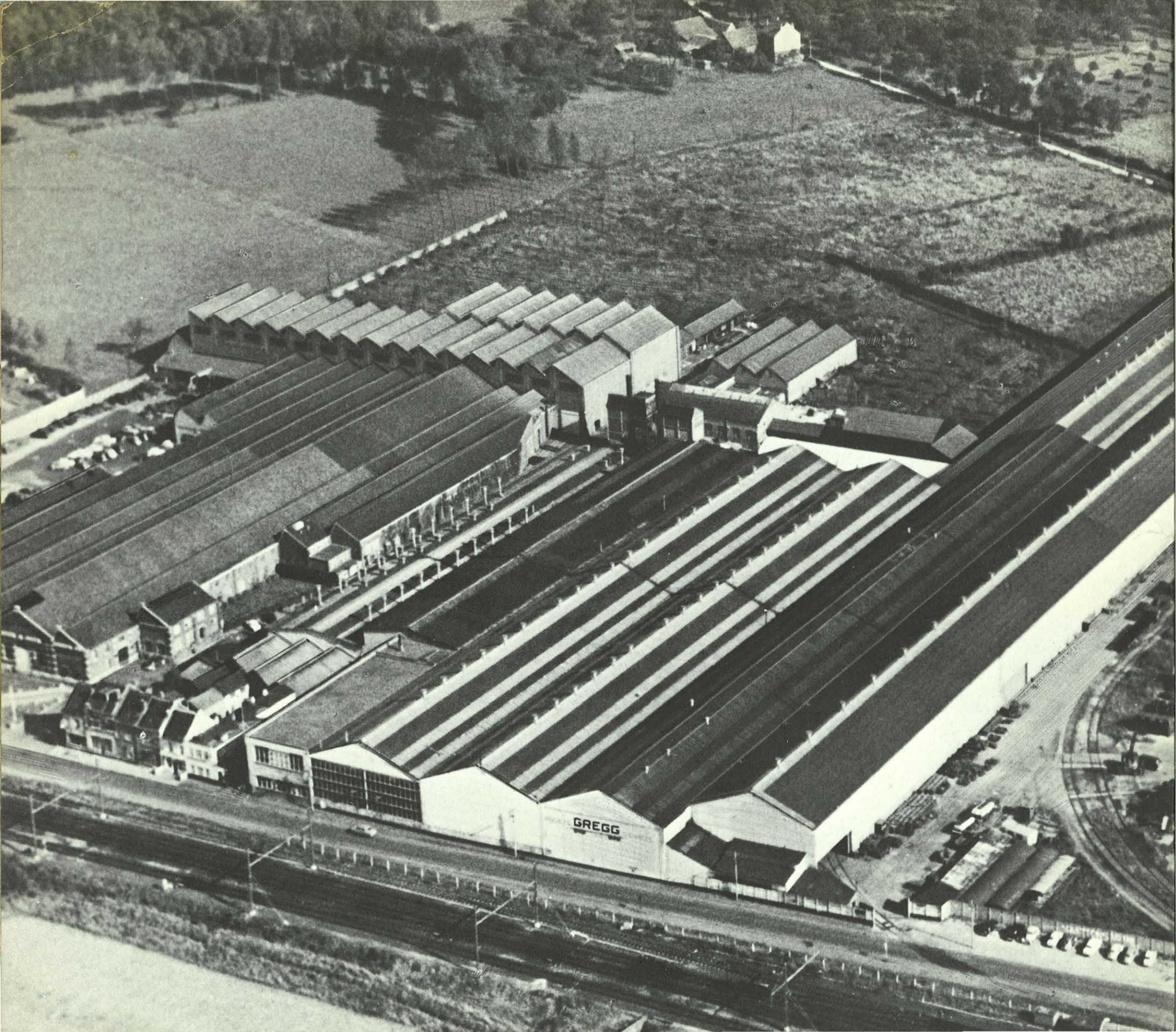
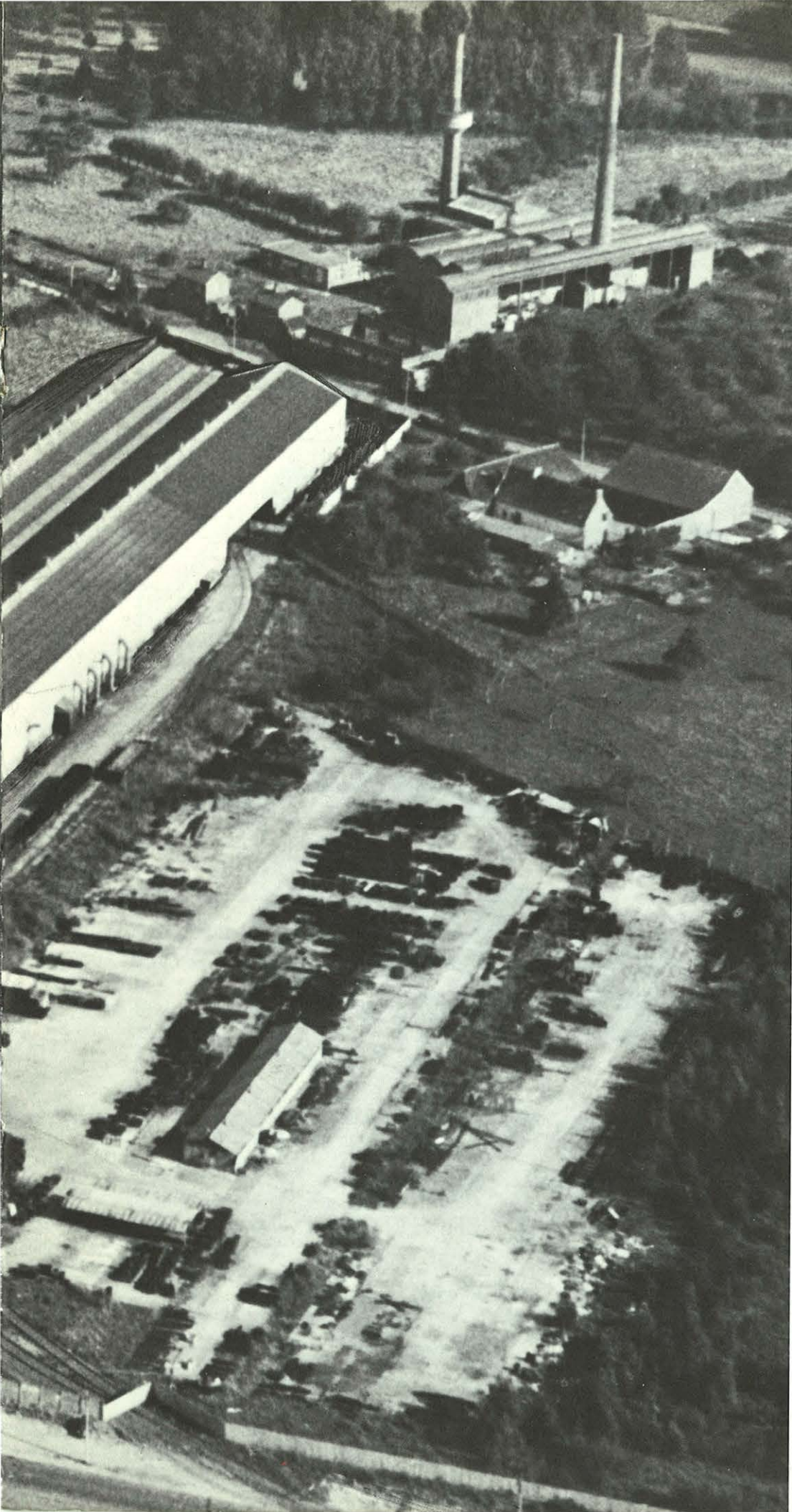




GREGG





Introduction

The Gregg Company, Ltd., and Societe Gregg d'Europe, S.A. have been building all types of railroad cars since 1898.

The Gregg plant is located at Lot, Belgium, on the outskirts of Brussels. It occupies 15 acres, of which more than half is under one roof. The machinery and tooling in the plant are continually modernized to increase the efficiency required for the manufacture of different types of waggons to satisfy the varied requirements of private and state-owned railways operating throughout the world.

Gregg personnel are thoroughly familiar with the material and design specifications required by railway systems everywhere. The range of capability stretches from heavy-duty ore cars (100-ton capacity), built in accordance with AAR standards; through special box cars with sliding roofs, built in accordance with UIC standards; down to light cars of 10 to 15 tons capacity for the transport of agricultural products such as sugar cane, bananas, sisal, etc.

To further satisfy these needs, Gregg manufactures bogies for various railway systems. This includes the manufacture under license of the Gregg-Barber AAR-type stabilized bogie, as well as the UIC type Y-25. For the many railways all over the world, the bogies and the waggons are built to satisfy the various conditions of track gauge, ranging from 2 feet to the broad gauge of 5'-6". In this manner, the Gregg organization takes complete responsibility for the design, construction, and assembly of the car. This assures a single source of supply for all parts and services throughout the life of the car.

From long experience, Gregg is thoroughly familiar with the importance of proper preparation for ocean shipment, and special attention is given to packing, marking, and securing so that reassembly at destination is easily achieved with local labor.

Gregg executives and engineers continually visit the railways in many foreign countries, thus familiarizing themselves personally with individual requirements. In addition, our vast network of agents and representatives located on every continent stands ready to offer and render all assistance where necessary.

Information Required for Quotation

Inquiries for any type of car, illustrated in this brochure or not, will be promptly answered. To assist the Gregg Engineering Department, please give us the following basic information:

- Description, type, and quantity of car required.
- Capacity (preferably both volume and weight of load to be carried).
- Permissible axle loading (maximum weight that each axle can carry, usually based on rail conditions).
- Track gauge over which cars are to operate.
- Limiting overall dimensions or clearance diagram.
- Brief description of specialties required:
 - Type of braking system — new or should it be compatible with an existing system?
 - Type of coupling arrangement and coupler height.
 - If bottom discharge, what type, to the side or between rails?
 - Any applicable standards (such as A.A.R., U.I.C., A.L.A.F., ANZAC, or other)?

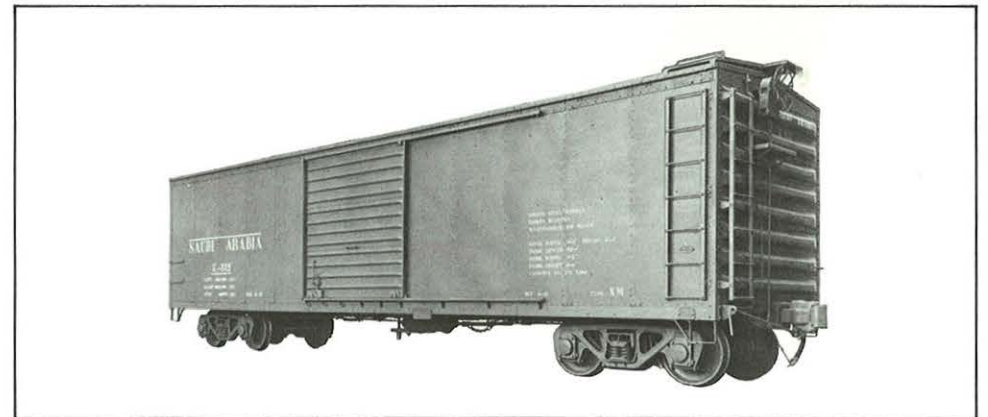
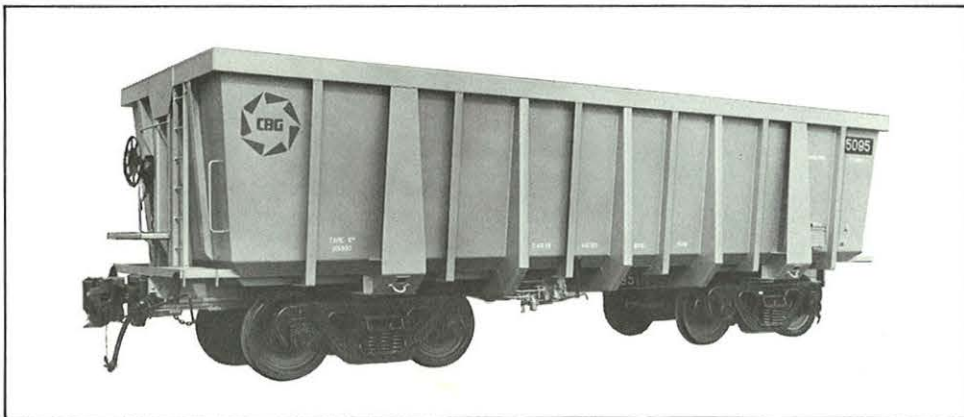
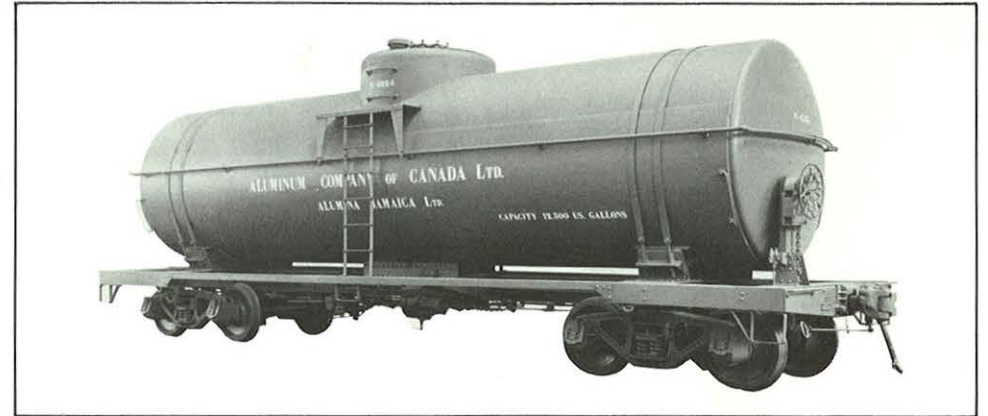
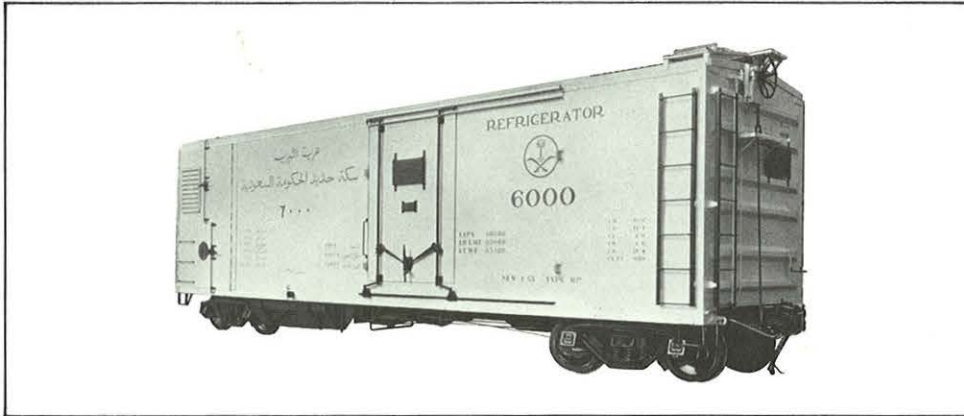
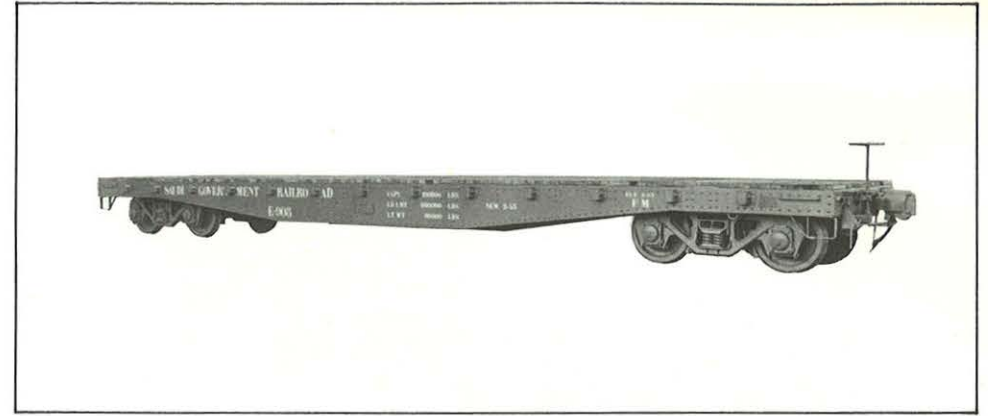
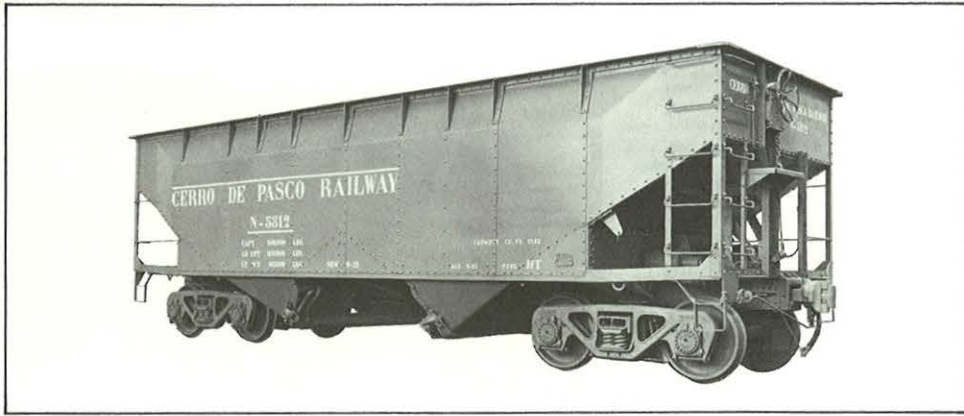
If any specifications or drawings describing the required cars are available, they should be included with the inquiry. Our multilingual staff will be able to review these regardless of language.

All inquiries should be mailed to:

The Gregg Company, Ltd.
P.O. Box 430
Hackensack, N.J. 07602
U.S.A.

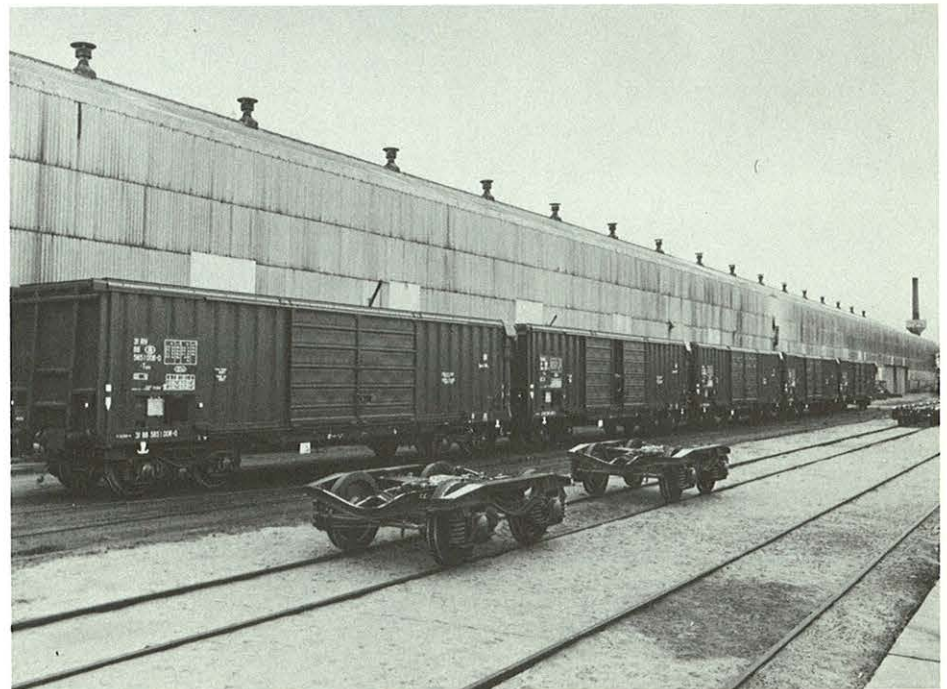
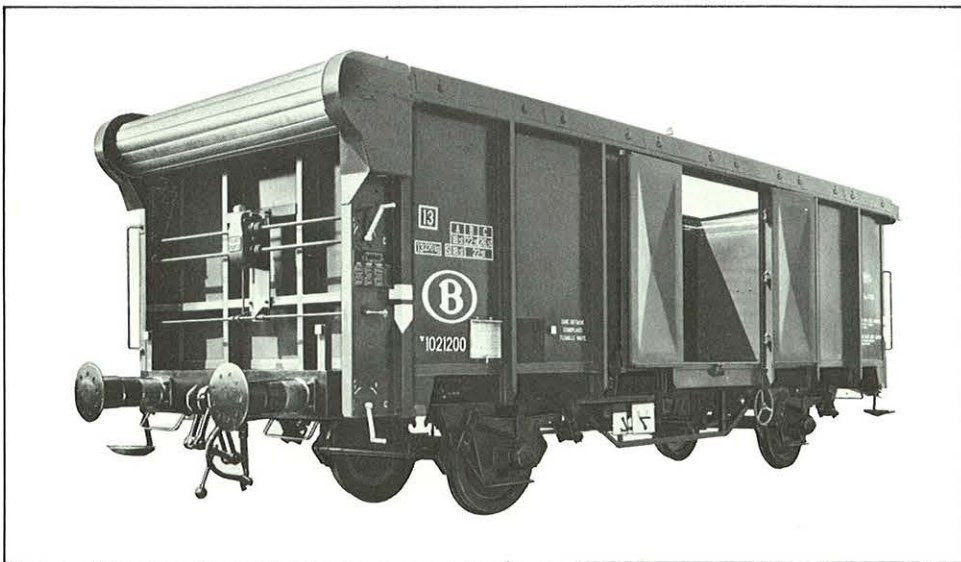
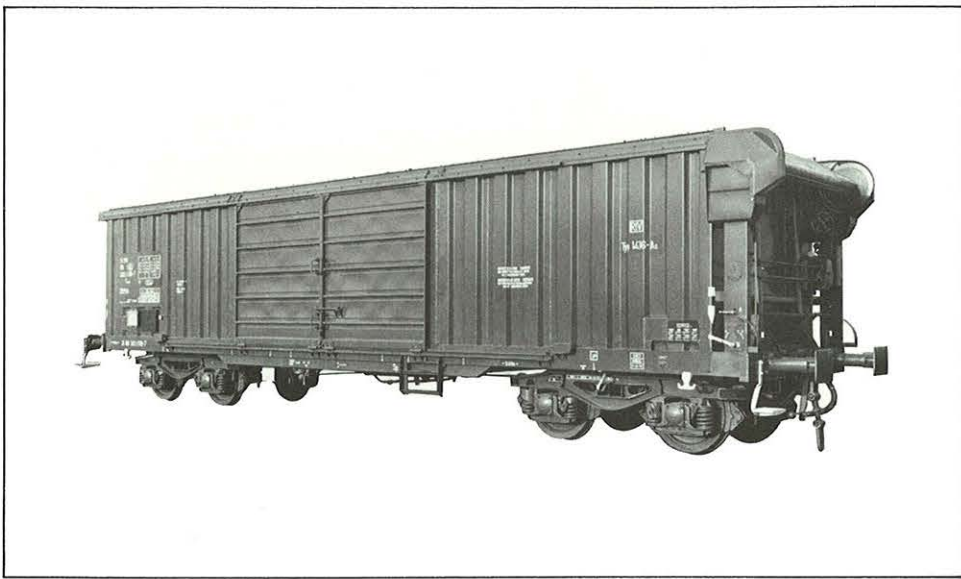
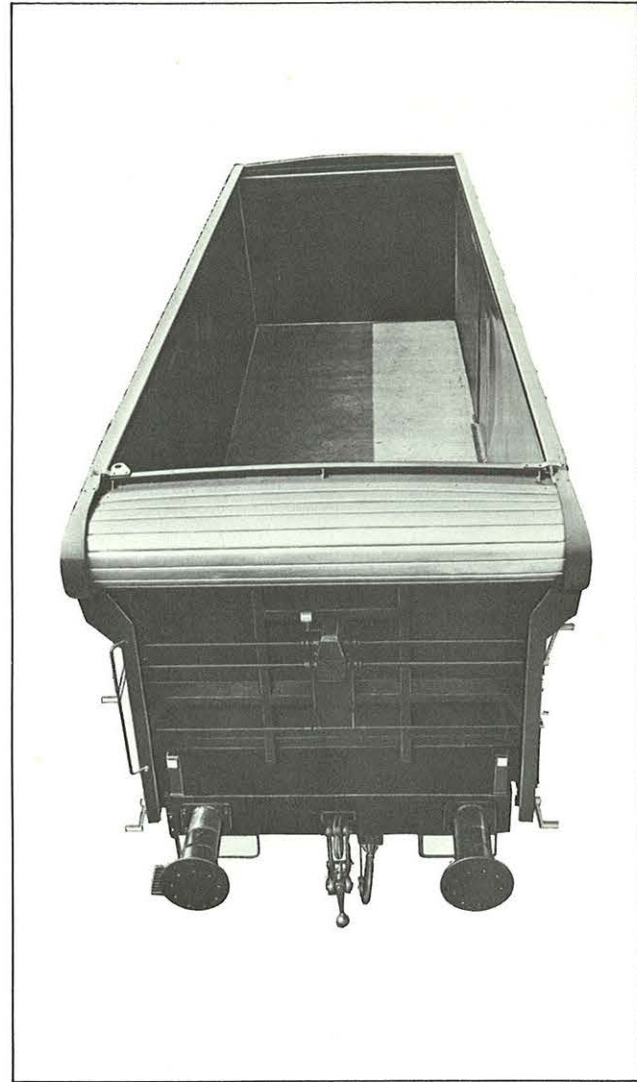
or
Societe Gregg d'Europe S.A.
B-1660 Lot
Belgium

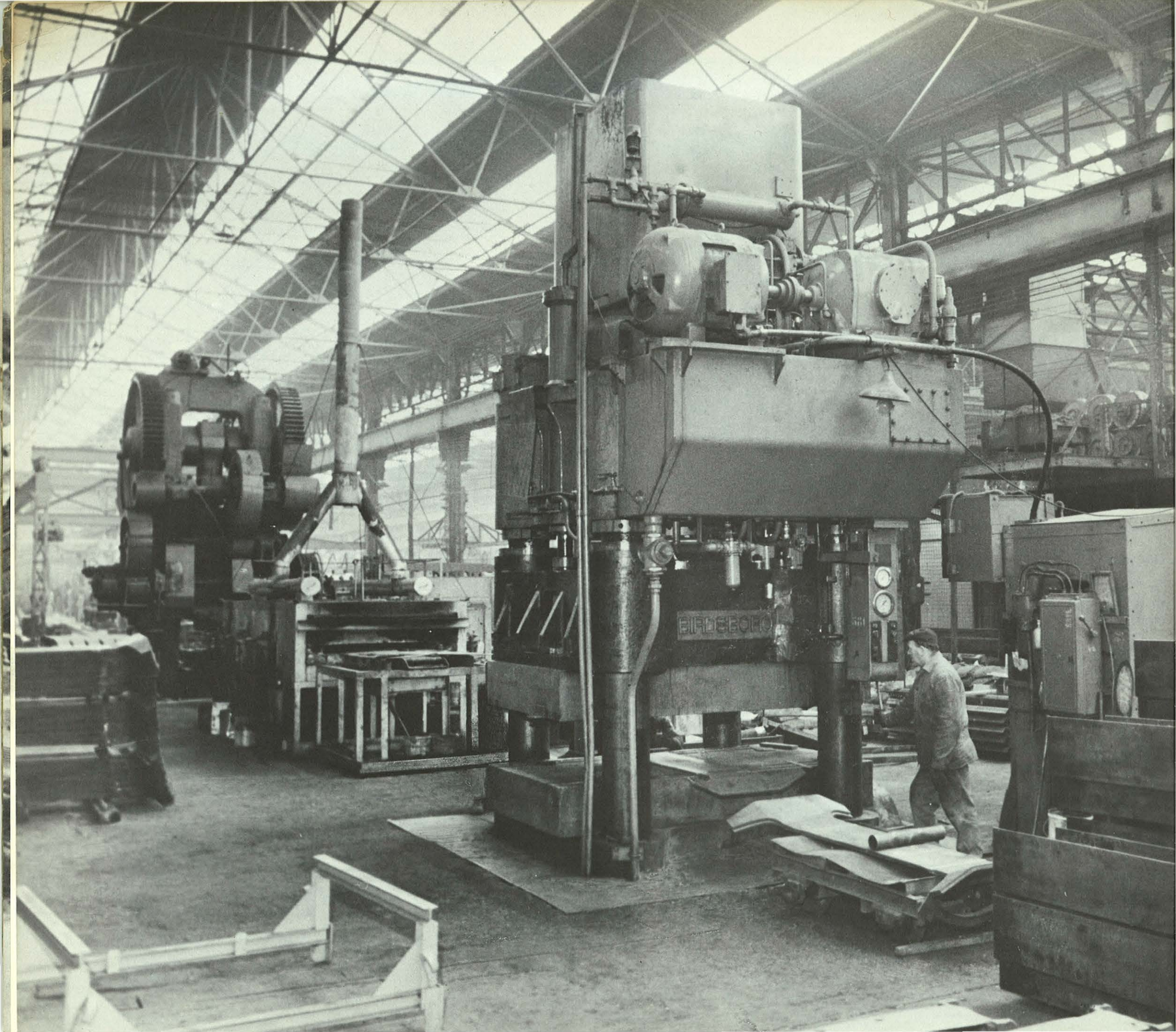
A.A.R. Cars

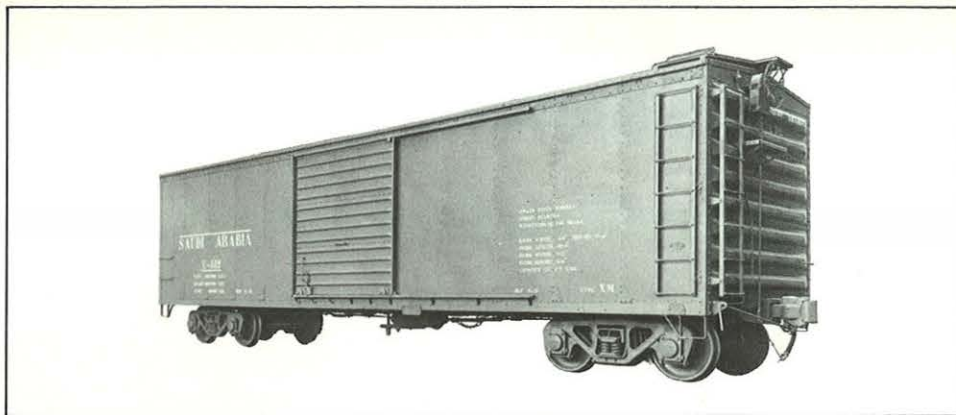


Gregg builds cars to all railway designs, including the A.A.R. and U.I.C. standard models shown here.

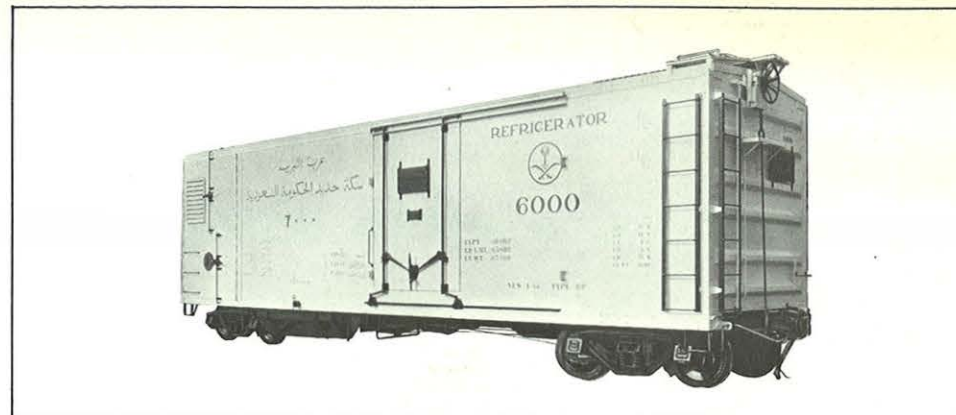
U.I.C. Cars



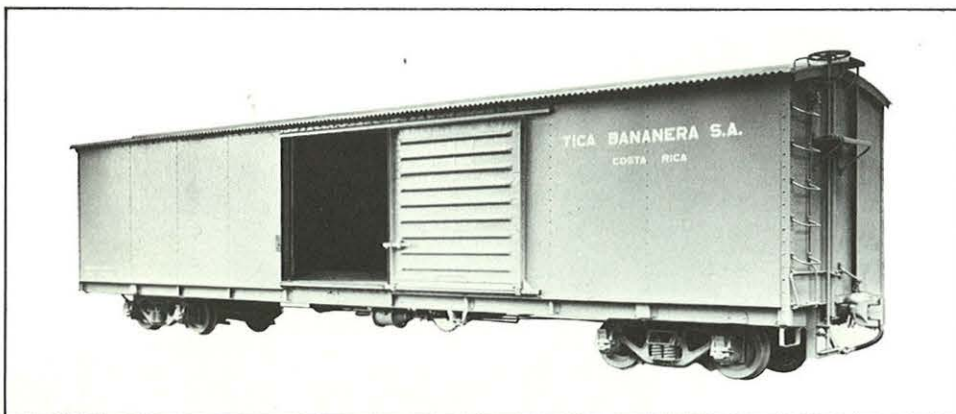




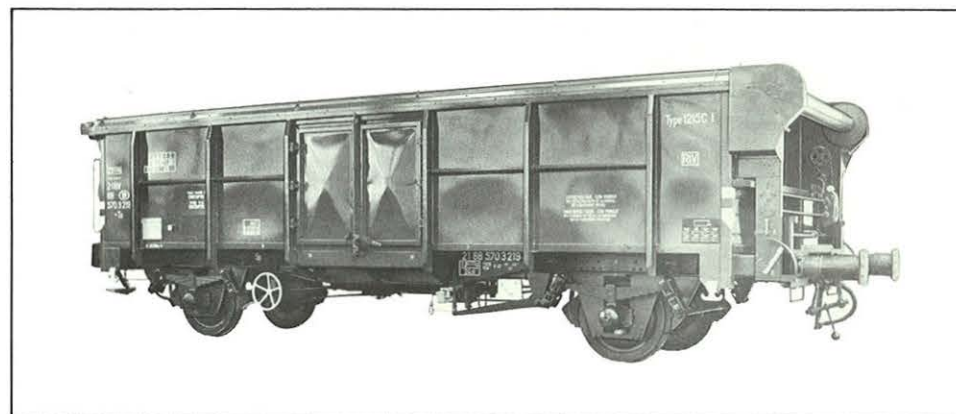
All-steel box car for Saudi Arabia; self-aligning bogies with Timken roller bearings. Capacity: 50 tons. Track Gauge: 4'-8½".



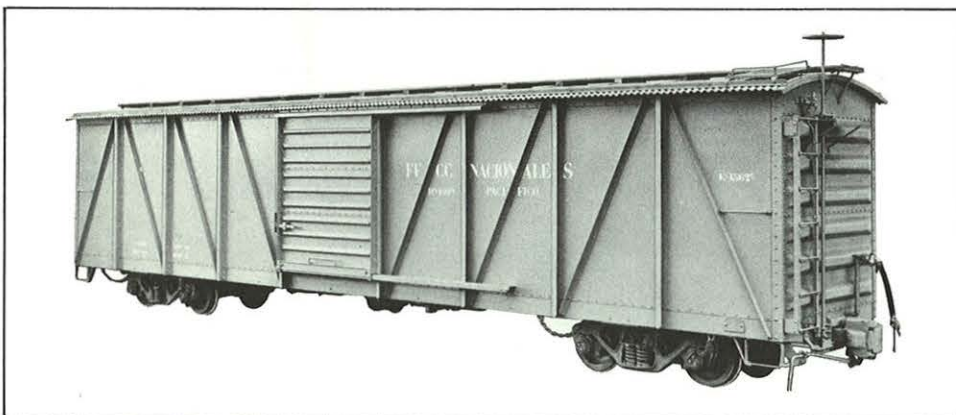
Refrigerator cars for Saudi Arabia equipped with diesel-powered refrigeration and Gregg-Barber stabilized trucks. Capacity: 40 tons. Track Gauge: 4'-8½".



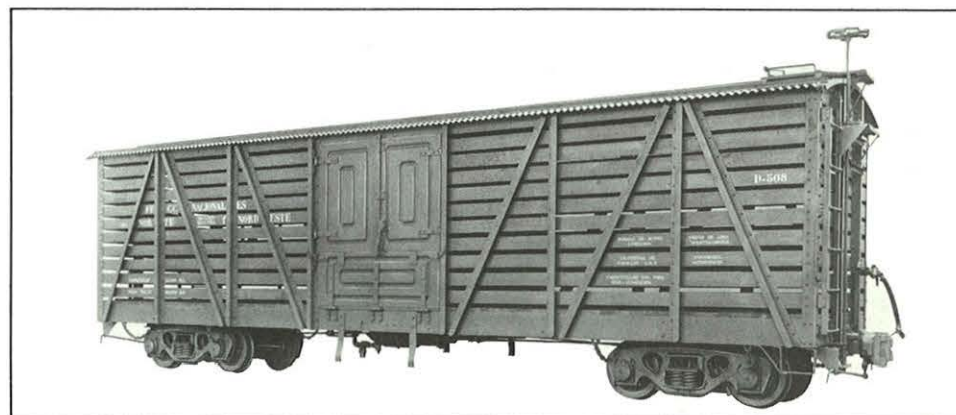
Ventilated box cars for shipping bananas in cartons; Gregg-Barber stabilized bogies with Unit brake beams. Capacity: 30 tons. Track Gauge: 3'-6".



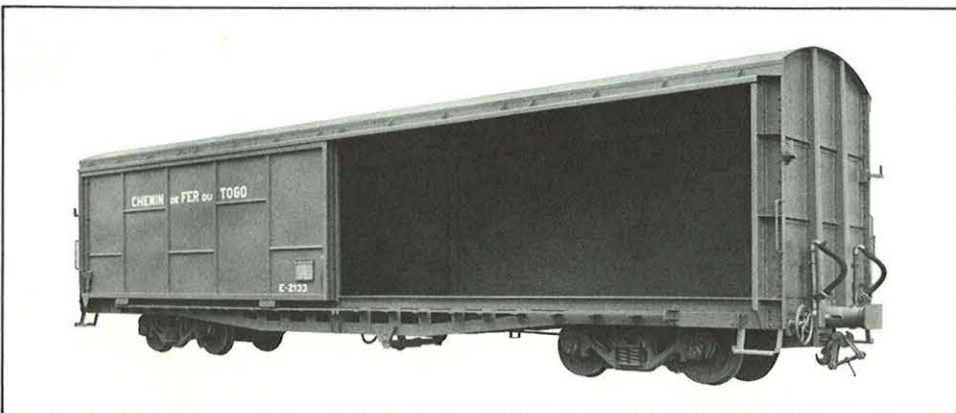
Two-axle gondolas with roll-up roof for Belgian State Railways. Maximum Axle Load: 20 metric tons. Track Gauge: 1435 mm. Length over End Sills: 9260 mm.



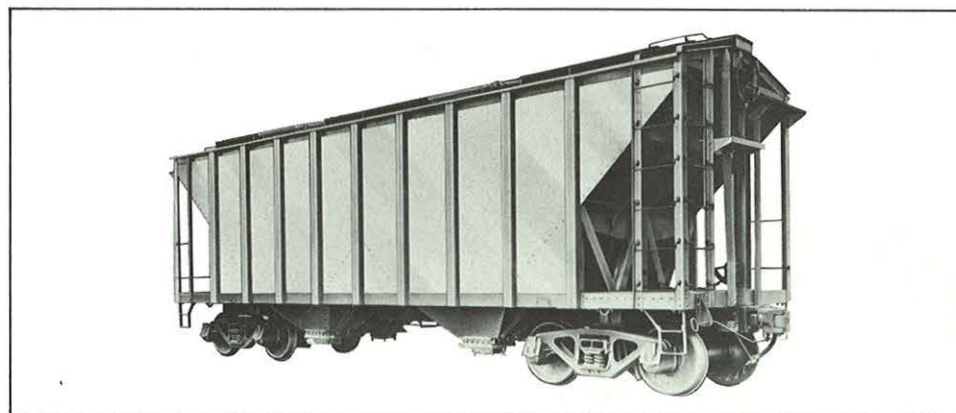
Box cars for National Railways of Colombia with Gregg-Barber stabilized bogies having Timken AP roller bearings. Capacity: 35 metric tons. Length of Underframe: 12344 mm. Width of Underframe: 2286 mm. Track Gauge: 914 mm (36").



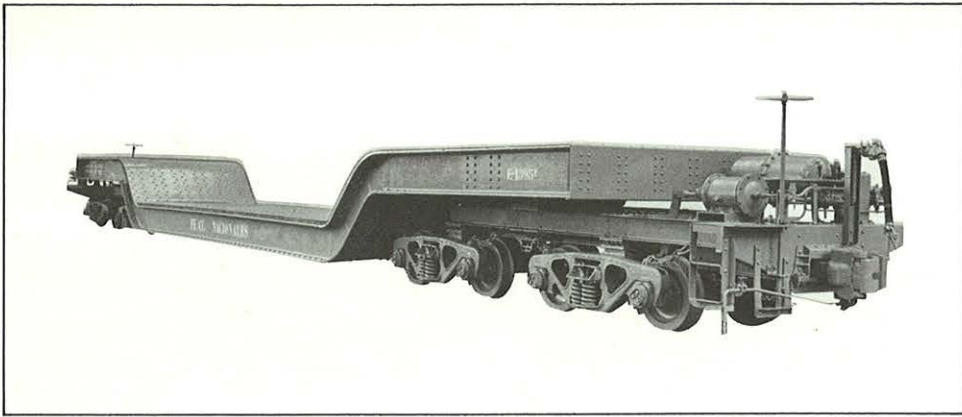
Composite cattle cars for Colombia; spring-plankless bogies with Timken roller bearings. Capacity: 25 metric tons. Track Gauge: 3'-0".



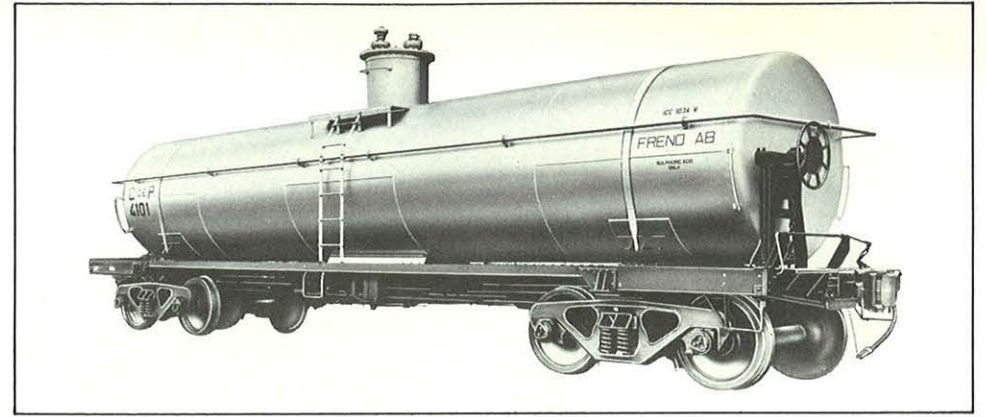
Box cars for Togo Railway with Gregg-Barber stabilized bogies having SKF-RBU roller bearings and vacuum brakes with slack adjuster. Capacity: 33,500 kilos. Inside Length: 12140 mm. Inside Width 2566 mm. Door Opening: 5890 mm. Track Gauge: 1 meter.



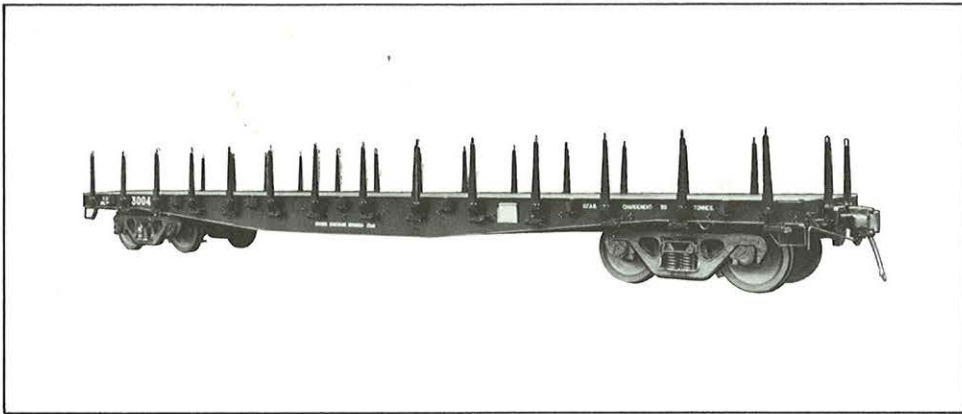
Covered hopper cars for alumina, welded aluminum construction; self-aligning bogies with brass bearings. Capacity: 65 tons. Track Gauge: 4'-8½".



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.



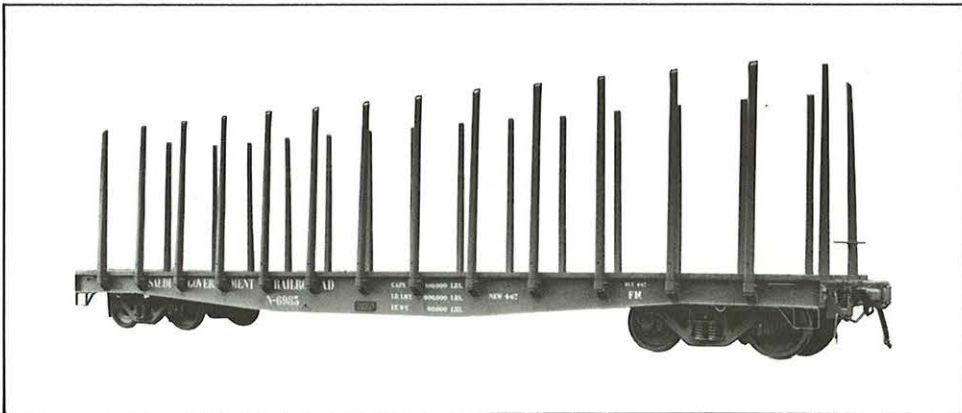
Sulphuric acid tank cars for Cerro de Pasco-Peru with Gregg-Barber stabilized bogies having Timken AP roller bearings. Capacity: 53.5 tons; 8000 gallons. Tank Inside Diameter: 6'-2". Length over Tank Heads: 35'-11 3/4". Track Gauge: 4'-8 1/2".



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.



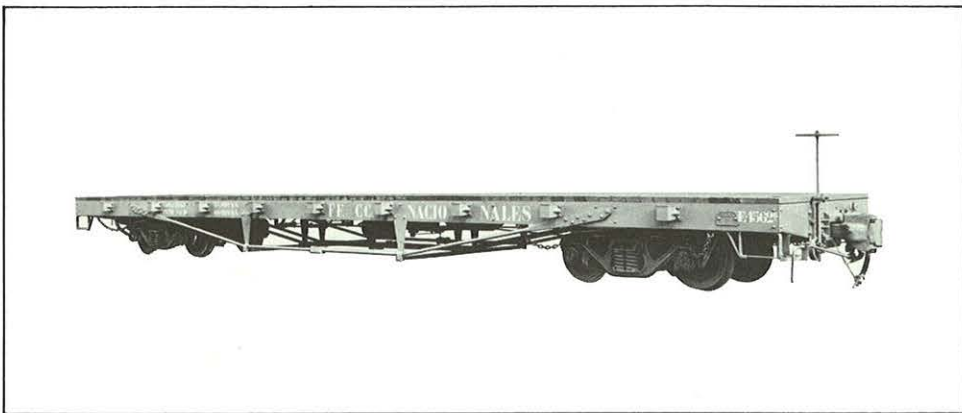
Tank cars for Ghana, with self-aligning bogies, brass bearings, vacuum brakes and link and pin couplers. Capacity: 9,200 imperial gallons. Track Gauge: 3'6". Tank Inside Diameter: 6'-10 3/4". Length over Heads: 41'-3".



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".

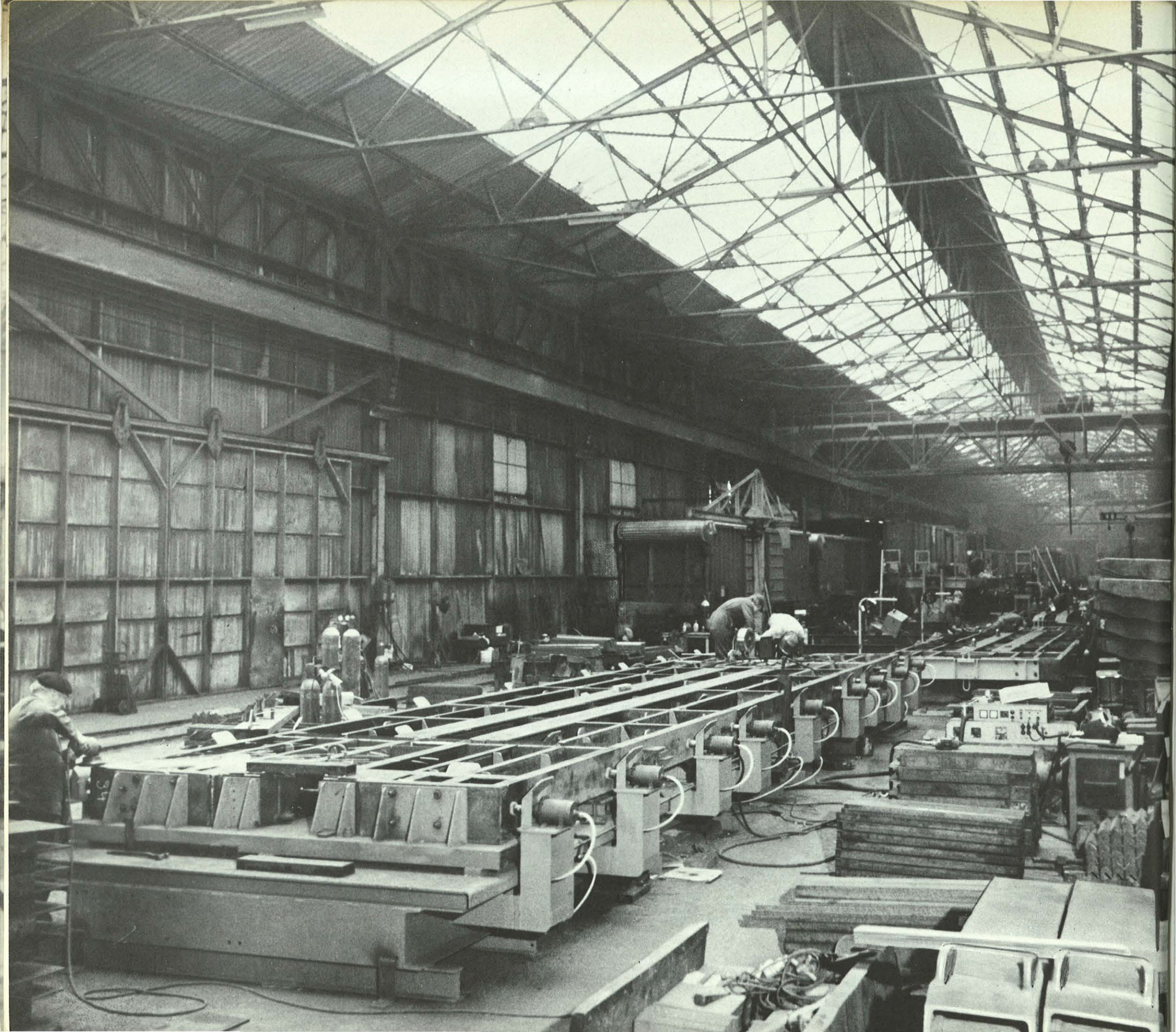


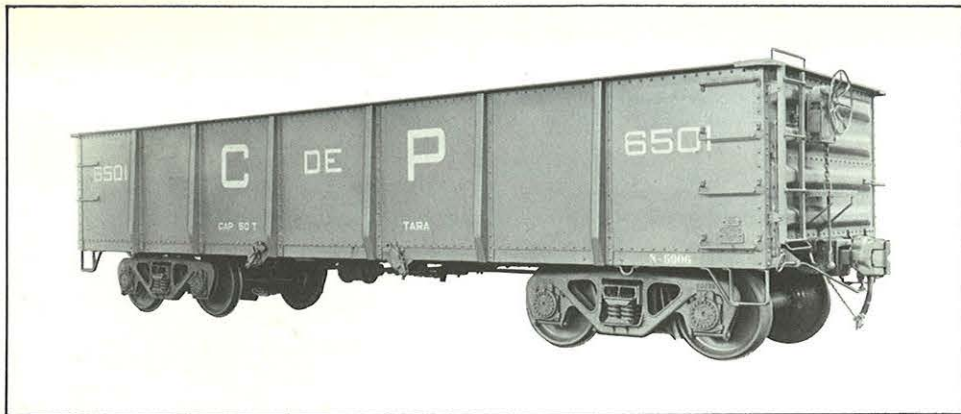
Flat cars for Colombia with truss rods assembled at destination to reduce shipping charges. Capacity: 35 tons. Track Gauge: 3'-0".



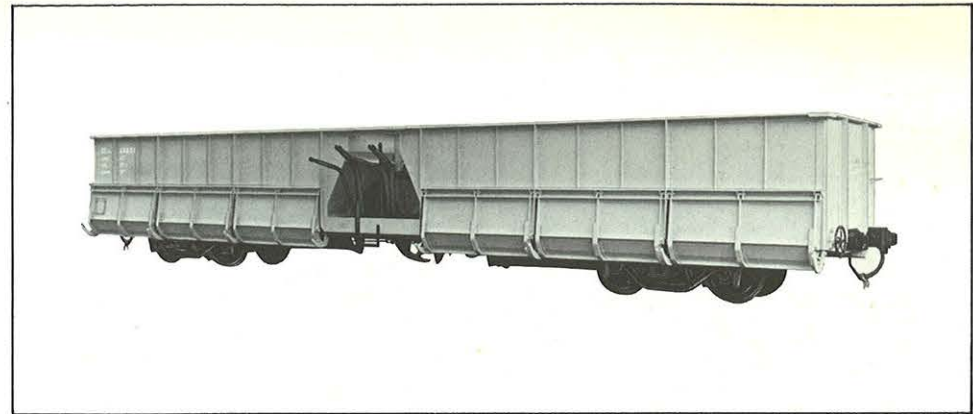
Tank cars for Sudan Railways with self-aligning bogies and vacuum brakes. Capacity: 10,500 imperial gallons. Track Gauge: 42". Tank Inside Diameter: 7'-5 3/4". Length over Heads: 40'-8".



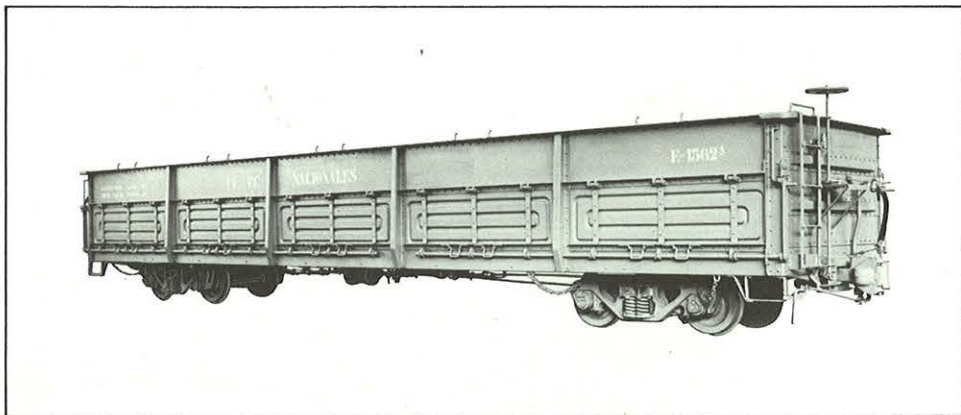




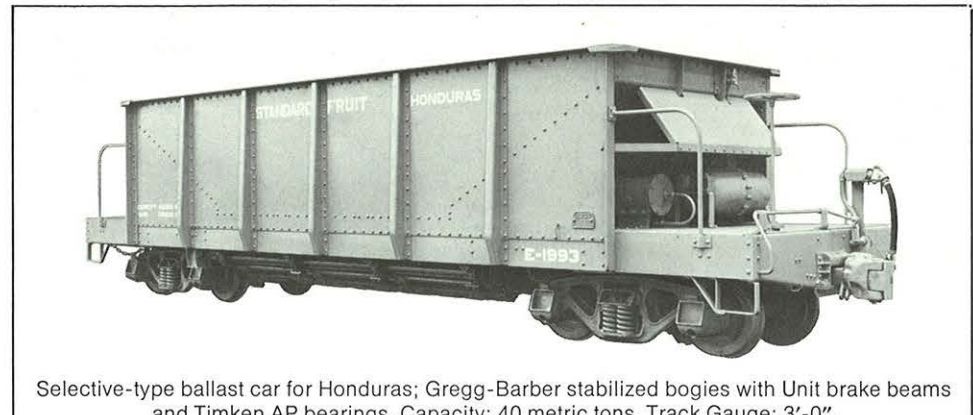
Bottom-discharge gondola for concentrates; self-aligning bogies with roller bearings. Capacity: 50 tons. Track Gauge: 4'-8½".



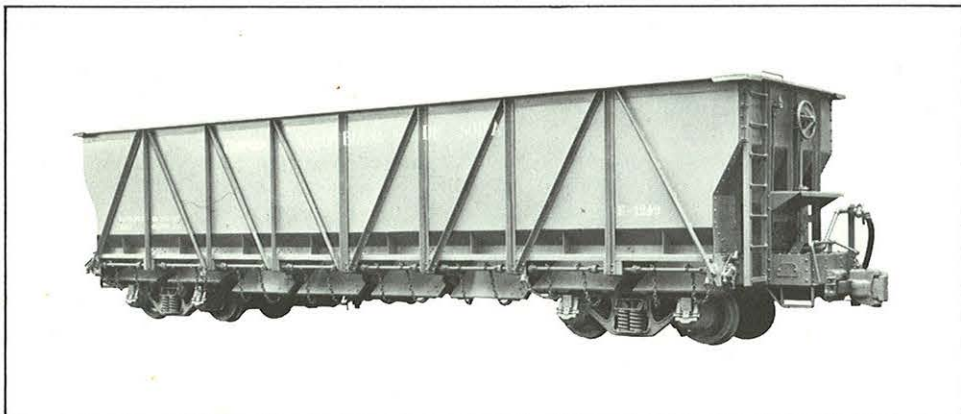
Central controlled discharging ballast cars for Cameroun Railways. Capacity: 45 metric tons. Track Gauge: 1 meter.



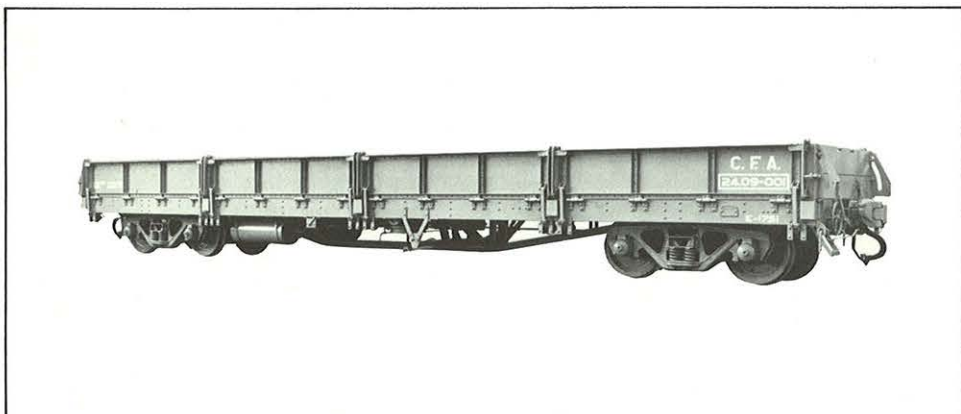
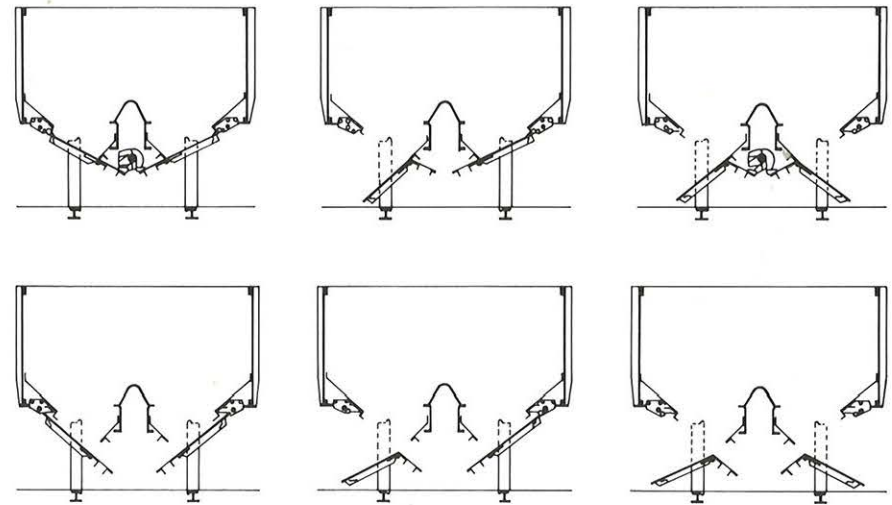
Side-door gondolas with lift doors; Gregg-Barber stabilized bogies with Unit brake beams and Timken bearings. Capacity: 35 metric tons. Track Gauge: 3'-0".



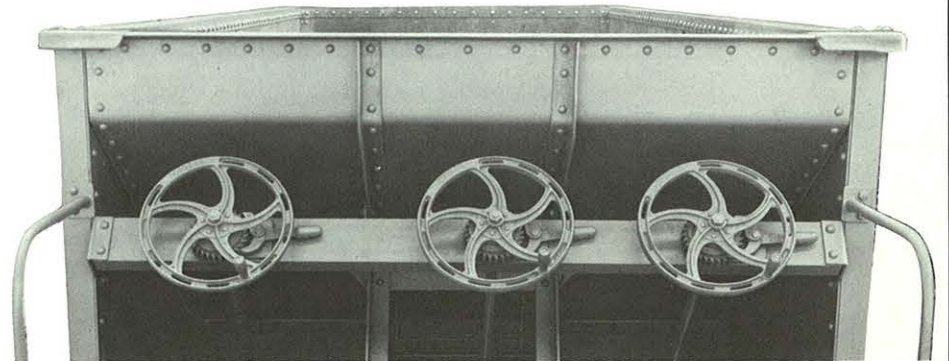
Selective-type ballast car for Honduras; Gregg-Barber stabilized bogies with Unit brake beams and Timken AP bearings. Capacity: 40 metric tons. Track Gauge: 3'-0".



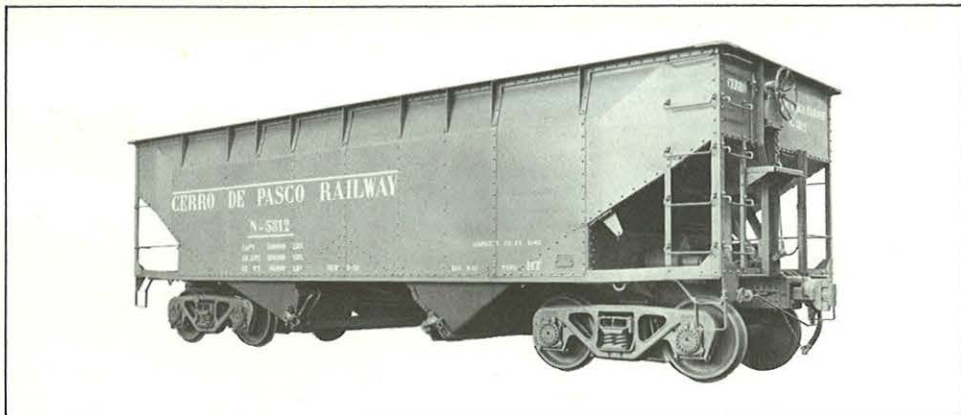
Drop-bottom gondolas for Colombia; Gregg-Barber stabilized bogies with Unit brake beams and brass bearings. Capacity: 40 tons. Track Gauge: 3'-0".



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.



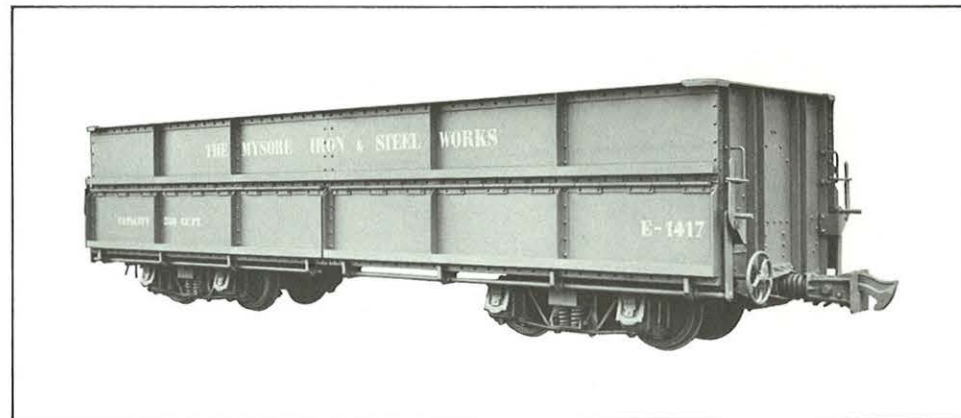
Twin-hopper ore cars for Peru; self-aligning bogies with roller bearings. Capacity: 50 tons — 2,145 cubic feet. Track Gauge: 4'-8½".



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".

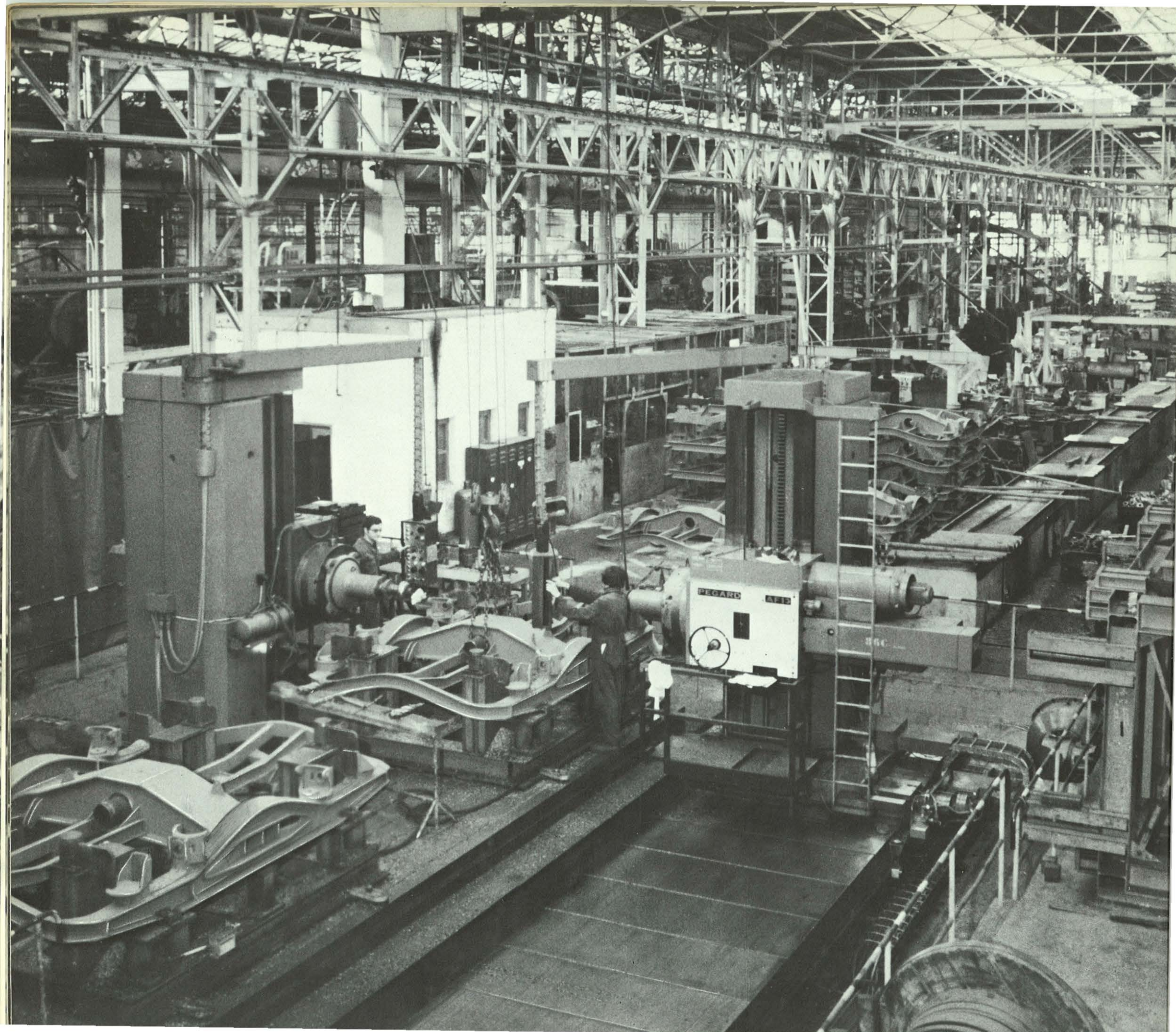


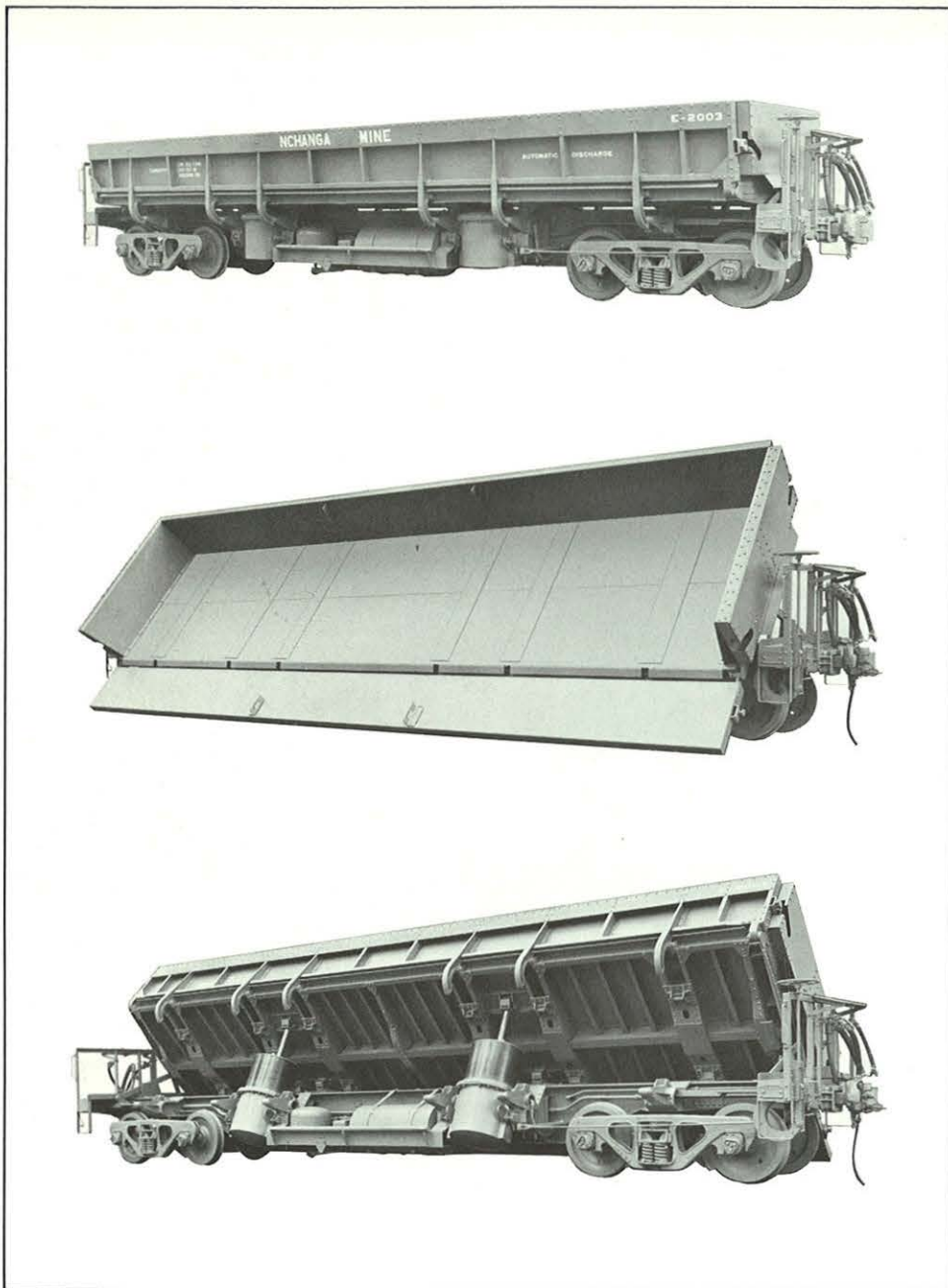
Bottom-discharge hopper cars with quick-opening doors for concentrates for Cerro de Pasco-Peru with Gregg-Barber stabilized trucks having Timken AP roller bearings. Capacity: 50 metric tons (995 cubic feet). Track Gauge: 1435 mm. Underframe Length: 7300 mm.



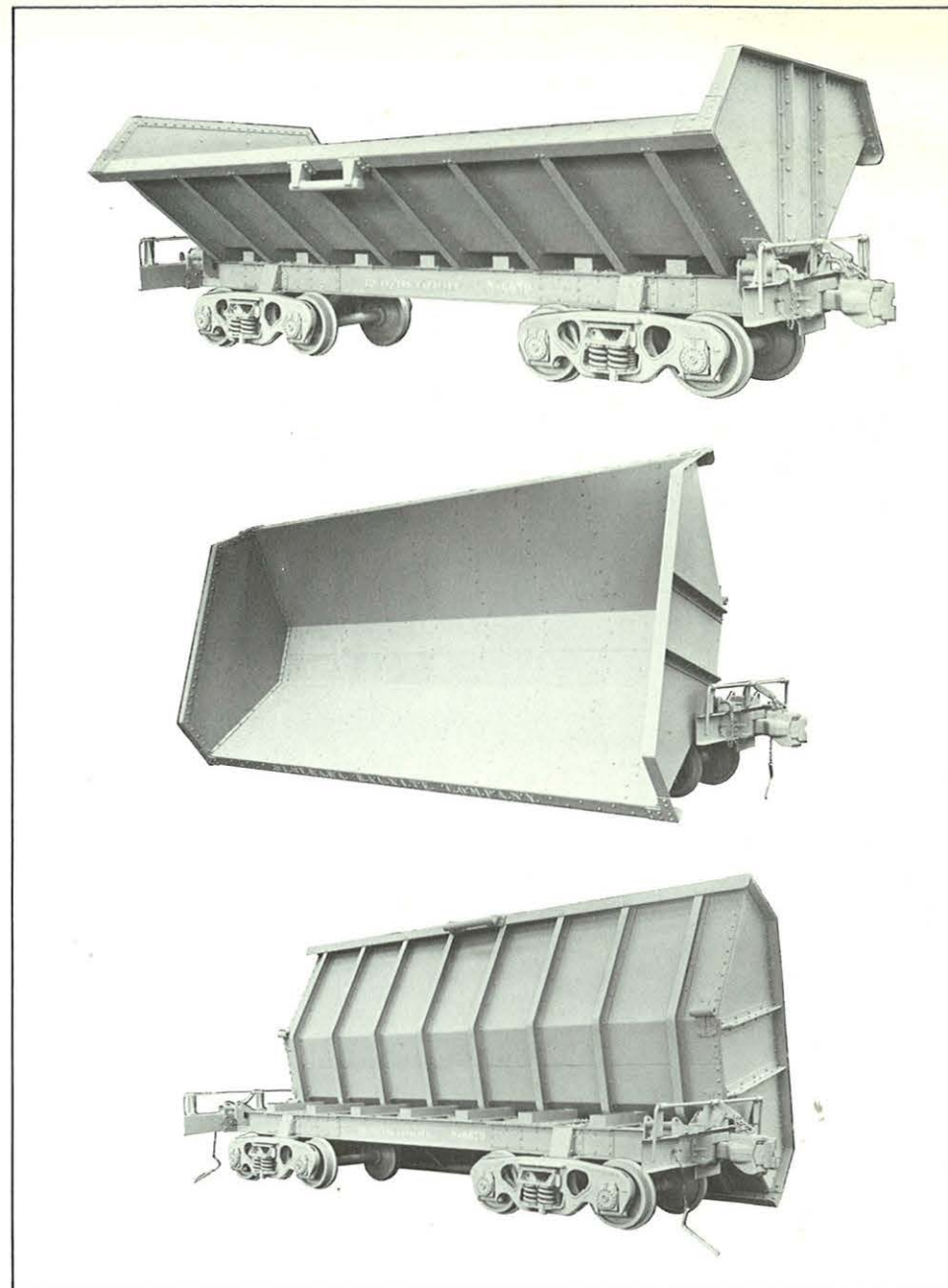
Ore cars, for Cie. de Bauxite de Guinee with Gregg-Barber stabilized bogies having Timken AP roller bearings and WABCO PAC brakes. Capacity: 75 metric tons (56 M³). Track Gauge: 1435 mm. Inside Length: 9680 mm. Inside Width: 3000 mm.



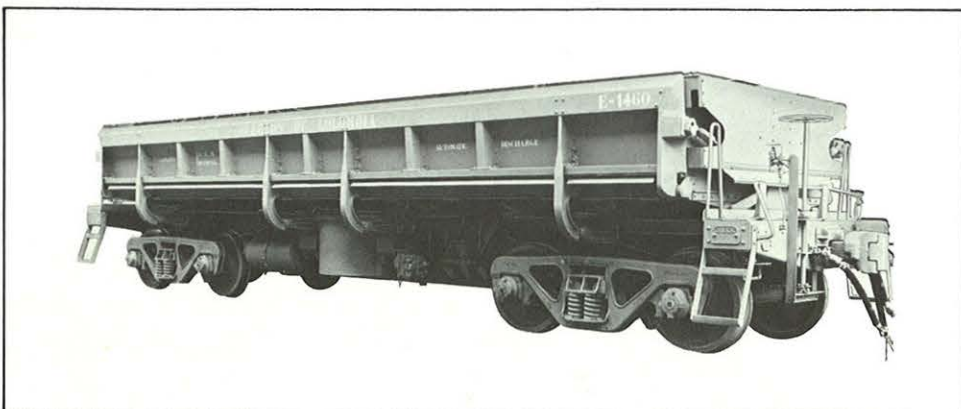




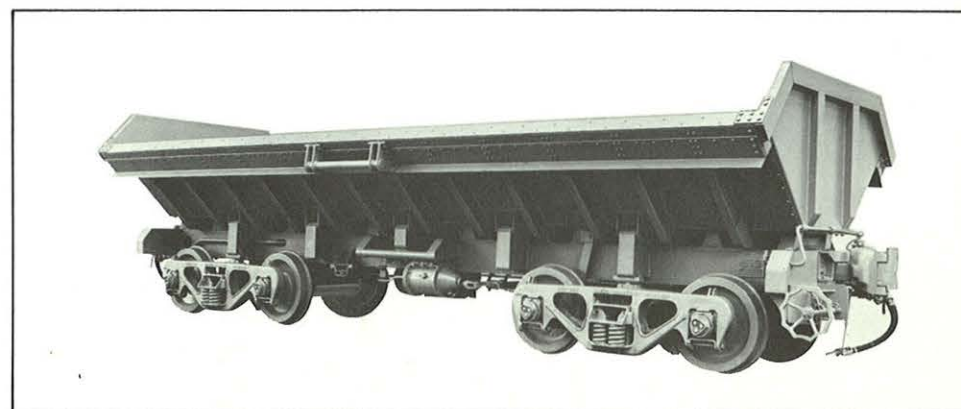
Two-way air dump cars for Zambia with Gregg-Barber stabilized bogies having Timken AP roller bearings and vacuum brakes. Capacity: 50 metric tons (30 cubic yards). Track Gauge: 1067 mm (42").



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".



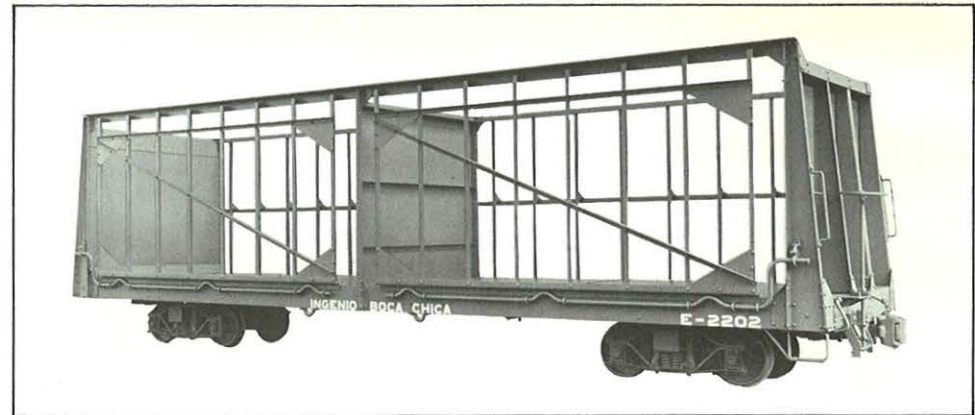
Two-way air dump cars for Colombia with Gregg-Barber stabilized bogies having SKF roller bearings. Capacity: 40 metric tons (16M³). Track Gauge: 1435 mm. Underframe Length: 9652 mm. Overall Width: 2983 mm.



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".



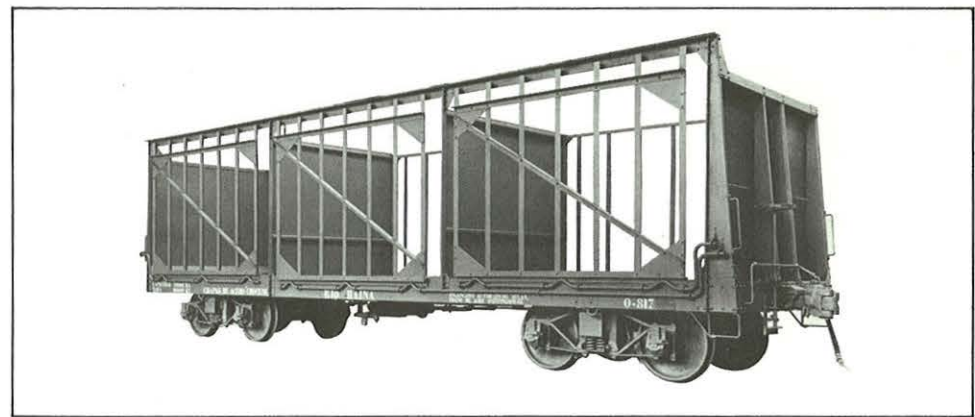
Granby-type ore cars for Uganda; sandwich floor, 2" oak between steel plates; Timken roller bearings in wheels. Capacity: 130 cubic feet. Track Gauge: 2'-6".



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



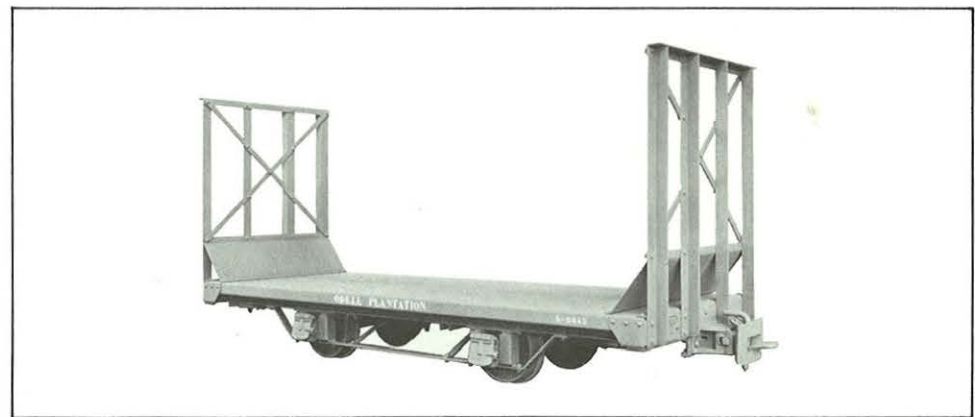
Box-dump mine cars for Colombia; 16" wheels with Timken bearings. Capacity: 1.5 cubic meters. Track Gauge: 3'-0".



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



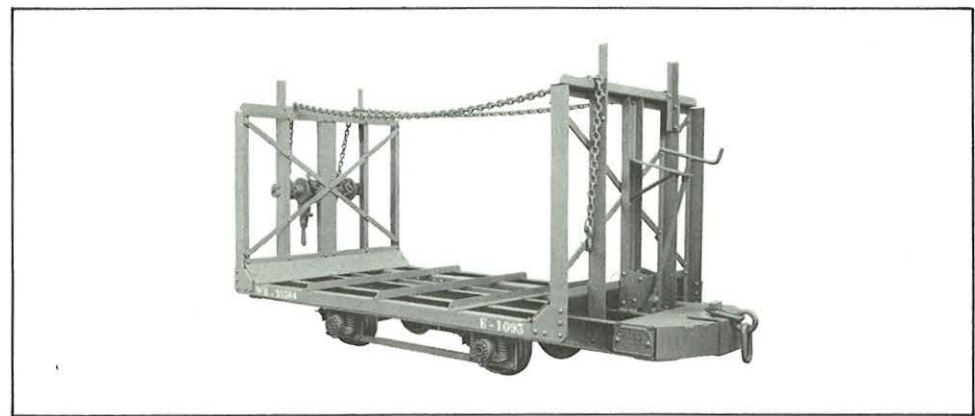
Box dump ore cars for Ghana; 20" wheels with self-contained roller bearings. Capacity: 5 cubic yards. Track Gauge: 2'-6".



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

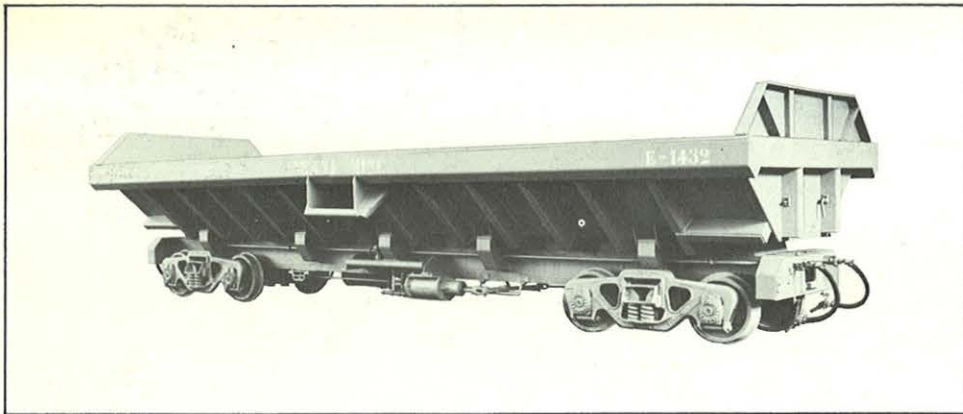


Box dump ore cars for Ghana; 20" wheels with self-contained roller bearings. Capacity: 5 cubic yards. Track Gauge: 2'-6".

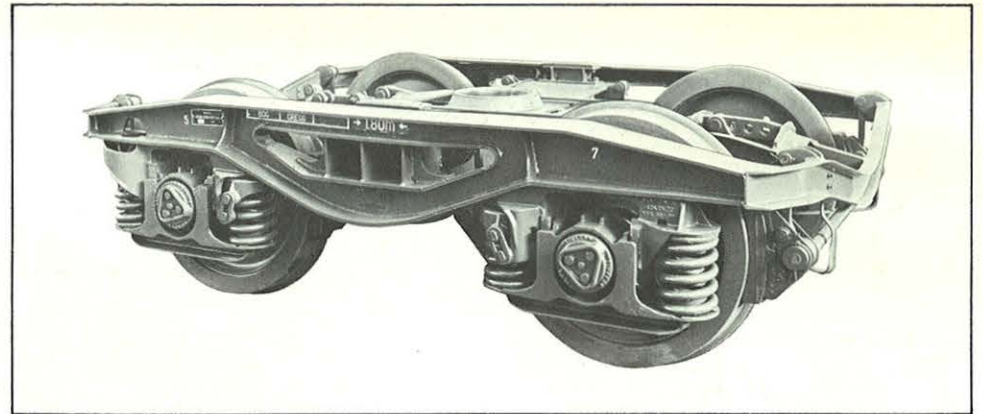


Cane cars for Uganda with 12" cast steel wheels, roller bearings and screw hand brake; car equipped with hold-down chains and windlass. Capacity: 4 tons. Track Gauge: 610 mm (24").

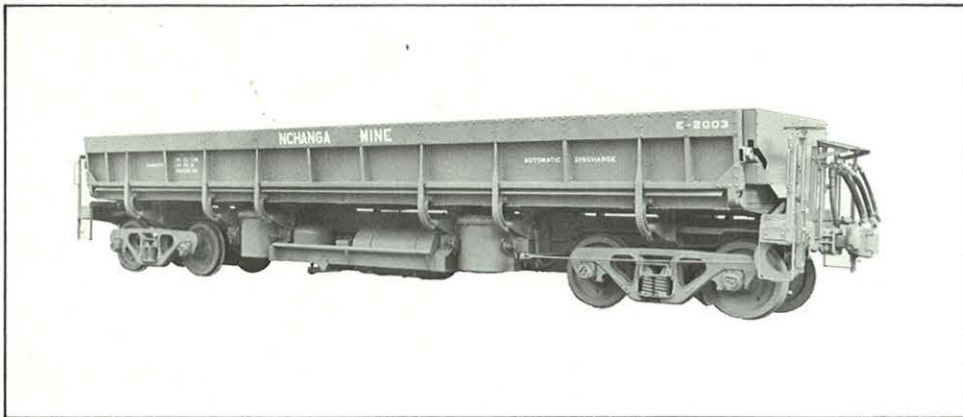




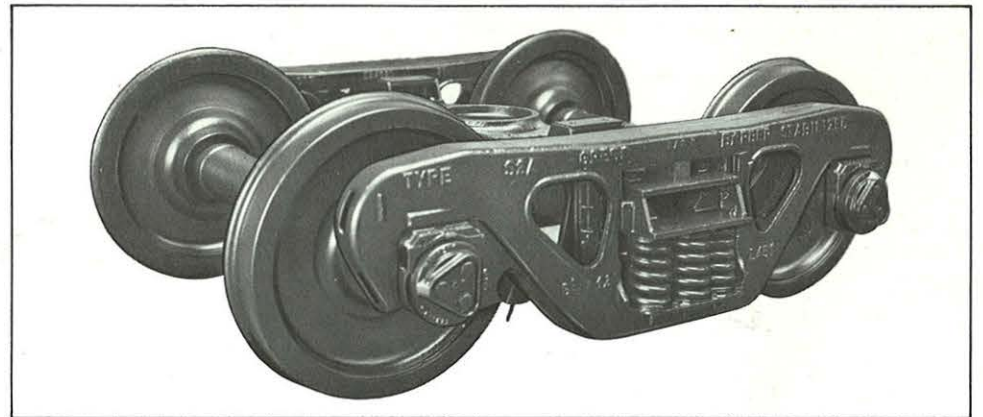
Tray cars for copper ore; Gregg-Barber stabilized bogies with roller bearings. Capacity: 28 tons. Track Gauge: 2'-6".



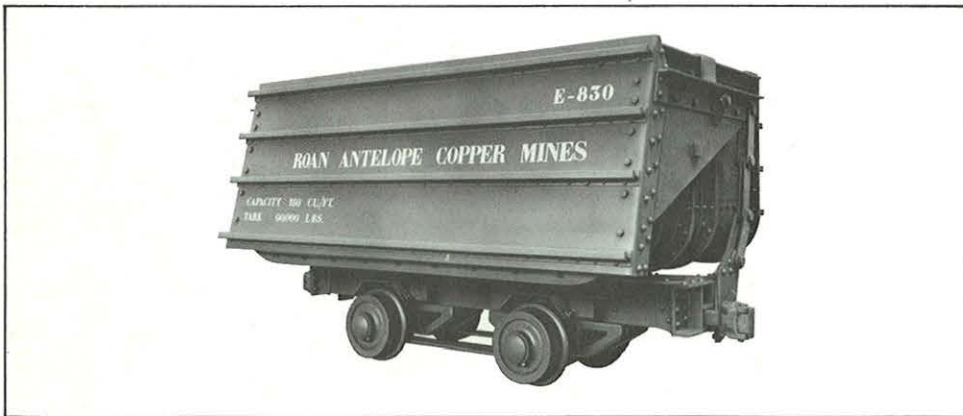
U.I.C. standard type Y-25 welded bogie with Timken AP roller bearings. Capacity: 20,000 kilos max. axle load. Track Gauge: 1435 mm (4'-8½").



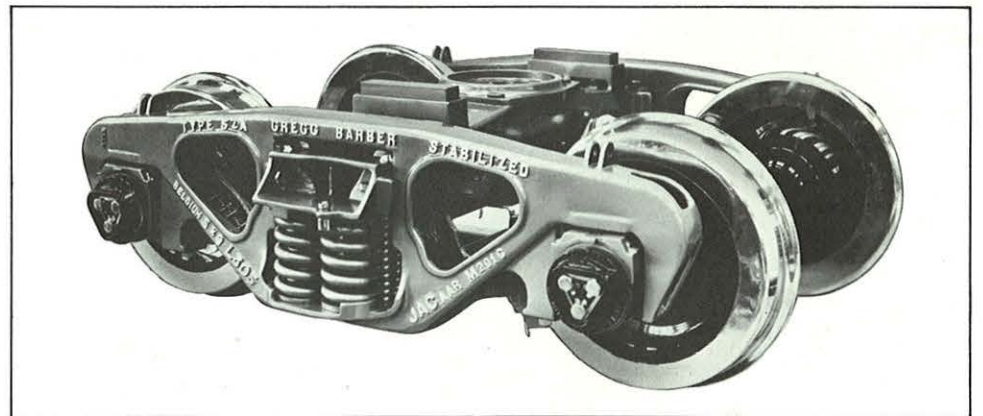
Two-way air dump cars for Zambia with Gregg-Barber stabilized bogies having Timken AP roller bearings and vacuum brakes. Capacity: 50 metric tons (30 cubic yards). Track Gauge: 1067 mm (42").



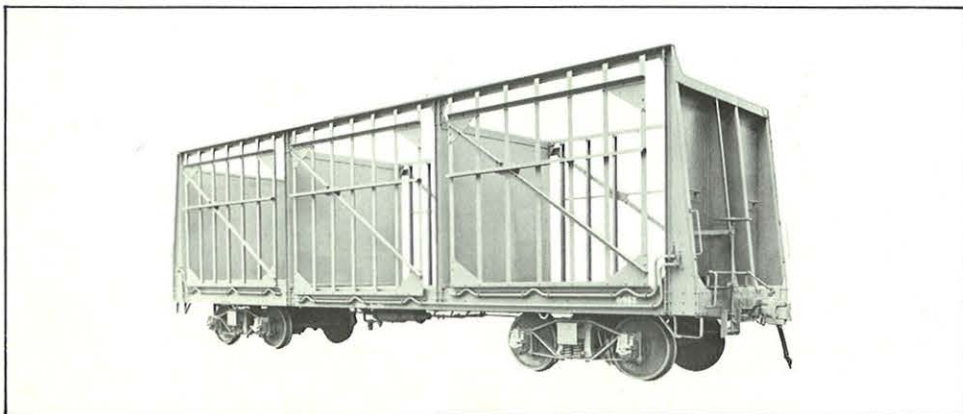
Gregg-Barber stabilized bogie with Timken AP roller bearings for 100-ton capacity cars. Track Gauge: 1435 mm (4'-8½").



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.



