

FREIGHT CARS ***Journal***

• News • History • Modeling — Established 1983



- North American Autorack Fleet 2024
- Greenbrier Coil-Steel Cars

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Journal

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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 millions 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.

Front Cover

Single-Unit Autorack. TTGX 159789 is one of the many former intermodal platforms still being used in automobile transport across North America during 2025.

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North American Autorack Fleet Survey 2025

by David G. Casdorph

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1. Introduction

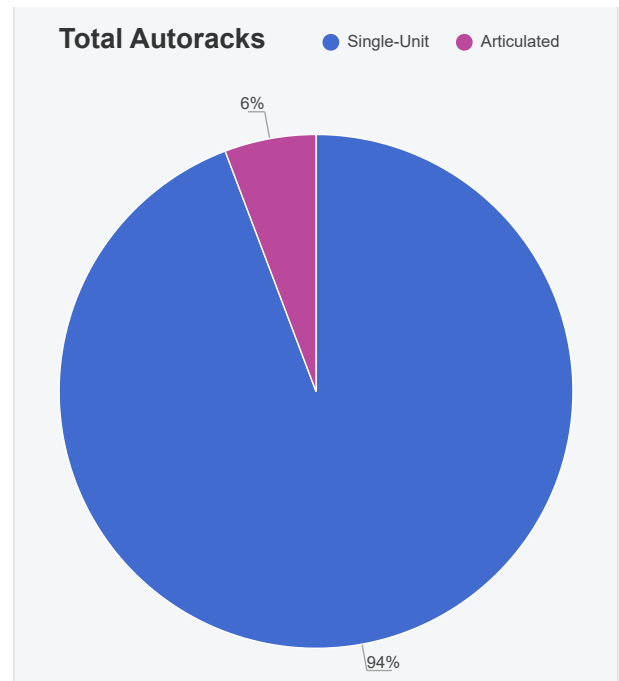
This survey explores the variety of vehicular freight cars ('Autoracks') in-service in the United States, Canada and Mexico during 2025. The survey confirmed a minimum of 71,495 autoracks.

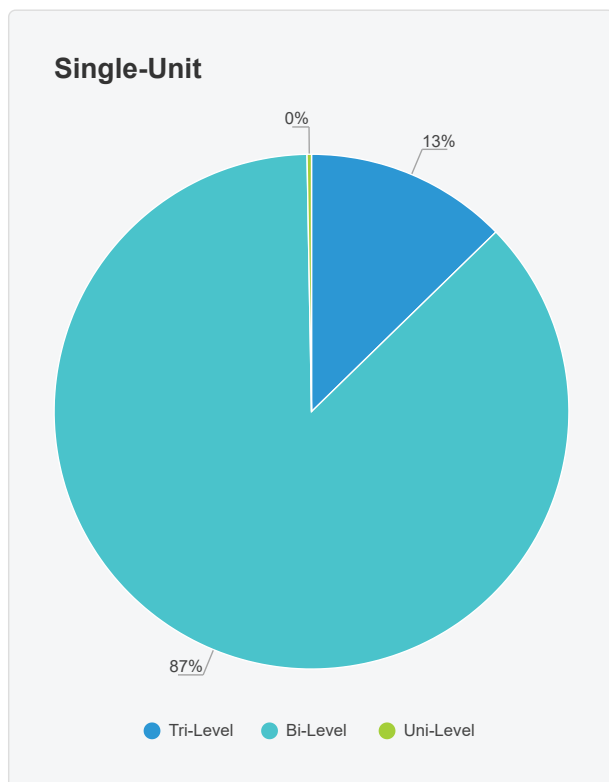
2. Methods

Determining the total number of any specific type of freight car is challenging. This document's data comes from quantities listed in the Official Railway Equipment Registers published during 2025. These were averaged across the four issues. This was supplemented with numerous photos and sightings. The data includes all new-built autoracks up through the production pause after August, 2025. The data were separated into types of autorack design categories.

Each category is broken out by the number of autorack decks, car floor height and various extreme heights.

Single-Unit Autorack. TTGX 823518 was built June 2024 by Greenbrier.





3. Total Autoracks

Of the 71,495 total autoracks, ninety-four percent are single-unit. Six percent are articulated (double-unit) autoracks.

4. Single-unit

The single-unit autoracks include uni-levels, bi-levels and tri-levels totaling 67,347 cars. The bi-level autoracks are by far the largest group by nearly a 7:1 ratio. This includes the recently built 20'2" extreme-height racks. The uni-levels total less than .5% (shown as 0% on the pie chart to the left).

4.1. Tri-levels

This group includes racks mounted on low-level cars and racks mounted on mid-level cars. The total quantity of these cars is 8,654. This is then classified by the following:

- Car floor height
- Extreme height
- Door type

Low-level cars make up 98% of the of the tri-level fleet.

Platform Height	Extreme Height	Doors	TTX	RR	TOTAL
LOW	< 18'10"	Radial	171	5	176
LOW	< 18'10"	SealSafe	0	2	2
LOW	18'10" < 19'01"	Radial	2055	476	2531
LOW	18'10" < 19'01"	Trinity-RAVE	8	0	8
LOW	18'10" < 19'01"	Portec-RAVE	9	0	9
LOW	18'10" < 19'01"	Tri-Arc	8	0	8
LOW	18'10" < 19'01"	Tri-Fold	1673	0	1673
LOW	18'10" < 19'01"	SealSafe	3951	121	4072
MID	18'10" < 19'01"	Radial	0	8	8
MID	18'10" < 19'01"	Trinity-RAVE	0	144	144
MID	18'10" < 19'01"	Portec-RAVE	0	16	16
MID	18'10" < 19'01"	SealSafe	0	7	7



Tri-level, low-level, ExH 18'10", Radial doors. GTW 310113.

Tri-level, mid-level, ExH 18'11", Portec-RAVE doors. CNA 704020.



4.2 Bi-levels

Single-unit bi-levels comprise the largest portion of the total autorack fleet.

4.2.1. Extreme height 20'2"

In 2025 there were 789 cars, 250 built by TrinityRail and 539 built by Greenbrier in the 2020s. This is a reimagining of the 20' 2" autoracks from the late 90s tri-level version.

4.2.2 Extreme height Less than 19'01"

Most contemporary auto racks fall into this category. This includes a multitude of variations as shown in the table below.

Platform Height	Extreme Height	Doors	TTX	RR	TOTAL
LOW	< 18'10"	Radial	1387	0	1387
LOW	18'10" and < 19'1"	Tri-Fold	14008	2284	16292
LOW	18'10" and < 19'1"	SealSafe	4997	3988	8985
MID	18'10" and < 19'1"	Radial	0	339	339
HIGH	< 18'10"	Radial	67	23	90
HIGH	< 18'10"	Trinity-RAVE	0	2	2
HIGH	18'10" and < 19'1"	Radial	12707	1106	13813
HIGH	18'10" and < 19'1"	Trinity-RAVE	236	194	430
HIGH	18'10" and < 19'1"	Portec-RAVE	88	11	99
HIGH	18'10" and < 19'1"	Tri-Arc	45	0	45
HIGH	18'10" and < 19'1"	Tri-Fold	409	198	607
HIGH	18'10" and < 19'1"	Pickens	0	3	3
HIGH	18'10" and < 19'1"	Bi-Fold	0	561	561
HIGH	18'10" and < 19'1"	SealSafe	13244	1818	15062

- The various Thrall-TrinityRail designs with Radial and SealSafe doors account for the sixty-nine percent of the 2025 fleet.
- The recent Greenbrier Multi-Max 19'0' racks account for twenty-five percent of the bi-level cars in the 2025 fleet.
- The remaining six percent are older rack designs from various builders.



Bi-level, low-level, ExH 19'0", SealSafe doors . TTGX 711403.

Bi-level, low-level, ExH 19'0", SealSafe doors . WRWK 410077.





Bi-level, low-level, ExH 19'0", Tri-Fold doors. TTGX 699811.

Bi-level, high-level, ExH 19'0", Radial doors . TTGX 979893.





Bi-level, high-level, ExH 19'0", Bi-Fold doors. CNA 712991. This is Johnstown America's AVC, a steel integrated car and aluminum superstructure.

Bi-level, high-level, ExH 19'0", Tri-Arc doors . TTGX 930040.





Bi-level, high-level, ExH 19'0", SealSafe doors. TTX 986279. TTX's new generation standard-level autoracks technically are mid-level with a 39'-1/2" ATR (Above The Rail) platform height, but because the AAR dimensional guidelines require rounding fractions up to the next inch it is classified as a high-level.

4.3. Uni-levels

Only 189 uni-level racks present in the current fleet. All are NSC designs built by NSC and Kasgro and owned by TTX Co.

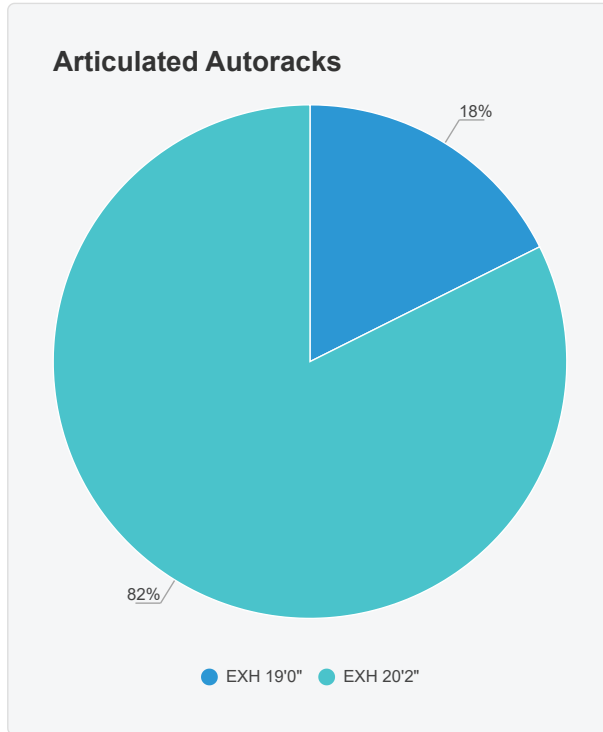
Uni-level, high-level, ExH 19'0", Tri-Fold doors . TTUX 891162.



5. Articulated

Articulated autoracks account for six percent of the total 2025 autorack fleet.

- Eighteen percent of the articulated autoracks were Thrall Car built 19'0" Extreme-Height designs. These were built from 1997-2000.
- The majority of the current articulated fleet were built by Greenbrier 20'2" Extreme-Height designs. These were built from, 2000-2017.



Articulated. AOK 501648 is a 20'2" Extreme-Height autorack. This was built by Greenbrier. Outside length of this car is 145'4".



Greenbrier E242 Coil-Steel Cars 2021-2023

Introduction

In 2021, Greenbrier's Gimsa plant in Mexico began producing a new design family of transverse coil-steel car. The new design comes in two capacities, 5-trough and 10-trough. So far, only the 5-trough version has been produced.

According to Greenbrier's website (www.gbrx.com) the car has a 44' 6.125" length over couplers (rounded up to 44' 7" in Umler and ORER). However, in the ORERs the External length (length over couplers) varies from 44' 7" to 48' 0".

Trough capacities:

Outside—40" to 90"

Intermediate—40" to 72"

Center—40" to 84"

To date there have been 2,475 cars built.

Car Series

Car series are listed below in alphabetical order by reporting marks and numbers.

AOK 40300-40399. 100 cars. Built 5-2022. Gray carbodies.

AOK 40510-41584. 75 cars. Built 9=10-2022. Leased to Ferrocarril Mexicano.

AOK 41585-41784. 200 cars. Built 10=11-2022. Leased to Union Pacific. UP-gray carbodies.

AOK 42523-42722. 200 cars. Built 7=8-2023. Leased to Union Pacific. Black carbodies.

AOK 44500-44699. 200 cars. Built 4=6-2022. Leased to Union Pacific. UP-gray carbodies.

AOK 41646. Built 10-22. Cover lining applied 10-22. H 14-1 (Height 14'1"). Light weight 57,900 lbs. Photographed May 6, 2023. Summit County, Utah.



AOKX 100000-100149. 150 cars. Built 9-2023. Gray carbodies.

CHTT 723700-723899. 200 cars. Built 6=9-2022. Possibly two orders (light weights differ by approximately 1,000 lbs). Gray carbodies.

CHTT 724000-724599. 600 cars. Built 2=7-2023. UP-gray carbodies.

CSS 100100-100149. 150 cars. Built 9-2023. Former AOKX 100100-100149.

NS 161840-162039. 200 cars. Built 7=9-2023. Cars in this series are from AOK 42523-42722.

NS 162040-162139. 100 cars. Built 8=9-2023. Cars in this series are from AOKX 100000-100149. Gray carbodies.

NS 162140-162389. 250 cars. Built 11-2022=1-2023. Black carbodies with NS logo.

UP 213000-213199. 200 cars. Built 12-2021=3-2022. UP-gray carbodies with Union Pacific Building America® logo.

WRWK 407000-407199. 200 cars. Built 7=8-2022. Blue carbodies with GATX logo.

HO Models

Rapido Trains has announced HO scale models of the Greenbrier coil car in most of the paint schemes shown in this article.

AOK 41669. Built 10-22. Cover lining applied 8-22. Note the lack of UP logo and cover color does not match the body's UP-gray indicating a non-original cover. H 14-1. Light weight 57,700 lbs. Photographed May 9, 2025. Uinta County, Wyoming.





AOK 42650. Built 8-23. Cover lining applied 8-23. H 14-1. Light weight 58,800 lbs. Photographed January 30, 2024. Uinta County, Wyoming.

AOK 44520. Built 3-22. Cover lining applied 2-22. H 14-1. Light weight 58,400 lbs. Photographed May 9, 2025. Uinta County, Wyoming.





CHTT 723785. Built 6-22. Cover lining applied 6-22. H 14-1. Light weight 57,800 lbs. Missing side reporting mark. Photographed May 9, 2025. Uinta County, Wyoming.

CHTT 723811. Built 8-22. Cover lining applied 8-22. H 14-1. Light weight 57,100 lbs. Photographed July 15, 2023. Summit County, Utah.





CHTT 723857. Built 9-22. Cover lining applied 9-22. H 14-1. Light weight 57,000 lbs. Photographed August 26, 2023. Ogden, Utah.

CHTT 724329. Built 5-22. Cover lining applied 5-22. H 14-1. Light weight 57,200 lbs. Photographed February 22, 2024. Uinta County, Wyoming.





CHTT 724543. Built 6-22. Cover lining applied 6-22. H 14-1. Light weight 56,900 lbs. Photographed November 13, 2023. Uinta County, Wyoming.

CSS 100144. Built 9-23. Cover lining applied 9-23. This car is former AOKX 100144. H 14-6. Light weight 57,500 lbs. Photographed July 2, 2025. Uinta County, Wyoming.





NS 161847. Built 7-23. Cover lining applied 7-23. H 14-1. Light weight 57,800 lbs. Photographed September 18, 2024. Summit County, Utah.

NS 162048. Built 9-23. Cover lining applied 9-23. This car is from the AOKX 100000-100149 series. H 14-6. Light weight 57,500 lbs. Photographed October 31, 2024. Summit County, Utah.





NS 162085. Detail showing the removed AOKX 100050 lettering behind the new number. Built 9-23. Photographed April 3, 2025. Ogden, Utah.

NS 162113. Built 9-23. Note the incorrectly applied reporting marks "SN". From AOKX 100000-100149. H 14-5. Light weight 57,500 lbs. Photographed February 15, 2025. Summit County, Utah.





NS 162139. Built 8-23. From AOKX 100000-100149. H 14-6. Light weight 57,700 lbs. Photographed August 30, 2024. Summit County, Utah.

NS 162311. Built 1-23. Cover lining applied 1-23 H 14-1. Light weight 57,300 lbs. Photographed April 1, 2024. Summit County, Utah.





UP 213060. Built 2-22. H 14-2. Light weight 58,100 lbs. Photographed January 31, 2024. Summit County, Utah.

WRWK 407123. Built 8-22. Cover lining applied 7-22. H 14-1. Light weight 57,500 lbs. Photographed October 7, 2022. CSX Lewisburg, TN. *Patrick Harris photo.*



Auto Racks Since 1984 Volume 1: A Field Guide to the Greenbrier Multi-Max™ Auto Racks
A photo illustrated field guide to Greenbrier Companies' newest railroad auto rack design. The book focuses on only the 19-foot external-height versions. The book is divided into three sections. A field guide to the cars / A field guide to the superstructures (rack) / A field guide to the paint schemes. 2024. 96 pp. Paperback perfect bound. Landscape 11 x 8.5 in. 80# coated paper.

Auto Racks Since 1984 Volume 2: A Roster of Greenbrier Multi-Max™ Auto Racks.
Roster of over 14,500 auto racks built 2013-present by The Greenbrier Companies. Eight appendices. 2024. 96 pp. Paperback perfect bound. Landscape 11 x 8.5 in. 80# coated paper.

Auto Racks Since 1984 Volume 3: A Pictorial of Union Pacific Auto Racks 1984-1999.
The photographs in this book cover Union Pacific (UP) auto racks seen in service from 1984 through 1999. This includes auto racks from railroads merged into the UP during this period. Detailed captions focus on the superstructures (racks) with new information based on primary sources including personal notes and documents. 2025. 107 pp. Paperback perfect bound. Landscape 11 x 8.5 in. 80# coated paper.

American President Lines Containers 1981-2015 No. 1. A pictorial of American President Lines containers in service between 1981-2015. The first volume highlights the 20-foot containers marked APLS, APZU and NOSU. 2025. 48 pp. Paperback saddle stitched. Portrait 8.5 x 11 in. 80# coated paper.

GATX Tank Car Pictorial: Volume 1 Selected Car Numbers from GATX 73 through GATX 14954. Each photo includes detailed captions including (where known), • Build date • Builder and plant • Builder's reference (Job, File etc) • Gallon capacity • Presence or absence of Insulation and heater coils • DOT/AAR specification • Outside length • Commodity • Lessee • Notable design features • Date photographed • Location Era: Build dates from 1960s-Present. 2025. 48 pp. Paperback saddle stitched. Portrait 8.5 x 11 in. 80# coated paper.

Thrall 5150 Grain Hoppers: And Related Designs. Roster and pictorial of grain hoppers built by Thrall Car from 1994 to 2001. Includes a roster of original-delivery cars plus an index of used cars to help identify the original series. Photos, tables. 2025. 94 pp. Paperback perfect bound. Portrait 8.5 x 11 in. 80# coated paper.

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