1137 were built 6=7-90 GRI HO. These are stencilled as being leased to the Mobay Corporation. [D.G.Casdorph]

Kentucky-Tennessee Clay Company is leasing about twenty 5760-cuft covered hoppers from ACF Industries. ACFX 68442, 68447, 68449, 68452, 68545, and 68457 were built 6=7-91 at the Milton plant. Note that the 5760-cuft capacity is a new design. Hoppers are stencilled 1580/1300/1300/1580 cubic foot. [T.Hodun]

Liquid Carbonic Corporation. Previously unreported. Twenty-five 100-ton carbon dioxide tank cars that were built in 1988. LCIX 2541-2565 were built 6=7-88 by Union Tank Car Co. These are 20125-gallon, DOT 105A500W high pressure tank cars. [D.G.Casdorph]

Liquid Carbonic's leased cars from Union Tank Car Co are being relettered. Based on a comparison of light weights and confirmed sightings: LCIX 2566-2615 (ex-UTLX 27457-27506, 57'1" OL); LCIX 2616-2633 (ex-UTLX 81015-81026 and UTLX 81028-81033, 56'3" OL); LCIX 2634-2638 (ex-UTLX 82068, 82070, 82073, 82075, and 82076, 56'4" OL). [C.W.Shaver]

Lower Colorado River Authority. Previously unreported. The Authority received 250 rotary coal gondolas (AAR:GT) in 1989. LCRX 4000-4249 were built 8=11-89 by Thrall Car's Chicago Heights plant. The 47'0" IL cars have a 4325-cuft capacity. [D.G.Casdorph]

Lubrizol. Previously unreported are a few tank cars leased from Union Tank Car in 1989 and 1990 (e.g. UTLX 641318, 641324, built 7-89 and 641990, built 3-90). [E.A.Neubauer]

Lubrizol has also begun leasing a group of new-built tank cars from General American Transportation (e.g. GATX 37180 built 2-91 TRN OKC). This is a 20600-gallon, insulated, coiled, DOT 111A100W1 tank car. [D.G.Casdorph]

Manley Brothers is now leasing five cars. NAHX 29500-29504, that have a bit of interesting history. The cars were originally built by Portec in 1981 for North American and numbered NAHX 29500-29504. From 1985 to about the end of 1990 the cars were leased to the Eastern Shore Railroad as ESHR 29500-29504. In early 1991, the cars were returned to the NAHX 29500-29504 series and leased to Manley Brothers. These are 3000-cuft capacity covered hopper cars. [C.W.Shaver]

Mobil Oil has added additional leased LPG cars to its fleet. The latest are leased from General American Transportation, painted white with lettering, and are DOT 112J340W (the first new built of this class we've seen). Numbers sighted so far range from GATX 8995 to GATX 9055. Builders are TRN LGV (lower numbers) and TRN TULS (upper end of number range). Build dates 10=11-91. [D.G.Casdorph]

National Salvage and Service Corp. Some additional comments (see FCJ 35:8, 38:11, 39:5).

NSSX 10000-10139 series. These are owned by Greenbrier Leasing. NSSX 10085 is a 6357-cuft, plate E box car built in

10-66. It was originally SSW 50072, class B-100-9. It later became WCRC 10085 and then NSSX 10085. The car(s) are used for refuse transport service and have had new vents added to the sides.

NSSX 12000-12029 are owned by National Salvage and Services Corp. NSSX 12018 is a 6340-cuft box car built in 7-64 and has had vents applied to the ends. Origination of this series is still unclear at this time. [M.B.Foley]

Occidental Chemicals Corporation received twenty-five 22000-gallon, non-insulated, uncoiled, DOT 111A100W1 tank cars numbered OPIX 11001-11025 in 1990. The cars were built by ACF MILT in 2-90. Final painting and lining was done by TTX TX and ETC in 10-90. [D.G.Casdorph]

Petrowax. Additional information (*see* FCJ 38:11). UTLX 642422 is also leased to Petrowax. It was built in 11-90 UTC ECH. [E.A.Neubauer]

Procor, Ltd has added another one-hundred ninety 5810-cuft capacity covered hopper cars that are numbered UNPX 123821-124010. The cars were built by National Steel Car. Build date sighted so far is 10-91. [D.G. Casdorph]

Procor also received one-hundred T106 tank cars from UTC ECH. Numbers are PROX 74200-74299. [C.W.Shaver]

Safety-Kleen, Oil Service Inc is leasing 100 new-built cars from Procor, Ltd. Numbers are PROX 41600-41629 (built late Spring 1991) and PROX 50200-50269 (built 4-91 UTC ECH). These are 27000-gallon, non-insulated, coiled, DOT 111A100W1, 100-ton Tank cars. Livery is similar to the car illustrated in FCJ 42. [T.Hodun]

Terra International is leasing thirty new-built, 21000-gallon, DOT 111A100W1, insulated, non-coiled, tank cars probably for nitrogen fertilizer solution transport. ACFX 94494-94523 were built in 9=10-91 by ACF Milton. [C.W.Shaver/T.Hodun]

Texaco Chemical Company. The following are examples of recently leased new-built tank cars. GATX 37321 (20500-gallon, built 6-91 TRN LGV), UTLX 642911 (20650-gallon, built 9-91 UTC ECH), and UTLX 642985 (20650-gallon, built 11-91 UTC ECH). These are insulated, coiled, DOT 111A100W1 tank cars. [D.G.Casdorph]

Trancisco Leasing Company has acquired 230 steel hopper cars (AAR:HTS) numbered MCHX 30815-31044. The cars were built 8=9-91 BSC JTN. These are 3870-cuft capacity cars. [M.B.Foley]

Trinity Industries Leasing has added more 5125-cuft capacity PowerFlo® covered hoppers to its fleet (e.g. TILX 5161, 5163: built 9-91 TRN FW). [D.G.Casdorph]

TTX Company. Additional RTTX initialed four-unit 89-foot flat cars have been converted (TTX class 4BSF11).

Numbers in this second group range from RTTX 165050 up through at least 165074. Rebuilt dates noted so far are 9=10-91. Plans are presently to convert a total 150. These are being rebuilt at TTX's Hamburg, South Carolina shop.

The following is an update on the more recent deliveries of the "All Purpose Spine Car" designs (last previous news note was in FCJ 38:13)

TTAX 76720+76845, built 5=8-91 Trinity.

TTAX 76872+76889, built 7=10-91, Trinity.

TTAX 77325-77424, built 7=8-91, Thrall Car.

TTAX 77425+77478, built 10-91, Thrall Car.

TTAX 78845+, built 8-91, Bethlehem Steel Car.

Two-hundred twenty-five (225) more single-well, double-stack, container cars were delivered to TTX Company in 8=10-91. DTTX 56150-56374 were built by Gunderson's Portland, OR plant.

TTX continues to add more multi-unit double-stack container cars to its every-expanding intermodal freight car fleet. The newest item of interest includes the first THRALL built three-unit drawbar-connected double stack cars. Fifty cars, numbered DTTX 25018-25067 have entered the fleet. Build dates are 7=8-91. Thrall job number 677. TTX class TWG30.

Also, more class TWG52B's have been delivered from Thrall Car. The 100 cars are numbered DTTX 72783-72882. Observed build date is 9-91.

DTTX 73709-73908 are Gunderson-built, five-well, double-stack container cars (200 cars, 1000 wells) built 8=11-91.

A new builder of FBC-type lumber flats has entered the TTX fleet. Trinity's Greenville plant delivered 100 cars numbered TTZX 84000-84099. Known build date reported so far is 10-91.

A new group of Thrall built Center Beams have entered the fleet (Job 685). There will be 400 in the series. The cars are numbered TTZX 87282-87681. Known build dates are 10-91=1-92. [C.W.Shaver/D.G.Casdorph/M.B.Foley]

Union Electric Company. Additional Information (*see* FCJ 42) on the 1991 Trinity built aluminum coal cars. Numbers sighted range from UCEX 91008-91393 with build dates ranging from 1=7-91 TRN MO. [J.Kinkaid]

U.S.Petroleum. Additional information (*see* FCJ 38:13). GATX 54104 is also leased to U.S. Petroleum, It was built in 10-90 by TRN LGV. [E.A. Neubauer]

Virginia Power acquired 300 conventional bottom 3800-cuft capacity coal hoppers numbered VAPX 91001-91300. The cars were built in late 1991 by Johnstown America (formerly known as Bethlehem Steel Car). [K.Lehman]

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