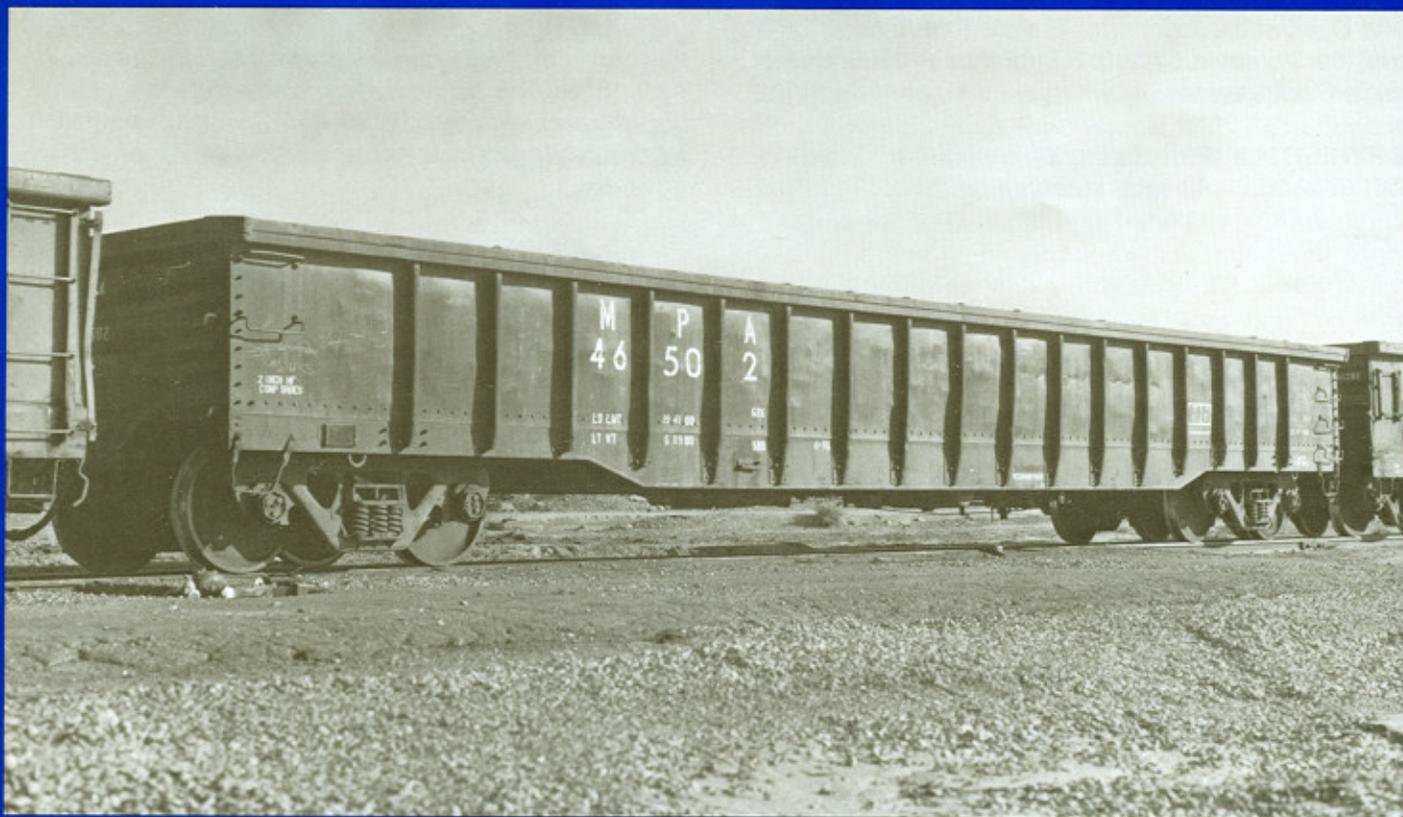


# **FREIGHT CARS**

**JUNE 1991**

**JOURNAL**



**MARYLAND AND PENNSYLVANIA  
FREIGHT CAR ROSTER**

# FREIGHT CARS JOURNAL

Volume 8, No. 3

Issue 39

June 1991

**EDITORS:** David G. Casdorff, Eric A. Neubauer.

**PRODUCTION EDITOR:** Hal Brown.

**CONTRIBUTORS:** Carl Shaver, M.B. Foley, Tony Hodun, James Kinkaid, Don McQueen, S.K. Bolton Jr., T. E. Cobb

## SUBSCRIPTION INFORMATION

Single Copy Price: \$6.00 postpaid. Four Issues: \$20.00 (North America). \$22.00 (Canada). \$35.00 (Other Countries). \$50.00 (Institutions). Please make checks or money orders payable in U.S. Dollar funds to *Freight Cars Journal*. Send Dues/Subscriptions to: *Freight Cars Journal*, P.O. Box 2480, Monrovia, CA 91017. Published by the Society of Freight Car Historians.

**COPYRIGHT** © 1991: Society of Freight Car Historians. ISSN 0742-9355. All rights reserved.

## CONTENTS

<b>FREIGHT CAR NEWS</b> .....	3
<b>S.K. BOLTON, JR. FREIGHT CAR PHOTOGRAPHS</b> <i>S.K. Bolton Jr</i> .....	7
<b>'BLUE ISLAND' REEFERS 2</b> <i>D.G. Casdorff</i> .....	9
<b>MARYLAND AND PENNSYLVANIA FREIGHT CAR ROSTER</b> <i>D.G. Casdorff and E.A. Neubauer</i> .....	11
<b>THE MIDWESTERN GRAIN CARS: PART 2 - THE GARVEY GRAIN DIVISION OF GARVEY INTERNATIONAL (GGIX).</b> <i>James Kinkaid</i> .....	17

## NOTICE

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 omissions, or for any loss or damage occasioned by any person using the information contained in this publication. The opinions expressed by contributors are their own and do not necessarily reflect the views of the editors, publisher or other members of the Society.

## 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 tens of thousands of freight cars that have been built since the early 1800s. The Editors welcome new historical information, reviews and corrections including roster information, modeling suggestions, technical evolution, logos and liveries, etc.

## ABBREVIATIONS COMMONLY USED IN FREIGHT CARS JOURNAL

The **equal sign** or "=" is used in month/year dates to indicate through and inclusive; the **addition sign** or "+" is used to indicate not inclusive; **abt** = about; **ACF MILT** = American Car & Foundry Milton PA (builder); **BSC JTN** = Bethlehem Steel Car Johnstown PA (builder); **ca** = circa; **cf** = see also or compare to; **cu.ft.** = Cubic foot capacity; **DOT** = Dept. of Transportation (usually followed by a tank car class); **e.g.** = for example; **ex** = previous operator; **exx** = before the previous operator; **FA** = auto rack on flat car; **FB** = bulkhead flat car; **FBC** = center-divided bulkhead flat car; **FM** = general-service flat car; **gal.** = gallon(s); **GB** = gondola car; **GSC GV** = Trinity Greenville PA (builder); **GT** = high-sided gondola car; **GTS** = special purpose high-sided gondola car; **GUX P** = Gunderson Portland OR (builder); **HM** = Hopper car with two hoppers; **HT** = Hopper car with three or more hoppers; **IL** = Interior length; **Job** = builder's job number follows; **Lot** = builder's lot number follows; **MFC CLIL** = Thrall Car Clinton IL (builder); **nee** = original operator and/or owner; **Plate** = clearance diagram "plates" (B,C,E,F and F+ are the most common); **PSM BESS** = Trinity Bessemer, AL (builder); **RBL** = Isothermic refrigerator car; **RC** = cryogenic refrigerator car; **RPL** = mechanical refrigerator car; **TC CH** = Thrall Car Chicago Heights (builder); **TRN LGV** = Trinity Longview, TX (builder); **TRN OKC** = Trinity Oklahoma City OK (builder); **UTC ECH** = Union Tank Car East Chicago (builder); **XL** = loader equipped box car; **XM** = general-service box car; **XP** = special-products box car.

*Freight Cars Journal* is published for the Society by AG PRESS, Manhattan, KS. Printed in the United States of America.

## RAILROADS

**BUFFALO RIDGE RAILROAD, INC.** ca. 1990 acquired 148 Trinity built 4850 cu.ft. grain cars from Trinity Industries Leasing. Numbers are BFRR 511475 + 511683. These were built in 1980 (e.g. BFRR 511615, ex TILX 511615, built 4-80, formerly leased to Farmland Industries). [M.B. Foley]

**BURLINGTON NORTHERN** acquired fifty gondola cars for pipe loading in 1989 and numbered them in the BN 589533-589582 series. The cars were built in 1967 and have a 1919 cu.ft. capacity. Origin of these cars is the PLE 46000-46149 series.

BN has acquired its first single-well (stand-alone) double stack container cars from Gunderson. The example seen was BN 64006 built 3-91. The cars are red (indicating probable lease from Greenbrier Leasing). In addition to the stand-alone cars, BN is also operating three-unit drawbar double stack container cars. These are essentially three stand-alone cars connected with a drawbar. It should be noted that these and the above stand-alone cars are not articulated (i.e. they have two complete trucks - one at each end). [M.B. Foley, B.K. Eyer, D.G. Casdorff]

**CANADIAN NATIONAL** added new built bi-level auto rack cars to its fleet recently. The flat cars were built by Trenton Works Lavalin in 12-90=2-91. The auto racks were built new 1-91=2-91 by Thrall Car (job 657). Number series is CNA 712391-712549. [D.R. McQueen, D.G. Casdorff]

**CHICAGO CENTRAL & PACIFIC.** Additional information: the CC 40000-40219 (cf. FCJ 38) hopper cars were built in 3-91 by Trinity Greenville. [C.W. Shaver, M.B. Foley]

**CHICAGO & ILLINOIS MIDLAND.** A number of Detroit Edison 5501-5800 series GT coal cars are being relettered (early 1991) into and operated by the C&IM (e.g. CIM 5674). These were built by Pullman-Standard in 1975 for DEEX. [C.W. Shaver]

**COE RAIL's** freight car fleet has been expanding rapidly. Note that all cars on the roster will be assumed to be leased from Greenbrier Leasing unless otherwise indicated.

Add a 2-91 rebuilt date to the CRLE 10300-10399 series (see FCJ 38). Also, these cars are now known to be former SP/SSW class B-100-21 and B-100-27's.

Former SP/SSW F-70-86 flat cars have been placed in the CRLE 80062 + 80113 series apparently being used primarily for pipe transport.

GERSCO's Mira Loma, CA shops have been rebuilding numerous former SP/SSW F-70-67 and -69 flat cars in 2=4-91 and placing them in the CRLE 830000-830099 series. The former auto rack cars now have ten stake pockets added along the sides.

Finally, CRLE 8200-8295 are former SP/SSW flats being leased to MASS CENTRAL. [T.E. Cobb, D.G. Casdorff]

**KANSAS CITY SOUTHERN** has received at least 100 new-built grain hoppers which were numbered in the KCS 30100s (e.g. KCS 30147). These were built 2-91 by Trinity Greenville (lot 2136). [M.B. Foley]

**MINNESOTA, DAKOTA & WESTERN RAILWAY's** 4000-series box cars came from the BN 377000-377123 series. These were originally from the Valley and Siletz Railroad (VS initials). [C.W. Shaver]

**MNVA RAILROAD** (formerly Minnesota Valley Transportation Co. Inc. Southwest) has acquired some 50'7" RBL refrigerator cars with an interesting bit of history. MNVA 8987 is ex-NOKL 8987, exx-CWRC 8987, nee-MKT 8987.

MNVA acquired circa 1989-90, ten 100-ton, 4750 cu.ft. grain cars from Trinity Industries Leasing numbered MNVA 510601-510610 (e.g. MNVA 510609, ex TILX 510609, built 12-79, formerly leased to South Soo Grain Co). [C.W. Shaver, M.B. Foley]

**SOUTHERN RAILWAY OF BRITISH COLUMBIA.** Add a 1-91 build date to the SRY 73000-73099 Thrall "Centerbeam" flat car series (see FCJ 38). [D.R. McQueen]

**SOUTHRAIL CORPORATION** has acquired forty-five (45) used gondola cars. Some of them are ex-South Shore (e.g. SR 15089 is ex-CSS 15089). Some came from other presently unknown sources. All of them originated with the D&H 15000-15149 series. [C.W. Shaver]

**UNION PACIFIC.** Missouri Pacific's CHTT 640000-640109 are being leased from HELM Leasing.

Also add a 1-90 date to the CHTT 2000-2015 series stack cars (see FCJ 35:5). Further, at least two cars (CHTT 2004 and 2009) also have Interdom logos on the wells.

Previously unreported to FCJ. Thirty-four (34) GT ore cars from the UP 27500-27552 series (class G-100-13) were converted to GTR's for copper concentrate service and renumbered in 9-86 to the UP 229650-229683 series. [C.W. Shaver, D.G. Casdorff]

## PRIVATE OWNERS AND LESSEES

**ADM TRANSPORTATION** has added more 30,000-gallon alcohol tankers to its fleet. ADMX 30051-30192 were built 3=4-91 by Trinity Oklahoma City. [C.W. Shaver]

# FREIGHT CAR NEWS

**ALLIED CHEMICAL CORPORATION.** Add a 12-90 build date to the ACTX 423026-423046 series hydrogen fluoride tank cars (see FCJ 38). [T.E. Cobb]

**AMERICAN MAIZE PRODUCTS CO.** is leasing new-built 17600-gallon tank cars for corn syrup transport from General American Transportation (e.g. GATX 65209 built 3-91 by Trinity Longview). [D.G. Casdorff]

**AMEROPAN RAILCAR CORPORATION** received twenty-eight 100-ton, 23,590-gallon, general-service tank cars in 1989. AMRX 101-128 were built 8-89 by Trinity Longview. [E.A. Neubauer, C.W. Shaver]

**ARCO CHEMICALS.** Add a 12-90 build date to the leased cars in the GATX 3340 + 3404 series (see FCJ 38).

**BASF CORPORATION.** Previously unreported were seventeen (17) 23,950-gallon tank cars built in mid-1989. DBCX 487-503 were built by Trinity Tulsa in 6-89 (DBCX 492 is marked for caprolactam transport). [D.R. McQueen]

**CALIFORNIA CEDAR PRODUCTS.** Previously unreported were a small number of new-built tank cars leased from Union Tank Car in early 1988 (e.g. UTLX 640268 built 1-88 by Union Tank Car). This is part of a 61-car series (UTLX 640214-640274). These are AAR type code T106s. [D.G. Casdorff]

**CANADIAN STARCH CO. (CASCO).** Add a 7-90 build date to the PROX 76000-76066 tank car series being leased from Procor, Ltd. (see FCJ 38). [D.R. McQueen]

**CEREAL FOOD PROCESSORS, INC.** is now leasing several new-built ACF PD5000 Center Flow covered hoppers from ACF Industries (e.g. ACFX 45444 and 45445, built 3-91 ACF MILT). [T. Hodun]

**CGTX, INC.** added some new sulphuric acid tank cars to its fleet in early 1990 (e.g. CGMX 56401, 56435, built 2-90 TRN TULS). [E.A. Neubauer]

**COORS BREWING COMPANY** has almost doubled their tank car fleet with the addition of 130 new cars. CORX 5133-5262 were built in early 1991 (e.g. CORX 5246 and 5251 built 3-91). [C.W. Shaver]

**DETROIT EDISON COMPANY** increased its fleet of aluminum coal gondolas this year. DEEX 4593-5000 and 5153-5500 were built 1=2-91 by Thrall Car (job 656) Chicago Heights. Stencilled capacity is 4325 cu.ft. [C.W. Shaver]

**E.I. DUPONT DE NEMOURS & CO.** received twenty 100-ton, DOT 105S300W tank cars for metallic sodium transport in 1989. DUPX 9001-9020 were built in 5-89 by Union Tank Car. [E.A. Neubauer]

**ETHYL CORPORATION.** Previously unreported was the delivery of two 50-ton, DOT 105A300W, lead lined tank cars from bromine transport to the Ethyl Corporation in 1983. EBAX 4403-4404 were built by GATX Sharon in 12-83. [T.E. Cobb]

**GENERAL AMERICAN TRANSPORTATION.** GATX 69295-69298 were built 12-90 by Trinity, Longview. [T.E. Cobb]

**GEORGIA POWER COMPANY** has acquired 300 new aluminum coal hoppers this year. GALX 91001-91300 were built by Bethlehem Steel in 3-91 (additional dates probable). Stencilled capacity is 3870 cu.ft. [J.L. Becker]

**W.R. GRACE & CO.** Previously unreported were six (6) new-built tank cars being leased from Shippers Car Line Division, ACF Industries (now ACF Industries) for hydrocyanic acid transport. ACFX 71827-71832 were built in 7=9-87 by ACF MILT. These are 20500-gallon, insulated, DOT 105A300W tank cars. [T. Hodun]

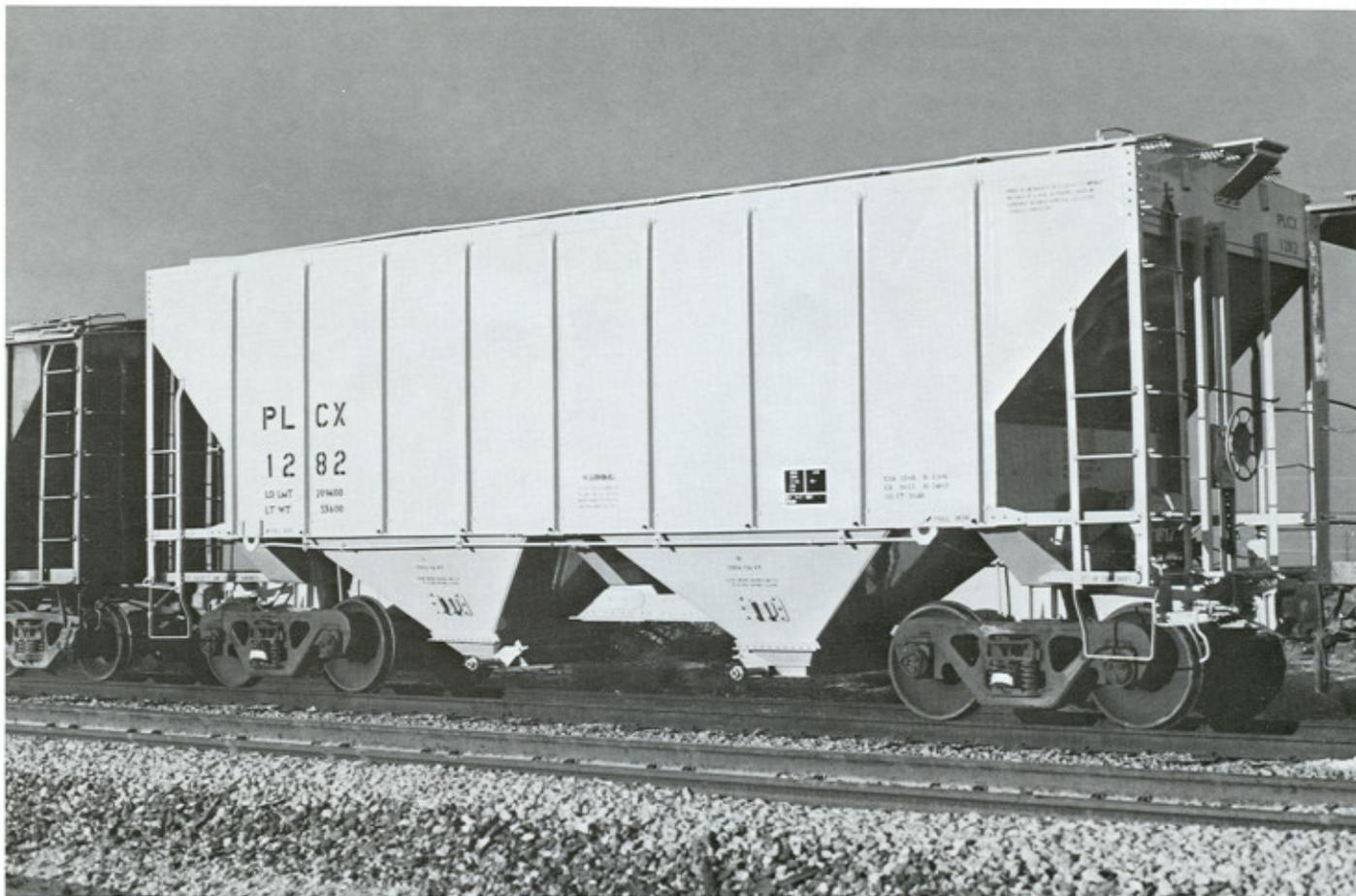
**GREENBRIER LEASING CORPORATION** placed a new version of Gunderson's Maxi-Stack III double stack car in service. The new version is designed for refrigerated container transport. It comes equipped with electrical outlets and wiring in each well. The power apparently comes from generator containers. GBRX 3259 is the only car so far. It was built in 2-91 at Gunderson's Portland, OR plant. [D.G. Casdorff]

**HUBINGER COMPANY** began leasing fifty (50) new-built tank cars for corn syrup transport from Union Tank Car in late 1989. This is in addition to those leased from GATX about the same time (cf. FCJ 34:8). Numbers are UTLX 600359-600408. Builder is Union Tank Car. Build dates are 12-89=1-90. The cars were lined with LCC-25 at Union Tank Car's Muscatine, Iowa facility in 1=2-90. These are 17,400-gallon, DOT 111A100W3 tank cars. [D.G. Casdorff]

**IBP, INC.** (formerly known as Iowa Beef Processors) is leasing a number of 25,900-gallon, insulated, coiled, DOT 111A100W1 tank cars for edible lard transport from Union Tank Car (e.g. UTLX 642559 and 642582, built 1-91 by Union Tank Car). [D.G. Casdorff]

**INTEROX AMERICA** is leasing more new hydrogen peroxide tank cars from General American Transportation (e.g. GATX 78554 and 78560 were built 10=11-90 by Trinity Tulsa). [D.G. Casdorff]

**ITEL RAIL CORPORATION** continues to rebuild and shorten former grain hoppers into two-bay cement hoppers. The latest, PLCX 1257-1327 were rebuilt by the Danville and Junction City shops in 9=12-90. These are of the 3148 cu.ft. size. [D.G. Casdorff]



*PLCX 1282 is part of the new group of rebuilt and shortened hoppers entering the Irel Rail fleet. 3148 cu.ft. capacity. Rebuilt 11-90 IRX JC. D.G. Casdorff photo. March 1991.*

**MONSANTO COMPANY** is leasing a small number of 30000-gallon, non-insulated, uncoiled, DOT 111A100W1 tank cars from ACF Industries (e.g. ACFX 73969-73971, built 3-91 by ACF MILT).

Add a 9-90 build date to the new-built phosphorus tank cars being leased from Union Tank Car (e.g. UTLX 641883, cf. FCJ 38). [T. Hodun, D.G. Casdorff]

**NATIONAL SALVAGE AND SERVICE CORPORATION** added another thirty (30) cars for refuse transport. These are numbered NSSX 12000-12029 and are owned by National Salvage (not Greenbrier as in the case of the previous series, see FCJ 38). [C.W. Shaver]

**NORTH DAKOTA MILL & ELEVATOR ASSN.** is leasing new built Airslides from General American Transportation (e.g. GACX 56820, built 12-90 TRN FW, 4895 cuft). [D.G. Casdorff]

**OCCIDENTAL CHEMICAL CORPORATION, ELECTRO-CHEMICALS & SPECIALTY PRODUCTS.** HOKX 750001-750181 (cf. FCJ 38) are different than the 3200 cu.ft. ACF Center Flow cars built in the 1960s. The truck centers are

shorter (28'11"), outside length is longer (42'-01) and the cars are wider (10'08" extreme). [C.W. Shaver]

**OCCIDENTAL CHEMICAL CORPORATION, PVC RESINS** has acquired a number of 24,000-gallon, DOT 105J300W tank cars. OCPX 80249 + 80258 were built 12-90 by Trinity, Longview. The cars have a full length top-of-tank walkway. [T.E. Cobb]

**PROCOR LIMITED** acquired some insulated, coiled tank cars from builder Union Tank Car in late 1989 (e.g. PROX 74114, built 12-89, capacity 19,493 imp. gals.). [D.G. Casdorff]

**REXENE PRODUCTS COMPANY** is leasing a number of 29,000-gallon, DOT 111A100W1, tank cars for benzene transport (e.g. ACFX 94230 and 94238, built 11-90 by ACF MILT). [T.E. Cobb]

**RHONE-POULENC BASIC CHEMICAL CO.** has acquired a new group of tank cars numbered RPBX 17100-17210 (111 cars). RPBX 17170-17182 were built 12-90 by Trinity, Longview (additional build dates probable). [T.E. Cobb]

# FREIGHT CAR NEWS

**SCM CHEMICALS** is expanding one of two plants in Ash-tabula, OH. As part of this expansion, SCM has begun leasing a small lot of at least 10 titanium dioxide slurry tank cars from ACF Industries. The cars are 100-ton, 11300-gallon, insulated, uncoiled, AAR 211A100W1 tank cars equipped with a Sparger system. Examples are ACFX 73987-73996 built 3-91 by ACF MILT.

In addition to the above mentioned new-built tanks, SCM has also taken over the lease of a small group of titanium dioxide cars from NL Industries. ACFX 87778-87780 were built in 8-75 at ACF MILT. Early this year these cars were refurbished and repainted at Milton 2=3-91 from their former NL Titanium Pigments livery to the new SCM Chemicals TiONA Titanium Dioxide scheme. [T. Hodun]

**SPECIALTY RESINS CORPORATION** is leasing a number of tank cars from General American Transportation (e.g. GATX 29931 and 29929, built 12-90 by Trinity, Longview). [T.E. Cobb]

**A.E. STALEY MANUFACTURING COMPANY.** Additional information on the 535 new-built corn syrup tank cars mentioned in FCJ 38. The series is STSX 1500-2034. Build dates for these now range from 8=12-90. [D.G. Casdorff, T.E. Cobb]

**SUN REFINING AND MARKETING CO.** is leasing some new-built LPG tank cars from Union Tank Car (e.g. UTLX 910165 + 910182 were built 3=4-91 by Union Tank Car). [C.W. Shaver]

**TENNESSEE EASTMAN COMPANY** is leasing a number of 30,000-gallon, DOT 111A100W1 tank cars from Trinity Industries Leasing (e.g. TILX 190123 built 2-91 by Trinity, Longview). [T.E. Cobb]

**TRAILER TRAIN.** New built all-purpose spine cars continue to be delivered from Bethlehem Steel. TTAX 78700-78769, class BAF55B have a 2-91 build date so far reported (additional dates probable).

Add a 2-91 date to the TTAX 76608-76706 series of Trinity built all-purpose spine cars (cf. FCJ 38).

The first production deliveries of the stand-alone double stack container well cars have been placed in service. Trailer Train ordered 150 "Husky-Stacks" from Gunderson to be numbered DTTX 56000-56149. Deliveries began in 2-91. Build dates reported so far range from 2=3-91.

The first 4-unit drawbar double stack container cars have been delivered. DTTX 25000-25017 (eighteen sets or 72 units) were built by Thrall Car Chicago Heights in 4-91 as job 667.



*DTTX 56001 is one of 150 single-well double stack container cars ordered from Gunderson by Trailer Train. M.B. Foley.*

# S.K. BOLTON, JR. FREIGHT CAR PHOTOGRAPHS

by S.K. Bolton, Jr.



*MWR 1111. Mather patent general-service box car. This car was apparently shopped on 2-4-53 at M.S. Co. C-R. Photographed June 6, 1953 at Fonda, NY.*



*M&NF 500. Photographed on July 23, 1957 at Morehead, NY.*



*PRR 503519. Class X29. This car was shopped on 5-14-53 and photographed on 5-24-53 at White River Jct., VT.*



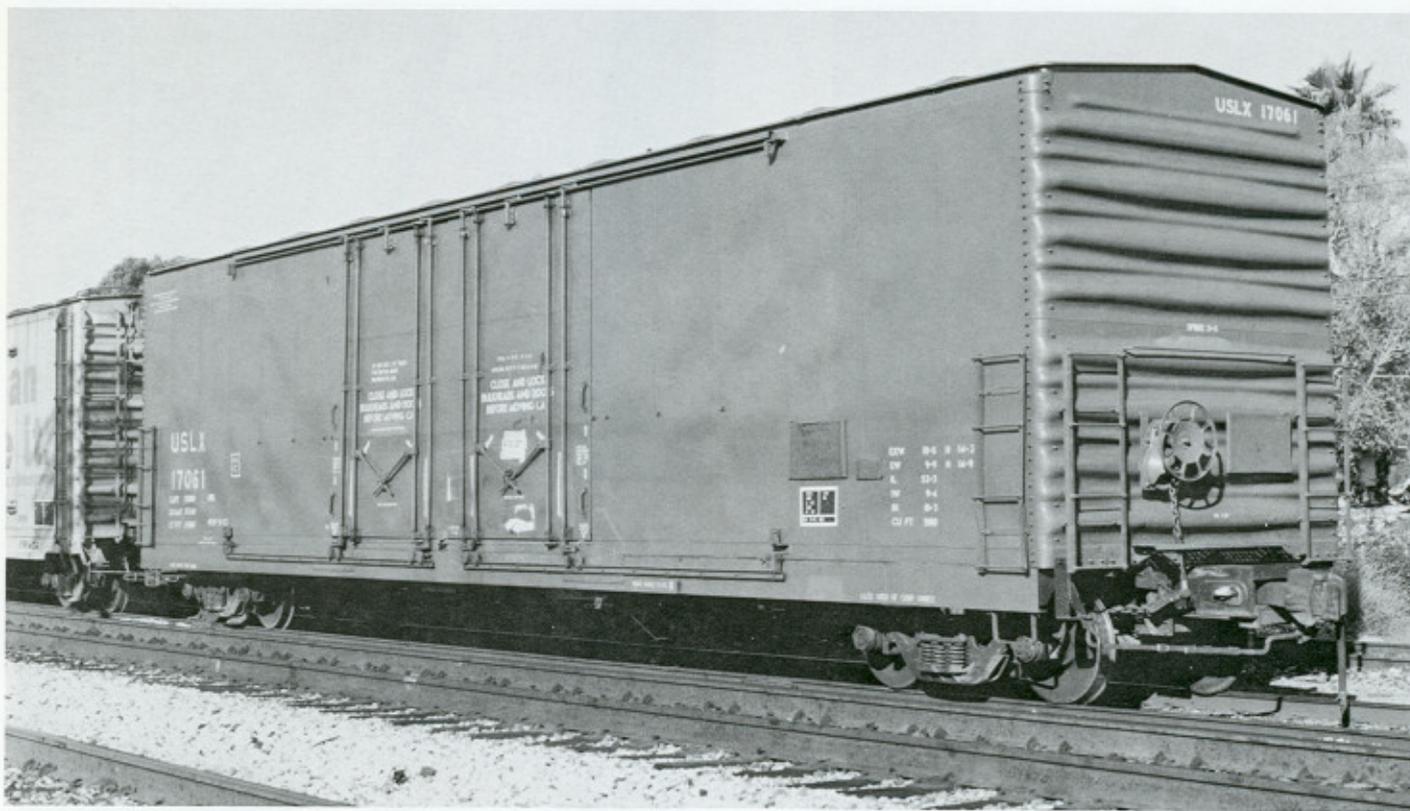
*Atlantic & East Carolina 1022 passing through Marysville, PA on April 17, 1954.*

## 'BLUE ISLAND' REEFERS 2

by David G. Casdorph



*ICG 151500. Built 6-75. ex-ARMH 787026. Relettered in 12-88. D.G. Casdorph.*



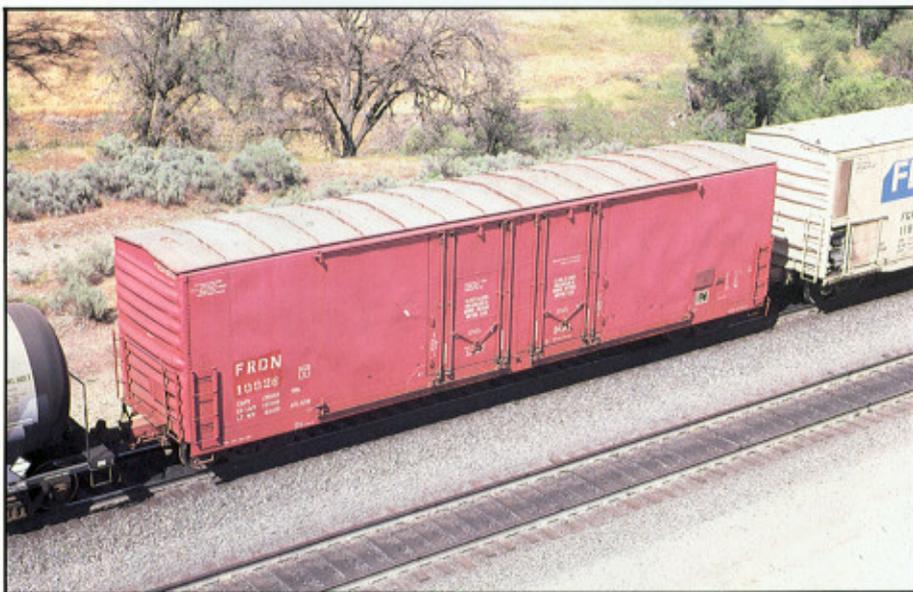
*USLX 17061. Built 9-72. D.G. Casdorph.*



*HS 11306. Built in 1974 for the Burlington Northern. Photographed at Aspers, PA in February 1991. John L. Becker.*



*DKS 776181. Built 8-74. Photographed in Anaheim, CA on September 2, 1983. David G. Casdorff.*



*FRON 10026. Photographed at ATSF Cable (Tehachapi, CA) on May 17, 1986. D.G. Casdorff.*



*LNAC 11602. Built 12-76. Photographed in San Luis Obispo, CA on December 25, 1984. Pat Holden.*

# MARYLAND AND PENNSYLVANIA FREIGHT CAR ROSTER

by D.G. Casdorph and E.A. Neubauer



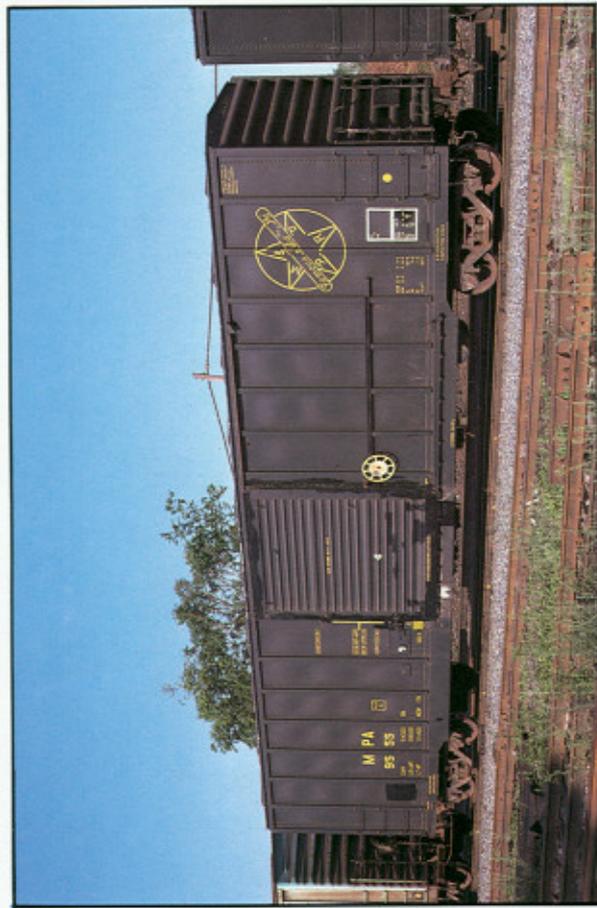
*MPA 46502 comes from the Pittsburgh & Lake Erie. April 12, 1991. D.G. Casdorph photo.*



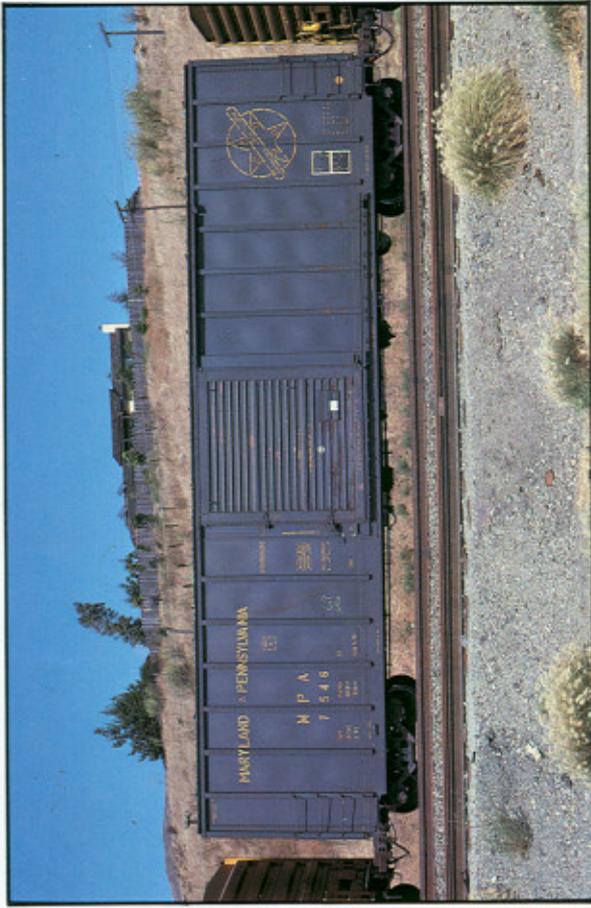
*MPA 428 was built in 1974 by Pullman-Standard and refurbished in 1989 by GLSX OM. May 1989. D.G. Casdorph photo.*

INIT	SERIES	NUMBER	QUANT	CAP/AAR	BUILT	BUILDER	CUFT	NOTES
MPA	101	199	12+	HM			1830	abt 1971.
MPA	100	115	16	154XM	1-74	BFF BWK	5277	fr 9000-9099 series.
MPA	116	124	9	154XP	1-74	BFF BWK	5277	
MPA	125	129	5	154XP				
MPA	132	135	4	154XP	1-74	BFF BWK	5277	ex BCLR, nee MPA.
MPA	200	205	6	156XM	1-80	USEX BI	5260	ex LEF in 9-85.
MPA	206	211	6	154XP	2-79	USEX BI	5250	ex LEF.
MPA	212	223	12	154XP				
MPA	300	301	2	154XP	5-57			reblt 9-77.
MPA	400	458	13	201LO	2-74	PS	4750	rehab GLSX OM 3=4-89. ex CR?
MPA	3001	4999	480	110XM	7-50,5-51	PS	3903	rehab 6,11-72. ex CLK abt 1971, exx LSBC, nee PC/NYC.
MPA	5500	5549	50	110XF	3,6-51		3903	reblt YK 7,10-76.
MPA	5600	5631		110XM	2-51	PS	3903	reblt YK 11-76=1-77.
MPA	5632	5644		110XM	7-54	PS	3903	reblt YK 11-76=1-77 fr 26001-26150.
MPA	7000	7074	75	110XM	7-54	PS	4822	reblt YK 1=3-76. Stretched from 40-foot cars (26001+26150).
MPA	7200	7279	80	154XF	5-57	PS	4982	reblt YK 8-77 fr MPA 63500-63699, nee DRGW 63500-63699.
MPA	7300	7399	100	154XF	5-57	PS	4982	reblt YK 10-77=3-78. From MPA 63500-63699, nee DRGW 63500-63699.
MPA	7500	7599	100	154XF	4=6,8-78	MPA YK		7550-7599 to CPAA 204564-204613 in 1981.
MPA	7700	7999	???	154XF	7=8,12-79=3-80	ERC YK	5277	Most temporary; to 37700-37999. 41 to CPAA 208635-208675.
MPA	9000	9099	100	154XM	1-74	BFF BWK	5277	50 to CPAA.
MPA	9100	9199	100	154XM	9=10-75	BFF BWK	5037	50? TO CPAA.
MPA	9200	9299	100	154XM	5=6-76	BFF RV	5037	Some to CPAA?
MPA	9300	9399	100	154XM	7-77	BFF RV	5037	Some to CPAA?
MPA	9400	9449	50	154XF				to CPAA?
MPA	9450	9599	150	154XM	1-79	BFF BWK	5277	
MPA	13001	16999	200	110XM	6-52, 1-53		3893	rehab. YK 10-73=8-74.
MPA	19974	19999	26	196GBS	6-75	GSC GV	1995	ex PLE, acq mid-1986.
MPA	20000	20099	100	193GBS	3-80	BFF BWK	2244	to PPU 20000-20099; all to CNW 340500-340599.
MPA	22300	22399	100	154XM	2-79	BFF BWK	5277	ex CAGY 22300-22399 in 6=7-83.
MPA	25500	25634		154XM	4=5-79	BFF RV	5277	ex D&H, nee HOSC 250065-250199 acq 1989.
MPA	25700	25774		154XM	5=7-79	SIE AC	5277	ex D&H, nee PT 205057-205131 acq 1989.
MPA	26200	26249		154XM	3=4-79	SIE AC	5277	ex D&H, nee NSL 155567-155616 acq 1989.
MPA	26001	26150		110XM				ex CIM 16001-16150, acq by 1975.
MPA	26501	26650		110XM	2-55			ex CIM 16501-16650, acq by 1975.
MPA	31000	31099	100	154XP	2-80	BFF BWK	5277	

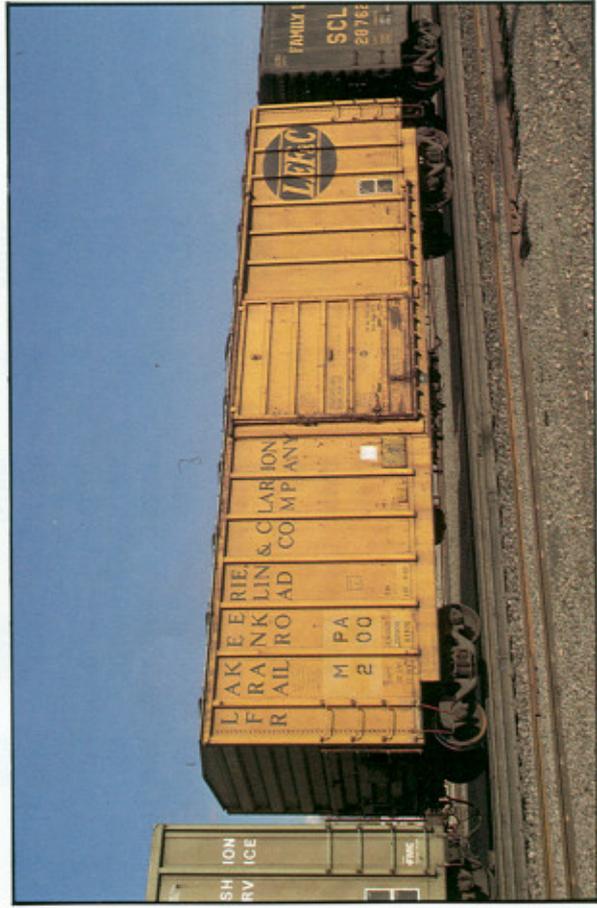
INIT	SERIES	NUMBER	QUANT	CAP/AAR	BUILT	BUILDER	CUFT	NOTES
MPA	37600	37699	100	154XP	5=6-79	ERC YK	5277	
MPA	37700	37799	100	154XP	7=8-79	ERC YK	5277	nee MPA 7700-7799. Some to CPAA 208635-208675.
MPA	37800	37999	100	154XP	12-79=3-80	ERC YK	5277	nee MPA 7800-7999.
MPA	38000	38049	50	154XP	7-81	ERC YK	5277	To CPAA immediately? (208500-208549.)
MPA	38100	38258	159	154XP	12-78, 2=5-79	ERC YK	5277	ex ??? 10-81+6-82.
MPA	38259	38266	8		11-78, 1-79	ERC YK	5277	ex ??? 12-82+6-83.
MPA	39000	39099	25	154XP				ex MPA 9000+9099.
MPA	39100	39199	50	154XP				ex MPA 9100+9199.
MPA	39200	39299	50	154XP				ex MPA 9200+9299.
MPA	39600	39699	100	152XP	10=11-79	BFF BWK		
MPA	39700	39999	300	154XP	12-79=2-80	BFF BWK	5277	
MPA	46500	46525	26	154GBS	6-75		1995	ex PLE.
MPA	50000	50049		154XP	8=9-80	ERC YK	5277	ex LPN 50000-50049 abt 1988.
MPA	50050	50099	50	155XP	3-78	FMC	5347	acq late 1988 ex NYSW 9000-9049, exx LASB, nee ERES.
MPA	50100	50149	50	154XP	9-79	BFF		nee NSL.
MPA	56500	56599	100	XP	9-73		4974	ex MILW 56500-56599 in early 1989.
MPA	60000	60019	20	207LO	12-81	MFC CLIL	3000	
MPA	60020	60022	3	LO				
MPA	60100	60184	85	207LO	4-81	MFC CLIL	3000	ex IMCX 11600-11684 in 1986.
MPA	63500	63999		110XL	5-57	PS		ex DRGW.
MPA	70000	70020	21	140RBL				
MPA	96002	96013	12	154XP				ex NRUC ? 5 cars ex MISS.
MPA	140972	140983	12	154XP				ex SBD, nee MPA
MPA	140984	140995	12	154XP				ex SBD, exx MPA, nee CAGY 22300+22399
MPA	142050	142099	50	154XP	1-79			ex SBD, nee MPA
MPA	142100	142156	57	154XP				ex SBD, nee MPA
MPA	156128	157157	14	154XP				



MPA 9555. June 1981. J.R. Quinn photo.



MPA 7546. September 1983. Pat Holden photo.



MPA 200. December 1988.



MPA 31061. September 1983. J.R. Quinn Photo.



*MPA 39799. July 1983.*



*MPA 50146. January 1989.*



*MPA 134 is ex BCLR 5018, nee MPA. Originally built by Berwick in 1974. D.G. Casdorff photo.*



*MPA 300 was built in 1957 and rebuilt in 1977. Hanover, PA. May 1989. J.L. Becker photo.*

# THE MIDWESTERN GRAIN CARS: PART 2 THE GARVEY GRAIN DIVISION OF GARVEY INTERNATIONAL (GGIX)

by James Kinkaid

In this second part of our three part article about the mid-western based grain cars, we'll take a look at the Garvey Grain Division of Garvey International, (GGIX), or Garvey Grain for short. As you may recall, in the first part of this article we took a look at the Garvey Elevator Incorporated (GELX) operation. Don't let the similarities in the names fool you, as there is a considerable difference between these two companies.

To begin with, the two companies are totally separate entities, brought about by the sons of Mr. Ray H. Garvey, who built a large grain based empire. When the Garvey operations were passed down to the sons, each elected to take his part a separate way, and form separate companies. In talking with the folks at both companies though, they each described themselves as "friendly competitors" with each other. There is, however, a world of difference between their rail operations indeed. While Garvey Elevator owns their own cars, Garvey Grain elects to lease. While the GELX cars are all ACF or Pullman-Standard types, the modern GGIX cars are all 4780 cu.ft. Evans products. And while Garvey Elevator generally uses their cars to move grain between their various operational facilities, Garvey Grain utilizes theirs to move grain from the elevator to the Gulf ports for export.

To start the story, we need to go back to 1973, when Garvey Grain first acquired railcars. Garvey went to Pullman-Standard's Transport Leasing Division, (TLDX), and purchased 15 used 4427 cu.ft. covered hoppers, all out of fertilizer service, at a cost to Garvey Grain of \$175,500.00. These became the first GGIX cars, GGIX 101-115. As a matter of purely historical record, Table 1 highlights the details concerning these 4427 cars. Up until 1978, these cars ran around still painted for the previous lessees, (with new marks and numbers), and had their original steel hatches.

By mid 1978, Garvey had decided to refurbish these cars and sent them to the Railcar Corporation out in Pueblo, CO for the work. There, all of the cars received new FRP hatches and paint, along with miscellaneous repairs. Associated costs were as follows, (per car):

New hatches	\$1,400
New paint	700
New lining	600
FRA inspection	50
COTS	300
Wheel rework, etc. approx.	each 1,000

Total refurbishment costs to Garvey was \$67,500. These cars emerged with green (?) bodies, black data and white marks and numbers. Although refurbished in 1978, by 1983 Garvey Grain had decided to dispose of these cars, (several were bad-ordered anyway, due to broken center plates), and replace them. So, starting in 1983 and continuing on through 1984 all of the 4427 cars were sent to Pauline, Kansas, where they were scrapped by

the Topeka Rail Car Company, although there appears to be some evidence that some of these cars wound up as LGIX 2000-2008.

This brings us to the modern GGIX equipment: the Evans 4780 cu.ft. covered hopper. The 4780 history is still a bit fuzzy, but we believe that the following is a fairly complete background and that it is felt to be generally accurate.

In 1978 or 1979, a company called Interail ordered two hundred sixty (260) 4780 cu.ft. hoppers from the United States Railway Equipment Co. with all of the cars being built at their Washington, IN, plant. Of the 260 car order, 200 were intended to go to LOAM service, as LOAM 99000-99199, (to be part of the ICG pool #3506082). The other 60 cars were to go to Garvey Grain as GGIX 116-175. What actually seems to have happened though is that 150 cars went to LOAM as 99000-99149, (99000-99139 built 6 = 8-79 and 99140-99149 built 10-79, apparently as a follow on to the GGIX cars), and 110 cars went to Garvey as GGIX 116-224, (built 8 = 10-79). The LOAM cars were white, with their unusual purple and red markings, and the Garvey cars were either orange or green. We have been unable to determine just why the different color blocks, (i.e., green and orange), although the green cars were most likely specified by Garvey originally, (the 4427 cars were most probably green also). The fact that some of the cars were destined for ICG pool service may have had some bearing on the orange group. When LOAM was transferred into the NOKL, (with the 4780 car numbers remaining the same), some of these cars were repainted brown.

In 1982 or 1983, nine NOKL cars were transferred to the GGIX roster as car numbers 111, 138, 186 and 226-231, with some of these also being repainted. In 1984, ten more cars left the NOKL for GGIX service as GGIX 101-103, 105-107, 110 and 112-114. And once again, in 1986 ten more cars went from NOKL to GGIX, becoming GGIX 241-250. And at some time, GGIX 224 was shifted within the Garvey Grain roster to become 122:2. At present, the ORER . . . shows five of the original 260 car order to be gone, with four most likely being GGIX 122:1, 138:1, 186:1 and 220. For further information on the GGIX roster, please refer to Table 2. (One reason that the GGIX roster is so complex is due to the fact that Interail, the parent leasing company, follows the practice of shifting cars around at random, mostly based on what happens to be the easiest, fastest or closest).

As was previously mentioned, Garvey Grain's operations are considerably different from that of Garvey Elevator's. Garvey Grain uses these cars to move grain from the 2.2 million bushel elevator just outside of Wichita to the Gulf ports for export. The major destination is Galveston, and routing can be either via the ATSF or the MP, (now UP). Routing depends on several factors, including rates, type of grain and contract necessities. These cars usually run in large blocks of cars, but rarely in the

dedicated unit train sense, as they are usually combined with other large blocks of grain cars, typically ATSF grain cars.

Garvey Grain's lease on these cars is due to terminate in 1995,

and as this is still a little ways off, they indicated that they really haven't decided what their next plan of action will be when the lease does come to an end.



*GGIX 107 was built in 7-64 by Pullman-Standard. 4427 cu.ft. D.G. Casdorff photo.*



*GGIX 112. Although not visible in this photo, is a mixture of orange and bright red colors. This is GGIX 112:2, replacing a 4427 Pullman-Standard car. It sports the standard Garvey Grain logo and stencilling.*



*GGIX 137 was apparently repainted at the Evans' Sterling, CO facility. The paint is not original to the car, and an Evans "Sterling, CO" decal is on the side (white block just left of the COTS block). November 17, 1990.*



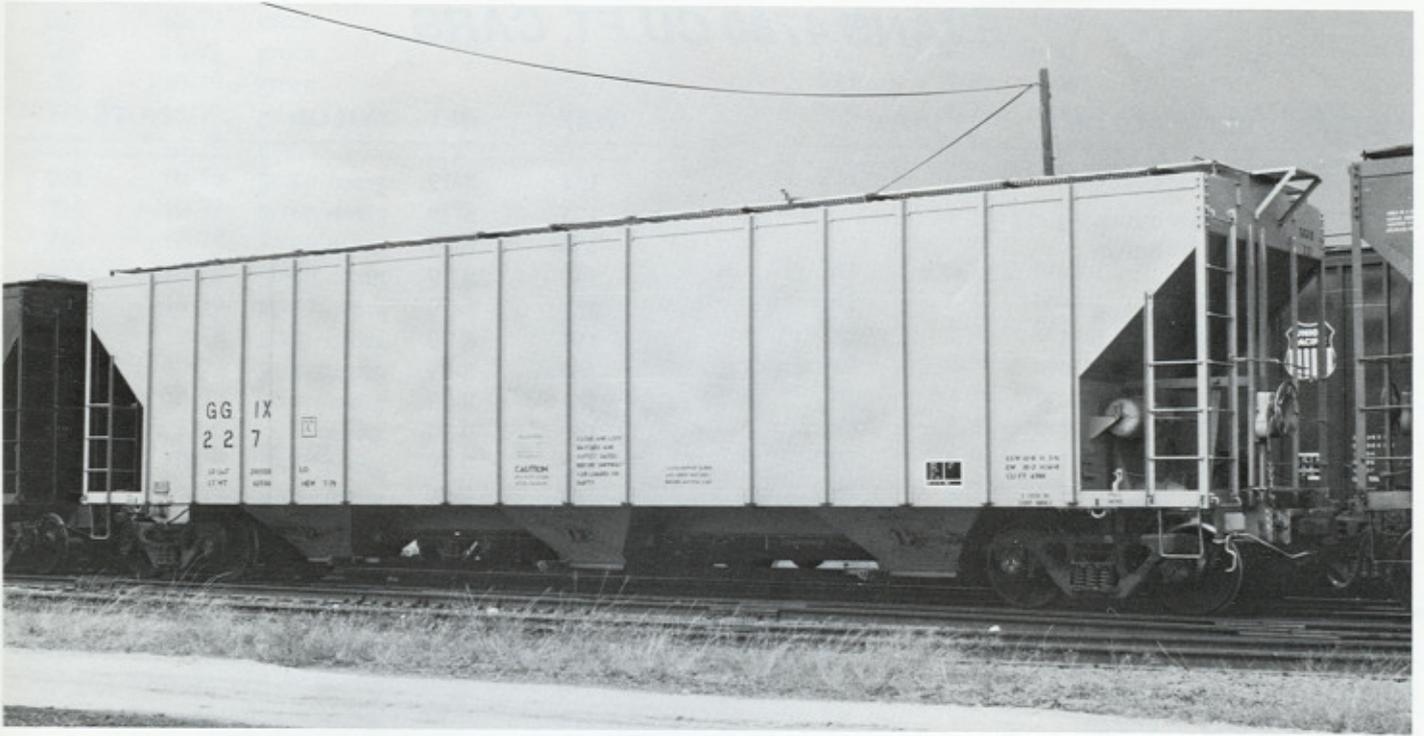
*GGIX 174. Although getting a little ragged, this car illustrates the standard green paint scheme. Notice that the logo is the same style as is on the orange cars. Also note how the car top stiffeners are so visible, even from ground level. September 2, 1990.*

**TABLE 1**  
**PULLMAN-STANDARD 4427 CU.FT. CARS**

GGIX #	OLD TLDX #	BLT	LOT #	NEW COST	CAPY/LD. LMT/LT. WT	NOTES	TLDX LESSEE
101	2541	3-64	8885	14864.55	199000/201300/61700	A 1	MP RR (Cargill service at Denver, CO)
102	2551	3-64	8885	14864.55	190000/201000/62000	B 2	Olin Corp.
103	2724	4-64	8892	14505.38	190000/200800/62200	B 3	Central Canada Potash at Norco Sask. and/or Huisinga Grain Co.
104	2810	4-64	8892	14505.38	200000/202000/61000	A 3	Rogers Grain Co.
105	3094	7-64	8910	14655.99	199000/201600/61400	B 3	No lease info but had TLDX Transport Leasing logo boards
106	3095	7-64	8910	14655.99	199000/201200/61800	- 3	n/a
107	3096	7-64	8910	14655.99	199000/201200/61800	B 3	Farmers Co-op. Also marked Garvey Grain
108	3106	7-64	8910	14655.99	199000/200700/62300	B 3	Sangaman Grain Co.
109	3108	7-64	8910	14655.99	199000/200700/62700	B -	Sangaman Grain Co.
110	3109	7-64	8910	14655.99	190000/200400/62600	B 3	Olin Corp.
111	3111	7-64	8910	14655.99	199000/201500/61500	B 3	Sangaman Grain Co.
112	3125	10-64	8947	14600.39	199000/200400/62600	C 3	n/a
113	3130	10-64	8947	14600.39	199000/200600/62400	C 4	ADM Co.
114	3131	10-64	8947	14600.39	199000/200900/62100	C 3	ADM Co.
115	3132	10-64	8947	14600.39	199000/200800/62200	C 3	ADM Co.

NOTES: A: Gray with black ends  
B: Yellow with black ends  
C: Blue with black ends

1: "AAR-55" power hand brake  
2: Klasing hand brake  
3: Ajax hand brake  
4: Peacock 1148 hand brake



*GGIX 227 is most likely a transferee from NOKL service, circa 1982 or 1983, although the plain gray paint seems quite new.*



*GGIX 229 is quite interesting, as it is one of only two cars to still have LOAM markings visible. The "Louisiana Midland" is purple, and data is red. This car is ex LOAM 99088.*

**TABLE 2**  
**EVANS 4780 CU.FT. CARS**

GGIX #	BLT	COLOR	NOTE	GGIX #	BLT	COLOR	NOTE
101	8-79	brown		154	8-79	green	
102	8-79	brown		155	8-79	green	
103	8-79	brown		156	8-79	green	
104	n/a			157	8-79	green	
105	8-79	brown		158	8-79	green	
106	8-79	brown		159	8-79	green	
107	8-79	brown		160	8-79	green	
108	n/a			161	8-79	green	
109	n/a			162	9-79	green	
110	8-79	red		163	9-79	green	
111	7-79	green		164	9-79	green	
112	8-79	orange/red		165	9-79	green	
113	8-79	brown		166	9-79	green	
114	8-79	brown		167	9-79	green	
115	n/a			168	9-79	green	
116	8-79	green		169	9-79	green	
117	8-79	orange		170	9-79	green	
118	8-79	orange		171	9-79	green	
119	8-79	orange		172	9-79	green	
120	8-79	orange		173	9-79	green	
121	8-79	orange		174	9-79	green	
122	10-79	green	1	175	9-79	green	
123	8-79	orange		176	10-79	green	
124	8-79	orange		177	10-79	green	
125	8-79	orange		178	10-79	green	
126	8-79	orange		179	10-79	green	
127	8-79	orange		180	10-79	green	
128	8-79	orange		181	10-79	green	
129	8-79	orange		182	10-79	green	
130	8-79	orange		183	10-79	green	
131	8-79	orange		184	10-79	green	
132	8-79	orange		185	10-79	green	
133	8-79	orange		186	7-79	gray	1
134	8-79	orange		187	10-79	green	
135	8-79	orange		188	10-79	green	
136	8-79	orange		189	10-79	green	
137	8-79	orange		190	10-79	green	
138	7-79	gray	1	191	10-79	green	
139	8-79	orange		192	10-79	green	
140	8-79	orange		193	10-79	green	
141	8-79	orange		194	10-79	green	
142	8-79	orange		195	10-79	green	
143	8-79	orange		196	10-79	green	
144	8-79	orange		197	10-79	green	
145	8-79	orange		198	10-79	green	
146	8-79	orange		199	10-79	green	
147	8-79	orange		200	10-79	green	
148	8-79	orange		201	10-79	green	
149	8-79	orange		202	10-79	green	
150	8-79	orange		203	10-79	green	
151	8-79	green		204	10-79	green	
152	8-79	green		205	10-79	green	
153	8-79	green		206	10-79	green	

GGIX #	BLT	COLOR	NOTE	GGIX #	BLT	COLOR	NOTE
207	10-79	green		226	8-79	brown	
208	10-79	green		227	7-79	gray	
209	10-79	green		228	7-79	gray	
210	10-79	green		229	7-79	white	ex-LOAM 99088
211	10-79	green		230	7-79	green	
212	10-79	green		231	8-78	white	4, ex-NOKL 99073
213	10-79	green					
214	10-79	green					232 thru 240 not used
215	10-79	green		241	6-79	brown	
216	10-79	green		242	7-79	brown	ex-NOKL 99072
217	10-79	green		243	7-79	brown	ex-NOKL 99075
218	10-79	gray		244	8-79	brown	
219	10-79	green		245	8-79	brown	
220	n/a		2	246	8-79	brown	ex-NOKL 99079
221	10-79	green		247	8-79	brown	ex-NOKL 99093
222	10-79	green		248	8-79	brown	
223	10-79	green		249	8-79	brown	ex-NOKL 99100
224	n/a		3	250	8-79	brown	
225	10-79	green					

- NOTES: 1. Second car in this series; originals may or may not have been destroyed.  
2. Wrecked and the number has not been filled.  
3. Probably went to GGIX 122:2.  
4. Mismarked car, should be 9-79.



GGIX 246, ex NOKL 99079, is one of a block of ten cars transferred in 1986. All ten were repainted in dark brown prior to the transfer, then had the marks and numbers painted over in "boxcar red." Wichita, KS. September 2, 1990.



*GGIX 230. Broadside view shows lettering layout of Garvey Grain logo. Although a repaint, it was redone nearly exactly as the original was. August 21, 1990.*

#### ACKNOWLEDGMENTS

I would like to thank the following for their invaluable help with this article: Mr. Bill Turkett, Mr. Ted Lemen at Interail, Mr. Eric Neubauer for the 4780 history and Mr. Dave Casdorff for the 4427 photograph.

## Journal of Railway TANK CARS

Tank cars present a unique documentation problem for railway historians and model railroaders. This is due to the industry's need for highly specialized designs that produce many orders with only relatively few cars each. To further complicate the problem many of America's tank cars are individually leased from owner-  
lessor companies. The Journal of Railway Tank Cars addresses this problem through its articles on modern tank cars. Data, photos, modeling suggestions, reviews, etc. Glossy paper. Two issues only \$10.00 (USA).

Send to:  
**FREIGHT CARS JOURNAL**  
P.O. BOX 2480 • MONROVIA, CA 91017-6480