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“Future of Boxcar Freight”

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Boxcar Services gives Special Thanks to;

- Frank DeMasi
- Mike Callahan



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Started my Rail Road Career at Guilford Transportation Co.



Spent four years there.



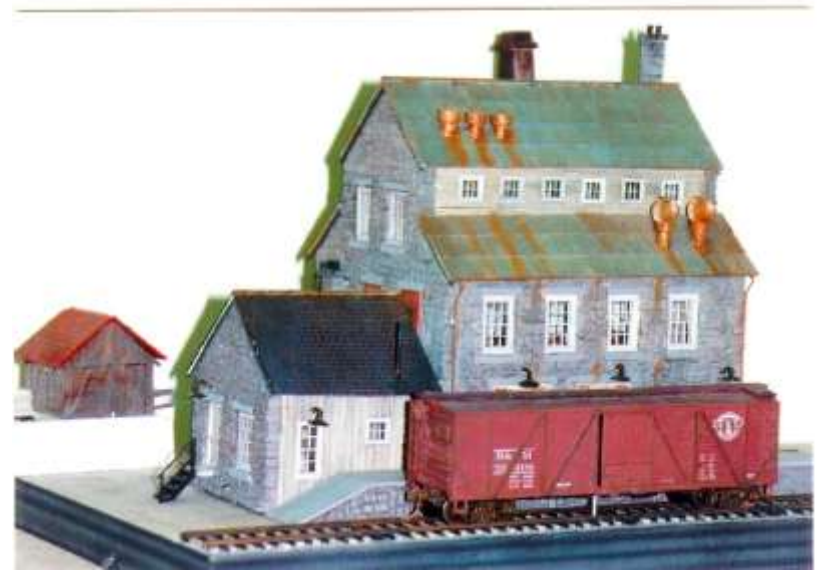
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Joined the Army! WHAT??

Figured that would be better than working for Guilford the rest of my life! I was right!



While in the Guards, went to work for Railway Design Associates



This proved worth while....



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Ended up being hired by Lionel Trains in Michigan!

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Best seven year “college” I could have went to!



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The Start of Boxcar Services

BCS started seven years ago to bring new ideas to a design mature industry.

- Research & Design
- Project Management
- Strategic Solutions & Planning
- Railcar Leasing Options



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Within those seven years, Boxcar has solved various issues within the transportation industry.

- Financing
- Boxcar modification programs
- New railcar designs
- Rail yard designs
- Railcar and locomotive placement
- Industry placements on shortline rail lines.



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What effects freight car traffic?

- Gas prices
- Economy
- Truck / Trailer shortage
- Driver shortage
- Road congestion
- Manufacturing opportunities
- Cheaper costs on rail
- 3-1 ratio truck to boxcar
- Recent requests for modern boxcars.



Does the Shipper Community know there are other options?



Which way to go from here?

RAIL

With some caveats....

- Railroads have to produce.
- Shortlines RR's are the way to go.
- Let RR's go the long haul.
- More transload and bulkload facilities.
- Shortlines respond better to single car loading.
- Shortlines respond better to customer issues.
- Shortlines can market the region better.
- Customer service issues.



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Shortline Railroads

- New England region needs more shortlines. Two class one Railroads control lines that should be short lined.
- Economy in NE to allow more manufacturing. Tax breaks, etc...
- NE issue, goods in, empties out.
- Not all lines are 286K gross rail weight.
- Boxcar is negotiating to purchase local rail lines.
- Huge request for boxcars in the past month
- Need money.

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**Types of railcars still in service are Plate C,
E & F 263K and 286K 50' & 52' Boxcars. Still
needed for industry today.**

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50', 60' and 62' Boxcars

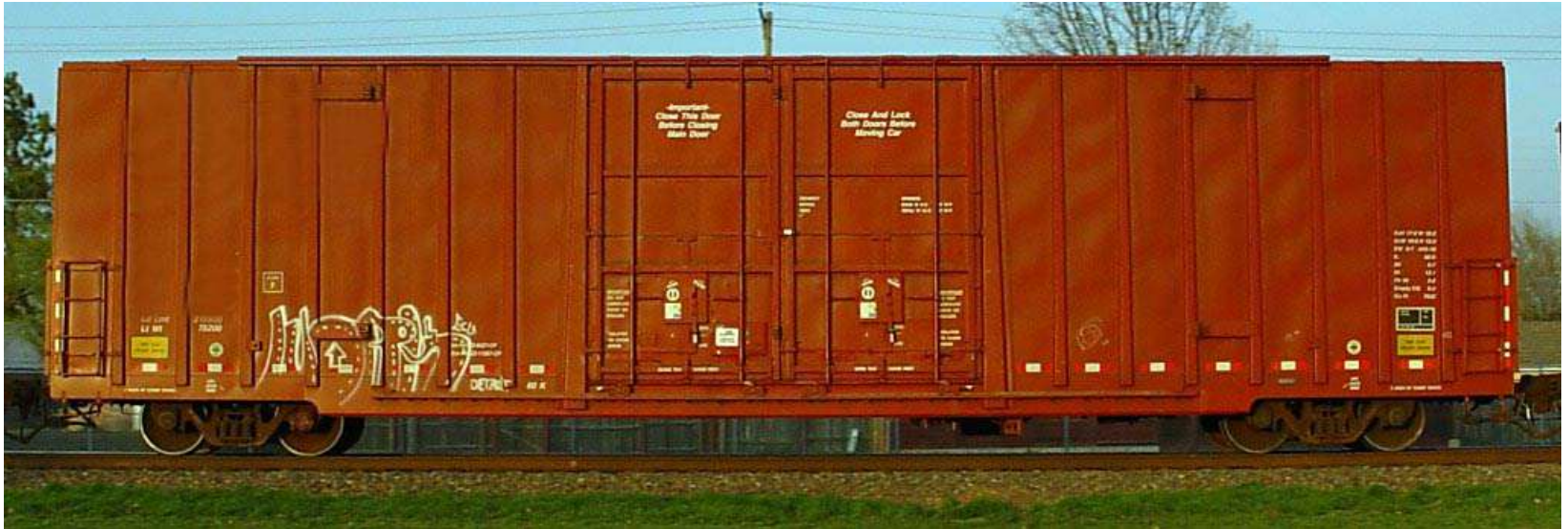
Cars equipped with;

- Sky Lights
- Aluminum roof
- New plug door system
- ASF super ride trucks
- EOC cushioning
- Long Travel CCSB's
- rated at 286K



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Boxcar details



62' Car equipped with; -Sky Lights -Aluminum roof -New plug door system -ASF super ride trucks -EOC Cushioning -Long Travel CCSB's



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Railcar Plates

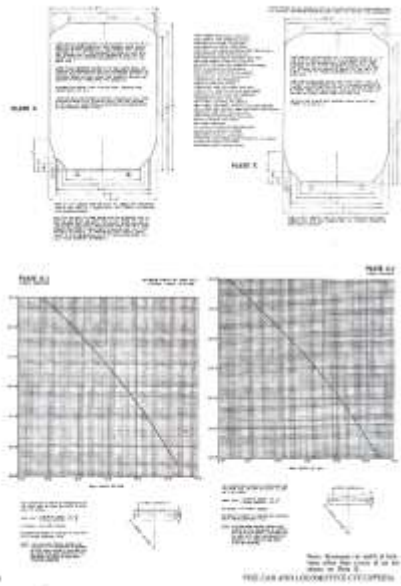


Plate A&B

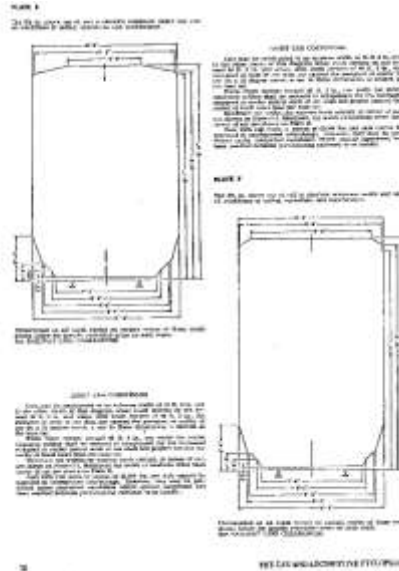


Plate E&F

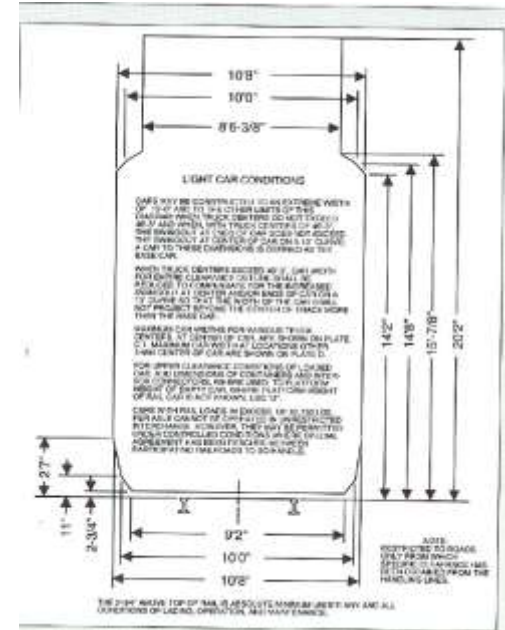


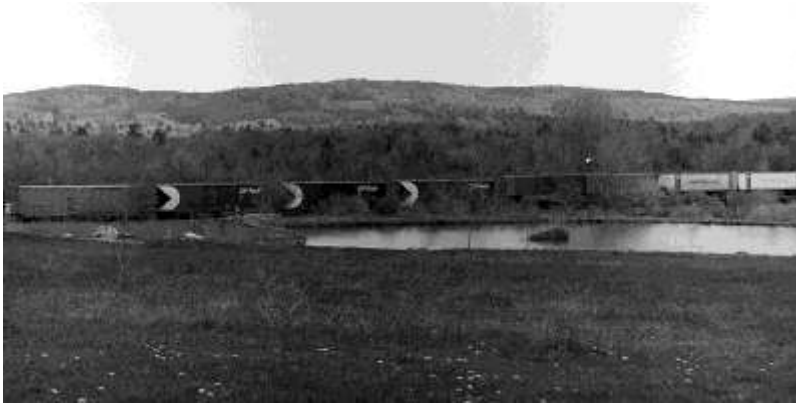
Plate G

Most Boxcars built today are either Plate E or F rated at 286K GRL.



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What is going by the way of the 40' boxcar?



Both photo's courtesy of Brian Solomon

“Where did the 40'er go!?”



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The 70 ton Plate B,C and Plate E 50' boxcar!

why?

- 50' 70 ton boxcars built in the 70's are being replaced by newer, more efficient 60' and 62' Plate F boxcars.
- Costly to bring up to 100 ton or even 286K GRL. Old.
- Most have been beat up.
- RR's charge for not having 100 ton cars or higher GRL.
- Over 35,000 in scrap lines

now. More to come.



Get your pictures now!

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Small tribute to the 70 ton box

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Here's where the boxcars are ending up. As Scrap Piles.

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Why? Because the costs are too much to upgrade to the higher weights.



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What is Boxcar Services doing now to help costs?

- Rebuilding more 86' Boxcars with the higher roof and doors.
- Investing in 50' and 60' plate F boxcars.
- Modifying gondola's for higher capacity.
- Supplying the right railcars to shippers who are converting from truck to rail.
- Investing in local rail lines.



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Boxcar Services
doesn't want you
to end up where
you **don't** want to
be... do you?



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Boxcar Services is the bridge to your business solutions for your transportation needs.



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