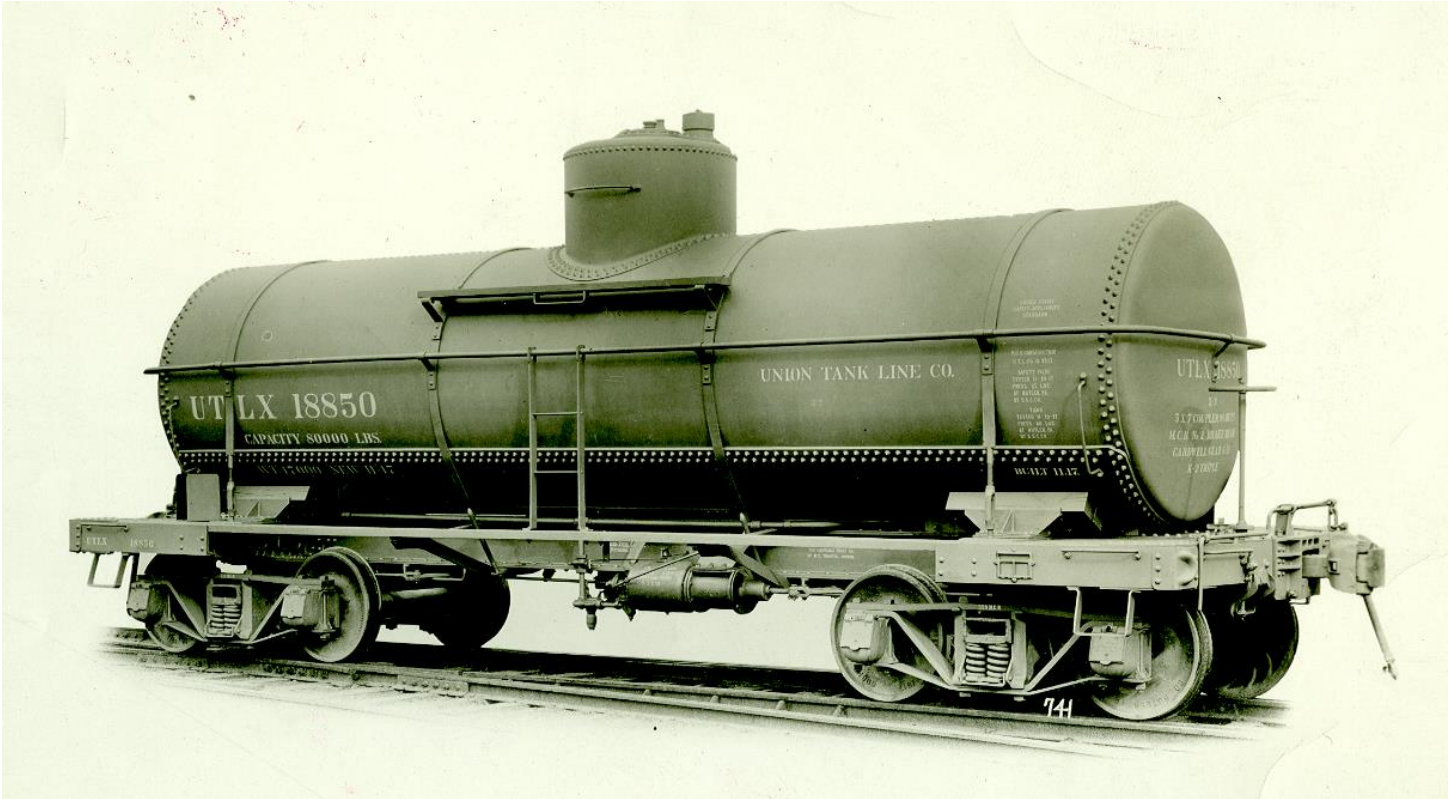


UTLX 6500 Gallon Class X-3 Tank Cars

By Steve Hile



Standard Steel Car Company Builders Photo, Keith Retterer Collection

When the MCB/ARA Class III tank car specifications were implemented in May 1917, the Union Tank Car Company was prepared with a new design that met those specifications. As an active participant in the process of developing the specs, UTLX was ready to introduce its X-3 design.

Building upon the success of its Class X center anchor, it was relatively easy to create end sills and side sills that allowed running boards to match the height specified for flat cars. New body bolsters were designed with the early version being a rather complex casting. A fabricated saddle held the wood slabs that cushioned the tank. Four bands encircled the tank, two in line with the bolsters and two on either side of the dome. The end sill raked backwards, slightly, from the draft gear and the entire end platform was filled with wood decking back to the bolster.

These cars had a single safety valve, as required, and a screw type dome hatch cover. In later years the screw type was often replaced with the bolted safety type hatch cover. There was a single ladder and dome platform step on the left side of the car as viewed from the brake wheel end.

2250 cars were built in 1917 and 1918 numbered as follows:

- 24000-24999 built by American Car and Foundry
- 20350-20849 built by Pressed Steel Car Company
- 18850-19349 built by Standard Steel Car Company
- 18500-18649 built by UTLX at its Lima, Ohio shops

Two slightly different cast bolsters were used by the four builders. The key tip for the cast bolsters is a pattern of four rivets on the side sill where the sill attaches to the bolster. The SSC and PSC version, shown in the photo above, have the



Several of the 1937 cars have been preserved as well, including this one at the Arizona Railway Museum.



For much more information see

UTLX Steam Era Tank Cars by Stephen Hile from Speedwitch Media