

FREIGHT CARS

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NACC/GERSCO PICTORIAL



ATSF 90000
New Norfolk Southern Coal Hoppers
The Original CSX Covered Hoppers

35

FREIGHT CARS JOURNAL. Volume 7 No. 3 (Issue 35). August 15, 1990
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**SOME IMPORTANT NOTES
 FROM THE EDITOR**

First, I have to apologize for the rather thin issue #34. My mother passed away in January 1990 right at the time I was working on that issue. This issue has some fairly major changes, again I hope for the better. The first being the increase in print size. We've enlarged this from 8 point on 10 to 10 point on 12. Further, we've added bordering on most photographs and have worked on integrating the photos with the text more.

The news section layout has changed again. Originally it was three column, then two column. Then we tried using a computer printout to decrease lag time between the latest news and actual printing. In order to compensate for the "rough" looking computer printout, we used a gray screening in the background to give it a classier appearance. Some members (and rightfully so) complained that this arrangement was harder to read.

Next, there is definitely a problem of articles from members. We're not the only ones. Nearly every historical society is facing the same problem - lack of articles from the readers. The question I am posing to you, the reader is - would it help to pay authors? Would this bring in new articles? There are other historical societies that pay their authors (NMRA and the new Amtrak one come to mind). I'd really like to hear from you. Let me know if this is a good or bad idea and if so why?

Along that line, the next problem I'm posing to the members is advertising. Do you want it? Advertising will help increase page count and color photos, but will it detract from the overall quality of the publication. Of course, the only way that advertising should appear in FCJ is at the end of the magazine (or possibly at the end of an article if there were say a half a page left over). Again, we need to hear from you.

Lastly, I was able to attend the big Intermodal Expo in Atlanta, GA this past May. The Expo was excellent. But, more important, I want to thank Oscar Kimsey, Jr. for meeting John Becker and I in Atlanta and taking us on a great exploratory trip to Tennessee, North Carolina, South Carolina and northern Georgia. We visited quite a few historically significant locations and acquired much data as a result. Mr. Kimsey was able to show us places I would have never thought to visit for freight car data (like Copper Hill, TN). Again, many thanks. - David G. Casdorff.

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— COVER PHOTOS —

NAHX 93407 was built in July 1975. It is a NACC 2785-cuft pressure differential design covered hopper. Shown here in "demonstrator" livery on June 21, 1986.

QOCX 177 was built in 1967 by one of North American's car shops. It is a 70-ton RBL-reefer with a 4646-cuft capacity. November 23, 1984.

RAILROADS

CANADIAN NATIONAL has acquired ninety (90) new bilevel auto racks on new flat cars. CNA 712300-712389 have racks built by Thrall Car Cartersville in January 1990. The flat cars were built by National Steel Car in 12-89. [C.W. Shaver, D.G. Casdorff]

Additional information on CN's recent box car series. The group is numbered CNIS 413200-413599. Build dates for this series now run from 11-89 = 1-90. These are 195XM's with a 5297-cuft capacity. [M.B. Foley, T. Hodun, E.A. Neubauer]

CENTRAL RAILROAD COMPANY OF INDIANAPOLIS has acquired ten blue-green Thrall-built gondolas, 2494-cuft, from the GMSR. CERA 64209-64218 are ex GMSR, exx Soo Line, nee ??? [C.W. Shaver]

CHICAGO AND NORTH WESTERN acquired a number of Greenville built open hopper cars from the PLMX 70001-70240 series. New numbers are CNW 870000-870060. [C.W. Shaver]

COE RAIL INC. is operating 200 former SP 220000-series box cars now numbered CRLE 71000-71199. These are shown as being leased from Greenbrier Leasing to Canadian National. CRLE 71002 and 71039 were former SP 220000 series. Cars have been rebuilt from double-door to single door. Livery is red with white data. [C.W. Shaver]

CSX TRANSPORTATION has acquired most of the former NYSW stack cars. The following is a summary of the renumberings.

NYSW 6601-6683 to CSXT 620000-620082
NYSW 6613-6902 to CSXT 620083-620172
NYSW 7000-7061 to CSXT 620173-620234
NYSW 7100-7159 to CSXT 620235-620294

CSX is also rebuilding a number of 95-ton coal hoppers into "bathtub" coal gondolas. Numbers begin at CSXT 382800 and go up to at least 384801. An example, CSXT 383025 is reported to have been C&O 68762. [C.W. Shaver]

DENVER & RIO GRANDE WESTERN has acquired 210 used coal cars. DRGW 40119 + 40430 (100 cars) are from Southern 78400-78799 series 100-ton, 1975-76 Greenville built 3600-cuft open hoppers. The other 110 cars are GT gondolas numbered DRGW 13000-13109. These are ex CPOX 1000-1109. [C.W. Shaver, D.G. Casdorff]

FOX RIVER VALLEY RAILROAD This is a C&NW spinoff road complete with ex CNW GP9s, GP30s, and GP35s, and some ex LS&I (nee ATSF) Alco "Alligators." FRVR has acquired twenty-five Evans (USEX BI) RBL-reefers. FRVR 13110-13134 is the number series. Most were built in 10-74 and have a plain red livery. [C.W. Shaver]

HARTFORD AND SLOCOMB RR Irel Rail rebuilt and raised the roofs on 97 FMC 5327-cuft box cars (originally from EACH 2351-2500) into Plate F high-cube 6047-cuft, 100-ton box cars. Most of the conversion was apparently done at Irel's shop in Junction City. [C.W. Shaver, D.G. Casdorff]

MID-MICHIGAN RAILROAD is operating a number of former SSW high-cube class B-70-48 box cars (SSW 62600-62624) that are being leased from Greenbrier Leasing. New numbers are MMRR 1800-1816. [C.W. Shaver/D.G. Casdorff]

MINNESOTA, DAKOTA & WESTERN RAILWAY Series MDW 1916-1997 (see FCJ 34:6) are the numbers for the 82 cars converted from single-door to double-door. [D.G. Casdorff]



ACFX 45112 was built by ACF in May 1990 for lease to Allen Bradley/TDK Magnetics. This is ACF's PD5000 Center Flow® covered hopper with the blue "wings" markings. E.A. Neubauer photo May 1990.



BN 318558 illustrates a new livery for Burlington Northern, including the horizontal lines. Also, note along the bottom of the side sill the new safety reflectors in the BN logo form. The large logo itself is a re-introduction from the recent years' logoless paint schemes. D.G. Casdorff photo May 1990, Cartersville, GA.

FREIGHT CAR NEWS

NORFOLK SOUTHERN has acquired at least 100 coil steel cars from Thrall Car, NW 169600-169699. Observed NW 169678 built in 2-90 as job 601. Class CS-13. [W. Jamison]

86-foot high-cube box cars are being rebuilt and renumbered into a 868000-series. Cars come from various B20 class series. [D.G. Casdorff]

Hargis Railcar is rebuilding and raising the roofs on a number of 60-foot autoparts cars. These come from a presently unknown source (possibly SOU or NW). NS class is BS98A. SOU 620022 was built in 2-66 and rebuilt in 1-90. [D.G. Casdorff]

ONTARIO NORTHLAND. In addition to the CNIS box cars reported, builder National Steel Car also has delivered a number of similar box cars for paper service to the Ontario Northland. ONT 7400-7449 were built 1-90. These are 50'6", 100-ton, 5272 cuft box cars. [M.B. Foley]

PEORIA AND PEKIN UNION RWY acquired the first "plain" new-built flat cars delivered in a number of years. Series is PPU 300000-300049 built by Thrall Car in 9-89. These are 68-foot, 230 FMS flat cars. [C.W. Shaver]

SOUTHERN PACIFIC TRANSPORTATION acquired the former CHTT 1000-1019 stack cars built in 7-88 by Gunderson. These are light blue cars with large Maersk logos. SP numbers are SP 513505-513524.

FC-320-3 is the latest class of Gunderson built stack car for Southern Pacific. SP 513430-513504 (75 cars) have build dates of 1 = 5-90. These are the newer "Maxi Stack III" type car. Livery is red with White lettering. [D.G. Casdorff]

TEXAS-NEW MEXICO has acquired an assortment of former Union Pacific (UP and MP) covered hoppers now numbered in the TNM 100-1309 series. These are various PS 4427, 4740, 4750, and ACF 4600 cuft designs. [C.W. Shaver]

UNION PACIFIC Missouri Pacific System acquired some new Gunderson built 125-ton double stack container cars in late 1989. CHTT 2000-2015 were built in 11-89. These are the new 48-foot well, all 20-foot capable Maxi-Stack III's. Livery is red with white lettering. [M.B. Foley, C.W. Shaver]

The S.M.A.R.T. car, Union Pacific's revolutionary new auto transport car was displayed at the Atlanta Intermodal Expo in May 1990. UP 252002 is a two unit car built in 1-90 by Trinity, Bessemer. UP class is SK-70-1. Light weight of the car itself is 64500 lbs. The car carries six (stacked three high on each unit) modules. [D.G. Casdorff]

WCTU RAILWAY has acquired former BCIT 841100-841199, 52'8" double door box cars. Cars were relettered only; numbers remain the same. [D.G. Casdorff]

WISCONSIN CENTRAL has received their second order of Bethlehem built 3000-cuft two-bay covered hoppers. WC 84250-84399 (150 cars) built 3-90. [C.W. Shaver]

PRIVATE OWNERS AND LESSEES

ADM TRANSPORTATION additional PD 5000's from ACF include ADMX 50141-50165 built 3-90 at Berwick (Stenciled Milton). [T. Hodun]

ALLIED FIBERS CORPORATION is leasing some 5800 cuft covered hoppers from Union Tank Car (e.g. UTCX 48304 built 1-90 by Thrall Car as part of job 583C). [T. Hodun]

AMOCO CHEMICAL CO. AMCX 123001-123060 (see FCJ 34:7). Add 7-89 build date. [E.A. Neubauer]

125 new-built 6150 cuft covered hoppers were delivered to Amoco by Trinity's Bessemer plant. Series is AMCX 104000-104124 built 9-89 as lot 2082.

A number of former Trinity Leasing covered hoppers were also acquired in late 1989 (e.g. AMCX 104142-104165 are former TILX 6268 etc., lot 2018, built 3 = 4-87 by Trinity). [E.A. Neubauer]

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Amoco is also leasing a number of new built cars from ACF Industries. The cars were originally built and lined in 10 = 11-89, but restenciled as built new 1-90 (e.g. ACFX 41454-41455, 41459, 41462, 41470, 41472). [T. Hodun]

ARISTECH CHEMICAL CORPORATION is leasing fourteen new 19,400-gallon, insulated tank cars with electric induction heaters (as opposed to steam coil heaters). ACFX 73439-73448 and 73493-73496 were built 2-90 at ACF's Milton plant. Also, previously unreported in FCJ are fourteen similar tank cars built earlier. ACFX 72819-72832 were built in 2-89 by ACF. These are insulated, electric heaters and steam coils (light weight is 79000 versus the 70000 on above groups). 19,400-gallon tank cars. [T. Hodun]

ASARCO INC. added 70 sulphuric acid tank cars to its fleet bringing the total to 370 cars. ASTX 4000-4069 were built 12-89 = 3-90 by Trinity's Oklahoma City plant. These are 14,000-gallon, 100-ton tank cars. Livery is white with black lettering. [D.G. Casdorff]

BASF CORP. recently added ninety-eight 20,500-gallon, insulated, coiled, tank cars for urethane polyol service. Numbers are DBCX 800-897. The cars were built by Union Tank Car in 1-90. [D.G. Casdorff]

BORDEN CHEMICAL is leasing ten new built 21,000-gallon, insulated, coiled, general-service tank cars from ACF Industries. ACFX 73733-73742 were built 3-90 by ACF. [T. Hodun]

BPM INDUSTRIES, INC. is leasing some new hydrochloric acid tank cars from General American Transportation (e.g. GATX 60992, 60996 built 10-89 by Trinity, Tulsa). These are 100-ton, 20,400 gallon, non-insulated, rubber-lined, DOT 111A100W5 tank cars. [D.G. Casdorff]

ALLEN BRADLEY/TDK MAGNETICS is leasing four PD5000's from ACF Industries. ACFX 45112-45115 were built 5-90. [E.A. Neubauer]

CANADIAN WHEAT BOARD has relettered and renumbered grain hoppers from the CPWX 600000-601073 series to the CNWX 112000-series. [C.W. Shaver]

CGTX, INC. has added some new general service tank cars to its fleet (e.g. CGTX 123058 built 3-90). [E.A. Neubauer]

Previously unreported in FCJ is CGTX 26270-26324 built 5-86 by Hawker Siddeley. These are 25,500-gallon tank cars generally used for styrene monomer service. Also, CGTX 90134-90145 built 6-85 by Trinity, Longview for chlorine service. [T. Hodun]

CHEVRON USA has been adding new built covered hoppers to their fleet. This includes CHVX 889521-889575, job 583A, 5800 cuft, built in 11-89 by Thrall Car and CHVX 890001 + 890113, lot 2100, 5851 cuft., built 1 = 2-90 by Trinity, Fort Worth. [E.A. Neubauer]

CONSOLIDATION COAL COMPANY has acquired 240 new-built aluminum rapid discharge HTS hoppers. ACCX 90001-90240 were built in March 1990 (additional dates probable) by a presently unknown builder. [M.B. Foley]

DEGUSSA CORPORATION is leasing some new 21,000-gallon non-insulated general-service tank cars from ACF Industries (e.g. ACFX 73768-73769 built 4-90 by ACF's Milton plant). [T. Hodun]

DIAL CORPORATION is leasing a number of 23,600-gallon general-service, insulated, coiled tank cars from General American Transportation (e.g. GATX 3010, 3019 built 1-90 by Trinity Longview.) [D.G. Casdorff]

DOW CHEMICAL ACFX 66651-67064 (see FCJ 34:7). Add a 7-89 build date making the range 7 = 10-89 built by ACF HTG. These are 5800-cuft covered hoppers with 5235 outlets. [E.A. Neubauer]

E. I. DUPONT ACFX 73578-73698 (see FCJ 34:7), chlorine tank cars. Add build dates 2 = 4-90. Also the last few were stenciled as being leased to "DUPSA."

Dupont also added a new and unusual tank car to its fleet this year. DUPX 20831-20834 are high-pressure, 22,300-gallon tank cars for ammonitrile service (e.g. DUPX 20833 built 4-90 by ACF Milton). [T. Hodun]

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EMPIRE DISTRICT ELECTRIC COMPANY has acquired 125 new-built 4000-cuft Bethgons delivered in August 1989. These are black cars with white data and yellow rotary ends. Numbers are EDEX 89001-89002 (double rotary coupler cars) and 89100-89222. [C.W. Shaver]

ETHYL PETROLEUM ADDITIVES, INC. has added ten (10) new built 23,400-gallon general-service tank cars to its fleet. ECDX 892301-892310 were built 10-89 by Union Tank Car. [T. Hodun]

EXXON CHEMICAL AMERICAS added a number of former UTCX covered hoppers to its fleet. The following is a summary:

ECUX 857250-857289 are ex	UTCX 58050-58089
ECUX 857290-857322 come from	UTCX 58215 + 58248
ECUX 857323-857344 are ex	UTCX 58555-58576
ECUX 857345-857367 are ex	UTCX 58617-58639

Exxon also has a number of new built covered hoppers leased from Union Tank Car. Examples include: UTCX 48158-48166, built 5-89, job 579C; UTCX 48138-48141, built 4-89, job 546H; UTCX 48179, built 12-89, job 583; UTCX 48179, built 12-89, job 583; UTCX 48350-48365, built 12-89, job 583; UTCX 48375, built 1-90, job 583E. [E.A. Neubauer]

FMC CORPORATION is leasing from General American Transportation more hydrogen peroxide tank cars (e.g. GATX 73795-73803 built by Trinity in 3-90). [D.G. Casdorff]

FORMOSA PLASTICS CORPORATION USA has added thirty-three (33) new built caustics product tank cars to its fleet. FPAX 900001-900033 were built in 4-90 by Gulf Railcar. These are 16,500-gallon tank cars. [D.G. Casdorff]

GENCORP POLYMER PRODUCTS, LATEX DIVISION. Previously unreported to FCJ are fourteen (14), 70-ton trucked, insulated, coiled, 11,000-gallon tank cars leased from General American Transportation. GATX 5562-5575 were built in 12-86 by Trinity, Fort Worth and lined by Lithcote in 1-87. [T. Hodun]

GEORGIA GULF CORP. (PLAQUEMINE DIV.) Numbers for their new series of 60 covered hoppers are GGCX 1001-1060 (see FCJ 34:7). [D.G. Casdorff]

B. F. GOODRICH The following is a recap and summary of recent covered hopper deliveries (see also FCJ 34:8).

BFGX 1550-1674	5 = 7-89	Milton
BFGX 1675-1749	6 = 7-89	Huntington
BFGX 1750-1849	11-89 = 1-90	Milton

All are 5800-cuft and equipped with 5231 outlets. [E.A. Neubauer]

GRAIN PROCESSING is leasing a number of new built PD 5000's from ACF Industries (e.g. ACFX 45073-45078, 45083 built 2-90). [T. Hodun]

WALTER HAFFNER has acquired a number of 21,000-gallon general-service tank cars from ACF Milton (e.g. WCHX 21018 built 4-90). [T. Hodun]

HIMONT USA, INC. HPIX 89001-89122 were built 5 = 7-89 by Thrall Car as job 579D. These are 5800-cuft covered hoppers. [E.A. Neubauer]

ITEL RAILCAR is having a number of former USLX three-bay grain hoppers cut-down to two-bay cement hoppers. A number of these cars were observed on their way to ITEL's Council Bluffs facility for painting and renumbering after being cut down. It was an unusual sight as the cars were still in their original 3-bay paint! [C.W. Shaver]

Itel has also acquired 150 new insulated, coiled, 23,500-gallon, general-service tank cars from builder Gulf Railcar, Inc. PLCX 92429-92578 were built 10-89 = 2-90. [D.G. Casdorff]

150 new-built 30,000-gallon general-service tank cars were also added to the fleet in 1989. PLCX

FREIGHT CAR NEWS

129135-129284 were built 4=7-89 by Union Tank Car. [D.G. Casdorff]

Itel also has introduced a new reporting mark for their company, ITLX. A 4750-cuft covered hopper, ITLX 20010 was built in 2-74 as USLX 20010. [M.B. Foley]

LIQUID AIR CORPORATION acquired two dozen (24) carbon dioxide tank cars. CDCX 3101-3124 were built in 1-90 by Trinity Tulsa. [D.G. Casdorff]

MAPCO ALASKA PETROLEUM, INC. is leasing seventy new-built 23,500-gallon insulated tank cars from Trinity Leasing. TILX 260442-260511 were built at Trinity's Longview and Oklahoma City plants in 5-90. The cars bear a colorful square "Mapco Express" decal logo in dark green, white, yellow, and red. [M.B. Foley, C.W. Shaver]

MOBIL OIL is leasing a number of new built 5800-cuft covered hoppers from ACF Industries. These include ACFX 65648-65649 built 7-89 at Milton and ACFX 67151-67180 built 9-89. ACFX 67181-67350 built 11=12-89. ACFX 67381-67399+ built 7-89 built at Huntington. [E.A. Neubauer]

NATIONAL SALVAGE SERVICE CORP. is operating a number of former SP/SSW RBL- and XL-box cars leased from Greenbrier Leasing. The series is NSSX 10000-10139. These come from several SP/SSW series, including SP/SSW classes B-100-5, B-100-9 and B-100-30. RBLs are from SSW series 28500-28699. [C.W. Shaver]

OCCIDENTAL CHEMICAL CORP. has added fourteen interesting 20,000-gallon general-service, non-insulated, PL 3066 lined tank cars to its ever-growing fleet. HOKX 70001-70014 were built in 12-89 by ACF Milton. The tank cars have a full length top walkway and are equipped with a Sparger system. Commodity service not presently known. [D.G. Casdorff]

OLIN CORPORATION has added more toluene diisocyanate tank cars to its leased fleet (e.g. UTLX 641954 built 4-90 by Union Tank Car). These are general-service 20,400-gallon, insulated, coiled tank cars. Livery is tan (beige) with black lettering.

Trinity Industries Leasing is leasing a number of 23,600-gallon, toluene diisocyanate tank cars to Olin Corp. (e.g. TILX 260403, 260410- built 2-90 by Trinity Longview). [D.G. Casdorff]

OXY PETROCHEMICAL has acquired twenty-two (22) non-insulated, uncoiled, 21,900-gallon general-service tank cars built 2-90 by ACF Milton. Series is ALAX 11001-11022. [T. Hodun]

PENFORD PRODUCTS CO. recently began leasing a number of new built 5000 cuft pressure differential covered hoppers from ACF Industries built at Berwick (e.g. ACFX 45063-45070 built 2-90 and ACFX 45088-45107 built 4-90). [T. Hodun]

PHILLIPS 66 CO. is adding one-hundred twenty-one 5800-cuft covered hoppers to its fleet. PSPX 2204-2324 are being built at Thrall Car's Cartersville plant (the first covered hoppers built at this plant that we're aware of). Build date observed so far is May 1990. Job 626B.

PROCOR LIMITED added sixty-one (61) general-service tank cars built by Procor, Oakville (e.g. PROX 23107 built 6-89). Series is PROX 23100-23160. These are 100-ton, 21,350 imp. gal., lined tank cars usually used for styrene monomer service.

PROX 13600-13637 are previously unreported (to FCJ) acid tank cars built in 10-88 by Procor, Oakville (P-75). These are 11,151 imperial gallon, CTC 111A100W2, insulated, coiled tank cars. [T. Hodun]

PROCTOR & GAMBLE is leasing a number of new built PD 5000's from ACF Industries (e.g. ACFX 45059-45060, 45071-45072 built 2-90; and ACFX 45120-45132 built 5-90). [T. Hodun, E.A. Neubauer]

QUANTUM CHEMICAL CO. USI DIV. continues to lease more new 5400-cuft covered hoppers from ACF Industries. The latest were built in 3=5-90 (e.g. ACFX 67907, 67916-67919, 67962, 67975 and 67977-68038). [T. Hodun]

FREIGHT CAR NEWS

RAIL BRIDGE CORPORATION (A joint venture of the ATSF, K-Line, and the NdeM) has acquired its first freight cars. Reporting marks are RBCX. The first cars are Gunderson built double stack container cars numbered RBCX 1001-1020. [C.W. Shaver]

RHONE-POULENC BASIC CHEMICALS, INC. (Former Stauffer Chemical Corp.) is leasing a number of acid product tank cars from ACF Industries (e.g. ACFX 73800-73827 built 4-90 by ACF). These are all 100-ton, 13,100-gallon, DOT 111A100W2 tank cars. [T. Hodun]

In addition, a new reporting mark, RPBX has been assigned to this company. The first cars bearing this reporting mark are numbers 23100-23162 (23149-23162 observed as built by Union Tank Car in 12-89). These are 100-ton sulphuric acid tank cars. [D.G. Casdorff]

SHEREX CHEMICAL COMPANY is leasing some new 20,400-gallon general-service tank cars from Union Tank Car (e.g. UTLX 641905, 641908-641909, 641915 built 3-90 by Union Tank Car). [C.W. Shaver]

SHINTECH INC. is operating fifty (50) former Transportation Corp. of America (TCAX) plastic granules covered hoppers acquired sometime during 1989. ROIX 57420-57469 are ex TCAX 65000-65049.

Shintech also recently began receiving a number of new built 5800 cuft covered hoppers from Thrall Car (e.g. ROIX 57538 built 1-90). [E.A. Neubauer]

J.R. SHORT MILLING CO. is leasing a number of 5250-cuft covered hoppers from ACF Industries. Numbers range from ACFX 41409-41417 (part of ACFX series 41401-41480; see Amoco Chemicals, above). New date observed for this group is 1-90. [C.W. Shaver]

A.E. STALEY has acquired thirty-eight new built T107s (25,500-gallon) general-service insulated, coiled tank cars from Trinity. STRX 100-137 were built 3-90 at Trinity's Oklahoma City plant. STRX is a new reporting mark for A.E. Staley Manufacturing Co. [C.W. Shaver, D.G. Casdorff]

A.E. Staley is also leasing some of the new 5125-cuft "Power Flo" covered hoppers from Trinity Leasing (e.g. TILX 5042-5043, built 5-90 by TRN FW). The cars have the A.E. Staley logo on the sides. [M.A. Foley]

STEPAN CHEMICALS is leasing a number of new-built 26,500-gallon, 100-ton, coiled, non-insulated general-service tank cars from Union Tank Car (e.g. UTLX 500057, built 1-90 by UTC). [D.G. Casdorff]

TDK MAGNETICS (See Allen Bradley/TDK Magnetics, above).

TENNESSEE EASTMAN began leasing some new built covered hoppers from Union Tank recently (e.g. UTCX 59089, built 12-89 by Thrall Car). [E.A. Neubauer]

UTLX 201173-201175 + (see FCJ 34:8). Build dates now range 10 = 11-89 with lining dates of 12-89 = 1-90. [T. Hodun]

TRAILER TRAIN Double stack cars, DTTX 110070-110079 were recently renumbered from DTTX 62566-62575. These were originally Thrall's bulkhead version of their stack car with 100-ton capacity. They have now been modified to 125-ton capacity and assigned a new class TWG51P. [C.W. Shaver]

Recent Trailer Train double stack container car acquisitions are summarized below:

DTTX 72322-72381	10-89	TC CH	TWG52B
DTTX 72382-72481	2-90	TC CH	TWG52B
DTTX 72482-72581	4-90	TC CH	TWG52B
DTTX 73359-73458	3 = 5-90	GUX/P	GWG52B
DTTX 74154-74225	5-90	TRN BESS	RWG52B

Additional all-purpose spine cars have been added. TTAX 76260-76409 were built 4-90 by Trinity's Bessemer, Alabama plant as class RAF 55.

Another builder has been added to build the spine cars. Thrall Car began building TTAX 77000-77199 in March. Build dates range 3 = 5-90. Class is TAF 55.

Trailer Train displayed its newly converted RTTX 110048 at the 1990 Atlanta Intermodal Expo. This car consists of four 89-foot flat cars with drawbar coupling between the units. The car is capable of carrying twelve (12) 28-foot highway pup trailers. The units were originally built in 4-65.

NORFOLK SOUTHERN'S 1989-1990 COAL HOPPER REBODY AND NEW ACQUISITIONS PROGRAM

By D.G. Casdorff

During the past two years, Norfolk Southern has implemented a massive coal hopper fleet upgrade program. This includes 3,016 rebodies (note: press releases state 2,500) and 2,450 new built triple bay coal hoppers to this date (May 1990).

The rebody program means the complete fabrication of a new body that is placed on an older H11B through H11E frame. The new bodies have eleven panels (ten ribs) versus the fourteen panels (thirteen ribs) of the original bodies. In addition, the cubic foot capacity was increased from 3418 (or 3420 depending on specific class) to 3480. The rebodied hoppers can be identified (apart from repaints and new cars) by the addition of an "R" after the original class (for example H11B becomes H11BR). Also, it is stenciled on the right side "rebody" followed by the date it was rebodied. The following is a summary of rebody quantities by class:

Class	Built	Quantity Rebodied
H11B	1964-67	2220
H11C	1967-69	226
H11D	1969-71	425
H11E	1971-72	145

Total 3016

Norfolk Southern's new coal hoppers were built by Trinity's Greenville, PA plant (former Greenville Steel Car). There were a total of 2,450 delivered between August 1989 and February 1990 (additional dates possible). These are class H12A. Number series is NW 144000-146449. The new cars are designed for a 3600 cubic foot capacity (the largest in the fleet). The new hoppers have the older side arrangement of fourteen panels (thirteen ribs). The last new coal hoppers built for the N&W were the class H12 built 1974 to 1979.

NW 144261. Part of Norfolk Southern's 2,450 new coal hoppers delivered by Trinity's Greenville, PA plant. This one was built in August 1989. D.G. Casdorff photo, May 1990.





NW 3696. Detail of "A" end side showing rebody stenciling, cuft capacity, dimensions, new class, and consolidated stencil.



NW 3696. 3/4 roster view. "A" end. This car was originally a class H11B. It was rebodied in March 1990 at the Norfolk Southern's Roanoke, VA car shops. D.G. Casdorff photo May 1990.

ATSF 90000

By C.T. Bossler

This is the second in the series "Heavy Capacity and Special Type Flat Cars FD FW FM FMS* LA (* = with stenciled capacity of 200,000 lbs. or more).*

Considering the vast Santa Fe roster which was shown with a total of 83,644 cars in the January, 1954 Official Railway Equipment Register and 43,809 cars in the January, 1987 issue of the same publication, only one 58 ft. depressed center was to appear. In sharp contrast, the Santa Fe currently rosters one of the largest fleets (11 cars) of Maxson built eight axle articulated depressed center flats.

ATSF 90000 was built in March of 1953 at Topeka Shops and classed FT-X. It appears to have been retired from revenue service during the last quarter of 1987, an approximate service life of thirty-four years. It is also illustrated on page 61 of Santa Fe Diesels and Cars by Wayner Publications (1974).

General Steel Castings, Eddystone, Penna. and Granite City, Ill., later known as General Steel Industries produced a line of cast steel depressed center flat car bodies. Of the various designs, two achieved some degree of popularity. One was 38 ft. in length with a 17'2" depressed center (flat) and the other was 58 ft. in length which was produced in two profiles. One had a capacity of 125 tons with a 21 ft. well (flat) while the other had a capacity of 140 tons and an understandably shorter 18 ft. (flat) well. Of these two, the 125 ton car was by far the most common. My files record the existence of 108 of them in service at one time or another. There are likely others which have escaped scrutiny account industrial uses and perhaps export. Canadian cars are not included above as they are another variant with cast integral stake pockets.

The designed capacity of ATSF 90000 was 125 tons. The load limit has varied little over the years having changed only slightly from 264,000 lbs. to 265,700 lbs. When this occurred, the entire change was reflected in the permissible weight of lading 18 ft. or more portion of the loading schedule. The light weight of this car remained relatively stable in the vicinity of 130,000 lbs. For most of its service life, dipping slightly to 128,800 in 1979, then bouncing back to 130,600 lbs. in 1985.

Judging by the FD mechanical designation assigned to this car for its entire life, it was not in any special service (FDS) for any length of time, and wandered about the country as needed. Unfortunately, these one car series seldom appear before one's camera. The illustration with this column is from the Santa Fe Railway Public Relations Department in the collection of Mr. Ed Sklarsky.

The body casting is 57'9" over the end sills and

58'4" over the strikers. The floor is a consistent 9'0" between the end sills. The width of the underside of the body is 7'10". Additional dimensions and physical details can be determined by examining the data associated with the diagram. The sides are consistent between the end sills, except for an area near the left end which parallels the overhanging cast floor to accommodate the transverse reservoir. This condition appears at diagonally opposite corners and is visible in the area of the corner step nearest the photographer in the illustration.

For those of you fortunate to have access to the Car Builders Cyclopedia and its successor publication, the Car and Locomotive Cyclopedia, illustrations of similar bodies can be found thusly:

Page 391	Car Builders Cyclopedia	17th Ed. (1946)
290	Car Builders Cyclopedia	18th Ed. (1949-51)
304, 306, 308	Car Builders Cyclopedia	19th Ed. (1953)
341	Car Builders Cyclopedia	20th Ed. (1957)
329	Car Builders Cyclopedia	21st Ed. (1961)
334	Car and Locomotive Cyclopedia	1st Ed. (1966)
331	Car and Locomotive Cyclopedia	2nd Ed. (1970)

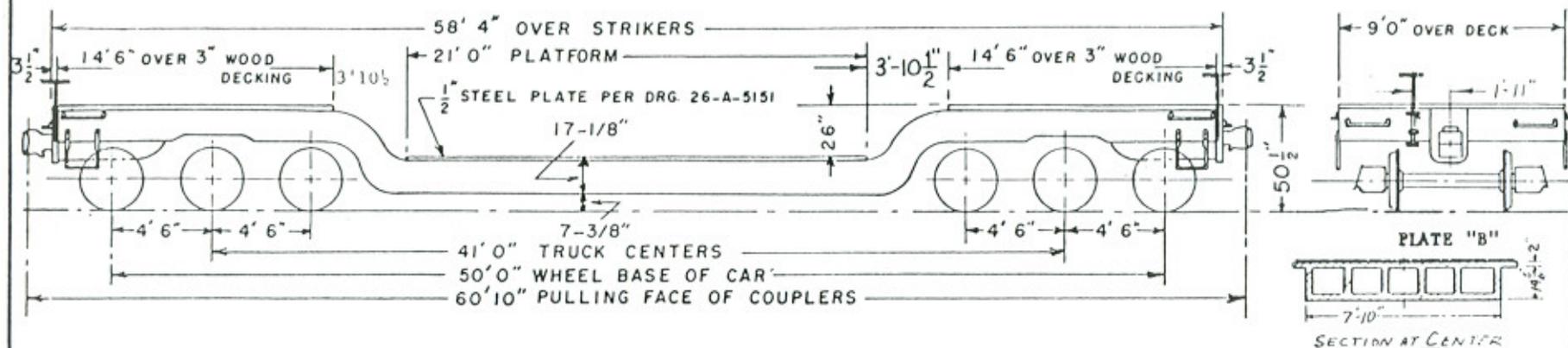
Other editions of the above publications may also contain illustrations. The above are those available to me.

In the casting process, five slots are cast into the well ends in the transition between the floor levels. Some roads cover these with planking, or plate steel, some are left as cast, however, this instance is unique, not seen elsewhere. A long steel bar was installed down the longitudinal centerline of each slot and following the contour of the transition. The object of this exercise has not surfaced, however, two purposes do appear logical. One may be safety related to deter injuries from stepping into these open areas. The second, and less likely may be to facilitate additional provisions for lading tie down. This modification is readily visible in the illustration at the far end of the well.

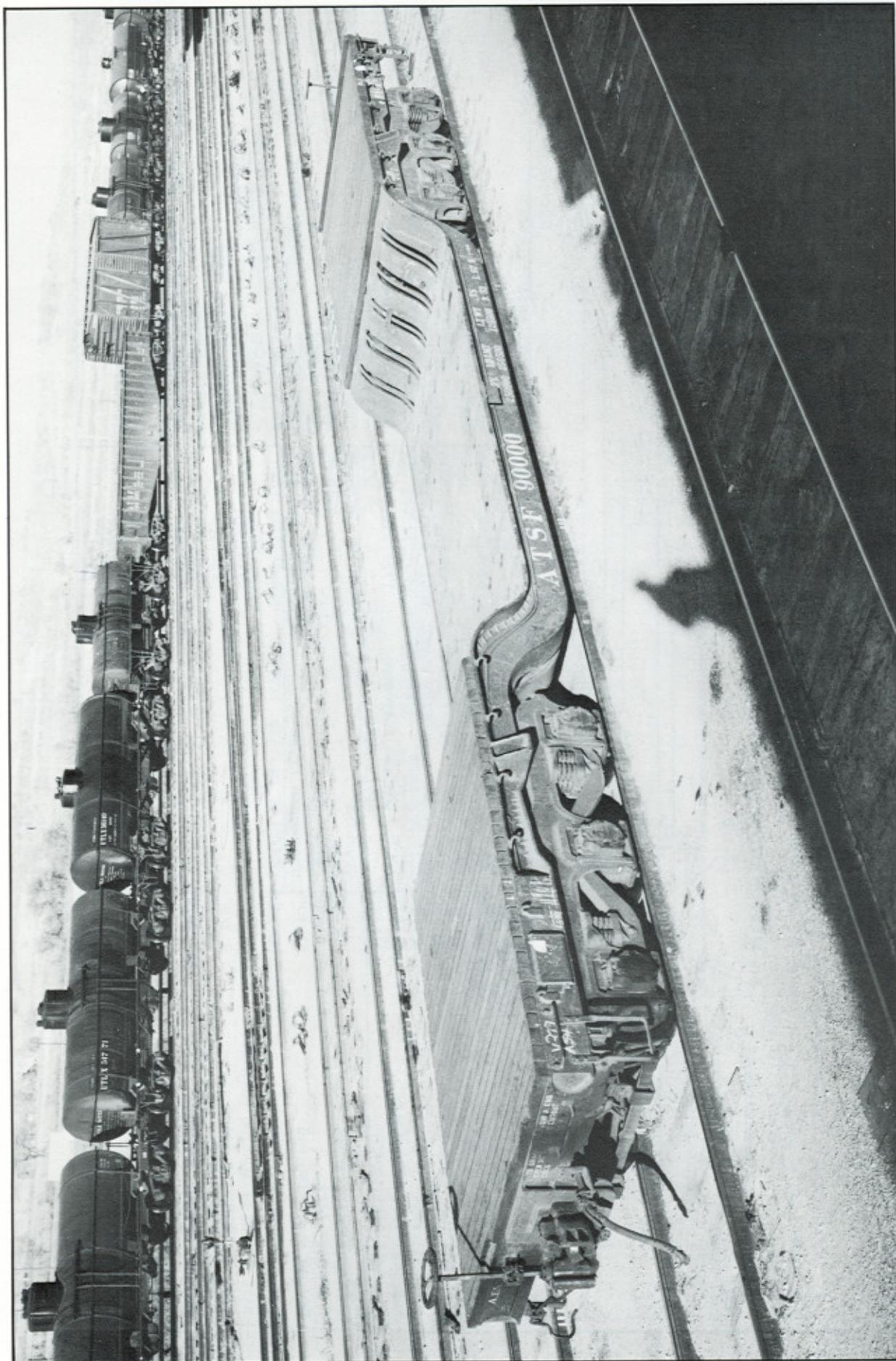
In the casting process, there are series of holes in the well area which appear to be at the specification of the purchasing road as various arrangements appear from one road to another. Traditionally, there is a row of smaller, approximately 1½" holes along the edge of the well to accommodate tie down rods. This same diameter hole is also found around larger six inch holes with two parallel, slightly flattened sides. These larger holes can be used for access to tie rod ends, or for large stakes to prevent load creep.

Traditionally, the end decks are covered with wood planking to secure smaller portions of a load and to cover large holes in the floor account the casting

FIRST ISSUE DATE	4-15-53	ATSF FT-X (DEPRESSED CENTER) AAR MECHANICAL DESIGNATION FD	SERIES:	90000	NO. OF CARS:	1	FOUO 211-4	
DATE OF REVISION			BUILT:	T.S., 1953		PAGE F-21		
2-02-73	8-08-80							
7-22-76	OCT. 16 1981							



NOHINAL CAPACITY	265,000-LBS.	GEN. ARRGT. DWG.	2-26-A-4667	TRUCK WHEEL BASE	9'-0"
LOAD LIMIT	265,700-LBS.	BRK. ARRGT. DWG.	2-26-A-4667	TRUCK CENTERS	41'-0"
LIGHTWEIGHT OF CAR	128,800-LBS.	TYPE VALVES	AB (10X12) DUAL	WHEEL BASE OF CAR	50'-0"
LENGTH:		BRK. REGULATOR	NONE	CURVE: COUPLED TO A.A.R. BASE CAR	150-FT.
LOADING PLATFORM	21'-0"	HAND BRAKE (2) EQUIPCO, DROP SHAFT, NO. 3814		COUPLED TO LIKE CAR	150-FT.
OVER END SILLS	57'-9"	BELL CRANK SHEAVE WHEEL, EQUIPCO NO. E-402		CENTER PLATE	CAST INTEGRAL 18" DIA.
OVER STRIKERS	58'-4"	TIE DOWN EQPT. 3/4" DIA. "J" HOOKS, 24 PER CAR		WHEELS	30" DIA., A-30, CLASS U
OVER PULL FACE OF COUPLERS	60'-10"	DECK: LOADING PLATFORM	1/2" STEEL PLT.	AXLES	6 1/2" X 12" ROLLER BEARING
DEPRESSED DECK LENGTH	21'-0"	UPPER DECK	3" WOOD	JOURNAL BEARINGS	TIMKEN 1-A
WIDTH:		COUPLERS	E-60-HT	TRUCK SIDE BEARINGS	3/4" X 4" X 14" BAR
OVER LOADING PLATFORM	9'-0"	YOKE	Y-40-HT	BRAKE BEAMS	#18 HANGER TYPE
OVER UPPER DECK	9'-0"	DRAFT GEAR	MINER A-22-XL	BRAKE SHOES	1 1/2" CAST IRON
EXTREME @ JACKING PAD	9'-10"	UNCOUPLING LEVER	STANRAY, 1U-10043	TRUCK MFR.	GENERAL STEEL CASTINGS CORP.
HEIGHT:		LENGTH OF DISTRIB. LOAD	PERMISSIBLE LOAD	TRUCK GEN. ARRGT.	2-20-B-2280
RAIL TO TOP OF LOADING PLATFORM	2'-0 1/2"	FT.	LBS.	TRUCK FRAME:	GEN. STEEL PATT. NO. 25327-1
RAIL TO BOTTOM OF FRAME	7 3/8"	0	230,000	TRUCK SPRINGS	24-OC-D-2, 24-1C-D-2
EXTREME @ HAND BRAKE (DROP SHAFT)	5'-7 7/16"	2	230,600	FRICITION SNUBBER TYPE	N.A.
RAIL TO TOP OF UPPER DECK	4'-2 1/2"	4	231,600	SNUBBER SPRING	N.A.
BODY CENTER PLATE HEIGHT	2'-3"	6	233,000	SUPPLEMENTAL SNUBBING	8 - SPRING NO. 730
RAIL TO EXTREME WIDTH	2'-11 1/2"	8	235,000	CENTER OF GRAVITY:	
		10	237,500	LOADED	EMPTY
		12	241,000		24"
		14	246,000	METALLIC WT.	125,000 LBS.
		16	254,000		
		18	LD. LMT.		



process. The subject car was so built, however, following the car through the registers over the years yields bewilderment as to what the actual status of the end decks was in later years. Originally built with three inch wood decking, in 1957, information indicates, the end-decks were changed to ½" plate steel, however, the eaves height dimensions was left unchanged. By January, 1977, the end decks are again shown as being steel, this time with the end eaves height being shown as 4'1", however, by January, 1982, the end eaves are again shown as 4'3" (wood deck dimension). As a generality, but not consistent, half inch dimensions are rounded off to the next inch in the Official Register of Railway Equipment.

Usually, the well floor is left as manufactured. With constant welding in this area, and cutting or burning off steel bracing and blocking, the floor becomes quite uneven and worn. During 1970, a ½" steel deck was added in this area.

In addition to the holes provided in the casting for lading tie down, there are 24 "J" hooks welded to the body about the end sections which facilitate lading auxiliary to the primary cargo. These can be noted in the illustration, two on either side of the destination board, located vertically, and two on either side of the jack pad located horizontally, protruding from the underside of the floor. On the opposite side, those applied on either side of the destination board in the illustration are applied horizontally.

Jacking pads appear between the bolster and inside axle, protruding from the side sill. Some of the earliest bodies did not have these and in some cases they were added after the fact. In late production, a different design was cast integral at the top of the transition. The jack pads associated with subject car appear to have been cast integral with the body.

Trucks under this car are of the General Steel 125 ton type, and are on 41 ft. centerlines. They are equalized in a manner similar to most common six wheel passenger car trucks. Axle centerlines are 4'6" yielding a truck wheelbase of 9 ft. Wheels associated with this car are of 30 inch diameter which yields a 3" lower deck than if the traditional 33 inch wheels were used. While this may not seem like much to most, it can be critical in moving high loads under bridges and other lineside obstructions.

This car was quite a step ahead of its time, having been equipped with 6½ x 12 Timken roller bearings when built. The vast majority of similar cars were equipped with friction bearings, many of which were later equipped with after the fact (retrofitted) roller bearings.

The very nature of depressed center flats prevents the transmission of braking action through rods from one end to the other, and as braking systems were not as well developed as they are now, this car, as well as others like it were equipped with an unusual arrangement. Not having access to the

general arrangement of this particular car, the following is from another general arrangement of the era. There is reason to believe both systems were at least similar.

Brake equipment consists of one AB valve, two 10 x 12 cylinders, two reservoirs, and a relay valve along with its related plumbing, levers and rods. The reservoirs are located at diagonally opposite corners. At the "B" end, the AB valve is located between the reservoir and the bolster. The two cylinders are located between the bolster and the well on diagonally opposite sides of the center sill and on the opposite side of the center sill from the reservoir at their respective ends. The relay valve is located at the "A" end in the same position as the AB valve at the "B" end.

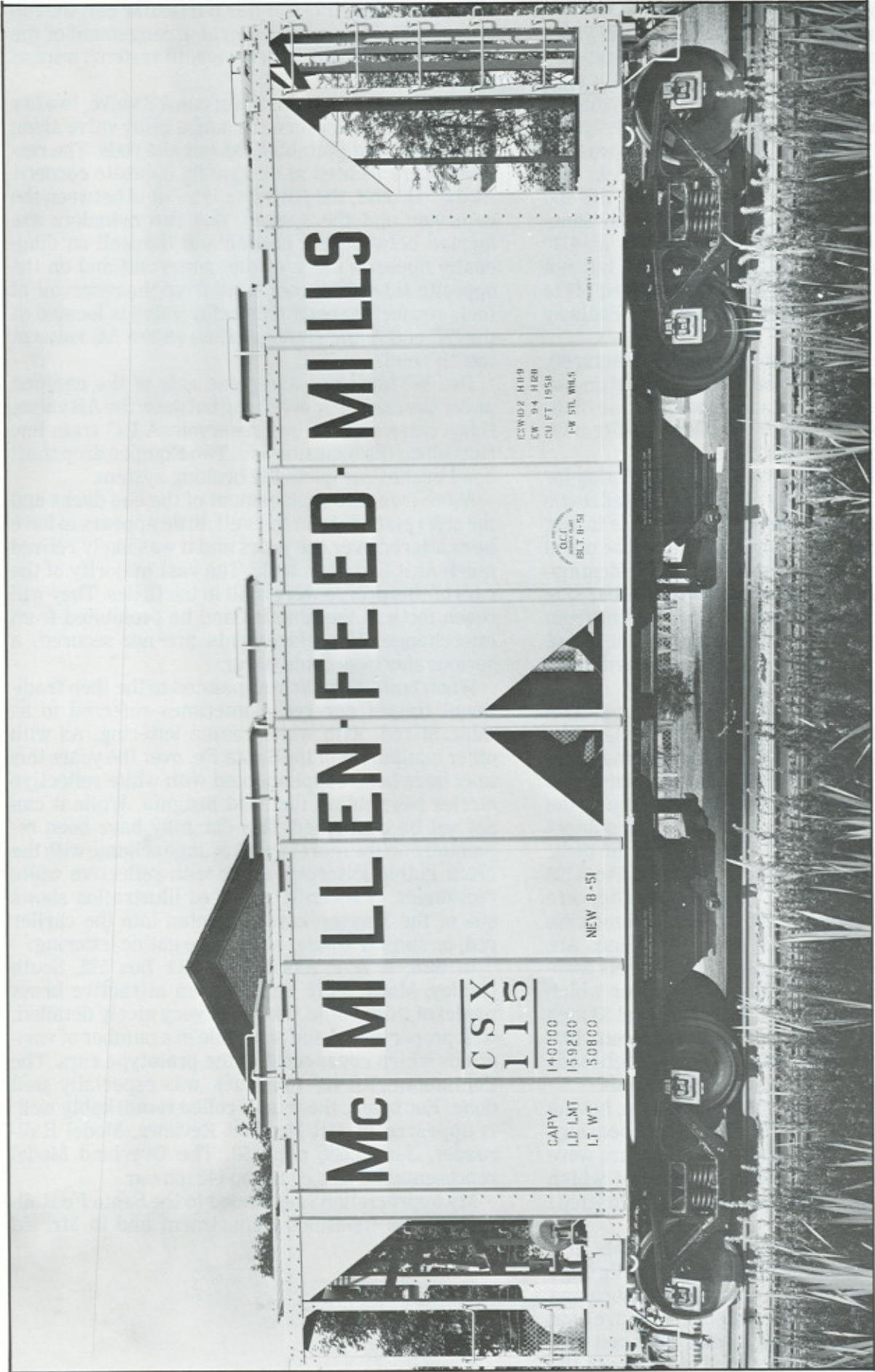
Two ¾" lines run along one side of the car just under the cast floor overhang between the AB valve, relay valve and "A" end reservoir. A 1¼" train line runs along the opposite side. Two Equipco drop shaft hand brakes complete the braking system.

Aside from the replacement of the end decks and the steel plate deck in the well, little appears to have been altered over the years and it was likely retired much as it had been built. The vast majority of the cars of this profile were built in the fifties. They will reach forty in the nineties and be prohibited from interchange. If replacements are not secured, a serious shortage could occur.

When built, this car was painted in the then traditional freight car red, sometimes referred to as mineral red, with white roman lettering. As with other equipment of the Santa Fe, over the years this may have been supplemented with white reflective circles resembling the road insignia. While it can not yet be confirmed, this car may have been repainted into the more recent orange scheme with the black gothic lettering, along with reflective white rectangles. A recently received illustration shows one of the Maxson cars repainted into the earlier red, or similar shade, with white gothic lettering.

In 1989, E & P Associates, P.O. Box 522, South Hadley, Mass. 01075 imported an attractive brass model of this profile. They are very nicely detailed, well proportioned and available in a number of variations which cover most of the prototype cars. The Commonwealth 125 ton truck was especially well done. For brass, the trucks rolled remarkably well. It appeared in MR Product Reviews, Model Railroader, June 1989, page 50. The Overland Model represents the less common 140 ton car.

My appreciation is extended to the Santa Fe Railway Public Relations Department and to Mr. Ed Sklarsky.



CSX 100-139: CENTRAL TRANSPORTATION'S 1951 BUILT COVERED HOPPER SERIES

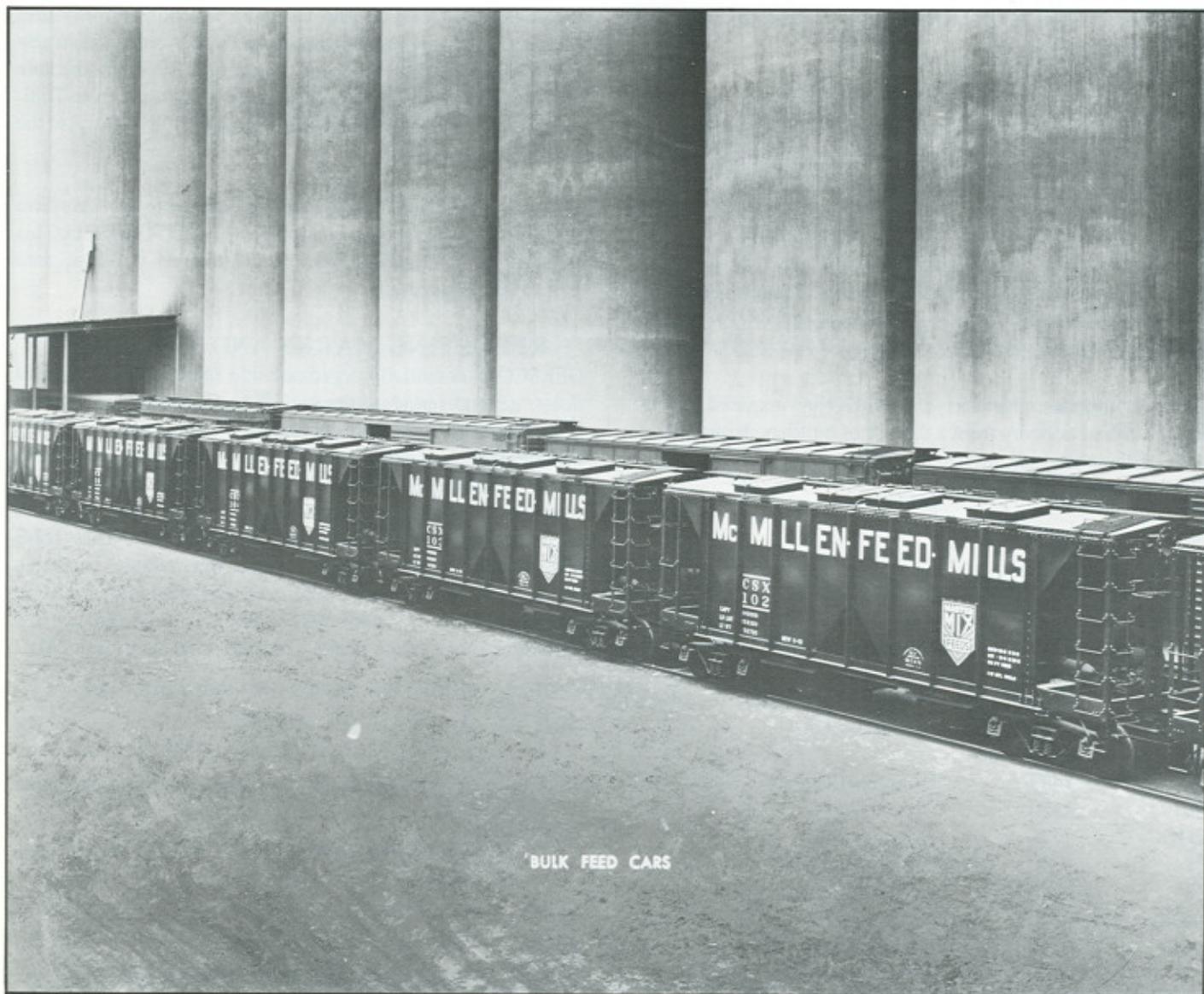
By D.G. Casdorph

Long before the current CSX logo began to appear on the sides of freight cars there was a reporting mark "C.S.X." used by Central Transportation Company, Inc. The first cars were covered hoppers (AAR:LO) built by American Car & Foundry's Berwick, PA plant in 1951 as CSX 100-139. All the cars were 70-ton, 1958-cuft, two-bay covered hoppers. General dimensions were as follows:

IL	29'3"
IW	9'5"
IH	8'7"
ExL	35'9"
ExW	10'1"

The photos show two paint versions, a light color with dark lettering and a dark color with a light lettering and logo. In addition, early **Official Railway Equipment Registers** make mention of cars marked with Central Soya Co., Inc. The cars remained in service for quite a few years. 25 cars were still remaining in 1988. In 1989, the reporting mark was deleted. The actual disposition of these cars is at the present time unknown.

Both photographs courtesy the Columbus Model Railroad Club, Columbus, Ohio. via Joseph Carlson.



BULK FEED CARS

A PICTORIAL REVIEW OF NACC/GERSCO FREIGHT EQUIPMENT, WITH NOTES ON RECENT REPORTING MARKS AND REPAIR SHOPS

By D.G. Casdorph

Today we know it as General Electric Railcar Services Corporation or GERSCO for short. The size of its freight car fleet is the equivalent of a Class 1 railroad. It was formerly known as North American Car Corporation or NACC. Presently, GERSCO is one of the top private owner, freight car leasing companies in North America. It operates some 40,000 cars in its own reporting marks and owns several thousand in railroad reporting marks. GERSCO leases nearly every type of freight car. However, it specializes in tank cars and covered hoppers.

GERSCO draws on its NACC roots a long line of independent manufacturing and special designs of freight equipment. This article will attempt to provide the reader with a general overview of the North American/General Electric freight car fleet and related services.

FREIGHT CAR TYPES

Most familiar to modelers, railfans and historians are probably North American's unique designs of RBL-refrigerator, covered hopper and tank car equipment. Many of these were designed and manufactured in North American's own shops.

RBL-Refrigerator cars. NACC operates a variety of RBL sizes including 40-, 50- and 60-foot. The most common today are their 50-footers. Many of the cars were built at NACC's Chicago Ridge plant. Most of these were built prior to the mid-Seventies.

Covered Hoppers. Over the years NACC had acquired a number of covered hoppers from a variety of builders. Examples of some of these designs are listed below:

Design	Cuft	Notes
GSC	2917	
BSC	2931	
NACC	2785/3000	Pressure Differential
Portec	3000	
NACC	3500	Salt, potash, cement etc.
NSC	3800	
NACC	3900/3915	Pressure Differential
GATX	4180	Airslide®
NSC	4650	
PS	4427	Grain/fertilizer
ACF	4600	Center Flow®
FMC	4700	Grain/fertilizer
PS	4740	Grain/fertilizer
PS	4750	Grain/fertilizer
Trinity	4750	Grain/fertilizer
NACC	4750	Grain/fertilizer
TC	4750	Aluminum
NACC	5150/5151	Pressure Differential

TC	5165	Pressure Differential
ACF	5250	
NACC	5250/5270	Plastics, flour etc.
NACC	5400	Stainless steel
ACF	5701	
NACC	5750/5852	Plastics, flour etc.
ACF	5800	
RTC	5800	
NSC	5810	Plastics

Tank Cars. Nearly all of NACC's tank cars built up until 1983 were of NACC design. This included the large number of cars built for NACC by Union Tank Car in the Seventies. Shortly after GERSCO took over NACC operations there was a hiatus in new tank car deliveries. However, beginning again in the late Eighties, GERSCO began acquiring new-built tanks from Trinity Industries (usually of GATX design) and Gulf Railcar (of the former RTC design).

Other Freight Cars. Nearly all other types of freight cars have been operated at one time or another by NACC/GERSCO. This includes Thrall All-Door box cars, bulkhead flat cars, auto racks, open hoppers etc.

REPORTING MARKS AND THE FLEET

GERSCO is essentially organized into four freight equipment fleets, general-service domestic USA, Canadian and International cars, and assigned operators. The domestic USA fleet includes those reporting marks that were originally assigned by NACC for domestic U.S. operations as well as those reporting marks from former private leasing companies and operators acquired later by both NACC and GERSCO. The same holds true for the domestic Canadian and International reporting marks. Assigned operators were those reporting marks used for long-term lease to a particular customer. The following is a partial list of reporting marks generally used since the 1970s.

ABTX	Abbot Labs. Mostly RBL-Refrigerator cars.
ADMX	Archer-Daniels-Midland Co. Used up to the mid-70s eventually became ADM Transportation.
AESX	A.E. Staley. Mostly tank cars, some covered hopper cars.
AGCX	A reporting mark from the Vendrome Tank Car Co. Origin presently unknown.
ALWX	Cars marked "Potacan."
AMPX	American Maize Products Company
BCFX	British Columbia Forest Products, Ltd.

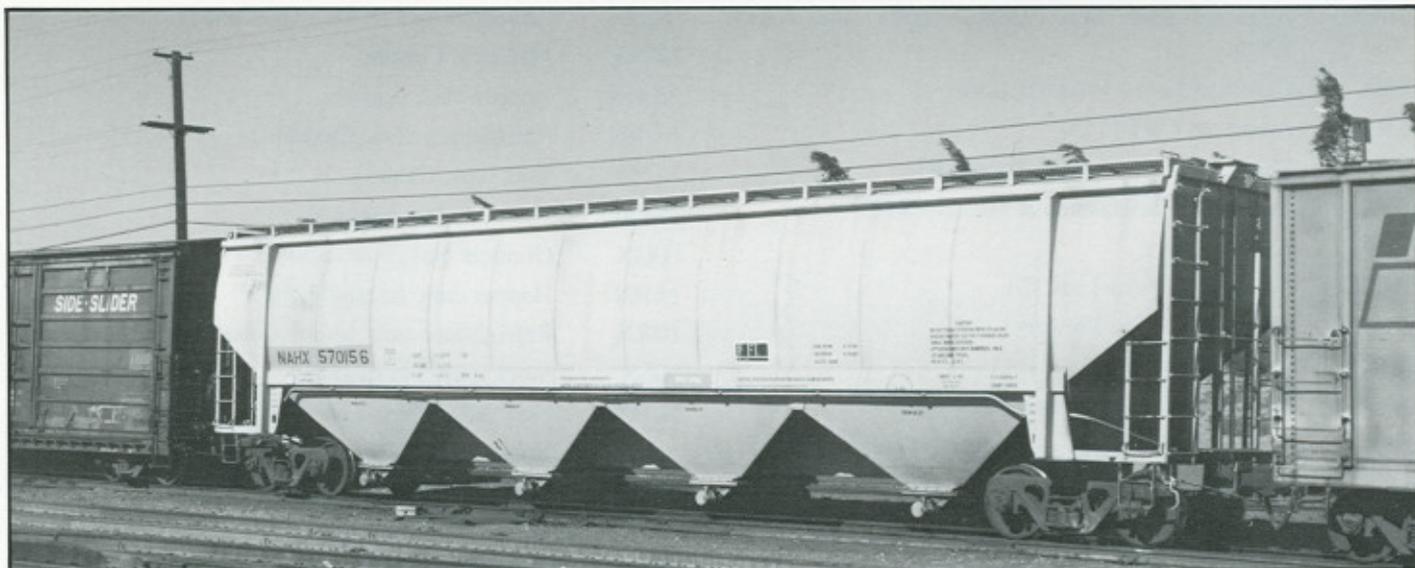
BRAX	Acquired from Brae Transportation, Inc. Late 1980s.	NCCX	Container cars (AAR:LG), Canada.
CFPX	Canadian Forest Products, Ltd.	NCFX	Flat cars, Canada.
COLX	American Colloid Co.	NCHX	Hopper cars, Canada.
CRIX	Chicago, Rock Island & Pacific RR.	NCRX	Refrigerator cars, Canada.
DLRX	Delaware, Lackawanna & Western RR.	NCTX	Tank cars, Canada.
FSHX	FS Services.	NIFX	Flat cars, International.
GHMX	George H. Hormel and Co.	NIGX	Gondola cars, International.
HAMX	Theodore Hamm Brewery.	NIHX	Hopper cars, International
HERX	Hershey Foods, Inc.	NIRX	Refrigerator cars, International
HYGX	Hygrade Food Products Co.	NISX	Stock cars, International
IFBX	Indiana Farm Bureau Cooperative Grain, Inc.	NJDX	New Jersey Despatch (CNJ).
ISTX	Interstate Tank Car Corp.	NWX	North Western Refrigerator Line.
JWAX	S.C. Johnson. (Johnson's Wax).	NWMX	North Western Refrigerator Line. RPL refrigerator cars (1965 only).
LINX	Lincoln Electric.	OILX	Ocelot Industries, Ltd.
LUNX	All-door box cars (AAR:LU). USA.	PBGX	Pearl Brewing Co.
LVRX	Lehigh Valley RR (?)	PTEX	Canpotex, Ltd.
MARX	(Mather Stock Car Co.) - Armour & Co.	QOCX	Quaker Oats. Later to separate Quaker Oats entry.
MASX	Masonite Corp.	RPRX	Rath Packing Co.
MCAX	Mather Stock Car Co.	RTMX	From former Richmond Leasing Co.
MKGX	(Chicago Great Western Railway).	TATX	Tanco Transportation Co. Acquired late 1980s.
MORX	Morrell Refrigerator Line (Mather Stock Car Co.)	TNCX	The Nestle Co.
MRRX	Morrell Refrigerator Line (Mather Refrigerator Express).	TFPX	Triangle Pacific.
MSCX	Mather Stock Car Co.	TTIX	Transcontinental Transport, Inc.
NADX	North American Despatch (Refrigerator cars, USA).	UNCX	Union Carbide Canada, Ltd.
NAFX	Flat cars, USA	USBX	U.S. Borax and Chemical Corp.
NAHX	Hopper cars, USA	VENX	Vendrome Tank Car Co.
NATX	Tank cars, USA.	VOLX	American Colloid Co. ("Volax" trade name).
		WMBX	Willbros Terminal Co. (1970s).
		WPLX	Western Pacific RR.

**LEASED
FROM**

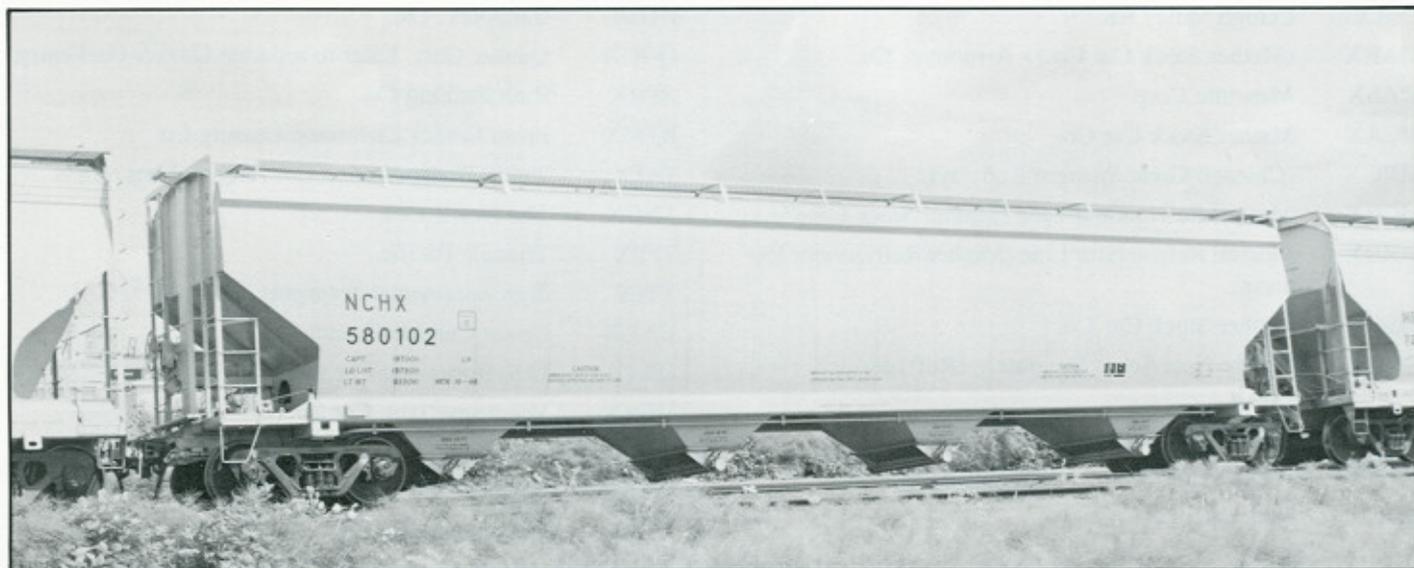


**General
Electric
Railcar
Services
CORPORATION**

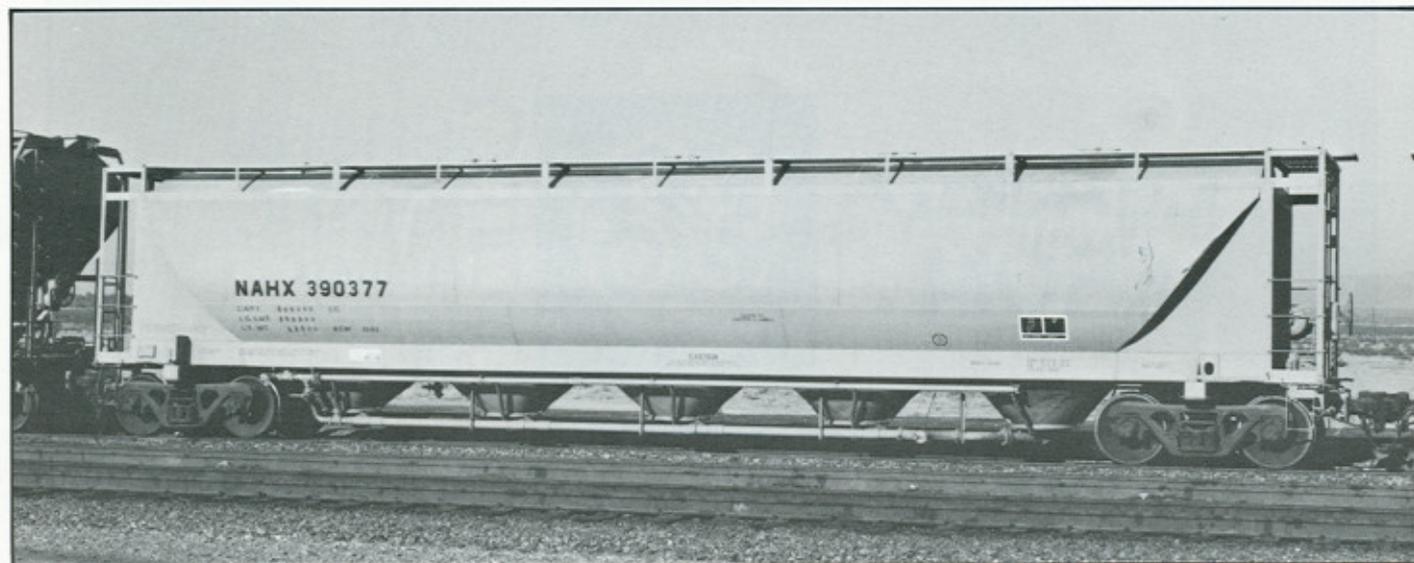
The GERSCO logo usually found applied to the side of the car.



NAHX 570156 is one of the RTC 5800-cuft covered hoppers.



NCHX 580102 is a NSC 5810-cuft covered hopper. This 100-ton, 4-bay hopper was built in October 1986.



NAHX 390377, a late production PD 3915-cuft covered hopper leased to Proctor & Gamble. Built December 1982.



NATX 14398 was one of the last tank cars to come off the Texarkana assembly lines. Shown here on December 25, 1984 in San Luis Obispo, CA. It was built in May 1983 and is leased to Allied Chemical. It is a 100-ton, insulated, coiled, tank car. Pat Holden photo.



NAHX 485330 was originally built in December 1980 by Ingalls Shipbuilding as NAHX 63531. Shown here in Colton, CA on January 18, 1984.



NATX 29959 was built in June 1969. It is a non-insulated, uncoiled, 100-ton, 30,000-gallon, general-service tank car.

MANUFACTURING FACILITIES AND REPAIR SHOPS

NACC employed a number of manufacturing plants for their freight equipment. Many of these are still in service today with GERSCO as repair shops. The following is a list of the larger NACC/GERSCO facilities including those outside private plants that appear to have been under nearly exclusive contract with North American. It should be noted the the NACC shops later became Quality Service Railcar Repair Corp. (QSR) and then GE Capital Railcar Repair (GERR). Those still in service are listed as presently with GERR.

Chicago Ridge, Illinois. A manufacturing facility. This plant built quite a few RBL-Refrigerator cars and covered hoppers until the late 70s. It also built a few tank cars in early 1980s. Presently Closed.

East Camden, Arkansas. Repair Shop. Presently GERR.

Ingalls Shipbuilding, Pascagoula, Mississippi. A non-NACC facility. Built a number of covered hoppers for North American Car in the Seventies.

Mechtron Industries, Wilmington, Delaware. A non-NACC facility. Mechtron built a number of covered hoppers to North American.

Mira Loma, California. Repair Shop. Presently GERR.

Murfreesboro, Tennessee. A manufacturing facility. Originally Butler Mfg. Later actually owned by NACC. Built mostly PD covered hoppers until 1985. Presently closed.

Ranger, Texas. Repair Shop. Presently GERR.

Sayre, Pennsylvania. Repair Shop. Presently GERR.

Texarkana, Arkansas. NACC's primary manufacturing facility for tank cars and covered hoppers. Formerly AMF Beard. The last year that cars were known to have been built here was in 1983. Still in service as major repair shop with GERR.

Waterloo, Iowa. Repair Shop. Presently GERR.

One other manufacturing facility with the abbreviation NACC MPLS. Location presently unknown. Built PD covered hoppers in the Seventies.

Acknowledgements

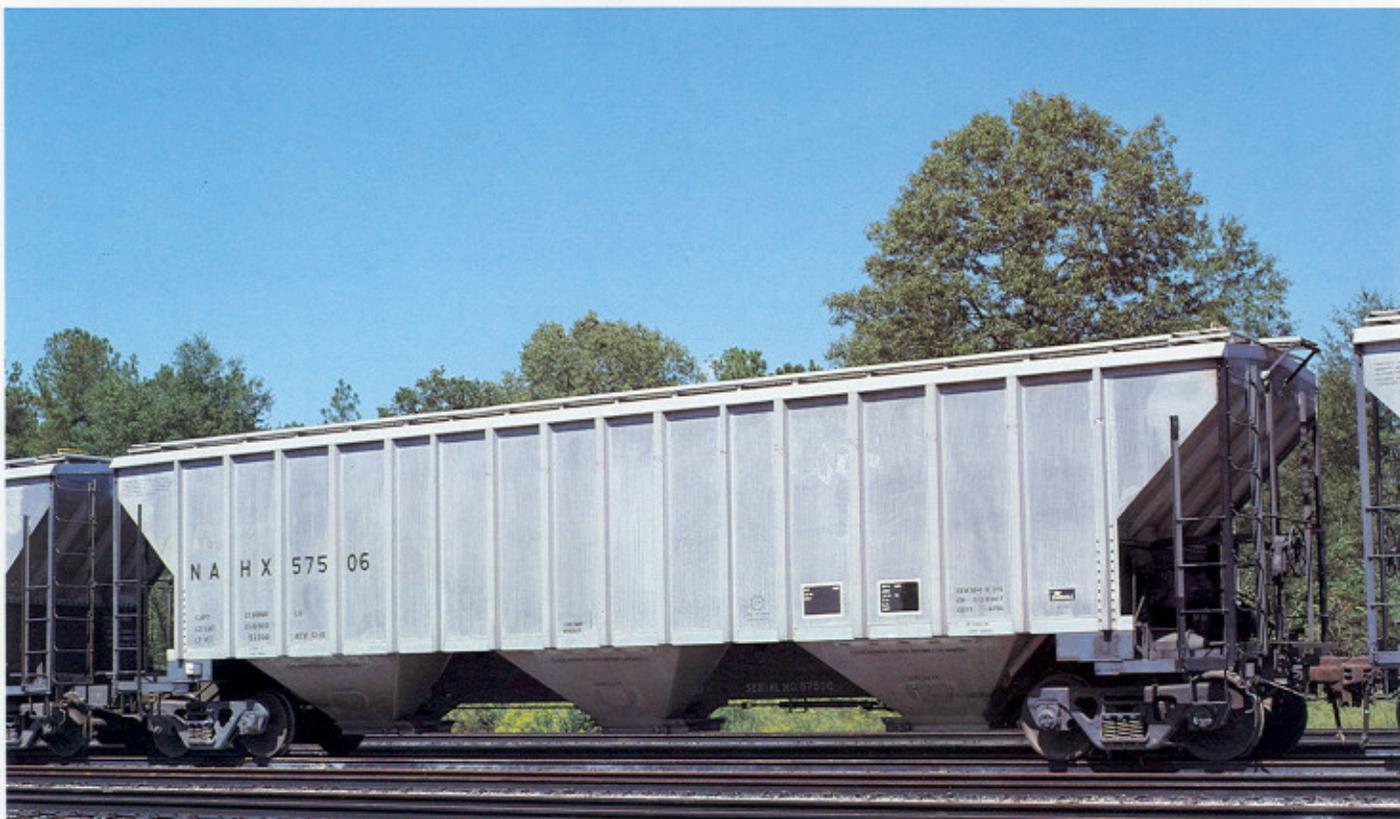
I would like to thank Carl Shaver for his assistance in reviewing, adding to and correcting the reporting marks portion of this article.



NAHX 36316 was built in September 1979 by Greenville Steel Car. It is a 100-ton, two-bay covered hopper. GSC 2917-cuft design.



NATX 75373 was built in 1974 and is a 20,600-gallon, 100-ton, general-service insulated tank car. Lessee is Borden Chemical. Note the uncommon (for this size tanker) full length top walkway.



NAHX 57506 was built in December 1981 by Thrall Car. This is an aluminum covered hopper. Leased to Englehard Minerals. TC 4750-cuft design. Series is NAHX 57501-57516. E.A. Neubauer, October 1986.



NIRX 42827 is shown here on June 3, 1983 leased to Pfizer. This is a 70-ton RBL (despite the incorrectly applied LO mechanical designation!)



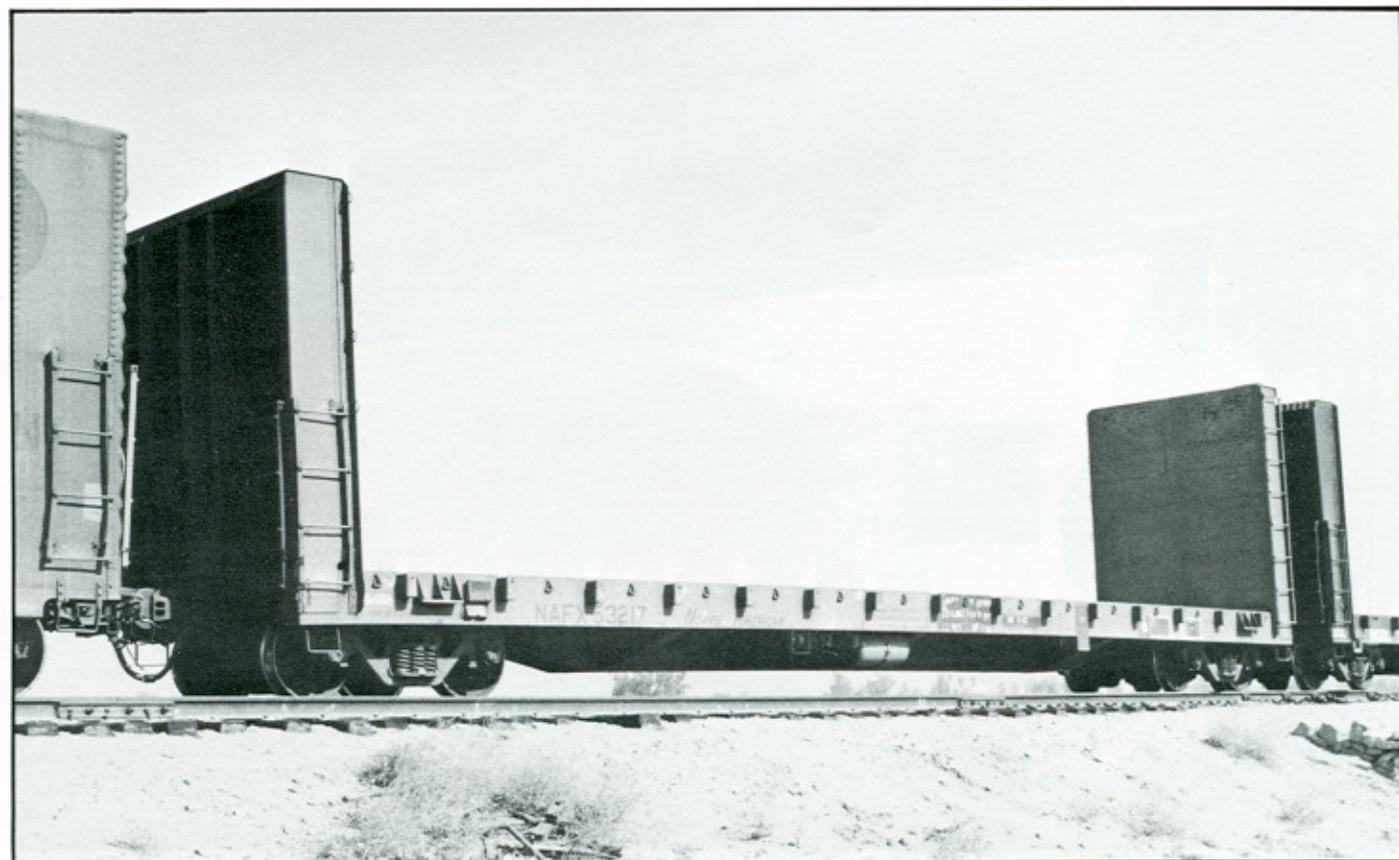
NATX 16610 shows the offset inlet style of this series of tank cars (16210-16665) built at Texarkana. This car was built in 1976 and is leased to Clinton Corn Processing Co. for corn syrup transport.



NAHX 465044 was originally marked for the Trona Railway (TRC 1226-1350). They were originally built in April 1979 by National Steel Car. Series NAHX 465000-465124. NSC 4650-cuft design.



NIRX 14120 was built in January 1967. When this photo was taken in 1987 it was leased to Kerr McGee Chemical Co.



NAFX 53217 is a 52'8" IL bulkhead flat car. Series 53120-53249.



NAHX 52341 another NACC 3500-cuft covered hopper. This one was built in February 1967 by AMF Beaird.



AESX 10866 was built in September 1977 for operator A.E. Staley. It is used for corn syrup transport to customers not needing large quantities.



NAHX 525441 was part of a group of cars built for Monsanto. This is a ACF 5250-cuft design. GERSCO acquired these in 1987. Series is NAHX 525322-525475 (154 cars).



NAHX 97068 is one of the several hundred 100-ton open hoppers owned by GERSCO.



NADX 50151, one of the earlier 50-ton inside post RB-reefers. This one was leased to International Multifoods when this photo was taken in January 1981. J.R. Quinn photo.



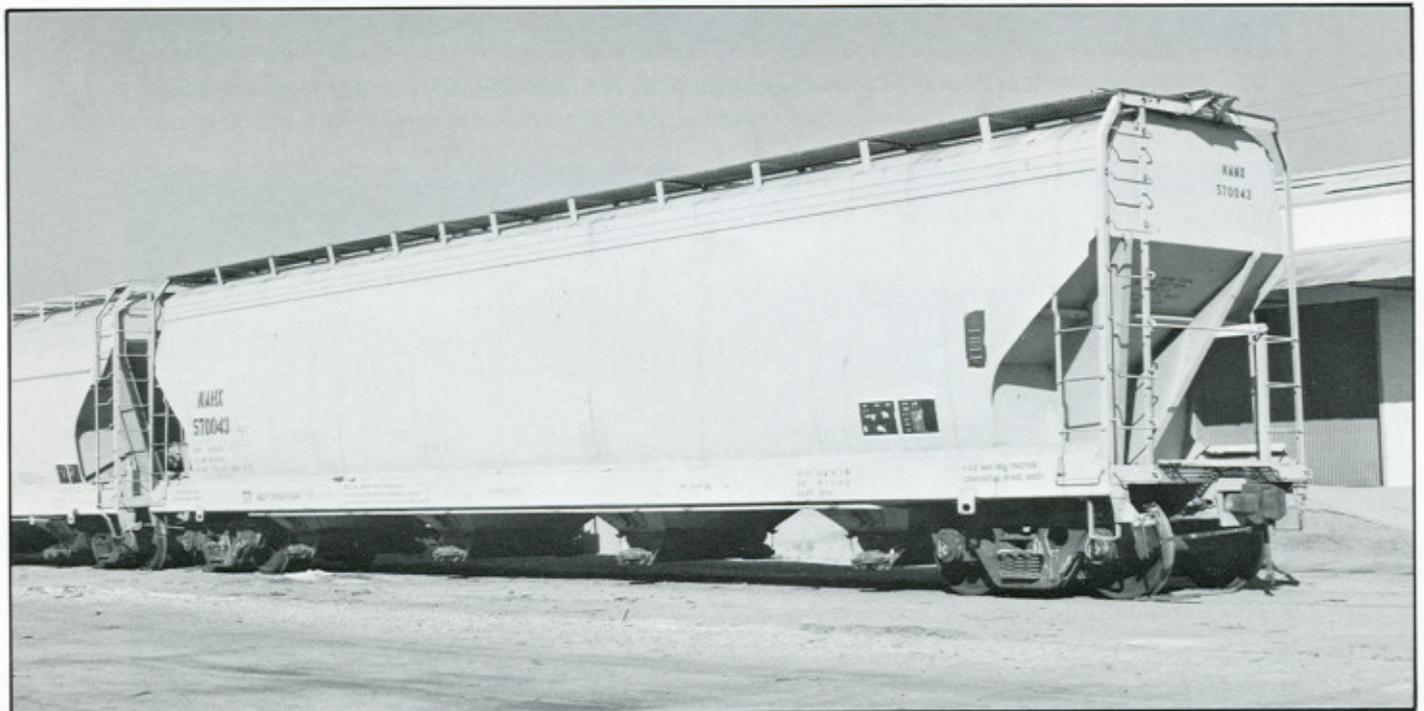
NAHX 480371 was built in May 1979 by Pullman-Standard. The light blue lettering and logos are hardly visible even in this color photo. Leased to Supreme Rice. PS 4750-cuft design covered hopper. J.R. Quinn October 4, 1980.



NATX 77039 was built in June 1978. It is insulated, coiled and has top unloading only. Lessee is Rohm & Haas. Pat Holden photo, April 1986.



NAHX 58128 was built in September 1973 by NACC's Texarkana shops. It is a NACC 5852-cuft design covered hopper. Note the sharp angles on the ends of the side that readily distinguish this NACC design family.



NAHX 570043 is an ACF 5701-cuft design (stencilled 5700) covered hopper. This one was built in February 1977 as part of MOHX 5750-5797. The cars were acquired by GERSCO in 1987. Series is NAHX 570000-570044.



NATX 76605 is an insulated, coiled, 100-ton, 23,750 gallon general-service tank car leased to Exxon Chemical Americas. The car was built in April 1975.



NAHX 49815 is one of the NACC 3500-cuft covered hoppers. This one is leased to Kerr McGee Chemical Corp.



NATX 14688 was built in April 1980 by Union Tank Car for slurry transport. Shown here leased to Thiele Kaolin Co. in April 1986.



NATX 35149 was built in January 1974. It is one of NACC/GERSCO's LPG tankers. DOT 112J400W. Leased to Northern Propane Gas Co. J.R. Quinn photo. November 3, 1984.



LUNX 4109 was built in December 1972 by Thrall Car. It is one of the many all door (AAR:LU) box cars owned by NACC/GERSCO. Shown here in Vernon, CA on October 18, 1983.