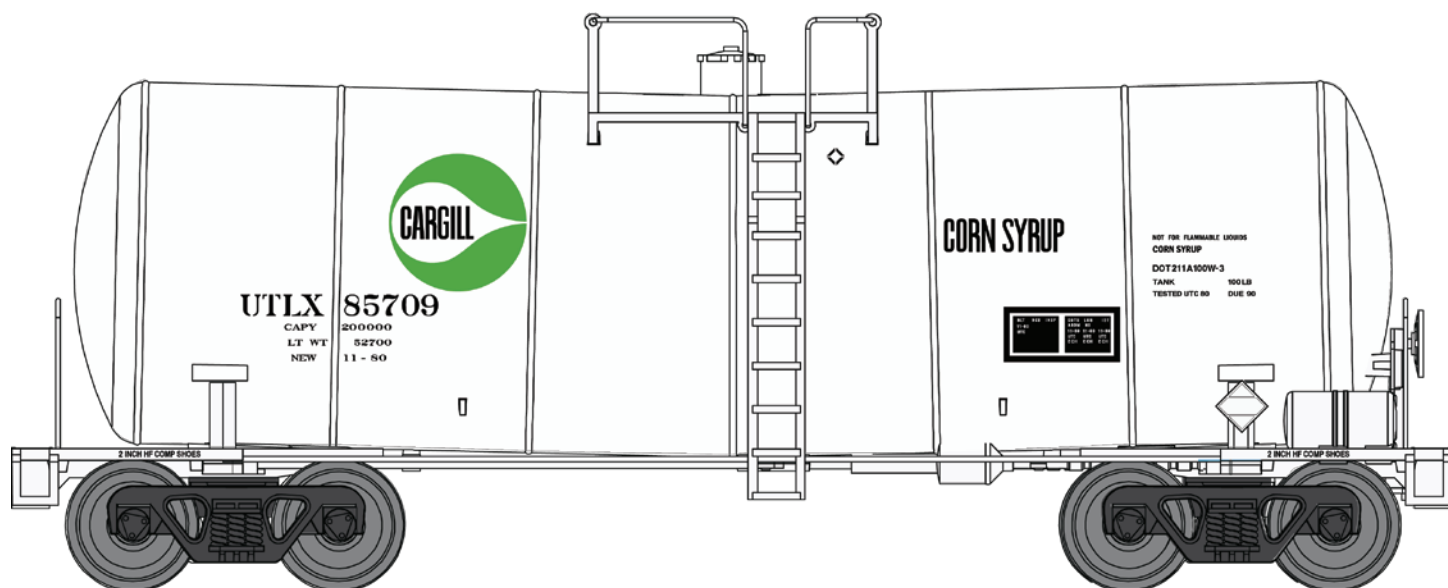


UTC Funnel-Flow Cargill Corn Syrup 16,000 gal Tank Car



UTLX - Cargill

- Three-car Set
- Zeuke TT set: # [ztca-s2](#)

UTLX - DOT211A100W Corn Syrup Tank Car

- Cargill herald in Green & Black
- built November 1980
- Corn Syrup commodity stencil
- **UTLX 85709:** Zeuke TT model: # [ztca-04](#)
- **UTLX 85710:** Zeuke TT model: # [ztca-05](#)
- **UTLX 85713:** Zeuke TT model: # [ztca-06](#)

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

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

These white-painted cars represent tank cars leased by Union Tank Lines (UTLX) to agricultural products companies Cargill Inc. and the A.E. Staley Company, and assigned to transport liquid Corn Syrup, widely used in the US as a sweetener in soft drinks and many other pre-packaged foods. The stylized Cargill "C" was used on new rail cars until 2002, while the interlocking Staley "S+S" herald was used (in simplified form) up until corporate takeover/restructurings in the late 1980s-1990s.

What is a DOT211A100W ???

The US Department of Transportation (DOT) has developed industry-wide specifications to which all tank cars in service must conform. The example here **DOT211A100W** is specified as:

- **DOT**: the authorizing agency - US Department of Transportation
- **211**: class designation - a non-pressurized, insulated or non-insulated car, without an expansion dome
Class **111** is similar, but the entire tank body would be heat-treated at the time of construction
- **A**: the "A" has no significance! ...and is simply a demarcation between class and pressure (J, S or T are meaningful)
- **100**: test pressure in psig (pounds per square inch gauge), typically 20 to 40 percent of the tank's burst pressure
- **W**: indicates a fusion-Welded car, including all modern tanks. Older cars were stenciled "R" if Riveted construction

Deciphering the COTS

Since the mid-1970s, American rail cars have generally featured some version of the COTS - (Clean, Oil, Test, & Stencil) panel. While less useful in the modern era of computerized rolling stock maintenance tracking, these panels still convey useful details. On a typical two-panel COTS, the left panel has three headings: "BLT" for Built, "RCD" for Re-Conditioned, and "INSP" for Inspected. The right panel has "COTS" for the brake system information, "LUB" for Lubrication, and "IDT" for the most recent In-Date-Test.

The COTS at the right was stenciled on the new car by the builder, and the left panel shows the car was built by Union Tank Car (UTC) in November 1980 No parts have been reconditioned, and no further inspections have been performed on the new car. The right panel shows the car was built with an ABDW brake system, installed at the UTC plant in East Chicago, IN. The "No" in the Lubrication panel is typical of cars equipped with roller-bearing trucks, which do not require routine maintenance. The initial In-Date-Test was performed by UTC when built.



These cars are a very Limited Run!
Look for announcement of additional car styles and colors!

References:

- UTLX Company History; <http://www.utlx.com/history.html>
- UTLX Markings - 1970s to Present, David Casdorff (2011)
- Journal of Railway Tank Cars, Vol 3, & Vol 4; D.G. Casdorff (1992)
- UTLX 85709: Photo - 07 Feb, 1981, Fullerton CA, C Walker - <http://www.railcarphotos.com>
- UTLX 85710 & 85713: UTLX Field Notes, David Casdorff (2011)