

INTERMODAL-TRANSPORT NEWS NO 1

MAY 23, 1994

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Country Wide (highway carrier, Fontana CA) has received **new refrigerated trailers** with "Z" reporting marks. The reporting marks are actually KLLM's reporting mark, KLMZ. Numbers observed so far range from 6007 to 6112. Trailers have Thermo-King nose mounted units and lower side rail reinforcements.

Hyundai Merchant Marine (ocean carrier, South Korea) has **ordered 800 Sabroe TNE 508** model container **refrigeration units** for a forthcoming order of refrigerated containers. The Sabroe model TNE 508 use the new environmentally friendly R134A refrigerant. *John Becker.*

American President Lines (ocean carrier, USA) has received several hundred **new 48-foot exterior-post domestic containers** from Hyundai's Tijuana Mexico plant. The containers are numbered in the APLU 489000-series. Highest number observed is 489500. The containers were delivered beginning in late 1993. Each has a 3,486 cubic foot capacity and a tare weight of 8,550 lbs. Some of the containers have Transamerica's "tower" logo on the sides.

American President Lines received a number of **new-built 20-foot slider chassis**. These were built by Hyundai Mexico in November 1993. Model CSS20-111. 6,700 lbs tare.

Bay Area Piggyback is a (**BAPZ** reporting marks) a newcomer that has come on line with some refurbished Fruehauf wedge design 48-foot trailers. These have distinctive yellow noses and lower side rail reinforcements.

Mike Brooks Inc (highway carrier, Knoxville IA) is using some of its trailers in **TOFC service** on the Santa Fe. Trailers observed so far do not have "Z" reporting marks.

Con-Way Intermodal has approximately **100 new smoothside Monon-built 48-foot domestic containers** without the notable Conway markings. The containers, delivered

in early 1994 are owned by Genstar and have only CWIU unit numbers. Observed numbers range between CWIU 279706-279795.

Kankakee, Beaverville, and Southern (rail carrier, IL) is operating **500 new-built 45 x 102 piggyback trailers**. Oshkosh delivered these to the KB&S in early 1994. Numbers are KBSZ 234001-234500.

Transcontinental Refrigerated Lines Inc (highway carrier, Pittston PA) is operating **new Great Dane built refrigerated trailers** in piggyback service with "Z" reporting marks. The new trailers have **TRFZ** reporting marks with numbers observed in the 6400's. The trailers have Carrier nose mounted units.

Dart Transit Co (highway carrier, St Paul MN) has entered domestic container service with a number of **new 48-foot exterior-post domestic containers**. Official reporting marks for this company are "DIU." The new containers, delivered by Monon in early 1994 have a 3,456 cubic foot capacity and weigh 8,550 lbs empty. Unit numbers are in the 483000's.

TIP (Transport International Pool) has entered the piggyback trailer market with **1,000 new 48 x 102 trailers** built in February 1994 by Pines. The new reporting mark is TIPZ. Numbers are TIPZ 220000-220999. The new logo reads, "TIP A GE Capital Company Intermodal Services." Each trailer weighs 14,000 lbs empty and has a 3,580 cubic foot capacity.

C.R. England & Sons Inc (highway carrier, Salt Lake City UT) now has "Z" marked trailers for refrigerated piggyback service. Reporting mark is "ENGZ." This includes a number of **new Great Dane built trailers** with Thermo-King SB III SR reefer units numbered in the 8000's.

Terminal Consolidation Co is offering new "Multimodal Services" (lettering on trailers) with a new reporting mark of "TCOZ." The **new dry-vans** are new Dorsey built **48 x 102 trailers** that appear to be owned by and numbered in the Transamerica Leasing number system.

TTX Company has taken delivery of **110 new-built three-unit drawbar connected COFC/TOFC well flats**. Numbers are DTTX 427000-427109. TTX class GWA30. Each well is 48-foot long for double-stacked containers or two 28-foot trailers or one full trailer up to 53-foot long.

INTERMODAL-TRANSPORT NEWS NO 2

August 10, 1994

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American President Lines (US ocean carrier) will be acquiring **75 new-built** quintuple 48-foot well articulated double-stack **container cars** later this year. The cars are to be built by Thrall Car of Chicago Heights IL (job 636). These will be the **first APLX** initialed cars in **nearly ten years**. The cars are reportedly to be numbered APLX 4700-4774.

CSX Transportation (US rail carrier) has **privatized** 2000 currently operated 48-foot **piggyback trailers** and **acquired** 600 new-built **48-foot piggyback trailers** for the new privatized operations. Both groups of trailers are using the new "**CXPZ**" reporting mark. The purpose of the privatization is to give CSX customers full access to a non-interchange fleet of intermodal equipment.

The new-built 48-foot piggyback trailers that were delivered in early 1994 were built by Pines. Each trailer weighs 14,600 lbs and offers 3,580 cubic feet of cargo space. Numbers are CXPZ 613000-613599.

CSX Transportation has acquired 400 new-built **45-foot piggyback trailers** in early 1994. These were built by Pines. Each trailer weighs 14,100 lbs and has 3,350 cubic feet of cargo space.

CSX Transportation will spend some nearly \$8 million to **rebuild** its fleet of **45-foot refrigerated piggyback trailers** in 1994. These are the **RDSZ** initialed trailers with underfloor mounted refrigeration units.

Dart is using trailers with a new **DARZ** reporting mark for piggyback service. *D.A. Bontrager.*

Hill Brothers Trucking (NE) is using **HLBZ** initialed refrigerated trailers in piggyback service. *D.A. Bontrager*

Inway is shipping dry vans via rail. The trailers have **IFWZ** reporting marks. *D.A.*

Bontrager

KLLM Transport Services recently **acquired Interfresh** and **50 new refrigerated containers**. The *Interfresh* acquisition included 100 previously delivered refrigerated containers. The 50 new refrigerated containers were built by Great Dane in April 1994. They are equipped with Thermo-King RMN II SR refrigeration units. The new container numbers are GOCU 549600-549649.

Marten Transport (Moldovi WI and Ontario CA) are using 3000-series refrigerated trailers with new **MTLZ** reporting marks. *D.A. Bontrager*

Merchants Despatch Transportation is operating a number of **new 48-foot refrigerated piggyback trailers**. The trailers were built by Wabash and have nose mounted Thermo-King SB III SR reefer units. Examples seen are MDTZ 548220, 548230, 548240, and 548252.

Highway Carriers that are using piggyback service continue to increase in number. Some recently observed companies include: ABF, Carretta, Consolidated Freightways, Convoy Systems (dry vans), Direct Transit, Overnite Transportation, Roadway, Sky Way, Stevens Transport (refrigerated), and Swift Transportation (dry vans), Yellow Freight. None of these have "Z" suffixed reporting marks stencilled on the units. *D.A. Bontrager*

United Parcel Service may order 200 new 28-foot containers in 1994 and 1,500 in 1995 from Stoughton. The 20ft stacking post will be located 8-foot from the rear (instead of from the front as in the four demonstrators at the Atlanta '94 Expo.

The following are some recently published articles of interest to intermodal historians.

"KLLM buys *Interfresh*, forms Rail Services." *Refrigerated Transporter*. May 1994. pp 24-27.

"Matson installs humidity units on containers in pilot project." *Refrigerated Transporter*. May 1994. pp 31-34.

"Intermodal gains called absolutely astounding." *Progressive Railroading*. April 1994. pp 52-62.

INTERMODAL-TRANSPORT NEWS NO 3

October 15, 1994

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Stoughton has delivered their first series production composite 48-foot insulated containers. Units are numbered in the MRKU 770000-series (e.g. MRKU 770004, 770007, 770030). *John Becker*

During the last three years there have been literally thousands of new built 45 x 102 piggyback trailers delivered.....and production is still continuing. **REDON Inc** acquired 2,000 new 45 x 102 piggyback trailers in 1994. The new series is numbered, REDZ 231000-232999. So far the only builder observed has been Pines. These have a 3,350 cubic-foot capacity with a tare weight of 14,100 lbs. **Kansas City Southern** added 1,000 45 x 102 piggyback trailers in 1994. The number series is KCSZ 231061-232060. So far the only observed builder on these is Dorsey. **Iowa Interstate** is operating 500 1994 built 45 x 102 piggyback trailers. IRMZ 230000-230499 were built by Hyundai (Mexico). The units are being leased from Trac Leasing. The **Toledo, Peoria and Western Railway** now has two 1994 built series of 45 x 102 piggyback trailers in service. TPWZ 230000-230049 (50 units) were built by Wabash. TPWZ 231000-231599 (600 units) were built by Hyundai (Mexico).

CSX Transportation. A follow-up to our news-note in *Intermodal-Transport News 2:3*. The 600 refrigerated 45-foot refrigerated trailers that are being refurbished are being rebuilt with larger powerplants, compressors and new generation electronic systems. The cost to the ten year old reefers is about US\$8 million. The rebuilding is expected to increase equipment service life another seven-to-nine years. The trailers are also being relettered from RDSZ to CXRZ and new CSX logos are replacing the former Seaboard System logos. *September 1994 Containerisation International with supplemental information by David G. Casdorff.*

Yellow Freight System will increase its LTL on rail loadings from a previous 10% up to 28%. Yellow Freight's LTL trailers (usually 28-footers) are commonly seen on many Union Pacific and Conrail intermodal freights.

Santa Fe has added 500 more 48 x 102 x 107 exterior-post domestic containers to its

fleet. This latest group was built in 1994 by Stoughton. Numbers are SFTU 285375-285874.

Pines has just delivered their first 48 x 102 x 107 domestic containers to the **Santa Fe**. 300 units, numbered SFTU 285875-286174 began showing up in revenue service in September 1994. These are exterior-post containers with a 3,488 cubic-foot capacity and weigh 8,900 lbs, light.

Union Pacific placed 530 new 1994 Monon built exterior-post containers in service. Series is UPUU 483001-483530. Containers observed have had large UP shields applied.

Bulkmatic is operating a number of design-built bulk-pneumatic trailers in piggyback service. The trailers were built by Butler and have specially designed lift points. The trailers are numbered in the BTCZ 707000's (BTCZ 707132 was observed on the UP heading east from Salt Lake City UT).

Did you know that there are currently only 14 container ships too large to transit the Panama Canal. Called "Post Panamax" container ships, the first ships were built in 1988. Presently, only APL (5), CGM (1), Hyundai (6), Nedlloyd (1) and Bunga Pelangi (1) are operators. However, the *Containerisation International Yearbook* shows there will be 47 more built between now and 1996! *September 1994 Containerisation International*.

John Becker brought up an interesting point regarding the "MTLZ" reporting marks currently seen in service with Marten and Market Transport. What happened to Montgomery Tank Lines' use of these marks?

Consolidated Freightways is upgrading and converting a number of their LTL trailers to full piggyback service. The program includes the addition of new lower lift rails, "CFWZ" reporting marks and the first two numbers changed to "93" (e.g. CFWZ 93-1292, 93-1666). All the older CF logos are being removed from each trailer.

Kankakee, Beaverville and Southern Railroad (IL). Correction to *Intermodal-Transport News* 1:2. The series KBSZ 234001-234500 should be expanded to KBSZ 234000-234999 (1,000 units). There are two builders involved, Oshkosh and Wabash. It appears that the first 500 are Oshkosh and last 500 are Wabash.

The KB&S also received 700 45 x 102 x 110 piggyback trailers from Pines in 1994. These are numbered KBSZ 634300-634999.

INTERMODAL-TRANSPORT NEWS **NO 4**

January 20, 1995

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Hyundai (Mexico) is delivering a number of inside-post (smoothside) 48 x 102 domestic containers to Canadian National. The containers have full CN Laser graphics. Each container is marked as having a 3,475 cubic foot capacity with a 10,230 lb tare weight. Hyundai began delivery of these in the fourth quarter 1994. The units are numbered in the CNRU 291000-series. The first group was registered as 291100-291334. These also represent two "firsts." These are the first known smoothside domestic containers delivered by Hyundai and also the first Hyundai built containers for Canadian National.

A domestic container **Equipment Management Pool** was formed in 1994 between the Union Pacific, Norfolk Southern and Conrail. The equipment pool will acquire 3,000 domestic containers before the end of the first quarter 1995. So far two series have been delivered. The EMPU 180000-series was built in 1994 by Hyundai (Mexico). The EMPU 280000-series was built in 1994 by Stoughton. Both series are exterior-post 48 x 102 domestic containers. The colors of the EMP logo suggest the colors of the three partners, yellow (UP), blue (CR), and black (NS).

Kansas City Southern continues to add more 48-foot trailers to its piggyback fleet. Monon has delivered 500 new-built 48-foot piggyback trailers to KCS in 1994. These are being placed in the KCSZ 211801-212300 series.

Following the series of new-builds are 115 rebuilt 48-footers. Series is presently showing as KCSZ 212301-213415. The following are examples of the rebuilt trailers: KCSZ 212350 (Dorsey), 212389 and 212402 (Kentucky). The rebuilt trailers do not have KCS logos and have been repainted white.

Kankakee, Beaverville and Southern Railroad (IL). Pines delivered a further 300 new 45 x 102 x 110 piggyback trailers to KB&S in 1994. These are in addition to the 700 mentioned in *Intermodal-Transport New 3* (KBSZ 634300-634999). This group of 300 trailers is numbered KBSZ 235110-235409.

REDON Inc continues receiving new 45-foot piggyback trailers. These are in addition to the 2,000 new Pines trailers built in early 1994 (see *Intermodal-Transport News 3:5*).

At this point it appears there will be 1,150 Hyundai built trailers numbered REDZ 233000-234149 (3,351 cubic foot/tare weight 14,800 lbs each). Another 225 are being delivered by Monon, numbered REDZ 234500-234724 (3,343 cubic foot capacity/tare weight 14,700 lbs each). All of these are 45 x 102 x 110.

David Bontrager reports he saw an Allied Van Lines 48-foot container on a Union Pacific westbound at Wamsutter WY. He further noted that the container had the full orange livery and graphics like the company's trailers. The unit was seen in the bottom of a well car with a 53-foot APL container stacked on top.

United Parcel Service has relettered at least some (may eventually extend to all) of the 28-foot BNAU domestic containers. The containers retain the former BNAU number. The reporting mark is "UPSU."

American President Lines has acquired 150 new-built 48-foot well five-unit articulated double-stack well cars. APLX 4700-4774 (75 cars) were built in November and December of 1994 by Thrall Car. APLX 4800-4874 (75 cars) were built in October 1994 by Gunderson Inc. The cars are painted APL blue with white lettering and a large white eagle logo and APL on each well.

Burlington Northern acquired 70 (50 new and 20 used) articulated double-stack container cars in 1994. Twenty cars were acquired from the SP 2420-2439 series (Gunderson, 1989) and renumbered BN 64980-64999. Gunderson Inc delivered fifty new five-unit articulated double-stack container car sets in November 1994. These later cars were numbered BN 65030-65079.

East Carbon Development Corporation runs a number of refuse container operations. Originally the 1992-built GBRX 92001-92003 (single-unit) and GBRX 92004-92006 (four-unit) Gunderson Husky-Stack cars were leased through the GBRX reporting mark. In 1994, these were relettered to ECXX, but retained the original numbers.

TTX received another one-hundred 53-foot all-purpose spine cars from Johnstown America. TTAX 654305-654404 were delivered in August 1994. TTX classes, JAF53 and JAF53A.

CaroTrans International (a subsidiary of Carolina Freight Corporation) acquired 250 new-built 48 x 102 x 107 exterior-post domestic containers from Monon in 1994. These are being leased from Genstar. Unit numbers are CDNU 490101-490250.

INTERMODAL-TRANSPORT NEWS **NO 5**

March 15, 1995

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Triple Stack Reefer Containers! C.H. Robinson has just introduced a trial set of three new 48-foot long by 6'4" high refrigerated containers. The containers were built by Stoughton Composites at their plant in Broadhead WI (just south of Stoughton WI). The container are numbered CHAU 785100-785102. Three of these stacked at 6'4" each is the same as two high-cube 9'6" high containers (19'0"). The containers are being used for shipping potatoes for snack chip companies. Since bulk potatoes shipped in standard 48 x 9'6" high refrigerated containers "weigh-out" before they "cube-out," it was felt that a 6'4" height would be more efficient while still allowing for standard 48-foot chassis usage. *January 1995 Refrigerated Transporter with additional information by David G Casdorff*

Schneider National receives production Wabash RoadRailers®. Schneider has placed the first of its new rail compatible trailers (RCTs) into operation. The 53-footers were built by Wabash in November 1994. Model RCT DV 53-4. Schneider's unit number for the new RCT's begin with an "RA". Units sighted so far were RA 427755 and 427774. *John Helberg*

NW Transport has acquired a number of new-built 28-foot trailers with lift rails and changed rear bumpers. Unit numbers for these start at 11488 and have been seen as high as 11607. Most were built in November 1994 by Strick's Casa Grande plant. *David Bontrager*

CP Rails gets Hyundai 48-foot domestic containers. CP Rail is operating new built 48 x 102 x 107 exterior-post containers. At least one series of 100 is known. These are numbered CPDU 682621-682720. The Delaware & Hudson is the owner. *Doug Stark, Carl Shaver*

Profile - Consolidation Services Inc. CSI's home office in South Bend IN. They've been in business for 20 years as a freight consolidator. Warehouses in ATL, CBS, GRR, MEM, and LAX. Primary rail corridors are CHI-LA, LA-MEM, and LA-ATL. Primary rail carriers are Santa Fe and Burlington Northern. As of late 1994, they operate

25 Kenworth tractors that are five years old. They have 25 new KW tractors on order. Primary highway lanes are CHI-ATL and CHI-MEM. Presently operate 300 Monon 48-foot exterior-post domestic containers. They plan to add more containers in the near future. *David Bontrager*

Overnite Transportation has recently acquired new Strick pups with "OVNZ" reporting marks. The trailers are numbered in the 27-XXXX series. *David Bontrager* via *John Becker*

CSX gets more 48-foot domestic containers. CSX acquired 278 more 48 x 102 exterior-post containers. CSXU 681576-681853 were built in 1994 by Hyundai. These have a 3,486 cubic-foot-capacity and weigh 8,550 lbs empty.

Florida East Coast gets new Thrall all-purpose well cars! Thrall Car has begun building its new COFC/TOFC double-stack well cars. This all-purpose version is a new product for Thrall Car. The Florida East Coast has received 100 single-unit versions, numbered FEC 4401-4500. The cars were built in January 1995. Each car is capable of carrying 20-, 40-, 45-, and 48-foot containers or two LTL or one FTL trailer in the lower position. A 53-foot container can be carried in the upper position. The FEC cars are an orangish-red with white lettering, markings, FEC logo and Operation Lifesaver logos.

The following are some recently published articles of interest to intermodal historians.

Schenck, Paul. "Stoughton Composites represents newest insulated van construction technology." *Refrigerated Transporter*. November 1994. pp 72-80.

Schenck, Paul. "Stoughton Composites represents newest insulated van construction technology." *Trailer /Body Builders* . November 1994. pp 38-50.

"C H Robinson develops triple-stack containers." *Refrigerated Transporter*. January 1995. p 64.

Farrar, Foss. "3,700 refrigerated containers provide continuous flow of Chiquita bananas." *Refrigerated Transporter*. January 1995. pp 14-18.

INTERMODAL-TRANSPORT NEWS NO 6

June 15, 1995

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Special Report on the 1995 Intermodal EXPO in Atlanta GA

APLU 400002 is one of Stoughton's new composite (plastic) containers built for American President Lines. Each of the new ISO-sized container weighs 5,000 lbs empty. There are 38 ribs on the sides also composite materials. ISO type code is 4300 making this a standard height 40-footer without vents. Built April 1995. VIN 000811.

BNZ 131995 is a Monon built Rail-Runner Chassis (competing design for the Road Railer Chassis Railer). Built May 1995. Model CC 1 48. Serial number 1NNCO4823SM269102.

C.H. Robinson's **CHAU 581990** is a 48-foot domestic refrigerated container. Body built March 1995 by Great Dane. Thermo-King front mounted refrigeration unit built in April 1995. Great Dane model 7011CZ-1 48.

Several of C.H. Robinson's new triple stack 48-foot containers were present including **CHAU 585104**. This container was built in March 1995 by Stoughton. It weighs 11,427 lbs empty. Model 48RRDCO201. Serial number 95006-00817. Capacity is 1,914 cubic feet.

Accurate displayed **MHFU 1007**, refuse container for MHF Logistical Solutions. Built April 1995. Tare weight 6,350 lbs.

Monon displayed two new 28-foot containers (in addition to the UPS container, below). One is model MXX-DC-00-28W110, a 28 x 102 x 110 exterior-post container built in April 1995. The second container was model MAX-DC-00-28W110, a 28 x 102 x 110 interior-post container with American Freightways markings (but no unit numbers).

Trailmobile displayed its new entry into the piggyback trailer market. **NATZ 530007** is a 48 x102 x110 trailer that was built in March 1995 for North American Transportation. This is a model Z1JA-1UAY. Serial 1PTZ1JAH7S9016676.

NSCU 420244 is one of the new COLTainers built for the Norfolk Southern by Galbreath. This one was built in April 1995. Model 9997AO. Galbreath Job number A010874. Serial number 52165. Capacity is rated at 31.53 cubic yards. Norfolk Southern received 248 of these in early 1995 numbered NSCU 420000-420247.

Eurotainer has four tank containers on display. **SECS 591217** is a 23,000 L tank that was built in December 1994 by Consani (serial P94438). **SECS 591301** is another 23,000 L tank that was built in February 1995 by Van Hool. **SECS 593330 and 593334** were built in February 1995 by UBH (SECS 593330 had Schnieder National logos applied).

Trans Ocean Ltd had four containers and one chassis on display. **TOLU 020013** is a 4,478 gallon refrigerant gas container weighing 19,841 lbs empty. It was built in September 1994 by Dorbyl using a Containereering design. **TOLU 422454** is a 20-foot ISO type 2251 (open-top) steel container built by the recently opened VCG (Venezuelan Container Group) in May 1994. **TOLU 897735** is an ISO type 4363 flat-rack built in October 1994 by Henred Fruehauf (South Africa). Model FI074-01. Tare 10,858 lbs. **TOLU 940040** is a 24,000 L tank container built by Consani. And, **TOLZ 432285** is a tank container chassis built in January 1995 by Reinke.

TWNZ 103895 is a chassis from builder, Holden. Model HCC-3-61. Built May 1995. Serial 12HCC4139SS354770. **TWNZ 403876** is a chassis that was built in April 1995 by new builder, Chief. Model DC40T. Serial CHTWINS4012943246.

United Parcel Service had several 28-foot containers and chassis on display. **UPSC 120001** and **120002** are 28-foot chassis that were built in April 1995 by Monon. Model CC-128. **UPSU 620015** and **620016** are 28-foot containers that were built in April 1995 by Monon. Model MAX-DC-00-28W (note difference in model designation compared to Monon demo, above, as these are not 110" high).

UPSC 120050 is a 28-foot chassis that was built in February 1995 by Great Dane. Model GPHU-28. **UPSU 620050** is a 28-foot container that was built in April 1995 by Great Dane. Model 7411C 28. All of these were in full UPS livery and are interior-post containers. No mention of the Stoughton containers.

Wabash displayed a 53-foot RoadRailer® in full Swift Transportation livery. Model RCT DV53-4. Serial 1JJR532YTSL324133. Also on display was a new demo "PupRailer," a 28-foot version of the RoadRailer®.

Baker is a builder of roll-off refuse containers that has recently entered the intermodal market. **IS 2653 RT** is a roll-off intermodal container that was built in December 1994.

Job 006529. Model OS202SI. Serial 50519. Capacity is rated at 25 cubic yards.

Irish tank container builder CPV displayed **BONU 942117**, a 24,000 L tank container that was built in January 1995 (works number 6704).

DODX 42187 was really the only new railcar display that had not been seen by this author before the EXPO. This is an 89-foot flat car with a 286,000 GRL for carrying tanks, trucks or containers. The car is painted in "TTX-style" with yellow and black markings. It was built in March 1995 by AMF Technotransport (former CN PQ shops). The cars are equipped with chain assemblies and hideaway container pedestals.

MLCU 491050 (Matson Leasing) is a ISO type 4510 that was built in India by DCM Hyundai.

Northbrook Container Leasing displayed two of its 21,000 L tank containers, **NCTU 21029** and **21030**. The later was built in July 1994 by Consani (serial P8754).

NXLZ 261031 is National Express Logistics' new January 1995 built Dorsey piggyback trailer. Model AIDI-LS. Serial 1DTV11520SA226014.

GOCU 549653 was the latest KLLM/Interfresh 48-foot domestic refrigerated container. Built March 1995 by Stoughton. Equipped with a Thermo-King refrigeration unit. Total tare weight 11,433 lbs.

German tank container manufacturer, UBH, had quite a large presence at the EXPO. In addition to those units already mentioned, there was **CRXU 850950**, a 24,000 L unit built March 1995 (serial 95-180), **SNIU 121112** (ISO type 2076), and **TPTU 820630**, a 21,000 L unit built May 1994 (serial 93-438).

Dutch tank container manufacturer, Van Hool had several units in addition to those mentioned above. **LIQU 944801** built February 1995 and **UTTU 231202**, a 23,000 L unit built March 1995 (serial 63741).

OTHER NEWS

REDON Inc adds more 45-foot piggyback trailers. Hyundai's Tijuana, Mexico plant began deliveries of 500 more 45-foot piggyback trailers in January 1995. The new 48 x 102 x 110 trailers are numbered REDZ 235000-235499. Build dates range from

January thru March 1995. Capacity, 3,351 cubic foot. Tare weight, 14,800 lbs.

Oshkosh began delivering 500 45-foot trailers to REDON in April 1995. These are numbered REDZ 235500-235999. Each trailer has a 3,325 cubic foot capacity and weighs 14,300 lbs empty.

DART adds more 48-foot domestic containers. DART has added more new-built 48 x 102 x 107 exterior-post containers. The new containers also have new reporting marks, "DRTU." These supplement the forty already in service under the "DIIU" reporting mark. The livery on the latest is essentially the same as the previous containers. Both the older series and the newer series were built by Monon. The new series has a 3,474 cubic-foot-capacity and weighs 8,500 lbs empty compared to the previous series with a 3,486 cubic-foot-capacity and an empty weight of 8,550 lbs. Numbers observed so far range from DRTU 484387 to 484416.

Overnite Transportation. A follow-up to our last issue's news note on Overnite's new pup for intermodal service. An example, OVNZ 27-1703, is a smoothsided pup and was built by Strick in December 1994. The trailer has continuous lower lift pads and upper rail protectors. *David A Bontrager*

Consolidation Services Inc (CSI) is no longer in operation (this company was the subject of our mini profile in the last issue). They completely ran out of operating capitol. This was totally unexpected and absolute shock to everyone employed by the company. CSI was doing very well and making a good profit. *David A Bontrager*

EMP or Equipment Management Pool for Conrail, Norfolk Southern and Union Pacific is now operating 3,700 domestic 48-foot exterior-post containers. The following is a roster as of June 1995:

EMPU 180000-180999	1000	Hyundai	1994
EMPU 280000-281699	1700	Stoughton	1994-95
EMPU 680000-680999	1000	Hyundai	1995

Those in the 680000-series are owned by Trac Lease Inc (Interpool).