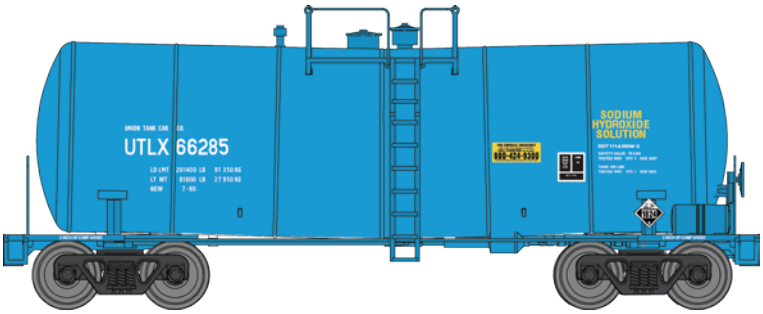
UTC Funnel-Flow 16,000 gal Tank Car

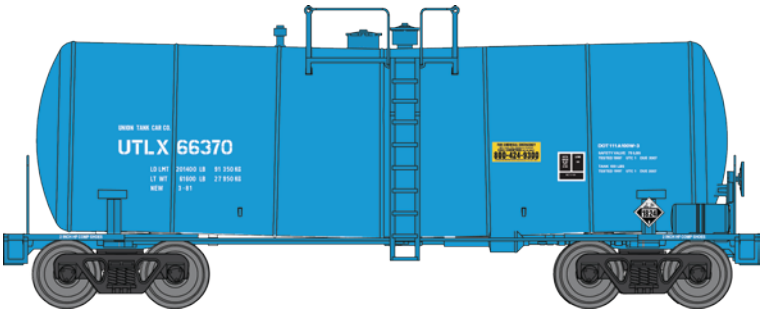
TT-scale 1:120 Authentic US Prototype - Ready-to-Run



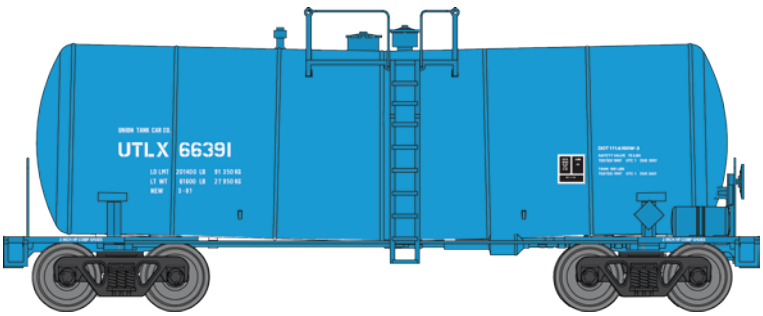
Union Tank Car - 16,000 gallon Funnel-Flow

- **3-car Set: Zeuke TT set: # ztca-S1**

UTLX 66285: DOT111A100W
- built July1980, re-painted circa 1997
- Sodium Hydroxide commodity stencil
- HazMat 1824, ChemTrec panel
- Zeuke TT model: # **ztca-01**



UTLX 66285: DOT111A100W
- built March 1981, re-painted circa 1997
- no commodity stencil
- HazMat 1824, ChemTrec panel
- Zeuke TT model: # **ztca-02**



UTLX 66285: DOT111A100W
- built March 1981, re-painted circa 1997
- general service - no commodity stencil
- no HazMat or ChemTrec
- Zeuke TT model: # **ztca-03**

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About the Union Tank Car Company - 16,000-gallon Funnel-Flow

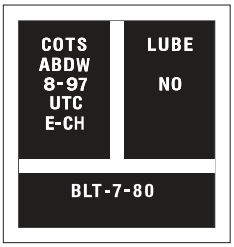
In the mid-1960s, a major railroad tank car builder in the United States, the Union Tank Car Company (UTC) began to look at all-welded tank car designs which would save both weight and operating costs. One of these new designs was UTC's distinctive Funnel-Flow car, with tapered sections pointing downward to the car middle. Produced in a number of sizes and configurations, the car modeled here represents a mid-sized 16,000-gallon car, with rounded ends introduced in the 1970s. These car continued to be built new in quantity up until the mid-1990s, when larger/heavier cars were authorized for interchange service. Well cared-for and refurbished, these cars are still running on US rails.

The 1980s-built blue cars modeled here represent tank cars refurbished in the late-1990s, and initially leased by Union Tank Lines (UTLX) to Olin Chemicals for transport of Sodium Hydroxide, with some cars later re-assigned to general commodity service.

The tapered design makes these cars optimal for transport and unloading of slow-flowing liquids and semi-liquid materials. In addition to sodium hydroxide, Funnel-Flow cars carry corn syrup, vegetable oils, clay slurry, and a wide variety of thick chemicals and bulk liquids.

Reading the COTS

A very visible aspect of North American cars from the mid-1970s to the present is the COTS - (Clean, Oil, Test, & Stencil) panel. While less important now in this computerized era of maintenance tracking, these panels still convey very useful details: Mandatory information includes the brake system type, inspection date, and location, as well as the date the car was built. The COTS at the right informs us that the car has a modern ABDW brake system, and was inspected (probably during refurbishment) at the former UTC plant in East Chicago, IN. in August 1997. The "No" in the Lubrication panel is typical of cars equipped with roller-bearing trucks, which do not require routine maintenance. At the bottom, the COTS shows this car was originally built in July of 1980.



ChemTrec Panel

ChemTrec is a critical response information and notification service of the American Chemistry Council, for incidents involving hazardous materials and/or dangerous goods. By the mid-1980s, ChemTrec was formally recognized by the US Department of Transportation (USDOT) and the yellow panels became common, and continue to be used, on tank cars intended to carry hazardous goods. These notices are not required for cars carrying only food products or other non-toxic material.

example only

HazMat Placard

example only

HazMat placards provide internationally-recognized visual and numeric identifiers which alert personnel involved in the handling and transport of hazardous materials about the specific risks of the cargo.

The USDOT regulates these placards in "DOT CHART 15", which shows the appropriate placards for various classes of HazMat substances. The placard on the left is used for Sodium Hydroxide, which is "Class 8" - Corrosive, and specified in accordance with the USDOT Emergency Response Guidebook (ERG) by Identification Number 1824, which is identified as "sodium hydroxide, solution". HazMat responders are referred to Guide 154, covering "Substances - Toxic and/or Corrosive (Non-Combustible)".

These cars are available only as a Limited Run!
Look for additional car styles and colors coming SOON!

References:

UTLX Company History; http://www.utlx.com/history.html
UTLX Field Notes, David Casdorph (2011)
UTLX Markings - 1970s to Present, David Casdorph (2011)
Journal of Railway Tank Cars, Vol 3, & Vol 4; D.G. Casdorph (1992)
UTLX 66285: Photo - 10 May 2006, Omaha NB, J.C. Kenyon - http://www.rr-fallenflags.org
UTLX 66370: Photo - 12 Aug 2006. Brighton Park IL, J Rogers/coll Pat Huemmer - http://www.rrpicturearchives.net
UTLX 66391: Photo - 23 Aug 2003 Hamlet NC, D Olsen - http://www.rrpicturearchives.net