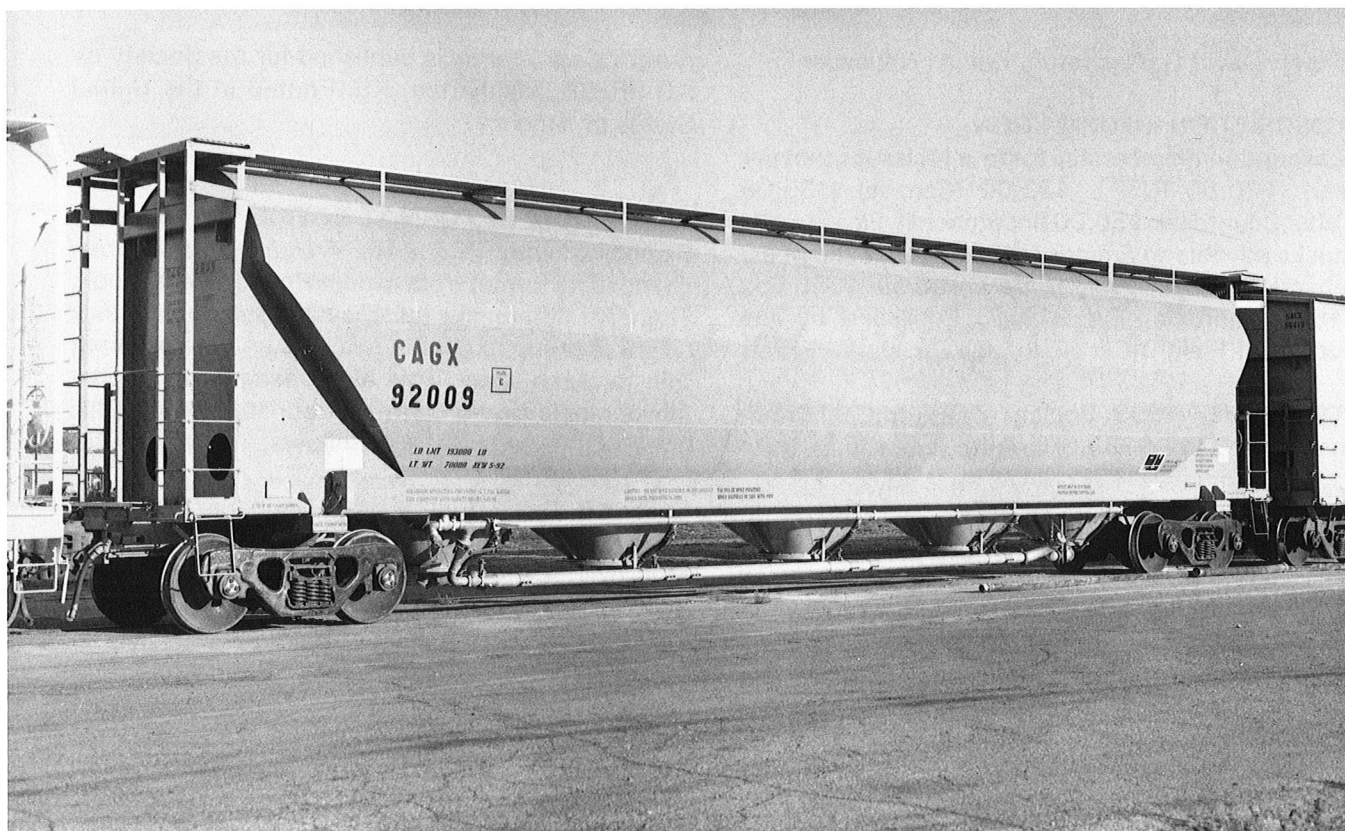


The Freight Car REVIEW

52



FREIGHT CARS

Journal

FREIGHT CARS JOURNAL

Issue 52 Vol.10 No. 3 March 1993

Editors: David G. Casdorff, Eric A. Neubauer

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The Freight Car **REVIEW**

Number 4

**Green Bay & Western
Gateway Western
Trinity Power Flo 5125
GERSCO 3605 LO
Freight Car News**

Anthology of Freight Car History, News, and Modeling

The Freight Car Review Nº 4

March 1993

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GREEN BAY and WESTERN RR Freight Car Roster, 1992

by David G. Casdorph and Carl W. Shaver

20-29

199GB. blt 7=8-77 TC CH. 2494 cuft. Photos: GBW 23 p 73, *Mainline Modeler* Sept 91.

30-39

154GB. blt 4-66 TC CH. 2340 cuft. Photos: GBW 36 p 73, *Mainline Modeler* Sept 91.

50-55

141LU. blt 4-73 TC CH. 4397 cuft. Yellow/black. Photos: GBW 52 p 38, *Mainline Modeler* Oct 91.

90-99

155XM. blt 8-77 ICC KTN. 6350 cuft. Yellow/black. Photos: GBW 90 p 107, *The Car and Locomotive Cyclopaedia, 4th Edition (1980)*. GBW 97 p 39, *Mainline Modeler* Oct 91.

150-174

178HMA. Acquired 1981 or early 1982; probably from LSI series 8500-8599.

200-201

200LO. blt 11-78 PS BUT. 4750 cuft. fr RREX 4176-4177. Lettered Farnhamville, IA. Pink/black.

202-209

200LO. blt 11-79 PS BUT. 4750 cuft. fr RREX 4181-4205. Lettered Albert City. Pink/black.

213-214

200LO. blt 5-74 PS BUT. 4750 cuft. ex-PTLX. Gray/black data.

215-216

200LO. blt 4=5-80 PS BUT. 4750 cuft. ex-PLCX. Lot 1065. Gray/black data.

217

200LO. blt 10-80 PS BUT. 4750 cuft. ex-PLCX. Lot 1102. Gray/black data.

301-309

150XP. Roll paper loading.

600-624

110XM. blt 6,10=11-60. 3956 cuft. Hide loading. Yellow/black. Photos: GBW 601 p 39, *Mainline Modeler* Oct 91.

690-700

110XP. blt 6-56. 4885 cuft. Hide loading. Chicago Freight Car. Reno fr 4000-4048. Yellow/black.

1700-1719

153XM. blt 2-66 PS BESS. 5020 cuft. Yellow/black. Photos: GBW 1701 p 39, *Mainline Modeler* Oct 91.

1730-1759

154XM. blt PS BESS. Eleven cars to SGLR 1731 + 1758 in mid'91. Yellow/black. Photos: GBW 1739 p 39, *Mainline Modeler* Oct 91.

2700-2709

151XL. blt 6-69 PS BESS. 5050 cuft. Waffled sides. Lot 9396. Yellow/black. Photos: GBW 2704 p 40, *Mainline Modeler* Oct 91.

2710-2729

154XM. blt 12-71 PS BESS. 5238 cuft. Waffled sides. Lot 9573. Yellow/black. "Class X-5-G." Photos: GBW 2710 p 33, *Mainline Modeler* Oct 83. GBW 2712 p 27, *Railmodel Journal* Apr 1992. GBW 2724 p 40, *Mainline Modeler* Oct 91.

4000-4048

110XL. blt 6-56. 4885 cuft. Stretched 40-foot box cars. Chicago Freight Car. Yellow/black. Photos: GBW 4041 p 53-103, *1974 Car Builders Cyclopaedia*.

5500-5534

196GB. blt 10-83 CNCF SHGN. 2500 cuft. Black/white data.

6000-6074

209LO. blt 11-90 TRN BESS. 2980 cuft. Lot 2117. Gray/black data.

6075-6099

200LO. blt 7=8-81 USEX WA. 3000 cuft. ex-USLX 1700-1724. nee-GBW 9003 + 9098. Yellow/black.

7000-7049

154XM. blt 4-79 FMC P. 5347 cuft. Yellow/black. Photos: GBW 7034 p 40, *Mainline Modeler* Oct 91.

7050-7199

157XM. blt 6-79 ACF STL. 5317 cuft. 80 cars to SRN

5500-5579 Late'88. 35 cars to HS 6465-6499 Late'91. Yellow/black. Photos: GBW 7106 p 46 *Modern Freight Cars: A Photo Anthology*. GBW 7166 p 40, *Mainline Modeler* Oct 91.

7200-7407

157XM. blt 6-79 ACF STL. 5317 cuft. 75 cars to Soo Line 178882-178956 mid'83 (later to MR 178882-178956). Yellow/black. Plug doors. Photos: GBW 7340 p 40, *Mainline Modeler* Oct 91.

7450-7649

154XM. blt 9=10-79 SIE ATL. 5277 cuft. GBW 7450-7549, yellow cars. GBW 7550-7649, blue cars intended for SSDK. U.S. Railway Leasing. 125 cars to SRN 5580-5699 Late'88. Photos: GBW 7482 and 7529 p 41, *Mainline Modeler* Oct 91.

8000-8199

154XM. blt 12-77, 3-78 FMCP. 5347 cuft. fr PW 404-703 Early'81. 50 cars (8000-8049) to MTW 8000-8049 Mid'84. Most of the rest were reno to GBW 10100-10243 late'89. Photos: GBW 8086? p 41, *Mainline Modeler* Oct 91.

8300-8423

154XM. blt 4-79 FMC P. 5347 cuft. fr NOPB 3975-4099 Early'84.

9000-9099

200LO. blt 7=8-81 USEX WA. 3000 cuft. 25 cars to

USLX 1700-1724 Late'87. 15 cars to WC 6148-6162 mid'88 (late to WSOR 6148-6162 in 1992). Yellow/black.

10100-10243

154XM. blt 12-77, 3-78 FMCP. 5347 cuft. ex-GBW 8050-8199. (nee-PW 404-703). Photos: GBW 10153 p 46, *Modern Freight Cars: A Photo Anthology*.

11000-11001

197XM. blt 1977/78 FMCP. 5347 cuft. Rebuilt to 100-ton and reno from GBW 10100-10243 early'90's.

16000-16299

154XP. blt 12-79=1-80 FMCP. 5347 cuft. Yellow/black. Photos: GBW 16125 p 47, *Modern Freight Cars: A Photo Anthology*.

22090-22091

139RBL. blt 11-68 FGE AX. 4870 cuft.

23000-23008

150RB. Leased from Western Refrigerator Line Co.

50000-50049

136RBL. blt 8-81 FGE AX. 5237 cuft. Yellow/black. Photos: GBW 50000 p 40, *Mainline Modeler* Oct 91.

375502-375517

170XP. blt 11-76 PS BESS. 6426 cuft. Waffled sides. ex-GTW 375502-375517. Blue/white.



GBW 31 was built in April 1966. 70-ton mill gondola. 2340 cu.ft. capacity. Green Bay, WI August 1992.



(Above) GBW 95 was built in 1977 by International Car Co. This massive 6350 cu ft box car is used for paper service. (Below) GBW 209 comes from Rex Leasing. It's a 4750 cu ft Pullman-Standard covered hopper.





(Above) GBW 214 is an ex-Pullman Leasing 4750 cu ft covered hopper built in 1974. (Below) GBW 6023 was built in 1990 by Trinity's Bessemer, Alabama plant. It is a 2980 cu ft design.





(Above) GBW 9043 is presently leased from GERSCO (though, originally leased from Evans). 3000 cu ft.
 (Below) GBW 22091 is one of GBW's few RBL refrigerator cars. This one was built in 1968 by FGE AX.



GATEWAY WESTERN FREIGHT CAR ROSTER 10-92

by David G. Casdorff

The Gateway Western Railway had in October 1992, only two series of freight cars.

2125-2249 (Not inclusive)

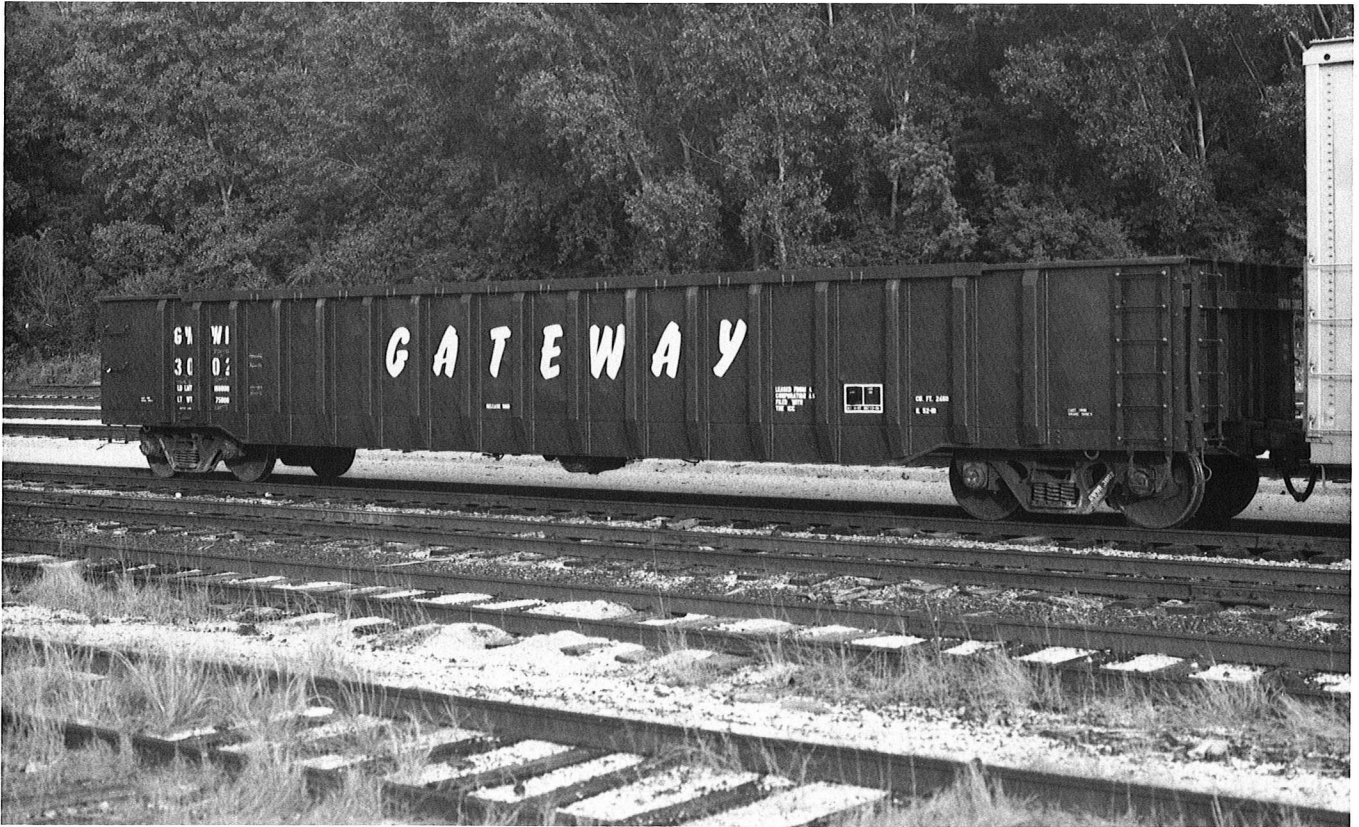
200LO. blt 5 = 6-79 RTC HO and PS BUT. 4750 cuft. From nee TWGX 2125-2249. GWRW has only fifty cars registered in the series.

3000-3024

190GBS. blt 5-67. 2460 cuft. Rebuilt 12-90 CRSC DY (Corbin Railway Service, Decoursey KY).

(Below) GWRW 2244 was built in May 1979 as TWGX 2244. In 1992 it was transferred to the Gateway Western Railway. Seen here in Kansas City KS in August 1992.





(Above) GWWR 3002 was built in 1967 and rebuilt in 1990 by Corbin Railway Service. Kansas City, MO.
(Below) End view of GBW 3024 showing rebuild work on end. Salt Lake City, UT. Both photos August 1992.



TRINITY INDUSTRIES 5125 CU FT POWER FLO COVERED HOPPER

by David G. Casdorff

Research Assistance: Carl W. Shaver, Eric A. Neubauer, and Mike Foley.

Trinity introduced its new Power Flo pressure differential (PD) design covered hopper in 1987. Though remotely similar in design to earlier North American Pressure Differential covered hoppers, the Power Flo is an entirely new design.

As of September, 1992 nearly 1000 examples have been produced. The design seems to be replacing the GATX Airslide® covered hoppers in service. The largest Airslide® had a 4895 cu ft capacity.

This car also competes with various earlier North

American PD's that are no longer in production as well as the currently produced Thrall 5165 cu ft PD and the ACF 4970 cu ft PD (including the ACF 5000 cu ft PD's). All are registered as AAR car type code "C614."

All cars so far appear to have been made at Trinity's Fort Worth TX plant. Most cars have also been lined to customer requirements. Private operators and leasing companies are the primary users of this design. In August 1992, the Norfolk Southern became the first railroad to place these into service.

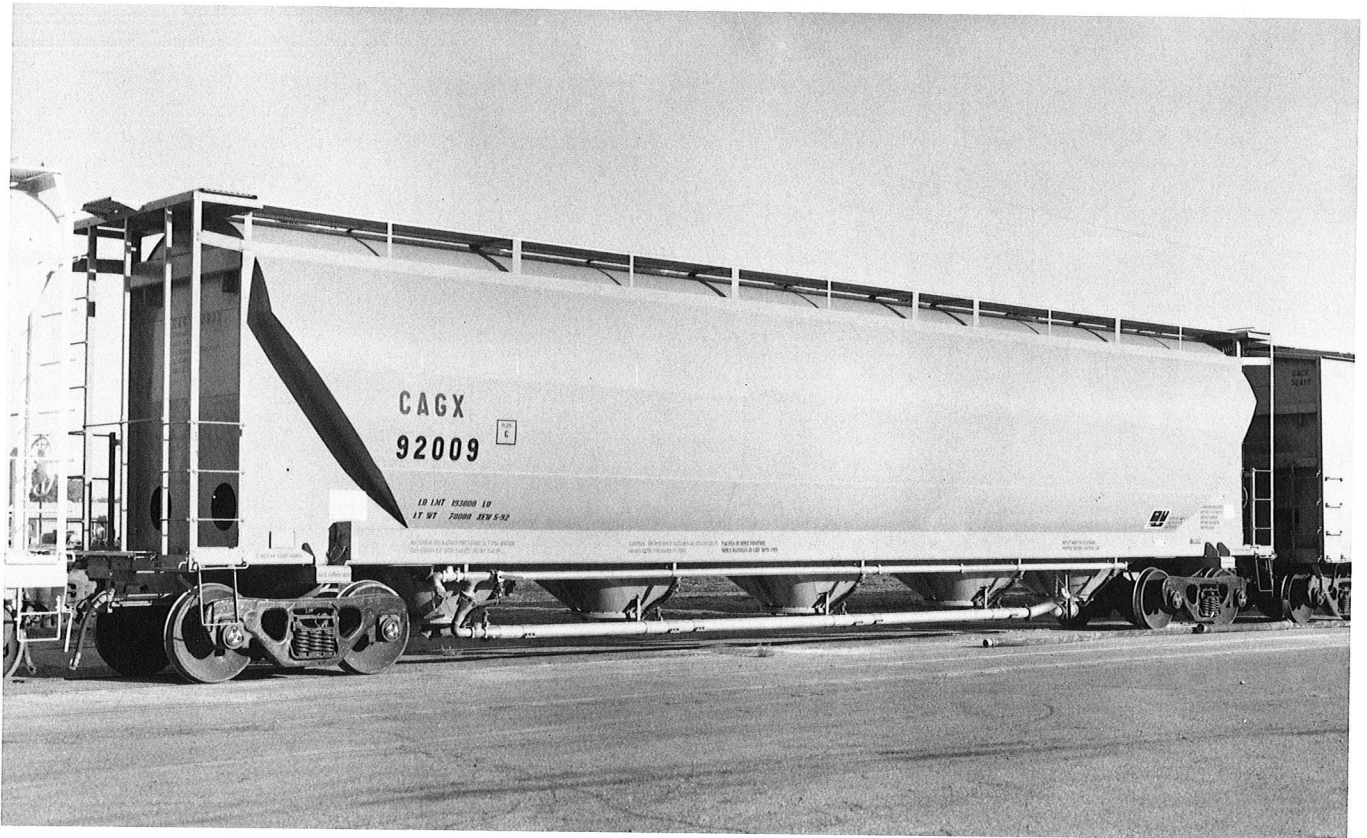
This article includes a list of known cars as of September 1992, lessee list, and photos of various cars.

TRINITY POWER FLO LESSEE LIST SEPTEMBER 1992

LESSEE	EXAMPLES
Glidden	GACX 10169.
Hill & Griffith	CRDX 11007 + 11038, 11059 + 11064.
Hubinger Co	GPFX 10302.
Minnesota Corn Pro.	TILX 5179. GPFX 10254-10255.
Nabisco	GACX 10036-10037, 10045.
National Starch	GACX 10049-10058, 10095, 10106. CRDX 11130, 11137. TILX 5011-5015.
Penford Products	GACX 10067, 10177.
Procter & Gamble	GACX 10004 + 10034, 10214. TILX 5046, 5083, 5093, 5104-5105, 5111.
Raisio	GACX 10040-10041, 10043, 10077, 10160-10161.

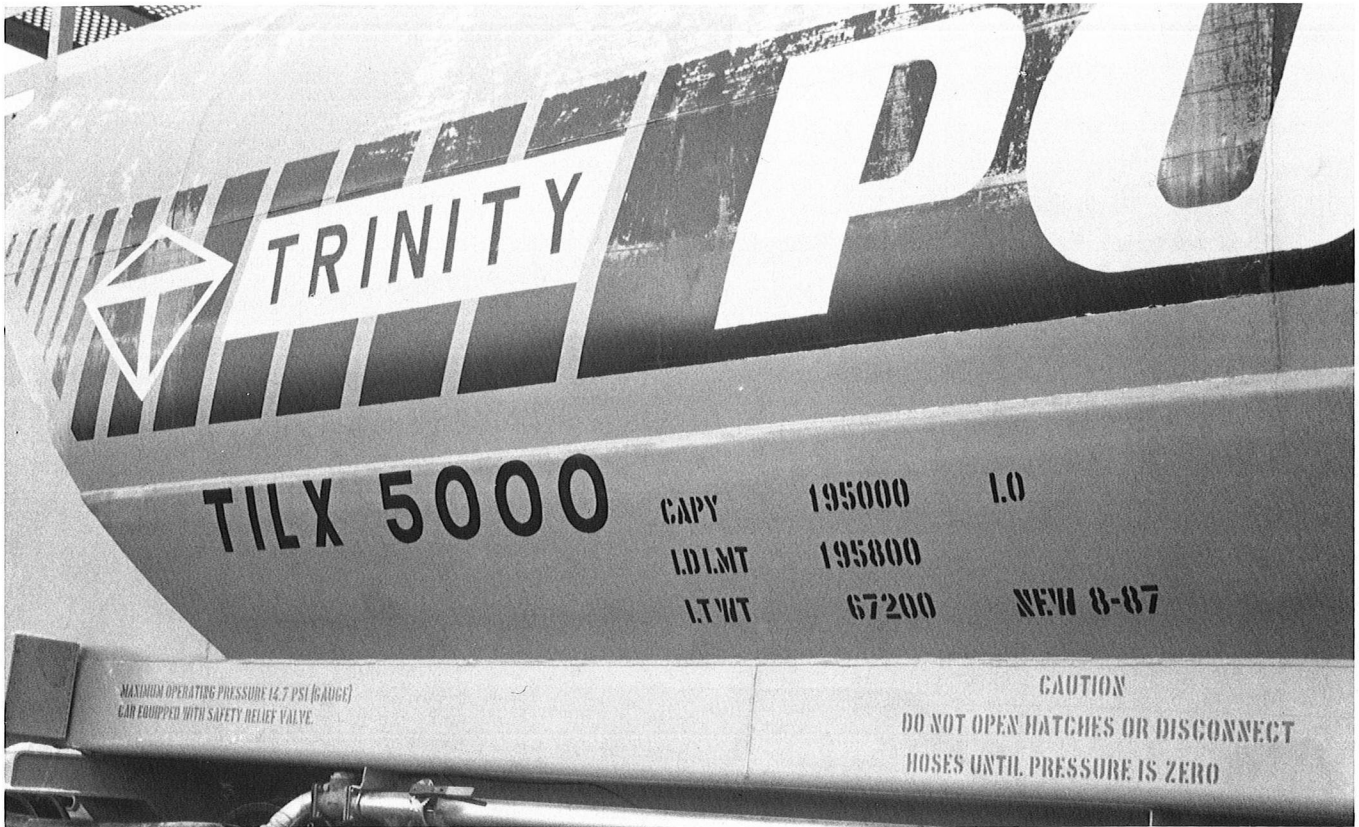
TRINITY POWER FLO 5125 CU FT COVERED HOPPERS - September 1992

<i>Initials</i>	<i>Number Series</i>	<i>Qty</i>	<i>Build dates</i>	<i>Notes</i>
ADMX	51001-51117	117	5 = 12-91	Some have gray carbodies, e.g. 51059-51065
ADMX	51118-51146	29	2 = 3-92	
ADMX	51147-51193	47	3 = 5-92	
ADMX	51194-51234	41	5 = 7-92	
CAGX	92000-92029	30	5 = 6-92	
CRDX	11000-11049	50	1 = 3-89	
CRDX	11050-11079	30	9 = 10-90	
CRDX	11080-11099	20	2-91	
CRDX	11100-11112	13	2-91	
CRDX	11113-11122	10	4-91	
CRDX	11123-11127	5	8-91	
CRDX	11128-11141	14	1 = 2-92	
GACX	10000-10099	100	5 = 12-88	
GACX	10100-10139	40	3 = 4-89	
GACX	10140-10149	10	5-89	
GACX	10150-10174	25	8-90	
GACX	10175-10224	50	12-90 = 1-91	
GACX	10225-10229	5	10-91	
GACX	10230-10234	5	1-92	
GACX	10235-10242	8	4-92	
GPFX	10243-10302	60	7 = 9-92	
ITLX	29000-29019	20	10-91	
NS	292000-292029	30	8-92	NS class HC-89
SSPX	1000-1024	25	1-92	
TILX	5000	1	8-87	Demonstrator livery
TILX	5001-5022	22	4 = 5-88	
TILX	5023	1	5-88	
TILX	5024-5083	60	5 = 7-90	
TILX	5084-5115	32	11 = 12-90	
TILX	5116-5147	32	2 = 4-91	
TILX	5148-5163	16	8 = 9-91	
TILX	5164-5180	17	7-92	



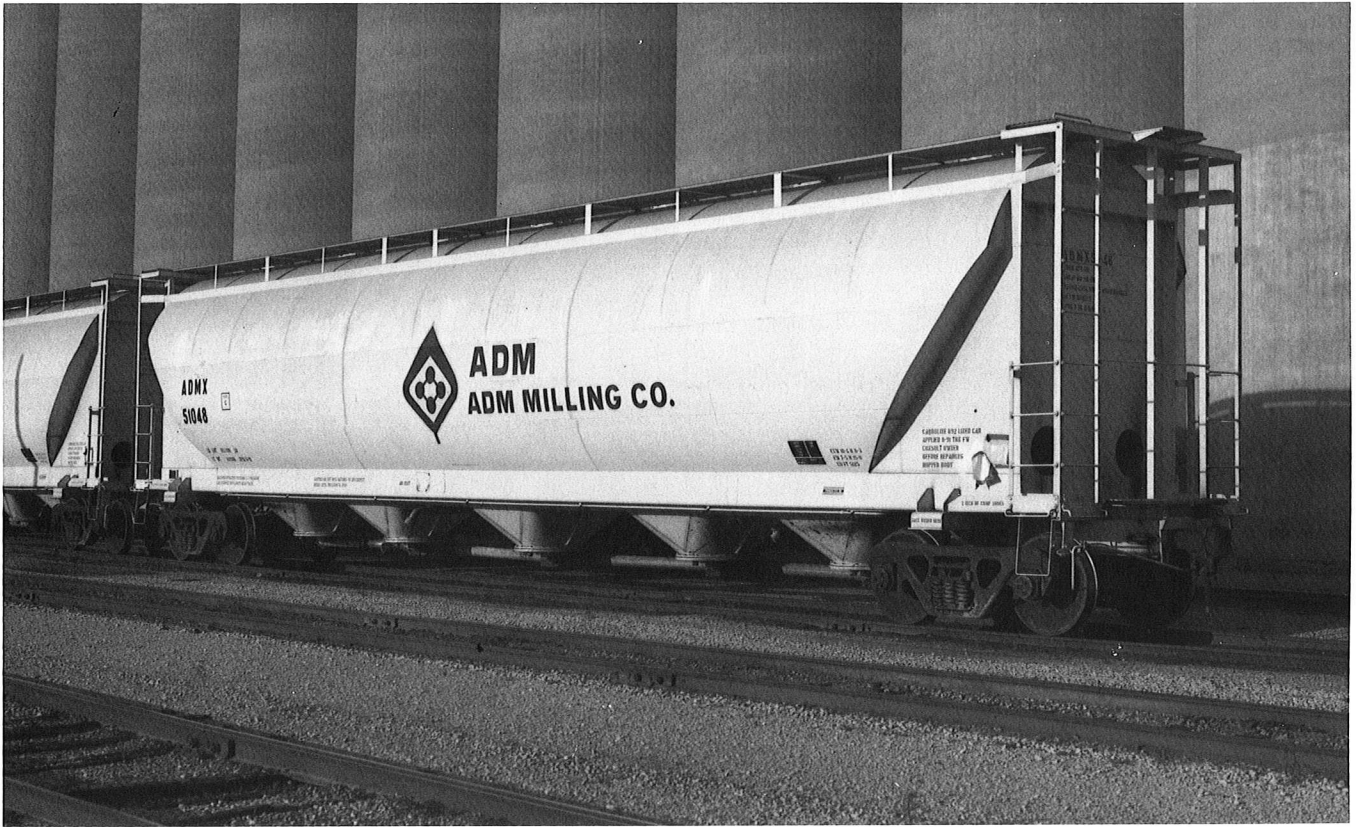
(Above) CAGX 92009 was delivered in 5-92. Lined with Carboline 892. Photographed in Ogden, UT 8-92.
(Below) TILX 5000 in the demonstrator scheme. Built 8-87. Mike B Foley photo.





(Above and Below) Close-ups of the TILX 5000. Note the lower side sheet's thickness. Also note caution label; these cars as the type name implies are under pressure. Both photos, Mike B. Foley.





(Above) ADMX 51048 was built 8-91. Shown here in the more common white scheme. N Kansas City, MO.
(Below) ITLX 29001 was built 10-91. Color, standard gray with black lettering. Kansas City, MO 8-92.



GERSCO's 3605 CU FT REBUILT COVERED HOPPERS

by David G. Casdorff

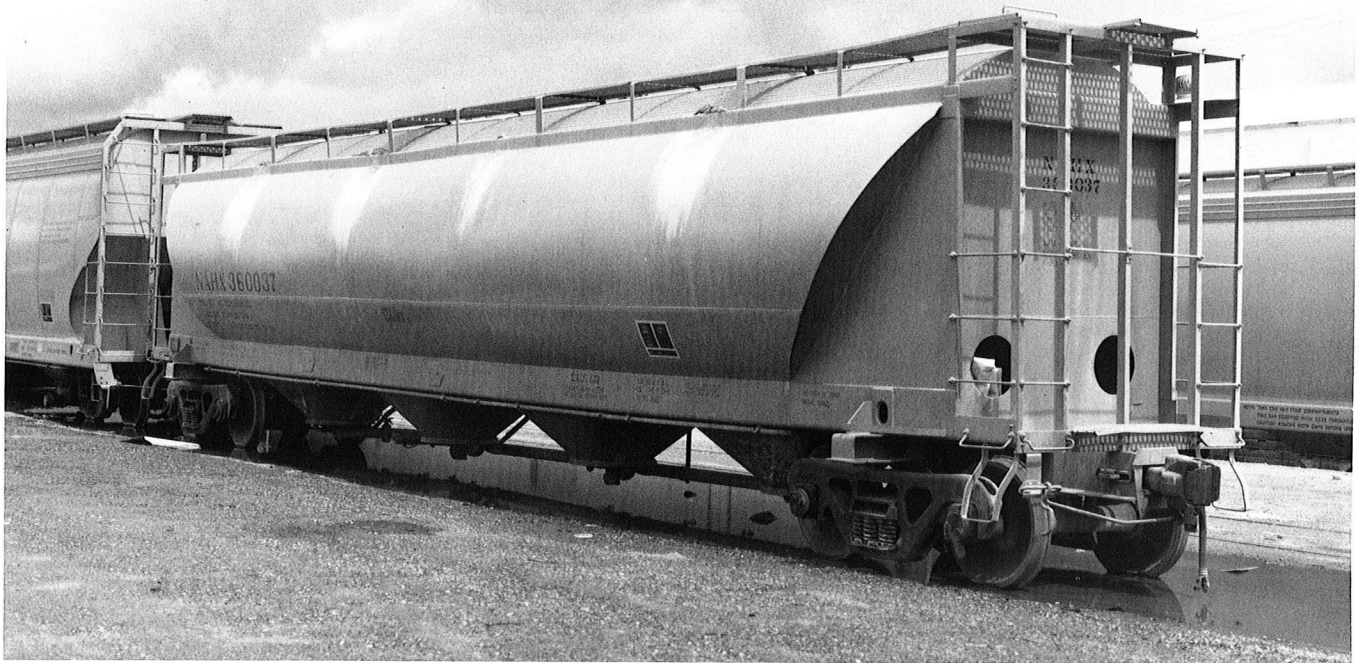
General Electric Railcar Services Corporation (GERSCO) rebuilt 54 pressure differential covered hoppers into 3605 cu ft cars. The cars have two weld lines and two splice plates per side. This indicates that the cars were probably rebuilt into the 3605 cu ft size from a smaller 2785 cu ft PD covered hopper by adding a fourth "hopper" and section to increase the car's length from 49'0" to 59'5".

The rebuilds fall into two groups. NAHX 360000-360049 all appear to have been rebuilt in 1988. The last four cars, NAHX 360050-360053 appear to have been rebuilt in 1990¹.

¹ I use the word "appeared" because these data are based on less than 10% actual car sightings.

(Below) NAHX 360037 was built in 1-83 by BUT MURF and rebuilt in 10-88 at GERSCO's Texarkana shops. The car is leased to C.T.S. Cement Manufacturing Co. March 1992, Paramount, CA.





(Above) NAHX 360037 as viewed from the "A" end. (Below) Detail of side showing the inserted section. Note the two splice plates used for reinforcement along the side sill.





(Above) Detail of splice area along side sill.

ITEL SHOP LOCATIONS BEFORE THE MERGER WITH GERSCO IN 1992

<u>Channelview, TX</u>	IRX CT
<u>Council Bluffs, IA</u>	IRX CB
<u>Danville, IL</u>	
<u>Dothan, AL</u>	IRX DT
<u>Junction City, KS</u>	IRX JC
<u>New Castle, PA</u>	
<u>Springfield, OR</u>	IRX S

FREIGHT CAR NEWS

News Highlights

- New Thrall double-stack class for TTX
- SP gets more double-stack cars
- NS gets Trinity Power Flo PD LO's
- Cargill gets more corn-syrup tank cars
- New 20'2" Auto racks (NS, UP)
- MRL gets 250 former RBOX

RAILROADS

ATCHISON, TOPEKA, AND SANTA FE is operating 59 of the original 60 Maersk, MAEX-initialed, double stack container cars. SFLC 254300-254358 are from the MAEX 100000-100059 series. Owner-lessor is Greenbrier Leasing. Cars were remarked for SFLC in late '92. [C.W.Shaver]

BURLINGTON NORTHERN. More dates for the new series of 1000 grain hoppers, BN 467000-467999. Build dates are reported as 8,10-92. [C.W.Shaver, D.G. Casdorff]

CHICAGO AND NORTH WESTERN is rebuilding a number of 1700 cu ft HK hoppers built in 1969 by Bethlehem Steel with new outlets for more efficient use in ballast service. Series involved is CNW 110500-110606. [C.W.Shaver]

CONRAIL. The new "Coil-SHIELD" cars are numbered in the CR 631000's. Build date for CR 631009 and 631019 is 10-92. Built by Thrall.

DAKOTA SOUTHERN began leasing a number of 4750-cuft covered hoppers from GERSCO in 1992. Examples include DRSC 487295, 489399 (relettered from NAHX) and DRSC 260156 + 260192 (originally BRAX, but probably relettered from KYLE). [C.W.Shaver]

GRAND TRUNK WESTERN has rebuilt and raised the roofs on another group of box cars. These are 50'6" IL cars (previous roof raisers were 60-footers). GTW 584000-584157 were rebuilt in 8-92 by GTW VT (PHS, Port Huron Shops). Capacity, 6635 cu ft. The cars were originally built in 1970. [D.G.Casdorff]

INDIANA HARBOR BELT is leasing fourteen coil steel cars from Borg-Warner Leasing (e.g. IHB 92209, built 8-75, nee-MILW 92209). [D.G.Casdorff]

IOWA INTERSTATE is leasing 51 PS-built 4750-cuft covered hoppers from HELM. The cars were previously lettered in the NAHX 481525-481649 series.

Also, there are now a full 102 cars in the IAIS 43300-43401 series being leased from Itel. [C.W.Shaver]

MISSISSIPPI DELTA is operating ninety CNCF built box cars numbered MSDR 194738-194827. These came from the Mos-

cow, Camden, & San Augustine's MSCA 7000-7124 series. [C.W.Shaver]

MONTANA RAIL LINK has acquired 250 ex-Southern, nee-RBOX box cars. Numbers range is MRL 14001-14999 (not inclusive). [C.W.Shaver, D.G. Casdorff]

NORFOLK SOUTHERN acquired thirty Trinity Power Flo 5125 cu ft covered hoppers. NS 292000-292029 were built in 8-92 by TRN FW. NS class is HC-89. [E.A.Neubauer, C.W.Shaver]

New-built extra-high auto racks were delivered in 8-92 from Thrall Car Winder, GA. These 20'2" tri-levels are mounted on TTQX flat cars (*see also* Union Pacific below for a related story). [D.G. Casdorff]

SOUTHERN PACIFIC has added another twenty new-built 125-ton, quintuple, articulated, double-stack container cars. SP 513800-513819 were built 9-92 by Gunderson, Portland OR. SP class FC-320-4. [D.G.Casdorff]

UNION PACIFIC. Renumberings. UP continues to rebuild and renumber a considerable number of covered hoppers that are close or over 20 years old. The following are the latest:

UP 83050-83171	CH90-11
UP 83800-83854	CH90-16 9-92

Extra-High 20-2 Auto Racks. UP has acquired more 20'2" auto racks from Thrall Car's Winder, GA shop. These are mounted on TTQX flat cars. Build date for this group is 6-92 (*see also* Norfolk Southern above for a related story). [D.G.Casdorff]

PRIVATE OWNERS AND LESSEES

ADM TRANSPORTATION has added fifty 25,800 gallon tank cars. Numbers are ADMX 25766-25815. These were originally UTLX 643496-643545. The cars were built in 8-92 by UTC ECH so they were not lettered UTLX for very long (they were seen in ADMX markings in early October 1992). These are the first Union Tank Car (UTC) built cars that ADM has acquired in a long time. Colors are black tank with gold lettering. [C.W.Shaver]

AMOCO CHEMICAL CO. AMCX 107925-108259 (*see* FCR 2:15). Build date range is now 4 = 7-92. [E.A.Neubauer]

ARCO CHEMICAL is leasing some new tank cars from General American Transportation (e.g. GATX 35833 and 35839, built 8-92). [E.A. Neubauer]

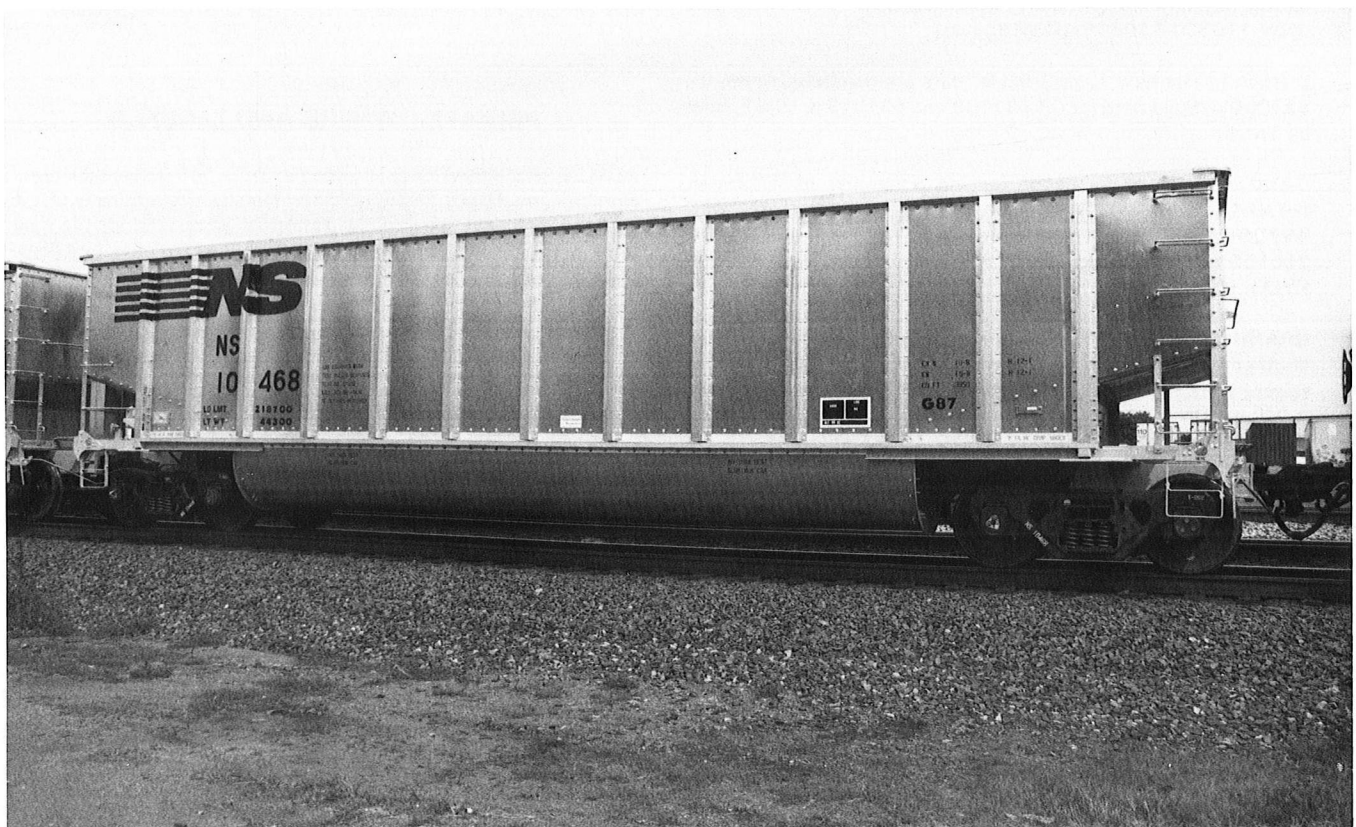
NATX 60000's (*see* FCR 3:27). Numbers sighted now range NATX 60002-60026 with build dates 2 = 3-92. [E.A.Neubauer]

General American is leasing some new-built 23600-gallon, insulated, coiled, DOT 111A100W1 tank cars to Arco (e.g. GATX 28917, built 5-92 TRN LGV). [D.G. Casdorff]

CARGILL has added 175 new corn-syrup tank cars to its fleet. CRGX 5827-6001 were built 9-92 by Trinity Longview. These are 17500-gallon, insulated, coiled, DOT 111A100W3 tank cars.



(Above) BN 467195 is part of the 1000 car order for BN that was delivered in 1992. Minneapolis, MN.
 (Below) NS 10468 is part of a 331-car series (NS 10300-10630). Built 8-92 JAC JTN. J.L. Becker photo.



[C.W.Shaver]

COAL SUPPLY CORPORATION has added another 210 Johnstown America "Bethgons" in 1992. Numbers are CSCX 4201-4410. [C.W.Shaver]

EXXON CHEMICAL AMERICAS. ECUX 860101-860495 (see FCR 2:16). Add a 5-92 build date to this series. [E.A. Neubauer]

The ECUX 860496-series began deliveries in 7-92. High number reported so far is 860507. Build dates range from 7=9-92. [E.A.Neubauer]

Fifty new-built 33550-gallon tank cars, ECUX 569053-569102 were delivered in 8-92 by Trinity Longview. [E.A. Neubauer]

FARMLAND INDUSTRIES has acquired nine cars (Trinity-built 4750s) from Chevron in late 1992, including the end-point cars from CHVX 880001-880050 (e.g. FLIX 880042). [C.W.Shaver]

GEORGIA PACIFIC CORPORATION. GPMX 10100 is an unusual rebuild. This car was rebuilt from a FMC double-door box car into a wood chip car. Class is G-70-73 (suggesting it was rebuilt from a SP/SSW B-70-73). [E.A.Neubauer]

HELM LEASING. Now that Wisconsin Electric has its new aluminum gons, some of the oldest WEPX cars have gone back to HELM. Series involved is WEPX 400-640 to HLMX. [C.W.Shaver]

LYONDELL is leasing several 5748 cu ft covered hoppers from ACF Industries (e.g. ACFX 68504, 68513, and 68515) built in 5-92 at the Huntington Shops. [E.A.Neubauer]

MONSANTO is leasing a number of 20700-gallon tank cars from

Union Tank Car Co (e.g. UTLX 650650, built 4-92, UTC ECH). [E.A.Neubauer]

PROFLAME, INC. Previously unreported. Proflame acquired seven new-built, DOT 105J300W, LPG tank cars in 1990. CGSX 4-10 were built 1-90 UTC ECH. [D.G.Casdorph]

REAGENT CHEMICAL & RESEARCH INC acquired twenty new-built TO55 tank cars in early 1992. RCRX 1300-1319 were built 1-92. [E.A.Neubauer]

SOLVAY POLYMERS. ELTX 2000-2374 (see FCR 3:29). Add an 8-92 build date to this series. [E.A.Neubauer]

TRINITY INDUSTRIES LEASING. Previously unreported. TILX 61500 is a 6151 cu ft covered hopper. It was built in 12-90 at TRN FW. [E.A.Neubauer]

TTX COMPANY. *Double-stack cars.* Another new class of quintuple articulated double-stack container cars have been delivered to TTX. Forty cars, Class TWG52C, DTTX 720000-720039 (note six-digits) have been delivered 9=10-92 from Thrall Car (Job 711).

Additional Gunderson design double-stack cars continue to be added to the fleet. The latest GWG52B now range up to DTTX 75536 with build dates of 8=9-92. [C.W.Shaver]

All-Purpose Spine Cars. TTAX 79537-79636 were built 9-92. These are a new class, RAF55D. [D.G.Casdorph]

UNION CARBIDE is leasing some tank cars from Trinity Leasing (e.g. TILX 400161, built 2-92) [E.A.Neubauer]

(Below) ECUX 860338, built 6-92 by Trinity. 5851 cu ft capacity. Appleton, WI 8-92. D.G.Casdorph





(Above) TILX 5179 was built in 7-92. It is leased to Minnesota Corn Processors. Kansas City MO 8-92.
(Below) TTZX 87815 was built in 4-92 by Thrall Car. TTX class TSH75. Burlington IA 8-92.



ABBREVIATIONS

GENERAL

-	Through, numbers inclusive
=	Through, month dates inclusive
+	Between, numbers <i>not</i> inclusive
blt	Date built, new
cu ft, cuft	Capacity in cubic feet
<i>e.g.</i>	For example
ex	Previously (compare to <i>nee</i>)
GERSCO	General Electric Railcar Services Corp
IL	Inside length <i>or</i> loading length
nee	Originally
Plate	Clearance "plates." (C, E, F, F+ etc)
reblt	Date rebuilt

CURRENT FREIGHT CAR BUILDERS

ACF HTG	ACF Industries, Huntington WV
ACF MILT	ACF Industries, Milton, PA
GUX P	Gunderson, Portland OR
JAC JTN	Johnstown America, Johnstown, PA
TC CH	Thrall Car, Chicago Heights IL
TCW	Thrall Car, Winder GA
TRI MO	Trinity Industries, Mt Orab OH
TRN BESS	Trinity Industries, Bessemer AL
TRN FW	Trinity Industries, Fort Worth TX
TRN GV	Trinity Industries, Greenville, PA
TRN LGV	Trinity Industries, Longview TX
TRN OKC	Trinity Industries, Oklahoma City OK
TRN TULS	Trinity Industries, Tulsa OK
UTC ECH	Union Tank Car, East Chicago IN

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