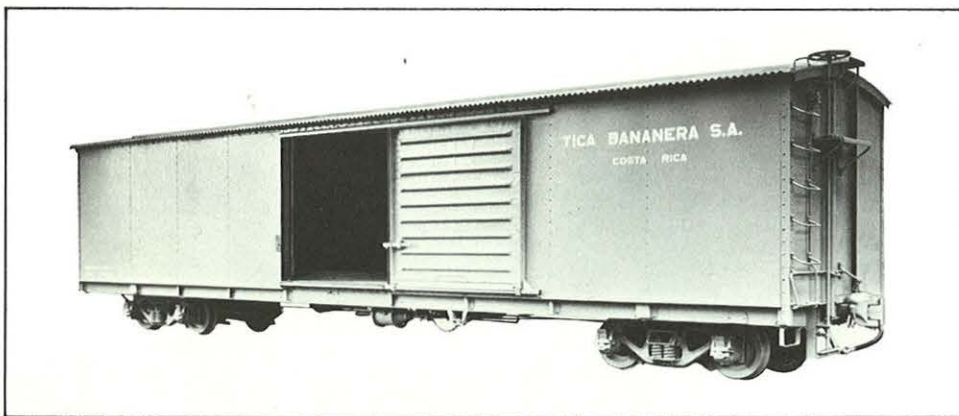


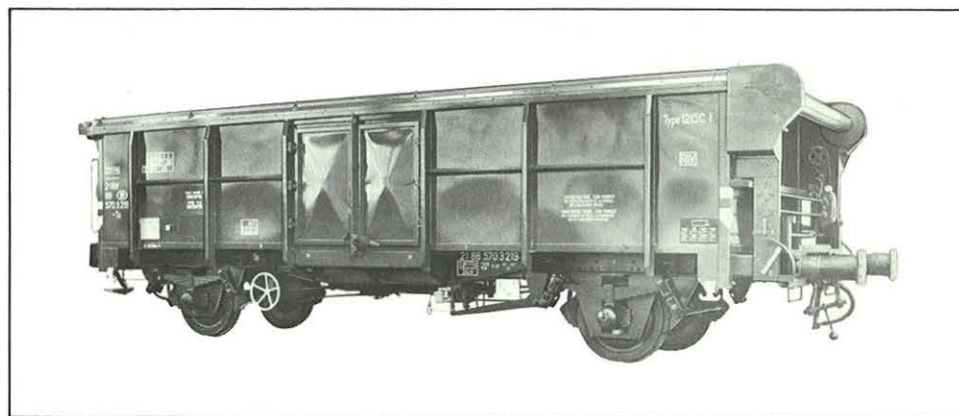
All-steel box car for Saudi Arabia; self-aligning bogies with Timken roller bearings. Capacity: 50 tons. Track Gauge: 4'-8½".



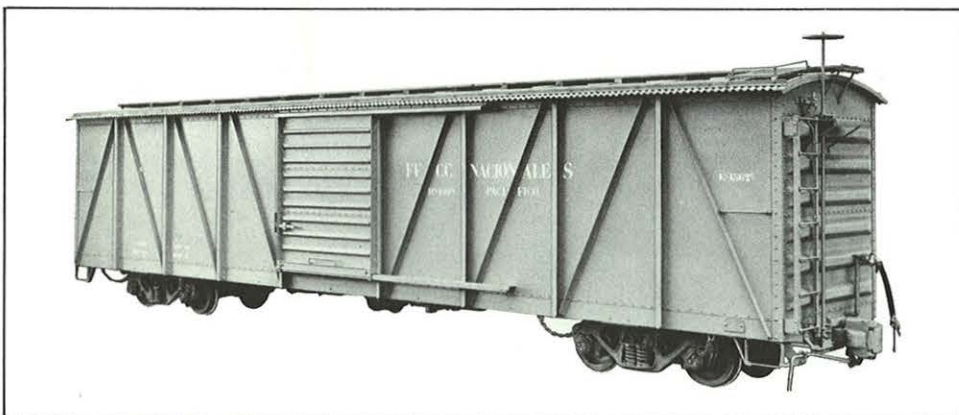
Refrigerator cars for Saudi Arabia equipped with diesel-powered refrigeration and Gregg-Barber stabilized trucks. Capacity: 40 tons. Track Gauge: 4'-8½".



Ventilated box cars for shipping bananas in cartons; Gregg-Barber stabilized bogies with Unit brake beams. Capacity: 30 tons. Track Gauge: 3'-6".



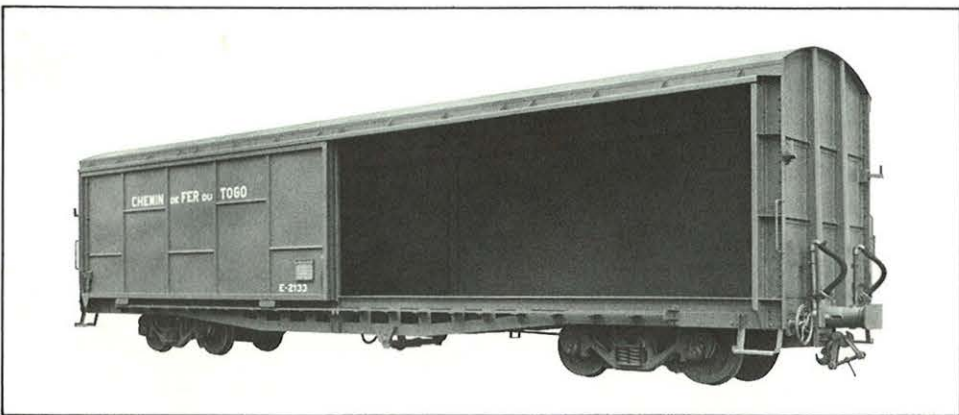
Two-axle gondolas with roll-up roof for Belgian State Railways. Maximum Axle Load: 20 metric tons. Track Gauge: 1435 mm. Length over End Sills: 9260 mm.



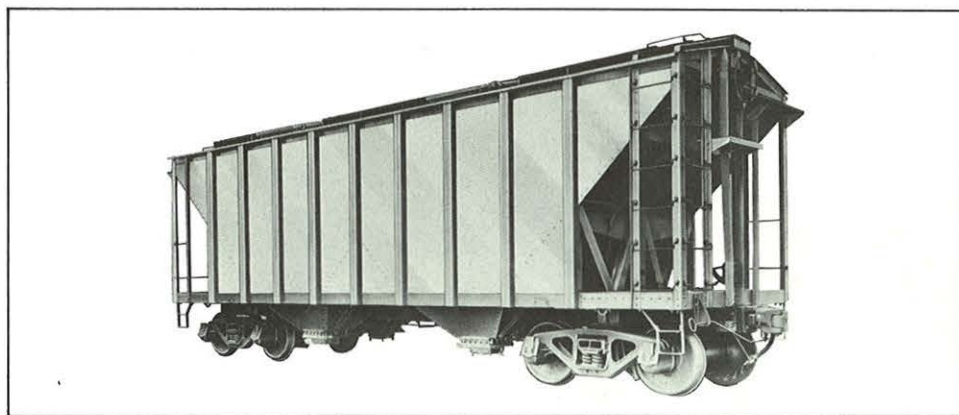
Box cars for National Railways of Colombia with Gregg-Barber stabilized bogies having Timken AP roller bearings. Capacity: 35 metric tons. Length of Underframe: 12344 mm. Width of Underframe: 2286 mm. Track Gauge: 914 mm (36").



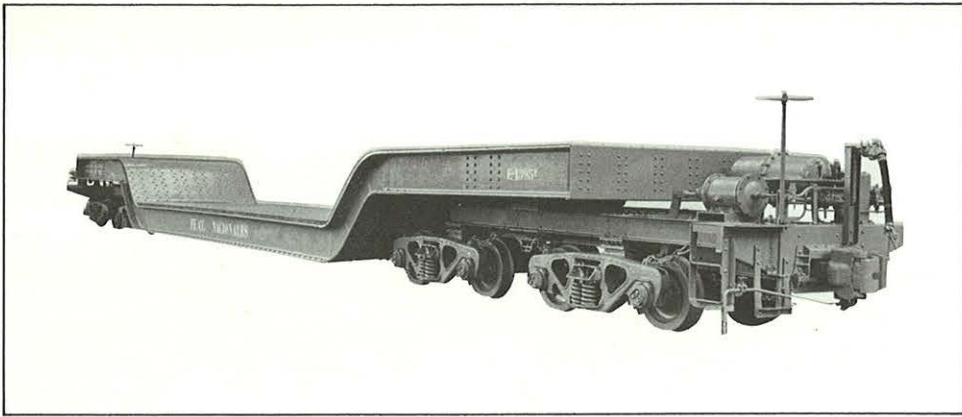
Composite cattle cars for Colombia; spring-plankless bogies with Timken roller bearings. Capacity: 25 metric tons. Track Gauge: 3'-0".



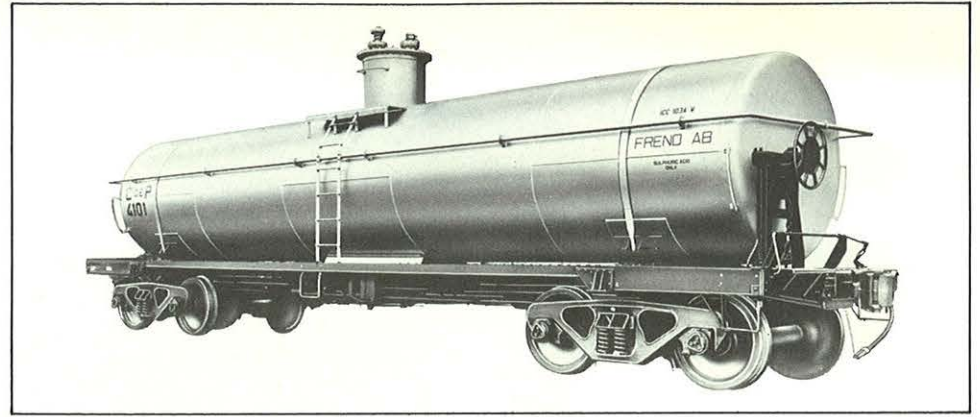
Box cars for Togo Railway with Gregg-Barber stabilized bogies having SKF-RBU roller bearings and vacuum brakes with slack adjuster. Capacity: 33,500 kilos. Inside Length: 12140 mm. Inside Width 2566 mm. Door Opening: 5890 mm. Track Gauge: 1 meter.



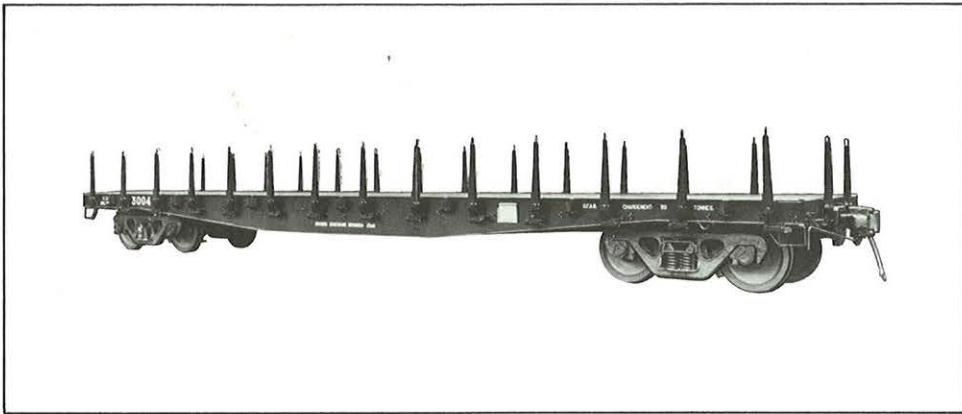
Covered hopper cars for alumina, welded aluminum construction; self-aligning bogies with brass bearings. Capacity: 65 tons. Track Gauge: 4'-8½".



Depressed-center flat cars for Colombia; Gregg-Barber stabilized bogies with Unit brake beams and Timken AP roller bearings. Capacity: 85,000 kilos. Track Gauge: 3'-0". Overall Length: 20193 mm. Depressed Length: 7620 mm.



Sulphuric acid tank cars for Cerro de Pasco-Peru with Gregg-Barber stabilized bogies having Timken AP roller bearings. Capacity: 53.5 tons; 8000 gallons. Tank Inside Diameter: 6'-2". Length over Tank Heads: 35'-11 3/4". Track Gauge: 4'-8 1/2".



Flat cars with drop stakes for Guinea; Gregg-Barber stabilized bogies with Unit brake beams and Timken AP bearings. Capacity: 50,000 kilos. Track Gauge: 1435 mm. Underframe Length: 15000 mm.



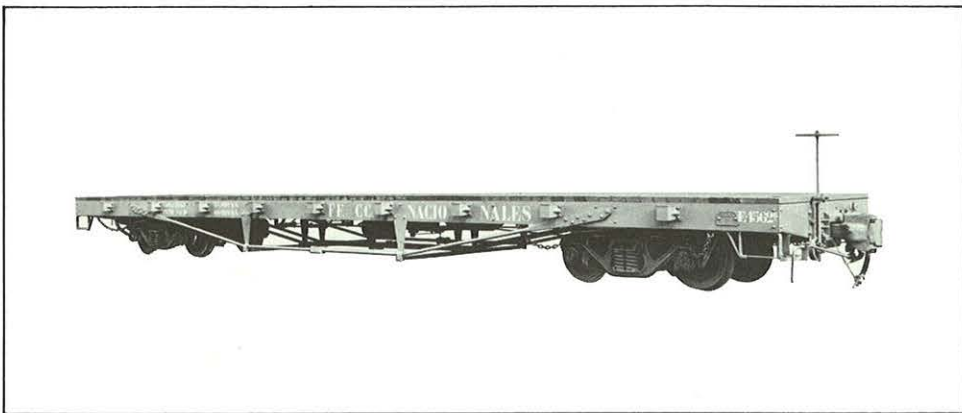
Tank cars for Ghana, with self-aligning bogies, brass bearings, vacuum brakes and link and pin couplers. Capacity: 9,200 imperial gallons. Track Gauge: 3'6". Tank Inside Diameter: 6'-10 3/4". Length over Heads: 41'-3".



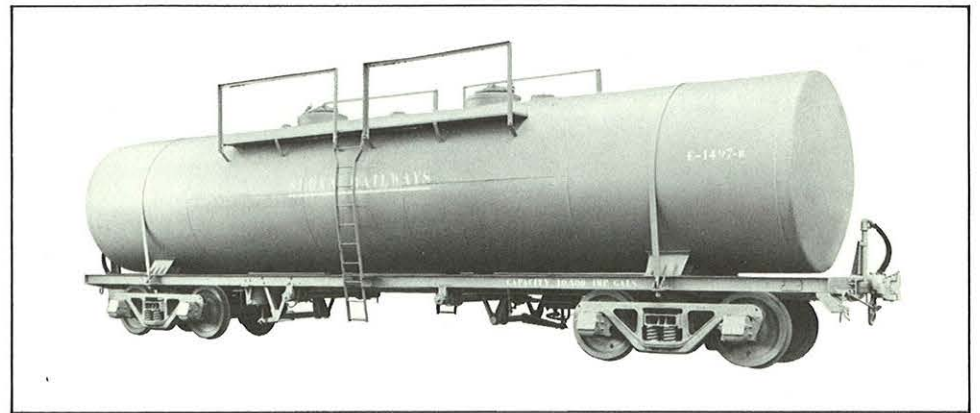
Flat cars with removable stakes for oil well casings; Gregg-Barber stabilized bogies with Unit brake beams and Timken AP bearings. Capacity: 50 tons. Track Gauge: 4'-8 1/2". Platform Size: 46'-9" x 9'-4".



Insulated tank cars with internal heating coils; cast-steel bogies with Timken bearings. Capacity: 6,000 gallons. Track Gauge: 3'-0".



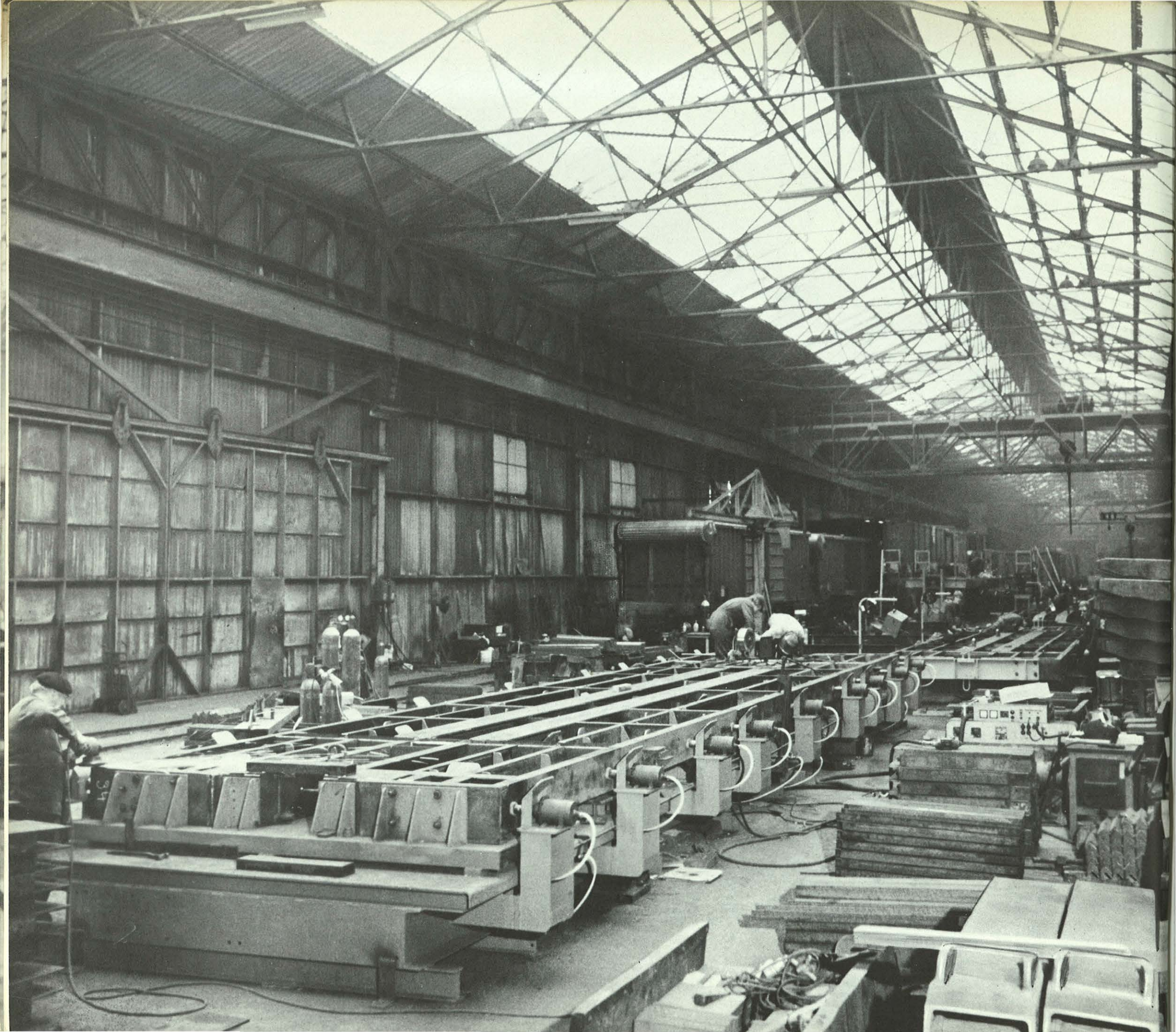
Flat cars for Colombia with truss rods assembled at destination to reduce shipping charges. Capacity: 35 tons. Track Gauge: 3'-0".

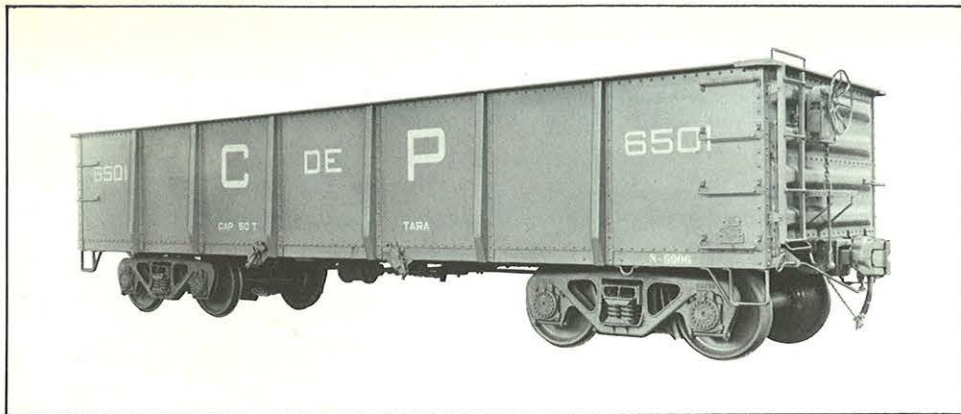


Tank cars for Sudan Railways with self-aligning bogies and vacuum brakes. Capacity: 10,500 imperial gallons. Track Gauge: 42". Tank Inside Diameter: 7'-5 3/4". Length over Heads: 40'-8".

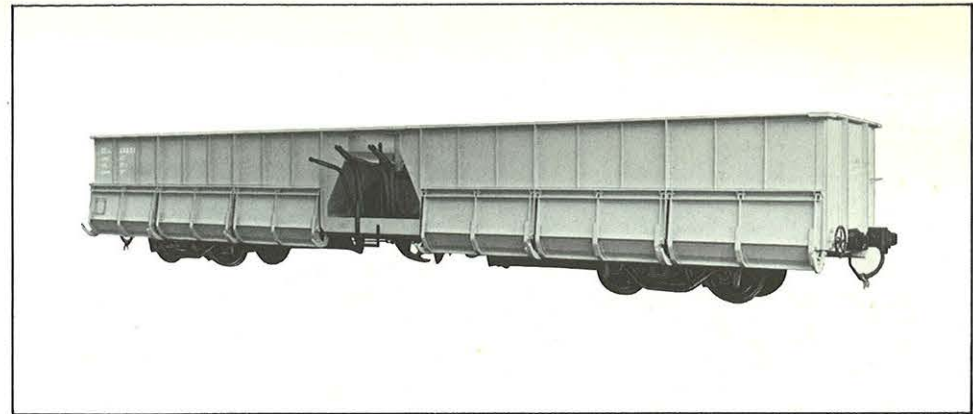




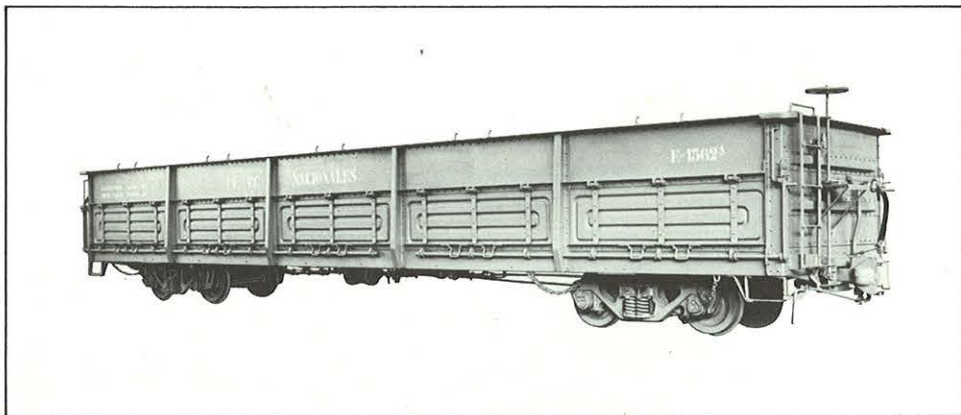




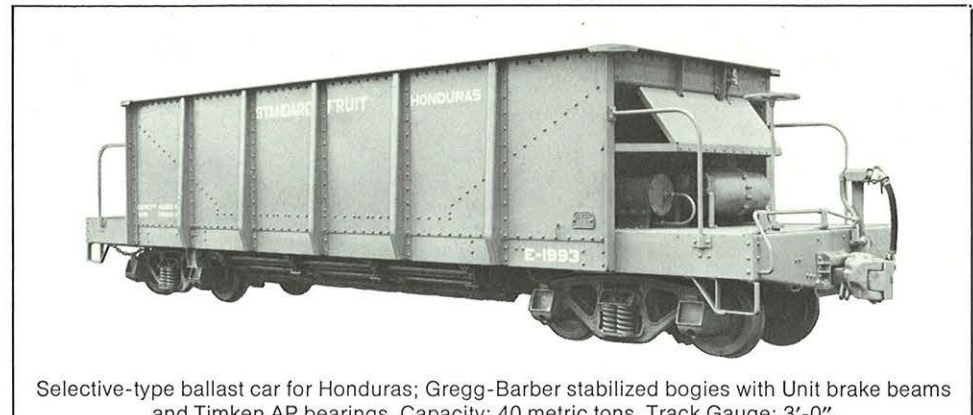
Bottom-discharge gondola for concentrates; self-aligning bogies with roller bearings. Capacity: 50 tons. Track Gauge: 4'-8½".



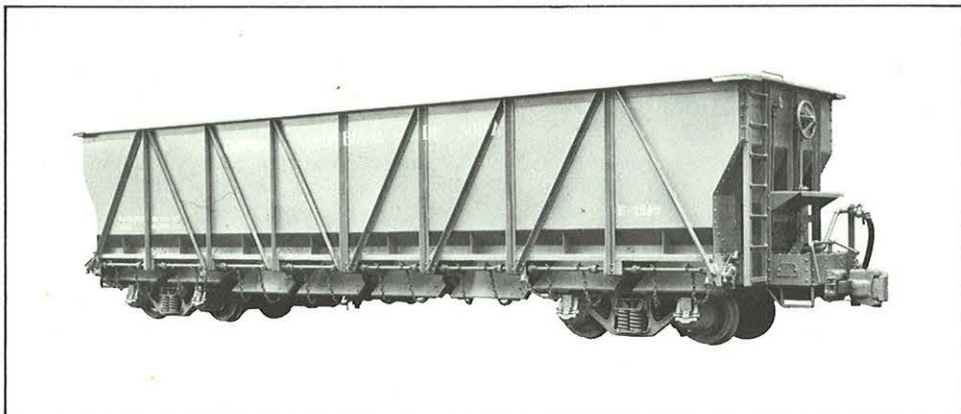
Central controlled discharging ballast cars for Cameroun Railways. Capacity: 45 metric tons. Track Gauge: 1 meter.



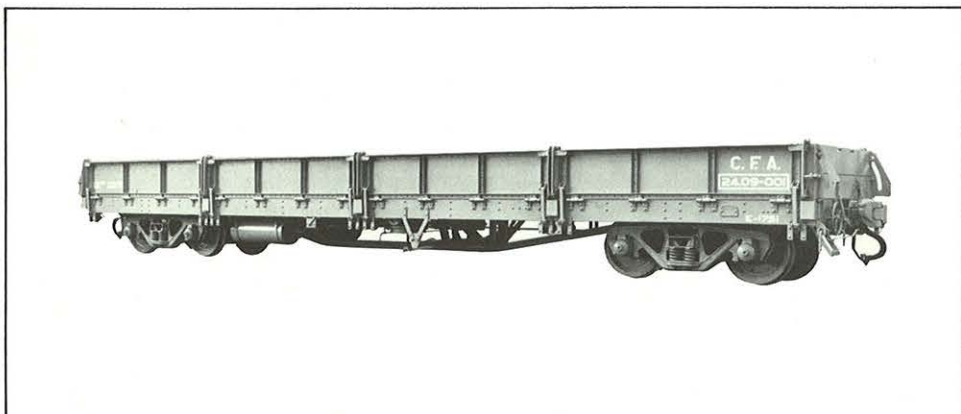
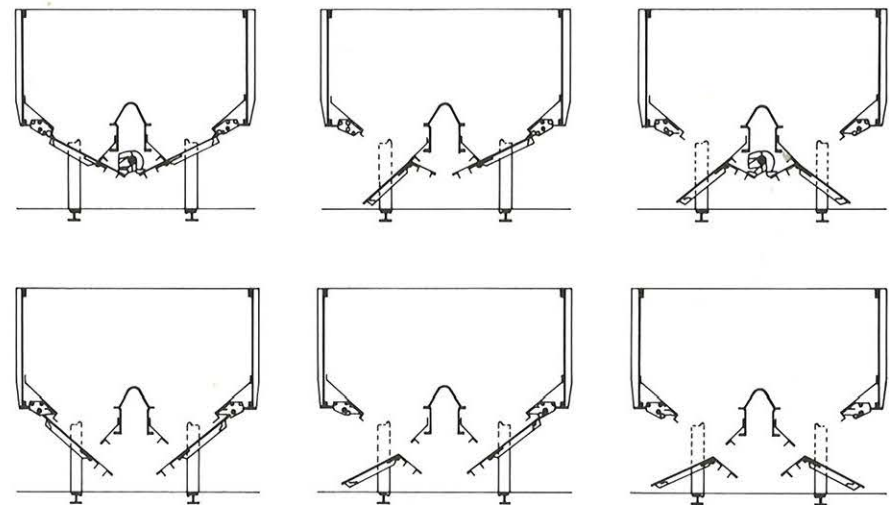
Side-door gondolas with lift doors; Gregg-Barber stabilized bogies with Unit brake beams and Timken bearings. Capacity: 35 metric tons. Track Gauge: 3'-0".



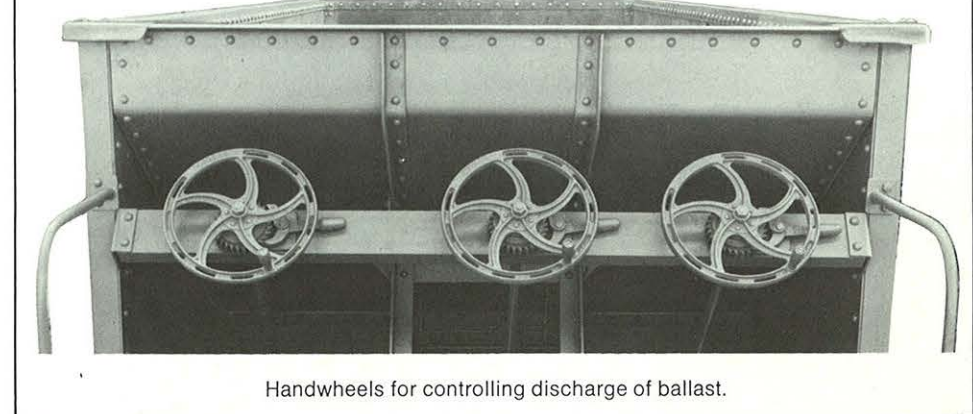
Selective-type ballast car for Honduras; Gregg-Barber stabilized bogies with Unit brake beams and Timken AP bearings. Capacity: 40 metric tons. Track Gauge: 3'-0".



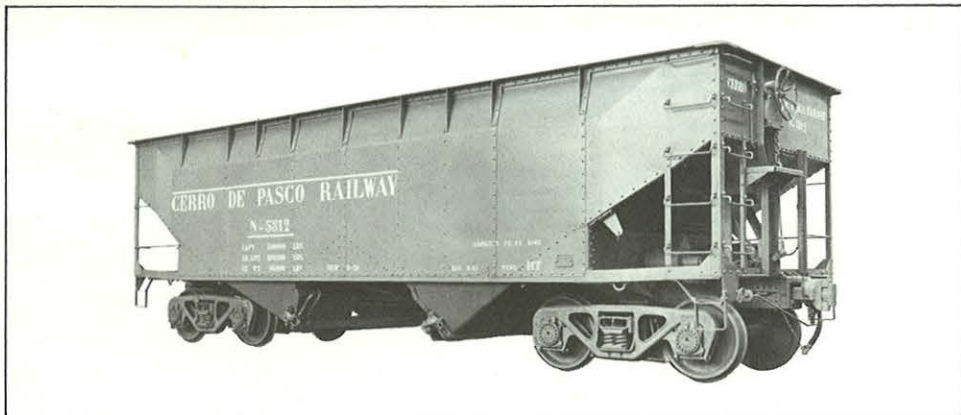
Drop-bottom gondolas for Colombia; Gregg-Barber stabilized bogies with Unit brake beams and brass bearings. Capacity: 40 tons. Track Gauge: 3'-0".



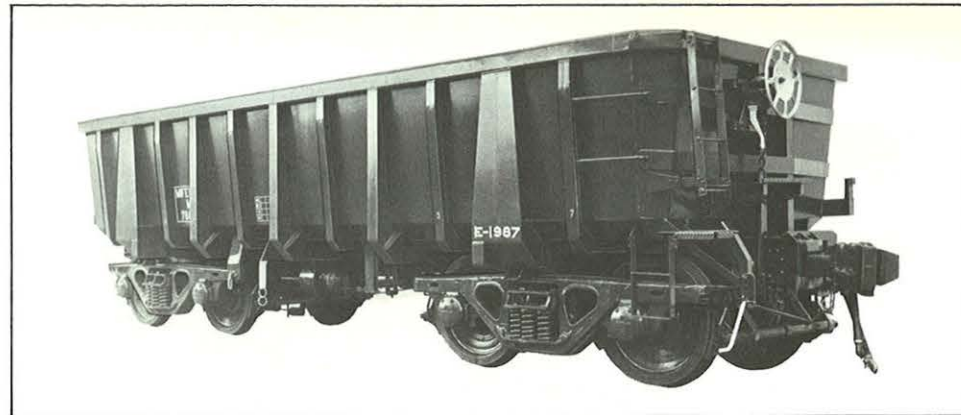
Dropside gondola with counter-balanced doors; Ride-Control bogies with SKF bearings. Capacity: 39 metric tons. Track Gauge: 3'-6".



Handwheels for controlling discharge of ballast.



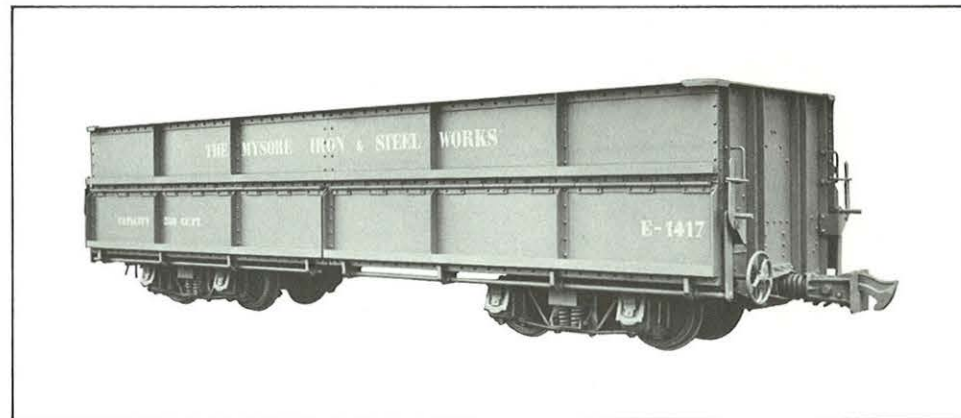
Twin-hopper ore cars for Peru; self-aligning bogies with roller bearings. Capacity: 50 tons — 2,145 cubic feet. Track Gauge: 4'-8½".



Iron ore cars for Mauretania; Gregg-Barber stabilized bogies with Timken bearings and clasp brakes. Loaded Weight on Rails: 100 metric tons. Track Gauge: 1435 mm.



Gable-bottom coal cars for Colombia; self-aligning bogies with Timken bearings. Capacity: 50 metric tons. Track Gauge: 3'-0".



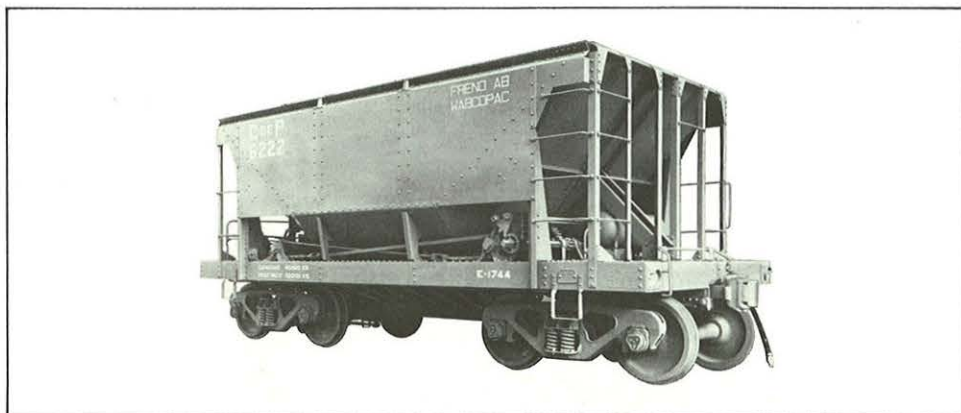
Gable-bottom ore cars for India; diamond arch-bar bogies; Norwegian hook couplers. Capacity: 350 cubic feet. Track Gauge: 2'-6".



Twin-hopper iron ore cars for Colombia; Gregg-Barber stabilized bogies with Unit brake beams and Timken AP bearings. Capacity: 35 metric tons — 770 cubic feet. Track Gauge: 3'-0".



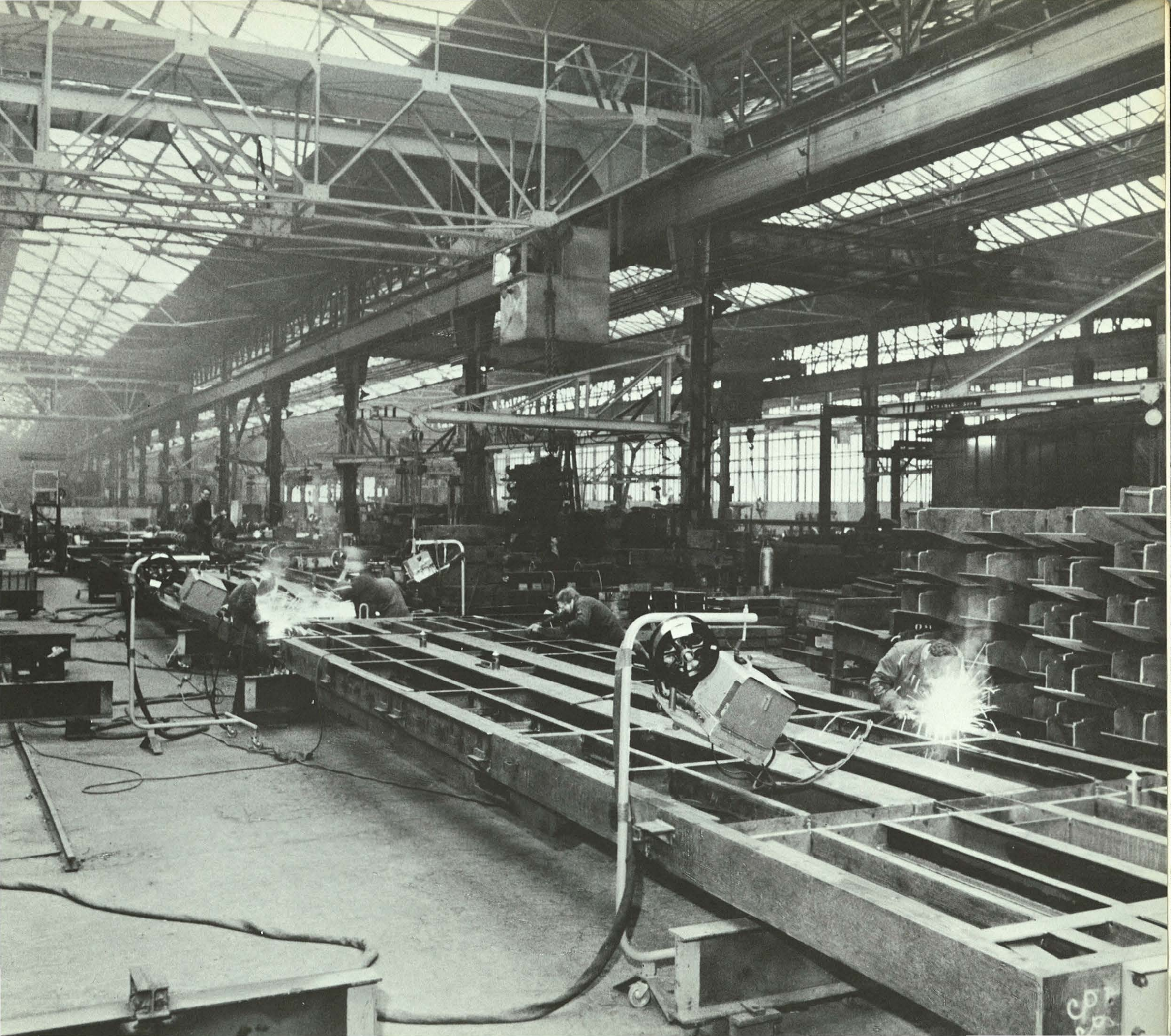
Twin-hopper iron ore cars for Liberia; Gregg-Barber stabilized bogies with Unit brake beams and brass bearings. Capacity: 50 metric tons — 589 cubic feet. Track Gauge: 3'-6".

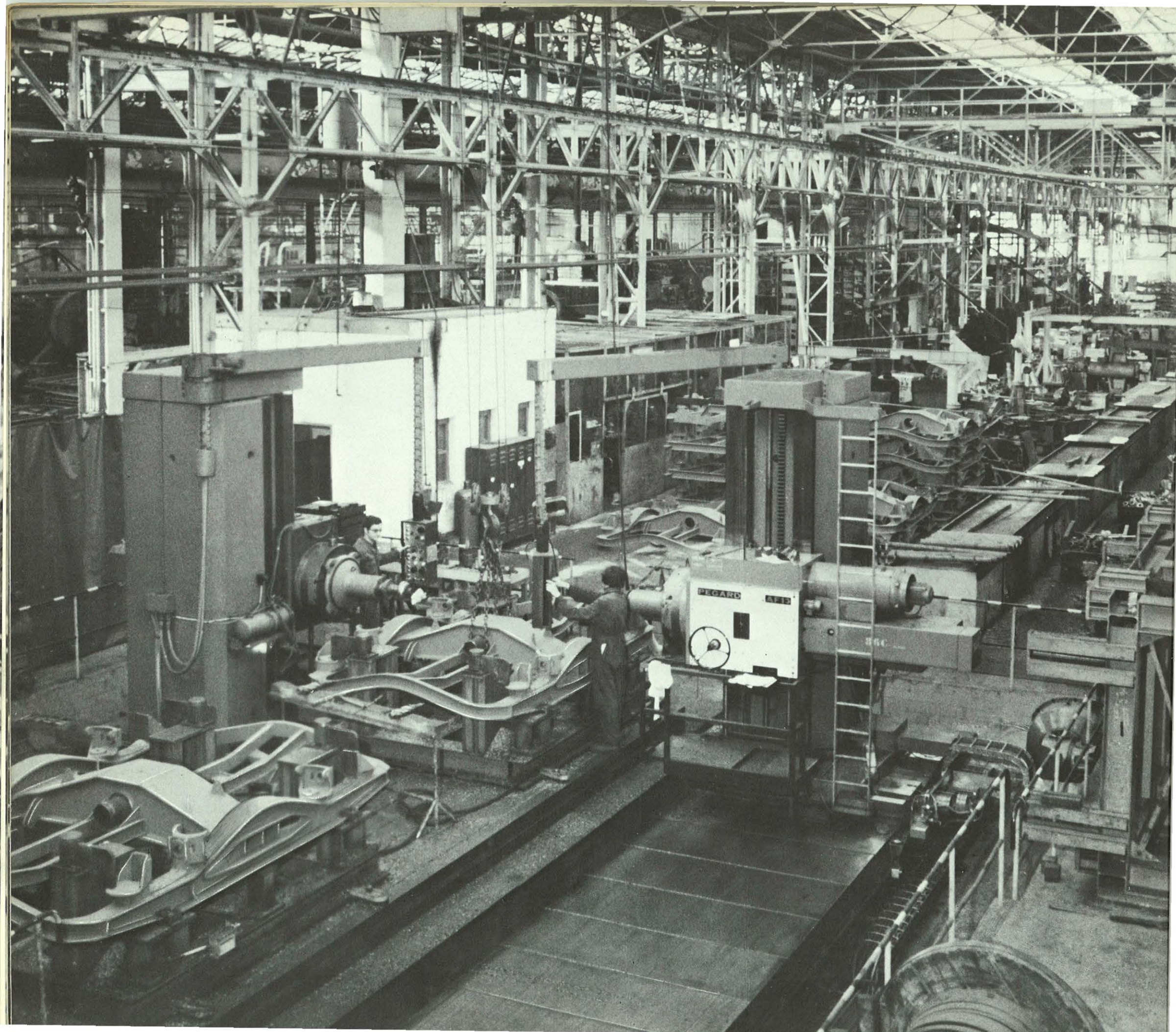


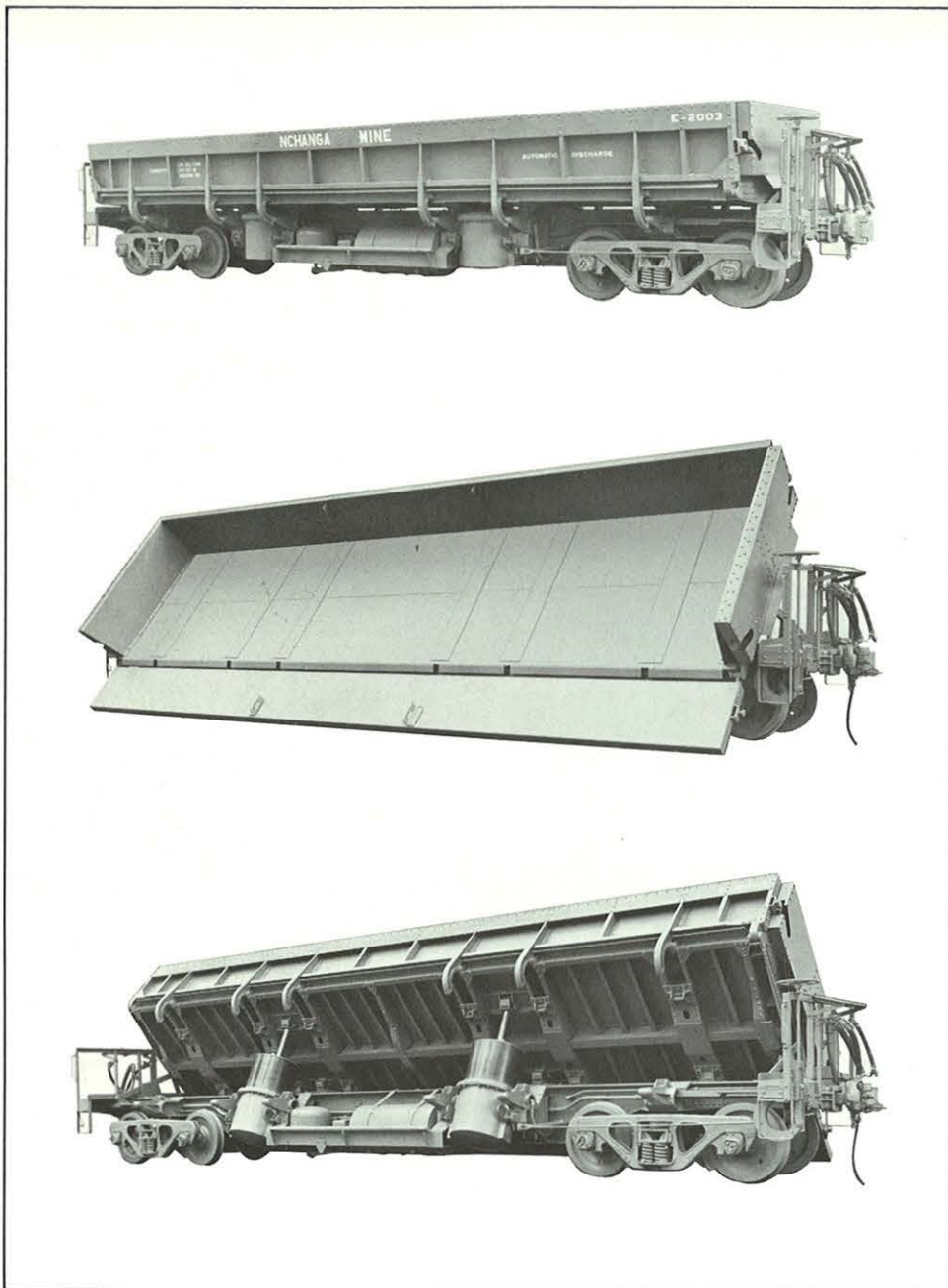
Bottom-discharge hopper cars with quick-opening doors for concentrates for Cerro de Pasco-Peru with Gregg-Barber stabilized trucks having Timken AP roller bearings. Capacity: 50 metric tons (995 cubic feet). Track Gauge: 1435 mm. Underframe Length: 7300 mm.



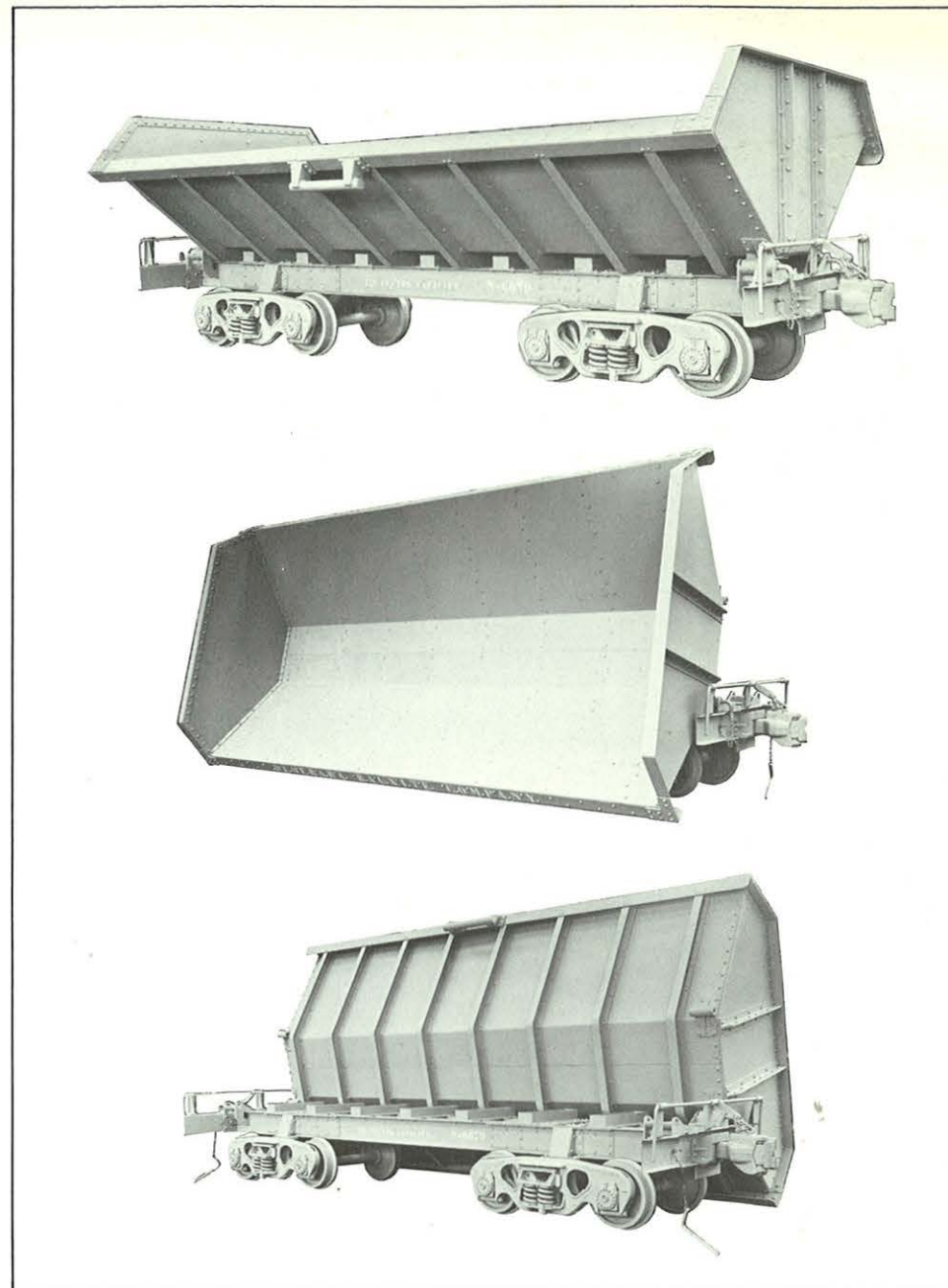
Ore cars, for Cie. de Bauxite de Guinee with Gregg-Barber stabilized bogies having Timken AP roller bearings and WABCO PAC brakes. Capacity: 75 metric tons (56 M³). Track Gauge: 1435 mm. Inside Length: 9680 mm. Inside Width: 3000 mm.



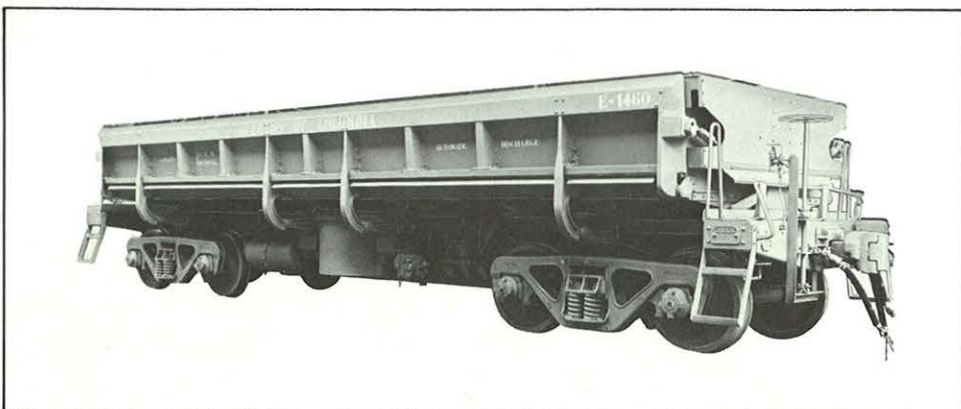




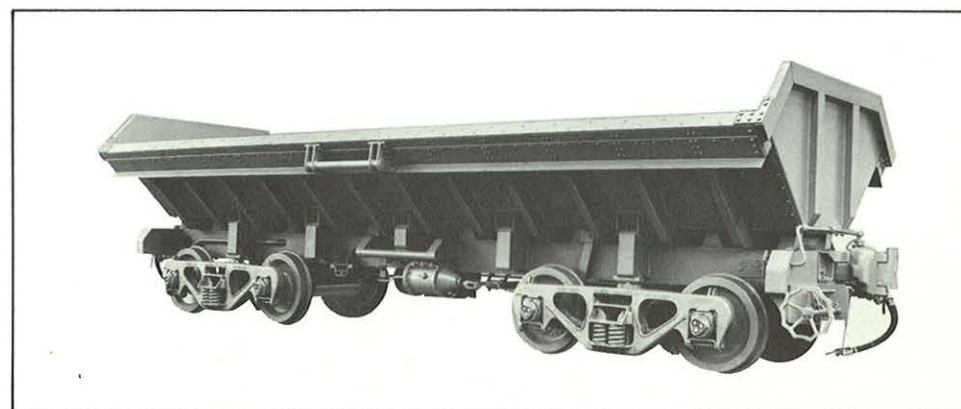
Two-way air dump cars for Zambia with Gregg-Barber stabilized bogies having Timken AP roller bearings and vacuum brakes. Capacity: 50 metric tons (30 cubic yards). Track Gauge: 1067 mm (42").



Tray cars for Guyana for carrying bauxite; Gregg-Barber stabilized bogies with Timken roller bearings. Capacity: 25 tons — 17.9 cubic yards. Track Gauge: 3'-0".



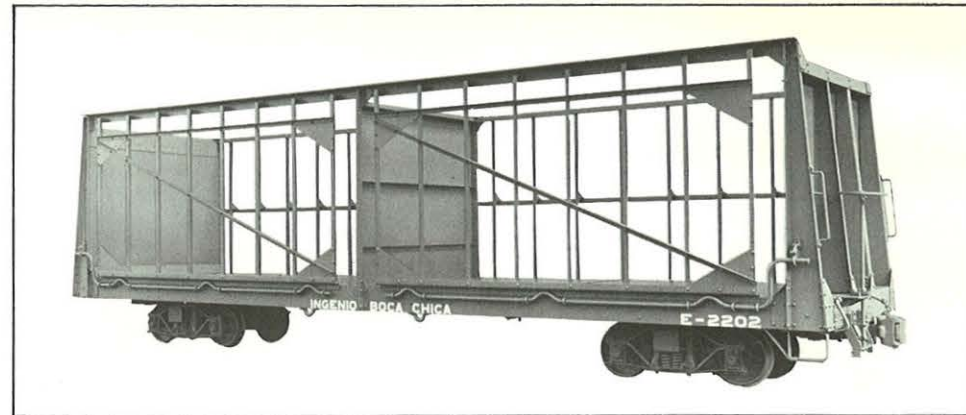
Two-way air dump cars for Colombia with Gregg-Barber stabilized bogies having SKF roller bearings. Capacity: 40 metric tons (16M<sup>3</sup>). Track Gauge: 1435 mm. Underframe Length: 9652 mm. Overall Width: 2983 mm.



Tray cars for Chile for carrying potash nitrate; Gregg-Barber stabilized bogies with Unit brake beams and Timken AP bearings. Capacity: 30 metric tons—23.85 cubic yards. Track Gauge: 3'-6".



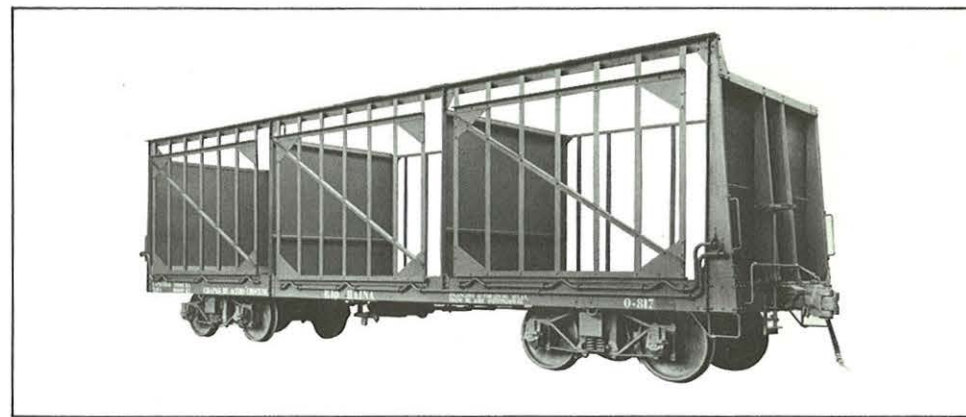
Granby-type ore cars for Uganda; sandwich floor, 2" oak between steel plates; Timken roller bearings in wheels. Capacity: 130 cubic feet. Track Gauge: 2'-6".



Two-compartment side discharge cane cars; diamond arch-bar trucks with Timken bearings. Capacity: 15 tons. Track Gauge: 2'-6".



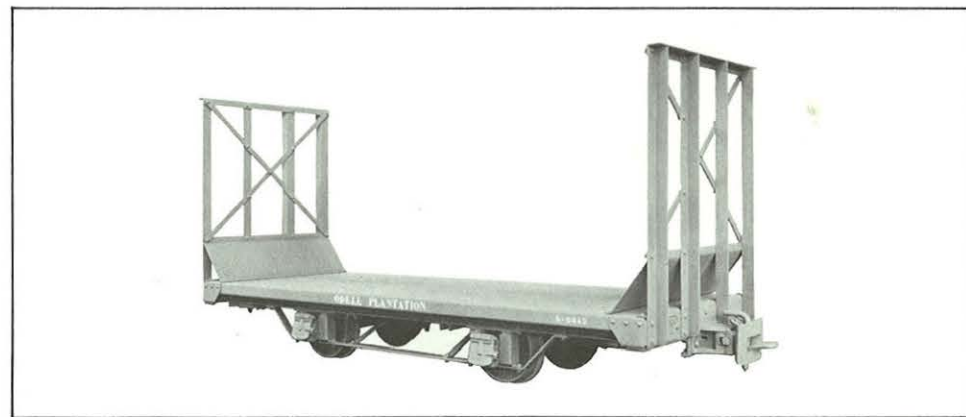
Box-dump mine cars for Colombia; 16" wheels with Timken bearings. Capacity: 1.5 cubic meters. Track Gauge: 3'-0".



Three-compartment side-discharge cane car with Gregg patented quick-release latches for Rio Haina, Dominican Republic. Capacity 30 tons, track gauge 56½".



Box dump ore cars for Ghana; 20" wheels with self-contained roller bearings. Capacity: 5 cubic yards. Track Gauge: 2'-6".



All-steel abaca cars for the Philippines; cast steel spring couplers with permanently attached link and pin. Capacity: 3 tons. Track Gauge: 2'-0".



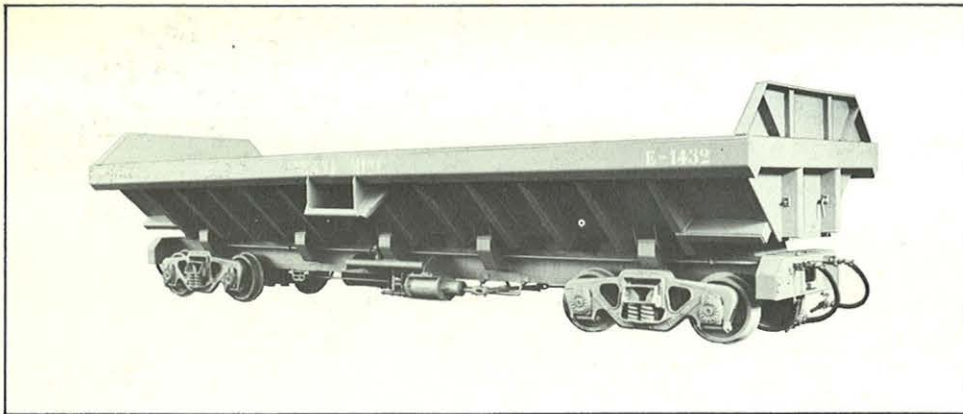
Box dump ore cars for Ghana; 20" wheels with self-contained roller bearings. Capacity: 5 cubic yards. Track Gauge: 2'-6".



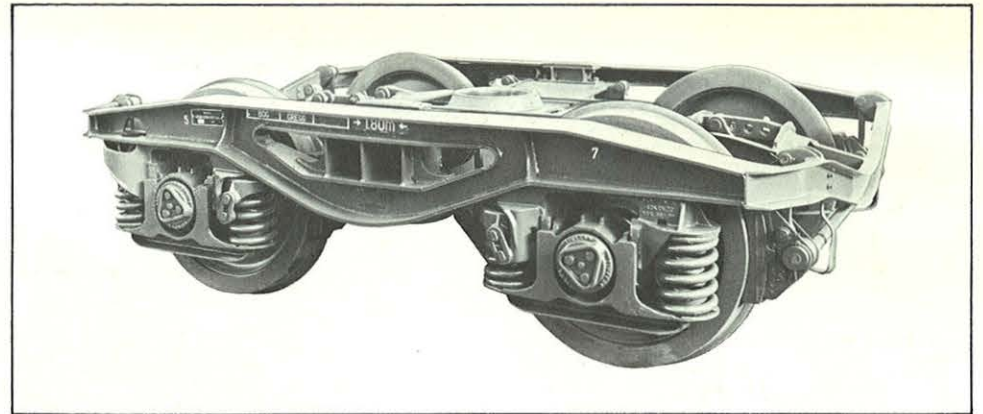
Cane cars for Uganda with 12" cast steel wheels, roller bearings and screw hand brake; car equipped with hold-down chains and windlass. Capacity: 4 tons. Track Gauge: 610 mm (24").



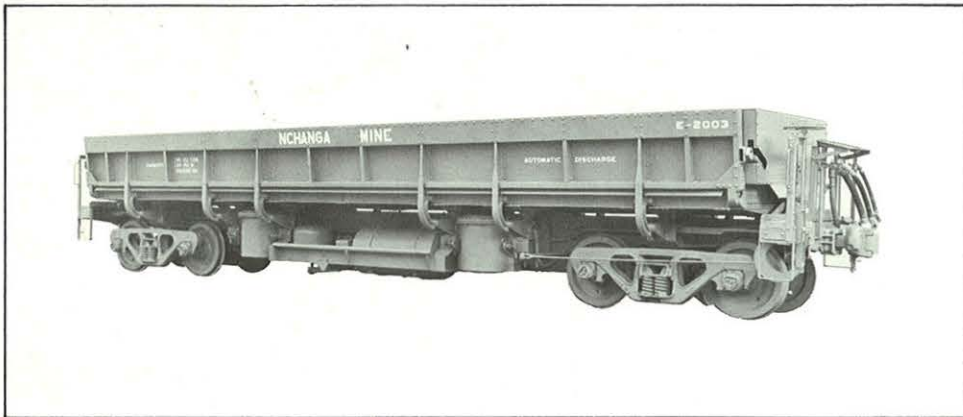




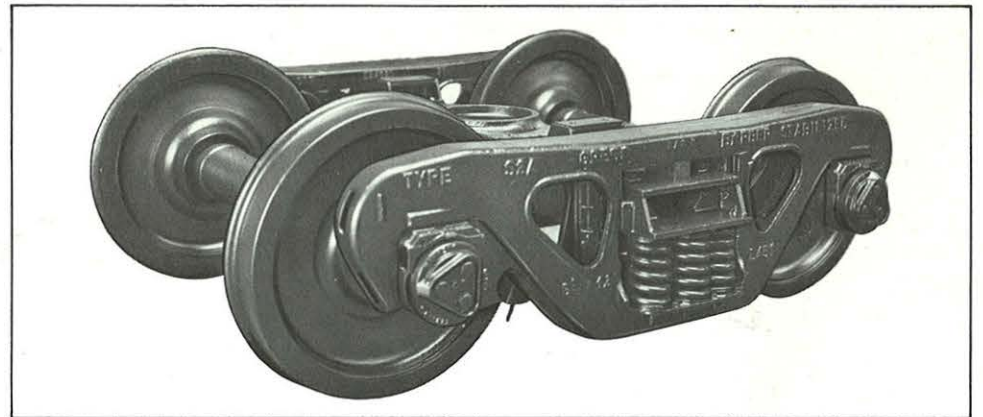
Tray cars for copper ore; Gregg-Barber stabilized bogies with roller bearings. Capacity: 28 tons. Track Gauge: 2'-6".



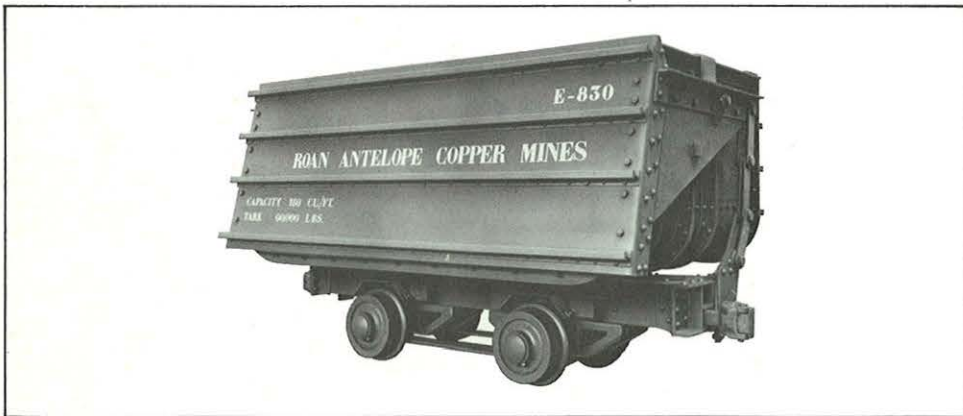
U.I.C. standard type Y-25 welded bogie with Timken AP roller bearings. Capacity: 20,000 kilos max. axle load. Track Gauge: 1435 mm (4'-8½").



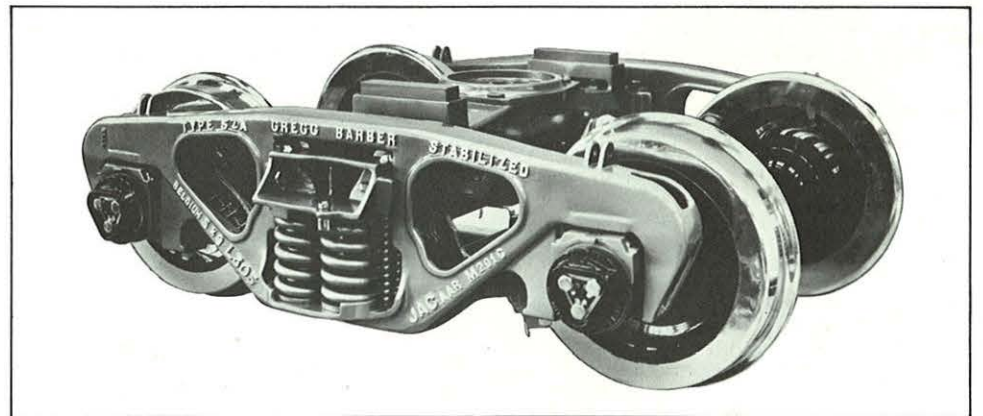
Two-way air dump cars for Zambia with Gregg-Barber stabilized bogies having Timken AP roller bearings and vacuum brakes. Capacity: 50 metric tons (30 cubic yards). Track Gauge: 1067 mm (42").



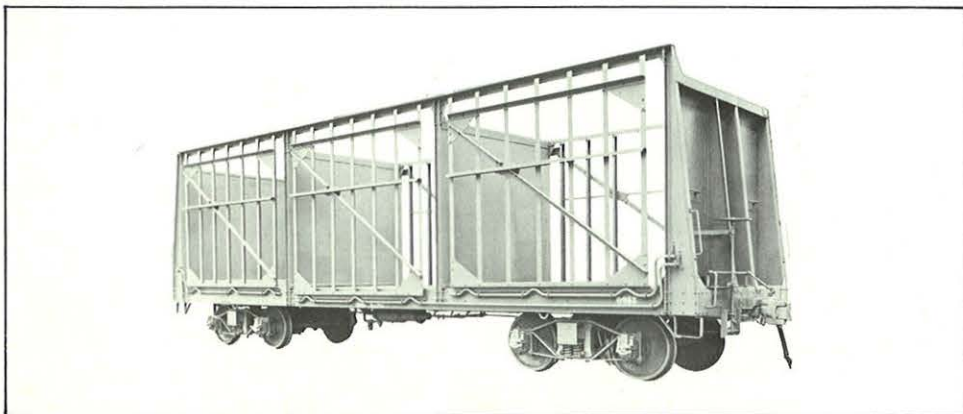
Gregg-Barber stabilized bogie with Timken AP roller bearings for 100-ton capacity cars. Track Gauge: 1435 mm (4'-8½").



Granby-type ore cars for Northern Rhodesia; sandwich floor, 2" oak between steel plates; SKF roller bearings in wheels. Capacity: 180 cubic feet. Track Gauge: 2'-6".



Gregg-Barber stabilized bogies for National Railways of Colombia for 35 ton capacity cars, with Timken AP roller bearings and multiple-wear wheels. Track Gauge: 914 mm (36"). Wheel Diameter: 24".



Three-compartment side discharge cane car; diamond arch-bar bogies with brass bearings. Capacity: 30 metric tons. Track Gauge: 4'-8½".



Gable-bottom coal cars; Gregg-Barber stabilized bogies with Unit brake beams. Capacity: 30 metric tons. Track Gauge: 1 meter.



