

FREIGHT CARS

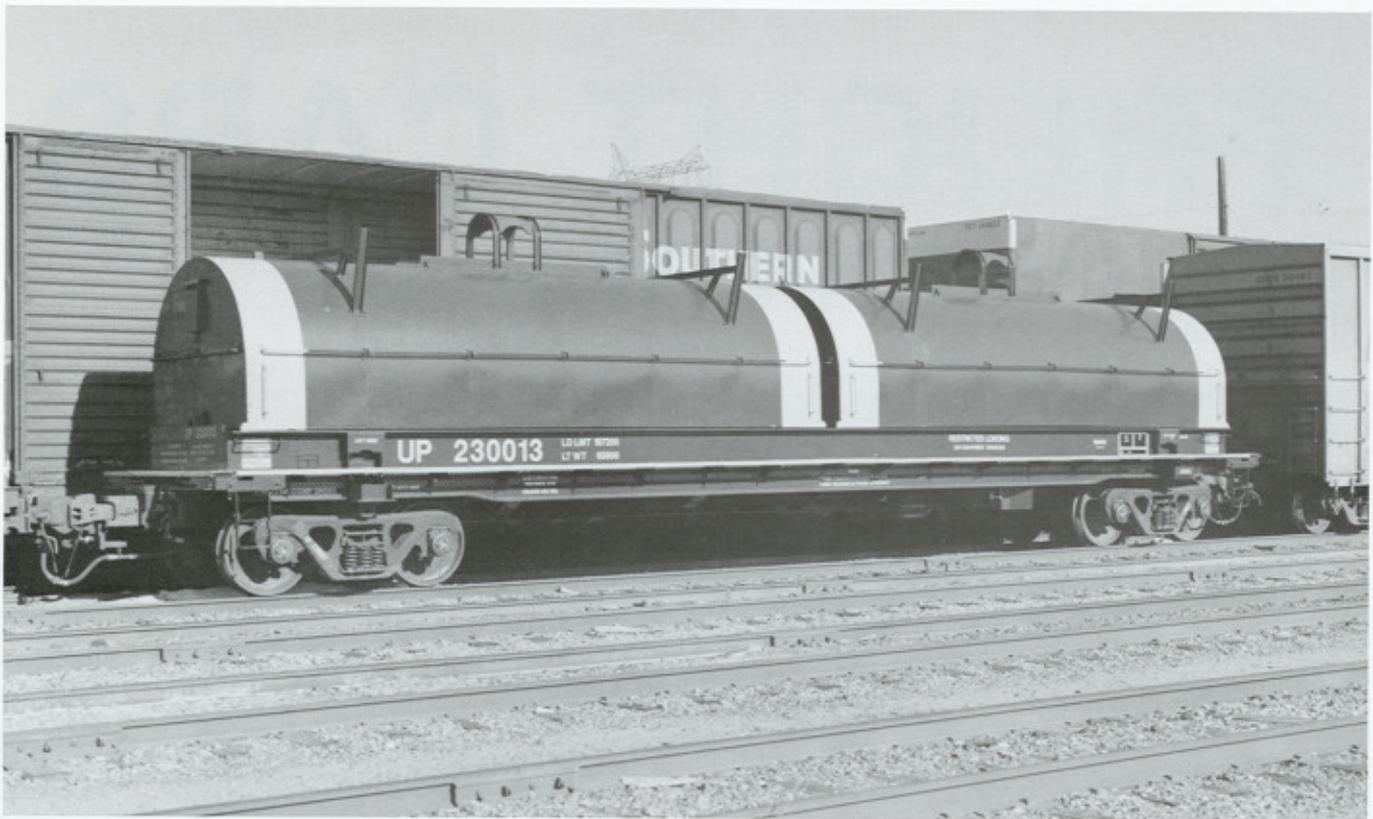
JOURNAL N^o 66



NEWS PICTORIAL

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Editors: D G Casdorff, E A Neubauer, and J A Kinkaid. Please address all correspondence to Freight Cars Journal PO Box 2480 Monrovia CA 91017. Whilst every effort is made to ensure the accuracy of the information and data forming the content of this publication, the authors, editors, and publishers cannot be held responsible for errors or omission, or for any loss or damage occasioned by any person using the information contained in this publication. Front Cover photo - SXSX 826 is seen being operated by Ron Johnson & Associates on the UP in December 1994. This is a 3,500 cubic-foot capacity pressurized covered hopper. Built in June 1965.



(Above) **UP 230013** is part of a small series of fifteen cars built in September 1994 by Thrall Car. The livery is blue and yellow, the same as the cars built for CSX. Both the CSX and the UP cars are part of the same Job number 834. Notice the major markings are almost identical except for the 286K notice, CSX hood markings, and the a CSX *Quality Car* marking.

(Below) **CSXT 496138** was built in October 1994 by Thrall Car Job 834. Livery is blue and yellow. This is part of a series of 150 cars numbered CSXT 496068-496217.

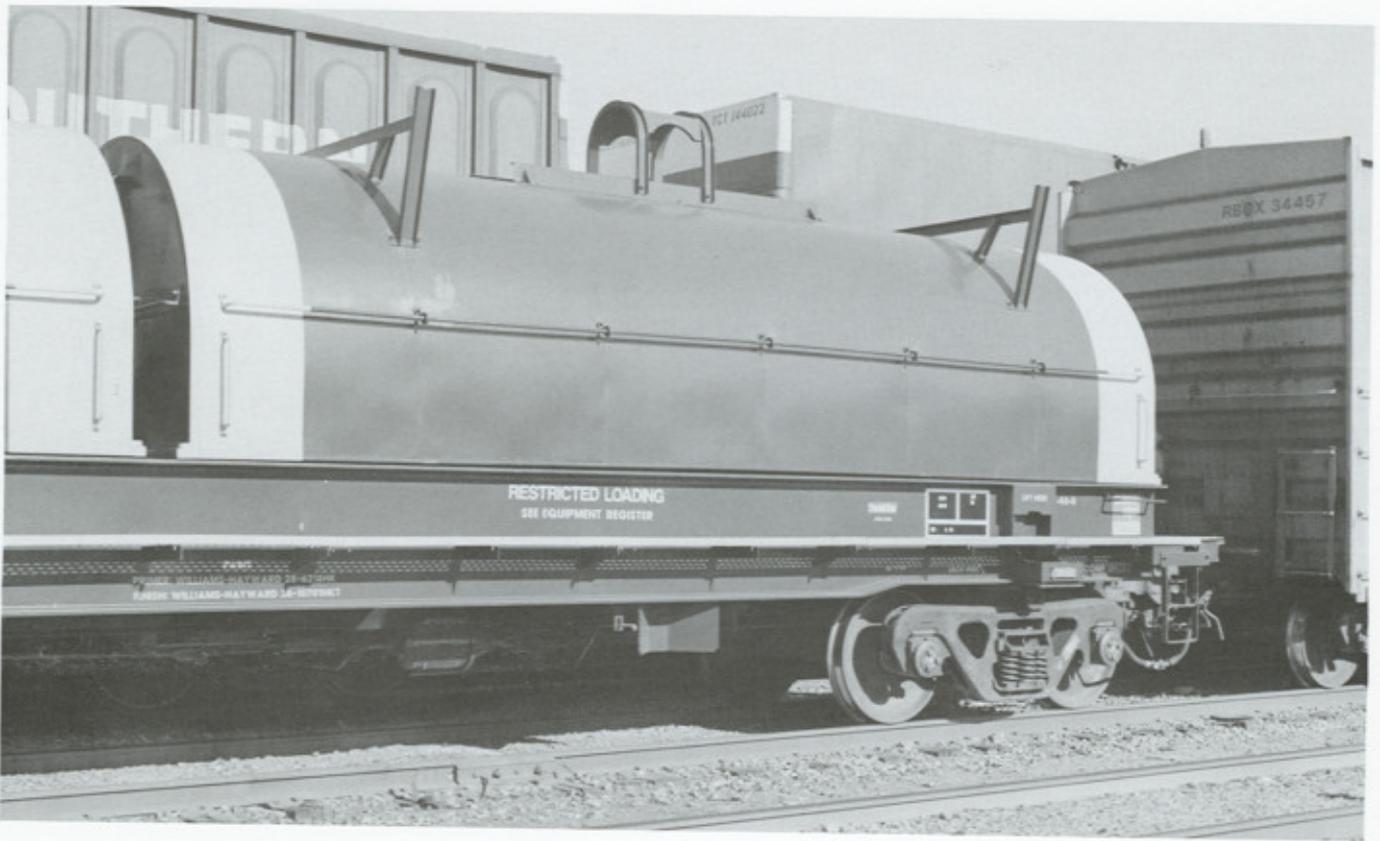




(Above) Left side detail of UP 230013. Notice the load limit of 197,200 lbs. However, right below it is a notice indicating a 286,000 lb gross rail loading (GRL). Note that even the traditionally CSX-ish *Ease Up!* stickers are present.

(Below). The left side detail of CSXT 496138. On this car note the 220,000 lb load limit. It also has a 286K markings as well as the "car structure designed for 286,000 lbs GRL" marking.





(Above) Right side of UP 230013 showing markings including the primer and finish paint brand and specification.

(Below) Right side of CSXT 496138. The paint code is just to the right of the "Restricted Loading" warning. It reads, " PNTD THRALL 10-94 WH."

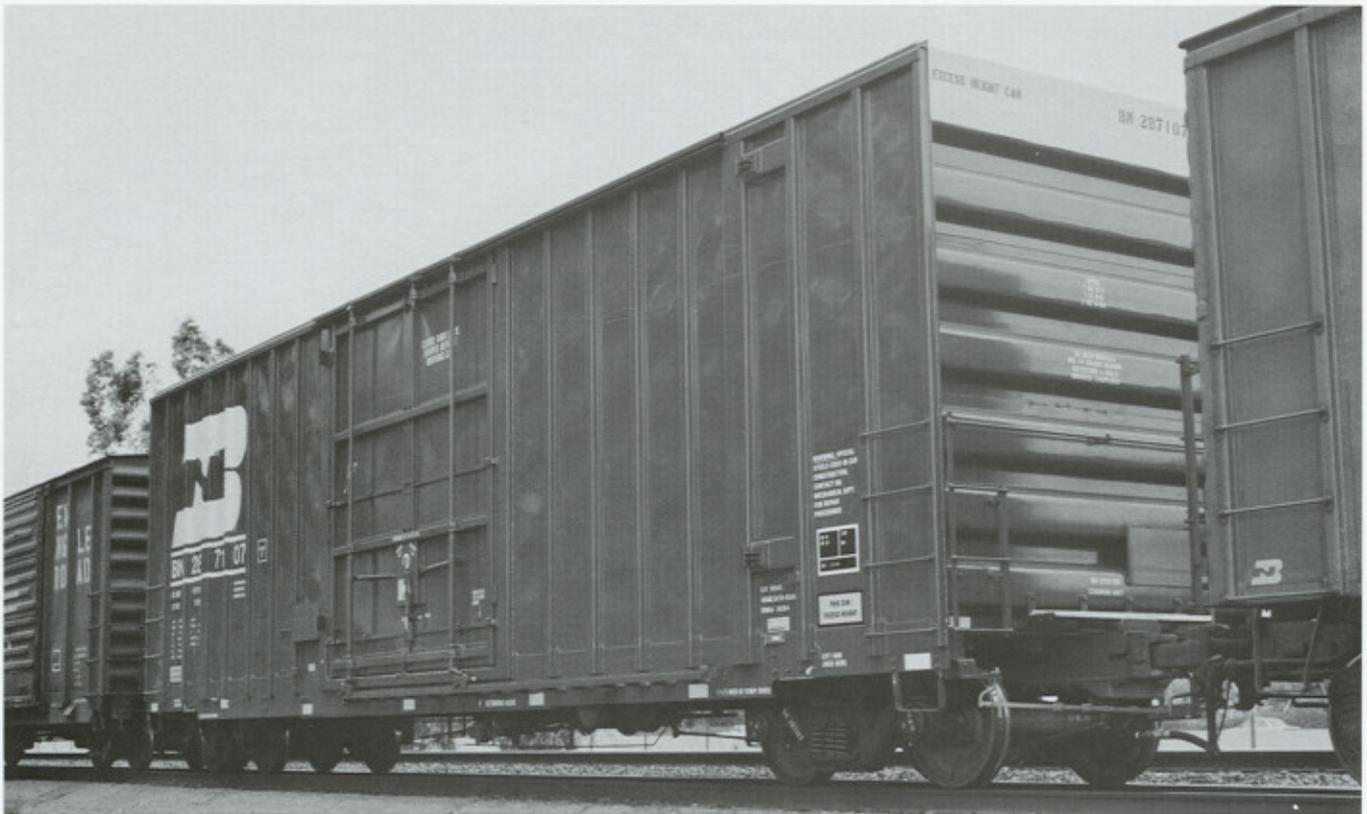




(Above) **ATSF 92069** is part of a new series of coil-steel cars built by Thrall Car. These are essentially the same as those acquired in 1993. The cars are Santa Fe brown with white markings. Santa Fe class is FT-110. This group of cars appear to have all been built in November 1994. Photographed in Vernon, CA December 1994.

(Below). **KCS 716063** was delivered from Thrall Car to the KCS in September 1994. Note the lack of hoods. These are technically considered FMSs (the others like the CSX, UP and ATSF cars shown in this issue are GBSRs). KCS has received seventy of these numbered KCS 716000-716069.

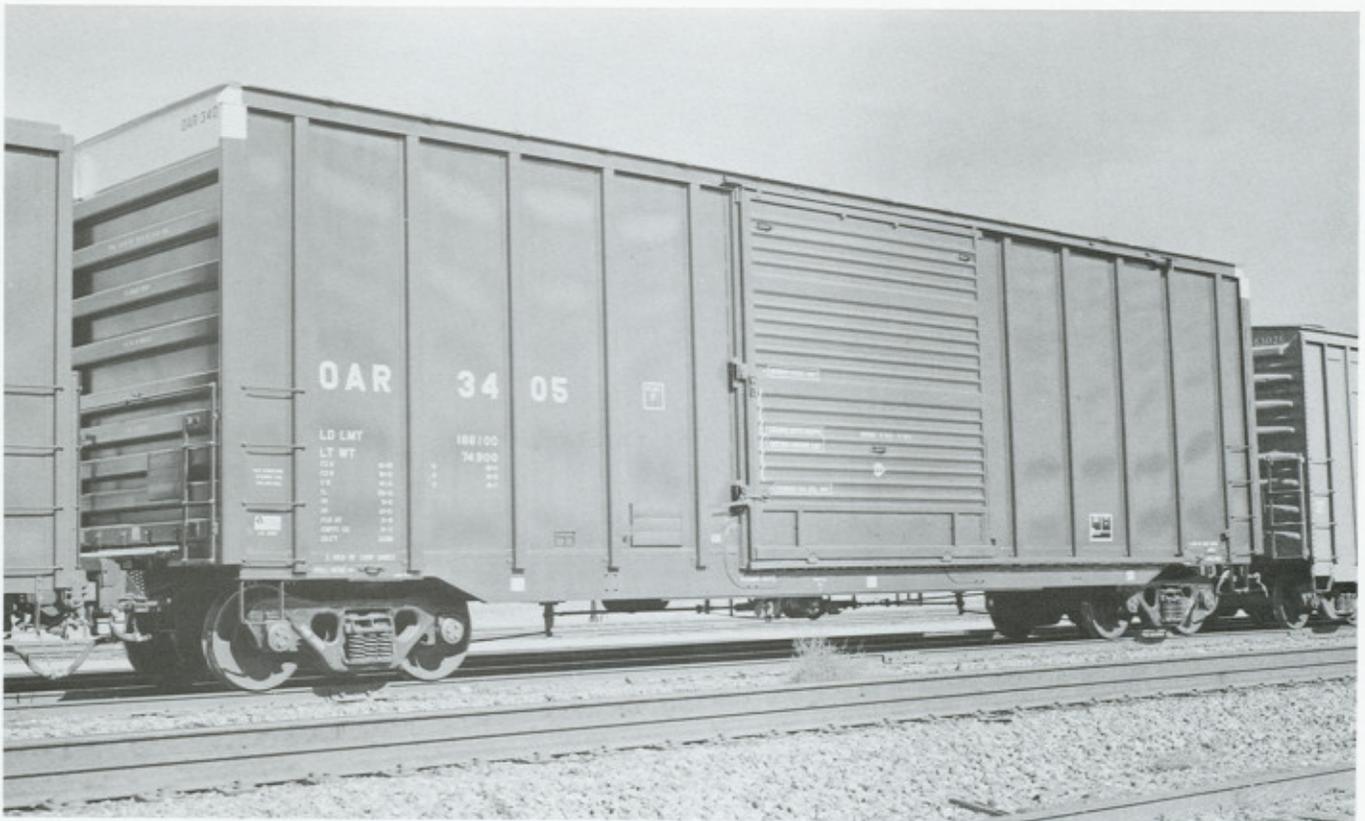




(Above). A very angled shot of **BN 287107**. This is part of the latest group of 300 box cars from Gunderson. This one was built in December 1994. Each of the cars are 50'6" inside length with a 6,269 cubic-foot capacity. The cars are equipped with 12-foot plug doors and 100-ton trucks. They will be used primarily for the paper industry.

(Below) **RJCM 4002** is a brightly painted red and white car recently acquired by the RJ Corman Railroad/Memphis Line (KY). There 200 of these 60'10" Plate F double-plug door box cars. This one was painted in October 1994 by KGRX. The cars were built in November 1979 as part of the MP 267361-267860 series.





(Above) OAR 3405 is a new Trinity Industries built 50'6" inside length Plate F 12-foot sliding door box car. The Old Augusta Railroad in Mississippi is operating 100 of these. Car numbers are OAR 3400-3499. This car was built in September 1994. Livery is brown with white lettering. Notice on the end how the lower corrugations are closer together than the upper ones.

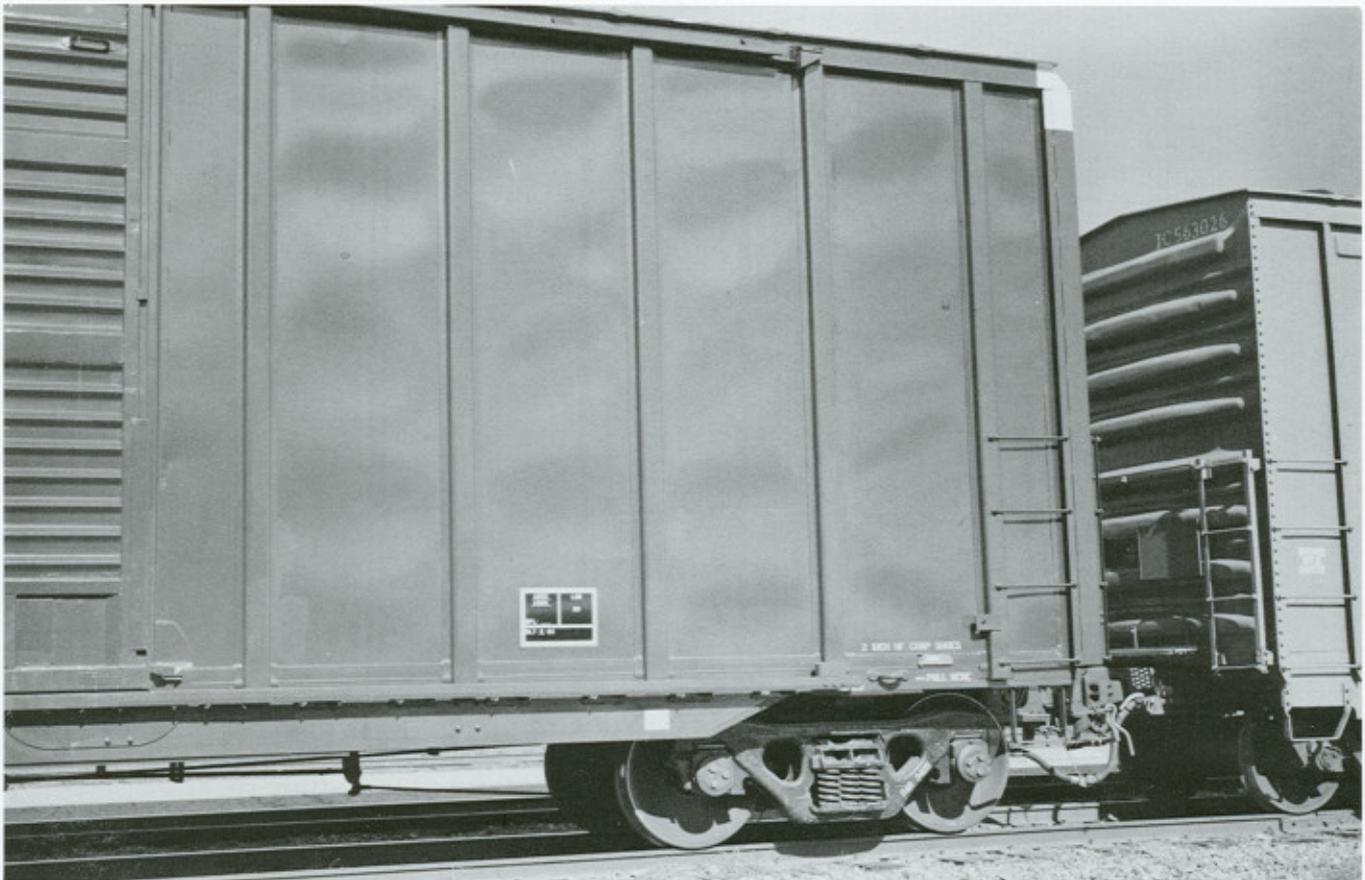
(Below) Right side detail of OAR 3405. Note the dimensional markings layout which includes the floor height of 3'8". Capacity is stenciled as 6,200 cubic feet.





(Above) OAR 3405 door area view. Note the modified PS-like door reinforcement gussets. The 12-foot sliding door has been equipped with a lower push plate to ease opening.

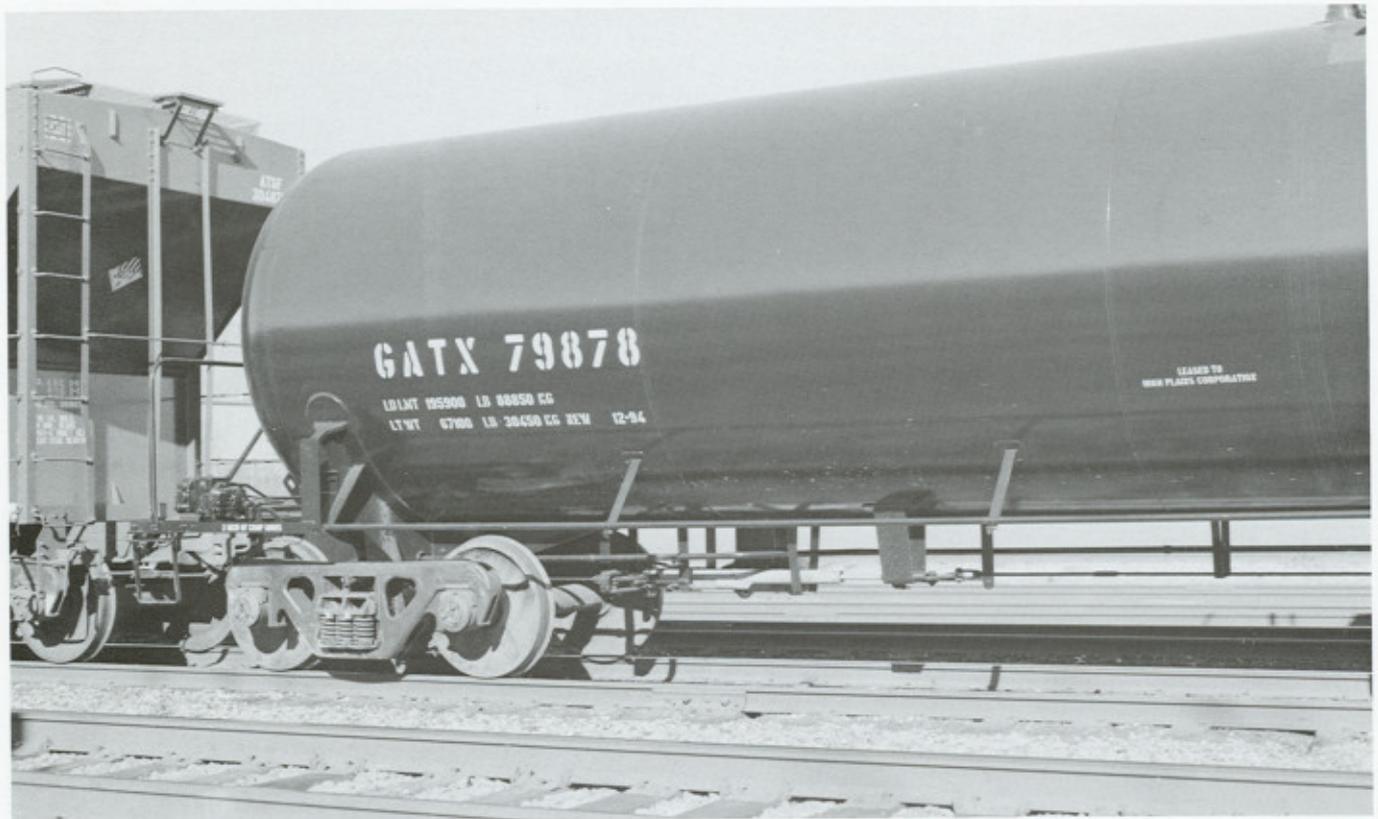
(Below). Right side detail of OAR 3405. Since all of the markings are on the left side, this side appears rather barren. Note the almost useless consolidated stencil box (aka the 'black box'). I would expect these to disappear from cars soon unless something else happens to prompt a need for them.

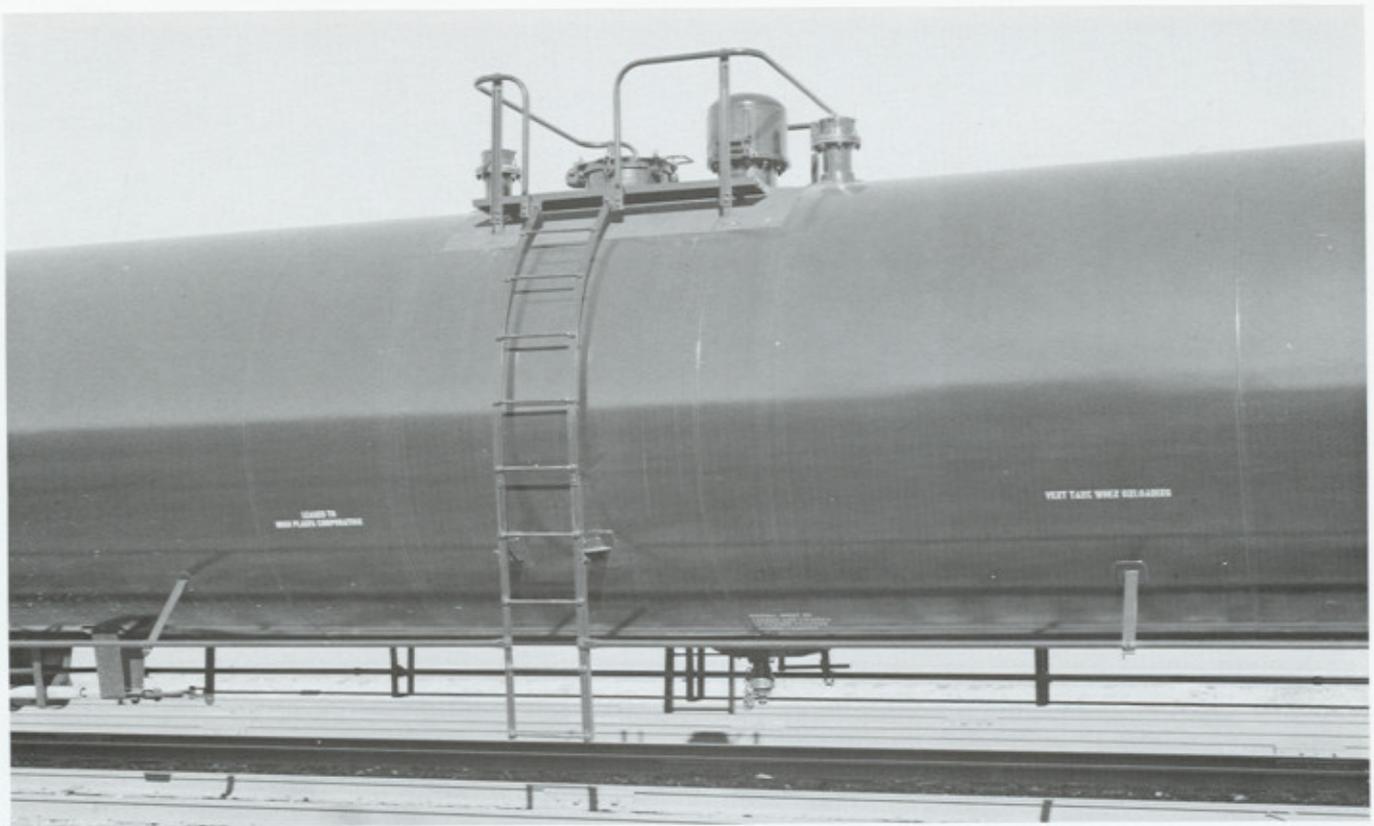




(Above) **GATX 79845**. This car was built in November 1994 by Trinity's Longview, Texas plant. These are 30,000-gallon non-insulated un-coiled 111A100W1 tank cars used for transporting alcohol. There are 85 cars in the series GATX 79842-79926.

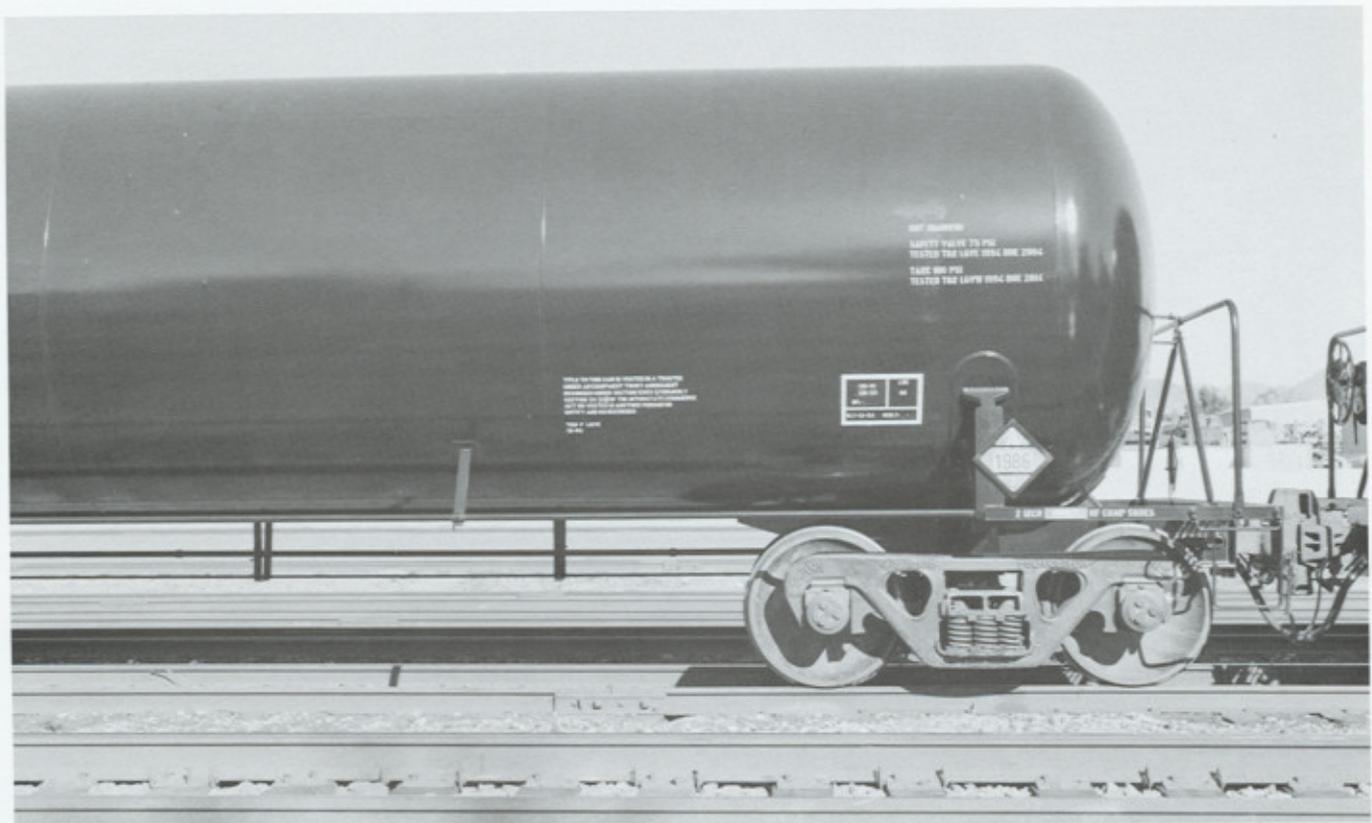
(Below) A detail of **GATX 79878** shows the non-insulated Trinity (GATX-derived) design saddle. This car was built in December 1994 and is part of the same series as GATX 79845. The two cars illustrated here are being leased to the High Plains Corporation.





(Above) Middle section of **GATX 79878** shows the top platform arrangement and lower outlet. Livery is standard black with white lettering.

(Below) The right section of **GATX 79878** with the safety valve and tank test stencils, DOT specification, paint code ("TRN P LGVE 12-94"), consolidated stencil box and UN placard.





(Above) **CRGX 7790** is part of a 250 car order built October through December by Trinity's Longview TX plant. Notice the new Cargill livery with no less than three different styles of lettering! The Cargill logo is green (and black). The 25,500 gallon cars are used for vegetable oil transport. Series is CRGX 7640-7889.

(Below) **HOKX 111731** was built in March 1994 by Trinity's Longview TX plant. These are being used for caustic soda transport. Occidental Chemical acquired eighty in this series numbered HOKX 111701-111780.

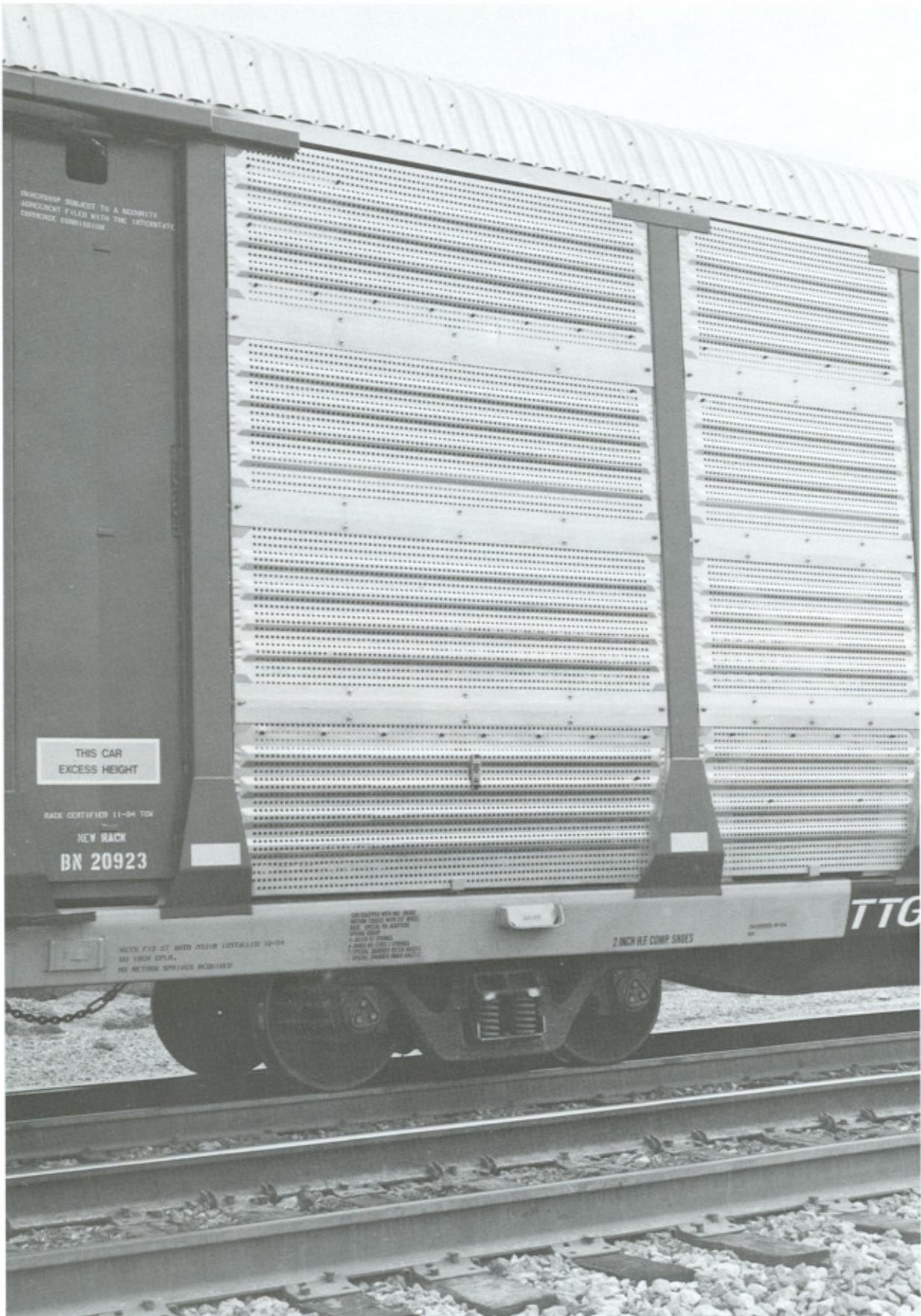




(Above) **LRMX 20127** is a cryogenic refrigerator car (AAR, RC) that was acquired by Logistics Resource Management in 1994. The cars are owned by Greenbrier Leasing. Series is LRMX 20120-20129.

(Below) **DOWX 20765** was built in September 1994 by Trinity's Bessemer AL plant. Dow Chemical acquired the 400 new cars, numbered DOWX 20650-21049, for transporting plastics. These are Trinity's standard 5,851 cubic-foot capacity design.





(Above) Burlington Northern rack number 20923 on TTGX 974807 exhibits the new solid filler panels designed to secure the gap formerly found between the perforated panels. This also eliminates the small vertical washer-plates that used to be in the middle of each perforated panel. This is the first new-built racks that BN has received since 1991. The rack was built in November 1994 by Thrall Car's Winder GA plant.



(Above) **CC 61079** is part of a group of 88 cars transferred to the Chicago Central & Pacific in 1994 (numbered CC 61001-61088). The cars were originally built for the SSW/SP as part of class B-70-32 in 1967. The 50'5" IL Plate F single 10'6" sliding door box cars are being used in appliance service by the CC&P. Shown here in December 1994.

(Below) **BAR 8741**. Recently repainted Bangor and Aroostook Railroad box cars exhibit this solid red with white lettering paint scheme. This car is a part of the 64 car series BAR 8726-8789. These are 50'6" IL box cars built by Pullman-Standard. A rarely seen marking today is the "Plate B" box to the right of the car's reporting mark and car number. Most plate B cars do not have this.

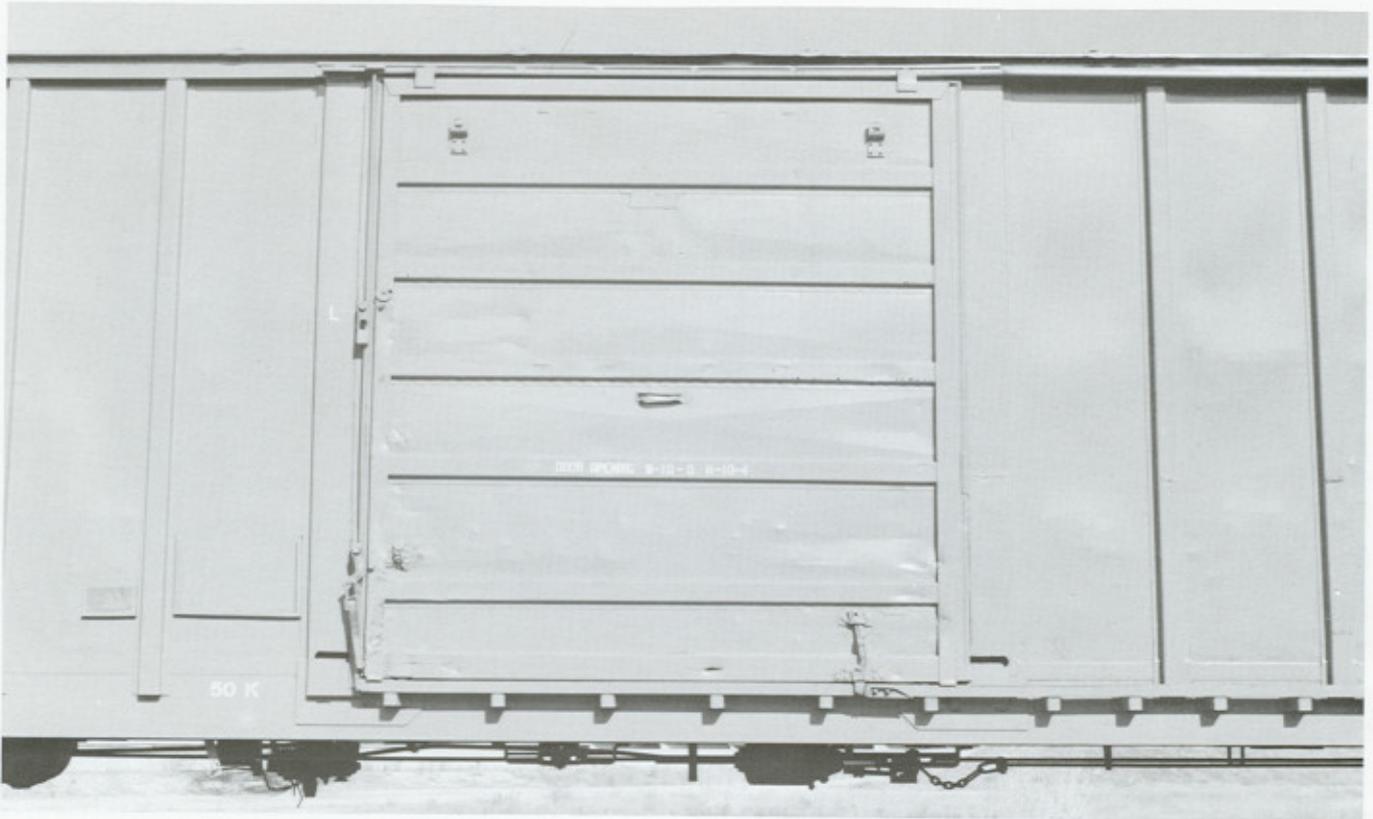




(Above) **BAR 4600**, roster photo. This 50'6" IL Plate C box car belongs to the BAR 4600-4690 series. Again, a very nice paint scheme without any distracting logos. Built in December 1978.

(Below) **BAR 4600**, left side detail. Note the different size reporting marks and car number. In a sense, this type of paint scheme, the reporting mark (BAR) doubles as a "logo." Note the three line weight data; capy, ld lmt, and lt wt. Photographed in January 1995.





(Above) **BAR 4600**, door area detail. The SCD sliding door has been minimally stencilled with only the width and height of the door opening.

(Below) **BAR 4600**, right side detail. Here all of the dimensional data has been placed between two ribs. Notice the "empty" consolidated stencil box (only the "blt" date remains). The AEI tag has been applied recently.

