

62.6-62.9



# Temporary Flyer UTLX X-5 Insulated Tank Car



Prototype Photo

By the early Thirties, a new product emerged which was ideally moved by rail—liquefied petroleum gas. Through the application of extreme cooling under pressure, by-products of petroleum refining (or natural gasoline) were converted into easily transportable and flexible light hydrocarbons for fuel or raw material in chemical synthesis. Common liquefied gases were propane and butane.

By 1931, Union Tank Car Co. had created 11,000 gal. insulated tank cars and lettered them in its UTLX reporting marks. This car consisted of an interior pressure tank with surrounding insulation and a thin exterior steel shell. A small dome at the top of the car contained the ports for loading and safety valves. UTLX classified these cars as X-5.

Except for very early cars with KC brakes, AB brake equipment was applied. A vertical, non-powered brake staff with horizontal wheel was used. Trucks were the cast side frame variety.

Union Tank Car Co. would become the largest provider of the "propane" tankcars, just as it was the largest tank car company

The practice of UTLX was to block a large series of cars, then fill it as materials or finances permitted construction. By 1941 the series was expanded to 98000-99999. While car Number 98009 was built in 1939, Nos. 98378 and 98900 were built in 1947. Thereafter,

the beginning number of the "propane" car series expanded downward to accommodate growth.

Through the war years and early post war period, the roster of the UTLX 11,000 gallon tank cars would grow rapidly until 9635 cars were reported in the July 1956 Equipment Register. The series numbers had grown to 87502-99999 at the end of steam.

Little changed in the design of the car over the construction period. The major change was application of steel grid walkways beginning in 1947. The other major difference in appearance was the application of a steel grid platform around the dome. This appliance became more common on cars built after World War II, but may have been retrofitted on older cars as well.

As was common with UTLX tank cars, the 11,000 gallon tanks were painted all black with yellow lettering. In a departure from common company practice, UTLX began to decorate these pedestrian tanks with the logos of shippers. Such names and logos as Skelgas, Philgas, Puregas, Esso, Hercules and Atlantic appeared.

The Sunshine kits are vacuum cast in gray urethane. Kits include all detailing parts (except trucks and couplers) and proprietary decals. Full instructions and a Prototype Data Sheet are included. The correct trucks--ARA cast side frame--are available.

- \_\_\_ Kit #62.6 UTLX X-5 40' insulated 11,000 gal tank car with wood walkways and yellow UTLX decals, \$34
- \_\_\_ Kit #62.7 UTLX X-5 40' insulated 11,000 gal tank car with wood walkways, steel dome platform and yellow UTLX decals, \$35
- \_\_\_ Kit #62.8 UTLX X-5 40' insulated 11,000 gal tank car with steel walkways and yellow UTLX decals, \$34
- \_\_\_ Kit #62.9 UTLX X-5 40' insulated 11,000 gal tank car with steel walkways, steel dome platform and yellow UTLX decals, \$35
- \_\_\_ Decal #62a Philgas white logo, \$1
- \_\_\_ Decal #62b Script Skelgas/Skelly Oil Company white logo, \$2
- \_\_\_ Decal #62c Red, white and blue oval Esso Dependable Products logo, \$2
- \_\_\_ Decal #E.30 Propane Tank Car chalkmarks, \$4
- \_\_\_ Trucks TP40 Black plastic cast side frame, non-sprung trucks with non-magnetic metal wheelsets, \$5

Name \_\_\_\_\_ Street \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Add \$4.00 for shipping per five kits in U.S. ( MO residents add 6.6% ), Canada \$15.88 for six kits  
**Sunshine Models Box 4997 Springfield MO 65808-4997**

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