

# FREIGHT CARS

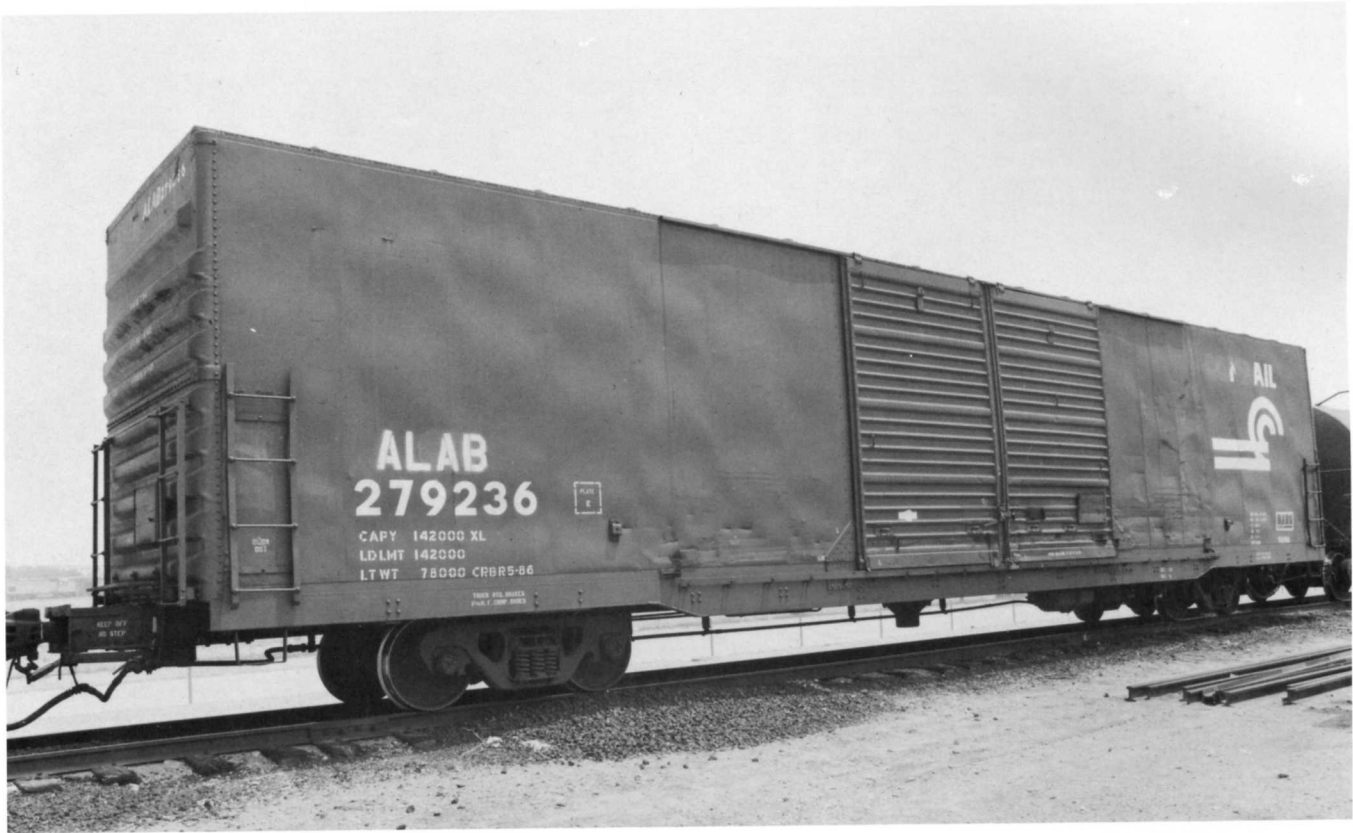
## JOURNAL N<sup>o</sup> 64



## NEWS PICTORIAL

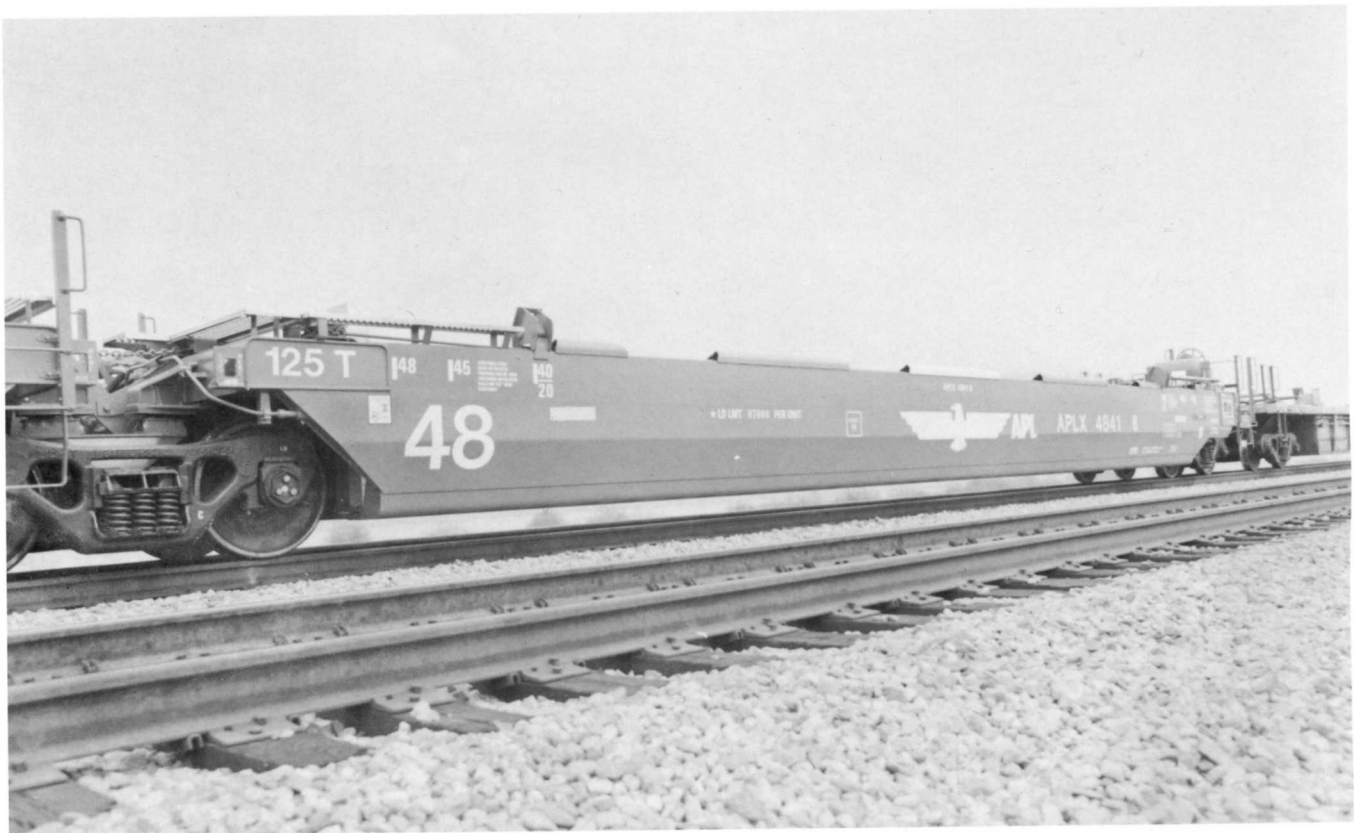
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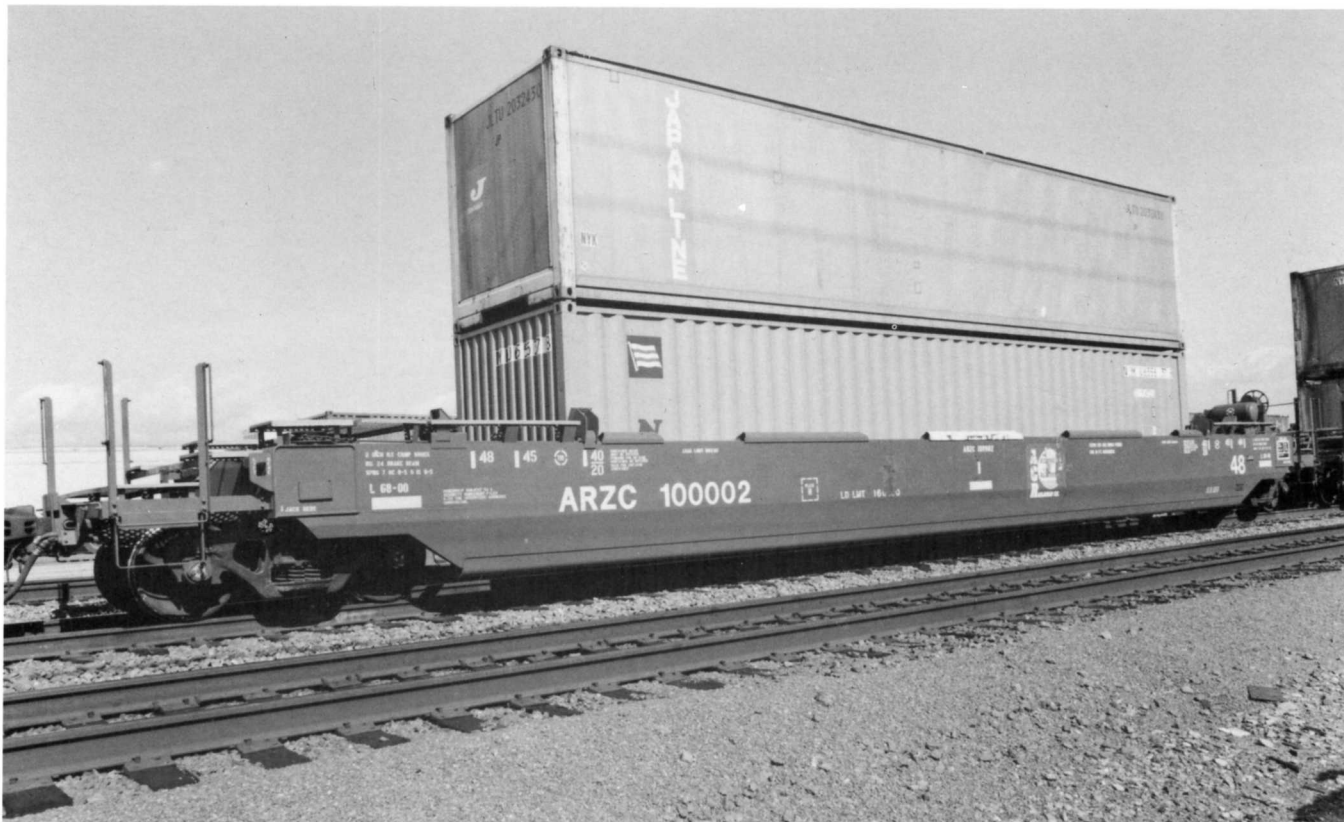
Editors: D G Casdorff, E A Neubauer, and J A Kinkaid. Please address all correspondence to Freight Cars Journal PO Box 2480 Monrovia CA 91017. Whilst every effort is made to ensure the accuracy of the information and data forming the content of this publication, the authors, editors, and publishers cannot be held responsible for errors or omission, or for any loss or damage occasioned by any person using the information contained in this publication. Front Cover photo - AJPX 7051 is one of North American Chemical's 200 cars numbered AJPX 7000-7199. The 4,750 cubic-foot cars were built by Trinity Industries. Photographed August 1994 in Ogden UT.



(Above) **ALAB 279236**. The Alabama Railroad Co acquired seven former Conrail 60ft box cars in 1994. This includes numbers 279085, 279236, 279269, 279462, 279848, and 279902. The cars were originally New York Central auto parts box cars.

(Below) **APLX 4841** was built in October 1994 by Gunderson Inc of Portland OR. This is part of a series of 75 cars being delivered to American President Lines, numbered APLX 48000-48074. The livery is APL blue with white lettering and logo. Each well is capable of carrying two 20ft containers in the bottom and one 40ft to 53ft in the top position.





(Above) **ARZC 100002** is one of 25 Gunderson built Husky-Stack cars delivered to the Arizona and California Railroad in August 1993. Numbers are ARZC 100000-100024. The livery is red with white lettering.

(Below) **BNFE 19076** is one of many mechanical refrigerator cars being refurbished by Burlington Northern's Spokane WA shops. The BN green is supplemented with a yellow "Safety is the Future on the door. The new style "Western Fruit Express" is in white.





(Above) **BORX 400015** was built in March 1994 by Trinity's Greenville PA plant. The series, BORX 400001-400155 was built in March and August 1994. The cars have a 4,750 cubic-foot-capacity.

{Below} **CCBX 2447** was built in July 1994 by Union Tank Car Co. CCBX 2401-2450 (50 cars) were delivered to Union Carbide in June and July 1994. Each car has a circa 24,600 gallon capacity. The cars have insulated uncoiled 111A100W3 tanks. Livery is Union Carbide blue tank with white lettering and data.







(Above) **CIC 2051** is part of 100 cars delivered to the Cedar Rapids and Iowa City Railway in June 1994 by Thrall Car. Each car has a 5,150 cubic-foot-capacity. The cars are attractively multi-colored with gray body, black data, red lettering, and conspicuity stripes.

(Below) **CN 598146**. This is part of a series of 500 box cars numbered CN 598000-598499. The cars were built December 1993 through February 1994 by the Trenton Works. The cars have 100-ton trucks. Each have a 6,348 cubic-foot-capacity. The cars are not cushioned.





(Above) **CRDX 11512**. Chicago Freight Car Leasing acquired fifteen new ACF PD 5000's in August 1993. The cars were built at ACF's Milton PA plant. Numbers are CRDX 11500-11514. Shown here during May 1994 in Macon GA.

(Below) **FPAX 940025**. Formosa Plastics Corporation USA added another 252 new plastics hoppers to its fleet in 1994. FPAX 940000-940251 were built March through June 1994 by Trinity Industries. These are 5,851 cubic-foot-capacity designs.





(Above) **GATX 65116** was built in October, 1993 by Trinity Industries. Its part of a series numbered GATX 65100-65174 leased to Dry Branch Kaolin. Each of the cars carry 14,500 gallons of clay slurry in their insulated uncoiled 111A100W1 tanks. Photographed May 1994 in Macon GA.

(Below) **HPIX 93182**. ACF's Huntington WV plant delivered 375 new 5,800 cubic-foot covered hoppers to Himont USA for plastics transport. HPIX 93000-93374 were built October through December 1994. The cars are standard ACF gray with black lettering. Photographed in Paramount CA during April 1994.







(Above) **IC 151685**. The Illinois Central is operating a number of RBL refrigerator cars from various UP/MP/TP series. This car was a former UP class BI-70-11. The 151600-series cars were acquired in 1994.

(Below) **KCS 129224**. Kansas City Southern acquired 225 new 60-foot box cars in 1994. The cars, numbered KCS 129000-129224, were built January through February 1994 by Gunderson Inc of Portland OR. Livery is standard KCS brown body with white lettering.







(Above) **KCS 172151** is part of the 300 car series numbers KCS 172000-172299. The 50'6" box cars were built in October 1993 by Gunderson Inc of Portland OR. Each is equipped with end-of-car-cushioning and 12ft plug doors. Livery is standard KCS brown with white lettering.

(Below) **KCS 805003** is one of forty 66ft gondola cars acquired by the Kansas City Southern in 1993. KCS 805000-805039 were originally built for the EJ&E in 1971. Livery is black with white lettering. Owner-lessor, David J Joseph Co.





(Above) **LRWN 6389** was originally built as part of the ICG 246100-246199 series. The 100-ton 2,240 cubic-foot gondola cars were rebuilt November 1993 through January 1994 for coil steel transport. The cars are leased from GERSCO to the Southern Pacific. Livery is SP brown with white lettering.

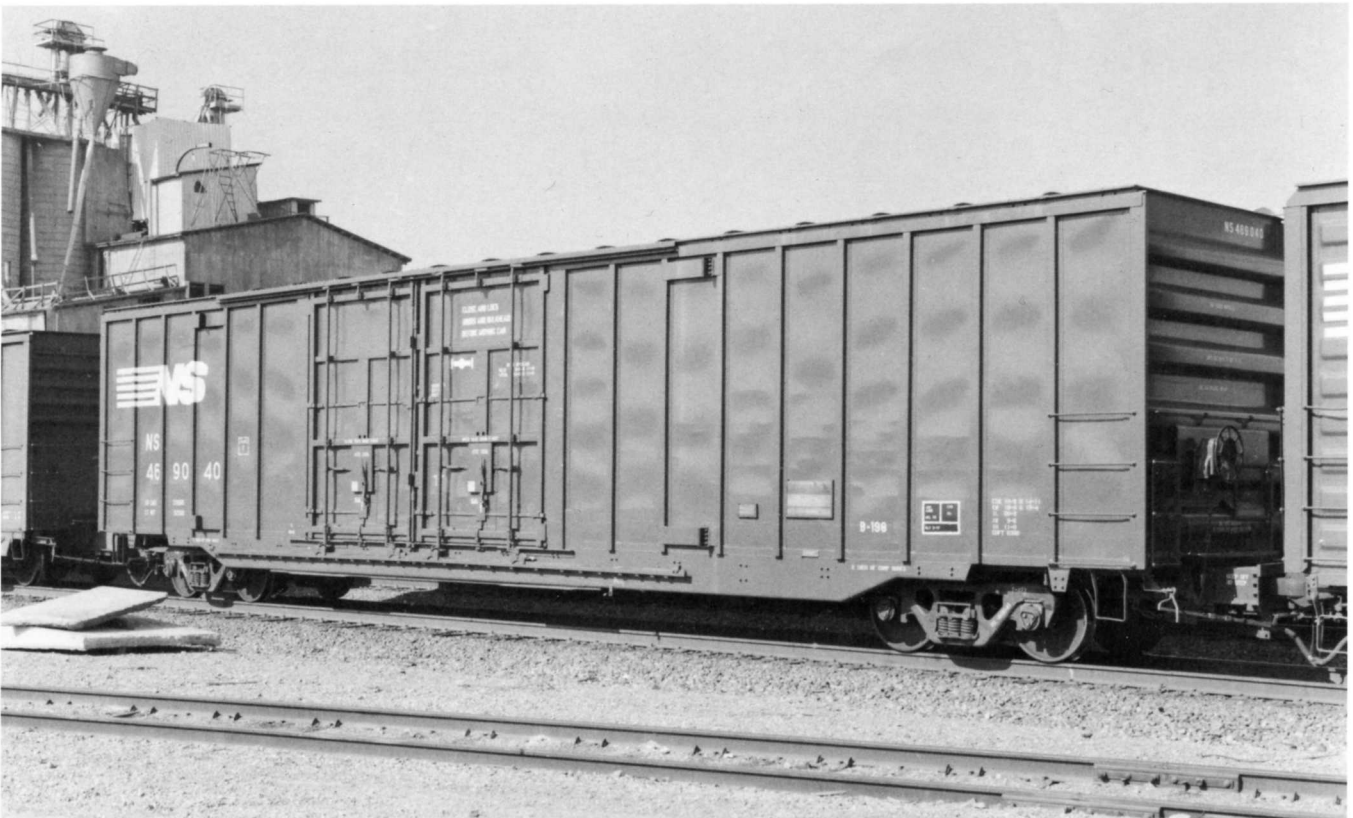
(Below) **MTPX 94023** is part of fifty HTS type coal hoppers delivered to Montana Power Co by Thrall Car in 1994. MTPX 94001-94050 were built in May 1994. Photographed in August 1994 in Billings MT.





(Above) **NAHX 29607**. GERSCO received 300 new 2,980 cubic-foot capacity cars in 1994. NAHX 29600-29899 were built February through May 1994 by Trinity Industries Fort Worth TX plant. Livery is gray with black lettering. The cars are generally used for transporting cement.

(Below) **NS 469040** was originally built as part of the Missouri Pacific's MP 266550-266749 series in 1977 by ACF. In 1993-94, seventy of these were transferred to the Norfolk Southern. They were repainted into the current NS brown and white scheme and classed B-198.







(Above) **NSHR 1293**. In 1993, the North Shore Railroad acquired a number of various former MP gondola cars. NSHR 1244-1349 are being leased from HELM. This car was photographed in June 1994 on the Southern Pacific in Fontana CA.

(Below) **OLNX 55604**. Olin acquired 18 of these 4,301 cubic-foot capacity covered hoppers in late 1993. OLNx 55591-55608 were built in December 1993 by Trinity Industries. Livery is light brown with white lettering. Photographed May 1994 in Augusta GA.







(Above) **PRBX 1231**. Transcisco Leasing Co acquired a number of different series of aluminum HTS coal cars. This series of 240 cars are numbered PRBX 1001-1240. They were built March through May 1994 by Thrall Car. Each car has a 3,980 cubic-foot capacity. Livery is aluminum with white reporting marks/car numbers and black data.

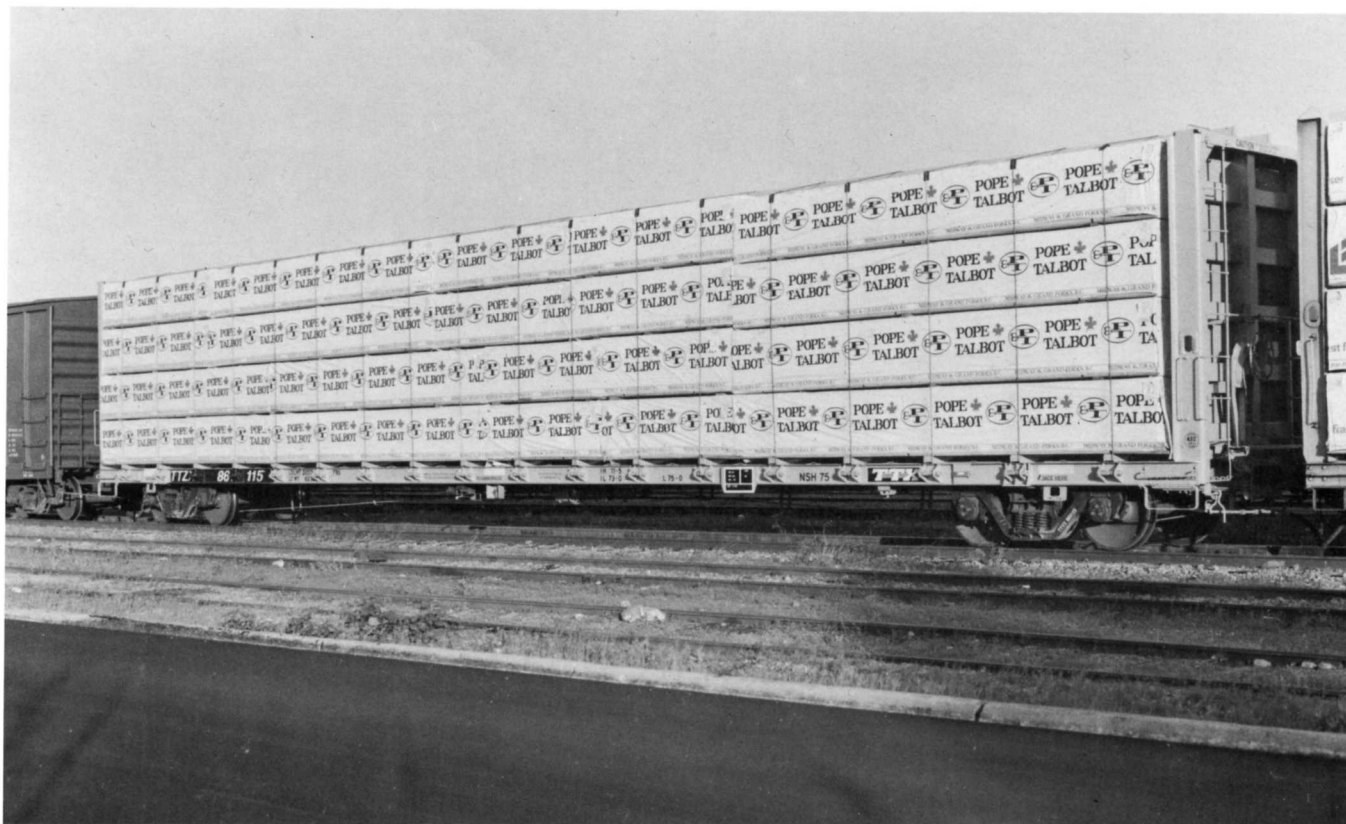
(Below) **ROIX 57694**. Thrall has also been building plastic hoppers for 1994. ROIX 57667-57747 (81 cars) were built in February 1994 for Shintech Inc. Each car has a 5,800 cubic-foot capacity.

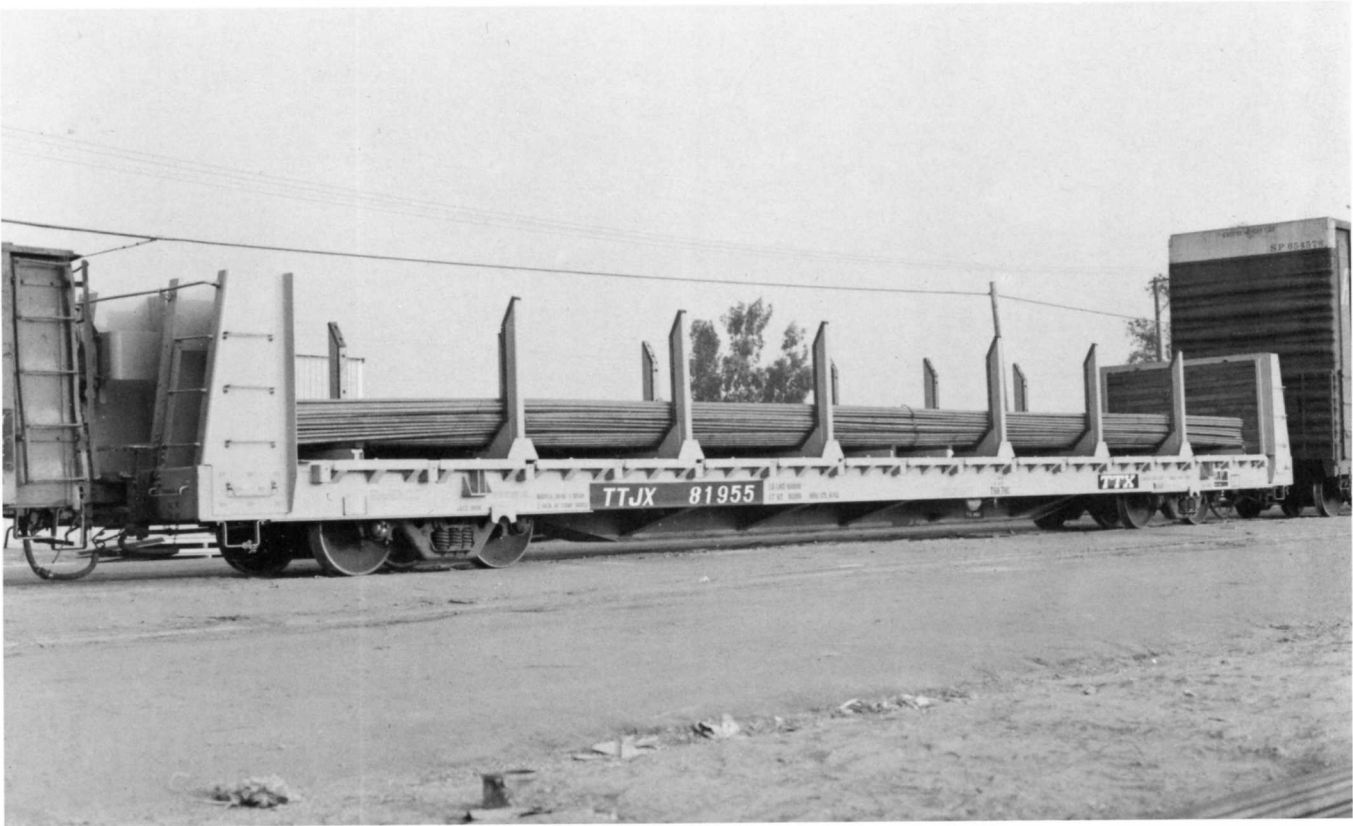




(Above) **DTTX 427073** demonstrates double trailer capability. This is part of the first 110 three-unit drawbar connected Gunderson "All-Purpose Husky Stack" cars built for TTX. The cars, numbered DTTX 427000-427109 were built in August 1994. TTX class is GWA30. Each well can carry two short or one long trailer or double stacked containers. Photographed on the UP in La Grande OR during August 1994.

(Below) **TTZX 861115** is one of the first National Steel Car design FBC center-divided bulkhead flat cars built for TTX. 325 cars numbered TTZX 861000-861324 were built March through April 1994. TTX class is NSH75. Photographed April 1994 in Birmingham AL.





(Above) **TTJX 81955** has been converted into a re-bar transporter. TTX converted a number of standard height bulkhead flat cars into re-bar transporters in 1994. Conversion includes cutting down the original bulkhead and adding stanchions. This former class TSH70C is now a class TSH7RC.

(Below) **UP 35662**. Looks like a standard quad hopper coal car right? Wrong - note the pickup shoe under the first panel to the right and the gate arms. UP has converted a number of former conventional hoppers into auto dump hoppers. The cars have been renumbered into the UP 35600-series and re-classed to a new H-100-53 class. Photographed in August 1994 in Bill WY.







(Above) UP 88581 is a first for the Union Pacific. Canadian builder National Steel Car built 1,000 of these for the UP in 1994. The cars have a 5,116 cubic-foot capacity. New Union Pacific class is CH-100-119. Photographed August 1994 in western Idaho.

(Below) YKR 5021. Yorkrail Inc acquired a dozen more former Conrail X72 (nee Penn Central) in 1994. Numbers are YKR 5020-5031. Photographed mid-1994 in Mira Loma CA.

